

Le Mans and Azerbaijan GP special

AUTOSPORT

BRITAIN'S BEST MOTORSPORT WEEKLY

16 JUNE 2022

Ferrari disaster in Baku...

Verstappen gets his Azerbaijan redemption
as Leclerc's challenge explodes



...Toyota joy at Le Mans

How Buemi, Hartley
and Hirakawa
made history

REPORTS

56
PAGES
OF ACTION





The sound of obsession

At Christopher Ward our designers are a little, well, obsessive. Take the C60 Trident Pro 600 as proof. So determined were the design team in England to get the 'click' of the rotating dive bezel *just* right, they secretly recorded other brands' bezels for reference. Then sent the recordings to our brilliant Swiss engineers – and told them to do their best. The result is a bezel with a click that beats all other brands, bar one: Rolex. Next time, we'll go one better.

 **Christopher Ward**
Ingeniously English.
Unsurprisingly Swiss.

christopherward.com



FOX/GETTY IMAGES/RED BULL CONTENT POOL

Ferrari now on the ropes as Red Bull moves clear

A Red Bull victory around Baku and Toyota dominating the 90th Le Mans 24 Hours weren't exactly surprising results last weekend, but there were a few unexpected moments along the way.

In Azerbaijan, Ferrari's (or should that be Charles Leclerc's?) pace was strong around the high-speed street circuit and, as Matt Kew reports in our analysis (page 14), a strategy gamble gave Leclerc an opportunity to snatch a win against the run of play.

As we show on p12, Max Verstappen probably would have won anyway, but a fighting second place (and 18 points) on a track that was expected to favour Red Bull wouldn't have been bad for Ferrari. Another failure, so soon after Leclerc's Spanish Grand Prix retirement and Ferrari's Monaco GP strategy blunder, is quite another matter. Not only is Leclerc now 34 points behind Verstappen, but he currently has a slower and less reliable car than his rival. Those who like a flutter would be brave to put their money on anyone other than the reigning world champion, even if we do still have 14 races to go...

All of Toyota's rivals fell away early at Le Mans, but at least the battle between the two GR010 HYBRIDs raged fiercely for much of the distance (p30). There was plenty of other unforeseen drama, too, including a bizarre LMP2 crash involving several pro drivers (p36).

Talking of incidents, it was good to see everyone walk away from the nasty British Touring Car crash at Oulton Park. Marcus Simmons was there to see Tom Ingram's wins – and masterful avoidance (p46).



Kevin Turner

Kevin Turner
Chief Editor

kevin.turner@autosport.com

**NEXT WEEK
16 JUNE**

Canadian Grand Prix
Can Ferrari do anything to stop the Red Bull surge?
Plus Villeneuve fever



COVER IMAGES

Dunbar, JEP, Motorsport images

PIT & PADDOCK

- 4 Cadillac expands on LMDh programme
- 6 WEC firms up LMP2/GT3 futures
- 9 BTCC teams count cost of Oulton shunt
- 10 Canadian Grand Prix preview
- 11 Opinion: Alex Kalinauckas
- 12 Opinion: Matt Kew
- 13 Feedback: your letters

RACE CENTRE

- 14 Azerbaijan GP report and analysis
- 30 Toyota puts on a show at Le Mans
- 36 Jota emerges from the LMP2 chaos
- 40 Porsche takes final GTE Le Mans honours
- 44 Full results from the 90th Le Mans 24H
- 46 BTCC: Ingram stars then saves at Oulton
- 52 Newgarden is IndyCar Road America king
- 56 World of Sport: FIA Formula 2; WTCR; Road to Le Mans; Indy Lights; ETCR; NASCAR Cup

CLUB AUTOSPORT

- 67 Formula Woman winners make debuts
- 68 Anthony Reid races in MGB60 contest
- 70 Brodie's Run Baby Run Escort restored
- 71 Opinion: Marcus Pye
- 72 National reports: Oulton Park; Knockhill; Silverstone; Brands Hatch; Thruxton; Castle Combe; Snetterton; Mondello Park

FINISHING STRAIGHT

- 86 What's on this week
- 88 From the archive: 1978 British GP
- 90 My favourite track: Gianni Morbidelli

SUBSCRIPTION OFFER

- 24 Special deals for Autosport

VISIT AUTOSPORT.COM

For other ways to read Britain's best motorsport weekly



Have your say, get in touch

Autosport editorial
Autosport Media UK Ltd
1 Eton Street
Richmond
TW9 1AG

@
E-mail
autosport@
autosport.com


Visit our website
autosport.com


Twitter
twitter.com/
autosport


Facebook
facebook.com/
autosport


Instagram
instagram.com/
autosport


YouTube
youtube.com/
AUTOSPORTdotcom

PIT + PADDOCK



Cadillac reveals more on its new Le Mans 24 Hours contender

LE MANS 24 HOURS/WEC/IMSA

Cadillac has revealed photographs of something approaching a real car as it put meat on the bones of its plans for its new-for-2023 LMDh prototype. The good news is that it is planning to field multiple cars at the Le Mans 24 Hours next year.

The look of the machine in the photographs is claimed not to be far removed from the chassis developed in conjunction with Dallara that will begin testing imminently. Cadillac has confirmed that it isn't a runner, but the bodywork surfaces have been derived from the aero programme of the General Motors brand's LMDh.

"This is what the race car looked like when we snapped the chalk line to build the car we showed today," explained GM sportscar racing programme manager Laura Klauser. "We have been iterating since and

there will be changes as we begin to test and develop, but we believe it will be small tweaks, not big changes."

That testing is due to begin imminently, she confirmed. Asked if that would be in July as speculated, she replied: "I would like to be out sooner than that."

The plan is for Cadillac to run one car for a full season in the World Endurance Championship next year, as well as two cars in the IMSA SportsCar Championship, Klauser revealed. The solo WEC car would then be joined by "multiple entries" for the centrepiece round at Le Mans. "We would hope to bring more cars to Le Mans," she added. "We will see what the Automobile Club de l'Ouest [the race organiser] will allow. You have to be invited to Le Mans; you don't choose to come."

It was announced last year that Chip Ganassi Racing and Action Express Racing will continue their existing relationships with Cadillac in IMSA as full factory teams, but Klauser would not expand on the broad plans for 2023. It seems certain that Ganassi will mount the WEC campaign, while Action Express has expressed a desire to race at Le Mans for the first time.

The photos of the new Caddy were released last week under the heading Project GTP Hypercar. This name, a working title, supersedes the LMDh-V.R moniker used in previous communications.

The car will be powered by an all-new 5.5-litre V8. The capacity of the engine would suggest it will be normally aspirated like its predecessor in the DPi-V.R, but Klauser refused to confirm this.

PEUGEOT READY FOR RACE SIMS

Peugeot will undertake its first race-distance simulations in the final test of its 9X8 Le Mans Hypercar prior to its debut in the Monza WEC round in July. In fact, it will attempt a pair of six-hour runs at an undisclosed venue, one each for the two car crews.

"In the development phase we have had all the team focused on one car," said Olivier Jansonnie, who leads the 9X8 programme at Peugeot Sport. "We need to train the crews at that test with a proper race simulation."

"The idea is that each team does at least one race simulation, but, of course, we will have to see how much we can achieve. Each test will be done with the right drivers, the right engineers and the right mechanics, the ones who will be together at the races."

Peugeot named its driver combinations for Monza last week. Paul di Resta, Jean-Eric Vergne and Mikkel Jensen will share #93, Loic Duval, James Rossiter and Gustavo Menezes #94. Jansonnie confirmed that Peugeot will have only the development car at the final test, while a full shakedown for the two cars currently in build is planned.



Peugeot has sorted out its two line-ups

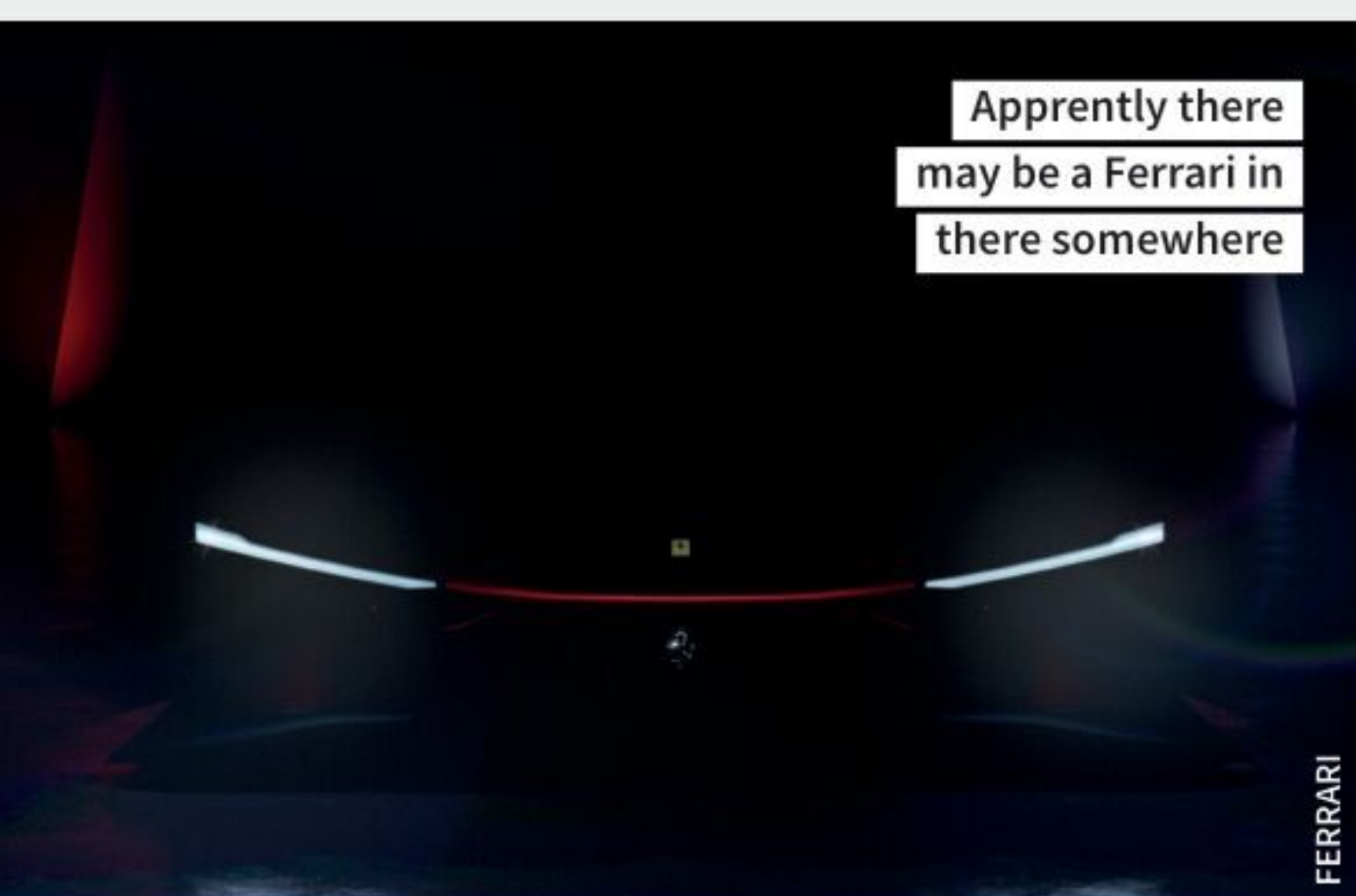
NICOLAS ZWICKEL/PEUGEOT



CADILLAC



CADILLAC



FERRARI

Apparently there
may be a Ferrari in
there somewhere

FERRARI'S HEADLIGHTS IMAGE

Ferrari finally 'revealed' a long-awaited first image of its LMH prototype last week. What it put out can best be described as a teaser image in extremis of the car with which the marque will mount its first factory assault at the top of the sportscar tree in 50 years.

The rendering reveals little or nothing of a car that is due to start testing next month, but the timing of its release was significant. It came a minute after 1600 local time in France on Friday, more or less exactly 49 years after the last factory Ferrari prototype to race at Le Mans, a 312PB shared by Carlos Pace and Arturo Merzario, crossed the line in second place on 10 June 1973.

GARY WATKINS

P30 LE MANS 24 HOURS

DOMENICALI IN SOUTH AFRICA FOR KYALAMI TALK

FORMULA 1

Formula 1 could revive the South African Grand Prix as early as next year as talks accelerate between series bosses and officials at Kyalami.

F1 has not raced in South Africa since 1993, but the series has been pushing to return in order to fully embrace its world championship status by racing on every continent. After last weekend's Azerbaijan Grand Prix, F1 CEO Stefano Domenicali travelled to South Africa for further talks in the hope of getting an agreement in place in



Kyalami in 1976.
F1 could be back
there soon

SUTTON/MOTORSPORT IMAGES

time for the 2023 season.

The return of Kyalami would add to an already-congested calendar for 2023 that is poised to hit the 24-race limit enforced by the Concorde Agreement. The Qatar GP has already been confirmed as returning as part of a new 10-year deal, following its inaugural event last year, while the first modern-day Las Vegas GP has been announced for

November 2023.

The Chinese GP has a contract to return to the schedule next year, although its status remains unclear due to the country's ongoing COVID-19 restrictions.

From the existing 22-race calendar, the French GP looks set to drop off the schedule for next year, while doubts linger over the future of the Belgian GP.

LUKE SMITH



TEE/MOTORSPORT IMAGES

McLaren 'can't make' cost cap

FORMULA 1

McLaren boss Andreas Seidl (above) has admitted that his team is expecting to breach the Formula 1 cost cap by the end of the season.

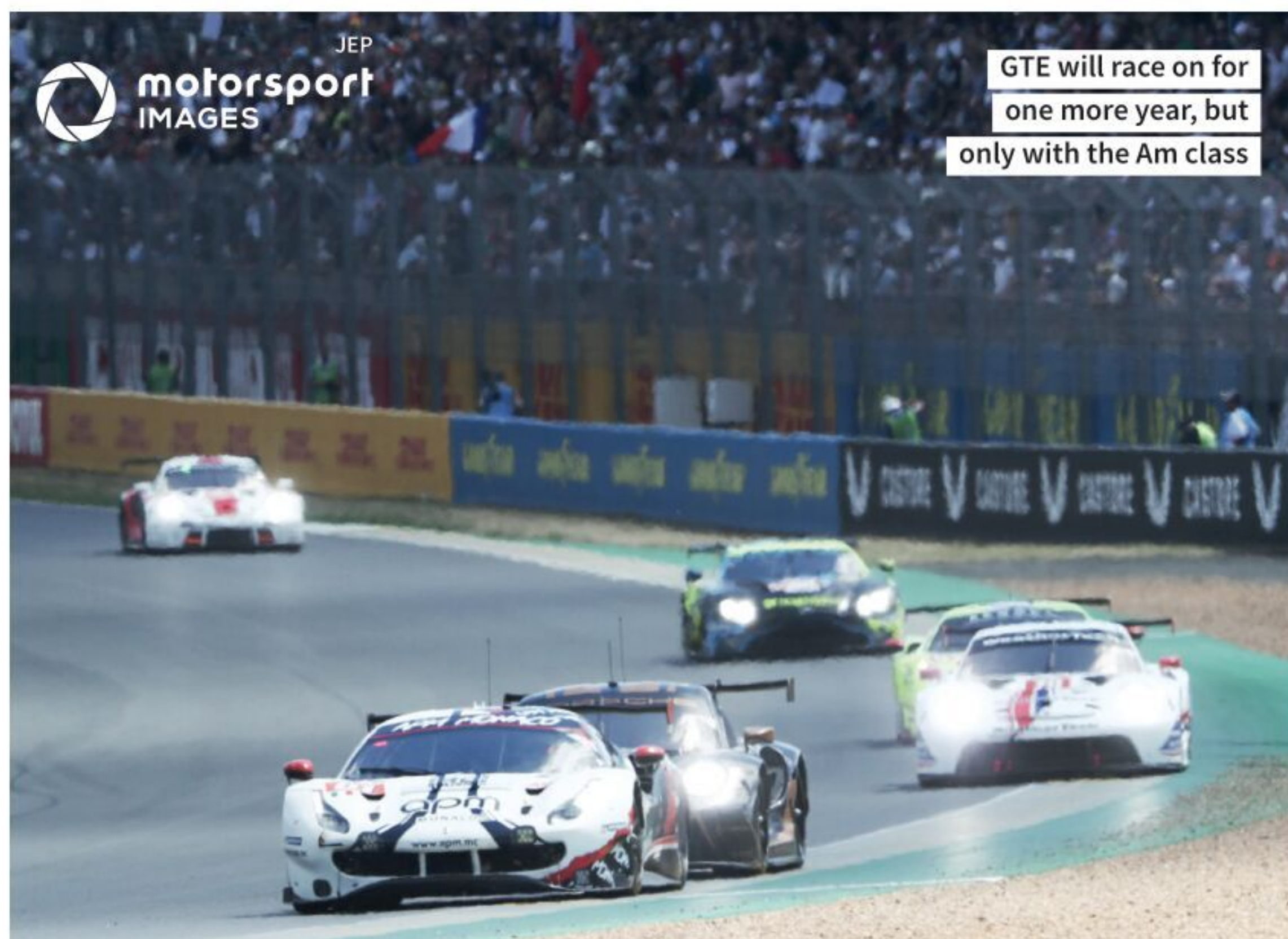
Several top teams have indicated that staying within the cap will be impossible as a result of inflation and rising freight costs, leading to talks with F1 and the FIA about increasing the budget cap accordingly. Ferrari has already confirmed that it is unable to stay within the \$140million cap for this year.

"For us as a team that was planned to run at the cap at the beginning of

the year, with all these unexpected costs that came up, we are at a position where we can't make the cap anymore," said Seidl. "I'm still hopeful with all the conversations that are happening at the moment, together with the other teams, with FIA and F1, that we still find the solution which is in the best interests of the sport moving forward."

Amid the concerns raised by some of the bigger teams, Alfa Romeo and Alpine have been clear in their opposition to a budget cap increase, suggesting that the larger squads simply develop their cars less.

ADAM COOPER



WEC rulemakers present LMP2 and GT3 pathways

WEC

The next generation of GT contenders to race in the World Endurance Championship will be distinguished from the GT3 machinery on which they are based by distinct bodywork. Rulemakers the Automobile Club de l'Ouest and the FIA want to give the GT3 designs what was described as a premium look when they take over from the current GTE cars in 2024.

The ACO and the FIA outlined their vision for the future of GT racing in the WEC and at the Le Mans 24 Hours, as well as their satellite series, at the traditional press conference ahead of the French enduro. They revealed plans to create a strictly pro-am class with its own identity following last August's announcement of the switch to GT3-based rules and the end of all-professional line-ups.

ACO president Pierre Fillon explained that the idea is "to have bodywork that lets you know this is a bodywork for endurance", and to give the drivers "a premium product" for a class likely to be known LMGT. The effect on performance, he said, would be negligible. He stressed a desire for the aerodynamic kit to be quickly interchangeable with standard GT3 bodywork, and revealed a target price of €50,000 for the bespoke aero kits.

ACO technical director Thierry Bouvet explained: "We spoke with the gentlemen drivers and the teams because they are the end users."

It appears that discussions with the manufacturers who build GT3 cars has been minimal. Porsche and Aston

Martin appeared to have been caught on the hop by the announcement and suggested that any changes are unnecessary. "The question is, do we really need it?" said Porsche Motorsport boss Thomas Laudenbach. "My personal opinion is we don't."

John Gaw, who heads up Aston Martin Racing at Prodrive, questioned the costs involved. "If it is real bodywork change, the cost is going to be a lot more than €50,000."

Along with confirmation that there will be no GTE Pro class in 2023, the ACO announced a new means of balancing the chassis from the four licensed LMP2 constructors on the delayed introduction of new rules for the category in 2025.

It will be known as the Adjustment of Performance and will result in minor tweaks focused on engine power being made to the cars up to twice per year. It effectively replaces the joker rule that permits constructors to apply to make chassis upgrades, which Dallara, Ligier and Multimatic/Riley were allowed for year two of the current formula in 2018. Detailed rules for the new P2 cars, which will use the same chassis spine as the LMDh prototypes under development by ORECA, Dallara, Multimatic and Ligier, should be firmed up later this year. After that the tender process for the one-make engine will begin.

The ACO has also left the door open for the introduction of hybrid technology some time in the five-year lifecycle of the next LMP2 formula up to the end of 2030.

GARY WATKINS

Mixed messages on Ogier Toyota

LE MANS 24 HOURS

Sebastien Ogier is talking openly about the prospect of racing a Toyota at the Le Mans 24 Hours next year. And the rally superstar suggested last week ahead of his debut in the French enduro in LMP2 that a decision on a third car from the Japanese manufacturer could be imminent.

Ogier came clean and admitted that his World Endurance Championship programme this season with the Signatech-run Richard Mille Racing squad has been devised to prepare him for a move into an additional Le Mans Hypercar run by his employer. "That's no secret that this is the thing behind this project [with Richard Mille]," said Ogier. "I'm not sure what are the elements that will really decide if it will happen or not."

The winner of eight World Rally Championship titles is quick enough to race in the top Hypercar category at Le Mans, according to Toyota. That was the rhetoric from Toyota Gazoo Racing Europe technical director Pascal Vasselton after a series of tests by Ogier in the GR010 HYBRID. "We are not very concerned about Sebastien's performance: he was really in the ballpark, and was reasonably quickly into the ballpark," said Vasselton, who added that Ogier made a "step up" from his first outing at the Bahrain WEC rookie test in November in two subsequent private tests.

Running a third car is under discussion, like every year, said Vasselton, although TGR race director Rob Leupen described it as "not feasible". It appears that TGRE in Cologne isn't pushing its paymasters in Japan for the resources to run a third car. But Ogier has close links with Toyota CEO Akio Toyoda, who seems likely to be the ultimate arbiter on whether Toyota runs an extra car at Le Mans in 2023.

GARY WATKINS



JEP/MOTORSPORT IMAGES

New Gen3 cars hit the track

FORMULA E

Porsche and Jaguar have conducted their first shakedowns of the Formula E Gen3 machinery that will be used from next season, with Pascal Wehrlein and Sacha Fenestraz conducting the rollout sessions for their respective teams.

Wehrlein had a “good first impression” of the new Porsche (right), which was shaken down at the marque’s Weissach test track, albeit not at the full 350kW power available in the new generation of car. The new motor arrangement pairs that 350kW drive motor with a 250kW standard-spec regen motor on the front axle, yielding 600kW of regenerative power.

“It was a very interesting day and an awesome experience to drive our new Gen3 car for the first time,” said Wehrlein. “It feels great and I’m excited to test it at full power soon. The first impressions today were also very good and it made me hungry for more.”

Team director Florian Modlinger explained that the shakedown runs will give the team a basis to work on the Gen3 machinery’s systems ahead of the first group tests on an undisclosed date.



Porsche will also become a supplier for the first time in Formula E next season, with the Andretti team taking the manufacturer’s powertrains on a “long-term deal” after its deal with BMW ended.

Jaguar development driver Fenestraz conducted shakedown duties for the British manufacturer, which ran in the dazzle camouflage livery it had teased on the day of the Gen3 launch. Team boss James Barclay stated that getting the car on the road ahead

of the collective tests “is an important achievement in our ongoing R&D process which originally commenced back in 2020. Excitement is really starting to build for the whole team as we look forward to the next generation of Formula E.”

As Autosport went to press, it was also understood that the NIO 333 team would be putting its new Gen3 car through its paces with an initial test run.

JAKE BOXALL-LEGGE

Suspensions and fines dished out at F2 Baku

FORMULA 2

Formula 2 racer Amaury Cordeel has been suspended for the upcoming Silverstone round after accumulating 12 penalty points on his licence.

The Belgian (right), who stepped up to F2 this year with series newcomer Van Amersfoort Racing, hit the 12-point maximum last weekend in Baku when he swerved into the path of Olli Caldwell during the feature race, putting both cars out on the spot. As a result,

Cordeel was handed a three-place grid penalty for his next F2 round, and was given a penalty point on his licence.

Cordeel becomes the first driver to reach the full 12 points on his F2 licence since the infamous Mahaveer Raghunathan in 2019, who was banned for the Red Bull Ring and replaced by Pato O’Ward during the Mexican’s short stint on the Red Bull Junior programme before moving into IndyCar.

Also in trouble in Baku was Cem Bolukbasi. The Charouz



Racing System driver was called up to the stewards after an altercation broke out following the feature race between the Turk’s father and DAMS-run Israeli Roy Nissany.

Nissany’s trainer then

became involved in the pushing and shoving, which has resulted in a €5000 fine for Bolukbasi and the removal of his father’s credentials for the next round at Silverstone on 1-3 July.

JAKE BOXALL-LEGGE

AUTOSPORT

Enjoying our magazine?

SUBSCRIBE NOW

www.autosportmedia.com

FERRARI PARTS SPECIALIST

SUPERFORMANCE

LARGEST
INDEPENDENT
SUPPLIER OF
PARTS FOR
FERRARI CARS

OFFICIAL
DISTRIBUTOR FOR
HILL ENGINEERING

UNRIVALLED
ENGINEERING AND
TECHNICAL EXPERTISE

CONTINUOUS
REMANUFACTURING
OF OBSOLETE AND
UNAVAILABLE PARTS

DEPENDABLE
BIG ENOUGH
TO COPE
SMALL ENOUGH
TO CARE

FAST EXPRESS
WORLDWIDE
SHIPPING DAILY

WE'RE DEDICATED TO PRESERVING THE CLASSIC FERRARI SPIRIT

SUPERFORMANCE.CO.UK +44 (0)1992 445 300

CELEBRATING 38 YEARS FERRARI PARTS EXPERIENCE

UNIT G1 RD PARK STEPHENSON CLOSE HODDESDON HERTFORDSHIRE EN11 0BW

CONTACT OUR OFFICE AT ADMIN@SUPERFORMANCE.CO.UK



WE SUPPLY PARTS TO THE UK AND ACROSS THE WORLD



See what we're up to on instagram [@superformance.co.uk](https://www.instagram.com/superformance.co.uk) and
you can follow us on facebook [facebook.com/superformanceukltd](https://www.facebook.com/superformanceukltd)



IN THE HEADLINES

LE MANS 2023 DATE FIXED

Next year's Le Mans 24 Hours will take place on 10-11 June, organiser the Automobile Club de l'Ouest has confirmed. The traditional pre-event test day will make a permanent shift to one week ahead of the race.

START BOOST REVISIONS

Before having a massive repair to worry about (see left), West Surrey Racing and its fellow rear-wheel-drive teams in the British Touring Car Championship had a revision to starting-boost levels to deal with at Oulton Park last weekend. The BMW 330e M Sports and Infiniti Q50s were given a break for the start of this season when restrictions on starting boost were cut from up to 125km/h (75mph) to 100km/h, but this has been reversed and the 125 figure reinstated from the season's fourth round.

ANOTHER WIN FOR FOSTER...

California-based Hampshireman Louis Foster added another Indy Pro 2000 win to his tally at Road America last weekend as he continues his strong rookie season in the US. Foster moved into the lead on the opening lap of Saturday's race when poleman Reece Gold ran wide at Turn 5. He then stretched away to beat Josh Green and fellow Brit Enaam Ahmed, who had recovered from his own Turn 5 first-lap incident. Ahmed charged from last on the grid following a post-qualifying scrutineering snafu to fourth on Sunday in a race won by Braden Eves. Foster was 13th, but continues to lead the points.

...AND TWO MORE FOR KING

British Porsche star Harry King extended his run at Zolder last weekend to make it four wins from four in the Carrera Cup Benelux series he is contesting in addition to the F1-supporting Supercup. King took a double pole in his Parker Revs car, beat Glenn van Parijs in the first race, and then defeated ex-FIA GT race winner Xavier Maassen in the second.



Doubts over Turkington, Lloyd

BTCC

A massive crash in the final race of last weekend's British Touring Car Championship race at Oulton Park has jeopardised the 2022 seasons of Dan Lloyd and four-time champion Colin Turkington.

Lloyd's Excelr8 Motorsport Hyundai i30 N was spat into the barriers on the opening lap after contact with Ricky Collard's Toyota Corolla as they fought for third place. He then bounced back onto the circuit and was rammed by the West Surrey Racing BMW 330e M Sport of Turkington, who had been tucked up behind Lloyd's team-mate Tom Ingram before Ingram made a remarkable last-gasp swerve to avoid the wreckage.

The car Turkington is racing this year is a brand-new one following the sale of his 2019 title winner, which he also raced to the runner-up spot in 2020 and 2021, so there is no spare available with the next round at Croft in just over a week's time.

"It's going up to Willie Poole [renowned Rugby-based BTCC chassis wizard] today and we won't know until he looks at it," said WSR boss Dick Bennetts on Tuesday. "It's

mainly hit the right-front corner and the subframe's destroyed, although we can bolt them on. But the shell is worse than we thought. It could be an awkward one and we've got a bit of a drama on our hands.

"And the steering rack's been pushed back into the engine, so the engine's got to go back to [BMW builder] Neil Brown's. It's the worst shunt we've had in the BTCC, and the most expensive one by the looks of it."

Turkington reported on Monday that he was suffering from "whiplash really – it's my neck and shoulders that took the brunt of it". Lloyd, meanwhile, told us he had "bruised lungs, bruised ribs, sore around the limbs and swollen knackers!"

The Yorkshireman, who had made a step forward at Oulton to qualify third, is also worried about the trip to his local venue of Croft and the rest of his season. "The damage to the car is even worse than what we expected," said Lloyd. "It's a serious incident and a huge impact to my budget. The goal is to be at Croft but it's not a good situation financially at the moment."

MARCUS SIMMONS

➔ P46 OULTON BTCC REPORT

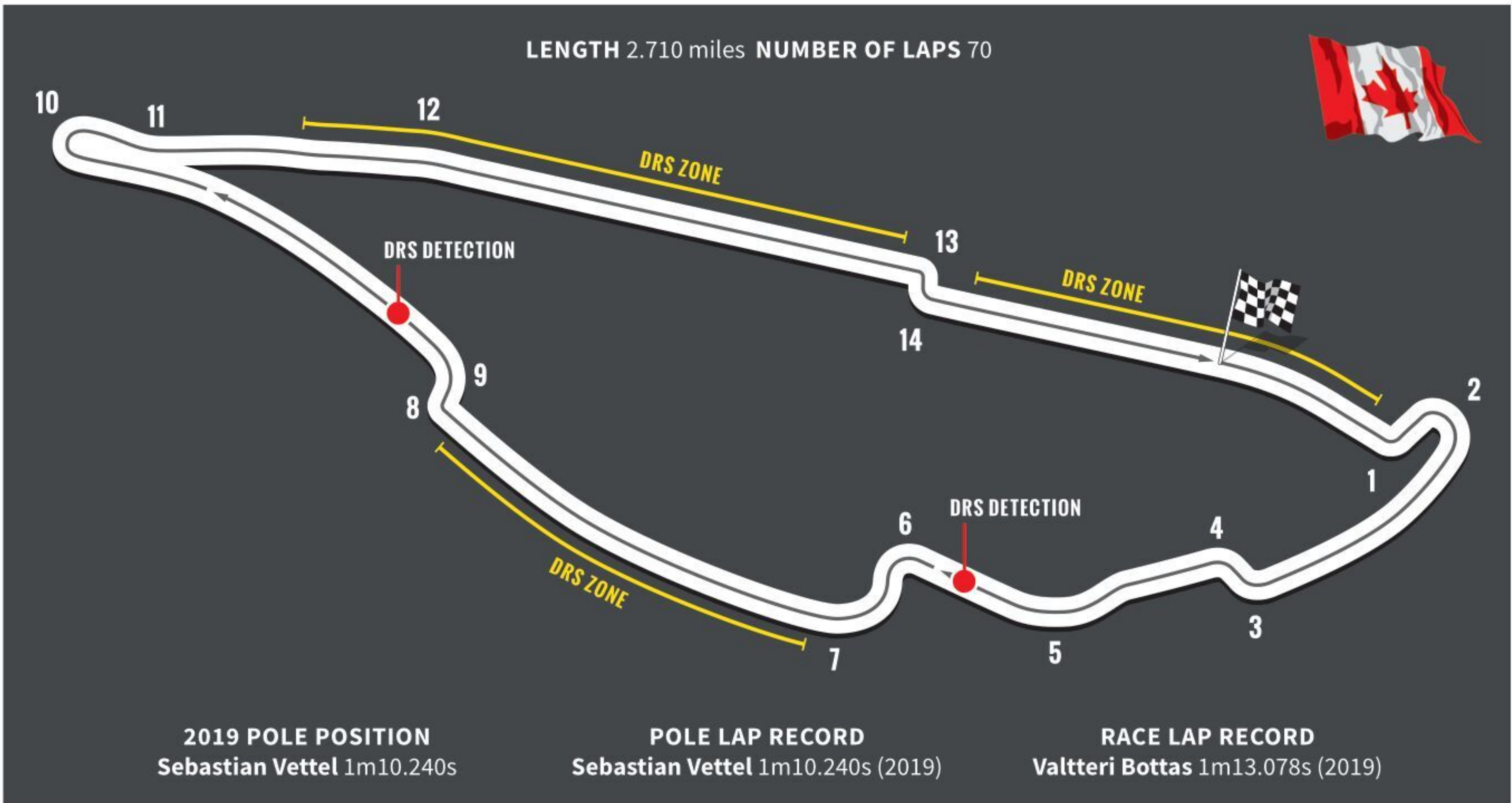
AUTOSPORT

Get even more motorsport online
with our **Print + Digital Bundle**

SUBSCRIBE NOW

www.autosportmedia.com

ROUND 9/22
F1 CANADIAN GRAND PRIX PREVIEW



UK START TIMES

Friday 17 June
FP1 1900 FP2 2200

Saturday 18 June
FP3 1800
QUALIFYING 2100

Sunday 19 June
RACE 1900

CATCH THE RACE LIVE
SKY SPORTS F1
BBC RADIO 5 LIVE

HIGHLIGHTS
CHANNEL 4 2300

TYRE ALLOCATION



CHAMPIONSHIP POSITIONS

Drivers			Constructors		
1	Verstappen	150	1	Red Bull	279
2	Perez	129	2	Ferrari	199
3	Leclerc	116	3	Mercedes	161
4	Russell	99	4	McLaren	65
5	Sainz	83	5	Alpine	47



RACE STATS

Previous winners

2019	Lewis Hamilton	Mercedes
2018	Sebastian Vettel	Ferrari
2017	Lewis Hamilton	Mercedes
2016	Lewis Hamilton	Mercedes
2015	Lewis Hamilton	Mercedes
2014	Daniel Ricciardo	Red Bull
2013	Sebastian Vettel	Red Bull
2012	Lewis Hamilton	McLaren
2011	Jenson Button	McLaren
2010	Lewis Hamilton	McLaren



Montreal points tallies

Hamilton	185
Vettel	166
Bottas	85
Alonso	68
Ricciardo	66
Verstappen	37
Perez	26
Leclerc	16
Ocon	10
Sainz	6



Obscuring F1 2022's true nature

Charles Leclerc's qualifying record – six poles so far this season – is very impressive, but it doesn't reflect core trends at the front of the pack

ALEX KALINAUCKAS

There's a statistic that offers Charles Leclerc a crumb of comfort after losing a victory shot in Baku last weekend through no fault of his own for the third race in succession. He secured his sixth pole of the season with a scintillating lap, threading his Ferrari between the walls with assured commitment. That means the 2022 qualifying record sits at Leclerc on six, Sergio Perez with one and Max Verstappen also on just a single pole. Leclerc is now the only driver with a perfect 8-0 qualifying record against their team-mate.

Now that the first third of the 2022 campaign is complete, trends have been firmly established and the qualifying record to this point is particularly intriguing. Let's start with Leclerc and the lessons from his six poles. While his searing speed in changeable qualifying conditions was on display in his first F1 season with Sauber, Leclerc's reputation at the top level started off as one of a driver who could not produce their best when it mattered in Q3. He began to fix that the following year with seven 2019 poles for Ferrari – the most of any driver, and a record that spurred Lewis Hamilton into upping his qualifying game for what became the final two seasons of the ultra-high-downforce F1 era. And now Ferrari is back in title contention, Leclerc is simply stunning Red Bull time after time in qualifying.

While his Imola off demonstrates that the small but costly errors that littered his game when he arrived in F1 remain, he produced a remarkable turnaround from his early Q3 Spain spin to see off

“Unreliability has gone from being Red Bull's chief concern to costing Leclerc at least 43 points”

Verstappen there. Arguably, only in Jeddah did Leclerc let a possible pole get away and go to Perez. And the Mexican's qualifying record against Verstappen is another important tale of 2022 so far.

As good as Perez is, he's never been regarded as a top qualifier and his record against Verstappen last year was 1-20 (just considering Q1/Q2/Q3 sessions, with Russia discounted). But this time around their head-to-head stands at 5-3 to the Dutchman, with the average gap between them down from 0.528s in 2021 to 0.271s. This reflects two things: Perez's excellent form and preferred handling with the RB18, which is still not giving Verstappen what he wants in terms of a pointy front end.

When looking back through F1 history, most poles generally designates the fastest and therefore best car. Not always, such as in 2019, when Ferrari threw away plenty of advantageous

positions, or 2012, when Hamilton's fast but fragile McLaren topped the qualifying record.

In 2021, Verstappen ended up with 10 poles for Red Bull to Hamilton's five but, in the supertimes expression of the best laps of each team for each race, Mercedes came out on top by 0.143%. This had more to do with Red Bull underperforming on tyre preparation at events such as the Turkish GP and Hamilton's Brazilian brilliance, but it serves to demonstrate how such things can skew the true picture of an F1 season. And Leclerc's 2022 qualifying prowess is doing something similar.

It means that Ferrari currently has a supertimes edge of 0.17%, but there's an argument that the Red Bull is a faster car, it's just that its best qualifier hasn't been able to take it to the ultimate edge often enough so far. That argument is weakened because it seems that the car is holding Verstappen back, but then adaptability is a key part of a motorsport great's game.

There is just no way that Ferrari can claim the F1-75 is 2022's 'best' car now. Once again, Red Bull was on top in the Baku speed traps, although Leclerc's performance in holding off Verstappen into the first corner during his first stint did suggest that the lower-drag rear wing Ferrari introduced but didn't race in Miami was an improvement in this area. And, thanks to Leclerc's two retirements, the data is still lacking to back up Ferrari's feeling that it has improved on tyre wear.

But the big problem blighting Ferrari is that unreliability. This has gone from being Red Bull's chief concern to costing Leclerc at least 43 points from the past three races. His team's reliability dramas are not only letting Leclerc down now, but they will also result in additional pain later in the season given that he's already at the limit for new turbo usage.

Leclerc's qualifying excellence alone likely means the 2022 season will remain intriguing, because if he can keep on qualifying ahead then it will at least force Red Bull to make a race of each event. But there's also a significant chance that the team with a proven record of improving a package over a season will eliminate Verstappen's unwanted understeer. Plus, with the dirty air effect reduced by the new ground-effect cars, a polesitter can no longer rely on the chaser wearing out their tyres by sliding around in the resulting understeer and random handling instability.

So, Ferrari must just develop the F1-75 into 2022's definitive fastest and best car, or even its star's speed heroics likely won't be enough to stop a Verstappen title defence already being bolstered by Leclerc's unfortunate unreliability. ❧

NEXT WEEK

**LECLERC DRIVES
VILLENEUVE'S FERRARI**



Would Leclerc have won in Baku?

If his Ferrari power unit had stayed the course, would he have been able to keep Max Verstappen at bay? His team boss reckons he had it covered...

MATT KEW

When Charles Leclerc's engine went up in smoke in Azerbaijan last weekend, so too did the chances of a thrilling climax where he might have battled Max Verstappen for the spoils. "It's a shame it didn't play out, because we did have a very quick race car," said Red Bull team boss Christian Horner. "With that eight or nine-lap overlap, that would have been a sufficient advantage to hopefully make a pass on [Leclerc]."

But was Horner right to be confident? Leclerc, helped by Ferrari team-mate Carlos Sainz stopping with a hydraulics failure to trigger a virtual safety car, was 13 seconds ahead when disaster struck. What's more, for the eight laps prior to his retirement, he'd been up to 1.2s faster than his Dutch rival.

As team principal Mattia Binotto said, Ferrari was "very sharp" when Leclerc dived into the pitlane immediately as the VSC was deployed on lap nine to gain a 10s cheaper stop under the speed restrictions. Medium Pirellis were swapped for a set of hard tyres. While a front and rear jack delay contributed to a sluggish 5.4s service, at least a "miscommunication" between Sergio Perez and his race engineer plus Verstappen staying out meant Red Bull didn't cover off Ferrari directly by pitting one of its drivers.

Helping the Ferrari cause, Verstappen lost 0.5s swapping places with Perez as the Mexican struggled on degrading mediums after allowing temperatures to drop under the VSC. And Verstappen

and engine explosion not included) for his nine clean tours on the C3s was 1m48.164s. When Verstappen finally pitted, the first nine laps of his stint on the same compound levelled out at half a second quicker: 1m47.669s.

Verstappen likely could have gone even quicker. Race engineer Gianpiero Lambiase gently reminded his driver that even though all appeared under control, disaster can strike, as with the Baku blowout while leading last season. Verstappen then negotiated a target delta quick enough to maintain tyre temperature but still not flat-out. As such, he didn't chalk the fastest lap, which went to Perez. And after a second stop for hards, running with compromised pace, Verstappen would pound around in the high to mid-1m46s.

Pre-race, Pirelli had a one-stop strategy down as the optimum. The elimination of both Ferraris afforded Red Bull the breathing space to pit again. But should that one-stop have played out, it would have allowed tyre degradation to factor. That said, Binotto reckoned Leclerc had it covered: "The tyre degradation on the hard, what we saw was very little. So, if we could have made the hard survive, it would have been the right call. Obviously, we do not have the answer to that. We will get the numbers and I'm pretty sure everybody will have a look at it to have a forecast of how the race would have finished [correct, Mattia!]. But we felt very strong, certainly in the lead with a strong tyre. And Charles was very happy with the car behaviour."

Based on the average laps, Verstappen would realistically have closed on Leclerc. There is the caveat that either might have been hurt or benefited over the other from negotiating lapped traffic. Similarly, as Verstappen caught up, running in Leclerc's wake might have forced tyre temperature management. But it remains likely that they would have met on track. Actually completing the pass is a different ask. Since an embarrassment of riches in Bahrain and Saudi Arabia as they fought over DRS detection, Verstappen and Leclerc haven't engaged in a proper, sustained dice. The change of position in Miami was almost a 'blink and you'll miss it' affair, while the late Florida climax was created by the safety car, and Leclerc never truly fought back with a lunge anyway.

DRS into Turn 1 would most likely have been Verstappen's bet to pass in Baku. He was sixth-fastest through the speed trap in the race, clocked at 202mph. Leclerc was just 18th at 197mph. Leclerc had been able to deploy the Ferrari engine's low-end punch out of Turn 16 to make a rapid escape down the 1.35-mile dash to the next braking zone at Turn 1. But the Honda power unit worked wonders with Red Bull's skinny rear wing to deliver at high speed. So, Verstappen having closed on his newer rubber and with underlying superior race pace, the run to the first corner would likely have left Leclerc rather exposed...🔥

"Since Bahrain and Saudi Arabia, they haven't engaged in a proper, sustained dice"

took his hard tyres at the end of lap 18 in less favourable green-flag conditions. A right-rear glitch prompted a 3.5s stop. He then had those 13s to recover and would have relied on the RB18's marginally superior race pace and the virtues of nine-laps-newer tyres to close. Then the Ferrari engine let go spectacularly to relieve the pressure.

It was Verstappen who had the legs on Leclerc for the opening stint on medium tyres. For the seven laps (start not included) they ran on the same strategy and in identical conditions, the reigning champion's average lap was a 1m48.636s. Leclerc was just a touch adrift at 1m48.649s.

When Leclerc and Verstappen were on the white-walled rubber, the nine-lap offset between pitstops robs this comparison of a direct head to head. Verstappen was lighter with less fuel and running on a more evolved track. Nevertheless, Leclerc's average time (out-lap

➔ P14 AZERBAIJAN GP REPORT

YOUR SAY

Just like engines and gearboxes, consuming too much money must have consequences

DAVID WINDSOR

Cost cap – what cap?

Let's hope the FIA sticks to its own rules limiting Formula 1 team spend in 2022. Money is just another consumable and its consumption should be limited, with a penalty for exceeding the well-publicised limits. Just like engines and gearboxes, consuming too much money must have consequences.

To move the financial goalposts later in the season should be unthinkable. Perhaps some small teams, like Williams, are currently under-performing because they are under-spending to ensure they will be on the grid for the final race of the year. Major teams must not be allowed to bully their way into expanded budgets.

David Windsor
Goudhurst, Kent

An engineered solution

Formula 1 sets many parameters on both how cars are built and operate: might not a regulation be introduced limiting the maximum amplitude and frequency of the chassis' behaviour commonly referred to as porpoising and/or bottoming, thereby forcing an engineered solution to the problem?

Graeme Innes-Johnstone
Elland



JEP/MOTORSPORT IMAGES

Have your say, get in touch

Autosport editorial
Autosport Media UK Ltd
1 Eton Street
Richmond
TW9 1AG

@
E-mail
autosport@
autosport.com


Visit our website
autosport.com


Twitter
twitter.com/
autosport


Facebook
facebook.com/
autosport


Instagram
instagram.
com/autosport


YouTube
youtube.com/
AUTOSPORTdotcom

RACE CENTRE





FORMULA 1

VERSTAPPEN IN CONTROL AS FERRARI THREAT COLLAPSES

A catastrophic engine failure for Charles Leclerc played directly into the hands of Max Verstappen and Red Bull in Baku

MATT KEW

PHOTOGRAPHY



motorsport
IMAGES



C

harles Leclerc might have hoped that a first-corner lock-up would create the only unwelcome puff of smoke to emanate from his Ferrari in the Azerbaijan Grand Prix. Sadly not. Just 19 laps later, clouds erupted out of the back of his car as the engine self-immolated to mark the third win

squandered by the team in as many races. That paved the way for Max Verstappen to capture a fifth triumph of the term as Sergio Perez completed a bruising 1-2 for Red Bull.

Ferrari was expected to play second fiddle in Baku, with the flat-out final sector seemingly tailor-made for the top-speed punch of the rebadged Honda power unit that complemented the Red Bull RB18's slimline rear wing. Had the target therefore been effective damage-limitation for the Prancing Horse, few would have batted an eyelid. Then it became clear that an upset was very much on the cards, thanks to Leclerc's one-lap credentials and projected race pace.

The double retirement that ultimately transpired for Ferrari was, therefore, little short of a disaster to leave the team needing to address a catalogue of weaknesses that continue to grow as the 2022 season is already one-third complete.

Ferrari started the weekend shrewdly. It allowed Leclerc and Carlos Sainz to find a rhythm on track in first practice and assess the car's baseline performance. Confident that the drivers weren't going to crash and ruin the parts allocation, the team installed a Miami-spec low-drag rear wing for FP2. That offered Ferrari a fighting chance in the speed traps to complement a first half of the lap where purple sectors were easy pickings for the pair of lithe F1-75 machines.

Yet to line up on the grid any lower than second this season, Baku

polesitter Leclerc is stitching together one of the finest year-long qualifying performances. He had to contend with Perez off the line, with the Mexican receiving the brief "elbows out into Turn 1" message on his formation lap. But first place would be Perez's even before the opening 90-degree left-hander.

Leclerc's initial launch was just fine but, before he'd pulled for second gear, the rear Pirellis broke traction when they hit a patch of soft asphalt that had melted in the scorching sun. As Leclerc fought wheelspin, Perez was already alongside come the short dash to the first apex. Leclerc's lock-up of the front-left and running wide only confirmed his fall to second. He then had to switch focus to his mirrors with a view to keeping third-starting Verstappen behind – the reigning champion enjoyed the greatest getaway of the three, but was unable to pass when he was boxed in by the front-row contenders.

With Leclerc a touch distracted, Monaco victor Perez could escape to a 1.3s lead at the end of lap one to put himself out of reach of DRS. On a weekend when it looked as though Perez again had the measure of his team-mate as he adapted to the inherent understeer of the new ground-effects Red Bull, he carved out another half-second over each of the next two tours to bolt 2.2s to the good.

Verstappen was soothed by his engineer, who radioed in to confirm "nothing running away from you up front". In order words, clear Leclerc soon enough and passing Perez to claim the spoils is entirely feasible. His cause might have been helped when the Ferrari, just 0.7s ahead, squirmed under throttle application out of the vital Turn 16. As he exited the final braking zone of the lap before the long sprint to Turn 1, Leclerc cost himself speed to allow Verstappen to close with DRS across the line. But a yellow flag denied a wheel-to-wheel scrap.

Having already lost the lead, perhaps Ferrari thought the day couldn't



Only tyre smoke... for now. Leclerc locks up as he fails to stop Perez taking the lead

get too much worse when it transpired that the incident was caused by Sainz parking up in the escape road of Turn 4 as early as lap nine of 51. A hydraulics failure called time on what had already been a poor performance from the Spaniard, who had immediately dropped 4s adrift of the leading three cars to relieve some of the pressure facing

Red Bull, while also leaving Leclerc and Ferrari without greater support.

The waved yellows soon grew into a virtual safety car, affording Ferrari an opportunity to pounce upon its own pain. With a 10s cheaper stop in sight owing to the reduced speeds, the pitwall reacted sharply, and hurriedly called Leclerc into the pits as he approached the entry.

Leclerc swapped his medium-compound boots for a set of hard tyres. But some of the theoretical gains were undone immediately. The four corners were changed in good time, and Leclerc released the clutch and the rear wheels started spinning. But he was still up in the air and going nowhere.

"The tyres were fitted very soon on the car," explained team principal Mattia Binotto as part of

"THE REAR PIRELLIS BROKE TRACTION WHEN THEY HIT A PATCH OF SOFT ASPHALT THAT MELTED IN THE SUN"

a lengthy race post-mortem. "We had the green light because the entire system was quick, but both the front and the rear jack were up for whatever it is. I don't know if they were linked, if the rear was a consequence of the front. It's something which we need to look at, and we have no answer yet."

It took 5.4s before Leclerc was back under way. Yet it wasn't all bad news at that stage since Red Bull hadn't covered his strategy sidestep, although it had tried to. Perez was called in to pit but simply and rather calmly replied: "I missed it." Speaking to the media, he would later label it "miscommunication... It's the team who decides [when to pit]. At the time I didn't have the information whether we wanted to pit or not. I only got the information too late."

Verstappen stayed out also to give Perez a cushion of 2s to his stablemate, while Leclerc was 12.8s back on the supposedly slower C3 Pirelli. But as the McLaren intra-team battle would best prove throughout the 51 laps, first with Daniel Ricciardo behind Lando Norris and then vice versa, the hard tyre proved to be surprisingly fast. Leclerc started pumping in what were, at the time, the fastest laps of the afternoon.

Compounding the VSC-administered woes for Red Bull, Perez's pace was beginning to decline. As the advantage over Verstappen was whittled away to a second, Perez was told "no fighting" and his >>



SBLOXHAM



Smoke in his mirrors: Leclerc's race ended in misery as Ferrari let him down again

DRS-assisted team-mate sailed past into first place on the run to Turn 1 at the start of lap 15. They had comfortably avoided a repeat of the 2018 Ricciardo-Verstappen smash. Team principal Christian Horner reckoned it “wasn’t strictly team orders”, more sheer pragmatism to let the faster car past.

Perez would explain: “Probably we lost a bit of temperature on those tyres [under VSC], at that time, together with some wear [on the mediums]. It was the right call not to fight because I didn’t have any pace at the time and Max deserved to be ahead at that point.”

At the end of the following tour, Perez finally had his chance to take on fresh tyres and was switched over to the white-walled hards. But like his front-row rival, Perez was hampered by a slow 5.7s stop. A front-right wheelgun failure led the problems, and the driver releasing the clutch before the car was dropped back down didn’t help matters either. In what was becoming a frustrating run, Perez resumed 18s behind Leclerc. Two laps later, Verstappen visited the pitlane for his jump to hards – the stop took a better but still sub-par 3.5s – to return with a 13s deficit to the last Ferrari F1-75 standing.

Perez, 4s behind Verstappen, nicked fastest lap as he adjusted well to the hards while Leclerc was busy managing his overheating rears... “that’s the main thing”, his engineer ironically said. But barely three miles later, tyre temperatures would soon prove the very least of the Monegasque’s troubles. He powered the car out of Turn 16, weaved through the high-speed sweep and then his engine blew spectacularly. “Problem, problem!” followed by panting was his only reaction as he

coasted into the pitlane and parked up for good.

Once more, a brilliant pole position had come to nothing. The premature garage packdown was under way by half-distance and spectators never had the chance to see whether the split strategy would have paved the way for a blockbuster climax on the city streets on the Caspian coast. Leclerc’s second power-unit detonation combined with the Ferrari strategy shambles of Monaco now mean 63 potential points have been squandered in the past three rounds alone.

“To be honest, Monaco felt like a DNF,” said Leclerc. “So, it’s a third disappointment in a row. I believe we can win the championship still, but we need to be on top of those things.”

Red Bull had arrived at throttle-heavy Baku with two brand-new engines to take on the task. Leclerc, following his retirement from the lead in Spain, was equipped with a new MGU-H and turbo. But the 1.6-litre combustion engine was the same one used at Barcelona, albeit thoroughly checked over. With a blend of old and new parts, if you’re being particularly unkind, it might be considered a cut-and-shut package that was installed for Azerbaijan. It also creates a lingering problem for Leclerc, who is now guaranteed to serve grid penalties for exceeding his component limits – he’d already used the maximum permitted three turbos for the season.

Ferrari stalwart Binotto joined the squad in 1995 originally as a test engine engineer before performing a similar role for the race team from 1997 to 2003. He continued to directly oversee the power units through to 2019, when he was promoted to team boss. Speaking about an issue



Perez was under orders not to fight when team-mate Verstappen passed him



“I WOULD PREFER TO HAVE GOOD PERFORMANCE AND TRY TO FIX RELIABILITY THAN VICE VERSA”

particularly close to his heart and having long since changed out of his Ferrari race clobber, he said: “Is it something which is down to quality, reliability, usage? I don’t know yet. But it’s no doubt that when you’ve got so many reliability problems, there is a concern.”

“I know that in terms of performance effort, the redesign of the full power unit, we made a fantastic job. But in terms of product, there is still very little experience and certainly I think in terms of reliability, still there is progress which is required... I would prefer to have good performance and try to fix reliability rather than vice versa.”

“Sometimes the problems you may have are not a short fix. So, I don’t know what will be the strategy that we need to adopt: if it’s simply shorter mileage, or a different type of usage.”

With the Ferrari threat, that had grown so considerably throughout the weekend, petering out entirely, Verstappen was promoted to first place. He held a 4.5s margin over Perez, while fifth-starting George Russell inherited two places aboard the draggy, porpoising Mercedes W13 to creep into the podium places, albeit another 7s further back.

Verstappen didn’t exactly check his pace, mind. His lap times went from the low 1m48s into the mid 1m47s. At this point, race engineer Gianpiero Lambiase gently reminded his driver that even though everything can appear under control in Baku, disaster can always strike — as Verstappen knows all too well from his blowout while leading last season. Rather than comply immediately, though, Verstappen calmly negotiated a lap time target as he made the case that he needed to prevent tyre temperatures from dipping too much. He had gapped Perez to the tune of 10s when yellow flags morphed into a second VSC, called in response to another Ferrari power-unit eruption.

Kevin Magnussen, up from 16th, was battling on the fringes of the top 10 with Esteban Ocon. As the tussle came to a head, the engine in his Haas blew in similarly smoky fashion to Leclerc’s. As an aside, Zhou Guanyu stopped his similarly powered Alfa Romeo eight laps earlier, but that was attributed to a team-specific cooling issue.

Magnussen parked up between the inside kerb and the wall at Turn 15 but, as he exited his stricken machine, the descent to the apex allowed his car to roll forward. The Dane had to wave repeatedly to the marshals for assistance to contribute to four minutes of neutralised running while the VF-22 was parked safely off-line and under control.

Red Bull took the opportunity to pit Verstappen for a second and >>

QUALIFYING



Charles Leclerc visibly crossed his fingers after buzzing over the line for the final time in Q3. He celebrated his 1m41.359s flier but then came a message: “One moment, we are waiting for Perez.” The Ferrari driver’s reply: “Oh shit!” But he soon found out that he had indeed done enough to overcome the straightline supremacy of the Red Bulls to snare a sixth pole of the season and fourth on the trot.

Leclerc was third behind the RB18s in Q1 and second behind Perez in Q2, before Carlos Sainz stole the early march after the first Q3 runs. The Spaniard swiftly abandoned his final effort owing to oversteer and a couple of missed apexes. That left it to Leclerc to lead the Ferrari charge. His first sector was impressive and his second simply faultless to carve enough of an advantage over the Honda engines to survive the sprint to the finish.

“I probably did not expect it... I really struggled to see that we were faster,” Leclerc said. “It didn’t feel like I left much on the table. Turn 2 I was losing all the time and on my final lap, I just released the brakes and prayed that it was OK.”

Perez was second, a considerable 0.282s in arrears. He lamented the lack of a tow out of Turn 16 for the long sprint into Turn 1 at the end of both his prep and push lap, having watched the time ebb away on his delta. But the Monaco winner would cede that, even with a slipstream, “I don’t think pole was achievable today, but certainly we could have been quite a bit closer.”

Max Verstappen, like Leclerc and his team-mate, had to make do without a tow after Perez was slow to leave the garage due to a refuelling issue. He was then informed that the next car was 17s ahead, so he’d have to fly solo.

“I DON’T THINK POLE POSITION WAS ACHIEVABLE TODAY, BUT WE CERTAINLY COULD HAVE BEEN CLOSER”

Not helping matters, this wasn’t a clean showing from the reigning champion. A lap typified by understeer sealed third and was reflective of how the ground-effects switch has produced an RB18 that doesn’t have the lively back end he relishes. Verstappen’s assessment: “You need a car that turns very fast, but at the moment I just can’t find a good balance between the front and rear end.”

With Sainz’s Q3 banker sufficient for fourth, the leading two teams crushed the rest of the field. Next best was George Russell – 1.4s shy of pole and 0.9s adrift of the second Ferrari. He and seventh-fastest Lewis Hamilton (split by Pierre Gasly) were hampered by extreme porpoising yet again and the Mercedes W13’s excess drag, which the Brits likened to having a parachute behind the car.



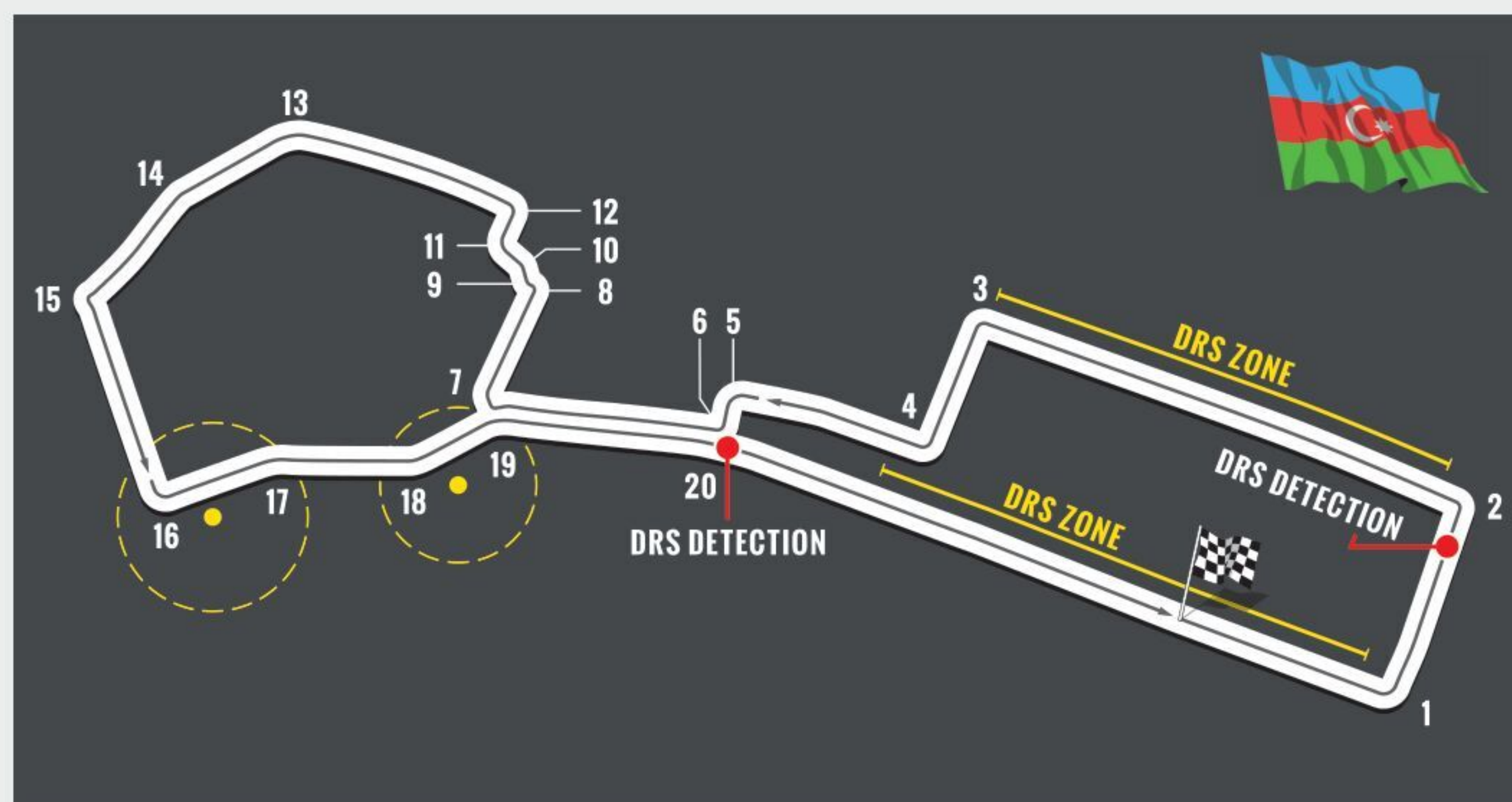
TRACKSIDE VIEW

The Baku City Circuit is home to the longest full-throttle stretch in Formula 1. Jeddah and Monza bear higher top speeds but can't match the 1.35-mile sprint from the exit of Turn 16 before the 210mph stop into Turn 1. Given how it dominates a third of the lap, it's surprising to see a divergence of lines through the right-left-right kinks of 'Turns' 17-19.

Once FP3 finally gets under way 15 minutes late, after the Tecpro barriers have been restored following a litany of silly shunts in the F2 sprint race, Autosport is blown away by the violence of the cars passing by two feet away. F1 is mega.

But when adjusted to, it's clear that George Russell and Sebastian Vettel prefer to run as wide as possible into the blind left of Turn 18. By contrast, eventual pacesetter Sergio Perez is content to stay in the middle of the track before cutting it fine with the inside wall. The Mercedes and Aston Martin look to open the full-throttle bend while the Red Bull is all about minimising distance.

As the cars head well north of 170mph, the field is divided into three camps. One is for the likes of the Mercedes W13, which begins to porpoise violently. Another is



"A MOTHER AND DAUGHTER CRASH AN ELECTRIC SCOOTER AND ARE SENT FLYING"

for the Red Bull, which is much more composed. Alfa Romeo makes up a third group. It too is bouncing massively, but not from porpoising. It is so stiffly sprung that it's hopping when it kisses the bumps in the asphalt.

Autosport then heads to Turn 16. There's a spectacular shunt,

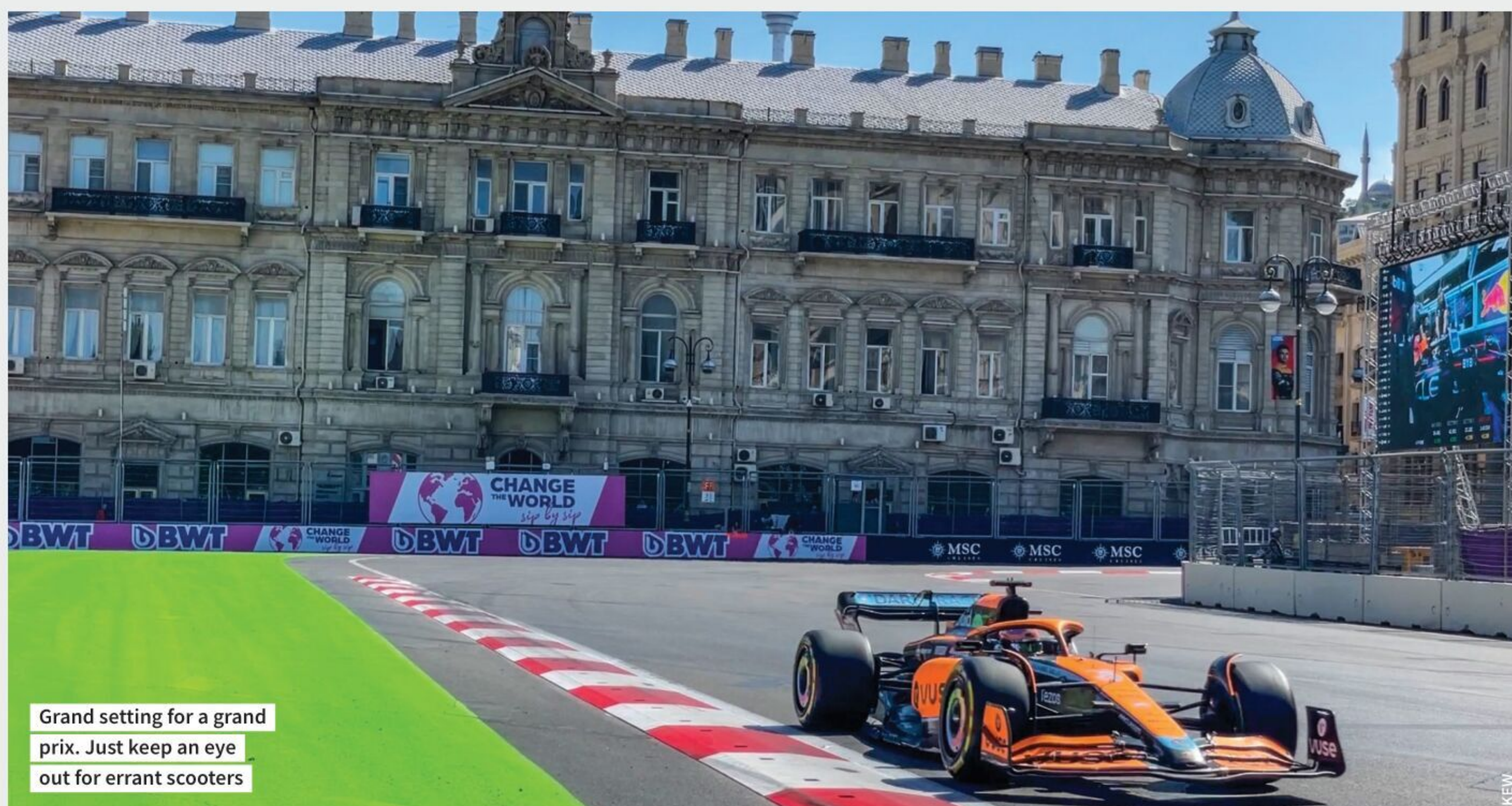
but off-track. A mother and daughter crash a wretched electric scooter and are sent flying. Perhaps out of sympathy, in the panic, her pursuing husband – with son riding onboard also – then throw themselves to the ground.

Back to Perez for the 90-degree left-hander. He plunges down the deceptively steep hill into the braking zone and bursts from the buildings' shadow into the blazing sun. The front of the RB18 is washing wide, a new trait for Red Bull since the switch to ground-

effects. He then stabs the throttle to break traction at the rear, and the axle swings around to neatly tuck the nose in.

Team-mate Max Verstappen isn't quite as effective here. He's much more patient on the throttle. And at the opposite end of the scale to Perez is Daniel Ricciardo. The McLaren insists on ploughing wide and he must wait an age for the front to answer to him. It's frustrating even to watch as the car washes wide, let alone what it might be like in the cockpit.

MATT KEW



Grand setting for a grand prix. Just keep an eye out for errant scooters



Lack of Ferrari drivers on podium gave Red Bull stars more to smile about

final time. He took on another set of the dependable hard tyres, which would last him to the flag. And finally, one of the lead protagonists enjoyed a pitstop that was on the money, the crew nailing a 2.7s service. Perez followed suit at the end of the 33rd lap. It was swiftly a case of business as usual, however, as a rear-left delay crafted a 4.4s stop to give Verstappen a lead that was creeping towards 15s.

While Perez would walk away with the point for fastest lap – it's likely that Verstappen could have chalked it to cap his perfectly executed race but wasn't aware of the situation – his team-mate had comfortably the better race pace for the remainder. Verstappen crossed the line for the final time 20.823s clear.

With that, he snared a 25th Formula 1 victory to draw level in the history books with Jim Clark and Niki Lauda. After the retirements in Bahrain and Australia, Verstappen had departed Melbourne sixth in the championship and 46 points down on Leclerc. Five rounds later, Red Bull has won every race to represent its joint-best start to a campaign since 2011. Verstappen has been victorious for four of the rounds to now top the standings by 21 points over his stablemate, with Leclerc a further 13 in arrears.

“I WOULD ALWAYS SAY, ‘SHIT HAPPENS’. IT HAPPENED TO ME, IT HAPPENED TO MANY PEOPLE”



Russell bounced into third after Ferrari retirements

Asked about his rival in red, Verstappen said: “Of course, we had our misfortune in the beginning of the year, so we knew that we had to play a bit of catch-up. But it seems it's more or less evened out with the bad luck, and you have to score points every single weekend if you want to really fight for the championship. Everyone knows that.

“I would always say, ‘Shit happens’. It happened to me, it happened to many people in the past. Unfortunately, it's happening to Charles. If I will be in the same situation, I would also be disappointed. I think that's very normal.

“But it's about how you come out of it. You always look at how to improve things. That's what we did in the beginning of the season. You learn from it, you don't like it, you're angry, but we turned it around.”

After the Prancing Horses had fallen, consistency king Russell bounced his way over the line in the troublesome W13 another 25s behind Perez. The porpoising had left him with a sore back – you could see him grimace as he sat down for the press conference. Yet he still came away in better shape than his team-mate. Lewis Hamilton had arguably been the star passer thanks to a spate of neat inside overtakes that guided him to fourth. But the 51 laps had taken their toll on his back and he extricated himself from the car incredibly gingerly.

Russell reckoned that Mercedes has to “stay open-minded about everything” and that “nothing's off the table at this stage” as it considers whether to stick or twist with its current car concept. But its problems are at least isolated to the aerodynamics.

Ferrari, however, can add engine unreliability to the questions raised in Spain over the durability of its turbo and hybrid configuration. Monaco exposed the strategic shortcomings, too, while there have been several sluggish pitstops, plus errors from Leclerc and Sainz, to further bleed points.

By contrast, Verstappen only has one real ask of Red Bull now as it seems to have steadied its reliability ship: “I want a bit more performance, just for myself on a Saturday, just with the feeling of the car as well. On a Sunday, in general, it always feels a bit better. It's still a very young and new car so we will always look to improve. And at the moment, it looks like Saturdays is the biggest room for improvement.”

With Verstappen having now bagged more wins in 2022 from races where Leclerc has started on pole position than Leclerc has, perhaps both would be willing to meet in the middle. ❧

NEXT F1 REPORT

CANADIAN GRAND PRIX
23 JUNE ISSUE



McLARENS IN STRANGE TEAM-ORDERS SAGA

McLaren came away from the Azerbaijan Grand Prix with a double points finish but had its somewhat surprising result overshadowed by scrutiny of its two team-orders episodes.

The MCL36 continues to be on the draggy side, despite McLaren making wing changes for the Baku track's long straights. Daniel Ricciardo called it the team's "Achilles' heel here", and so 11th and 12th in qualifying wasn't a dispiriting result. With less than 0.2 seconds between the Australian and Lando Norris one spot ahead, it was also an uncommonly balanced one.

McLaren split its tyre strategies, which paved the way for the team-orders saga that followed. With Norris starting on the less-durable mediums and not stopping under the first virtual safety car, the hard-shod Ricciardo was bearing down and asking to be allowed ahead as the race passed the one-third mark.

Here, McLaren tried to overcut Fernando Alonso, who had been leading its cars throughout the first stint. This backfired as Norris failed to get ahead, and the extra lap stuck behind his team-mate meant Ricciardo was gobbled up by the early-stopping Pierre Gasly. Lewis Hamilton also went past before the Australian was able to gain under the second VSC, which meant he rejoined ahead of Norris.

When Ricciardo's medium tyres wore towards the end of the race, Norris was correspondingly faster and eyeing a shot at finally passing Alonso. McLaren came up with a plan to keep both drivers happy that would have involved a swap back if Norris couldn't pass the Alpine, but Alonso's pulling away rendered the point moot, although the Briton wasn't pleased about having to hold station in ninth to the flag.



On-form Vettel shows improved Aston pace

Sebastian Vettel took Aston Martin's best finish of the season with a battling drive to sixth, which might have been better had he not gone off while fighting Alpine's Esteban Ocon.

Vettel used his considerable prowess on the Baku streets to make Q3 for the second time in succession (having not done so before in 2022), which meant he started ninth on the grid. The veteran is also benefiting from Aston further understanding its 'Green Red Bull' redesign, which he says means the team is now "pushing the limits of this car".

At the race start, Vettel muscled past AlphaTauri's Yuki Tsunoda at Turn 4 on lap one, then ran just behind Lewis Hamilton in what was a short first stint for most of the top 10 runners. When they both came in under the first virtual safety car, a slick Aston service combined with a fractional hold on the Mercedes side meant Vettel came out ahead. After charging up behind the yet-to-stop Ocon, Vettel attacked the Frenchman heading into the Turn 3 left-hander, but "thought he would battle more

for the position, so I took to the escape road and lost some time."

He lost two places, too, falling back behind Hamilton and Tsunoda as he tentatively tried to get back onto the track. Vettel only got back ahead of the Japanese when the AlphaTauri had to pit for its damaged rear wing to be taped up. A lack of new hard tyres meant Vettel was one of the drivers not brought in under the second VSC, which meant he couldn't follow Hamilton up the road late on.

"Without that incident [with Ocon], I think I could have battled for fifth position," said Vettel. "Nevertheless, this is a great result."

In the other Aston, Lance Stroll's rather anonymous race following his qualifying crashes was ended by the team spotting a serious vibration that it couldn't explain and so he was pulled out of 14th with five laps left.

Ocon was among the drivers to gain under the second VSC and so could finally swap his hard tyres for mediums, which he took to the finish in 10th, the last of the unlapped runners.

BIG NUMBER

66

The number of F1 podiums Max Verstappen has accrued for Red Bull, which surpasses Sebastian Vettel's previous team record.



Zhou misses out on points

Zhou Guanyu lost possible Baku points and a strong showing against team-mate Valtteri Bottas to a cooling problem on his Alfa Romeo.

The Chinese racer suffered his third mechanical-related retirement of his rookie campaign when the problem turned terminal on lap 24. He'd been running closely behind Esteban Ocon, who would go on to claim the final point thanks to the Ferraris dropping out, in the first stint. Zhou's pitlane retirement occurred after he'd caught and passed the contra-

strategy-running Bottas, who he had outqualified by a 0.7s margin in Q2.

"It was a big blow to lose Zhou with a technical issue," said Alfa team boss Frederic Vasseur. "Until then, he had delivered an excellent performance, without a single mistake."

Bottas felt his struggles stemmed from there being something "fundamentally wrong" with his car, but it was unclear at the time of writing if this was damage or set-up related. Alfa confirmed that both cars had the same spec and race set-up.



GASLY TAKES ALPHATAURI'S BEST '22 RESULT

Pierre Gasly scored AlphaTauri's best result of 2022 so far with a battling fifth in the Azerbaijan GP, where team-mate Yuki Tsunoda's race was blighted by rear-wing damage.

Although he was left very uncomfortable by his car porpoising along the straights, Gasly took his best qualifying position of the season with sixth in Q3. From there, he held off Lewis Hamilton throughout the Mercedes driver's first two stints, Gasly gaining from cars on the contra hard-medium strategy getting between them when the pair stopped under the first virtual safety car.

Gasly passed Daniel Ricciardo during McLaren's first team-orders scenario but was left powerless to resist Hamilton when the Briton stopped for a second time under the second VSC to take more hard tyres (albeit used). With only new mediums left available, AlphaTauri opted to leave its cars out and scrap to the finish on their ageing hards, which aided Hamilton's late attack.

Hamilton's second stop briefly boosted Tsunoda ahead after he'd tracked the Mercedes past Esteban Ocon and Sebastian Vettel (the Aston Martin's off easing their passage) following the initial stops. But his rear wing only half opening due to the DRS actuator breaking meant he had to stop for hasty repairs and so fell to 13th.



Q&A

TOTO WOLFF MERCEDES TEAM PRINCIPAL

How worried are you about Hamilton's back problems after that race?

He's really bad. And we've just got to find a solution. At that stage I think he is maybe the worst affected from all drivers. But pretty much everyone as far as I understood said that something needs to happen, but I couldn't give you an explanation what that is.

Are you worried he might not be able to race in Montreal?

Yeah, definitely. You can see this is not muscular anymore. This goes properly into the spine and can have some consequences.

Was it porpoising or bouncing?



They are very much linked. We are seeing tracks where we have aero porpoising. And then we have bouncing and then some cars bottoming. So, it's not really clear. It's all interlinked

with the aerodynamic performance of the floor.

Did Hamilton need convincing to continue with set-up experiments?

No, he's absolutely in the driving seat here. All the decisions that have been taken between him and his engineering team are agreed in the sense that sometimes it goes wrong.

How much are Russell's performances helping Mercedes this year?

He's very solid in bringing

top positions in and he's been on the podium a few times. When your car is not super-competitive with the front guys, [he's been] maximising those points. It's important to consolidate and make sure that you are no worse than third, but equally you see the situation with Ferrari, if they drop the ball often we are there.

Is Mercedes' focus still on short-term solutions or now more about nailing 2023?

We are looking at all possible solutions under the leadership of Mike Elliott. He's a really strong technical director. There are no holy cows, everything is being looked at. And we will bring the car back on track. If things cannot be solved in the short term, because they're conceptual, then it will be sorted out over the next few months.



The race is on!
Don't miss any of the
action this season



Try 6 issues
for just £6

Get this exclusive offer here



www.autosportmedia.com/offer/ASPJUN22

Terms and conditions: Offer valid for new UK subscriptions by Direct Debit only. After your first 6 weeks, your subscription will continue at £15.99 a month for the print and digital bundle or £14.99 a month for the print only package. Direct Debit rates are valid for one year after which they are subject to change. Should you wish to cancel your subscription it will be cancelled on expiry of the current term. You will be emailed instructions of how to gain access to your digital subscription. Savings based on the standard UK cover price. Offer ends 30th June 2022



GIORGIO
PIOLA

AZERBAIJAN GP **TECH**

DRAWING BOARD

GIORGIO PIOLA



NEW FLOOR TO TACKLE RED BULL'S 'FLAW'

Red Bull introduced a revised floor for the Azerbaijan Grand Prix, improving its strength with a floor stay to ensure tension on the rear corner. This came paired with a small fairing on its attachment point to minimise any disruption to the airflow.

The RB18 also had a series of revised leading edges to the floor fences, where the pre-race technical notes stated that the "fillet radius of the floor surface has been reduced to revise the forward detail of the floor fences in pursuit of local load" towards the front. This was matched by a change to the floor's edge, which would also work to increase the overall downforce that the floor produces as a result.

Although Red Bull has had the advantage over Ferrari on top speed, there has been a slight



trade-off in terms of cornering speed, where Ferrari has been able to take the upper hand. In its development, Red Bull has tried to retain its advantage on the straights but carry more speed into the corners. Crucially, however, it has also got on top of its early reliability woes as Ferrari faces its own troubles.

JAKE BOXALL-LEGGE

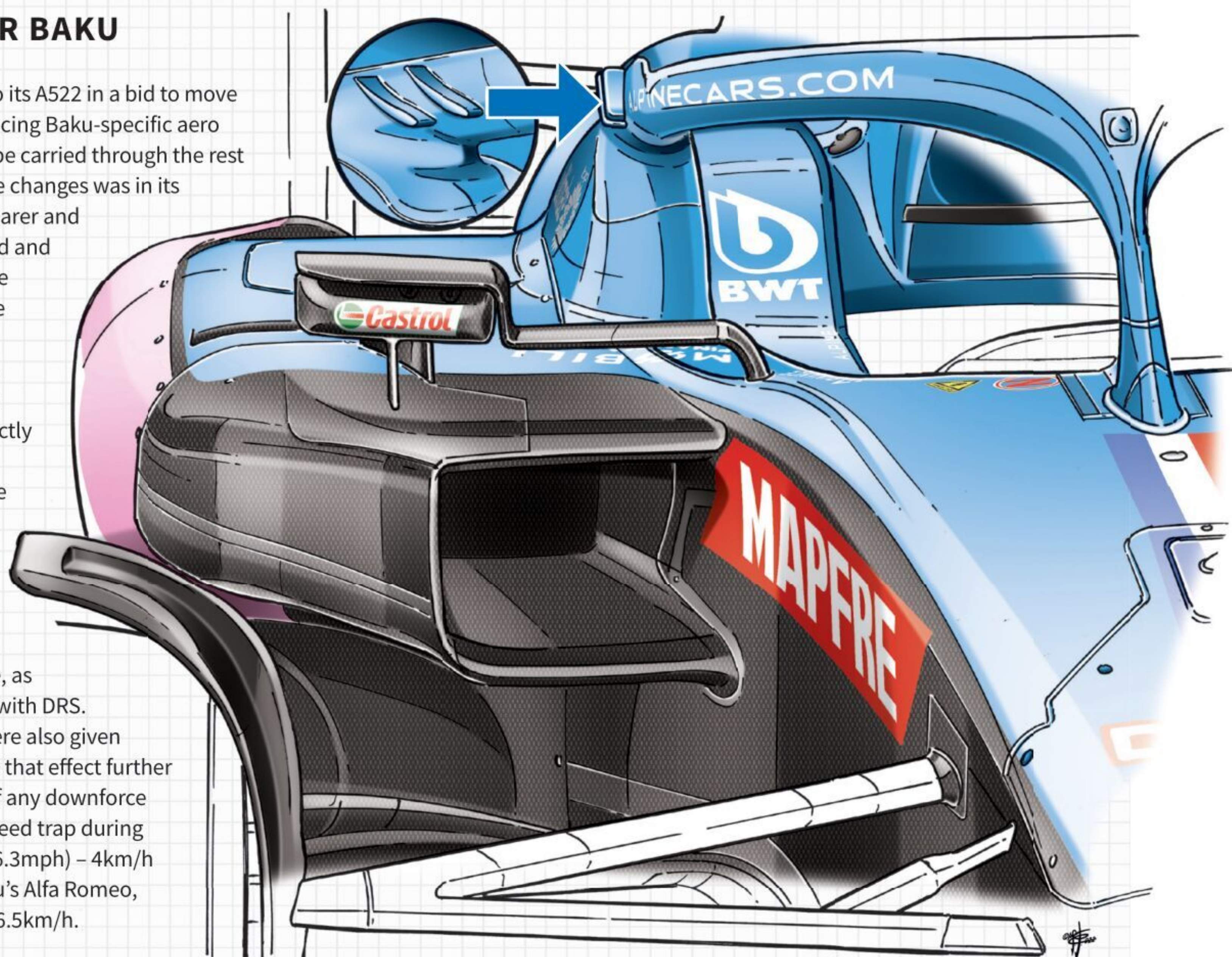
SLIPPERY ALPINE FOR BAKU

Alpine made a number of changes to its A522 in a bid to move above its mid-pack position, introducing Baku-specific aero and new modifications that should be carried through the rest of the season too. One of the notable changes was in its sidepod intake, which is notably squarer and shifts the overall inlet further forward and closer to the chassis structure. Alpine explained that this was to reduce the overall drag of the design, and also to provide somewhere for the front-wheel wake to be worked by the car.

The team also introduced a distinctly low-drag rear wing, perhaps compromising the car's performance in the slower parts of the track to enjoy more speed down the Baku circuit's two-kilometre straight. For the most part, it was a strategy that helped both Fernando Alonso and Esteban Ocon in defence, as they proved incredibly hard to pass with DRS.

The beam wing and front wing were also given Baku-specific updates to accentuate that effect further and improve the overall efficiency of any downforce created. Alonso was fastest in the speed trap during the race, clocking in at 332km/h (206.3mph) – 4km/h faster than next-fastest Zhou Guanyu's Alfa Romeo, with team-mate Esteban Ocon at 326.5km/h.

JAKE BOXALL-LEGGE





FREE PRACTICE 1		
POS	DRIVER	TIME
1	Perez	1m45.476s
2	Leclerc	1m45.603s
3	Verstappen	1m45.810s
4	Sainz	1m46.012s
5	Alonso	1m46.571s
6	Hamilton	1m46.667s
7	Tsunoda	1m46.696s
8	Russell	1m46.705s
9	Gasly	1m46.830s
10	Ocon	1m46.917s
11	Norris	1m47.691s
12	Stroll	1m47.847s
13	Magnussen	1m47.946s
14	Vettel	1m47.970s
15	Bottas	1m48.078s
16	Zhou	1m48.222s
17	Albon	1m48.419s
18	Ricciardo	1m48.810s
19	Latifi	1m50.921s
20	Schumacher	1m58.332s

WEATHER Windy, air 25-28C track 44-47C

FREE PRACTICE 2		
POS	DRIVER	TIME
1	Leclerc	1m43.224s
2	Perez	1m43.472s
3	Verstappen	1m43.580s
4	Alonso	1m44.142s
5	Sainz	1m44.274s
6	Gasly	1m44.315s
7	Russell	1m44.548s
8	Tsunoda	1m44.567s
9	Ocon	1m44.609s
10	Norris	1m44.771s
11	Vettel	1m44.781s
12	Hamilton	1m44.874s
13	Stroll	1m44.874s
14	Ricciardo	1m45.059s
15	Bottas	1m45.115s
16	Zhou	1m45.264s
17	Magnussen	1m45.588s
18	Albon	1m46.397s
19	Schumacher	1m46.425s
20	Latifi	1m47.218s

WEATHER Sunny, air 23-26C track 33-37C

FREE PRACTICE 3		
POS	DRIVER	TIME
1	Perez	1m43.170s
2	Leclerc	1m43.240s
3	Verstappen	1m43.449s
4	Sainz	1m43.596s
5	Norris	1m44.418s
6	Ricciardo	1m44.476s
7	Gasly	1m44.491s
8	Russell	1m44.573s
9	Ocon	1m44.685s
10	Vettel	1m44.689s
11	Alonso	1m44.842s
12	Hamilton	1m44.845s
13	Stroll	1m44.879s
14	Zhou	1m44.913s
15	Magnussen	1m44.919s
16	Tsunoda	1m44.964s
17	Albon	1m45.479s
18	Schumacher	1m45.532s
19	Bottas	1m45.574s
20	Latifi	1m46.070s

WEATHER Sunny, air 27-30C track 50-53C

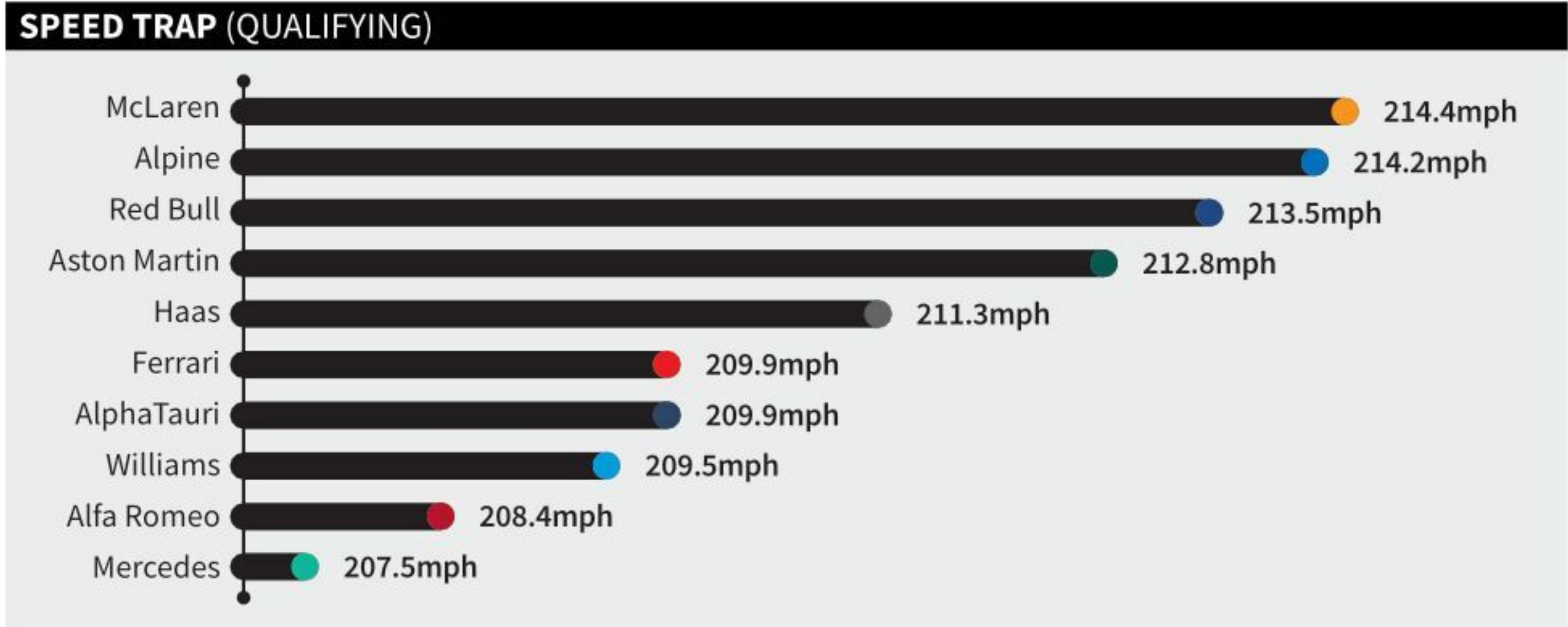
SEASON STATS			
DRIVERS' CHAMPIONSHIP	PTS	BEST FINISH	BEST QUAL
1 Verstappen	150	1	1
2 Perez	129	1	1
3 Leclerc	116	1	1
4 Russell	99	3	4
5 Sainz	83	2	2
6 Hamilton	62	3	5
7 Norris	50	3	3
8 Bottas	40	5	5
9 Ocon	31	6	5
10 Gasly	16	5	6
11 Alonso	16	7	5
12 Magnussen	15	5	4
13 Ricciardo	15	6	6
14 Vettel	13	6	9
15 Tsunoda	11	7	8
16 Albon	3	9	14
17 Stroll	2	10	10
18 Zhou	1	10	13
19 Schumacher	0	11	10
20 Hulkenberg	0	12	17
21 Latifi	0	14	18

CONSTRUCTORS' CHAMPIONSHIP		
1 Red Bull		279
2 Ferrari		199
3 Mercedes		161
4 McLaren		65
5 Alpine		47
6 Alfa Romeo		41
7 AlphaTauri		27
8 Haas		15
9 Aston Martin		15
10 Williams		3

QUALIFYING BATTLE			
Hamilton	3	5	Russell
Verstappen	5	3	Perez
Leclerc	8	0	Sainz
Ricciardo	1	7	Norris
Alonso	4	3	Ocon
Gasly	5	3	Tsunoda
Vettel	5	1	Stroll
Stroll	1	1	Hulkenberg
Latifi	1	6	Albon
Zhou	1	7	Bottas
Magnussen	6	2	Schumacher

Based on Q1/Q2/Q3 sessions, not sprint races.
Events removed when one driver in a team could not record a representative time for reasons outside their control

WINS		FASTEST LAPS	
Verstappen	5	Leclerc	3
Leclerc	2	Perez	2
Perez	1	Verstappen	2
		Norris	1
POLE POSITIONS			
Leclerc	6		
Perez	1		
Verstappen	1		



QUALIFYING 1			QUALIFYING 2			QUALIFYING 3		
POS	DRIVER	TIME	POS	DRIVER	TIME	POS	DRIVER	TIME
1	Verstappen	1m42.722s	1	Perez	1m41.955s	1	Leclerc	1m41.359s
2	Perez	1m42.733s	2	Leclerc	1m42.046s	2	Perez	1m41.641s
3	Leclerc	1m42.865s	3	Sainz	1m42.088s	3	Verstappen	1m41.706s
4	Sainz	1m42.957s	4	Verstappen	1m42.227s	4	Sainz	1m41.814s
5	Gasly	1m43.268s	5	Gasly	1m43.129s	5	Russell	1m42.712s
6	Vettel	1m43.279s	6	Hamilton	1m43.182s	6	Gasly	1m42.845s
7	Tsunoda	1m43.595s	7	Vettel	1m43.268s	7	Hamilton	1m42.924s
8	Russell	1m43.754s	8	Russell	1m43.281s	8	Tsunoda	1m43.056s
9	Zhou	1m43.777s	9	Alonso	1m43.360s	9	Vettel	1m43.091s
10	Ocon	1m43.903s	10	Tsunoda	1m43.376s	10	Alonso	1m43.173s
11	Hamilton	1m43.939s	11	Norris	1m43.398s			
12	Alonso	1m44.083s	12	Ricciardo	1m43.574s			
13	Norris	1m44.237s	13	Ocon	1m43.585s			
14	Ricciardo	1m44.437s	14	Zhou	1m43.790s			
15	Bottas	1m44.478s	15	Bottas	1m44.444s			
16	Magnussen	1m44.643s						
17	Albon	1m44.719s						
18	Latifi	1m45.367s						
19	Stroll	1m45.371s						
20	Schumacher	1m45.775s						

WEATHER Sunny, air 25-28C track 36-40C



STARTING GRID



RACE RESULTS ROUND 8/22 (51 LAPS - 190.17 MILES)

POS	DRIVER	TEAM	FINISHTIME	LED	TYRES
1	Max Verstappen (NLD)	Red Bull	1h34m05.941s	36	Mn, Hn, Hn
2	Sergio Perez (MEX)	Red Bull	+20.823s	14	Mn, Hn, Hn
3	George Russell (GBR)	Mercedes	+45.995s		Mn, Hn, Hu
4	Lewis Hamilton (GBR)	Mercedes	+1m11.679s		Mn, Hn, Hu
5	Pierre Gasly (FRA)	AlphaTauri-Red Bull	+1m17.299s		Mn, Hu
6	Sebastian Vettel (DEU)	Aston Martin-Mercedes	+1m24.099s		Mu, Hu
7	Fernando Alonso (ESP)	Alpine-Renault	+1m28.596s		Mn, Hn
8	Daniel Ricciardo (AUS)	McLaren-Mercedes	+1m32.207s		Hn, Mn
9	Lando Norris (GBR)	McLaren-Mercedes	+1m32.556s		Mn, Hn
10	Esteban Ocon (FRA)	Alpine-Renault	+1m48.184s		Hn, Mn
11	Valtteri Bottas (FIN)	Alfa Romeo-Ferrari	-1 lap/+5.594s		Hn, Mn
12	Alexander Albon (THA)	Williams-Mercedes	-1 lap/+7.210s		Mn, Hn, Hn
13	Yuki Tsunoda (JPN)	AlphaTauri-Red Bull	-1 lap/+8.866s		Mn, Hu, Su
14	Mick Schumacher (DEU)	Haas-Ferrari	-1 lap/+47.439s		Hn, Mu, Hu
15	Nicholas Latifi (CAN)	Williams-Mercedes	-1 lap/+1m45.496s		Mn, Hn
16	Lance Stroll (CAN)	Aston Martin-Mercedes	-5 laps/vibration		Hu, Mu
R	Kevin Magnussen (DNK)	Haas-Ferrari	31 laps-engine		Mu, Hn
R	Zhou Guanyu (CHN)	Alfa Romeo-Ferrari	23 laps-hydraulics		Mn, Hn
R	Charles Leclerc (MCO)	Ferrari	21 laps-powerunit	1	Mn, Hn
R	Carlos Sainz (ESP)	Ferrari	8 laps-hydraulics		Mn

FASTEST LAPS

POS	DRIVER	TIME	GAP	LAP
1	Perez	1m46.046s	-	36
2	Verstappen	1m46.050s	+0.004s	50
3	Hamilton	1m47.044s	+0.998s	39
4	Russell	1m47.177s	+1.131s	42
5	Tsunoda	1m47.523s	+1.477s	42
6	Leclerc	1m47.531s	+1.485s	13
7	Albon	1m47.966s	+1.920s	48
8	Alonso	1m47.989s	+1.943s	49
9	Norris	1m47.997s	+1.951s	37
10	Stroll	1m48.038s	+1.992s	38
11	Bottas	1m48.179s	+2.133s	42
12	Vettel	1m48.206s	+2.160s	41
13	Ricciardo	1m48.276s	+2.230s	44
14	Ocon	1m48.297s	+2.251s	36
15	Schumacher	1m48.410s	+2.364s	40
16	Gasly	1m48.519s	+2.473s	39
17	Zhou	1m48.723s	+2.677s	12
18	Magnussen	1m48.789s	+2.743s	12
19	Sainz	1m48.978s	+2.932s	3
20	Latifi	1m49.583s	+3.537s	37

WEATHER Sunny, air 27-30C track 48-54C

WINNER'S AVERAGE SPEED 121.257mph FASTEST LAP AVERAGE SPEED 126.627mph

TYRES

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



RACE BRIEFING

RACE PENALTIES

LATIFI 10-second stop/go penalty for starting procedure infringement, then 5s penalty and one licence point for ignoring blue flags

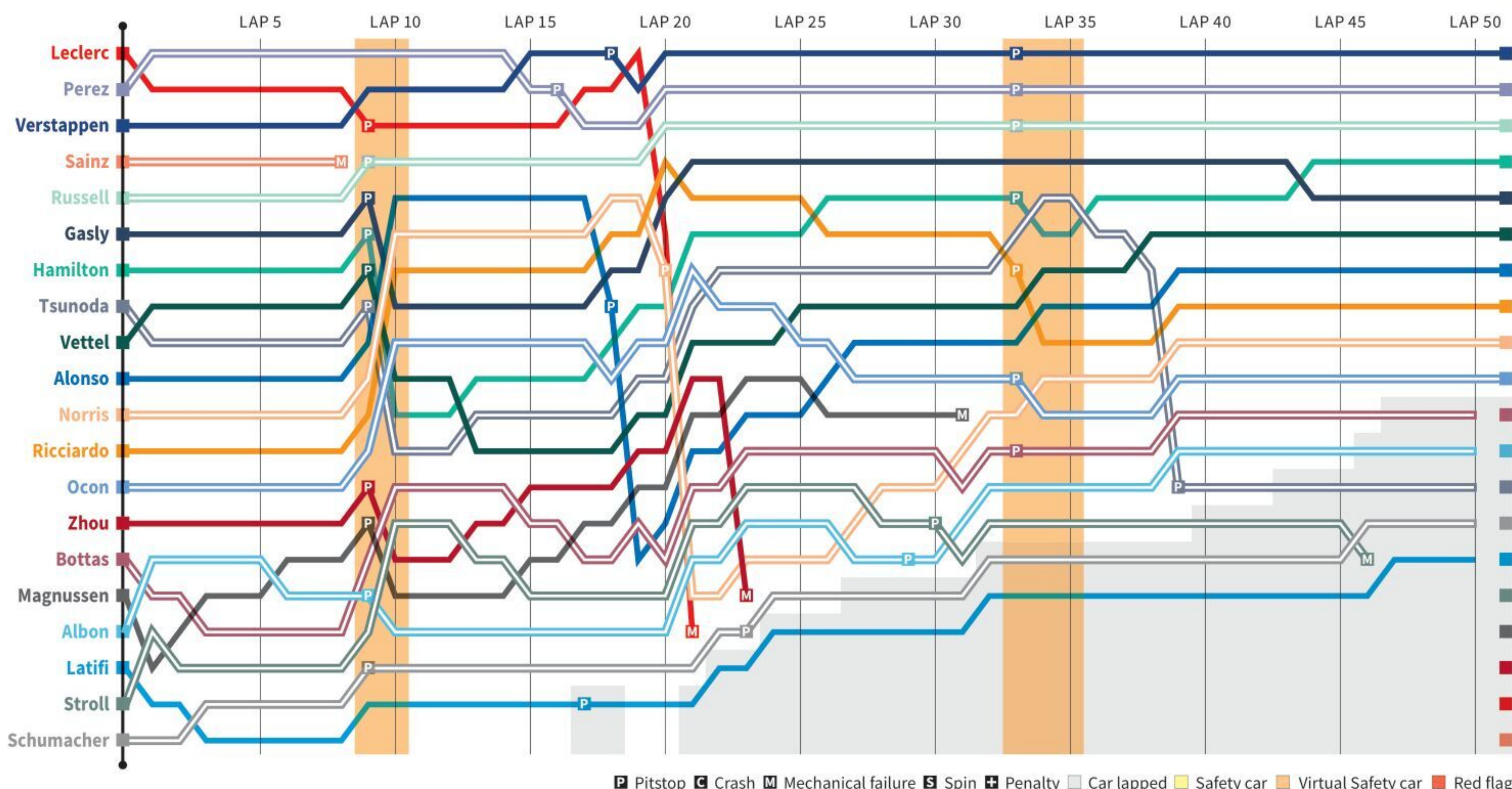
STAT
25

Verstappen now has as many world championship F1 wins as Jim Clark and Niki Lauda

STAT
466

Russell is the only driver to have completed every racing lap so far this season

LAP CHART What happened, when



BAKU'S STARRING TRIO FALL SHORT OF MAXIMUM SCORE

Race winner Verstappen and qualifying king Leclerc share not-quite-perfect status with Zhou after a fine showing by the Alfa Romeo driver

MATT KEW

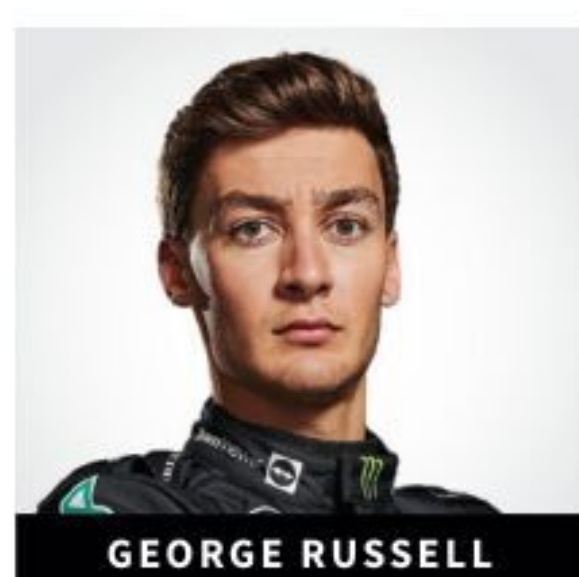
MERCEDES



LEWIS HAMILTON

Started **7th** — Result **4th**

8 The car is the problem, though he must drop marks for being slower in Q3 than Russell in all three sectors. But then had more opportunity to impress than Russell in the race to draw level on scores, thanks to passes on Ocon, Ricciardo and both AlphaTauris, all while battling back pain.



GEORGE RUSSELL

Started **5th** — Result **3rd**

8 Inherited two places from Ferrari's woes in an otherwise lonely race, which meant little chance to pull off stunning passes or defy the odds to access the very top marks. But was his usual brilliant 2022 self all weekend as he maximised the result and beat team-mate Hamilton.

RED BULL



MAX VERSTAPPEN

Started **3rd** — Result **1st**

9 Misses full marks owing to a messy final Q3 lap that left him behind Perez. But turned intra-team tables with outstanding race pace to force the position swap. Had Leclerc not retired, strategy rather than speed would likely have played the greater role in deciding a race that Verstappen ultimately dominated.



SERGIO PEREZ

Started **2nd** — Result **2nd**

7 A seven for not extracting the maximum from the car in the race. Was delayed by a Q3 refuelling issue that meant he couldn't work with Verstappen to gain/provide a tow. Still delivered a stellar lap to win qualifying Red Bull bragging rights. But on Sunday he couldn't match his team-mate.

FERRARI



CHARLES LECLERC

Started **1st** — Result **R**

9 Poor launch and Turn 1 lock-up cost full marks from another weekend when he was catastrophically let down by Ferrari. First two sectors on pole lap were sublime to keep ahead of the Red Bulls on the long drag to the line. After his fall to second, almost always lapped faster than Verstappen.



CARLOS SAINZ

Started **4th** — Result **R**

5 Set initial Q3 pace but pushed too hard on final go, abandoning the lap to bring up the rear in two-team dogfight. Then occupied an unwelcome class of his own in the race. Fell 4s adrift of top three before hydraulics failure. Even our score of five might be considered to be generous...

McLAREN



DANIEL RICCIARDO

Started **12th** — Result **8th**

7 Unexpectedly the quicker McLaren when on the hard tyres and the team was reluctant to swap the cars, which backed him into Gasly. Stayed behind Norris for first stint, which meant when Norris was rapid on the hards, the Brit returned the favour to let Ricciardo seal eighth.



LANDO NORRIS

Started **11th** — Result **9th**

7 A weekend when there was little to choose between the McLaren duo over one lap or indeed 51. Found 0.2s over Ricciardo in qualifying and then had the pace to overtake him late on in the race, but opted against it after the Australian had kept behind earlier to offer protection from Gasly.

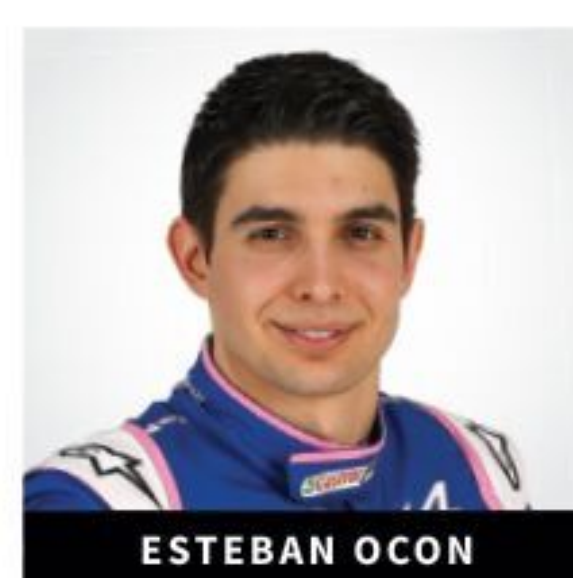
ALPINE



FERNANDO ALONSO

Started **10th** — Result **7th**

8 Did his heavy lifting early in Q2 to avoid the yellow-flag disruption and progress into Q3. Enjoyed a huge straightline advantage to even pull away from DRS-assisted cars. Overtook Stroll and Bottas easily after pitting for new tyres. In short, a textbook eight.

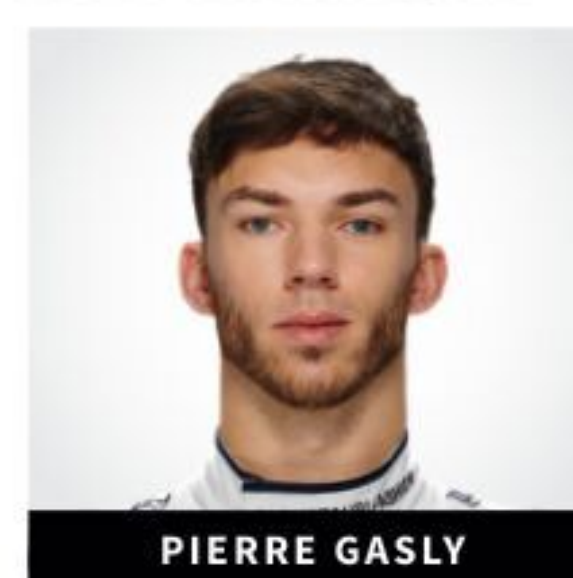


ESTEBAN OCON

Started **13th** — Result **10th**

6 A six is solid but unremarkable, which reflects a neutral race since the three places he gained were from the Ferrari retirements and Tsunoda's late dash for duct tape. Prior to his deft management of medium tyres, a possible top 10 start had been denied by yellow flags late in Q2.

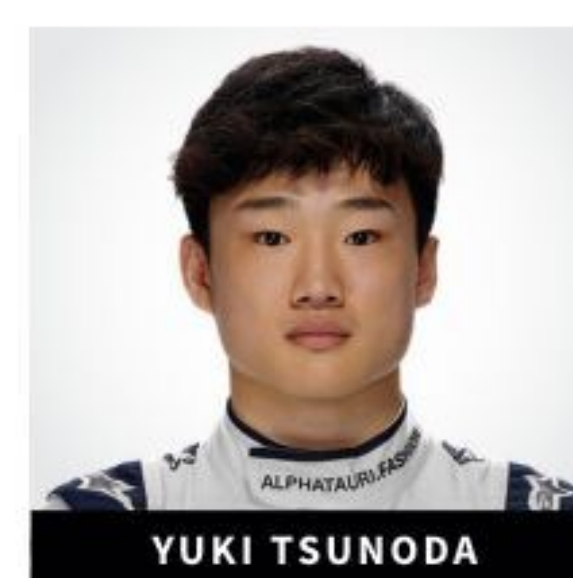
ALPHATAURI



PIERRE GASLY

Started **6th** — Result **5th**

8 Scored the best qualifying result of his year so far. He then expertly managed scrubbed hard tyres from lap nine to the flag, although that left him unable to hold off Hamilton. No nine or 10 here since AlphaTauri was right at the front of the midfield to make fifth a realistic result.



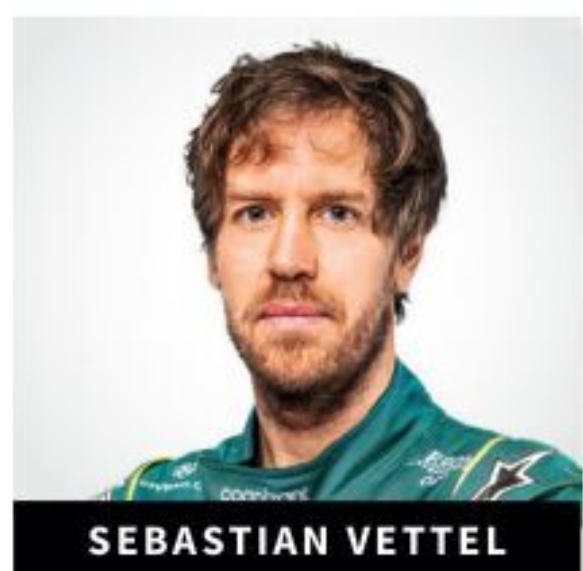
YUKI TSUNODA

Started **8th** — Result **13th**

8 Loses marks for being outqualified by his team-mate plus Q2 wall tap, but recovered well enough to improve on his final Q3 run. Still scores the same as Gasly for having the superior race pace on the same strategy to run in fifth before his DRS flap snapped in half to force an extra pitstop.



ASTON MARTIN



Started **9th** — Result **6th**

8 Three eights in a row for Vettel, who's found his form and adapted rapidly to the Aston update. Q3 progression was made even more impressive by the lack of a tow. Can't access higher marks due to his trip down the Turn 3 escape road after locking up. Embarrassed Stroll.



Started **19th** — Result **16th**

4 Joint lowest score, kicked off by qualifying errors. Party line is that a power unit issue prompted him to overdrive in Q1 in a bid to recover lost time. That hardly excuses two clumsy shunts in the space of a lap to ultimately cause a red flag. Then achieved very little in the race before retiring.

WILLIAMS



Started **18th** — Result **15th**

4 Q1 red flag meant he had to rely on a messy first flier, further blighted by traffic and what he reckoned were gearshift problems... although the team didn't find an issue. Wasn't at fault for the pushback penalty that created a lonely race. But *is* accountable for 5s reprimand for ignoring blue flags.



Started **17th** — Result **12th**

6 All five retirements had been ahead of Albon, so it might be considered that he finished where he started in 17th, a grid slot dictated by the Q1 post-red-flag melee and Alonso running off. Eleventh was feasible, had the second VSC not played against his strategy – he'd pitted just four laps earlier.

ALFA ROMEO



Started **14th** — Result **R**

9 Cruelly denied likely second point of rookie season by a non-Ferrari cooling issue. Given poor pace of the Alfa, his strong score is based on superb qualifying to pip Bottas for first time. Then sterling race pace, which his team-mate also couldn't match, left him in 10th before he retired.



Started **15th** — Result **11th**

5 Until a reason comes to light for why he reckoned the car felt "fundamentally wrong", he scores his joint lowest mark of an otherwise stellar season. Only squeaked into Q2, where he was left without a tow at a track that didn't suit the light and agile Alfa. Blown away by Zhou in the race.

HAAS



Started **16th** — Result **R**

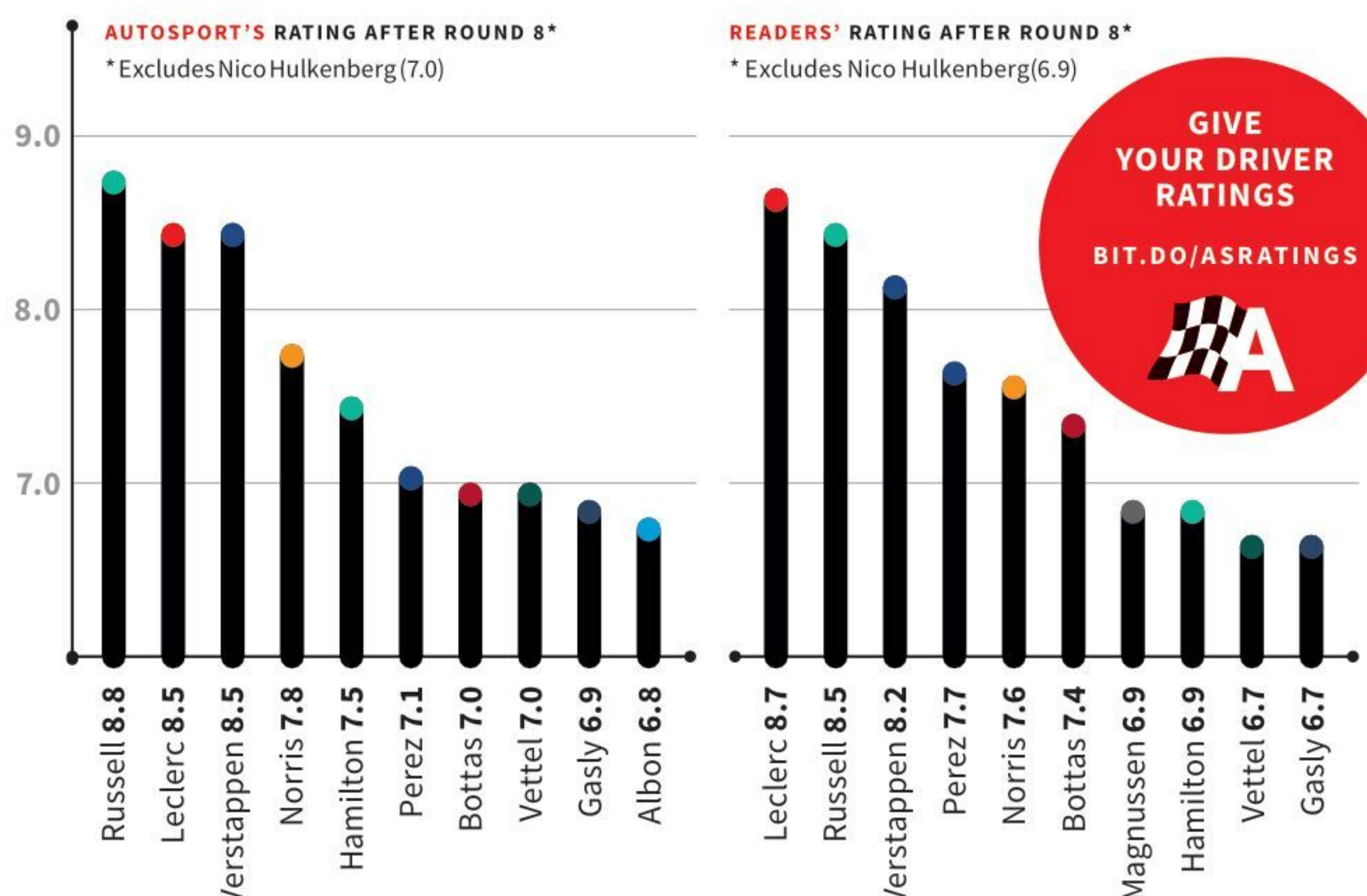
8 Hurt by being towards back of the queue to start flying lap in mad dash at end of Q1 that followed red flag. Found justice by profiting from first VSC to climb past Stroll and Bottas to 11th. Was chasing after Ocon for a point when his Ferrari engine gave up the ghost. Hammered Schumacher.



Started **20th** — Result **14th**

4 In just eight laps, dropped 41s to the leader. His confidence is low, and a leak truncating practice didn't help. Nor did Stroll's Q1 shunt that forced Schumacher to abort one lap and then dumped him in traffic. But his banker was still slowest. In the race, could only beat a penalised Latifi.

TOP 10 AVERAGE RATINGS





HYPERCAR

LMP2

GTE PRO

GTE AM

TOYOTAS PUT ON A FIGHT AS THEY LEAVE THE REST BEHIND

*The Japanese manufacturer scored its fifth win on the trot
but once again let its two cars battle it out*

GARY WATKINS

PHOTOGRAPHY



motorsport
IMAGES



AUTOSPORT PLUS

NO ADS.
JUST MORE
PERFORMANCE



Toyota once again put on a show at the Le Mans 24 Hours in the absence of any real opposition. The hoped-for challenge from Glickenhaus never materialised and Alpine had neither the pace nor the reliability to make a fight of it, but the two Japanese cars battled hard deep into the race. The contest was only decided in favour of Sebastien Buemi, Brendon Hartley and Ryo Hirakawa in the final third of the blue-riband round of the World Endurance Championship when an electrical glitch delayed the sister car.

The internecine battle at Toyota Gazoo Racing last weekend was reminiscent of Le Mans 2018. This 90th running of the 24

“We were giving it everything. There was nothing left on the table. I spare a thought for our team-mates”

Hours didn't have the storylines of 2018 and the night-time comeback drive by Buemi, Fernando Alonso and Kazuki Nakajima, but it was no less frenetic. Probably more so, for the better part of the 16 hours that this race raged at full pelt.

The winning #8 Toyota GR010 HYBRID and the #7 entry were separated by a matter of seconds for most of those 15 and a bit hours. It was a minor technical issue for the car shared by 2021 winners Kamui Kobayashi, Mike Conway and Jose Maria Lopez that settled the outcome. The #7 car only briefly dropped a lap down, though it still ended a shade over two minutes down at the chequered flag despite the best efforts of its crew. That included new fastest laps from both Kobayashi and then Lopez.

It was, said Hartley, an “amazing race because we were pushing each other so hard”. Only when their in-house rivals were delayed were he and his team-mates “able to back it right off and bring it home because we had the gap”. He could have added that it was a fitting battle for the first Le Mans held in front of a proper crowd for the first time in three years.

“We were giving it everything,” said Hartley. “There was nothing left on the table, I think by either crew. I do spare a thought for our team-mates in the other car because it was so close until they had that little technical issue.”

The issue of which Hartley talked was a glitch with the hybrid system that required a recycle of the second-placed



The Toyotas lead the way from the start, with LMP2 chaos about to break out behind



Conway shone as usual, but hybrid problem cost #7

Toyota Le Mans Hypercar, or rather a series of reboots. Lopez had to go through all the necessary procedures once out on track after he slowed between Indianapolis and Arnage and then pulled hard right after he exited the slowest corner on the 8.47-mile Circuit de la Sarthe. And then he had to do it again twice over back in the pits.

Lopez lost just over a minute on track and just over two in the pits. The gap between the two Toyotas stood at 2m40s after Hartley's next scheduled stop a couple of laps later. The race, to all intents and purposes, was over.

Toyota didn't go into detail about the problem on the #7 car, except to say that it concerned the front-axle motor generator unit. Temporary on-track resets aren't unknown for Toyota.

The racing was largely against the clock, of course, this being an all-Toyota battle. There were only two passes out on track during the course of the race in its carefully choreographed world. The first change of lead happened during the first round of pitstops.

Buemi converted Hartley's pole position into the race lead, but was never able to pull much more than three seconds over Conway. The Brit got ahead after the end of the first hour when he stopped a lap earlier than his team-mate and got the undercut.

Conway quickly eased away and by the next round of stops was 15 or so seconds up the road from Buemi. The Swiss had rooted his rear tyres – the new wider 15-inch Michelins to which the GR010 has swapped for this season – though he was able to stem the tide through to the respective handovers by the top two to Lopez and Hartley.

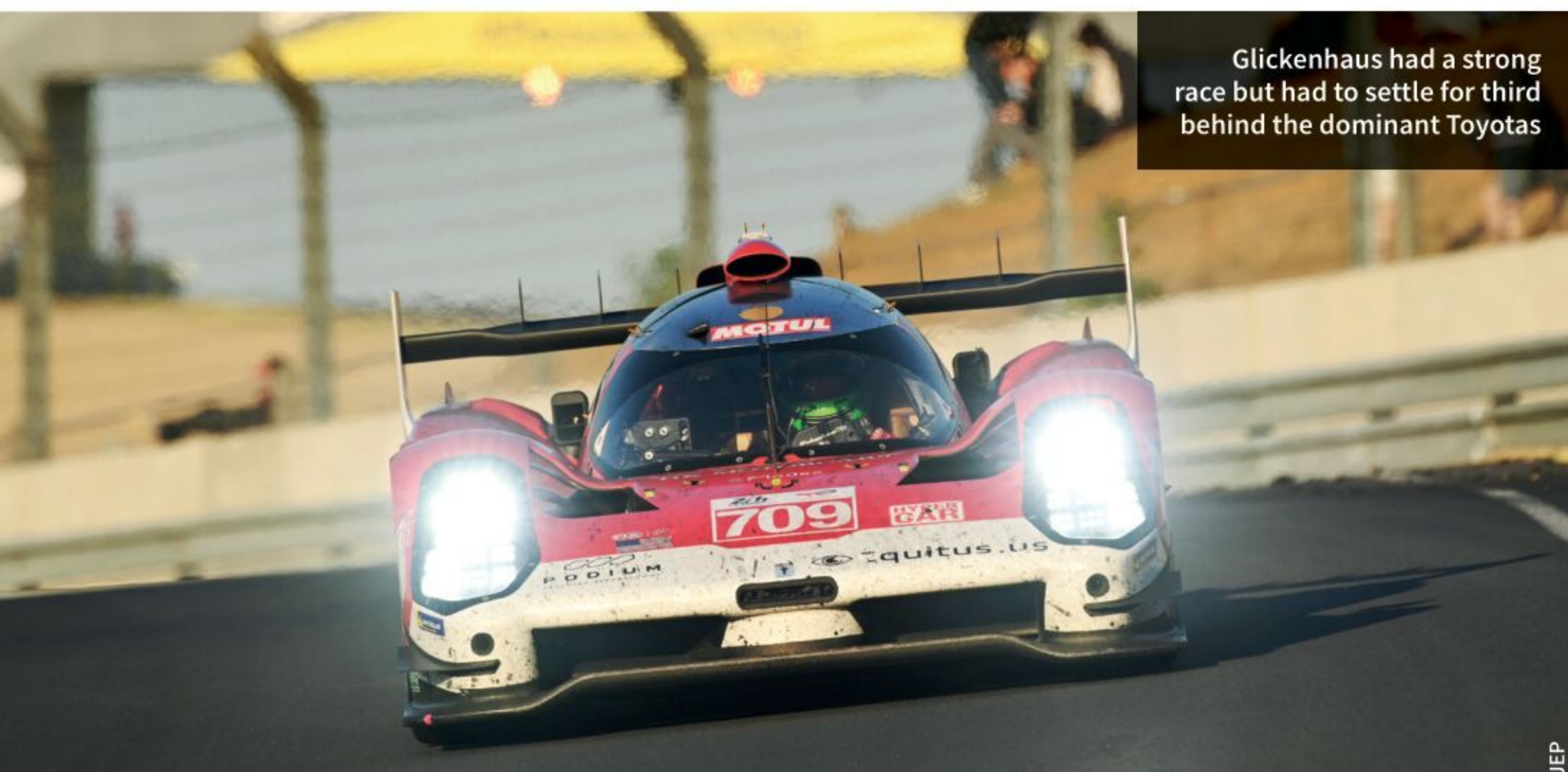
Buemi had, he explained, "cooked the rear tyres and had to live with it" for three stints. Part of the reason was the #8 drivers went for a slightly more aggressive set-up than their team-mates. It cost them at the beginning before the track rubbered in. ▶

AUTOSPORT PLUS

**WANT MORE
THAN F1?**

**OUR JOURNALISTS COVER
ALL MAJOR SERIES**





Glickenhause had a strong race but had to settle for third behind the dominant Toyotas

JEP



Sole Alpine was off the pace and spent too long in the pits

JEP



A 20s lead for Lopez disappeared in hour four when he had a quick off during an out-lap at the Mulsanne second chicane. Kobayashi swept past Hirakawa as the Hypercar newcomer got traffic exiting the pits after they'd each done a stint in their respective mounts. The lead swapped one way then the other at the next three rounds of stops, so close were the two cars.

Buemi had to cede position to the faster Conway at the newly renamed Daytona Chicane on the Mulsanne, in hour eight, but was back ahead in the next pit cycle. Lopez then got badly caught out by a slow zone, and suddenly Hartley found himself with a 30s lead in hour nine.

One of these virtual safety car zones in which the cars are limited to 80km/h (50mph) worked in favour of #7 around dawn. Lopez's lead then stood at 25s when the hybrid problem kicked in.

The two Toyotas were close, though not as close as in 2020 or 2021. The lap-time averages show that #7 had the edge over #8. Lopez was quickest of all, though he was the only one of the six Toyota drivers to make a significant mistake.

Hartley paid testament to his team-mates, TGR newcomer Hirakawa in particular, for bringing their GR010 through the race without drama. "As far as I know, our crew didn't have one off, one chicane-cutting moment or one contact," he said. "That was our plan. I'm so happy with my team-mate Ryo: he's gone from strength to strength."

The same could be said for Glickenhause, although the American marque's Pipo-engined 007 LMH wasn't at the point where it could take the fight to Toyota. The two cars weren't consistently quick enough for that, although Olivier Pla proved its one-lap pace with a personal best in the race only two hundredths behind Lopez's fastest lap.

What the 007s couldn't do was match the GR010s on a

consistent basis. A rear-tyre delamination problem affected the #709 entry shared by Richard Westbrook, Ryan Briscoe and Franck Mailleux early on, while a Glickenhause was never as fast as a Toyota straight after one of the 30-odd slow zone interruptions.

The #709 car lost time early on with an engine sensor problem, but the sister car Pla shared with Romain Dumas and Pipo Derani wasn't much more than two minutes off the lead when Pla looped it on an out-lap at Tertre Rouge shortly after 2300. A toe-link was damaged when he nudged the barriers, resulting in a nine-minute stop for repairs. Even with an engine sensor problem of its own, the car was able to claw its way back ahead of the best of the P2s to take fourth at the finish, albeit 10 laps in arrears. The other car went five laps down in the final hour.

"That's a win for us," said Westbrook of his podium finish with Briscoe and Mailleux. "We have to be honest with ourselves: we're a little team with only a fraction of the resources of Toyota. It would have been nice to put them under a bit more pressure. We had enough to let them know we were there or thereabouts, but not to chase them down to fight them."

"To be honest, in our car we settled for a podium very early on. We had to change the tyre pressures after our early problems and lost a bit of performance as a result. We weren't as strong as the Toyotas in the night; we always knew that was going to be the case. But whichever way you look at it third is a good result."

Alpine was nowhere with its Gibson-engined grandfathered LMP1 design, 10 months on from its podium finish at Le Mans and three from its victory in the Sebring WEC round. The Signatech-run car ended up 18 laps in arrears in 23rd position in the hands of Nicolas Lapierre, Matthieu Vaxiviere and Andre Negrao after a series of delays: the electronic clutch control unit and then an ignition coil needed replacing, before Vaxiviere went



HYPERCAR RACE PACE			
AVERAGE OF TOP 10 FASTEST LAPS			
1	Jose Maria Lopez (#7)	3m28.641s	
2	Kamui Kobayashi (#7)	3m28.716s	
3	Brendon Hartley (#8)	3m28.894s	
4	Sebastien Buemi (#8)	3m29.076s	
5	Mike Conway (#7)	3m29.165s	
6	Ryo Hirakawa (#8)	3m29.422s	
AVERAGE OF TOP 30 FASTEST LAPS			
1	Jose Maria Lopez (#7)	3m29.212s	
2	Kamui Kobayashi (#7)	3m29.392s	
3	Brendon Hartley (#8)	3m29.485s	
4	Mike Conway (#7)	3m29.619s	
5	Sebastien Buemi (#8)	3m29.635s	
6	Ryo Hirakawa (#8)	3m30.055s	
AVERAGE OF TOP 50 FASTEST LAPS			
1	Jose Maria Lopez (#7)	3m29.614s	
2	Kamui Kobayashi (#7)	3m29.878s	
3	Brendon Hartley (#8)	3m29.951s	
4	Mike Conway (#7)	3m29.987s	
5	Sebastien Buemi (#8)	3m30.013s	
6	Ryo Hirakawa (#8)	3m30.465s	

“That’s a win for us. We have to be honest: we’re a little team with only a fraction of the resources of Toyota”

off at the end of the Porsche Curves overtaking a GTE Am Porsche on Sunday morning, resulting in a 20-minute stop for repairs. Yet the reality was that the Alpine would have finished no better than fourth in the Hypercar class ahead of the delayed #708 Glickenhaus without those problems. The French car was the better part of three seconds per lap slower than the Toyotas and more than a second down on its rival for the best-of-the-rest spot.

The Alpine received a Balance of Performance hit ahead of the race, having been given a break between the Wednesday and Thursday practice and qualifying days. The power allowed to its Gibson V8 went up by 7kW (9bhp) and was then reduced by 10kW (13bhp) on Friday. That put it more than 40bhp down on the level with which the Alpine finished third at Le Mans last August.

The Friday change came after Lapierre found nearly five seconds between first qualifying on Wednesday and the Hyperpole session on Friday to end up within spitting distance of the Toyotas. Whether that was too close for the rulemakers – race organiser the Automobile Club de l’Ouest and the FIA – or whether they decided that Alpine had been playing games isn’t entirely clear. No explanation of BoP changes is given on their publication and rarely do you get any guidance on the revisions



HARTLEY PIPS ‘MR QUALIFYING’

Brendon Hartley was naturally overjoyed to claim his first Le Mans pole position. There were a couple of reasons why it was all the sweeter, and one of them was who he beat to the top spot in the Hyperpole session on Thursday evening – Kamui Kobayashi, or “Mr Qualifying” as Hartley called him.

Toyota sent Hartley and Kobayashi out for the short, sharp half-hour Hyperpole session for the fastest six cars in class, or in the case of Hypercar all five entries, from Q1 on Wednesday. The Japanese driver, of course, holds the qualifying record at Le Mans from 2017 and was bidding for another one last week. A fifth pole would have taken him clear of Le Mans legend Jacky Ickx’s four.

“Kamui is Mr Qualifying around here; he does some amazing stuff and he wanted that fifth pole,” said Hartley. “The car felt amazing, so thanks to my team-mates for letting me have all the fun. Qualifying is the best the car is going to feel around here this week, but that said it’s probably the most high-pressure situation.”

That pressure increased on Hartley during the session. The #8 Toyota sat atop the times after the first runs, Hartley edging out Kobayashi by the better part of a second with a 3m25.213s to 3m26.130s. Kobayashi jumped ahead on their second set of tyres with a 3m24.585s, with Alpine driver Nicolas Lapierre banging in a 3m24.850s to go second. Hartley hit traffic in the Porsche Curves and failed to improve.

Hartley did improve on his second lap on those tyres with a 3m24.408s to leapfrog the boss. Kobayashi’s 3m24.585s was subsequently scrubbed out for a track-limits infraction at Tertre Rouge, but his 3m24.828s on his final lap was still good enough to pip Lapierre to make it an all-Toyota front row.

from either organisation. But it was easy to interpret the final change as a slap on the wrist for sandbagging.

Lapierre dismissed the idea that Alpine had been hiding its performance at the test day the Sunday ahead of race week and then on the opening day of practice and qualifying. He reckoned that there were other factors in play. “The car was really working in the conditions and I had a beautiful lap – I had a slipstream from an LMP2 car as well,” he said. “The 7kW is worth between five and seven tenths.”

This was the last Le Mans where Toyota is going to have things all its own way, with the arrival of Peugeot and Ferrari next year with their LMHs and Porsche and Cadillac with LMDhs. But at least the Japanese manufacturer did the crowd proud. There were just the 20 lead changes. 🇫🇷

JOTA SOARS AS RIVALS HIT DRAMA (AND EACH OTHER)

The British team was serene as so many around it unravelled, either through bad luck or self-induced errors of judgement

GARY WATKINS

PHOTOGRAPHY  **motorsport
IMAGES**

Jota notched up a third LMP2 victory in nine editions of Le Mans, and it was the British squad's most dominant yet. Forget about 2017 when it came close to taking overall victory under the banner of Jackie Chan DC Racing – then, it led P2 for just half the race. This time, the #38 ORECA-Gibson 07 of Antonio Felix da Costa, Will Stevens and Roberto Gonzalez sat atop the leaderboard for all but 11 of the 369 laps.

Da Costa, Stevens and Gonzalez undoubtedly gained time during any number of the slow zones that peppered the full duration of the race. There was an element of luck involved, but Jota also played them to its advantage. Not least because the team was out front when the mini-virtual safety car periods began.

Da Costa took the lead during the first round of pitstops for the P2s, now with reduced fuel capacity in 2022, and a series of slow

zones helped the Portuguese build up an advantage of 36 seconds by the middle of hour three. Another of the local yellow-flag periods right at the end of that hour propelled the #38 Jota car into a lead of well over a minute.

Any race strategist or engineer worth his or her salt will tell you that the place to be when there are such cautions is out front. It increases the chances that you will be the beneficiary, and the further you're ahead the greater that chance. That explains why the #38 Jota car raced away into a significant lead early in the race.

"We had a few slow zones go our way early on," said Stevens. "But we were very quick at that point and had managed to pull a gap, so we were able to benefit. It's important to lead here and have track position. We worked that to our advantage."

Jota was tactically on point last weekend. Later in the race,

Jota's performance was near-perfect at Le Mans as the team claimed an LMP2 1-3 result





the team opted to bring the car into the pits when two of the eight sections of the track defined by the slow zone rules were under yellow flags. The time gain briefly helped the car into a lead of more than one lap over the Prema ORECA of Robert Kubica, Louis Deletraz and Lorenzo Colombo that led the chase for much of the way.

That cushion disappeared when the Jota car had to stop for fuel during the one and only safety car of the race late in the 18th hour. Stevens lost time waiting to rejoin the track, but he still had a margin over the Prema car of well over two minutes at the finish.

Any remote chance of Prema making a fight of it at the end disappeared when the Italian team's ORECA was hit with an overheating problem for the last couple of hours. Kubica had to nurse the car through to the finish.

There wasn't too much disappointment in the Prema camp after the race for the Le Mans first-timers. "We lost time in the slow zones, this is true, and we also lost time, nearly a minute, with a puncture when Louis was in the car for the first time," said team boss Rene Rosin. "Maybe these factors compromised our result, but second is still an incredible result when you think that we didn't get our first car until October and only six months ago we were packing the cars to go to Sebring."

The second Jota ORECA shared by Jonathan Aberdein, Ed Jones and Oliver Rasmussen, who had only one Le Mans on their collective CVs, took third place, a lap behind the top two, but still the better part of a minute up on the chasing car in fourth after a largely trouble-free run save for an unscheduled stop with a delaminating tyre late in the race.

“All the drivers executed perfectly throughout the 24 hours, and so did all the crew across the two cars”

“All the drivers executed perfectly throughout the 24 hours, and so did all the crew across the two cars,” said Jota boss Sam Hignett. That just about summed up the team's weekend. It did everything right.

Fourth place in P2 went to a car that was lacking both a driver and monocoque on Thursday evening. Le Mans stalwart TDS Racing ▶

LMP2 RACE PACE		
AVERAGE OF TOP 10 FASTEST LAPS		
1	Yifei Ye (#37)	3m32.201s
2	Nyck de Vries (#13)	3m32.319s
3	Ferdinand Habsburg (#41)	3m32.351s
4	Paul-Loup Chatin (#48)	3m32.373s
5	Patrick Pilet (#48)	3m32.394s
6	Mirko Bortolotti (#32)	3m32.530s
AVERAGE OF TOP 30 FASTEST LAPS		
1	Nyck de Vries (#13)	3m33.159s
2	Mirko Bortolotti (#32)	3m33.374s
3	Norman Nato (#41)	3m33.408s
4	Patrick Pilet (#48)	3m33.410s
5	Antonio Felix da Costa (#38)	3m33.428s
6	Ferdinand Habsburg (#41)	3m33.444s
AVERAGE OF TOP 50 FASTEST LAPS		
1	Nyck de Vries (#13)	3m33.658s
2	Antonio Felix da Costa (#38)	3m33.822s
3	Mirko Bortolotti (#32)	3m33.841s
4	Patrick Pilet (#48)	3m34.089s
5	Norman Nato (#41)	3m34.095s
6	Jack Aitken (#47)	3m34.112s



LMP2 IN BRIEF



EHRHARDT

ROLLERCOASTER RIDE FOR LEGEND

Rally superstar Sebastien Ogier (above) didn't make a distinguished start to his Le Mans debut aboard his Richard Mille Racing ORECA run by Signatech. He made a mistake entering the pits at the end of his first stint and briefly put the Alpine-Gibson A480, also run by Signatech, off track. The Frenchman was handed a one-minute stop/go penalty, but picked up pace through the event on the way to ninth in class in the car he shared with Charles Milesi and Lilou Wadoux.

LOST WHEEL THWARTS IDEC

The IDEC Sport team ended up down in 12th position and eighth in class, but its ORECA was quick enough to have been in the thick of it but for an early problem. Paul-Loup Chatin lost the left-front wheel after two stints on the same set of Goodyears. Two laps were lost, but the car shared by Porsche factory driver Patrick Pilet and Paul Lafargue was only three laps down at the finish. "It was a brand-new wheel and nut, so we really don't know what happened," said IDEC sporting director Nicolas Minassian. "It's a shame because we had the speed."

PANIS HAMPERED BY JAMIN OFF

Panis Racing, third in P2 at Le Mans last year, was in the fight for second until Nico Jamin went off at Mulsanne Corner on Sunday morning. The car shared by Job van Uitert and Julien Canal finished 12th in LMP2.

YE STARS DESPITE TYRE ISSUE

Cool Racing took seventh after being hit by the tyre delamination problem that affected a number of cars in LMP2. Yifei Ye, who set sixth fastest race lap, was hit by the problem on one occasion, Ricky Taylor once and Niklas Krutten twice.

PROBLEMS GALORE FOR BOURDAIS

Vector Sport endured an eventful Le Mans debut. The Silverstone-based squad's ORECA shared by Sebastien Bourdais, Nico Muller and Ryan Cullen had to start from the back after an engine problem prevented it from setting a time in qualifying. Muller went off at Indianapolis in the morning warm-up with a minor braking issue, while Cullen put the ORECA in the gravel at the same place in the race, necessitating a change of a front-right wishbone, which subsequently had to be replaced a second time. A cracked exhaust was repaired in the closing minutes on the way to 22nd in class.

lost Philippe Cimadomo when the stewards ruled that the 62-year-old Frenchman wasn't ready for the challenge of Le Mans. They excluded him as a result of two incidents, the second of which did for the tub when he hit the wall at the end of the Porsche Curves, as well as a near-miss with another car as he was leaving the pits.

TDS went down to the ORECA spares truck, bought a new tub

"We needed someone quick who knew the team, knew the car and knew Le Mans – and was in the paddock"

around which to rebuild the car and went looking for a replacement driver. It just so happened that a TDS old boy was on hand in the paddock. Nyck de Vries is Toyota's test and reserve driver, but also raced P2 ORECA's for the TDS-run Racing Team Nederland squad in 2019-20. The replacement of a bronze-rated driver with the winner of the inaugural Formula E World Championship necessitated a move of class: TDS stepped up to P2 proper from the pro-am sub-division.

"We needed someone quick who knew the team, knew the car and knew Le Mans – and was in the paddock," said TDS boss Xavier Combet. "There was only one choice."

De Vries, Mathias Beche and silver-rated Tijmen van der Helm slowly worked their way up from the back of the P2 grid. They were established in the top 10 in P2 by the halfway mark, and took over fourth at the end of the 21st hour after a strong run interrupted only by a puncture and one track-limits penalty.

A battle with the Penske ORECA driven by Felipe Nasr, Dane Cameron and Emmanuel Collard broke up in the closing stages. The US team's car was losing vital seconds at every stop while the engine oil was replenished. Penske could not be sure whether the oil was leaking out of the engine or somehow being consumed.

Nasr has also lost time when he ran over some debris that damaged a tyre and a dislodged a brake duct. Cameron reckoned he would have signed for fifth ahead of the race but admitted to



Above, from left: Binder, Allen and Thomas took Pro-Am for Algarve Pro



EHRHARDT

Penske finished a decent fifth, but had been eyeing a podium

EHRHARDT

disappointment with the final result. “I’d have been happy if you’d told me two days ago that we were gonna finish fifth,” he said. “But for much of the race it looked like we had a shot at the podium.”

If Jota had a near-perfect day, the other two multi-car powerhouses of the P2 field had a Le Mans to forget. WRT’s bid to repeat its debut victory in 2021 went off the rails within yards of the start.

Robin Frijns put the lead car he shares in the World Endurance Championship with Rene Rast and Sean Gelael on pole by a cool 1.2s, only for Rast to become involved in – and get the blame for – a startline incident that also delayed the sister full-season WEC entry started by Ferdinand Habsburg.

Rast was on a row of his own in the car that qualified sixth overall because these days each of the classes have their own separate mini-grids. The starting drivers at the front of the field were told to maintain this formation until crossing the line, but the top four were more or less abreast through the Dunlop Curve.

With Kubica on his inside, Rast moved left and tagged the #22 United entry with Will Owen at the wheel. The blue ORECA was pushed into Habsburg and off into the gravel, where the car became beached. Habsburg sustained rear body damage and a puncture, while Rast was handed a one-minute stop/go for causing a collision that Owen reckoned resulted from over-aggressive driving. “I don’t understand it,” said Rast. “We were told to hold position, so clearly the cars behind me had jumped the start.”

The car was penalised again when Gelael came together with the Vector Sport ORECA, and then Frijns crashed out of sixth in class after getting on the kerbs at the exit of Indianapolis.

Habsburg lost more than a lap limping around with a puncture in the car he shared with Norman Nato and Rui Andrade. There was



EHRHARDT

De Vries was the perfect super-sub after Cimadomo was excluded from racing

no chance of a comeback after Nato dropped it into the gravel at the Porsche Curves on Saturday night with the loss of two laps. Mirko Bortolotti, Dries Vanthoor and Rolf Ineichen were therefore the best WRT finishers in 11th after delays of their own.

United took sixth with the ORECA shared by Alex Lynn, Oliver Jarvis and Josh Pierson, who at 16 years, three months and 25 days became the youngest ever participant in the 24 Hours. Three unscheduled stops resulting from delaminated tyres and a couple of penalties derailed their victory bid.

The United ORECA that Owen shared with Filipe Albuquerque and Phil Hanson ended up 10th. It lost two laps in the gravel at the start, and had to complete the race with damage to a sidepod and the floor that left it down on straightline speed.

Team boss Richard Dean reckoned sixth and 10th represented an “incredible fightback”. Not quite as incredible, though, as old rival Jota’s run up the front. 🇫🇷

LMP2

ALGARVE’S MASTERFUL RECOVERY

The Algarve Pro Racing squad was the comeback king of the Le Mans 24 Hours. It bounced back from a chassis-breaking incident in practice with one of its ORECA’s to win the LMP2 pro-am sub-class, while its other entry lost five laps at the start yet finished only two laps in arrears of the sister car.

James Allen, Rene Binder and Steven Thomas took the win for the Anglo-Portuguese team by a lap from the Nielsen Racing entry shared by Ben Hanley, Matt Bell and Rodrigo Sales. The sister APR ORECA-Gibson 07 of Jack Aitken, Sophia Florsch and John Falb

fought back to fifth in class.

But team boss Stuart Cox wasn’t happy at the end of the race: “I’m a bit disappointed really because we had the cars to finish 1-2 today. The pace was there in both cars.”

The odds on the winning car lengthened considerably on Wednesday afternoon when APR got it back to the pits after what Cox described as “an innocuous-looking shunt” at the Ford Chicane in opening free practice. The impact when Thomas hit the wall had punched a top wishbone through the monocoque.

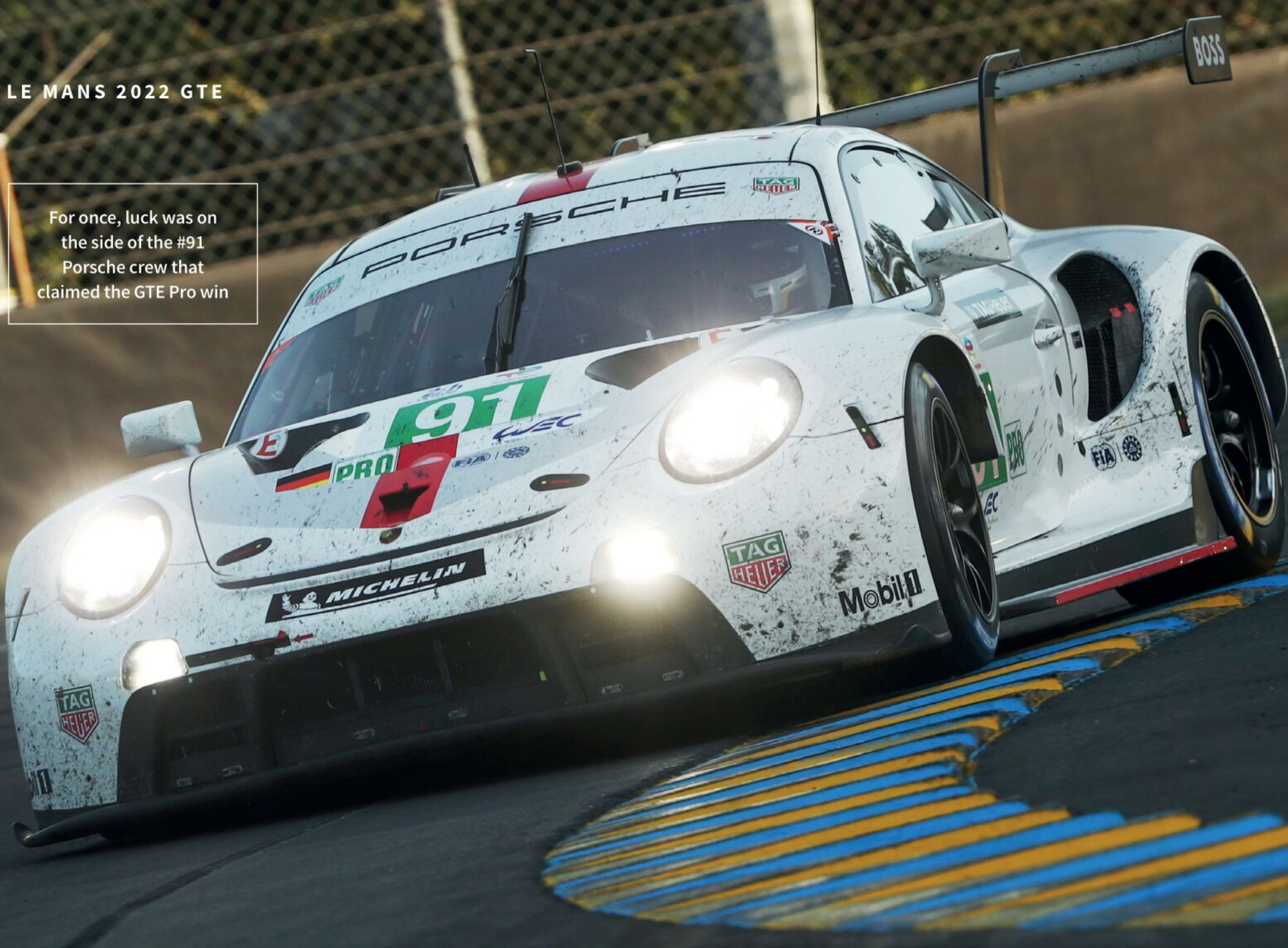
The rebuilt car was out again for FP3 on

Thursday, but because it failed to register a qualifying time started behind all the GTE cars.

The British Nielsen squad in its first proper Le Mans – it ran in conjunction with APR in 2020 – might have taken the fight to the winning car but for two unusual problems. One was a failure of the FIA GPS system, the other so strange the team refused to reveal what it was.

The Aitken/Florsch/Falb car was delayed when the gearbox actuator failed at the start. Aitken then starred on his Le Mans debut and was right up there among the fastest drivers in the P2 class.

For once, luck was on the side of the #91 Porsche crew that claimed the GTE Pro win



HYPERCAR

LMP2

GTE PRO

GTE AM

PORSCHE'S 'UNLUCKY CAR' HAS A CHANGE OF FORTUNE

Corvette looked well placed to claim the final GTE Pro class victory at Le Mans, but fate had other plans as Porsche came through to win

JAMIE KLEIN

PHOTOGRAPHY JEP

motorsport
IMAGES

The last-ever fight for GTE Pro honours at Le Mans was a race that probably should have been won by Corvette but was finally taken by Porsche after a gruelling battle of attrition. Both of the factory Corvette C8.Rs and Porsche 911 RSRs had looked good for the win at various points of the race, but when the music stopped it was the #91 crew of Gianmaria Bruni, Richard Lietz and Frederic Makowiecki that came out on top.

Bizarrely, it was a first victory in the World Endurance Championship for Bruni and Lietz in almost three years, the pair having been overshadowed by their team-mates in the #92 Porsche for much of the time since claiming the RSR-19's first win at Silverstone in September 2019.

But while the #92 Porsche crew of Kevin Estre, Michael Christensen and Laurens Vanthoor lost a clear shot at replicating their 2018 victory due to misfortune, it was Corvette that has to go down as the 'moral victor' of the last-ever all-out manufacturer

battle royale with GTE cars at the Circuit de la Sarthe. The American manufacturer didn't get either of its rapid cars to the finish, losing one to mechanical woes before the other was taken out by an LMP2 machine.

It had all looked so good for Corvette throughout the pre-event test day, practice and qualifying. Prior to Thursday night's grid-deciding Hyperpole shootout, just one session had not been topped by one of the evocative bright yellow machines that have become such a staple of the Le Mans landscape over the past two decades. Come Hyperpole, Nick Tandy put the #64 full-season WEC car he shared with Tommy Milner and endurance 'extra' Alexander Sims on pole ahead of the #63 machine crewed by Antonio Garcia and Jordan Taylor, plus Nicky Catsburg. Tensions were raised further by the ACO's widely expected announcement on Friday that GTE Pro will be no more in 2023, as the transition to GT3 cars begins.

Fears of a pre-race Balance of Performance change that could

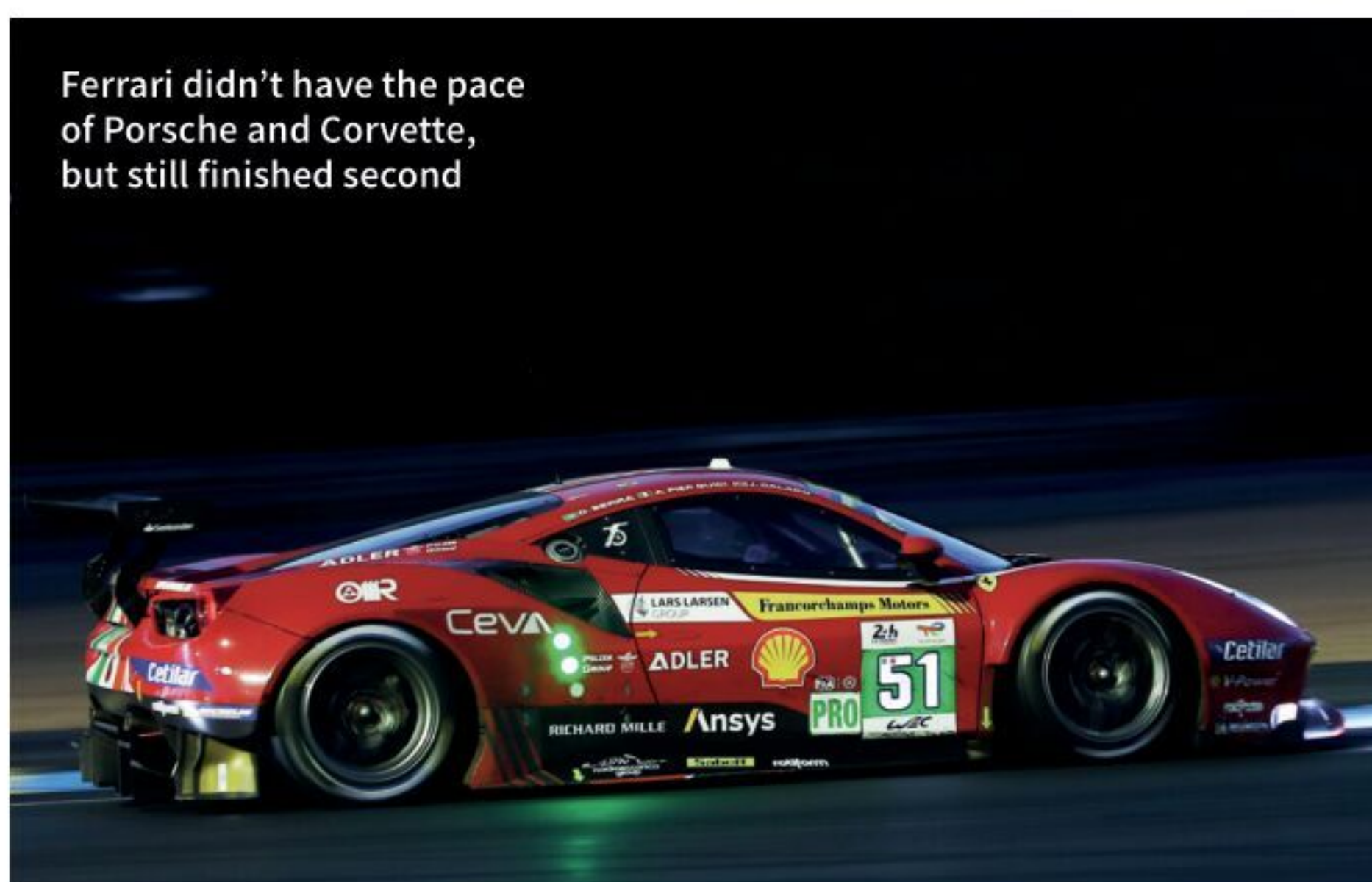
AVERAGE OF TOP 10 FASTEST LAPS

AVERAGE OF TOP 30 FASTEST LAPS

AVERAGE OF TOP 50 FASTEST LAPS

1	Laurens Vanthoor (#92)	3m50.365s
2	Alexander Sims (#64)	3m50.405s
3	Kevin Estre (#92)	3m50.582s
4	Michael Christensen (#92)	3m50.690s
5	Nick Tandy (#64)	3m50.970s
6	Fred Makowiecki (#91)	3m51.072s

Ferrari didn't have the pace of Porsche and Corvette, but still finished second



With the #64 still trying to claw back the time lost from its brake change, as well as a poorly timed slow zone that cost it 40s, it was

As the sun rose over Le Mans, the #64 Corvette and #92 Porsche were trading blows up front, the German car having already performed the *de rigueur* brake change at around mid-distance.

“It’s never nice when things happen outside of your control, but we’re on track with 60 other cars”

Perrodo, who was trying to clear one of the Algarve Pro Racing LMP2s, was understandably apologetic. But the strong position that Sims and his team-mates were in at the time, combined with the fact that there won't be a chance for revenge, made the incident a tough one to accept for the Briton. "It's never nice when things ►



TOUGH GIG FOR STELLAR PRO PRIVATEERS

The last-ever GTE Pro battle at Le Mans featured a lone privateer entry going up against the might of Porsche, Ferrari and Corvette but, sadly, the Riley Motorsports Ferrari and its all-star driver line-up never quite lived up to the promise it had on paper.

Ex-factory man Sam Bird, DTM racer Felipe Fraga and Supercars champion Shane van Gisbergen were recruited to share the purple-and-yellow 488 GTE Evo that featured the distinctive colours of BeeSafe Racing – an offshoot of a storage company owned by Roy Carroll, an American Ferrari Challenge racer with links to the Riley organisation.

Unfortunately, from the off it was clear that the Riley car would be up against it, not helped by the Ferrari's pre-race Balance of Performance change. The team had only just taken delivery of the car prior to the test day, not giving it much of a chance to overcome its lack of experience with the 488.

Amid a relatively smooth run through the 24 hours, the #74 crew never did much beyond pick up places when the two Corvettes and the #92 Porsche suffered their dramas. The Riley car ran as high as fourth before dropping back behind the #92 Porsche, finally taking fifth in class and three laps down. But Fraga, who races the GT3 version of the 488 in the DTM for Red Bull, believes that the team can still be proud of a valiant effort.

"In the beginning when it was hot, we were really slow, I had no pace," admitted Fraga. "All the Ferraris struggled but us even more, so we cannot just complain about the BoP. In the night we were still off, but at certain points we were faster than both [factory] Ferraris.

"It always takes time, you can't arrive here first time and win, the other guys have been here forever. I had a lot of fun and I pushed 110% as if I was fighting for the win."



happen outside of your control, but we're on track with 60 other cars and people make mistakes," said Sims. "Just wrong place, wrong time... We did everything we could do up to that point. We were doing so well.

"Obviously it's extremely disappointing. The fact you know you won't get another chance does make it somewhat difficult to swallow. I wouldn't say we had it in the bag, but we had a fairly comfortable position, on pace we were good and we were up front with a decent lead."

Suddenly, the fight for second between the #91 Porsche and the best of the AF Corse Ferrari 488 GTE Evos, the #51 of James Calado, Alessandro Pier Guidi and Daniel Serra, became the battle for the lead. It was the Ferrari that led by a small margin, although it was clear that the Porsche had the edge on pace and that the Italian team was probably fighting a losing battle.

Pier Guidi was doing everything he could to hold off Makowiecki, even cutting the Dunlop chicane (for which he escaped with a warning) at one point, but the battle was settled early when Pier Guidi picked up a slow right-rear puncture going into the Porsche Curves. The time loss wasn't significant, but it was enough to leave Bruni, Lietz and Makowiecki with a lead they could comfortably manage all the way to the finish line.

Calado was satisfied to come away with second in a race in which Ferrari was clearly the slowest of the three GTE Pro marques. The 488 was hit by a pre-event BoP change robbing it of 0.07 bar of turbo boost pressure, which Calado said made a "massive difference" along the long straights of the Circuit de la Sarthe. A small pre-race revision that gave back 0.02 bar to the Italian car wasn't enough to change the equation, and meant Ferrari's hopes rested on all four of the other cars in the class hitting trouble.

That wasn't that far away from happening: the two Ferraris were second and third behind the race-winning Porsche, with the #52 crew of Miguel Molina, Davide Rigon and factory team new boy Antonio Fuoco taking the final spot on the podium, never recovering from a front-right puncture that dropped the car a lap off the lead in the evening hours.

Calado, however, was adamant that Pier Guidi's puncture didn't make the difference in the end. "We didn't lose too much time," he said. "But even with that, still probably we wouldn't have won on speed alone because they [Porsche] were holding back. The moment we started pushing they started pushing. It's a ladder effect. They had a lot of extra pace."

While Ferrari wasn't ever realistically a factor in the fight for the win, Bruni reckoned that the #91 Porsche might have had something to say about the approximately 90s deficit he, Lietz and Makowiecki faced to the leading #64 Corvette at the time of Sims's crash. "I don't think they had an advantage," said Bruni. "We had more tyres than them, as we did compared to Ferrari. I think this was the key for the last part of the race. We kept some tyres, we did some double-stinting in the night, our competitors didn't, and our pace was strong with seven hours to go. We could keep up our pace consistently and it was perfect."

Sims, however, had a different opinion when Bruni's words were relayed to him. "I don't know how many tyres Porsche had, but we had enough to put on fresh tyres for every stint," he asserted. "If they had more than that, good for them!"

In any case, Bruni was happy to admit that, for the first time in quite a while as far as the WEC goes, he and his fellow #91 drivers had Lady Luck smiling on their side – something he regards as payback for all the times he had been missing the rub of the green. "For sure Corvette was unlucky, but in the end Le Mans chooses who wins or not. This is the special thing about Le Mans. Sometimes she recognises you, other times not.

"I remember in 2015 [when Bruni was driving for Ferrari], with 25 minutes to go the gearbox broke and Corvette won. What can I say? I was 50s ahead, and the points we lost cost me the [WEC] championship. Sometimes I've been very unlucky, but this is a special thing about Le Mans. You either like it or you hate it.

"Me, I like it!" 🇫🇷



From left, Bruni, Makowiecki and Lietz celebrate the last GTE Pro victory at Le Mans

GTE AM

ASTON GETS THE BREAK AGAINST PORSCHE HORDES

Aston Martin took victory in a GTE Am contest that had looked almost certain to go the way of Porsche, as Ben Keating exorcised the demons of his 2019 disqualification with the TF Sport team.

Such was the speed of the 911 RSR in the opening part of the race that Porsches occupied five of the top six places after the first hour. But one by one, several promising entries dropped out with various offs and incidents, including both the #46 and #56 Team Project 1 cars and the #99 Absolute Racing-run Hardpoint car.

That left the #79 WeatherTech Racing 911 of Cooper MacNeil, Julien Andlauer and the surprise package of the race, bronze-rated Trans-Am racer Thomas Merrill, who was frequently faster than silver-rated MacNeil. But the TF Aston of Keating, Henrique Chaves and ex-factory racer Marco Sorensen was always in the hunt.

"What saved us from the #79 was the safety car with about five hours to go," admitted Keating. "We were off strategy with all the other cars, most of the others had just pitted



and we got on their tail in the same safety car train, so we were almost a lap up.

"We got really lucky there. We gave up two and a half minutes in the last five hours, so they had the pace." The winning margin was only 44 seconds, although Sorensen was in the envious position of being able to manage an advantage twice that in the final two hours.

Behind the WeatherTech Porsche, it was another Aston that completed the podium. The NorthWest AMR car of Paul Dalla Lana, David Pittard and Nicki Thiim was third after a relatively trouble-free run, profiting when the Dempsey-Proton Porsche of Harry Tincknell, Seb Priaulx and Christian Ried suffered a broken wishbone with only a couple of hours to go.

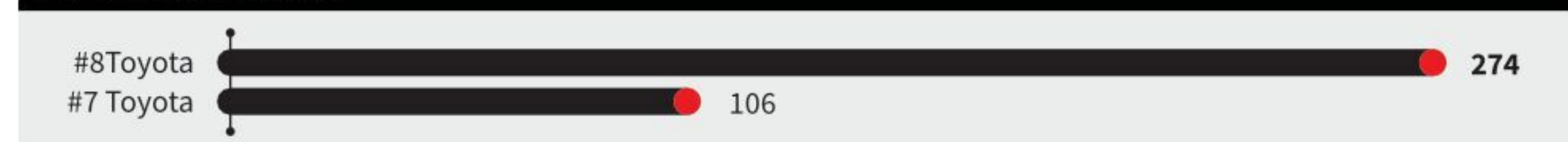
HYPERPOLE

GRID	NO	DRIVER	CLASS	CAR	TIME
1	8	Brendon Hartley	LMH	Toyota GR010 HYBRID	3m24.408s
2	7	Kamui Kobayashi	LMH	Toyota GR010 HYBRID	3m24.828s
3	36	Nicolas Lapierre	LMH	Alpine-Gibson A480	3m24.850s
4	709	Ryan Briscoe	LMH	Glickenhau-Pipo 007 LMH	3m25.841s
5	708	Olivier Pla	LMH	Glickenhau-Pipo 007 LMH	3m26.359s
6	31	Robin Frijns	LMP2	ORECA-Gibson 07	3m28.394s
7	22	Filipe Albuquerque	LMP2	ORECA-Gibson 07	3m30.070s
8	38	Antonio Felix da Costa	LMP2	ORECA-Gibson 07	3m30.373s
9	41	Norman Nato	LMP2	ORECA-Gibson 07	3m30.522s
10	9	Louis Deletraz	LMP2	ORECA-Gibson 07	3m31.115s
11	23	Alex Lynn	LMP2	ORECA-Gibson 07	3m31.596s
31	64	Nick Tandy	GTE Pro	Chevrolet Corvette C8.R	3m49.985s
32	63	Antonio Garcia	GTE Pro	Chevrolet Corvette C8.R	3m50.177s
33	91	Frederic Makowiecki	GTE Pro	Porsche 911 RSR	3m50.377s
34	92	Laurens Vanthoor	GTE Pro	Porsche 911 RSR	3m50.522s
35	52	Antonio Fuoco	GTE Pro	Ferrari 488 GTE Evo	3m51.779s
36	51	James Calado	GTE Pro	Ferrari 488 GTE Evo	3m51.816s
38	61	Vincent Abril	GTE Am	Ferrari 488 GTE Evo	3m52.594s
39	57	Mikkel Jensen	GTE Am	Ferrari 488 GTE Evo	3m52.751s
40	77	Harry Tincknell	GTE Am	Porsche 911 RSR	3m53.006s
41	98	Nicki Thiim	GTE Am	Aston Martin Vantage GTE	3m53.578s
42	54	Nick Cassidy	GTE Am	Ferrari 488 GTE Evo	3m53.757s
43	85	Rahel Frey	GTE Am	Ferrari 488 GTE Evo	3m53.869s

QUALIFYING

GRID	NO	DRIVER	CLASS	CAR	
	7	Kamui Kobayashi	LMH	Toyota GR010 HYBRID	3m27.247s
	708	Olivier Pla	LMH	Glickenhaus-Pipo 007 LMH	3m27.355s
	709	Ryan Briscoe	LMH	Glickenhaus-Pipo 007 LMH	3m27.978s
	36	Nicolas Lapierre	LMH	Alpine-Gibson A480	3m29.656s
	8	Brendon Hartley	LMH	Toyota GR010 HYBRID	3m40.842s
	31	Robin Frijns	LMP2	ORECA-Gibson 07	3m29.898s
	38	Antonio Felix da Costa	LMP2	ORECA-Gibson 07	3m30.124s
	41	Norman Nato	LMP2	ORECA-Gibson 07	3m30.440s
	23	Alex Lynn	LMP2	ORECA-Gibson 07	3m30.568s
	22	Filipe Albuquerque	LMP2	ORECA-Gibson 07	3m30.639s
	9	Louis Deletraz	LMP2	ORECA-Gibson 07	3m30.651s
12	1	Charles Milesi	LMP2	ORECA-Gibson 07	3m31.368s
13	65	Nico Jamin	LMP2	ORECA-Gibson 07	3m31.382s
14	5	Felipe Nasr	LMP2	ORECA-Gibson 07	3m31.462s
15	32	Mirko Bortolotti	LMP2	ORECA-Gibson 07	3m31.808s
16	30	Reshad de Gerus	LMP2	ORECA-Gibson 07	3m32.000s
17	37	Yifei Ye	LMP2	ORECA-Gibson 07	3m32.008s
18	28	Jonathan Aberdein	LMP2	ORECA-Gibson 07	3m32.138s
19	48	Paul-Loup Chatin	LMP2	ORECA-Gibson 07	3m32.285s
20	34	Alex Brundle	LMP2	ORECA-Gibson 07	3m32.549s
21	24	Ben Hanley	LMP2	ORECA-Gibson 07	3m32.956s
22	35	Matthieu Lahaye	LMP2	ORECA-Gibson 07	3m33.463s
23	44	Bent Viscaal	LMP2	ORECA-Gibson 07	3m33.480s
24	39	David Droux	LMP2	ORECA-Gibson 07	3m33.483s
25	3	Laurents Horr	LMP2	ORECA-Gibson 07	3m34.524s
26	47	Jack Aitken	LMP2	ORECA-Gibson 07	3m36.371s
27	83	Nicklas Nielsen	LMP2	ORECA-Gibson 07	3m36.548s
28	27	Steven Palette	LMP2	Ligier-Gibson JSP217	3m38.136s
29	43	Fabio Scherer	LMP2	ORECA-Gibson 07	3m38.491s
30	13	Mathias Beche	LMP2	ORECA-Gibson 07	no time
61	45		LMP2	ORECA-Gibson 07	no time
62	10		LMP2	ORECA-Gibson 07	no time
	92	Laurens Vanthoor	GTE Pro	Porsche 911 RSR	3m50.999s
	63	Antonio Garcia	GTE Pro	Chevrolet Corvette C8.R	3m51.132s
	91	Frederic Makowiecki	GTE Pro	Porsche 911 RSR	3m51.382s
	64	Nick Tandy	GTE Pro	Chevrolet Corvette C8.R	3m51.491s
	51	James Calado	GTE Pro	Ferrari 488 GTE Evo	3m51.502s
	52	Antonio Fuoco	GTE Pro	Ferrari 488 GTE Evo	3m51.614s
37	74	Felipe Fraga	GTE Pro	Ferrari 488 GTE Evo	3m54.116s
	98	Nicki Thiim	GTE Am	Aston Martin Vantage GTE	3m52.559s
	57	Mikkel Jensen	GTE Am	Ferrari 488 GTE Evo	3m53.489s
	54	Nick Cassidy	GTE Am	Ferrari 488 GTE Evo	3m53.690s
	85	Rahel Frey	GTE Am	Ferrari 488 GTE Evo	3m54.081s
	77	Harry Tincknell	GTE Am	Porsche 911 RSR	3m54.224s
	61	Vincent Abril	GTE Am	Ferrari 488 GTE Evo	3m54.316s
44	86	Ben Barker	GTE Am	Porsche 911 RSR	3m54.323s
45	56	Ben Barnicoat	GTE Am	Porsche 911 RSR	3m54.510s
46	46	Matteo Cairoli	GTE Am	Porsche 911 RSR	3m54.533s
47	79	Julien Andlauer	GTE Am	Porsche 911 RSR	3m54.912s
48	99	Alessio Picariello	GTE Am	Porsche 911 RSR	3m55.076s
49	59	Come Ledogar	GTE Am	Ferrari 488 GTE Evo	3m55.162s
50	21	Toni Vilander	GTE Am	Ferrari 488 GTE Evo	3m55.308s
51	55	Matt Griffin	GTE Am	Ferrari 488 GTE Evo	3m55.617s
52	75	Nico Varrone	GTE Am	Ferrari 488 GTE Evo	3m55.672s
53	66	Renger van der Zande	GTE Am	Ferrari 488 GTE Evo	3m56.008s
54	777	Tomonobu Fujii	GTE Am	Aston Martin Vantage GTE	3m56.437s
55	88	Maxwell Root	GTE Am	Porsche 911 RSR	3m56.516s
56	33	Henrique Chaves	GTE Am	Aston Martin Vantage GTE	3m57.044s
57	60	Claudio Schiavoni	GTE Am	Ferrari 488 GTE Evo	4m05.633s
58	93	Michael Fassbender	GTE Am	Porsche 911 RSR	4m07.907s
59	80	Giancarlo Fisichella	GTE Am	Ferrari 488 GTE Evo	4m23.223s
60	71	Gabriel Aubry	GTE Am	Ferrari 488 GTE Evo	no time

LAPS LED OVERALL



RACE STATS

WINNERS' AVERAGE SPEED

Buemi/Hartley/Hirakawa	133.859mph
-------------------------------	------------

FASTEST LAP

Hypercar	Lopez	3m27.749s	146.717mph
LMP2	Nato	3m30.918s	144.513mph
GTE Pro	Estre	3m48.356s	133.477mph
GTE Am	Andlauer	3m50.445s	132.267mph

SEASON STATS

DRIVERS' CHAMPIONSHIP

HYPERCAR

1	Negrao/Vaxiviere/Lapierre	81
2	Hartley/Hirakawa/Buemi	78
3	Pla/Dumas	69
4	Lopez/Kobayashi/Conway	61
5	Derani	46
6	Briscoe	23

LMP2

1	da Costa/Gonzalez/Stevens	77
2	Pierson/Jarvis	66
3	Colombo/Deletraz/Kubica	60
4	Rast/Frijns/Gelael	53
5	Jones/Aberdein/Rasmussen	45
6	Habsburg/Nato/Andrade	43

LMP2 PRO-AM

1	Rovera/Nielsen/Perrodo	99
2	Allen/Binder/Thomas	91
3	Lahaye/Lahaye/Heriau	66
4	Konopka	48

GTE

1	Bruni/Lietz	84
2	Estre/Christensen	81
3	Pier Guidi/Calado	79
4	Fuoco/Molina	57
5	Makowiecki	50
6	Tandy/Milner	40

GTE AM

1	Keating/Sorensen	97
2	Pittard/Thiim/Dalla Lana	89
3	Chaves	69
4	Ried/Tincknell/Priaulx	52

MANUFACTURERS' CHAMPIONSHIP

HYPERCAR

1	Toyota	103
2	Alpine	81
3	Glickenhau	69

1	Porsche	165
2	Ferrari	139
3	Chevrolet	40

DON'T MISS

WEC REPORT 6 HOURS OF MONZA

14 July issue

RESULTS WORLD ENDURANCE CHAMPIONSHIP ROUND 3/6, LE MANS 24 HOURS (FRA), 11-12 JUNE (380 LAPS – 3217.385 MILES)

POS	NO	DRIVERS	CLASS	TEAM/CAR	TIME
1	8	Sebastien Buemi (CHE) Brendon Hartley (NZL) Ryo Hirakawa (JPN)	LMH	Toyota Gazoo Racing / Toyota GR010 HYBRID	24h02m07.996s
2	7	Mike Conway (GBR) Kamui Kobayashi (JPN) Jose Maria Lopez (ARG)	LMH	Toyota Gazoo Racing / Toyota GR010 HYBRID	+2m01.222s
3	709	Franck Mailleux (FRA) Ryan Briscoe (AUS) Richard Westbrook (GBR)	LMH	Glickenhause Racing / Glickenhause-Pipo 007 LMH	-5 laps
4	708	Olivier Pla (FRA) Romain Dumas (FRA) Pipo Derani (BRA)	LMH	Glickenhause Racing / Glickenhause-Pipo 007 LMH	-10 laps
5	38	Antonio Felix da Costa (PRT) Roberto Gonzalez (MEX) Will Stevens (GBR)	LMP2	Jota / ORECA-Gibson 07	-11 laps
6	9	Robert Kubica (POL) Louis Deletraz (CHE) Lorenzo Colombo (ITA)	LMP2	Prema Orlen Team / ORECA-Gibson 07	-11 laps
7	28	Jonathan Aberdein (ZAF) Oliver Rasmussen (DNK) Ed Jones (ARE)	LMP2	Jota / ORECA-Gibson 07	-12 laps
8	13	Mathias Beche (CHE) Nyck de Vries (NLD) * Tijmen van der Helm (NLD)	LMP2	TDS Racing x Vaillante / ORECA-Gibson 07	-12 laps
9	5	Felipe Nasr (BRA) Dane Cameron (USA) Emmanuel Collard (FRA)	LMP2	Team Penske / ORECA-Gibson 07	-12 laps
10	23	Alex Lynn (GBR) Oliver Jarvis (GBR) Josh Pierson (USA)	LMP2	United Autosports / ORECA-Gibson 07	-12 laps
11	37	Ricky Taylor (USA) Yifei Ye (CHN) Niklas Kruttén (DEU)	LMP2	Cool Racing / ORECA-Gibson 07	-13 laps
12	48	Paul-Loup Chatin (FRA) Paul Lafargue (FRA) Patrick Pilet (FRA)	LMP2	IDEC Sport / ORECA-Gibson 07	-14 laps
13	1	Charles Milesi (FRA) Lilou Wadoux (FRA) Sebastien Ogier (FRA)	LMP2	Richard Mille Racing Team (Signature) / ORECA-Gibson 07	-14 laps
14	22	Will Owen (USA) Phil Hanson (GBR) Filipe Albuquerque (PRT)	LMP2	United Autosport USA / ORECA-Gibson 07	-14 laps
15	32	Mirko Bortolotti (ITA) Rolf Ineichen (CHE) Dries Vanthoor (BEL)	LMP2	Team WRT / ORECA-Gibson 07	-14 laps
16	65	Job van Uitert (NLD) Julien Canal (FRA) Nico Jamin (FRA)	LMP2	Panis Racing / ORECA-Gibson 07	-14 laps
17	34	Alex Brundle (GBR) Jakub Smiechowski (POL) Esteban Gutierrez (MEX)	LMP2	Inter Europol Competition / ORECA-Gibson 07	-15 laps
18	43	Fabio Scherer (CHE) David Heinemeier Hansson (DNK) Pietro Fittipaldi (BRA)	LMP2	Inter Europol Competition / ORECA-Gibson 07	-16 laps
19	45	James Allen (AUS) Steven Thomas (USA) Rene Binder (AUT)	LMP2	Algarve Pro Racing / ORECA-Gibson 07	-17 laps
20	24	Ben Hanley (GBR) Rodrigo Sales (USA) Matt Bell (GBR)	LMP2	Nielsen Racing / ORECA-Gibson 07	-18 laps
21	41	Ferdinand Habsburg (AUT) Rui Andrade (PRT) Norman Nato (FRA)	LMP2	Realteam by WRT / ORECA-Gibson 07	-18 laps
22	3	Laurents Horr (DEU) Jean Glorieux (BEL) Alexandre Cougnaud (FRA)	LMP2	DKR Engineering / ORECA-Gibson 07	-18 laps
23	36	Nicolas Lapierre (FRA) Andre Negrao (BRA) Matthieu Vaxiviere (FRA)	LMH	Alpine Elf Endurance Team (Signatech) / Alpine-Gibson A480	-18 laps
24	83	Nicklas Nielsen (DNK) Francois Perrodo (FRA) Alessio Rovera (ITA)	LMP2	AF Corse / ORECA-Gibson 07	-19 laps
25	47	Sophia Florsch (DEU) John Falb (USA) Jack Aitken (GBR)	LMP2	Algarve Pro Racing / ORECA-Gibson 07	-19 laps
26	44	Bent Viscaal (NLD) Miro Konopka (SVK) Tristan Vautier (FRA)	LMP2	ARC Bratislava / ORECA-Gibson 07	-20 laps
27	10	Nico Muller (CHE) Ryan Cullen (IRL) Sebastien Bourdais (FRA)	LMP2	Vector Sport / ORECA-Gibson 07	-23 laps
28	91	Frederic Makowiecki (FRA) Gianmaria Bruni (ITA) Richard Lietz (AUT)	GTE Pro	Porsche GT Team (Manthey) / Porsche 911 RSR	-30 laps
29	51	James Calado (GBR) Alessandro Pier Guidi (ITA) Daniel Serra (BRA)	GTE Pro	AF Corse / Ferrari 488 GTE Evo	-30 laps
30	52	Miguel Molina (ESP) Antonio Fuoco (ITA) Davide Rigon (ITA)	GTE Pro	AF Corse / Ferrari 488 GTE Evo	-31 laps
31	92	Kevin Estre (FRA) Michael Christensen (DNK) Laurens Vanthoor (BEL)	GTE Pro	Porsche GT Team (Manthey) / Porsche 911 RSR	-32 laps
32	74	Felipe Fraga (BRA) Sam Bird (GBR) Shane van Gisbergen (NZL)	GTE Pro	Riley Motorsports / Ferrari 488 GTE Evo	-33 laps
33	39	Eric Trouillet (FRA) Sebastien Page (CHE) David Droux (CHE)	LMP2	Graff Racing / ORECA-Gibson 07	-36 laps
34	33	Marco Sorensen (DNK) Ben Keating (USA) Henrique Chaves (PRT)	GTE Am	TF Sport / Aston Martin Vantage GTE	-37 laps
35	79	Julien Andlauer (FRA) Cooper MacNeil (USA) Thomas Merrill (USA)	GTE Am	WeatherTech Racing (Proton) / Porsche 911 RSR	-37 laps
36	98	Nicki Thiim (DNK) Paul Dalla Lana (CAN) David Pittard (GBR)	GTE Am	Northwest AMR (Prodrive) / Aston Martin Vantage GTE	-38 laps
37	86	Ben Barker (GBR) Michael Wainwright (GBR) Riccardo Pera (ITA)	GTE Am	GR Racing / Porsche 911 RSR	-40 laps
38	88	Jan Heylen (BEL) Fred Poordad (USA) Maxwell Root (USA)	GTE Am	Dempsey-Proton Racing / Porsche 911 RSR	-40 laps
39	54	Nick Cassidy (NZL) Thomas Flohr (CHE) Francesco Castellacci (ITA)	GTE Am	AF Corse / Ferrari 488 GTE Evo	-40 laps
40	85	Michelle Gattling (DNK) Rahel Frey (CHE) Sarah Bovy (BEL)	GTE Am	Iron Dames (Iron Lynx) / Ferrari 488 GTE Evo	-41 laps
41	21	Toni Vilander (FIN) Simon Mann (USA) Christoph Ulrich (CHE)	GTE Am	AF Corse / Ferrari 488 GTE Evo	-41 laps
42	61	Vincent Abril (FRA) Louis Prette Jr (MCO) Conrad Grunewald (USA)	GTE Am	AF Corse / Ferrari 488 GTE Evo	-41 laps
43	55	Matt Griffin (IRL) Duncan Cameron (GBR) David Perel (ZAF)	GTE Am	Spirit of Race (AF) / Ferrari 488 GTE Evo	-41 laps
44	99	Alessio Picariello (BEL) Andrew Haryanto (IDN) Martin Rump (EST)	GTE Am	Team Hardpoint (Proton) / Porsche 911 RSR	-42 laps
45	57	Mikkel Jensen (DNK) Takeshi Kimura (JPN) Frederik Schandorff (DNK)	GTE Am	Kessel Racing / Ferrari 488 GTE Evo	-44 laps
46	80	Giancarlo Fisichella (ITA) Matteo Cressoni (ITA) Richard Heistand (USA)	GTE Am	Iron Lynx / Ferrari 488 GTE Evo	-44 laps
47	77	Harry Tincknell (GBR) Christian Ried (DEU) Seb Priault (GBR)	GTE Am	Dempsey-Proton Racing / Porsche 911 RSR	-44 laps
48	35	Matthieu Lahaye (FRA) Jean-Baptiste Lahaye (FRA) Francois Heriau (FRA)	LMP2	Ultimate / ORECA-Gibson 07	-45 laps
49	27	Steven Palette (FRA) Christophe Cresp (FRA) Michael Jensen (DNK)	LMP2	CD Sport / Ligier-Gibson JSP217	-47 laps
50	66	Mark Kvamme (USA) Renger van der Zande (NLD) Jason Hart (USA)	GTE Am	JMW Motorsport / Ferrari 488 GTE Evo	-49 laps
51	93	Matt Campbell (AUS) Michael Fassbender (IRL) Zacharie Robichon (CAN)	GTE Am	Proton Competition / Porsche 911 RSR	-51 laps
52	30	Richard Bradley (GBR) Memo Rojas (MEX) Reshad de Gerus (FRA)	LMP2	Duqueine Team / ORECA-Gibson 07	-54 laps
53	75	Nico Varrone (ARG) Pierre Ehret (DEU) Christian Hook (DEU)	GTE Am	Iron Lynx / Ferrari 488 GTE Evo	-56 laps
R	60	Claudio Schiavoni (ITA) Alessandro Balzan (ITA) Raffaele Giammaria (ITA)	GTE Am	Iron Lynx / Ferrari 488 GTE Evo	289 laps-acc dam
R	31	Rene Rast (DEU) Sean Gelael (IDN) Robin Frijns (NLD)	LMP2	WRT / ORECA-Gibson 07	285 laps-accident
R	64	Nick Tandy (GBR) Tommy Milner (USA) Alexander Sims (GBR)	GTE Pro	Corvette Racing (Pratt & Miller) / Chevrolet Corvette C8.R	260 laps-accident
R	56	Ben Barnicoat (GBR) Brendan Iribe (USA) Ollie Millroy (GBR)	GTE Am	Team Project 1 / Porsche 911 RSR	241 laps-accident
R	63	Antonio Garcia (ESP) Jordan Taylor (USA) Nicky Catsburg (NLD)	GTE Pro	Corvette Racing (Pratt & Miller) / Chevrolet Corvette C8.R	214 laps-suspension
R	59	Come Ledogar (FRA) Alexander West (SWE) Marvin Klein (FRA)	GTE Am	Inception Racing (Garage 59) / Ferrari 488 GTE Evo	190 laps-axle
R	71	Pierre Ragues (FRA) Franck Dezoteux (FRA) Gabriel Aubry (FRA)	GTE Am	Spirit of Race (AF) / Ferrari 488 GTE Evo	127 laps-cooling
R	777	Tomonobu Fujii (JPN) Satoshi Hoshino (JPN) Charlie Fagg (GBR)	GTE Am	D'Station Racing (TF) / Aston Martin Vantage GTE	112 laps-acc dam
R	46	Matteo Cairolì (ITA) Mikkel Overgaard Pedersen (DNK) Niki Leutwiler (CHE)	GTE Am	Team Project 1 / Porsche 911 RSR	77 laps-vibrations

In each car, first-named driver started race. *race only, replaced Philippe Cimadomo (FRA)

TOP 4 HOUR BY HOUR CHART

Grid	HR1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
8	7	7	7	8	8	7	8	8	8	8	8	8	8	8	7	8	8	8	8	8	8	8	8	8
7	8	8	8	7	7	8	7	7	7	7	7	7	7	7	8	7	7	7	7	7	7	7	7	7
36	708	708	708	708	708	708	708	709	709	709	709	709	709	709	709	709	709	709	709	709	709	709	709	709
709	709	36	36	709	709	709	709	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	708	708



BTCC OULTON PARK

Double for Ingram – and a great escape

The Hyundai driver was absolutely on fire at Oulton Park. But after proving unbeatable in two races, he had a smart avoidance to make in the finale

MARCUS SIMMONS

PHOTOGRAPHY JEP  motorsport
IMAGES

I can skim the kerbs where I want, I can brake where I want, it's got a fantastic balance, it's got beautiful rotation. It's doing everything I want it to." Tom Ingram found himself with an incredible weapon in the form of his Excelr8 Motorsport Hyundai i30 N at Oulton Park last weekend, and he used it to devastating effect. In his first eight years in the BTCC, Ingram had never even troubled the podium at the rolling Cheshire parkland venue. This time he scored Excelr8's maiden BTCC pole on Saturday, finally broke his Oulton jinx to win race one in dominant fashion, and followed it up by keeping

Ash Sutton at arm's length for victory in the second encounter. "The work that has gone on..." he continued. "What happens on Sunday is a byproduct of what goes on in the week, and we've worked really hard."

That second win of the day had taken Ingram level on points with early-season form man Josh Cook at the top of the table, but in the reversed-grid finale came an enormous break for the BTC Racing Honda Civic Type R star thanks to the weekend's other major story: an enormous accident involving Ingram's Excelr8 Hyundai teammate Dan Lloyd. The amiable Yorkshireman was fighting for third with Ricky Collard on the exit from the Island hairpin when

he was spat into the barriers, and ricocheted back onto the track. Cook's two closest title rivals, Ingram and Sutton, veered onto the grass in avoidance, and Ingram's miraculous evasion left fourth-in-points Colin Turkington with a faceful of Hyundai, into the passenger side of which he smashed.

It was a scary moment, but finally Lloyd and Turkington alighted from their mangled weaponry. Turkington had a sore chest and neck; Lloyd was taken to hospital, from where he reported that he had sustained a bruised lung and a swelling in the nether regions that may cause him to speak in a high voice for a while. No points for Turkington; none either for Ingram or Sutton, both forced



Ingram managed to swerve onto grass, but Lloyd was then smashed by Turkington



Happier times earlier in the day, as Ingram celebrated two wins

to pit under the ensuing safety car for the removal of grass from their radiators. An inherited podium for Cook who, crucially, along with the BTC team, seems to have discovered the key to harvesting points on an otherwise tough weekend and re-established his advantage in the championship.

Ingram, who had performed the reversed-grid draw himself – and bungled it by pulling out the worst-possible #12 – had predicted: “We’re in the danger zone in 12th in terms of being right in the mix.” He was right.

But how had we got here? Where drivers were positioned on that opening lap was the product of fluctuating fortunes and judgement calls throughout the weekend.

Lloyd, after a consistent but slightly disappointing start to his Excelr8 Hyundai career over the first three events, arguably shouldn’t have been in the mix towards the front of the reversed grid in the first place, because Oulton was where he made a big step forward in competitiveness.

While team-mate Ingram set the quickest ever Oulton qualifying time for an NGTC car, despite his hybrid usage being restricted to 4.5 seconds per lap, Lloyd bounced into third on the grid for race one. Ingram reported that the Hyundai had rolled out of the truck for Friday’s shakedown session in fantastic shape, only minor tweaks required since first hitting the track. “The car is phenomenal,”

he beamed. Lloyd, whose BTCC career has been spasmodic and nomadic owing to his traditional struggles on budget, admitted that he was “definitely still trying to find my feet with set-up and learning the car. But we’ve had a few bumps. We had a damper problem in qualifying at Donington and that sent us down the garden path, and a hybrid problem at Brands.”

Lloyd was going nicely in race one, setting fastest lap as he sat behind Ingram and Rory Butcher, when the safety car emerged on the fifth lap. After the restart he plummeted down the field, including a trip across the grass at the chicane, to finish seventh. Next time out he was eighth, losing a spot late on to the flying BMW of Jake Hill, but things were now going better. “We screwed up,” he explained. “We put different brake pads in for race one, and after the restart I was locking up like crazy. I think that wrong decision has cost us two podiums, because even in dirty air in race two [back on the old pads] the brakes were 10 times better.”

It was Lloyd’s bid to rescue that podium from the reversed-grid race that ended in disaster, for which he was contrite and said it was avoidable on his part.

The driver with whom he initially collided, Collard, had also taken a step forward with competitiveness. For the first time, Speedworks looked as though it had two proper contenders at the helm of its Toyotas, and the team rates the ex-BMW Junior Team recruit highly. Collard is new to front-wheel drive, of course, and for various reasons >>

A NEW ERA BECKONS

EXPERIENCE IT LIVE WITH



motorsport
TICKETS

ON A NEW WAVE



Scan the QR code to visit our website and join our mailing list to be the first to know when tickets for 2022 races go on sale. You'll receive on-sale notifications, offers, competitions and newsletters to put you on pole position for getting to races this season.

motorsporttickets.com/f1

A
motorsport
NETWORK
COMPANY

things hadn't gone well, including difficulty in pressing the hybrid boost button without taking his hand off the steering wheel. Butcher, too, has had a tough start to 2022, but the Corollas looked absolutely superb on track, the Scot in particular carrying massive speed into fast corners such as Cascades. "I had to rein that in," he admitted after qualifying alongside Ingram on the front row. "I just had to adapt my driving style, and we made changes during the day which really switched her on." Collard was 11th – he'd looked a top-10 contender but was out of luck with two red flags caused by conking-out Infinitis.

Butcher had no answer to Ingram in the first two races, and indeed struggled to reply to some of the other leading contenders. The reason, explained Speedworks boss Christian Dick, was that the front tyres were fading fast, leading to a lack of grip. Pressure from Sutton in the opener reached its crescendo with four laps remaining, when the Ford got to the outside through Cascades and then claimed the inside line and second place at Island. Butcher, hung out to dry at the hairpin, also conceded third to the Team Dynamics Honda of his brother-in-law Gordon Shedden, and only just kept Turkington's BMW at bay to the finish. But the third-place trophy was later handed from one member of the family to another when Shedden was penalised three positions for an incident that turned Adam Morgan's Ciceley Motorsport BMW into the barriers at the exit of Lodge, and caused the early safety car.

A beautiful move around the outside of the hairpin in race two allowed Turkington to take third place from Butcher, who



Sutton lines up for the opening race, in which he charged to second

nevertheless was scoring strongly. Collard, meanwhile, had taken 10th in both races. Then came the Lloyd accident. Collard, remarkably, got away totally unscathed and continued on his way to third on the road, but he'd copped a five-second penalty for being out of position in his grid box – what has colloquially become known as the Jason Plato rule. "I need some parking sensors," he quipped. "Because I'm short I can't see out of the car." Sadly, that relegated him to seventh, but it did promote Butcher to fifth.

Butcher's weekend points tally of 39 was beaten only by Ingram (43), and it seems that perhaps his season is back on track. "The car was just a bit tight in the first two races," he mused. "We tried to loosen her up for race three, and I felt such a difference. It

was good enough to even have in qualifying."

Sutton was another hailing an improvement in his machine, and his speed and exquisite racecraft enabled him to extend his podium run to five on the trot with second-place finishes in each of the first two races. His Motorbase Performance Focus looked a massive handful in free practice one, but Sutton admitted that he'd gone out on a limb on set-up as he adapts to front-wheel drive, the beauty being that team-mate Dan Cammish is also super-quick but sticks closer to the regular FWD philosophy. Pole position was on for Sutton, who set a purple opening sector: "Then I messed up the second sector and abandoned it. It's hard to get a perfect lap, and there was a little bit left on the table." He therefore lined up >>

COOK MAXIMISES IT WHEN THE CHIPS ARE DOWN

Josh Cook has increasingly come to be regarded as a BTCC champion in waiting. His speed and racecraft are not in doubt at all. The only shadow has been the apparent inability of himself and the BTC Racing Honda squad to maximise the weekends where he's not the form man.

After the first three race weekends of 2022, Cook was alone in having won more than once, with a tally of four victories. Then came Oulton. He was quickest in the opening free practice session on a set of old Goodyears, but couldn't match that time for the rest of the weekend, even on new boots in qualifying,



Cook leads Shedden on his way to a decent points haul

where he ended up 10th.

"Something's just gone away from us," grimaced Cook. "We're not sure what but it's just so close – I'm only two tenths off third." He added that there was a lack of grip in qualifying: "We're not

feeling the benefit of the new tyres." It did seem that the hybrid boost penalties had a bigger effect at Oulton, but Cook responded: "It's powerful, but not as powerful as making sure you have a well-balanced car."

The chassis was nicely dialled in for the races, where Cook finished 8-9-3: "The chassis's back where we wanted it, but we seem to have lost a load of straightline speed. As soon as someone holds us in the corners, I lose masses of time on the straights.

"We just needed to get some solid points – we need an average of 30 per weekend to be in with a shout, and that's what we've done. Sometimes the tougher weekends are more rewarding. When things are stacking up against you and you don't know why, those are the weekends where you have to dig deep." There's another box ticked then.



Panorama as Jelley leads
Moffat, Collard and Lloyd
at the start of finale...

fifth, with Cammish seventh, although he'd set a lap good enough for third. That was deleted due to a track-limits offence at Old Hall, where a hugely apologetic Tom Chilton had wandered into a charging Jake Hill's path on an out-lap. That sent the West Surrey Racing BMW flying off the road, and only a fortuitously positioned bump in the grass bounced it back in the right direction and away from the barriers. "There was nothing but mud and grass," exclaimed Cammish. "I normally kick myself for track limits, and I thought I'd got away with it but the rear came out and brushed me across the grass."

Cammish had a very solid Sunday with 5-6-6 results, still suffering from the Ford's problem of "a lack of front end and traction. We've got to find a cure." Sutton chased Ingram home in each of the first two races, the first after passing Morgan, Lloyd and Butcher. "This is the best the car has ever felt in race trim," he proclaimed after the opener. "The boys are asking what I need from the car, and I don't need anything. It's up to me to sort my act out." Sutton's pursuit of Ingram in the second was

effectively a hybrid cat-and-mouse duel, two class drivers who didn't put a wheel wrong: "Could I get past Tom? He's a tough pass and it would have been difficult."

Along with Sutton, Ingram and Michael Crees (collateral damage as he speared into the stricken Lloyd), the other driver involved in the reversed-grid shunt was Turkington. This had been a tough weekend for the WSR BMW squad. Turkington hauled his 330e to ninth in qualifying, with Stephen Jelley 12th and Hill, thanks to that Chilton incident, in 15th. "The car was feeling pretty good — that was the frustration, but we just weren't producing the lap times," professed Turkington. "We don't have the pace on a track that's normally good for us. But I think we'll have a relatively better race car."

He was right, but so did Morgan in the Ciceley customer BMW, and he'd qualified his in fourth... The red-headed Lancastrian's Sunday turned sour thanks to that Shedden incident, but his race pace was superb, and he was the fastest on track for much of the finale as he recovered to eighth.

Turkington was excellent in races one and

two, racing to fourth and third respectively. Hill's bid to progress was hampered when contact from Plato sent him crashing into Jelley on the opening lap of racing, crumpling his bonnet and cracking the intercooler, which led to a loss of power, but he came home 13th, then picked his way through to a fine seventh later on. That set up the drama of the finale. Hill had already been shouldered wide in a three-way first-corner fight with Lloyd and Cook at Old Hall when he ran off at Island, meaning he was out of the danger zone a few hundred metres later. That, of course, accounted for Turkington, while Hill, who set fastest lap, could only recover to 13th thanks to a spectacularly ferocious defence from Ollie Jackson.

But, wouldn't you guess it? For the fourth time out of four in 2022, a reversed-grid win went to a BMW driver, in this case Jelley. With a new set of tyres fitted, he was confident, although his hybrid hadn't worked in race two. It did, sort of, in the finale, "but it sounded like a bag of bolts so I used it sparingly". That was good enough for him to pull away from Aiden Moffat, whose form has improved since Laser Tools Racing took its two Infiniti Q50s away from Team Hard's Kent premises to its Livingston base in Scotland after the Brands round a month ago.

And the big relief was that Lloyd and Turkington were OK. Ingram's avoidance of his sister Hyundai really was remarkable, perhaps as big a win as his two victories. "I don't know how I did it," he remarked. "I came over the crest and thought, 'Er, nope, I'll go that way thank you'. There must have been less than a metre in it. It could have been absolutely catastrophic." ❧



Butcher, here leading
Turkington, was on
form in the Toyota



P72 SUPPORTS REPORT

Turn to National Autosport for all the action from the TOCA support series

RESULTS ROUND 4/10, OULTON PARK (GBR), 12 JUNE RACE 1 (18 LAPS – 40.068 MILES)

POS	DRIVER	TEAM / CAR	TIME
1	Tom Ingram (GBR)	Excelr8 Motorsport / Hyundai i30 N	28m03.964s
2	Ash Sutton (GBR)	Motorbase Performance / Ford Focus ST	+3.370s
3	Rory Butcher (GBR)	Speedworks Motorsport / Toyota Corolla GR Sport	+7.207s
4	Colin Turkington (GBR)	West Surrey Racing / BMW 330e M Sport	+7.307s
5	Dan Cammish (GBR)	Motorbase Performance / Ford Focus ST	+8.248s
6	Gordon Shedden (GBR)	Team Dynamics Honda / Civic Type R	+5.164s
7	Dan Lloyd (GBR)	Excelr8 Motorsport / Hyundai i30 N	+8.499s
8	Josh Cook (GBR)	BTC Racing Honda / Civic Type R	+8.767s
9	Dan Rowbottom (GBR)	Team Dynamics Honda / Civic Type R	+9.261s
10	Ricky Collard (GBR)	Speedworks Motorsport / Toyota Corolla GR Sport	+9.836s
11	Stephen Jelley (GBR)	West Surrey Racing / BMW 330e M Sport	+10.020s
12	Aiden Moffat (GBR)	Laser Tools Racing / Infiniti Q50	+10.633s
13	Jake Hill (GBR)	West Surrey Racing / BMW 330e M Sport	+11.434s
14	Michael Crees (GBR)	Power Maxed Racing / Vauxhall Astra	+16.644s
15	Bobby Thompson (GBR)	Team Hard / Cupra Leon	+17.644s
16	Aron Taylor-Smith (IRL)	Team Hard / Cupra Leon	+17.870s
17	Jason Plato (GBR)	BTC Racing / Honda Civic Type R	+19.419s
18	George Gamble (GBR)	Ciceley Motorsport / BMW 330e M Sport	+19.676s
19	Sam Osborne (GBR)	Motorbase Performance / Ford Focus ST	+21.109s
20	Ollie Jackson (GBR)	Motorbase Performance / Ford Focus ST	+23.795s
21	Jade Edwards (GBR)	BTC Racing / Honda Civic Type R	+24.627s
22	Nicolas Hamilton (GBR)	Team Hard / Cupra Leon	+29.832s
23	Dexter Patterson (GBR)	Laser Tools Racing / Infiniti Q50	+29.954s
24	Jack Butel (GBR)	Excelr8 Motorsport / Hyundai i30 N	+33.409s
25	Rick Parfitt (GBR)	Team Hard / Infiniti Q50	+1m22.844s
R	Will Powell (GBR)	Team Hard / Cupra Leon	15 laps-accident damage
R	Ash Hand (GBR)	Power Maxed Racing / Vauxhall Astra	10 laps-brakes
R	Tom Chilton (GBR)	Excelr8 Motorsport / Hyundai i30 N	4 laps-overheating
R	Adam Morgan (GBR)	Ciceley Motorsport / BMW 330e M Sport	3 laps-accident

Winner's average speed 85.65mph. **Fastest lap** **Lloyd** 1m26.279s, 92.88mph.

QUALIFYING

1 Ingram 1m25.468s; **2 Butcher** 1m25.654s; **3 Lloyd** 1m25.714s; **4 Morgan** 1m25.725s; **5 Sutton** 1m25.738s; **6 Rowbottom** 1m25.781s; **7 Cammish** 1m25.793s; **8 Shedden** 1m25.847s; **9 Turkington** 1m25.907s; **10 Cook** 1m25.930s; **11 Collard** 1m25.986s; **12 Jelley** 1m26.011s; **13 Gamble** 1m26.022s; **14 Plato** 1m26.071s; **15 Hill** 1m26.076s; **16 Osborne** 1m26.147s; **17 Moffat** 1m26.250s; **18 Jackson** 1m26.265s; **19 Thompson** 1m26.288s; **20 Crees** 1m26.307s; **21 Hand** 1m26.388s; **22 Patterson** 1m26.479s; **23 Chilton** 1m26.487s; **24 Edwards** 1m26.527s; **25 Taylor-Smith** 1m26.783s; **26 Butel** 1m26.946s; **27 Hamilton** 1m27.060s; **28 Powell** 1m27.495s; **29 Parfitt** 1m27.933s.



GRID RACE 2 Decided by result of Race 1.

RACE 2 (15 LAPS – 33.390 MILES)

1 Ingram 21m46.431s; **2 Sutton** +0.979s; **3 Turkington** +2.281s; **4 Butcher** +9.482s; **5 Shedden** +10.037s; **6 Cammish** +12.271s; **7 Hill** +13.076s; **8 Lloyd** +13.824s; **9 Cook** +14.913s; **10 Collard** +15.150s; **11 Moffat** +15.385s; **12 Jelley** +15.603s; **13 Crees** +18.266s; **14 Thompson** +21.410s; **15 Taylor-Smith** +22.086s; **16 Morgan** +22.286s; **17 Plato** +23.775s; **18 Gamble** +26.341s; **19 Edwards** +31.390s; **20 Patterson** +32.621s; **21 Osborne** +33.169s; **22 Hand** +33.219s; **23 Butel** +33.462s; **24 Jackson** +36.778s; **25 Parfitt** +37.131s; **26 Rowbottom** +49.722s; **27 Hamilton** +1m26.989s; **R Chilton** 14 laps-overheating; **NC Powell** 12 laps.

Winner's average speed 92.00mph.

Fastest lap **Sutton** 1m26.132s, 93.03mph.

GRID RACE 3 Decided by result of Race 2, with top 12 reversed.

RACE 3 (18 LAPS – 40.068 MILES)

1 Jelley 28m58.209s; **2 Moffat** +1.541s; **3 Cook** +3.975s; **4 Shedden** +4.402s; **5 Butcher** +5.196s; **6 Cammish** +8.245s; **7 Collard** +8.261s; **8 Morgan** +8.453s; **9 Hand** +11.503s; **10 Taylor-Smith** +16.670s; **11 Plato** +16.894s; **12 Rowbottom** +17.153s; **13 Hill** +22.154s; **14 Jackson** +22.905s; **15 Patterson** +23.201s; **16 Sutton** +23.449s; **17 Ingram** +23.838s; **18 Edwards** +24.363s; **19 Butel** +24.650s; **20 Chilton** +25.241s; **21 Powell** +31.418s; **22 Hamilton** +31.849s; **R Parfitt** 13 laps; **R Gamble** 9 laps-suspension; **R Osborne** 6 laps-accident damage; **R Thompson** 5 laps-overheating; **R Lloyd** 0 laps-accident; **R Turkington** 0 laps-accident; **R Crees** 0 laps-accident.

Winner's average speed 82.98mph.

Fastest lap **Hill** 1m26.182s, 92.98mph.

CHAMPIONSHIP

1 Cook 169; **2 Ingram** 154; **3 Sutton** 151; **4 Turkington** 140; **5 Hill** 119; **6 Shedden** 106; **7 Butcher** 104; **8 Morgan** 94; **9 Lloyd** 84; **10 Cammish** 72.

NEXT EVENT

CROFT 30 JUNE ISSUE

It's traditionally a good track for the BMWs. Then again, Oulton is supposed to be too...

Newgarden reigns at Road America

Alexander Rossi took pole but there was no stopping the Penske star as he stormed into title contention

DAVID MALSHER-LOPEZ

PHOTOGRAPHY  **motorsport
IMAGES**

If you're Alexander Rossi, you're tired of hearing about how long it's been since your last win, needled by the regular comparisons to your usually fractionally faster – occasionally chunks faster – Andretti Autosport teammate Colton Herta, and irritated by people assuming that you're suddenly driving better because of the mental release of signing with Arrow McLaren SP for 2023. And after qualifying on pole at Road America (again, your first in three years), you may even have been a little bored of people assuming that you had the win made, that you could deliver the same beatdown to the opposition that you did at this venue in 2019. That's just not how IndyCar works.

How IndyCar works is having eight different polesitters in the first eight races of 2022. And if you're Josef Newgarden, and you had led more laps at this venue than the rest of the field combined, you were startled and upset by being beaten to that P1 slot – by less than eight hundredths of a second after 4.048 miles! – around the US's greatest natural road course, Road America. You were probably a tad more exasperated on learning that Rossi and race engineer Jeremy Milless had employed the same tactics as Newgarden in 2021 to take pole, namely running the harder primary tyres in the Firestone Fast Six shootout to ensure at least two shots without dropoff.

No matter, Newgarden confessed after the race that he “felt really good going into it. Felt like we had a car to win today. It was

just about executing.” And so it proved.

Rossi converted his pole into the lead at the start, but there were three restarts before lap 10 of 55. Jimmie Johnson went off at Turn 3 on the opening lap, trying to go three-wide on the outside of the two AJ Foyt Racing cars of Tatiana Calderon and Dalton Kellett. He needed a bump start.

Then reigning champion and 2021 winner Alex Palou, who had started third, damaged his left-front suspension at Turn 5 on lap four when he clouted the right-rear of team-mate Marcus Ericsson, who had made a late but completely legitimate pass down the inside of the 90-degree left-hander. Palou, perhaps without a chance to review the footage, professed to being annoyed with Ericsson, but should have been annoyed only with himself, for the Swede had made the





“Each restart, Newgarden learned a little more about Rossi’s tactics and strengths”

kind of move that any talented and ambitious racer would have made.

A lap after the restart came another incident at Turn 5. Devlin DeFrancesco, up from 21st on the grid having used alternates to slice past five primary-tyred cars, aimed to make it six by getting past erstwhile championship leader Will Power, who had suffered one of his puzzling qualifying sessions in which he failed to reach even Q2.

The rookie misjudged either the width of his car or the rate at which he was closing on Power, for in trying to pull his Andretti Steinbrenner car to the inside of the Penske Dallara-Chevrolet, he instead clipped its left-rear with his front wing. The contact sent Power spinning across the track, where he made contact with the wall, breaking his nosecone and front wing. The AMR Safety

Team got him refired and Power got back to the pits for a new front-wing assembly and exited in time to stay on the lead lap, albeit now at the back of the field. DeFrancesco would serve a stop/go penalty for avoidable contact.

In the short bursts of legitimate action, Herta climbed from 11th on the grid (he suffered a six-place grid penalty for the early engine change following his Carb Day shunt at Indy) to sixth – impressive given that he was on the harder primary Firestones – but now at last it was time for some solid laps of green-flag running, and the duel up front between his team-mate Rossi and Newgarden held the attention. Each restart, Newgarden had learned a little more about Rossi’s tactics and strengths, which would prove useful knowledge later on.

In that opening stint, the pair were both on the softer alternate tyres, and Newgarden wasn’t challenging his quarry, but hanging back far enough to ensure Rossi’s dirty air wasn’t causing his own car to slide around and slough off the peak tyre grip. They both needed to stop on lap 15 for a ‘regular’ three-stop strategy and on lap 13 they set their fastest laps, with the aid of push-to-pass – and Newgarden’s was nearly a quarter of a second quicker. They arrived at the pitlane entry with the #2 Penske machine right behind the #27 Andretti car and Newgarden’s crew got their man out ahead of Rossi, whose cause hadn’t been helped by having to pause to allow another Penske driver, Scott McLaughlin, into the pitbox just ahead.

With both now on primaries, this was supposed to play to Rossi’s strengths, but they exited the pitlane two seconds apart, and next time by Rossi was three seconds behind his foe. He then also had to negotiate his way past team-mate Romain Grosjean and then Ericsson, who had both stopped a lap later and emerged ahead.

Not that Newgarden was in the lead yet. >>



TOUGH RETURN FOR DE SILVESTRO



Simona de Silvestro, who raced the 2021 Indy 500 for Paretta Autosport, last weekend raced an IndyCar on a road course for the first time since 2015. It was a tough refresher course, as she had anticipated, for the popular Swiss 33-year-old had no test days under her belt. With Beth Paretta’s ‘women forward’ team now being run in partnership with Ed Carpenter Racing (as opposed to last year’s outing with Penske), de Silvestro was able to pool data with ECR full-timers Rinus VeeKay and Conor Daly, but it was a rough weekend for the squad as a whole.

In first practice, de Silvestro was 3.1 seconds off the fastest time, 1.8s from Daly and only one second slower than the struggling VeeKay, while in FP2 the gaps were similar to top spot and her lead team-mate.

That deficit grew considerably in Q1 – 3.5s from the top, 2.4s behind Daly – and while de Silvestro was hard on herself for not exploiting the extra grip offered by Firestone’s alternate-compound tyres, her efforts were interrupted by a drivethrough penalty for pitlane speeding, so she missed the sweet spot on her red rubber.

Come the race, her fastest lap was 3.4s from Josef Newgarden’s best, 2.2s from Daly and only 1.1s slower than VeeKay. She came home 21st.

“It was really important to finish this race,” said de Silvestro. “We had so much going on with me getting back in the car, getting to know the team again and working with my engineer. But I think we can be pretty happy because things started to come together at the end. It’s something to build on.”

Her next outing comes in three weeks at Mid-Ohio.



**AUTOSPORT****PLUS**

SUBSCRIBE TO AUTOSPORT PLUS AND GET CLOSER TO THE ACTION



COVERAGE THAT GOES BEYOND THE TRACK

Comprehensive driver news,
team announcements and
the latest from the paddock.



NATIONAL MOTORSPORT COVERAGE

Touring Car, Rally and National
coverage from across the UK.

SMART INSIGHT, PUBLISHED DAILY

Expert opinion and technical
insight from the best team
of motorsport writers.



NO ADS, MORE PERFORMANCE

A faster, premium,
ad-free website experience.



**SAVE 25% WITH
PROMO CODE:
AS25M**

AUTOSPORT.COM/PLUS

Felix Rosenqvist of Arrow McLaren SP and Graham Rahal in the Rahal Letterman Lanigan Dallara-Honda had pitted under the previous yellow on lap nine, so during the green-flag stops they moved up to the front of the field. It took Newgarden until lap 23 to pass Rahal, and then two laps later Rosenqvist pitted, leaving the Penske man up front with a 6s lead over Rossi. Try as he might through this stint and the third, Rossi could not get within four seconds of his rival, with comparable new tyres, and he complained later of taking too long to get the car's balance to where he liked it.

Rossi achieved his goal by the last stint, after they pitted on lap 42, and he had chiselled Newgarden's advantage down to 2.8s when he got a huge bonus on lap 48. Pato O'Ward, who had been running a fairly anonymous ninth in the second AMSP car, had his engine let go and he ground to a halt at Turn 12 and needed rescuing, so out came the caution flag for two laps.

On the lap 50 restart, Newgarden got a clear jump on his pursuer and pulled clear, but his efforts were in vain as the field came under yellow once more for Helio Castroneves spinning and stalling his Meyer Shank Racing machine out of the final turn.

On the next restart, Newgarden again was flawless, and now Rossi was in trouble, for so laggardly was his getaway that, no matter how he snaked along the straight to break the tow, Ericsson was able to follow him and then had momentum to pull alongside and on the inside for Turn 1 to grab second.

Newgarden pulled away to win convincingly, while Herta was out of push-to-pass and had to cede fourth place to Grosjean on the final lap.

By becoming the first driver to win on IndyCar's three disciplines in 2022, Newgarden earned a \$1million bonus to be split between his team and his charities of choice. He also moved up to third in the championship, behind new points leader Ericsson and Power, on a bad day for fellow title contenders O'Ward and Palou. ❦



NEXT REPORT

MID-OHIO 7 JULY ISSUE



RESULTS ROUND 8/16, ROAD AMERICA (USA), 12 JUNE (55 LAPS – 220.770 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	Josef Newgarden (USA)	Team Penske / Dallara-Chevrolet	1h53m02.8097s
2	Marcus Ericsson (SWE)	Chip Ganassi Racing / Dallara-Honda	+3.3710s
3	Alexander Rossi (USA)	Andretti Autosport / Dallara-Honda	+5.6348s
4	Romain Grosjean (FRA)	Andretti Autosport / Dallara-Honda	+5.8490s
5	Colton Herta (USA)	Andretti Autosport with Curb-Agajanian / Dallara-Honda	+8.7657s
6	Felix Rosenqvist (SWE)	Arrow McLaren SP / Dallara-Chevrolet	+9.2835s
7	Scott McLaughlin (NZL)	Team Penske / Dallara-Chevrolet	+9.3064s
8	Graham Rahal (USA)	Rahal Letterman Lanigan Racing / Dallara-Honda	+9.3728s
9	Scott Dixon (NZL)	Chip Ganassi Racing / Dallara-Honda	+9.7102s
10	Christian Lundgaard (DNK)	Rahal Letterman Lanigan Racing / Dallara-Honda	+10.0430s
11	Callum Iltott (GBR)	Juncos Hollinger Racing / Dallara-Chevrolet	+10.6025s
12	Simon Pagenaud (FRA)	Meyer Shank Racing / Dallara-Honda	+11.7440s
13	Jack Harvey (GBR)	Rahal Letterman Lanigan Racing / Dallara-Honda	+13.4662s
14	Conor Daly (USA)	Ed Carpenter Racing / Dallara-Chevrolet	+14.7608s
15	Takuma Sato (JPN)	Dale Coyne Racing with RWR / Dallara-Honda	+15.0849s
16	David Malukas (USA)	Dale Coyne Racing with HMD / Dallara-Honda	+16.1401s
17	Rinus van Kalmthout (NLD)	Ed Carpenter Racing / Dallara-Chevrolet	+16.6505s
18	Devlin DeFrancesco (CAN)	Andretti Steinbrenner Autosport / Dallara-Honda	+16.8028s
19	Will Power (AUS)	Team Penske / Dallara-Chevrolet	+17.2091s
20	Kyle Kirkwood (USA)	AJ Foyt Enterprises / Dallara-Chevrolet	+18.6841s
21	Simona de Silvestro (CHE)	Paretta Autosport / Dallara-Chevrolet	+20.2548s
22	Helio Castroneves (BRA)	Meyer Shank Racing / Dallara-Honda	+21.4368s
23	Dalton Kellett (CAN)	AJ Foyt Enterprises / Dallara-Chevrolet	+23.3098s
24	Jimmie Johnson (USA)	Chip Ganassi Racing / Dallara-Honda	-1 lap
25	Tatiana Calderon (COL)	AJ Foyt Enterprises / Dallara-Chevrolet	-1 lap
26	Pato O'Ward (MEX)	Arrow McLaren SP / Dallara-Chevrolet	46 laps-engine
27	Alex Palou (ESP)	Chip Ganassi Racing / Dallara-Honda	36 laps-accident

Winner's average speed 117.174mph **Fastest lap** Newgarden 1m46.6212s, 135.530mph

Q3 1 Rossi 1m44.8656s; 2 Newgarden 1m44.9371s;

3 Palou 1m45.3822s; 4 Ericsson 1m45.4240s;

5 O'Ward 1m45.6826s; 11 Herta 1m45.5388s*.

Q2 Herta 1m44.4038s; Newgarden 1m44.5530s; Ericsson

1m44.7887s; Palou 1m44.8313s; O'Ward 1m44.8704s;

Rossi 1m45.0733s; 6 Grosjean 1m45.1543s; 7 Rosenqvist

1m45.2307s; 8 McLaughlin 1m45.2412s; 9 Dixon

1m45.2446s; 10 Pagenaud 1m45.2759s; 12 Iltott no time.

Q1 – GROUP 1 Grosjean 1m44.8840s; Rossi 1m44.8954s;

Herta 1m44.9268s; Dixon 1m45.0906s; Pagenaud

1m45.2278s; Iltott 1m45.3906s; 13 Lundgaard 1m45.4024s;

15 Power 1m45.4227s; 17 van Kalmthout 1m45.5581s;

19 Sato 1m45.7045s; 21 DeFrancesco 1m46.0785s;

23 Kellett 1m46.9755s; 25 Calderon 1m47.5661s.

Q1 – GROUP 2 Newgarden 1m44.5552s; O'Ward

1m45.1033s; Palou 1m45.1255s; Rosenqvist 1m45.1494s;

Ericsson 1m45.2049s; McLaughlin 1m45.5678s;

14 Malukas 1m45.6017s; 16 Castroneves 1m45.6217s;

18 Daly 1m45.7234s; 20 Harvey 1m45.9420s; 22 Rahal

1m45.9951s; 24 Kirkwood 1m46.6130s; 26 Johnson

1m47.3134s; 27 de Silvestro 1m48.1033s. *grid penalty.

CHAMPIONSHIP 1 Ericsson 293; 2 Power 266;

3 Newgarden 261; 4 O'Ward 248; 5 Palou 246;

6 Dixon 224; 7 Rossi 218; 8 Rosenqvist 203;

9 McLaughlin 199; 10 Pagenaud 197.



Dennis Hauger was all smiles after his first F2 feature race victory

SUTTON
motorsport
IMAGES

Hauger continues to feature at the sharp end

FIA FORMULA 2
BAKU (AZE)
11-12 JUNE
ROUND 6/14

Dennis Hauger has seen his fortunes change of late, putting a difficult start to the season behind him to take his second win of the year in Baku.

Having scored just 14 points in the first four rounds, the Prema rookie took his first sprint win in Monaco before scoring his maiden feature victory in Azerbaijan. He snatched success after a heartbreaking crash for Juri Vips, the Hitech man finding the Castle section wall with just minutes left on the clock.

With Vips starting on pole, Hauger dropped back to fourth after he was passed by Marcus Armstrong (Hitech) off the line. The first safety car came on lap one, with Amaury Cordeel and Olli Caldwell crashing at Turn 4. The former

was blamed and received a penalty point, bringing his total to 12 and resulting in a ban for the next round at Silverstone.

Pitstops got under way on lap eight, with Hauger emerging in front of Carlin's Liam Lawson to take net third place. Armstrong came out of the pits ahead of the pack, but he was passed by Vips on the straight on lap 12 for the net lead.

The safety car was deployed again that lap, Roy Nissany putting both himself and Cem Bolukbasi into the wall at Turn 2.

A chaotic restart followed on lap 15, with a lock-up from Armstrong almost taking out his team-mate and forcing the New Zealander to pit, though Vips escaped without damage and held the lead.

Lawson was also sent tumbling down the field after contact from Jack Doohan gave him a puncture, forcing him to pit. Doohan was handed a five-second penalty.

The incidents promoted Hauger to second. Once racing resumed on lap 18,

just Vips remained between the Norwegian and victory. Heartbreak came for the leader with less than six minutes remaining, Vips crashing into the barriers to hand Hauger the lead, which he held to see the chequered flag.

The crash allowed Logan Sargeant into second for Carlin, his best result this season, with championship leader Felipe Drugovich taking the final podium spot, despite having been down in eighth in the early stages.

The win marked quite the turnaround from Hauger's sprint race, when he crashed while attempting to pass Theo Pourchaire (ART) for ninth after his team told him to get his elbows out.

Saturday's outing saw Frederik Vesti take his first F2 win, snatching the lead of a disrupted sprint race from Jehan Daruvala on the second safety car restart.

The ART rookie had briefly taken the lead from polesitter Jake Hughes at the start, but a lack of drive out of Turn 1 allowed the Prema driver to pass him into the lead, dropping the Dane into third.

Vesti made it past Hughes (Van Amersfoort) for second on lap six with a bold move on the outside at Turn 3.

From there, it was a waiting game and, though he was unable to make it past Daruvala on the first restart after a pause was produced by Hauger's trip into the wall, another safety car came almost immediately, and from there the Mercedes junior was able to take advantage of a lock-up from the leader to move into first. Daruvala finished second, holding off a charging Lawson, who completed the podium.

MEGAN WHITE



Vesti leads Daruvala in the sprint race

SUTTON/MOTORSPORT IMAGES

Azcona wins again to take points lead

**WORLD TOURING CAR CUP
HUNGARORING (HUN)
12 JUNE
ROUND 3/10**

Mikel Azcona staked his claim to a first World Touring Car Cup title by leaping to the top of the standings with his second win of the year at a sweltering Hungaroring.

The 25-year-old Spaniard replaced retired tin-top legend Gabriele Tarquini at BRC Squadra Corse this season and is proving himself worthy of following in the great man’s wheeltracks. He took his first pole position of the year in the Hyundai Elantra N TCR on Saturday, then stroked to a comfortable race-one victory. The result knocked Munnich Motorsport’s Nestor Girolami off the top as the Hondas, carrying 40kg of success ballast, struggled to be competitive. The Argentine finished where he started in seventh.

Reigning double champion Yann Ehrlacher chased Nathanael Berthon all the way, then pounced on the penultimate lap to take second place when the Comtoyou Audi driver made a small mistake. Track limits were a hot topic all weekend, with 41 lap times deleted in the two free practice sessions alone. Berthon smarted at warnings about his transgressions during the race, which maybe put him off, while he also struggled with tyre life.

At least the Goodyear rubber was deemed fit to race this time. Two weeks after the embarrassing race cancellations at the Nurburgring Nordschleife, the supplier brought a lightly modified tyre to be used only on the fronts at the Hungaroring following mid-week tests at the Slovakia Ring. The new tyre suited some cars better than others, Azcona expressing how “amazing” his tyres were in his serene drive to victory.

The partially reversed-grid second



Huff’s white Cupra never let up in its chase of race-two winner Urrutia



Azcona leads Berthon (17), Ehrlacher (68) and Gilles Magnus (16) in race one

race was much more exciting, largely thanks to Rob Huff’s dogged chase of pole position starter Santi Urrutia. The Zengo Motorsport Cupra driver never let up, Huff frustrated by a safety car intervention just as he was planning a move for the lead. Mehdi Bennani, who was robbed of the chance to start from his hard-earned pole position at the Nurburgring by the race cancellations, ended up stranded with a broken left-front wheel after Yvan Muller closed the door on him at Turn 1.

Urrutia made a peach of a restart, but still Huff hounded him all the way to the flag. “This was the race of my life,” said an elated Urrutia, who also won here last season. “I could not make a mistake because I knew Rob was quick. The restart is what gave me the win, although I had to push. During the safety car my engineer said it’s hard to overtake here, but I replied, ‘Yeah, that’s because you are not in the car’. It was very intense, every lap.”

Huff was also smiling, having delivered Zengo a podium on home soil a year after he crashed out and blew a chance to start from pole position. “I threw everything at Santi,” said Huff. “He deserves his dinner tonight because that was one of the highest pressure races I have been involved in. It was mega.”

Girolami was grinning too after holding off local hero Norbert Michelisz for third, following big set-up changes that worked out well for the second race. Azcona only finished eighth from 10th on the grid,

WEEKEND WINNERS

FIA FORMULA 2 BAKU (AZE)

- Race 1** Dennis Hauger
Prema Racing
Race 2 Frederik Vesti
ART Grand Prix

WORLD TOURING CAR CUP HUNGARORING (HUN)

- Race 1** Mikel Azcona (below)
BRC Squadra Corse (Hyundai)
Race 2 Santi Urrutia
Cyan Performance (Lynk & Co)



For full results visit motorsportstats.com

allowing Girolami to claw back some of his lost points lead. He only trails Azcona by 10 points, with Urrutia a further six back, six more ahead of Ehrlacher.

DAMIEN SMITH

Two for the road as spoils are shared

ROAD TO LE MANS
LE MANS (FRA)
9 & 11 JUNE
ROUND 3/6

Four teams shared the wins across two classes in the pair of two-driver Le Mans Cup races supporting the 24 Hours.

In a Thursday race dominated by several incidents leading to slow zones in the first sector, Tom Dillmann had to fight off his Racing Spirit of Lemans team-mate Josh Skelton in the latter stages to win LMP3 and overall. Nielsen Racing's Colin Noble added further pressure all the way to the flag.

In GT3, Lars Pedersen spun the GMB Motorsport Honda out of a big lead following the driver changes, leaving a five-car dogfight led by Fabio Babini (Ebimotors Porsche) and Arnold Robin (Team WRT Audi). After some intense swapping between the two, the Italian forced Robin wide at Mulsanne on the final tour, completing the move at Indianapolis. Kristian Poulsen (GMB) and Andrea Montermini (AF Corse Ferrari) were close behind at the flag.

In one of the weekend's finest moments, Montermini had earlier managed to pick up a Rolex hoarding next to the startline after slamming on the brakes for the ensuing slow zone and briefly losing control. The former grand prix driver shovelled the advert much of the way to the first corner in sponsor-pleasing fashion, before finally shaking off his untimely accessory.

The Saturday race saw a tidier start, but



then degenerated into so many slow zones that the safety car was deployed. When action resumed, there was only time for a two-lap sprint to the finish.

It was a day for redemption, with Cool Racing's Duncan Tappy winning after he and Michael Benham were sixth in race one. Having struggled in a similar situation on Thursday, Mads Siljehaug (Reiter Engineering) did well to hold on to the

second place Freddie Hunt (now the spitting image of father James) had left him. And where Torsten Kratz/Leonard Weiss (WTM Racing) had been in an early accident first time around, they now finished fourth.

Robin had to settle for second once again in a more sedate GT3 finish, this time to Poulsen. Babini was only fourth, while Montermini retired.

RICHARD ASHER

Rasmussen lights up his first

INDY LIGHTS
ROAD AMERICA (USA)
12 JUNE
ROUND 5/11

Indy Pro 2000 champion Christian Rasmussen delivered his first Indy Lights win at Road America.

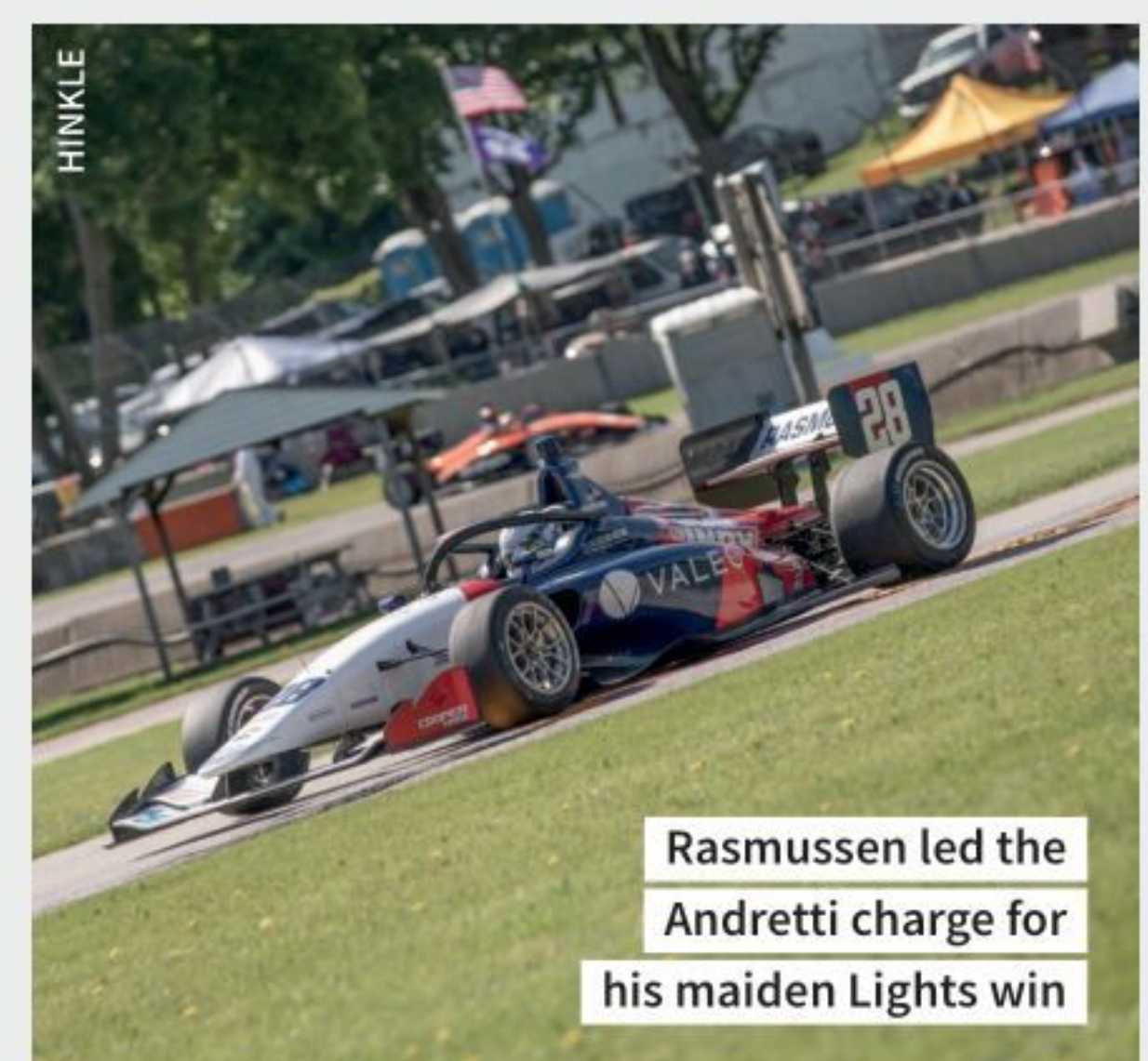
On lap one, he drafted past polesitter and Andretti Autosport team-mate Sting Ray Robb up the long front straight to take the inside into Turn 1. The pair were chased by two more Andretti cars, of Matt Brabham and Hunter McElrea.

On a lap nine restart, Rasmussen and Robb ran side-by-side through Turn 3 and under braking for Turn 5, Robb

taking the advantage. Then Christian Bogle launched his HMD Motorsports car off a kerb at Turn 5 and went nose first into the debris fence, without incurring an injury.

The race was red flagged for fence repairs and didn't resume until after the IndyCar race, at which point Rasmussen did what he'd done on the opening lap to pass Robb into Turn 1. Although Robb stayed close for four laps, gradually Rasmussen eked out his advantage and eventually won by 2.36s.

Brabham was sent to the back of the field for a blocking move that forced Benjamin Pedersen off course, so McElrea found a new challenger in another HMD driver, Danial Frost, who struck his rear at Turn 3 and fell off into the sandtrap.



McElrea spent the remainder of the race successfully defending from points leader Linus Lundqvist, to complete an Andretti Autosport 1-2-3.

DAVID MALSHER-LOPEZ

Tambay crowned despite tag from Blomqvist

ETCR
HUNGARORING (HUN)
12 JUNE
ROUND 2/7

Cupra driver Adrien Tambay was crowned King of the Weekend as the FIA ETCR eTouring Car World Cup took in its second round at the Hungaroring.

Tambay withstood pressure from the rival Hyundai and Romeo Ferraris squads but the biggest threat was from team-mate Tom Blomqvist in Saturday's quarter-final, where Blomqvist misjudged his braking to spin Tambay, and put himself out of the race, denying Tambay the top spot in that heat.

Tambay's team-mate Mattias Ekstrom displayed the expected pace following his season-opening domination – in qualifying he was more than a second faster than Tambay. He fell victim to poor starts, but was still the second-highest scoring driver.

"We had better pace than to finish where we did. But then again if you have two bad starts, you have to be happy with 80 points," said the two-time DTM and reigning ETCR champion.

Romero Ferraris' Maxime Martin was the strongest non-Cupra driver with a win in his superfinal heat a silver lining after poor qualifying.



"We came back in every heat until winning the final so that's a victory for the team after a lot of hard work," said Martin, who now sits sixth in the points.

For Tambay the weekend victory differed from Ekstrom's domination in Pau. The Frenchman was fastest in his qualifying group, took second to Bruno Spengler (Romero Ferraris) in his quarter-final following the contact with Blomqvist, then was last in his semi-final thanks to a mapping issue with his Cupra. That made

victory in his superfinal all the sweeter.

"I had to make ground for my mistakes from Saturday's and Sunday morning's starts and I put pressure on myself," he said. "I knew the car was really quick around the Hungaroring, but I also knew I had to have a trouble-free race. I had to overtake Bruno and did so after two corners. That was plan A, and it worked."

Tambay leads Ekstrom by two points, with the series back in action at Madrid's Jarama circuit this weekend.

Suarez breaks new ground as Mexican victor

NASCAR CUP
SONOMA (USA)
12 JUNE
ROUND 16/36

Daniel Suarez's victory at Sonoma set a personal career-best for himself and broke a barrier for NASCAR.

Suarez held off a stern challenge from Chris Buescher on a restart with 22 of 110 laps remaining to earn his first career Cup Series win in his 195th start and become the first Mexican to win a Cup Series race since the sport's inception in 1949.

"It's a crazy day. I have so many thoughts in my head, it's been a rough road," said the TrackHouse Racing Chevrolet driver.

Suarez made his NASCAR debut in his home nation in 2009 and became the first Mexican-born driver to win a NASCAR national series race in 2016 with his Xfinity



Series victory at Michigan. He was among the first success stories to come out of NASCAR's Drive for Diversity programme.

Suarez went on to win the 2016 Xfinity title but found success in the Cup series hard to come by, driving for three different organisations before joining TrackHouse last season.

"Daniel Suarez and [crew chief] Travis Mack helped build TrackHouse," said team co-owner Justin Marks.

The win locks Suarez into the 2022 Cup Series playoffs, where he will join his team-mate Ross Chastain, who's already won twice this season.

JIM UTTER

WEEKEND WINNERS

ROAD TO LE MANS
LE MANS (FRA)
Race 1 Tom Dillmann/Alexander Mattschull
Cool Racing (Ligier JSP320)
Race 2 Duncan Tappy/Michael Benham
Racing Spirit of Leman (Ligier JSP320)

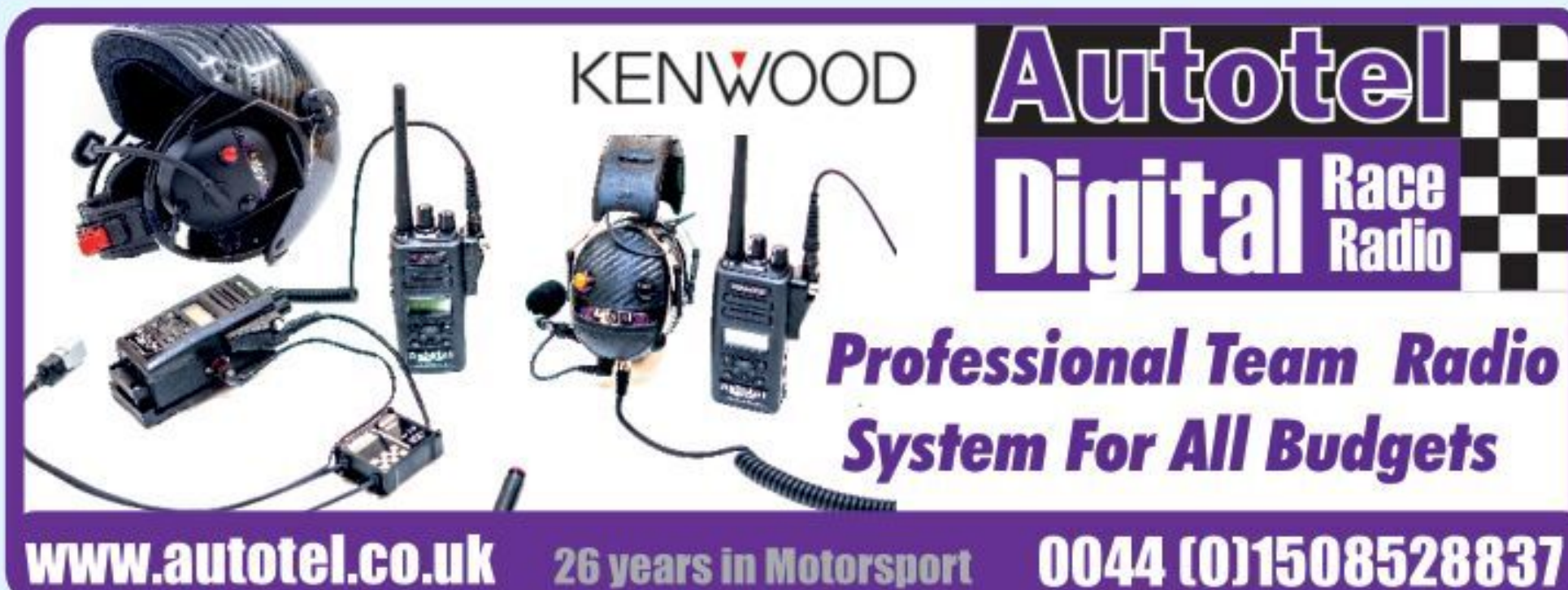
INDY LIGHTS
ROAD AMERICA (USA)
Christian Rasmussen
Andretti Autosport

ETCR
HUNGARORING (HUN)
Adrien Tambay
Cupra EKS (Cupra E-Racer)

NASCAR CUP
SONOMA (USA)
Daniel Suarez
TrackHouse Racing (Chevrolet Camaro)

POWERED BY
 **motorsport**
STATS
For full results visit motorsportstats.com

RACE RADIO



KENWOOD **Autotel** **Digital** **Race Radio**

Professional Team Radio System For All Budgets

www.autotel.co.uk 26 years in Motorsport 0044 (0)1508528837

MEMORABILIA



F1 COLLECTORS .COM **#1 FOR F1 MEMORABILIA & AUTOGRAPHS**

We buy and sell F1 items
AYRTON SENNA specialists
Call CHRIS GRINT
01763 274448
email:- sales@f1collectors.com

INSURANCE



Insurance for Drivers and Race Teams

Contact: 0800 138 7535
Tom_Ellis@ajg.com

Gallagher

TRAILERS & TRANSPORTERS



www.woodfordtrailers.com

RACE PARTS



Co-ordsport **PartBOX**
Your Motorsport Partner Limited Performance and Tuning Parts

Leading performance brands online

www.part-box.com

RACE PARTS



Passionate About Motorsport

JJC **race and rally**

www.jjcraceandrally.com



TO ADVERTISE IN AUTOSPORT
CLASSIFIEDS PLEASE CONTACT
OUR ADVERTISING SALES MANAGER

INSURANCE



Motorsport Insurance Specialists

Save money on your insurance
reis.co.uk | 0115 965 1040

RACE PREPARATION



AUTHORISED DISTRIBUTOR **OMP** **YBRACING**

[WWW.YBRACING.COM](http://www.ybracing.com)

RACE PARTS



Gearboxman.com
COMPETITION TRANSMISSION SERVICES

Gearboxes & Axles for Road, Race, Rally and more

Telephone: 01582 840008 Fax: 01582 840007

RACE PARTS



ARE DRY SUMP SYSTEMS
ARMSTRONG RACE ENGINEERING INC.

[WWW.DRYSUMP.COM](http://www.drysump.com) (916) 652-5282

TRAILERS & TRANSPORTERS



Signature **RV.co.uk**

RV SALES AND SERVICE

MOTORSPORT LEGAL ADVICE



Motor Sport Legal Advice
Tudor Alexander, LI.B Solicitor

07887 713512

Ben Fullick
T: +44 (0)7884 117 237
E: ben.fullick@motorsport.com

BUSINESS FOR SALE

BUSINESS**Retirement sale**

Circuit-based
motorsport hardware
and accessory business
in the heart of the Midlands
motorsport cluster

Expressions of interest welcome
nicholas.williams3322@gmail.com

FOR SALE

TRACK DAYS

BOSS Racing

BOSS RACING TRACK DAY CAR HIRE ARE BACK!



Normal business resumes covering all of the UK/EU major circuits and with a selection of Caterhams to suit the beginner through to the experienced race driver. Not just your average track day company.



WWW.BOSS-RACING.CO.UK | COLIN@BOSS-RACING.CO.UK

PROPERTY FOR SALE

**Could this be your stunning idyllic
Eifel Mountain Chalet style base for the
Nordschleife? Less than half an hour away!**



- » House set well above the river in a small village, clear view down the Ahr valley with brilliant sunrises.
- » Convenient for the A1 for access and Adenau for hospitality.
- » Two generous garages with three-phase power.
- » Four/five bedrooms, two with balconies.
- » Spacious lounge with long valley view, snug, dining room and kitchen with breakfast area.
- » Large area of cellars, wash room and oil fired boiler with 6,000L of oil storage, half full!
- » Fully furnished with furniture, white goods, soft furnishing and lightly used beds, duvets and linen.

The house is ready to live in, go and play.

€275,000. Price includes substantial adjoining designated building plot in centre of village, grassland for present. For more details and chat call Dave on +44 (0)7867 907 559. Sale will be conducted through Jupp Immobilien Hillesheim Germany. Visit their website!



WE ARE BUILDING SOMETHING SPECIAL

WE ARE LOOKING TO ADD TO OUR EXCELLENT TEAM WITH INDIVIDUALS WHO ARE MOTIVATED TO SIGNIFICANTLY CONTRIBUTE TO OUR RELENTLESS PURSUIT OF EXCELLENCE – AND ULTIMATELY A CHAMPIONSHIP CONTENDING TEAM.

- SENIOR AERODYNAMICIST
- IT TECHNICAL ANALYST
- GARAGE TECHNICIAN - RACE SUPPORT TEAM
- HEAD OF TECHNOLOGY
- SUSPENSION DESIGN ENGINEER
- SIMULATION DEVELOPMENT ENGINEER
- SENIOR TYRE PERFORMANCE ENGINEER
- SENIOR STRATEGY ENGINEER
- SENIOR SURFACE DESIGNER
- BUSINESS PROCESS & SYSTEMS ANALYST
- JUNIOR STRESS ENGINEER
- ELECTRONICS PRODUCTION TECHNICIAN
- SUB ASSEMBLY MECHANIC - RACE TEAM
- SOFTWARE ENGINEER
- COMPOSITE DESIGN ENGINEER
- ASSEMBLY TECHNICIAN - GEARBOX



**motorsport
JOBS**



**motorsport**
JOBS**Karting Operations Manager**
Smedley Group

Accountable for all operational, technical, and commercial deliverables for Total Karting Zero. The UK's only arrive and drive electric karting series. TKZ is a purpose driven championship designed to promote diversity, inclusion, and the identification / development of driving talent. In 2022 TKZ will run two summer Championships (North / South) as well as a winter series and numerous introductory (Sparks) practise and coaching events.

Person spec:

- At least 5 years management experience within the motorsport industry
- The ability to work flexible hours, including evenings and weekends
- Enthusiastic and proactive
- Process driven, attention to detail, meticulous
- Ability to lead, manage and motivate a team and drive results
- Approachable by customers and your team
- Flexible, dynamic, able to think on your feet, not scared by change
- Managed a team of more than 10 team members

To apply now visit www.motorsportjobs.com

**motorsport**
JOBS**Technical Director**
Rodin Cars

We have an exciting opportunity for a Technical Director to join our team.

This role will oversee all aspects of the development of Rodin products. This includes design, engineering, composites, machining, production, assembly testing, and inspection. You will work closely with our engineering and production teams, along with our Founder, to come up with an efficient and effective strategy to achieve our goal of making a hypercar faster than anything else on track.

Responsibilities:

- Overseeing all aspects of the development of Rodin manufacturing
- Responsible for delivering high level engineering solutions for all Rodin products
- Working closely with the Founder, lead the engineering departments on design and engineering decisions to achieve optimal car performance
- Close collaboration with internal and external manufacturing departments to ensure components are being manufactured to the highest quality
- Advising the Founder on clever engineering solutions for future Rodin products
- Working with the production team and project managers on development and manufacturing plans for Rodin products

To apply now visit www.motorsportjobs.com

**motorsport**
JOBS**Data Engineer**
Toyota Gazoo Racing

We are now looking for a Data engineer to strengthen our Competition engineering team in Jyväskylä Finland

As a Data engineer, your tasks include data analysis and engineering in support of competition vehicles as well as pre-event preparation of the cars in our workshop. This positions includes both domestic and international traveling, as you are participating in events and tests.

To succeed in this position we see that experience from motorsport car engineering and data analysis is needed. We also hope you to have experience from vehicle dynamics engineering as well as rally car development and engineering. In addition we appreciate good communication and cooperation skills, ability to solve problems and motivated attitude.

What we are looking for:

- Experience from data analysis tool (windarab etc.)
- Good English, both written and oral
- Good communication and cooperation skills
- Problem solving ability
- Self motivated attitude
- Ability to function and thrive even under pressure

To apply now visit www.motorsportjobs.com

**motorsport**
JOBS**Graduate Design Engineer (Aero Model Design)**
Aston Martin F1 Team

To support the growth of the team, we have exciting opportunities at Aston Martin formula 1 Team for a Graduate Design Engineer within our Aerodynamics department.

This is an incredibly fast paced and varied design role that requires you to work on the construction of CAD concept surfaces, wind tunnel model and mechanical projects. Working from within our Aerodynamic Development group, you will be responsible for the following;

- Delivering a wide variety of designs and progressing these designs into component form and fitment onto our wind tunnel model for subsequent testing.
- You will make a direct contribution to our development and performance with your successful designs forming a key part of our continued successful progress.
- Successful candidates will possess exceptional communication and organisational skills whilst also being dynamic and above all flexible.
- You will be able to demonstrate excellent theoretical mechanical engineering knowledge

To apply now visit www.motorsportjobs.com

**motorsport**
JOBS**Want to advertise a motorsport job?**

If you are recruiting in motorsport and wish to advertise with Autosport in print and digital please contact james.robinson@motorsport.com or call or call +44 (0)7717 883 990



motorsport
JOBS



UPLOAD YOUR CV



SET JOB ALERTS



APPLY FOR JOBS



- Search over 800 open vacancies
- Search every Formula One job in the UK
- Upload your CV and let recruiters find you
- Apply for jobs with just one click

SCAN HERE



Register at motorsportjobs.com today



motorsport
NETWORK

Motorsport Jobs
- A Motorsport
Network Company

NATIONAL ACTION All the drama from a bumper weekend

AUTOSPORT NATIONAL

CLUB RACING • HISTORICS • FEATURES

Kellett avoids the chaos to maintain win streak

**Dramatic conclusion to Oulton
Ginetta GT4 Supercup contest**



**MGB 60TH CELEBRATIONS
AT SILVERSTONE**



**BRODIE RESTORES ICONIC
RUN BABY RUN ESCORT**



**FORMULA WOMAN WINNERS
MAKE GT CUP DEBUTS**



The World's Leading Online Industry-Led Motorsport Degrees

BSc (Hons)
Motorsport Engineering
+ Final Year Top-up

MSc
Advanced Motorsport
Engineering

MA
Business of Motorsport
PGC, PGD & CPD Options

The National Motorsport Academy offer the World's first Online Motorsport Engineering Degrees, allowing you to study flexibly, around work and family for a career in Motorsport.

All degrees are awarded by our academic partner De Montfort University. Join students from Formula 1, WRC & WEC with the National Motorsport Academy's industry-led online motorsport degrees.

Find out more at motorsport.nda.ac.uk



The drivers had been due to race in the full GT Cup season but missed opening rounds



RICHARD STYLES

Debuts for Formula Woman winners

GT CUP

The Formula Woman winners made their delayed racing debuts in the GT Cup at Snetterton last weekend, with Scotland's Jodie Sloss, Jamaica's Sara Misir, Canada's Erika Hoffmann and England's Steph Sore racing a pair of DTO Motorsport-run McLaren 570S GT4s.

The drivers had in theory won a full season of racing in the GT Cup, but were absent from the two opening events at Donington Park and Brands Hatch.

"We decided to delay the start of their race careers to get them up to pace and McLaren wanted them to get used to the

cars with more testing," said project boss Graeme Glew. "We tested at Donington before the first round and decided we weren't ready, as it's such a competitive championship with pro drivers too, it could have been dangerous."

All four tested at Donington, Brands and Snetterton before their race cars were delivered. "We got them about a month ago and DTO were appointed to run them, but it's new for them too as they have run corporate events with race cars but not a race team [before]," Glew added.

Misir said: "Apart from an odd trackday, I have done nothing previously in motorsport until this, but very excited

about my first race, but the main thing of course is to finish."

Both crews were indeed able to do that across the four Norfolk races, each car taking a best result of eighth in the GTH class for GT4 machines.

- Although James Wallis had to miss out on pre-race GT Cup testing at Snetterton last Friday to sit his GCSEs, it made little difference. Sharing his Valluga Racing Porsche Cayman with Sam Maher-Loughnan, they had a class win, two seconds and a third for their weekend's efforts in the highly competitive GTH division.

PETER SCHERER

Tributes to ex-Porsche Club manager Kevlin

OBITUARY

Tributes have been paid to former Porsche Club GB motorsport manager Steve Kevlin, who died last week.

Kevlin was a Porsche man through and through and spent the majority of his working career in various roles with the brand.

He also raced a variety of Porsches, including 928s, 944s and 964s, and was

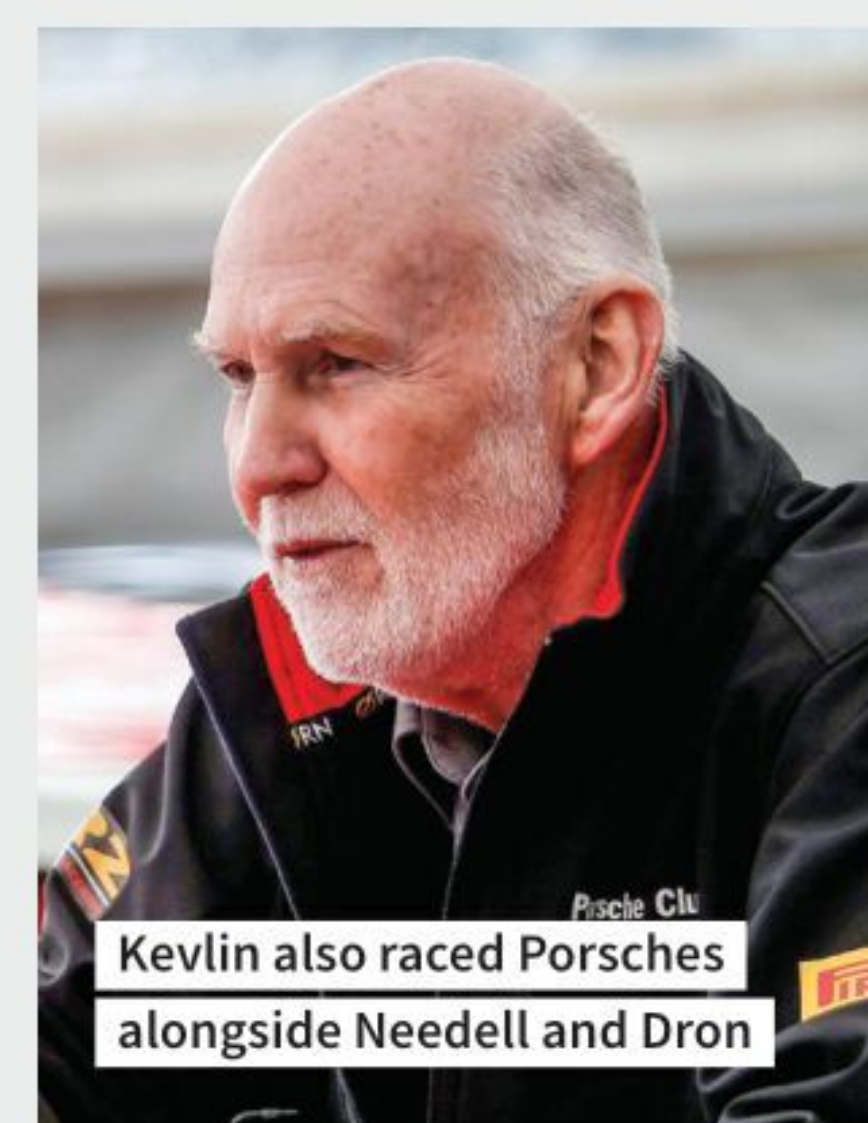
believed to be the first person with type 1 diabetes to get a race licence. Among those he shared cars with were Tiff Needell and Tony Dron.

Kevlin was also a widely respected organiser with the Porsche club for decades before his retirement in 2019.

His successor as motorsport manager, Mandy Sear, said: "Steve was so supportive when he passed the reins of motorsport

to Chris [Pruden] and myself, always happy to answer questions and be there when we needed him. The knowledge that he had in every aspect never ceased to amaze me. He will be missed by us all."

MSV chief executive Jonathan Palmer was among the others paying tribute, adding: "Steve was a wonderful chap who I always had a lot of time for."



Kevlin also raced Porsches alongside Needell and Dron

GARY HAWKINS

NEW CIVIC SERIES GETS OFF THE GROUND

CIVIC CHALLENGE

A new Civic Challenge series is set to feature at more events after its inaugural rounds were held at the British Racing & Sports Car Club meeting at Snetterton last month.

The driving force behind the idea is regular Civic competitor Jon Peerless, who approached the BRSCC with plans for a low-budget series and the club offered track time alongside the ST-XR Challenge.

"It's aimed at the budget/clubman racer with a limit on tyres and the technical regs overseen by the competitors themselves," said Peerless. "All of the discount on parts will be passed onto the drivers."

Nine cars took part in the first event, "which we aim to grow as the series matures", with Bradley Lane victorious all three times.

BRSCC head of formulae development Greg Graham described the Snetterton event as an "introduction" for the series, adding the club will see what the interest is like before making plans for next year.

LEWIS BEALES & STEPHEN LICKORISH



MG stalwart Reid attracted to 60th celebration outing

MG LIVE

Former works MG driver Anthony Reid was among the capacity entry for Equipe Classic Racing's MGB 60 celebration race at Silverstone last weekend.

Reid took the manufacturer's ZS model to six British Touring Car Championship race wins from 2001-04 and twice started the Le Mans 24 Hours in MG prototype machinery. He co-drove

with fellow Lloyd's Motor Club member Paul Latimer in the 40-minute 60th anniversary race. Latimer's 1962 roadster was among the earliest MGBs to leave the Abingdon production line and is believed to be the oldest racing example.

"It's the first time I've driven the car," said Reid. "Beautiful handling car. What it needs is a quick motor and I'll be right on the pace!"

The pair qualified 18th among the capacity entry and finished 22nd after Reid's opening stint was affected by safety cars.

"It's an epic grid of 60 cars," he added, before post-qualifying dropouts led to 58 starters. "Not even at Le Mans have I raced with 60 cars. It's an iconic brand in the sense it's British, it's 60 years old and you've got 60 cars on the grid – it's amazing."

MARK PAULSON

MICK WALKER

Turbo option considered to boost MG3 performance

MG TROPHY

MG Trophy bosses are exploring turbocharging as a means of increasing the performance of the MG3 within the championship and growing its representation on the grid.

The MG Trophy has for several years been contested almost exclusively by the MG ZR model, which ceased production in 2005. The more modern MG3 is eligible, running the same base engine and a number of other components as the ZR, but its competitiveness against the leading ZR 190s has been hampered by the

model's heavier base weight.

Series frontrunner Colin Robertson is leading development of the MG3 and gave the model its first appearance in the championship since 2019 at Silverstone last weekend.

"It's nearly 100kg heavier," he said. "We've got a bit of extra revs than the 190s, which helped. If you go a turbo route, we'll have the torque and we'll have the horsepower. If we go to something like 220bhp, I think it will be very reliable."

Championship representative Pete Macwaters added: "I want Colin to be competitive. We've always been cost



MICK WALKER

conscious – we have to be – but we want them to be quick so instead of it being at the back of Class A, it's at the front. Then people will go, 'Yeah, I want one of those.'"

MARK PAULSON

Ford Escort Mk1 driver
currently leads the
Pre-'83 standings



Primett praises motorsport generosity after Oulton theft

CTCRC

Multiple Pre-'83 Touring Car champion Stephen Primett has expressed his gratitude for the generosity and support from his fellow Classic Touring Car Racing Club members after thieves stole his tow vehicle at Oulton Park last month.

Primett's VW Caddy van, containing his tools, Ford Escort Mk1 spares as well as his wallet and mobile phone, was stolen while he was competing.

An online fundraiser set up by Michael Sheraton smashed its initial target of £500 and had reached over £5000 earlier this week. Primett was also lent a tow vehicle to get his car home by Jim McLoughlin,

and a van for work by fellow Pre-'83 racer Tom Harvey.

"I've written down every single name [from the fundraiser], and I'm going to go and try and shake all their hands," said Primett. "It's very humbling, embarrassing in a way, that people have given me all that. Everyone's been so, so generous."

"I couldn't even rent a van because I didn't have my driving licence," he added. "These people are just lovely people; it just blows my mind really."

Primett leads the Pre-'83 Touring Car standings with four wins from five races and expects to contest the championship's next round at Thruxton on 9-10 July.

MARK PAULSON

IN THE HEADLINES

STANLEY EXCLUDED

Redline Racing Porsche Carrera Cup GB driver Micah Stanley was thrown out of the Oulton Park meeting last weekend after he "verbally and physically abused" Theo Edgerton following the opening race. Stanley was angered after JTR racer Edgerton twice made contact with him and cost him a sixth-place finish. As well as being barred from contesting race two, Stanley was handed six penalty points on his licence, while Edgerton was handed two licence points for the on-track clashes.

UNLUCKY UGOCHUKWU

McLaren junior Ugo Ugochukwu endured a tricky Oulton Park weekend in British Formula 4 after getting caught up in a qualifying crash when Joseph Loake and Daniel Mavlyutov collided at the chicane. Although the Carlin crew repaired his car, the session was red-flagged again when rain arrived and Adam Fitzgerald went spinning. The teen was left seventh and 15th on the grid for the first and third races, contact putting him out of the opener before salvaging 10th from the finale and third in the reversed-grid encounter.

HIGHLEY INJURED IN CRASH

MG Cup racer Stephen Highley was taken to hospital with suspected broken ribs after a dramatic accident at Silverstone. Highley, who has graduated to Class B for road-modified cars this year, clashed with newcomer Harry Buckley and his MG ZR was pitched into a violent roll.

SUPPORT FOR MORRIS

The Scottish Motor Racing Club got behind one of its own last weekend in a display of solidarity with former Scottish Mini Cooper Cup competitor Ashleigh Morris, whose one-year-old daughter has been taken ill. Drivers from across the club ran with stickers (below) to show their support for Morris and her family during the third round of the year at Knockhill.



Australians come to the fore in FJ

FORMULA JUNIOR

With COVID-19 restrictions eased, Australia's band of Historic Formula Junior travellers are back in Europe and they competed for the Lurani Trophy at Austria's Red Bull Ring last weekend.

Drivers from 12 nations started Saturday's race, but mechanical woes decimated the disc-braked runners. When gearbox failure stopped Frenchman Stephane Rey's

Lola Mk5A, Australia's Martin Bullock took the win, his Aussie-built drum-braked Wren clutchless.

Amazingly, Australian Lynx Mk3s — penned by Ron Tauranac of Brabham fame — completed the top three, driven by Dane Pierre Guichard and Sydney's David Kent.

Briton Lee Mowle (Lotus 22) and Swiss Philipp Buhofer (Lotus 27) battled for Sunday's lead until Buhofer served a drivethrough penalty for

jumping the start. Italian Gianluigi Candiani (Branca) and Briton Adrian Russell (Lotus 22) chased Mowle home.

Buhofer recovered to fourth ahead of Bullock, who had changed his clutch release bearing overnight and was ecstatic with aggregate victory. Guichard was second and Stephan Joebstl (Lotus 20) third. Erik Justesen (ex-Arthur Mallock U2 Mk2) took front-engined honours.

MARCUS PYE



RUN BABY RUN RESTORED National racing legend Dave Brodie has restored his famous ‘Run Baby Run’ Ford Escort Mk1 Twin Cam, which was revealed at a special event at Silverstone last week. Brodie was virtually unbeatable in the machine in special saloon races between 1969 and 1971 but, after moving to an Escort RS1600, Run Baby Run was neglected. After the iconic car had spent four decades in a Wiltshire barn, Brodie decided to restore it in 2010. Appearing alongside Run Baby Run at Silverstone was the road-going ‘Brodie Roadie’ version from 1972, and also a new Mk1 creation featuring heavily modified suspension and a 300bhp turbo engine. **Photograph by Pete Austin**

Roger Albert Clark Rally to last five full days

PAUL LAWRENCE

RALLYING

The date for the next edition of the Roger Albert Clark Rally has been set and it will feature five full days of forest rallying.

Previously, the biennial event has opened with a short loop of stages on the first evening, but next year competitors will go straight into a full day of competition. The Thursday 23 to Monday 27 November 2023 fixture will include special stages in England, Scotland and Wales for the 20th anniversary edition of the gruelling rally.

The route detail, including the start and finish venues and overnight halts, will be decided over the coming weeks.

Rally manager Colin Heppenstall said: “We’re planning to make this five full days of rallying, so Thursday will be a full day with plenty of stage miles. I’m considering a range of route options and we’ll confirm more details later this year.”

PAUL LAWRENCE

ANGELO R. DRIVE

OH NO, THEY'VE CANCELLED OUR FLIGHT!

THAT'S A SHAME, NEVERMIND...

...WE CAN GO TO LONDON FOR A FEW DAYS INSTEAD!

NO WE CAN'T THERE'S RAIL STRIKES SCHEDULED!

WHAT ARE WE GOING TO DO THEN?

DON'T WORRY, I'VE GOT A FEW IDEAS...

18-19 JUNE, SPORTS PROTOTYPE BRITCAR AT SILVERSTONE
18-19 JUNE, HSCC AT DONINGTON

+44 (0) 1929 551557
www.aaoil.co.uk



Amalgamate to survive

Something has to be done to stem the trend of falling grids in some quarters, but what are the challenges and realistic options?

MARCUS PYE

This time last season, the historic and club racing strata I've loved for decades saw competitors' post COVID-19 hunger for motorsport evidenced in many of the strongest domestic grids in years.

Ramifications of the Brexit fiasco and the misery of the pandemic certainly kept those racers able and minded to continue at home. We weren't exactly riding the crest of a wave, but there was cause for cautious optimism among grid organisers and event promoters.

The current energy cost crisis, exacerbated by the ghastly ongoing situation in Ukraine, and resultant skyrocketing of everyday expense had not reared their ugly heads until this spring, but have torpedoed global economic growth. While racing remains a luxury for those who can afford to compete, the sheer number of events is diluting the pool to a perilous degree.

It's a fight for survival, which not every group will weather. While there are those which appear to be bucking the trend – Equipe Classic Racing's vibrant and attractive offer continues to enthuse entrants in the historic arena, for instance – ever-rising circuit hire fees and diminishing revenues can only lead to a spiral of decline or an overdue rebalance. As in the natural world, survival of the fittest rules; species prosper or fade to extinction. Clearly something needs to be done, and doubtless options are being continually assessed, to ensure a future. Whatever shape that is.

“As in the natural world, survival of the fittest rules; species prosper or fade to extinction”

At last weekend's annual Thruxton Historic event, Historic Promotions – which presents the showpiece alongside the circuit management team at the British Automobile Racing Club's home venue – was faced with a dilemma. Support for three of HP's sister concern Motor Racing Legends' four grids were the smallest on the bill. Five Jaguar Classic Challenge/Pre-'63 GT starters (from an entry of six), eight Sixties' Touring Car Challenge with U2TC and 10 Historic Touring Car Challenge/Tony Dron Trophy runners set off into one-hour races. Although the HTCC pack was on a par with previous years, the others were well down. Even the Royal Automobile Woodcote Trophy/Stirling Moss Trophy 1950s' sportscar field at 15 was half of 2021's bumper crop. The questions widely asked were why, and why were the (era and time complementary) smallest grids not amalgamated?

MRL boss and HP partner Duncan Wiltshire spotlights four factors for the thin fields. “It was extremely disappointing, but too many events, hence greater competitor choice, is a key one,” he explains. “After the pandemic, we might have expected the number of meetings to reduce, not increase. The backlog of family holidays and, particularly, weddings took regular drivers away, but the principal reason our Woodcote Trophy/SMT and Jaguar grids were hit so badly is next month's Le Mans Classic. Competitors are saving their cars. We underestimated that because, with everything that has happened over the past two years, attitudes have changed.”

That typically one third of competitors are now entering events in the two weeks before them has become more prevalent, if not the norm, across club racing, where others enter then withdraw. Although this matter of budgeting when meetings are close together, with fuel costs already at record levels and rising by the week, is more of an issue at grassroots regional levels than in the premium historic arenas. More encouragingly, however, MRL is seeing significantly stronger interest in its new Snetterton event on 16-17 July, where its charismatic Pre-War set gets to play for the first time since the season-opening Donington Historic Festival.

Last weekend's MG Live festival at Silverstone drew a lot of competitors, but entries elsewhere were poor. At Austria's Red Bull Ring, a depleted Masters entry – seven Gentlemen Drivers (GT), seven Sports Car Legends and 10 three-litre Formula 1s – reflected competitors juggling the increased issues of transporting cars based in a non-EU country, which also deter European privateers from coming here. Only the 17 Endurance Legends (the modern sports-prototypes and GT cars that are proving very popular within the package to drivers from around the world) showed potential. Faster, more affordable, stronger and more sustainable than DFV-era F1s those in the know tell me, it's not difficult to see why.

This weekend, the Historic Sports Car Club bounces back from largely slim grids at Cadwell Park, and miserable weather on day two, with a fine 270-strong entry at the favoured Donington in our British heartland. Of those, around 225 are for the club's own championship races, so perhaps there is a glimmer of hope. The balance span two Monoposto sets, the Monoposto Racing Club subscribing to double-headers as at Snetterton in April.

Increasingly, I foresee cooperation between organising clubs, prioritising serving memberships or working on a purely commercial basis, becoming closer. With HSCC, Vintage Sports-Car Club, MRL, Masters and others weathering challenges, not to mention competitors' ageing demographic, amalgamating grids and sharing costs, risks and rewards – probably with twin tiers of events at different price points – must surely be the way forward? 🏁

➔ **P80 THRUXTON HISTORIC REPORT**

TOCA SUPPORTS OULTON PARK 11-12 JUNE

Remarkable finish but still a Kellett win

GINETTA GT4 SUPERCUP

Very few Ginetta GT4 Supercup contests have had quite such a dramatic finish as race two at Oulton Park last weekend. In barely believable scenes, the two leaders tangled through Deer Leap on the last lap, the third-placed car narrowly avoided smashing into the pit entry barriers when dodging the spinning G56 and the driver in fourth took the win by 0.107 seconds.

That beneficiary would be none other than series dominator James Kellett, whose unbeaten streak appeared to be over before that chaotic conclusion. Kellett “messed up the start” and lost out to Aston Millar off the line and his attempts to reclaim the lead failed, instead slipping behind Reece Somerfield. But the race was then neutralised and later bizarrely red-flagged with debutant Josh Poulain off at Lodge.

While Kellett was struck by an alternator problem and fell behind Josh Rattican, Somerfield was challenging for the lead and snuck ahead across the line on the third lap of the 10-minute restart. Rattican also got by Millar next time around and hunted down the Breakell Racing driver ahead.



The race built to a crescendo with Somerfield running wide at Lodge for the final time and Rattican pounced. But Somerfield attempted to fight back at Deer Leap, succeeding only in sending Rattican spinning and others scattering in avoidance.

“I was happy with the [fourth] position I was in,” said Kellett, given his woes. “But I picked up the pieces and I was lucky enough that I picked the right side. I think someone was looking down on me in that race!”

But that was not the end of the drama. While Somerfield was disqualified from third, Kellett was deemed to have gained an advantage on the run to the flag and demoted behind Millar to second. “I kept out of the way and didn’t go to the finish

line at full throttle,” said Century driver Kellett, baffled by the penalty. “I couldn’t have done anything differently.” Sure enough, the stewards overturned the decision and Kellett got his win back.

His triumph in the opener was far more straightforward. He simply drove into the distance – and won by 16.194s, 0.4s of that coming from a penalty for Rattican that relegated him from second to fifth for contact with Somerfield exiting the chicane. That winning margin is the third largest in series history, but Kellett’s race-two struggles did at least give his rivals a hint of optimism that he can be beaten.

STEPHEN LICKORISH

Pro-Am runner Rainford shines in fight for second

PORSCHE CARRERA CUP GB

Will Martin and Matty Graham took the wins in the Porsche Carrera Cup GB at Oulton Park, but such were their margins of dominance that the attention was focused on the sterling efforts of Pro-Am battler Charles Rainford to take second place.

Martin got the jump on poleman Kiern Jewiss in the opening race, and the Richardson Racing driver was in control when the safety car appeared after a couple of laps to retrieve a pair of stranded Porsches from Knickerbrook. The operation was bungled, and eventually the red flags appeared, setting up a new grid start.

Again Jewiss lost out, with Rainford and Adam Smalley bursting through to second and third. Ex-historic Lenham, Marcos and Mini racer Rainford is in only his second season of modern racing, but did a stout job of defending until the eighth lap of 10. That was when Porsche Junior Smalley pulled off a great move around the outside of Old Hall, with Jewiss following him through for third. Martin won by over five seconds.

With the top five reversed for race two, it was Graham on pole. Once again Rainford kept the train behind superbly, while Graham’s Redline Racing machine disappeared to win by almost 6s. Rainford even began to settle comfortably in the position, but a last-ditch assault by Jewiss meant the CCK Motorsport racer only just held on for the overall runner-up spot.

Smalley, Martin and Theo Edgerton (once a mistake by Ross Wylie let him past) were in close contention behind the leading trio.

MARCUS SIMMONS



New F4 winners as Dunne falters

BRITISH F4

It was a win, spin and sluggish start for championship dominator Alex Dunne in the three British Formula 4 races at Oulton Park, which featured two new victors.

Dunne (Hitech) was dominant in the opener, winning by 7.5 seconds, while a charging first lap from Louis Sharp promoted the Carlin driver to second.

But, just as at Brands Hatch, the partially reversed-grid race proved Dunne's undoing. He was challenging for sixth when he spun through Cascades and ended up ninth. But he was not alone in hitting strife, as Noah Lisle spun out of second at Old Hall and leader Joseph Loake retired with suspension



failure, handing Daniel Guinchard a maiden win. It was all the more sweet after he narrowly missed out last time at Thruxton.

"I can't stop smiling!" said Argenti's Mercedes junior. "Finally it all came together. People were making mistakes and I needed to make sure I didn't make those same mistakes."

Dunne's weekend ended with third in a dull finale, as Sharp and Georgi Dimitrov jumped him off the line. Sharp was comfortable as he took his first win, the most nerve-wracking moment coming when Edward Pearson had a major slide out of Old Hall just as Sharp was preparing to lap him.

STEPHEN LICKORISH

Ramyead ends Warren's run

GINETTA GT ACADEMY

The Ginetta GT Academy's switch from its usual British GT support slot to the British Touring Car bill also brought a change in winner as Marc Warren's unbeaten streak was ended by the impressive Ravi Ramyead.

Qualifying followed the formbook and reigning G40 Cup champion Warren grabbed both poles for Raceway Motorsport — albeit only by a tenth of a second from Ramyead.

But Warren's lead in the opener did not last long as rookie Ramyead jumped ahead into Old Hall and remained in front throughout. Warren applied pressure at times as the gap fluctuated

but ultimately finished 0.5s adrift.

Thomas Holland was another to make progress at the start as he jumped Leo Karavasili to complete the podium.

Warren's lead lasted a little longer in race two, this time until the chicane on the first lap, where Ramyead again powered ahead. They stayed closer together than before, with Warren applying more regular pressure as the pair had an entertaining scrap.

But Warren ran slightly wide at Cascades on the penultimate tour and that gave Ramyead the decisive advantage. Holland again completed the rostrum, after diving ahead of Michael Johnston at the Island hairpin.

STEPHEN LICKORISH



RACE RESULTS

GINETTA GT4 SUPERCUP

Race 1 (13 laps) 1 James Kellett; 2 Aston Millar +16.194s; 3 Tom Emson; 4 Reece Somerfield; 5 Josh Rattican; 6 Wesley Pearce. **Fastest lap** Kellett 1m23.520s (95.95mph). **Pole** Kellett. **Starters** 21.

Race 2 (7 laps) 1 Kellett; 2 Millar +0.107s; 3 Somerfield; 4 Henry Dawes; 5 Luke Reade; 6 James Taylor. **FL** Rattican 1m24.416s (94.93mph). **P** Kellett. **S** 21.

Points 1 Kellett 180; 2 Millar 142; 3 Emson 108; 4 Rattican 90; 5 Somerfield 86; 6 Dawes 76.

PORSCHE CARRERA CUP GB

Race 1 (10 laps) 1 Will Martin; 2 Adam Smalley +5.271s; 3 Kiern Jewiss; 4 Charles Rainford; 5 Matthew Graham; 6 Ross Wylie. **FL** Martin 1m21.500s (98.33mph). **P** Jewiss. **S** 25.

Race 2 (15 laps) 1 Graham; 2 Rainford +5.760s; 3 Jewiss; 4 Smalley; 5 Martin; 6 Theo Edgerton. **FL** Graham 1m21.785s (97.98mph). **P** Graham. **S** 23.

Points 1 Jewiss 46; 2 Martin 43; 3 Smalley 42; 4 Graham 41; 5 Edgerton 32; 6 Gus Burton 16.

BRITISH FORMULA 4

Race 1 (15 laps) 1 Alex Dunne; 2 Louis Sharp +7.478s; 3 Aiden Neate; 4 Georgi Dimitrov; 5 Daniel Guinchard; 6 Oliver Gray. **FL** Dunne 1m20.473s (99.58mph). **P** Dunne. **S** 16.

Race 2 (15 laps) 1 Guinchard; 2 Sharp +3.677s; 3 Ugo Ugochukwu; 4 Gray; 5 Eduardo Coseteng; 6 Dimitrov. **FL** Dunne 1m21.082s (98.83mph). **P** Joseph Loake. **S** 16.

Race 3 (11 laps) 1 Sharp; 2 Dimitrov +1.117s; 3 Dunne; 4 Guinchard; 5 Neate; 6 Gray. **FL** Dunne 1m20.864s (99.10mph). **P** Dunne. **S** 16.

Points 1 Dunne 202; 2 Gray 134; 3 Ugochukwu 131; 4 Neate 98; 5 Sharp 95; 6 Guinchard 86.

GINETTA GT ACADEMY

Race 1 (13 laps) 1 Ravi Ramyead; 2 Marc Warren +0.467s; 3 Thomas Holland; 4 Leo Karavasili; 5 Nick White; 6 Richard Sykes. **FL** Ramyead 1m33.841s (85.39mph). **P** Warren. **S** 28.

Race 2 (10 laps) 1 Ramyead; 2 Warren +0.394s; 3 Holland; 4 Mackenzie Walker; 5 Karavasili; 6 Sykes. **FL** Ramyead 1m33.586s (85.62mph). **P** Warren. **S** 27.

MINI CHALLENGE

Race 1 (12 laps) 1 Sam Weller; 2 Jack Mitchell +3.069s; 3 Joe Tanner; 4 Jason Lockwood; 5 Dan Zelos; 6 Alex Denning. **FL** Weller 1m31.160s (87.90mph). **P** Weller. **S** 30.

Race 2 (13 laps) 1 Lockwood (below); 2 Mitchell +1.837s; 3 Weller; 4 Tanner; 5 Denning; 6 Max Coates. **FL** Lockwood 1m30.718s (88.33mph). **P** Lockwood. **S** 30.

Points 1 Weller 360; 2 Mitchell 317; 3 Lockwood 305; 4 Ronan Pearson 263; 5 Coates 257; 6 Zelos 253.



TOCA SUPPORTS OULTON PARK 11-12 JUNE

Weller and Lockwood share the Mini spoils

MINI CHALLENGE

A win and a third place for Sam Weller at Oulton Park have strengthened the Hybrid Tune driver's position at the top of the Mini Challenge leaderboard, while Jason Lockwood's own title bid was boosted by his maiden victory in the finale.

Weller admitted that Saturday was "one of those days you dream of having" after grabbing pole, fastest lap and the win in the opener. His 0.393-second advantage over main title rival Jack

Mitchell in qualifying was impressive and set the tone for a comfortable victory.

Weller maintained the lead at the start and again on the restart after a safety-car period to recover Taylor Whitson and Billy Hardy's cars after a clash at Island hairpin, to eventually finish 3s clear of JW Bird Motorsport driver Mitchell. There was more joy for Hybrid Tune further back as Joe Tanner maintained his strong third-placed grid slot to complete the podium.

Tanner did come under pressure from a charging Lockwood late on, the Excelr8 driver having impressively passed Lewis

Brown for fourth with a move around the outside at Old Hall that gave him the inside line for Cascades. Reigning champion Dan Zelos was another to gain on his starting position, jumping from eighth to sixth off the line and then passing Brown late on with a bold dive down the inside of the chicane to take fifth.

Lockwood was drawn on pole for the partially reversed-grid race and it looked like another lights-to-flag victory was on the cards until what had been just the odd spot of rain intensified with two laps to go.

The leader was caught out by the wet surface while braking into the chicane and skated straight on, while second-placed Mitchell made an identical mistake behind. But, despite the added tension, Lockwood held on to take his first win – a result that withstood a post-race investigation into his corner-cutting.

Mitchell and Weller each secured another podium finish, having both jumped Tanner at Old Hall on a safety-car restart, this time after Kenan Dole hit Ross Marshall at Druids, with several other cars getting caught up in the incident. Tanner did hold on to fourth, though, thanks to some robust defending from Alex Denning on the final tour.

STEPHEN LICKORISH



HOW WELLER HAS BEEN ON SONG THIS YEAR

There was no doubting Sam Weller's pace in his first full season in the top JCW class of the Mini Challenge last year as he took five podiums, but that maiden win remained elusive. Now, having already notched up his third victory of 2022 at the weekend, it's clear that the Hybrid Tune driver is a genuine contender.

The former Cooper class frontrunner – he finished third in the standings in 2017 – has grabbed the early points lead and believes that the pre-season preparation from him and the team has been key to his success.

"Where we've benefited is we've really got a handle on these new tyres," said Weller of the specification of Goodyear rubber that has been introduced to the series for this year. "The first day we tested them, the car was very different from a balance point of view."

He also believes the attention to detail from his squad is another key factor, describing reliability as being "important". There is no shortage of potential frontrunners in the

championship this year but none of the others can boast Weller's impressive record of finishing inside the top five in every race so far. Oulton was the perfect demonstration of that as reigning champion Dan Zelos suffered a suspension issue and was unable to start race two, while Lewis Brown – third last year in the standings – had a brake problem in the opener.

"I think I'm driving a bit better as well," continued Weller of his improved performance. "Having three team-mates also makes a difference [compared to the one he had last year]."

Weller is also well aware of when to attack and when it's best to settle for points, describing the reversed-grid races as a "lottery". "If you make a mistake and bin it off, all the hard work is wasted," he said.

It's not just in Minis where Weller is succeeding this year – he was also part of the Hybrid Tune team that successfully defended its Citroen C1 24-hours title at Silverstone in between British Touring Car support events.



The Minis now head into a long summer break, with the next outing at Knockhill in seven weeks' time. Weller admitted: "Knockhill is a bogey circuit for me and, if I can get through that, I'll be happy."

Another strong weekend north of the border therefore really will be a sure sign of how Weller is hitting all the right notes this year.

STEPHEN LICKORISH



Brunton and Smith profited from dramatic end to the 90-minute race

Former title rivals Brunton and Smith unite to win C1 enduro

**KNOCKHILL
SMRC
12 JUNE**

It wasn't that long ago that Finlay Brunton and Ryan Smith went toe to toe for the Scottish C1 Cup title. But last weekend they shared the victory spoils in the championship's first-ever 90-minute endurance race, a result that catapulted Brunton to the top of the points standings.

A far cry from the regular 10-lap sprint format, the endurance event on the reversed Knockhill layout was a triumph for the Scottish Motor Racing Club, with the race only decided in the closing stages after four cars disputed the win.

Of the quartet, erstwhile points leader Sam Corson finished second on the road before a 30-second penalty for contact with Marc Nisbet was applied. It meant that Brunton turned a four-point deficit pre-weekend into the championship lead.

"I was a bit unsure about having a team-mate for this race, because I was conscious of the championship position,"

Brunton admitted. "But Ryan did an amazing job, and actually set the faster qualifying time, so it was a good decision in the end!"

Pre-event testing hadn't exactly gone to plan for Brunton and Smith; a brush with another car caused damage that prevented Brunton from completing the second session. Still, Smith qualified the car third and handed over to Brunton at the mandatory pitstop with a lead of more than 6s from Corson.

That gap should have been enough for Brunton to rejoin in the lead, but Corson and Nisbet benefited from a safety-car intervention following an off for Henry Gillespie to effectively bag themselves a free stop.

Corson divebombed Nisbet for the lead at the restart, with Brunton sneaking into second. Brunton's attempt to wrestle the top spot from Corson allowed Nisbet back ahead, but Brunton inherited the lead for good after Nisbet and Corson came to grief at the Hairpin. Calum Conway and Nisbet benefited from Corson's penalty to complete the podium.

Smith barely had time to celebrate his C1 victory with his 2019 title sparring partner. He was on pole for the final Mini Cooper race of the day, which he duly won, albeit in utterly bizarre circumstances. He ran third approaching halfway after being passed by Neil Hose and race-one winner and points leader Michael Weddell, but contact between the leading duo gave Smith a clear path through to the lead.

Smith then completed the nine-lap distance, despite the chequered flag not appearing. Thankfully for Smith, the race had been called at the original length since

WEEKEND WINNERS

SCOTTISH C1 CUP

Ryan Smith/Finlay Brunton

SCOTTISH MINI COOPER CUP

Races 1 & 2 Jamie Blake (Cooper R53)

Race 3 Ryan Smith (Cooper)

SCOTTISH FIESTA ST CUP

Races 1 & 2 Liam McGill

SCOTTISH CLASSIC SPORTS & SALOONS

Races 1 & 2 John Kinmond (Rover 3500, below)



For full results visit: smart-timing.co.uk



McGill twice defied Gray in Fiesta battles

an apparent brake failure pitched the race winner into a fiery spin at Butchers on the slow-down lap. Daniel Patterson and Jack Irvine completed the podium, with race-two victor Chad Little fifth. Jamie Blake earlier twice won overall among the R53s.

Liam McGill ended Steven Gray's Scottish Fiesta ST Cup winning streak by claiming both victories in a pair of hotly contested races. McGill led from pole in the opener, only to fall into the clutches of a charging Gray in the closing stages, with just eight hundredths splitting the duo over the line.

It was a similar story in race two, with Broddy Orr making it a three-way fight for honours before his spin on the exit of Clarks late in the race brought out the red flags.

Rain affected both of the Scottish Classic Sports and Saloon races, with John Kinmond dominating each encounter in his Rover 3500.

STEPHEN BRUNSDON



Neaves (right) returned to BCV8s for the first time in 2022 and won twice

MG Live back with a bang after four-year hiatus

SILVERSTONE
MGCC MG LIVE
11-12 JUNE

The first edition of MG Live since 2018 was highlighted by diamond anniversary celebrations for the marque's best-selling car. Equipe Classic Racing organised a special MGB 60 race for a capacity grid of FIA Appendix K cars, while the MG Car Club's BCV8 Championship showcased modified machinery as reigning champion Ollie Neaves made a winning return.

On his first appearance in the series this season, Neaves made light of the changes required to his GTV8 under 2022 regulations to win both races from pole, despite a clutch problem hindering his starts. Saturday's defeat of James Wheeler and Russell McCarthy proved more straightforward than the Sunday rematch when Neaves thrillingly fought back from fifth. "Dad's been working on

the car for me all week, and it's awesome straight out the box," beamed Neaves. "I really wasn't sure what to expect after all the changes, but it was fantastic."

Even once Neaves led, the Wheeler/McCarthy scrap continued to entertain before Wheeler consolidated second. Oulton Park winner Neil Fowler's challenge was thwarted by recurring gearbox problems, after briefly leading both races.

A fine turn of pace and quick thinking earned Mark Holme's Pre-'63 Austin-Healey 3000 an overall victory in Saturday's Equipe Libre race. Holme was running eighth when the safety-car train reached pit entry as the pit window opened. Holme was the first to dive in and, with only one lap under caution, gained a healthy advantage over the quicker cars after they stopped.

Dafyd Richards (Lotus Eleven), who had jumped Nigel Winchester (Shelby 250) and Gary Pearson's Jaguar E-type in traffic, led the late stoppers and charged to third

for Equipe '50s honours, with Matt Holben's TVR Griffith 400 taking the Libre section in fourth overall.

Holme nearly repeated the feat aboard his MGB in the following day's Equipe GTS thrash in similar circumstances but was chased down by Ollie Pratt (Morgan +4), after Pratt's dad Martin also pitted promptly to relay him. The MGBs of Sam Kirkpatrick and Tom Smith had set the pace, and Kirkpatrick was promoted to third after Smith was penalised for a short stop that had helped him leapfrog the early leader.

Sunday's Libre win went to Mark Halstead's diminutive Ginetta G4R after the Morgan +8 of Grahame Bryant pulled up with a suspected electrical failure at half-distance. Second for Richard Hywel-Evans's Porsche 911 ST earned him Equipe '70s honours on the category's debut.

Karl Green's MG ZS 180 powered to a pair of Cockshoot Cup victories despite differential problems that required an overnight change. Paul Wignall's similar car chased, then led the sequel until a slide on his own coolant at Brooklands let Green through and precipitated Wignall's retirement. After fetching a new set of slicks overnight following a couple of spins on road tyres – he'd punctured a slick in qualifying – Keith Egar climbed to second on Sunday ahead of Mark Wright, who was running a production-spec MGF on slicks while his MG Cup car awaits engine repairs.

On the same grid, Richard Buckley twice topped the MG Cup section after trading the lead with Matt Simpson's similar Rover 220 Tomcat.

Jason Burgess continued last month's Cadwell Park form with another pair of MG Trophy successes. Despite struggling with



Burgess leads the MG Trophy field en route to a brace of victories

ALL PHOTOGRAPHY: MICK WALKER

WEEKEND WINNERS

BCV8s

Races 1 & 2 Ollie Neaves (B GTV8)

EQUIPE LIBRE/PRE-'63/'50s

Mark Holme (Austin-Healey 3000 Mk2)

EQUIPE GTS

Martin Pratt/Oliver Pratt (Morgan +4)

EQUIPE LIBRE/'70s

Mark Halstead (Ginetta G4R)

COCKSHOOT CUP/MG CUP

Races 1 & 2 Karl Green (ZS 180)

MG TROPHY/METRO CUP

Races 1 & 2 Jason Burgess (ZR 190)

MORGAN AND SPORTS CARS

Bill Lancashire/Howard Lancashire
(Morgan +8, below)

GT & SPORTS CAR CUP

John Pearson/Gary Pearson (Jaguar E-type)

MGB 60

Sam Kirkpatrick



For full results visit: tsl-timing.com

set-up, Adam Jackson challenged around the outside of Brooklands early in race two before slipping back and losing out to Doug Cole, as he had in the opener.

A non-championship race for Morgans and MGAs brought a comfortable win for father-and-son duo Bill and Howard Lancashire in their +8. Second place seemed a poisoned chalice as both William Plant (+8) and Andrew Thompson (Morgan ARV6) spun it away and Simon Orebi Gann (sharing with James Bellinger) slowed in the closing stages. Roger Whiteside (+8) benefited as Thompson and Richard Plant (in for his son) recovered to fourth and fifth.

John Pearson's searing early pace broke the opposition as he took a commanding GT & Sports Car Cup win alongside brother Gary in their Jaguar E-type. Rally man Richard Tuthill shared Richard Cook's AC Cobra to second in the two-hour race. Oliver Bryant's mid-race pace carried Hywel-Evans's Cobra to third, while the John Clark/Gordie Mutch E-type met a smoky end with Mutch challenging for the podium places.

MARK PAULSON

CELEBRATING 60 YEARS OF THE MGB



Kirkpatrick topped the bumper grid of MGBs at Silverstone

The 60th anniversary of the MGB was celebrated both on and off track at Silverstone with non-competitive festivities including road-car displays and Equipe Classic Racing's Saturday night party, but the highlight was Equipe's special MGB 60 40-minute race on Saturday afternoon.

A capacity entry of 61 FIA-spec examples of the Abingdon-built roadster featured, plenty with storied histories including the ex-Paddy Hopkirk/Andrew Hedges Le Mans car that finished 11th in the 1965 24-hour race, and a very early model thought to be the oldest still racing. Isle of Man-based Tony Wilson-Spratt's unique WSM-bodied streamliner, designed by his father Douglas, added variety.

MGB experts, rising stars and long-time campaigners were drawn to the occasion, as well as less frequent racers of the model such as former British Touring Car star Anthony Reid, and the eventual 58 starters is thought to be the largest-ever number of MGBs in a single race.

Many had returned from the equivalent event 10 years earlier, including Wilson-Spratt and Tom Smith, who finished second in MGB 50. Famed for his swashbuckling style in the 1840cc four-cylinder machines, Smith reckoned their enduring appeal is "the fact that you can drive them so hard and get away with a lot. They're good fun cars to drive and

they don't catch you out really.

"MGBs are known as the affordable classic. In today's world, everything's getting more expensive but they're at the cheaper end of the historic market."

After safety-car periods to retrieve broken-down machinery of frontrunners Neil Fisher and Dave Gardner in the Noel Leonard car, several leading contenders pitted together. A slightly quicker stop jumped Smith ahead of polesitter Sam Kirkpatrick (competing in a pitstop race for the first time) and the pair then duked for the rest of the contest. Tim Greenhill also got involved after being relayed early by Mark Cole under safety-car conditions.

Kirkpatrick, the 21-year-old MG Trophy champion, got a run on Smith through Becketts to take a net lead, but was unable to shake off the MG Motorsport machine as they carved through traffic. Kirkpatrick's Wheatsheaf Garage car got increasingly loose on worn tyres, leading to several moments including when he "nearly went backwards" into Brooklands in the closing stages. But the youngster held on to win by an unrepresentative 2.5 seconds as Smith had to settle, once again, for second in the anniversary race, repeating his result from a decade earlier.

"What an amazing drive to beat Tom and to beat that field," enthused Equipe partner John Pearson. "That is the creme de la creme of MGB drivers."

After Greenhill/Cole were penalised for stopping too early, Dominic Mooney completed the podium places 30s back, such was advantage of the lead pair. Mark Holme, Max Cawthorn and the Jon Hughes/Andrew Lawley car completed the top six. "It was a stonking race," Pearson said. "We're really pleased. Good racing, safe racing, no incidents and everyone came away really happy."

MARK PAULSON



Smith, who finished second, enjoys forgiving nature of MGBs

Fantastic Day takes fifth SpeedFest win



Day made two passes at Druids to grab the lead in opening race

BRANDS HATCH MSVR AMERICAN SPEEDFEST 11-12 JUNE

Two decisive moves helped Alon Day claim a record-equalling fifth Brands Hatch NASCAR Euro Series race win as the championship headlined the ninth American SpeedFest event last weekend.

Nicolo Rocca, Pro series leader following the opening meeting at Valencia, controlled the initial stages of the race in his Chevrolet Camaro while three-time series champion Ander

Day (Camaro) was being frustrated by Gianmarco Ercoli in the battle for second. A caution period to recover the beached Shadow DNM8 of Bernardo Manfre bunched the leading trio together and provided Day with his best chance of making his bid for race leadership. After trying to make a pass for several laps, Day finally forced an opening heading into Druids on lap 26 of 38 to snatch second from Ercoli.

Five laps later, Day pulled off a similar move to relieve Rocca of the lead and equal fellow three-time series champion Ander

Vilarino's wins record at the Kent circuit. Rocca held off Ercoli to claim second, while Martin Doubek battled his way up to fourth by forcing his way past Giorgio Maggi and Frederic Gabillon.

Day was at the centre of controversy in race two when he clashed with Ercoli on the run down towards Graham Hill Bend as they battled for the lead again following a safety-car restart. After Day was punished for his part in the incident with a drivethrough penalty, Alexander Graff came through to claim victory in his Ford Mustang, a result that made up for a troubled Saturday, when he had been hampered by throttle issues in qualifying and a race-one puncture. Maggi took the runner-up spot ahead of Doubek.

In the first NASCAR Euro Series 2 contest, the category for amateur and gentleman drivers, a delighted Alberto Naska (Camaro) snatched a late victory after getting ahead of Vladimiro Tziortzis just two laps from the finish. Poleman Tziortzis had led the race throughout before being usurped at Druids, while Liam Hezemans benefited from two caution periods to propel himself up to third ahead of Doubek.

Hezemans, younger brother of reigning Pro Series champion Loris, had even more to celebrate in race two when he took advantage of a caution period to close in and force his way past both Tziortzis and leader Naska in the closing stages to claim a hard-fought victory.



Moyce heads an eclectic Bernie's V8s field en route to victory in his Tuscan



WEEKEND WINNERS



NASCAR EURO SERIES PRO

Race 1 Alon Day (Chevrolet Camaro, above)

Race 2 Alexander Graff (Ford Mustang)

NASCAR EURO SERIES 2

Race 1 Alberto Naska (Chevrolet Camaro)

Race 2 Liam Hezemans (Ford Mustang)

LEGENDS

Races 1, 5 & 6 Miles Rudman

Races 2, 3 & 4 Will Gibson

INTERMARQUE SILHOUETTES

Races 1 & 2 Malcolm Blackman
(Vauxhall Tigra)

PICKUP TRUCKS

Races 1 & 2 Reece Jones (below)

BERNIE'S V8s/HISTORIC OUTLAWS

Race 1 Aaron Moyce (TVR Tuscan Challenge)

Race 2 Matthew Ellis (TVR Tuscan Challenge)

Race 3 Malcolm Harding (Ford Escort RS 2000)



For full results visit: tsl-timing.com

Miles Rudman's triumph in the opening Legends race on Saturday owed a lot to leading duo Marcus Pett and Will Gibson tangling at the exit of Druids on the final lap. Despite the mishap, Pett was still able to salvage third behind multiple category champion John Mickel, while Gibson came home seventh.

Gibson, a four-time race winner the last time the championship visited Brands in April, bounced back to dominate race two after muscling his way past front-row starter Chris Brockhurst at Surtees on the opening lap. Reigning series champion Rudman beat Mickel to the runner-up spot after a fine race-long tussle.

Mickel and Rudman ran in close company again in race three when they battled back to fifth and sixth respectively from lowly grid positions, but Gibson again proved to be the man to beat as he charged through to take his second win of the day from Stephen Whitelegg.

Gibson continued his winning form into the first race on Sunday, passing both Andy Bird and early race pacesetter Whitelegg with two superb moves around the outside of Paddock Hill Bend. Rudman, whose charge in Sunday's opener had been slowed when he was tipped into a spin at Paddock while running fourth, bounced back to win race two after powering his way into the lead as early as Druids on lap one. He ended the weekend with another success in the finale

after indulging in another tussle with Mickel.

Malcolm Blackman led from lights to flag to secure victory in the first Silhouettes race, despite the constant presence of fellow Vauxhall Tigra pilot Steve Burrows in his mirrors. Burrows also had his work cut out to keep Daniel Smith's Mercedes SLK at bay, the pair even spending the best part of one lap side by side in the closing stages. Just 0.612s covered all three drivers at the finish.

Blackman and Burrows continued to be the central figures in the battle for victory in the second race. After Burrows had worked his way to the front of the partially reversed-grid race, Blackman was quickly onto his tail, setting up a last-lap duel for the win. Blackman took the initiative, via some minor contact at Paddock, only to run wide at Druids and allow Burrows back ahead. Refusing to be denied his second success of the weekend, Blackman retook the lead on the entry to Surtees to seal the double.

Reece Jones recovered from a poor start to win the first Pickup Truck race after getting ahead of reigning champion George Turiccki at Druids on lap 12 of 18. Third place was narrowly taken by David O'Regan after a superb charge from the back of the grid, despite being knocked sideways by Mark Willis at Clearways on the final tour.

Jones, feeling the benefits of a new engine, also won a shortened race two after getting past Turiccki at Druids, while front-row starter Allen Cooper claimed

third ahead of O'Regan.

The opening Bernie's V8s encounter ended under caution after Clive Letherby beached his TVR Tuscan at Druids. Aaron Moyce claimed a convincing win from pole in his Tuscan ahead of Graham Walden's similar car and the MGB GTV8 of Simon Cripps. Tuscan drivers filled the top five positions in the second event as Matthew Ellis, driving the same car in which Moyce had won the opening race, claimed a dominant win ahead of Dean Cook and Walden.

Late entrant Malcolm Harding defeated Moyce in the finale after fighting his way through from 20th on the grid in his Ford Escort RS 2000, while Letherby recovered from his Saturday disappointment to claim third after battling with Cripps and Bill Thompson's Tuscan for much of the race.

MARK LIBBETER

 **motorsport.tv**

Relive the NASCAR Euro Series races at Motorsport.tv

Wainwright victorious in Peterson March

THRUXTON
BARC THRUXTON HISTORIC
11-12 JUNE

Fifty years after European Formula 2 champion Ronnie Peterson won the British Automobile Racing Club's Easter Monday round here in March 722-17, Rob Wainwright drove the Nick Pancisi-owned car to a fairytale victory in the Jochen Rindt Trophy double-header, star turn at the annual Thruxton Historic event. But it was Saturday's opening leg, won brilliantly by Benn Tilley (Formula Atlantic Modus M1), with Wainwright breathing down his neck, that spectators will remember among the Hampshire venue's finest races.

Tilley, 22, who had not seen the daunting track until Friday, was quickest in Simon Hadfield's car for much of qualifying, but Wainwright snared pole by 0.015 seconds. March-mounted Matt Wrigley (79B) and Martin Wood (73B) shared row two.

Wainwright led Saturday's race from the tenacious Tilley, who capitalised when his rival clattered the chicane exit kerb in a shower of sparks on lap five and spun as he landed under power. But Tilley's 5s advantage was wiped out when he caught three cars – the first pair abreast – at Church. "I had to go down to third gear," he said wide-eyed. "Thereafter I played to the Modus's strengths. Flat from the Complex to the chicane, bar a tiny lift at Goodwood, I had better aero." Wainwright found no way past through constant traffic. Wrigley and Wood were third and fourth, while Lee Bankhurst earned FF2000 gold.

Tilley shot away in Sunday's decider, but Wainwright was soon shadowing him. The Modus driver absorbed the pressure until lap nine of 16 when, pulling 140mph, the right-front upright pin sheared at Noble, "which was a surprise". He managed to



stop before Goodwood, with minimal damage, but Wainwright was home and dry. After Wood spun at Cobb on lap one, Wrigley and Chris Porritt (ex-Alo Lawler Chevron B29) led the pursuit. Ian Pearson won FF2000 from the back.

Reigning champion Pippa Cow and Tom Walker traded the lead in Saturday's cracking Midget & Sprite Challenge closer. Cow drafted Walker round the final lap and coolly dived past into the chicane to a roar from the stands. Walker's consolation was a remarkable 1m29.948s (94.29mph) lap record. After Paul Campfield's new engine wilted, James Hughes finished a distant third ahead of Class D battlers Mark Witherspoon and Ian Burgin.

Cow's left-front tyre was wrecked but, without another for Sunday's bout, Walker gifted her his spare. Their battle resumed and Walker was ahead when Cow's gearbox failed, leaving the Frog-Eye way ahead of the rest. Robin Lackford, who retired with fuel starvation on Saturday, was second ahead of

Burgin, who had tapped an equally sideways Witherspoon into a spin at the Complex. As both continued, the hirsute Hugh Simpson hunted down third-placed Burgin.

Alex Thistlethwayte (Mustang) fancied his Historic Racing Drivers Club Jack Sears Trophy chances until diff failure in qualifying sent Alan Mann Racing's guys back to base for a spare. With drive restored, Thistlethwayte chased Neil Brown's Cortina for three laps before his engine blew. Brown relayed Richard Dutton, who had Pete Chambers all over him until he went mowing at Village. Chambers remained second, clear of Pete Smith, whose Cortina was started by Andy Pardoe, 32 years after his last Thruxton race!

Jamie Boot's TVR Griffith won the Allstars contest, but top qualifier Ben Colburn's Lenham Sprite impudently led for five laps before Ford V8 urge trumped his 140bhp BMC engine. Colburn then strove to keep Andrew Smith (Marcos 1800GT) behind. Having run abreast from Village to Church, Volvo B18 power told.

The Nissan Skyline trio outgunned two Ford Sierra RS500s in the Historic Touring Car Challenge before Simon Garrad's R32's gearbox broke. Ric Wood charged past Andy Middlehurst (starting Jonathan Bailey's 1993 works car) to win, with David Tomlin's well-driven RS500 third.

The Alfa Classic Challenge curtain closer was led by James Wright, before poleman Chris Snowden shot ahead, drawing Ambrogio Perfetti, then Richard Merrell, with him. A pinch with Snowden sent Merrell rotating into the chicane on lap 11 of 19, whereupon he tagged Snowden and clipped Perfetti. Wright sailed past to win.

MARCUS PYE



Cow leads Walker in close
 Midget & Sprite scrapping

ALL PHOTOGRAPHY: STEVE JONES



There was a Jochen Rindt Trophy win apiece for Wainwright and Tilley



NUTHALL'S GUESTING WIN Driving the little Lola-Climax Mk1 in which 'Dickie' Le Strange Metcalfe won Goodwood's final contemporary race in July 1966, Ben Adams outran Gareth Burnett/Michael Birch (Lotus 15) to win the Stirling Moss Trophy part of Motor Racing Legends' '50s sportscar race. Early RAC Woodcote Trophy Pre-'65 leaders Ben Eastick (Jaguar D-type) and Rudi Friedrichs (C-type) were overhauled by Will Nuthall, guesting in Malcolm Paul's Lotus-Bristol 10 (above).



WARWICK REUNITED WITH CHEVRON Thirty years after he won the Le Mans 24 Hours with Peugeot, Derek Warwick returned with his family to Thruxton where he cut his racing teeth having moved from short ovals. The 1973 World Superstox champion raced Formula Ford Hawke DL12 and DL15 chassis in 1975-76, before graduating to F3. On Sunday, Warwick was reunited with the Chevron B38 (left) in which he twice finished second here in 1977 and a Ralt RT1 representing the example he switched to.



COMMODORE'S THRUXTON DEBUT Mark Burton and Graham Pattle debuted their Holden Commodore VL SS in Saturday's HTCC race and finished fourth. Raced in Australian Touring Cars from 1989-94, the five-litre monster carries its striking Bob Forbes Racing 1990 Bathurst 1000 livery, as raced by Kevin Bartlett and Russell Ingall. Described by Burton and Pattle as the most physical car they've driven, the Holden is one of two now in the UK with the MRM equipe.

WEEKEND WINNERS

CRCC JOCHEN RINDT TROPHY

Race 1 Benn Tilley (Modus M1)

Race 2 Rob Wainwright (March 722)

MIDGET & SPRITE CHALLENGE

Race 1 Pippa Cow (Austin-Healey Sprite)

Race 2 Tom Walker (Austin-Healey Sprite)

HRDC JACK SEARS TROPHY

Neil Brown/Richard Dutton (Ford Lotus Cortina)

HRDC DUNLOP ALLSTARS

Jamie Boot (TVR Griffith)

HISTORIC TOURING CAR CHALLENGE

Ric Wood (Nissan Skyline GT-R R32)

HRDC ALFA ROMEO CHALLENGE

James Wright (75 Turbo)

RAC WOODCOTE/STIRLING MOSS TROPHY

Ben Adams (Lola Mk1, below)

JAGUAR CLASSIC CHALLENGE/PRE-'63 GT

Matt Wrigley/Rob Wainwright (Jaguar E-type)

SIXTIES TOURING CARS/U2TC

Andrew & Max Banks (Alfa Romeo Giulia Sprint GTA)



For full results visit: tsl-timing.com

Mini redemption for Andrew and Mike Jordan after clashes

CASTLE COMBE
CCRC
11-12 JUNE

The Jordan family bounced back with a brace of Mini wins at Castle Combe last Sunday, after both father and son had lost earlier successes due to contact.

Andrew Jordan battled Rupert Deeth for the lead throughout the opening Mini Miglia contest on Saturday, but the pair collided at Bobbies on the final lap, which allowed Endaf Owens through to win, as Jeff Smith also got ahead of the recovering Jordan and Deeth.

It was Aaron Smith's turn to lead onto the last lap of the sequel, but

2013 British Touring Car champion Jordan judged his run up Avon Rise to perfection, pulling out of the slipstream to take the lead and subsequent win into Quarry.

It was a similar story of redemption for father Mike Jordan, who had victory snatched from his grasp in the first Mini Se7en encounter at the final corner. An optimistic move from Connor O'Brien up the inside at Camp put Jordan on the grass at the exit, as Joe Thompson passed the pair to take victory, with O'Brien and Jordan completing the rostrum.

An apologetic O'Brien was handed a 10-place penalty for the partially-reversed grid second race, but it only took until lap two for him to sit second behind Jordan. Once again there was contact on the last tour, but this time O'Brien lost out with damaged suspension at Tower as Thompson followed Jordan home.

Felix Fisher capitalised on the absence of brother and main title rival Josh by taking a comprehensive win in the first Castle Combe Racing Club Formula Ford race. Luke Cooper recovered to second after an opening lap excursion at the Esses chicane, and survived contact on the final tour with Ben Mitchell, which sent the latter into retirement at Tower. Fisher (Ray GR05) pulled out another comfortable gap in the



STEVE JONES



Prebble dominated both
Combe Saloon races

STEVE JONES

sequel, but suffered a right-rear puncture, elevating Mitchell and Cooper's battle for the lead. Cooper (Swift SC20) got the better of Mitchell (Van Diemen JL16) three laps from home for his first victory this year.

A trio of different winners took the spoils in the 750 Motor Club's Hot Hatch series, although Ryan Polley was left frustrated not to keep his runner-up spot in the opener after being disqualified for contact with Will Self. Philip Wright capitalised to take the spoils with Self, minus front bumper on his Peugeot 205, promoted to second.

McLaren and Mercedes battle rages in GT Cup

SNETTERTON
MSVR
11-12 JUNE

The GT Cup produced four different winners at Snetterton, but it was honours even between McLaren and Mercedes crews.

Morgan Tillbrook's McLaren 720S got a break in the opening race after John Dhillon's Lamborghini Huracan made contact with Iain Campbell's McLaren at Wilson and took out Ian Loggie's Mercedes-AMG. McLaren driver Simon

Orange saw off an early challenge from Ben Dimmack's Radical RXC, but was over 16s down on Tillbrook at the flag.

After Dimmack spun at Wilson on lap three, Mike Price's Mercedes completed the podium, with Dimmack recovering to fifth behind Richard Chamberlain's Porsche 935.

Orange, Tillbrook, Dhillon and Price made an early break in the second race, before splitting into two pairs. Steve Burgess's Radical managed to split the duel for third into Riches on lap six and, once he had also seen off Dhillon a couple of laps later, Price

resumed his challenge on the Lamborghini.

Tillbrook managed to snatch the lead just before the pitstops, but the advantage fell to Michael O'Brien, who had taken over from Orange. Marcus Clutton was second in place of Tillbrook, but couldn't catch O'Brien. Loggie held onto third but was almost caught by Andrea Amici in the Dhillon Lamborghini before they were excluded post-race for previous collisions, which promoted Grahame Tilley/Will Tregurtha's Mercedes to fourth, after Dimmack had an off in the brakeless Radical.

Sunday's sprint race was a fairly processional affair, with Loggie escaping on the opening lap to take victory, while Tillbrook was a frustrated third, unable to find a way past Orange's McLaren before the pair were both demoted by Burgess. But on the last lap Burgess was caught out by backmarkers at Brundle, spinning down to fourth and handing the places back to Orange and Tillbrook.

Dimmack managed to soak up intense pressure in the finale, as Loggie, Orange, Tillbrook and Price queued up behind,



Tillbrook won the opening
race in McLaren 720S GT3

RICHARD STYLES



Local man Self went one better in race two with his maiden win, holding Wright at bay as Polley's similar Honda Civic Type R climbed to fifth from 31st. Polley then headed home Self and Wright in race three.

Gary Prebble set a new lap record for the Castle Combe Hot Hatch series before heat and power issues aboard his Honda Civic denied him victory in the first race. Joe Dorrington's Civic won on the road, having charged through after spinning on the opening lap at Tower, but was disqualified for overtaking under an early safety car,

which handed victory to Shaun Goverd's Citroen AX. Goverd won outright second time out from Dorrington.

Prebble's brother Adam dominated once again in the local Saloon Championship with two comprehensive wins aboard his Vauxhall Astra.

Mazda maestro Ben Short took just two laps to lead the partially-reversed grid race after starting ninth, having dominated the previous two 750MC-run bouts from the front.

STEFAN MACKLEY



until Orange spun Loggie at Agostini and received a drivethrough penalty.

Tillbrook handed over to Clutton, but the success penalty left them settling for second again, as Price and Callum Macleod took the victory spoils, with Loggie recovering to third.

It was a winning treble for Steve Dickens in the Clubmans Sports Prototypes aboard his Mallock Mk29, despite being pushed all the way by Alex Champkin's Phantom PR21. Champkin led for much of race one but on the final lap, and having regained the lead from Dickens, he ran out of fuel, which move Jarred Lester's Clubman 35 into second from Peter Richings' Mallock.

Champkin was to the fore again in the second race, but Dickens hit the front with a lap to go and sealed win number two as Champkin had gear-selection problems. It was close again in the final race, but Champkin had been given a 10-second jump-start penalty as he finished second.

All three 7 Race Series 420R contests went down to the wire as Jonathan Mitchell took a last-lap win from Anthony Barnes and Phil Jenkins in race one. Barnes reversed the order for race two, with Jenkins a close third. Mitchell then took his second win in the finale, with Jenkins and Barnes again in his wheeltracks.

PETER SCHERER

WEEKEND WINNERS

CASTLE COMBE
MINI MIGLIA
Race 1 Endaf Owens Race 2 Andrew Jordan

MINI SE7EN
Race 1 Joe Thompson Race 2 Mike Jordan

CCRC FF1600
Race 1 Felix Fisher (Ray GR05)
Race 2 Luke Cooper (Swift SC20)

750MC HOT HATCH
Race 1 Philip Wright (Honda Civic Type R)
Race 2 Will Self (Peugeot 205)
Race 3 Ryan Polley (Honda Civic Type R)

CCRC HOT HATCH
Races 1 & 2 Shaun Goverd (Citroen AX)

CCRC SALOONS
Races 1 & 2 Adam Prebble (Vauxhall Astra)

750MC MAZDA MX-5 CUP
Races 1, 2 & 3 Ben Short

CCRC GTs
Races 1 & 2 Kevin Bird (Porsche 911 Carrera Cup)

CCRC/AMOC GT CHALLENGE
Kevin Bird/Charles Hyde-Andrews-Bird (Porsche 911 Carrera Cup)

WELSH SPORTS AND SALOON
Races 1 & 2 Chris Everill (Ginetta G50)

SALOONS VS HOT HATCH CHALLENGE
Dave Spiller (Audi TT)

SNETTERTON
GT CUP
Race 1 Morgan Tillbrook (McLaren 720S GT3)
Race 2 Simon Orange/Michael O'Brien (720S)
Race 3 Ian Loggie (Mercedes-AMG GT3)
Race 4 Mike Price/Callum Macleod (Mercedes)

CLUBMANS SPORTS PROTOTYPE
Races 1, 2 & 3 Steve Dickens (Mallock, below)

7 RACE SERIES - 420R
Races 1 & 3 Jonathan Mitchell
Race 2 Anthony Barnes

7 RACE SERIES - 1600
Races 1 & 3 David Yates
Race 2 Gary Smith

UNITED FORMULA FORD
Race 1 Lucas Romanek (Van Diemen JL13)
Race 2 Andre Lafond (Ray GR18)

MSVR ALLCOMERS
Races 1 & 2 David Foster (McLaren 570S GT4)



For full results visit: tsl-timing.com

BRITISH GT CHAMPIONSHIP

FEATURING GB3 & GB4

25/26 JUNE 2022



INTELLIGENT MONEY IM

GB3 CHAMPIONSHIP GB4 CHAMPIONSHIP

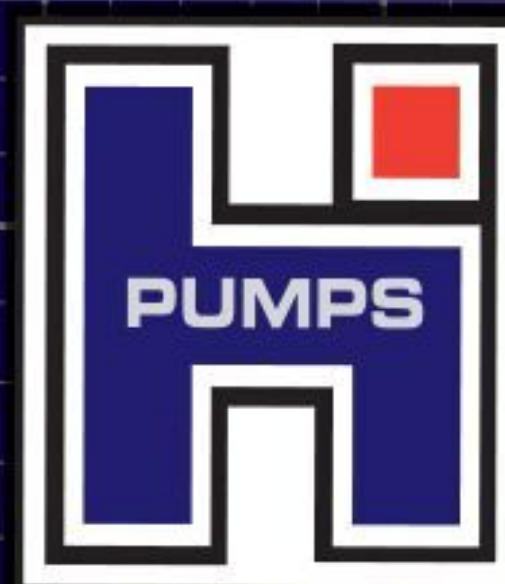
SNETTERTON

ADULT RACEDAY ADMISSION (ONLINE) £25*
WEEKEND ADMISSION (ONLINE) £32*
GRANDSTAND SEATING FROM £12
CHILDREN UNDER 13 GO FREE!

Snetterton

0344 225 4422
WWW.SNETTERTON.CO.UK

* Discounted advance booking closes 16:00 Thu 23 June.



Competition PUMPS

High quality, reliable, quiet
Used by professionals

OTP 017
(P3017.1)
Replaces: Bosch 0580 464 070

OTP 018
(P3018.1)
Replaces: Bosch 0580 254 911

OTP 019
(P3019.1)
Replaces: Bosch 0580 254 910/941/942

'IN-TANK' FUEL PUMPS

MOTORSPORT
OTP 020
(P3020.1) £65.12
240 LTR/HR
210 LTR/HR @ 3BAR
Replaces: Bosch 0580 254 909

MOTORSPORT
OTP 979
(P3979.1) £75.81
264 LTR/HR
228 LTR/HR @ 3BAR
Replaces: Bosch 0580 254 979

MOTORSPORT
OTP 044
(P3044.1) £82.01
378 LTR/HR
318 LTR/HR @ 3BAR
Replaces: Bosch 0580 254 044

ALL PRICES EXCLUDE VAT @ 20%

Tel: 01784 493 555 www.glencoeltd.co.uk Email: sales@glencoeltd.co.uk

Success at last for Dunne's Citroen Saxo

**MONDELLO PARK
MPSC
11-12 JUNE**

After building and developing his supercharged Citroen Saxo VTS, a delighted Adrian Dunne took a popular win in the second Irish Touring Car Championship race at a well-attended Mondello meeting.

Stephen Traub took the opener in his Honda Integra DC2 despite the best efforts of class returnee Owain Drought (VW Golf), but in race two Dunne led away and repelled a late-race challenge from the Integra of David Flynn to take the honours. Richard Shattock's Honda Civic took the concurrently run Future Classics race, with Ian Thornton home first in the sequel.

Geoff Richardson took the first of three Irish Legends races, a new lap record not being enough for Peter Barrable to haul in the reigning champion, while Greg Richardson completed the podium. Barrable took revenge in race two, lowering the record once again, with Geoff Richardson eight seconds adrift. Richardson returned to winning ways in the finale, despite the best efforts of Barrable, who again smashed his lap record in his efforts to haul in the leader. A delighted Tadgh Sharkey was third.

In the opening Formula BOSS Ireland race, it looked like it was all over for polesitter Paul O'Connell when he stalled on the grid. But the GP2 pilot charged back up to challenge the leaders before outbraking himself into the first corner and briefly parking in the gravel. With O'Connell back on track, a subsequent safety car and then red flag meant he was back in the mix. When the cars were released with just a lap to run, O'Connell blasted past Aaron Gaughran for the win. O'Connell did the double in race two, once he had overcome the fast-starting Lola T96/50 of Jonathan Fildes.

Shane Murphy took his usual SEAT



Second ITCC race win went to Dunne's Saxo

Supercup win in race one while, with ECU penalties enforced, Ross Barnes won comfortably in race two.

Despite some extremely robust defensive tactics, Johnny Whelan avoided the wrath of the officials to keep his Fiesta Zetec victory in the opening race, while series leader Michael Barrable just came out on top in a great battle with ITCC champion Ulick Burke in a far calmer second affair.

Eddie Peterson soaked up all of the pressure from Max Turley to take the first Fiesta ST spoils with Michael Cullen third. Second time round, Cullen refused to be ruffled by Peterson's advances with a delighted Victor Cullen taking third.

David Kelly's Crossle 9S was the class of the Historic Racing Car Association field and he won both races as he pleased, ahead of the battling V8 MGs of Bernard Foley and Gareth Thompson, who came together in race two, with Jackie Cochrane's Sunbeam Tiger therefore taking runner-up spot.

David Reynolds vanquished his reliability demons with a popular win in the first Strykers race, before Michael Cullen put his title challenge back on track with a win in race two from Reynolds.

Steven Larkham took the opening Supersports race, with Richard Morgan first across the line in the concurrently-run NI7 battle. Mark Crawford topped Supersports in race two, while Trevor Allen headed Morgan and Mark Francis in an NI7 thriller.

LEO NULTY



Kelly dominated both HRCA races aboard his Crossle 9S at Mondello

WEEKEND WINNERS

IRISH TOURING CARS/FUTURE CLASSICS

Race 1 Stephen Traub (Honda Integra DC2)

Race 2 Adrian Dunne (Citroen Saxo VTS)

IRISH LEGENDS

Races 1 & 3 Geoff Richardson

Race 2 Peter Barrable

FORMULA BOSS IRELAND

Races 1 & 2 Paul O'Connell (Dallara GP2, below)

SEAT SUPERCUP/SUPERCARS

Race 1 Shane Murphy

Race 2 Ross Barnes

FIESTA ZETECs

Race 1 John Whelan

Race 2 Michael Barrable

FIESTA STs

Race 1 Eddie Peterson

Race 2 Michael Cullen

HISTORIC RACING CAR ASSOCIATION

Races 1 & 2 David Kelly (Crossle 9S)

IRISH STRYKERS

Race 1 David Reynolds

Race 2 Michael Cullen

SUPERSPORTS IRELAND

Race 1 Steven Larkham (Radical PR06)

Race 2 Mark Crawford (Caterham Superlight)

FORMULA VEE

Race 1 Lee Newsome (Sheane)

Race 2 Anthony Cross (Sheane)

FORMULA SHEANE

Races 1 & 2 Richard Kearney



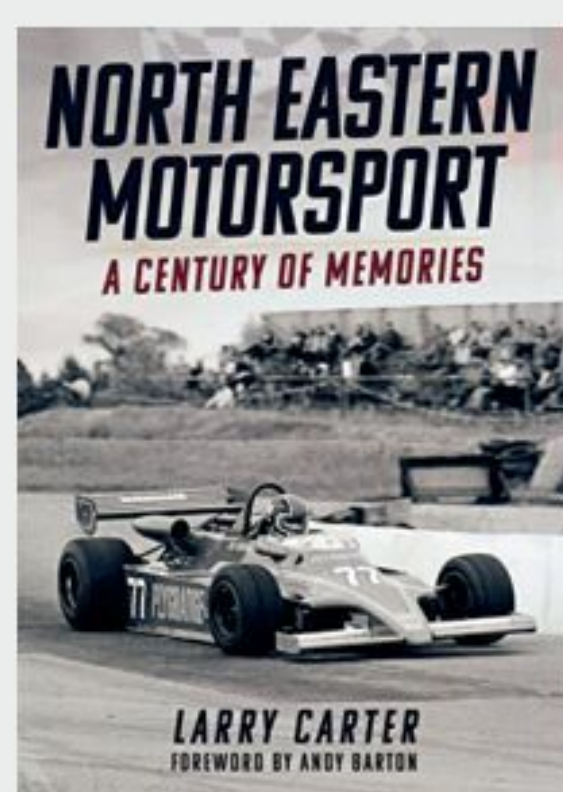
For full results visit: timing.ie

FINISHING STRAIGHT

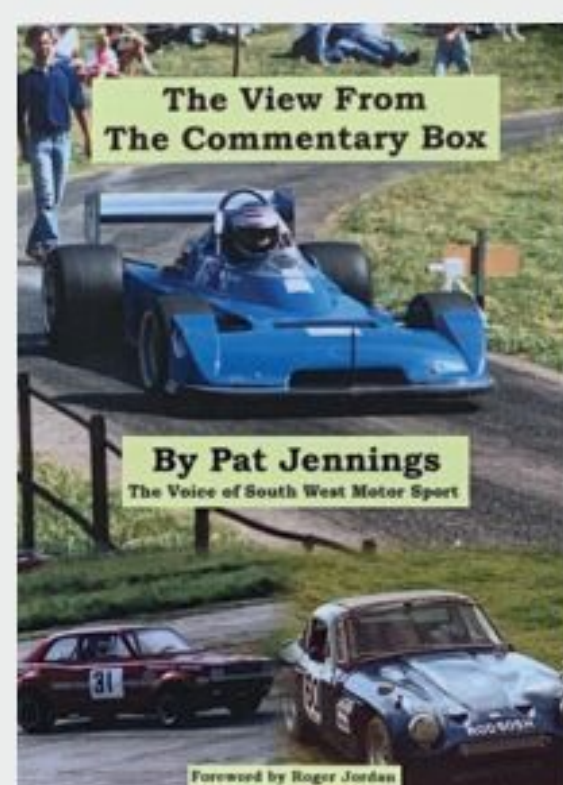
Sportscar racing
northern-style.
Croft is a focus of
Carter's work on the
region's sport

ALL PHOTOGRAPHY
motorsport
IMAGES

Celebrating UK club racing's heritage



BOOK REVIEWS
**NORTH EASTERN
MOTORSPORT:
A CENTURY OF
MEMORIES**
Larry Carter
RRP £15.99



**THE VIEW
FROM THE
COMMENTARY BOX**
Pat Jennings
RRP £19.95

Opposites attract. Always have done. And two new volumes focusing on motorsport in two areas of the UK, while different, complement each other. Their geographical focus, subject matter, size and scope are diametrically opposed, but they are united by a passion – to celebrate regional motorsport.

Often when this writer was abroad, contemplating another early start, press deadline or returning from an international motorsport event, the relative simplicity of club sport at home was missed.

In my twenties, the thought of making the pilgrimage to Croft for a club race meeting brought an alternative form of excitement to the staples of Brands Hatch or Silverstone. The opportunity to see local heroes I'd only read about was intoxicating and unmissable, even if the 360-mile return journey was arduous.

At Croft Autodrome (as it was known) perhaps the best-loved racer was Newcastle garagiste Andy Barton, who initially raced

Morris Minor, Mini Marcos and Minis with verve. Later he became king of Formule Libre in a string of Formula Atlantic cars. 'Iron Man', as legions of fans knew him before his death this year, wrote the foreword to Larry Carter's *North Eastern Motorsport* work, which has been released by Amberley Publishing.

While it spotlights far more than circuit racing across a 100-year period, the ultimate lap record holder on Croft's rough old perimeter track, Jim Crawford in the Plygrange Toleman TG280, trumped Barton for the front cover.

Broadcaster and journalist Carter trawled archives covering the past century, unearthing stories of motorcycle and sidecar racers, sand racers, scramblers, speedway and trials aces, plus stock car, grass track and rally drivers – in addition to circuit racers and rallycrossers from across the region. Each is presented in bite-sized chunks, peppered with personalities and insight from competitors across 96 pages.

Racing on the RAF aerodromes at Catterick, Ouston, Thornaby and Rufforth is recalled, but Croft remains the longest-serving venue, meriting insight from Darlington & District Motor Club stalwarts.

But it's not the only book on a regional motorsport scene to be put into print. As the

voice of south-west motorsport for decades, Pat Jennings's *The View From The Commentary Box* is more of a labour of love. It's a personal reflection of his involvement in hillclimbs, sprints, rallies and the occasional autocross in Devon and Cornwall, where he entertained spectators with unparalleled knowledge of the vibrant scene. I'd hung on to Jennings's sage words for years while reporting and occasionally competing in Wiscombe Park's British Hillclimb Championship rounds, or at lower-key clubbies.

That Jennings discovered speed events when taken by pal Roger Jordan – whose F2 Chevron B42 graces the book's cover – to Wiscombe in 1973, and been blown away by one-armed 1961 national champion David Good's pace in his Lyncar-DFV, mirrors my own interest, sown and nurtured at the long-defunct Great Auclum, near Reading, from the late 1960s.

Inspired by Jennings's late competitor friend Ian Thomas, his work records the speed event exploits of a rich vein of talent between 1974 and 1998. Nobody is better qualified to have corralled this information, underpinned by statistics, memorabilia and first-hand knowledge of the many venues visited on the period Association of South West Motor Clubs trail, accrued over countless hours in PA caravans.

A retirement project, self-published with Burrage Printers in North Devon, the 333-page tome chronicles myriad events with concise reports and results, programme covers, photos and pen portraits of dozens of competitors. "It was never about money; I did it because friends wanted me to. If I get my investment back it will be a bonus," says Jennings of the £20 publication. Like Carter's work, it's a bargain for the motorsport enthusiast wishing to know more.

MARCUS PYE



WHAT'S ON

INTERNATIONAL MOTORSPORT

Canadian Grand Prix

Formula 1 World Championship

Round 9/22

Montreal, Canada

19 June

TV Live

Sky Sports F1, Sun 1855

TV Highlights

Sky Sports F1, Sun 2300;

Channel 4, Sun 2300

DTM

Round 3/8

Imola, Italy

18-19 June

TV Live

BT Sport ESPN, Sat 1215;

BT Sport 3, Sun 1215

DTM Trophy

Round 2/7

Imola, Italy

18-19 June

TV Livestream via

motorsport.tv, Sat 1405, Sun 1405; BT Sport Extra 2, Sat 1400; BT Sport Extra 1, Sun 1400

GT World Challenge Europe Sprint Cup

Round 3/5

Zandvoort, Netherlands

18-19 June

Formula Regional European Championship by Alpine

Round 5/10

Zandvoort, Netherlands

18-19 June

TV Livestream via

motorsport.tv, Sat 0800, Sat 1130, Sun 0900, Sun 1420

International GT Open

Round 3/7

Spa, Belgium

18-19 June

TCR Europe

Round 3/7

Spa, Belgium

18-19 June

TV Livestream via

motorsport.tv, Sat 1350, Sun 1025

Euroformula Open

Round 4/9

Spa, Belgium

18-19 June

Australian Supercars

Round 6/13

Hidden Valley, Australia

18-19 June

TV Live

BT Sport ESPN, Sat 0630;

BT Sport 1, Sun 0330;

BT Sport 3, Sun 0630

Super Formula

Round 4/7

Sugo, Japan

19 June

TV Livestream via

motorsport.tv, Sun 0630

NASCAR Truck Series

Round 13/23

Knoxville, USA

19 June

TV Live

Premier Sports 2, Sun 0130

MotoGP

Round 10/20


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


F1 Azerbaijan Grand Prix review

Max Verstappen led a Red Bull 1-2 at the Azerbaijan Grand Prix as title rival Ferrari imploded with a double retirement. Host Martyn Lee is joined by Alex Kalinauckas, Jess McFadyen and Haydn Cobb to discuss whether Ferrari could have won in Baku if its mechanical woes hadn't struck, plus plenty more.

Sachsenring, Germany

19 June

TV Live

BT Sport 2, Sun 1230

TV Highlights

ITV4, Mon 2000

UK MOTORSPORT

Anglesey BRSCC

17-19 June

British Superkarts, BMW Compact Cup, C1 Endurance, CityCar Cup, Legends, National FF1600/Super Classic, ST-XR Challenge/Civic Challenge

Silverstone BRSCC

18-19 June

Britcar Trophy, British Endurance, Caterhams

(270R, 310R, Academy, Roadsport, Seven UK), Zeo Prototype

TV Livestream via

youtube.com/TheBRSCC

Donington Park HSCC

18-19 June

'70s Roadsports, Aurora Trophy/Geoff Lees Trophy, Classic Clubmans, Classic FF1600, Guards Trophy, Historic F3, Historic FF1600, Historic FF2000, Historic Roadsports, Historic Touring Cars/Ecurie Classic, Monoposto, Thundersports

Snetterton MSVR

18-19 June

911 Challenge/Boxster Cup, Focus Cup, Gerry Marshall Trophy, Northern Saloons &

Sports Cars, Porsche Club, Production Golfs, Sports 2000, Toyo Tires Racing Saloons, Z Cars

Brands Hatch CTA

18-19 June

Civic Cup, TCR UK, Time Attack

Pembrey 750MC

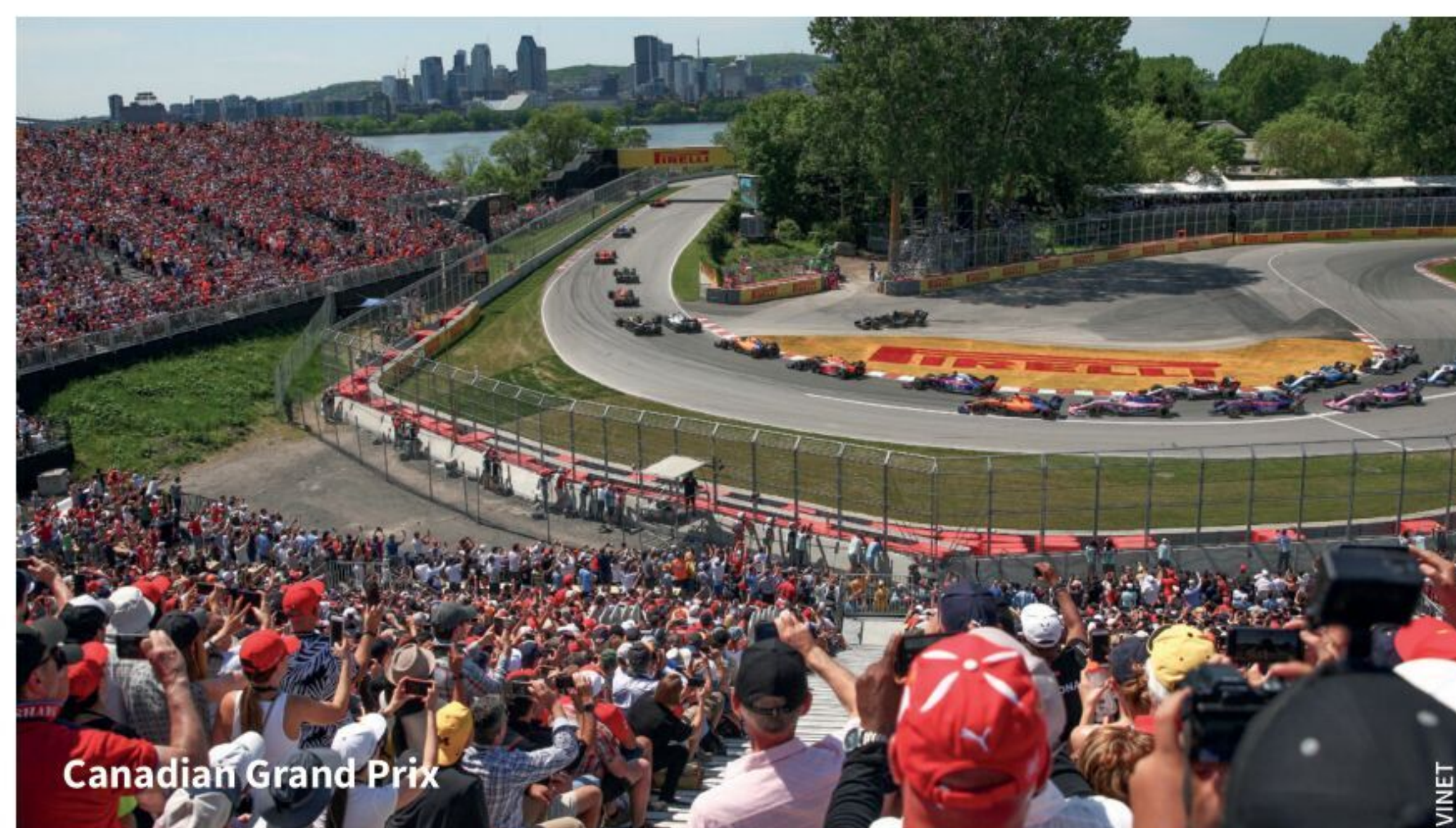
18-19 June

116 Trophy, 750 Formula, Classic Stock Hatch, Clio Sport, Historic 750 Formula, Locost, Ma7das, Sports 1000, Type-R Trophy

Doune

18-19 June

British Hillclimb Championship



Canadian Grand Prix



GOLD AND GOOSE



FROM THE ARCHIVE

A heaving throng of fans packs out an autograph session at the 1978 British Grand Prix at Brands Hatch. The focus of their attention: the Olympus-sponsored trio of Ronnie Peterson

(Lotus 79), James Hunt (McLaren M26) and Peterson's team-mate Mario Andretti [*any reader able to identify their companion is very welcome to drop us a line – ed*]. The Lotus duo locked out the front row

in qualifying, with Peterson on pole, while Hunt could only manage 14th. None of them made the finish – Hunt suffered a front suspension failure, Peterson's fuel pump packed up, and Andretti's engine expired.

DUKE®

For classic Formula 1 DVDs head to dukevideo.com/f1



Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1AG
Tel +44 (0) 20 3405 8100 **Email** autosport@autosport.com
Individual email firstname.surname@autosport.com
Website www.autosport.com **Twitter** @autosport

SUBSCRIPTIONS

UK +44 (0) 344 848 8817 **Overseas** +44 (0) 1604 251451
Email help@asm.secureorder.co.uk **Back issues** 0344 8488817

EDITORIAL

Chief Editor **Kevin Turner**
 Deputy Editor **Marcus Simmons**
 Grand Prix Editor **Alex Kalinauckas**
 F1 Reporter **Luke Smith**
 F1 Editor **Matt Kew**
 Technical Editor **Jake Boxall-Legge**
 Production Editor **Peter Hodges**
 Group National Editor **Stephen Lickorish**
 Performance and Engineering Editor **James Newbold**
 Deputy National Editor **Stefan Mackley**
 Art Director **Lynsey Elliott**
 Art Editor **Michael Cavalli**



Photography

Steven Tee
 Glenn Dunbar
 Sam Bloxham
 Zak Mauer
 Jakob Ebrey
 Mark Sutton

Special Contributors

Ben Anderson
 Alan Eldridge
 David Malsher-Lopez
 Jonathan Noble
 Marcus Pye
 Nigel Roebuck
 Damien Smith
 Gary Watkins
 Tim Wright

AUTOSPORT.COM

Editor **Haydn Cobb**
 International Editor **Lewis Duncan**
 News Editor (ASP) **Megan White**
 News Editor (ASP/Mcom) **Tom Howard**
 Technical Team Leader **Geoff Creighton**

CORRESPONDENTS

Argentina Tony Watson **Australia** Andrew van Leeuwen
Austria Gerhard Kuntschik **Belgium** Gordon McKay
Brazil Lito Cavalcanti **Germany** Rene de Boer
Greece Dimitris Papadopoulos **Italy** Roberto Chinchero
Japan Jiro Takahashi **New Zealand** Bernard Carpinter
Russia Gregory Golyshev **Spain** Raimon Duran **Sweden** Tege Tornvall
USA Jeremy Shaw **UK & Ireland** Stephen Brunsdon, Dom D'Angelillo,
 Rachel Harris-Gardiner, Mark Libbeter, Dan Mason, Jason Noble,
 Mark Paulson, Brian Phillips, Hal Ridge, Peter Scherer, Ian Sowman,
 Ian Titchmarsh, Steve Whitfield, Richard Young

ADVERTISING

Tel +44 (0) 20 3405 8117
 Head of Print Advertising **Ben Fullick**
 Sales Executives **Harvey Falshaw**

RECRUITMENT

Tel +44 (0) 20 3405 8105
 Head of Motorsport Jobs **James Robinson**

ADVERTISING PRODUCTION

Production Controller **Ben Webster**

Autosport, ISSN number 0269946X, is published weekly by Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1AG, United Kingdom. Airfreight and mailing in the USA by agent named Air Business Ltd, c/o Worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Brooklyn, NY 11256. Subscription records are maintained at Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1AG. Air Business Ltd is acting as our mailing agent.

MANAGEMENT

President, Motorsport Network **James Allen**
 Vice President of Editorial **James Dickens**
 Publishing and Facilities Director **Sunita Davies**

We abide by the Editors' Code of Practice and are committed to upholding the highest standards of journalism. If you think we haven't met those standards and want to make a complaint, contact 0203 405 8100.



CIRCULATION TRADE ENQUIRIES

Seymour Distribution Ltd, 2 East Poultry Avenue, London, EC1A 9PT.
Tel: +44 (0) 20 7429 4000.
 Printed by William Gibbons & Sons Ltd, 28 Planetary Road, Willenhall, Wolverhampton WV13 3XT.
 ISSN 0269-946X. Autosport is published weekly by Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1AG.

© 2022, AUTOSPORT MEDIA UK LTD

Trading as Autosport Media UK. Publishing, trade and further subscription details on www.autosport.com. While due care is taken to ensure the contents of Autosport are accurate, the publishers and printers cannot accept liability for errors and omissions. Advertisements are accepted for publication in Autosport only upon Autosport Media UK's Standard Terms of Acceptance of Advertising, which are available from the Advertising Department.

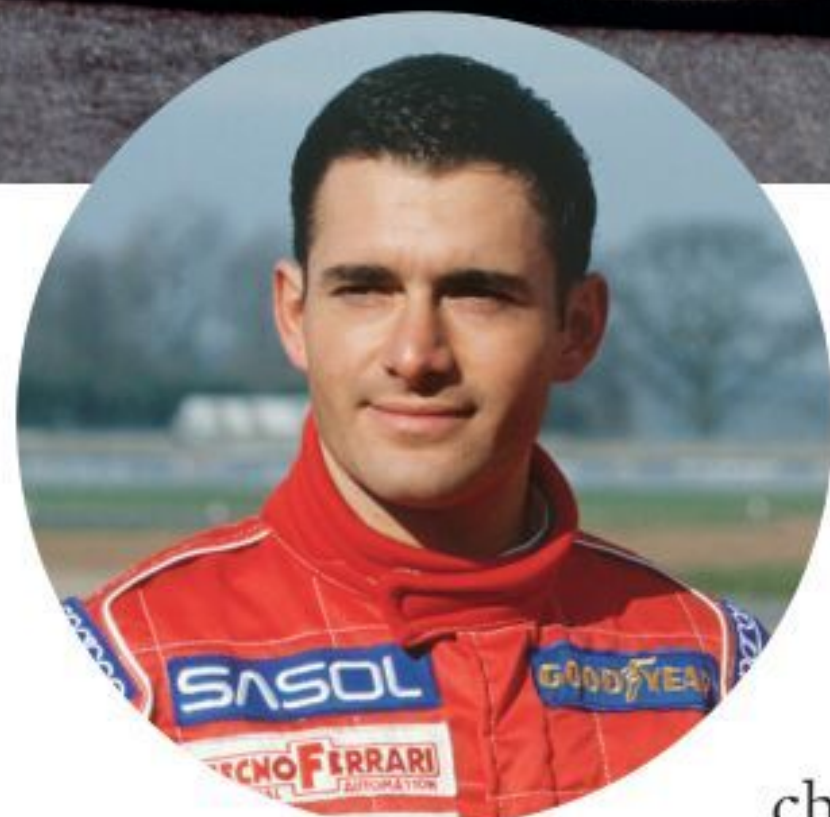
MY FAVOURITE... **TRACK**

Interlagos

GIANNI MORBIDELLI



ALL PHOTOGRAPHY: MOTORSPORT IMAGES



Given the number of famous drives at Interlagos down the years, it would be easy to overlook the achievement of Gianni Morbidelli qualifying sixth for the 1994 Brazilian Grand Prix in a humble Footwork. Just 0.312 seconds behind the Williams FW16 that Damon Hill would take to six wins that year, the Italian describes the lap as some of “the most gratification that I had in my life”, not least because it came at his first race back after spending 1993 racing in touring cars.

“In that period it was quite hard to qualify in the top 10 and I did immediately sixth on the grid,” remembers Morbidelli, who never scored points in five Interlagos F1 starts, but took eighth with Minardi in 1991 and seventh the following year. “That [1994] car was incredible, the best I drove ever.”

Morbidelli's stop-start F1 career of 67 races between 1990 and 1997 technically began at Phoenix, when the Italian Formula 3 champion stepped in at Scuderia Italia for a hepatitis-inflicted Emanuele Pirro. But he didn't qualify,

so it was at the 2.7-mile Sao Paulo circuit where Morbidelli made his first F1 start – prior to his debut in Formula 3000. But Morbidelli says his choice is unconnected with the emotion of lining up on the F1 grid for the first time and regards Interlagos as the pick of the undulating high-speed tracks he favours. “I always like tracks with the up-and-down with these very quick corners where you cannot breathe,” he says, praising the Senna S that opens the lap and the uphill double right of Turns 6 and 7 as corners where “you feel all the emotion that a Formula 1 car can give you”.

Morbidelli adds that the anti-clockwise track “was extremely hard physically” when he made his F1 bow, the last classified finisher in 14th. He even admits that he “prayed that my engine would break” and recognised that he needed to prioritise his fitness.

“When I finished it was like to make a boxing match with Tyson, I was destroyed!” he says. “But I was extremely happy. It was like touching the stars with your hand, an incredible experience.”

JAMES NEWBOLD



IN NEXT WEEK'S ISSUE

Red Bull's knockout blow?

VERSTAPPEN FAVOURITE FOR HIGH-SPEED MONTREAL RETURN

DUNBAR

AUTOSPORT INTERNATIONAL

12-15 JANUARY 2023 | NEC BIRMINGHAM

12-13 JANUARY 2023 TRADE | 14-15 JANUARY 2023 PUBLIC

SAVE THE DATE

AUTOSPORT
INTERNATIONAL

**ENGINEERING
SHOW**

12-13 JANUARY 2023
TRADE ONLY

AUTOSPORT
INTERNATIONAL

**THE RACING
CAR SHOW**

12-15 JANUARY 2023
TRADE & PUBLIC

AUTOSPORT
INTERNATIONAL

**PERFORMANCE & TUNING
CAR SHOW**

12-15 JANUARY 2023
TRADE & PUBLIC

EUROPE'S LARGEST MOTORSPORT EVENT IS BACK

Kick start your motorsport season
[AutosportInternational.com](https://www.autosportinternational.com)



Kick start your motorsport season here!
[AutosportInternational.com](https://www.autosportinternational.com)



NEXT DAY DELIVERY

Sunoco and R race fuels, Driven Racing Oil lubricants, R racing brake fluids, ISC Racers Tape, Zestino drift tyres, BMC Air Filter, Freezetone racing coolant, Full Throttle batteries and Speedsocket wheel tools are all available on a next day delivery throughout mainland UK*.

Choose from a vast range of products delivered directly to you.

Buy online or call our helpful sales team for technical advice.



*Next day delivery excludes Scottish Highlands and Northern Ireland.

Anglo American Oil Company
+44 (0) 1929 551557 www.aaoil.co.uk