

F1 Epic British GP drama



AUTOSPORT

7 JULY 2022

BRITISH GP SPECIAL

SAINZ'S SILVERSTONE SENSATION!

**Carlos ends his F1 wait as
unlucky Leclerc is denied *again***

- Did Ferrari get it wrong?
- How Hamilton starred in victory shot
- Verstappen thwarted by damage



PLUS
**ZHOU SURVIVES
HUGE CRASH**



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

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A great F1 race and a popular winner amid dramatic scenes

The new ground-effects rules do work, then! Last weekend's British Grand Prix, the best round of the 2022 season so far, demonstrated two key strengths of modern Formula 1 machinery.

The first was their literal strength as the halo once again did its job in Zhou Guanyu's nasty start crash (page 4), though the apparent roll hoop failure certainly requires investigation. The second was that the cars could follow more closely than we have seen at the high-speed Silverstone for many years, which helped to create some great racing.

We also got a feel-good result as Carlos Sainz finally scored his first world championship GP victory, at his 150th attempt. But, as Alex Kalinauckas shows in our race report (p16), Ferrari's baffling strategy yet again thwarted Charles Leclerc, on a day when title rival Max Verstappen had his own problems to worry about.

Away from the competition, the protestors who tried to get onto the track during the race picked a really lousy way to try to make a valid point. Presumably none of them have seen the horrific footage from the 1977 South African GP...

The booing that 'greeted' Verstappen after qualifying was also unedifying. The Dutchman's on-track antics haven't always been the best (though have been much cleaner so far in 2022), but the Red Bull star can't be blamed for the farce that was the Abu Dhabi season finale last year. As Lewis Hamilton said: "We're better than that."



Kevin Turner

Kevin Turner
Chief Editor

kevin.turner@autosport.com

NEXT WEEK
14 JULY

Austrian GP report
Can anyone stop Max Verstappen as F1 heads to the Red Bull Ring?



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After launch, Zhou scudded along track...



...then through the gravel trap



Russell does his best to help with rescue

Zhou credits halo for saving life at

FORMULA 1

Formula 1 rookie Zhou Guanyu has paid tribute to the halo cockpit protection measure for saving his life after a horrific accident in last Sunday's British Grand Prix in which his car flipped into a fence.

Zhou's Alfa Romeo was tapped into a spin on the run from the starting grid to Abbey on the opening lap, causing the car to lift and flip onto its roll hoop and halo. The car skidded upside-down across the runoff area before meeting the gravel, where it dug in and proceeded to flip over the tyre barrier and into the catch fencing.

The race was immediately red-flagged while the medical team and extraction crew were called to assist Zhou, whose Alfa Romeo came to rest wedged between the barrier and the fence.

News followed ahead of the restart that the Chinese racer was not only conscious, but had not sustained any major injuries or fractures in the accident. He was taken to the medical centre for a full check-up and was released before the race had finished.

"It was a big crash and I'm glad I'm OK," said Zhou via an Alfa Romeo press release. "The marshals and the medical team at the track were fantastic with their quick

response, and I also owe my thanks to the FIA and Formula 1 for all the work they have done, and they keep doing, to improve the safety of our cars. The halo saved me today, and it goes to show that every step we take in improving our cars has real, valuable results."

Zhou wrote on Twitter that he was "keener than ever to get back on-track" ahead of this weekend's Austrian Grand Prix. The FIA is set to investigate the accident, placing focus on how the roll hoop on the Alfa Romeo failed.

George Russell was caught up in the incident, and was quick to run from his stricken Mercedes in a bid to alert the medical crews to where Zhou was. Russell felt it showed the need for a rethink on barrier placement since Zhou was "just stuck in there with nowhere to go".

In a separate-but-related startline accident, Williams driver Alex Albon was hit from behind, resulting in him being taken to the medical centre. Albon was transferred to Coventry Hospital as a precaution, only to be discharged on Sunday night.

OIL PROTESTORS ARRESTED

The red flag ironically prevented what could have been a very nasty incident on the opening lap when protesters from





Piquet in trouble for racist remarks on Hamilton

FORMULA 1

Three-time world champion Nelson Piquet has been stripped of his honorary BRDC membership and banned from the Formula 1 paddock after making racist remarks about Lewis Hamilton in multiple interviews.

The Brazilian, 69, used a racist insult to describe Hamilton in an interview given in his native Portuguese language late last year, the contents of which emerged last week ahead of the British Grand Prix. Hamilton responded by saying it was “time for action” to change “archaic mindsets” in F1, and received support from many of his peers, while both F1 and the FIA issued statements condemning Piquet’s comments.

Piquet issued an apology to Hamilton, but denied that he made the comment with any racial intent, blaming it on a translation. Then a second video emerged in which Piquet used the same racial slur to describe Hamilton, as well as making a homophobic insinuation.

The story made Hamilton the focus of Thursday’s FIA press conference at Silverstone, and he stressed the need for action and to stop giving a platform to “older voices”, having also faced criticism from Bernie Ecclestone and Sir Jackie Stewart in previous weeks.

By this time, ex-F1 ringmaster and Brabham team boss Ecclestone had deflected some of the attention from his former driver Piquet by saying he would “take a bullet” for Russian president Vladimir Putin, as well as expressing sympathy for the ongoing war in Ukraine. “We should not be giving these people a platform,” said Hamilton. “These old voices, whether



COATES

they’re subconscious or consciously do not agree that people like me should be in a sport like this, whether women should be here... Discrimination is not something we should be projecting and promoting, and giving a platform to create and divide people.”

Hamilton stressed the need for focus on initiatives such as Ignite, his charity jointly set up with Mercedes, to further diversity and inclusion in racing. Ignite announced its first diversity grants worth £500,000 each last week, going to Motorsport UK and the Royal Academy of Engineering.

Max Verstappen’s partner is Piquet’s daughter, Kelly. While the Red Bull driver expressed his support for Hamilton and said the comments were “not correct”, he said Piquet was “definitely not a racist” and that opening dialogue about the matter would be more effective than the paddock ban, although Verstappen said that conversation was “not up to me”.

Unlike many teams, Red Bull did not issue a statement in reaction to Piquet directly, but expressed its zero-tolerance approach to racism by sacking test and reserve driver Juri Vips, who was heard using a racial slur last month.

LUKE SMITH



Ecclestone (left) waded in with praise of the Russian president

SUTTON

Silverstone

the Just Stop Oil activist group managed to get onto the circuit.

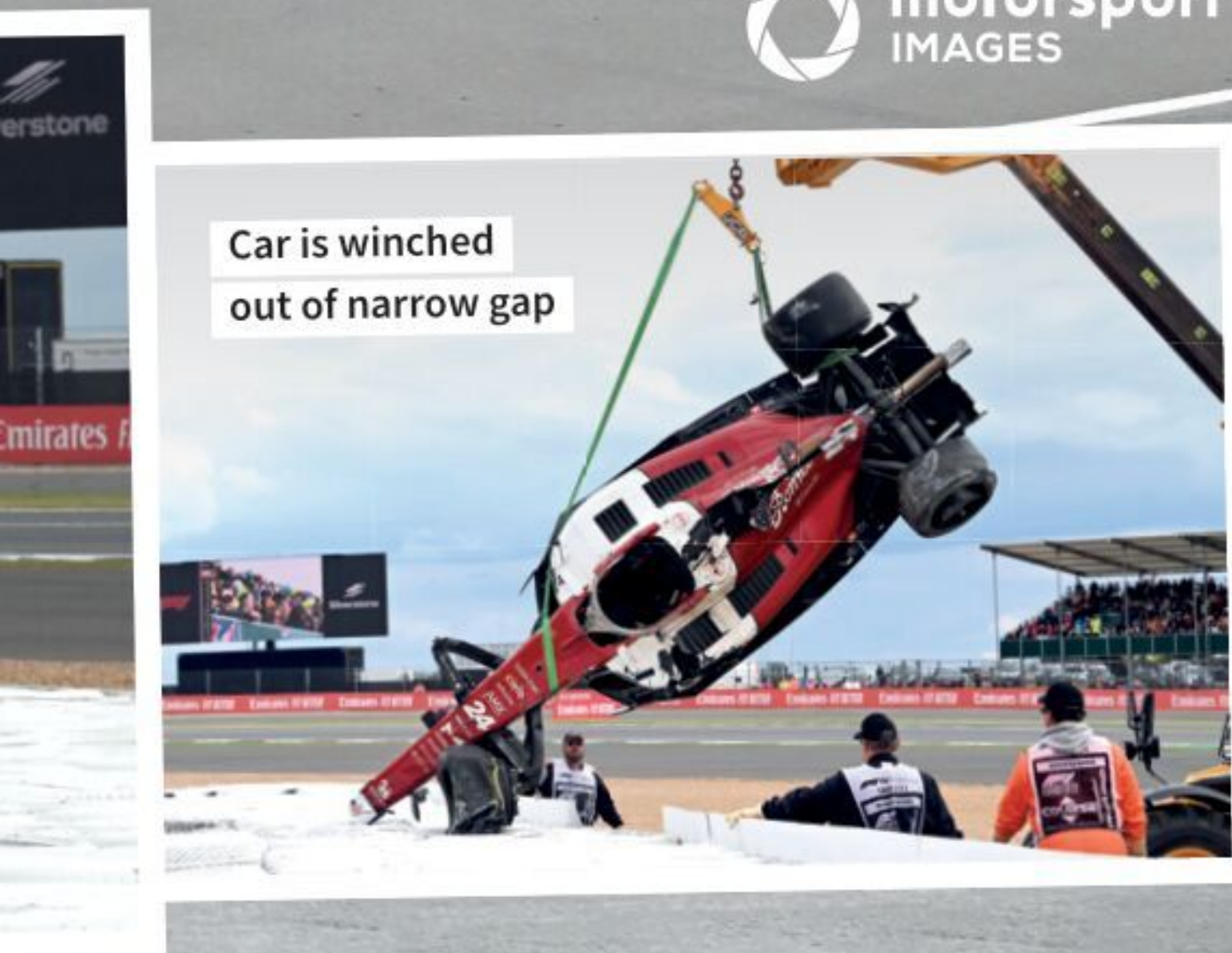
Northamptonshire police had warned earlier in the week that they had “credible intelligence” suggesting a protest was planned. After efforts to arrange a peaceful protest, a group of activists managed to breach the fence alongside the Wellington Straight as the cars passed by at slow speed because of the red flag. A number of them sat on the track before being pulled away by marshals, with seven arrests eventually being made.

“Everyone has the right to speak out on issues, but no one has the right to put lives in danger,” said F1 boss Stefano Domenicali. “The actions of a small group of people today were completely irresponsible and dangerous.”

While drivers appreciated the protestors’ environmental concerns, all of them condemned the way in which it took place.

“I wasn’t aware of the protest today, and while I’ll always support those standing up for what they believe in, it must be done safely,” said Lewis Hamilton after the race. “Please don’t jump onto our race circuits to protest, we don’t want to put you in harm’s way.”

LUKE SMITH & MATT KEW



Car is winched out of narrow gap

ALL PHOTOGRAPHY
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IMAGES

Dixon bats off Arrow McLaren SP gossip

INDYCAR

With few key IndyCar driver shuffles for 2023 – Alexander Rossi moving to Arrow McLaren SP and being replaced at Andretti Autosport by Kyle Kirkwood – paddock gossip is already blossoming regarding 2024.

At the centre of this rumour mill is Scott Dixon, who has been with Chip Ganassi Racing since 2002, accruing 50 of his 51 IndyCar wins and all six of his titles with the squad, but who has long been a target of McLaren CEO Zak Brown.

Autosport understands that Dixon's current contract with Ganassi is through to the end of 2023, and that it is IndyCar-specific, whereby he can't be moved sideways into

the Cadillac sportscar programme full-time – something that doesn't yet interest Dixon since he is keen to elongate his open-wheel career. To that end, there are rumors that he could move to Arrow McLaren SP for 2024, invest in the team, and thereby ensure he is fully in charge of his driving career in terms of length and category.

Considering there are 18 months left to run on his current Ganassi deal, it is unlikely that he is permitted even to talk with other teams, and he has denied such discussions had taken place.

"If people are having those conversations, I haven't been a part of them," he said. "I love doing what I'm doing, I love being a part of the team that I'm with, and who knows



DOLE/MOTORSPORT IMAGES

what comes in the future? As of right now, just focusing on this season. That's all I've got to say. There's nothing to it."

Dixon did admit that remaining within the sport after his driving days are over is very appealing. "I don't see [myself] giving up anytime

soon," said the New Zealander, who turns 42 this month.

"The possibilities after I'm done? I'd love to still be a part of the sport. What that means and in what capacity, I have really no idea... As of right now, it's not on the radar."

DAVID MALSHER-LOPEZ

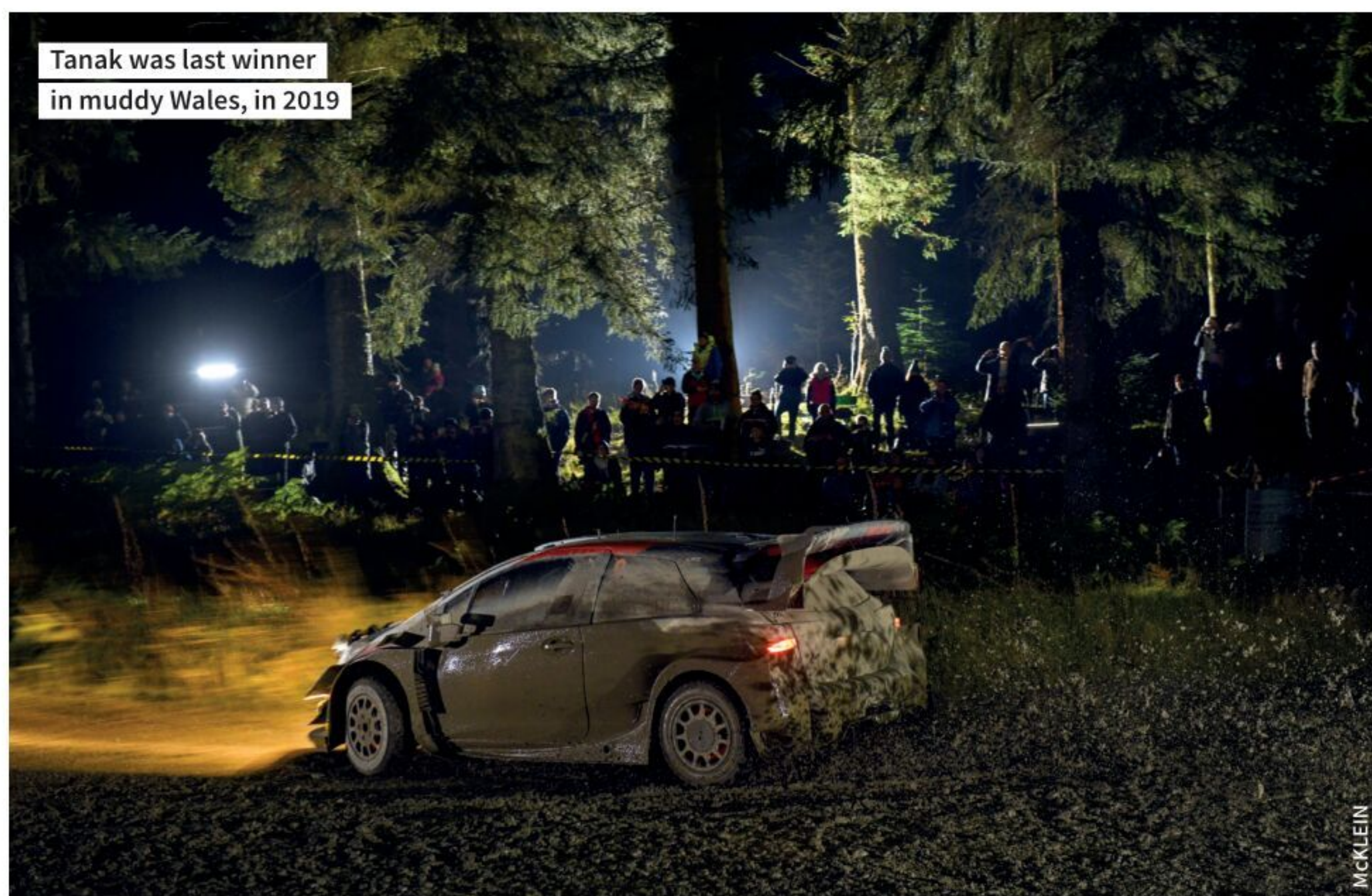
Hopes recede for 2023 UK WRC date

WRC

The chances of the UK featuring on the 2023 World Rally Championship calendar appear unlikely, with the series confirming that time is running out for an agreement.

Work is well under way to secure next year's calendar, with the championship aiming to expand to 14 events, comprising eight based in Europe and six long-haul rallies. The UK remains a key market for the WRC, with efforts continuing to bring rallying's top tier back to its shores for the first time since Wales-based Rally GB in 2019. Rally Northern Ireland is the most likely prospect on the table for the WRC to return to the UK, but securing government funding continues to be a hurdle.

The WRC has worked closely with Rally Northern Ireland promoter and businessman Bobby Willis for the past two years to turn the proposal into a reality. An August slot on the 2022 calendar was kept open for the rally, but the bid collapsed when a funding agreement from the



Northern Ireland government couldn't be secured within Motorsport UK's timeline.

WRC event director Simon Larkin says the championship is still supporting the Rally Northern Ireland bid to join the 2023 calendar. "It is a project we were quite enthusiastic about and we have lent all of our support," said Larkin. "The UK is not a great place for politics and Northern Ireland is not a great place for politics."

"There is a lot of party politics and it's

very difficult to get the final sign-off and we are still persisting with it. We hope it will continue but the time is running out. Something drastic would have to shape in the next few weeks for it to happen."

It appears that Germany has indicated its interest in rejoining the calendar for the first time since 2019. While the WRC is yet to receive a formal proposal, there have been initial discussions with the country's ADAC.

TOM HOWARD



FORMULA 1 Aston Martin F1 racer Sebastian Vettel exercised his ex-Nigel Mansell Williams-Renault FW14B, driven by the moustachioed Brummie to victory in the first five grands prix of his 1992 title-winning season, at Silverstone last Sunday prior to the British GP. The car, chassis 08, was also raced to second place at Silverstone by Riccardo Patrese. Vettel has had the car converted to run on carbon-neutral fuel. "In the end, you can express culture in many ways – music, arts – but our way of expressing ourselves is driving racing cars, and it would be a shame if that was all to disappear," said Vettel. **Photo by Hone/Motorsport Images**

Macau canned again for F3 and tin-tops

FORMULA 3/WTCR

The FIA Formula 3 World Cup in Macau will not be run this year, while the World Touring Car Cup will not make its planned return to Asia.

The Macau Grand Prix has not been run for F3 cars since 2019 owing to the COVID-19 pandemic, and instead has featured the local Formula 4 series. It was hoped that F3 would return this year on 17-20 November as global travel restrictions loosen. But following the latest meeting of the FIA's

World Motor Sport Council, the governing body stated it would not "take place in 2022 due to ongoing restrictions related to the COVID-19 pandemic".

WTCR had planned to conclude its 2022 season at Macau, after races in South Korea's Inje Speedium (8-9 October), and at Ningbo in China (5-6 November). But the FIA statement said that these events, and Inje's corresponding eTouring Car World Cup round, would be called off. Replacement events will be sought to make up the full 10-round calendar.



"Due to the ongoing quarantine restrictions and associated logistical challenges in Asia, rounds set to take place on the continent will not be held this year," said the statement. "Together with Discovery Sports

Events, the promoter of the two series, the FIA is working towards securing replacement events."

Macau's FIA GT World Cup will also not be staged this year due to quarantine restrictions.

JAMES NEWBOLD

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Accusations fly in World Touring Car paddock

WORLD TOURING CAR CUP

Tin-top great Gabriele Tarquini has questioned the performance of the Cyan Racing-run Lynk & Cos in the World Touring Car Cup, on a Vila Real weekend when his own team of Hyundais was accused of hiding its true pace in qualifying for the second round in succession.

The 60-year-old Italian retired at the end of last season and is now team manager of Hyundai operation BRC Squadra Corse. The driver who was signed to replace him, 26-year-old Mikel Azcona, leads the standings after five of 10 rounds by 16 points over Cyan Lynk & Co's Santi Urrutia.

"It's quite frustrating," said Tarquini at the Portuguese venue. "We had a gap of 0.5s to the Lynk & Co cars in every session. This is happening every time we are at a circuit that has acceleration from very low speed, so engine rpm is quite low for everybody."

"Yet a car that is running 60kg of overall weight more than us, with the same power level, is just flying when it accelerates from this range of rpm. This is where the extra weight should have the maximum effect, but it doesn't. For me that is something a bit out of the box, but it has been like this for three years now."

"If you look at their homologated boost table compared to us and other competitors, you can understand there is something at least strange going on. I really hope something will change soon or later."

BRC chose not to lodge a protest, despite Tarquini's complaint. When approached by Autosport to respond

to his comments, Swedish team Cyan stated: "The engine parameters are set and monitored by the WSC [the organisation behind the TCR rulebook], based on the character of the base engines. We have full confidence in the process of the WSC related to this."

The timing of Tarquini's comments last weekend coincided with widely held views that Azcona and BRC team-mate Norbert Michelisz purposely lapped off the pace in qualifying at Vila Real, and also at the previous weekend's round at Motorland Aragon, to ensure the Elantras maintain a competitive Balance of Performance. Compensation weights are decided on best qualifying laps recorded for each model.

Munnich Motorsport Honda driver Nestor Girolami alluded to the tactic in Vila Real without specifically naming BRC. "Suddenly some cars didn't perform well in qualifying, which was the tendency in the last event – or we are not playing as smart," he said. "With the rules we have it is clear what they are doing. Hopefully something will change for the future because I like pure motorsport and I like to push 100%."

Tarquini denied that the Hyundais were holding back their pace: "We were absolutely on the limit. Norbi crashed in FP2, Mikel bent his steering rod riding another kerb too aggressively in Q1. Norbi's performance in Q3 was at 110% and still he was 0.5s off from the pole position time."

DAMIEN SMITH

P45 WTCR REPORT

New cities join Gen3 schedule

FORMULA E

Formula E's first release of its 2022-23 calendar features an all-time high of 13 rounds and 18 races, with the confirmation of expected new Indian and Brazilian rounds in Hyderabad and Sao Paulo respectively.

Cape Town is expected to be added to the schedule later on, while New York is omitted due to expected building works around the Red Hook area of Brooklyn – the site of the city's E-Prix. Formula E CEO Jamie Reigle explained to Autosport that civil works in Cape Town are in progress, but the championship is waiting for full confirmation from the local promoter that everything is in place before it formally joins the calendar.

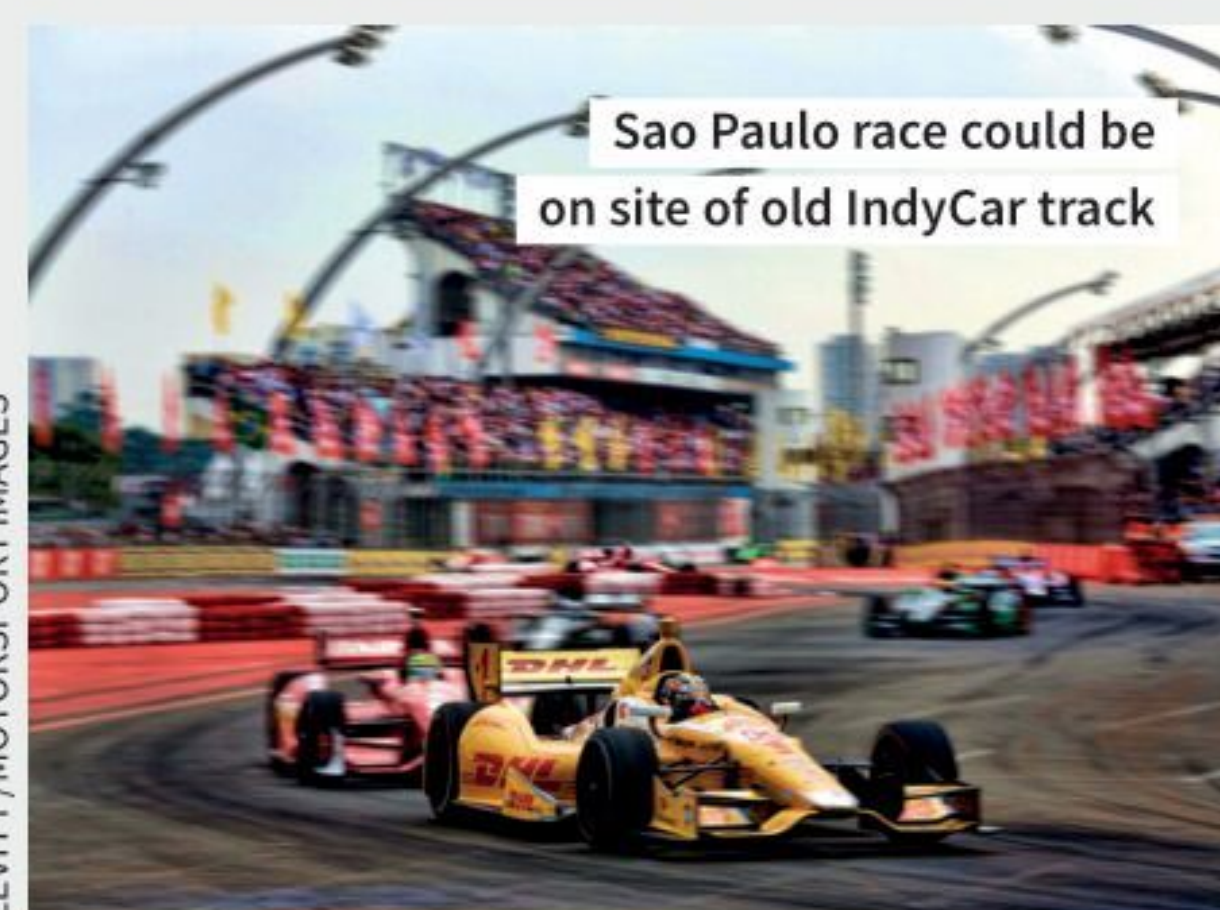
This is in response to the cancellation of Vancouver, where race promoter OSS Group failed to submit the relevant paperwork for a 2022 race. This was initially postponed to 2023 before eventually being cancelled for good.

The season starts on 14 January in Mexico City, which takes over from Saudi Arabia as the opener for the start of the Gen3 era. The Diriyah E-Prix will follow two weeks later, before India hosts its first FE round in Hyderabad. Sao Paulo is next on 25 March, with the race expected to be held around the Anhembi Sambadrome, which previously hosted IndyCar.

Two European events follow in Berlin on 22 April and Monaco on 6 May. Seoul has been moved from August to 20-21 May, before Jakarta hosts its second event as a double-header on 3-4 June.

Formula E is actively looking for a potential new venue in the US for the 24 June slot, before the season ends with Rome and London in July, both cities hosting double-header rounds, with the UK capital finishing the campaign on the last weekend of the month.

JAKE BOXALL-LEGGE



LEVITT/MOTORSPORT IMAGES

Technology was tested
in Corolla H2 Concept
at 2021 Fuji 24 Hours



ICE plan for hydrogen class

LE MANS 24 HOURS

The Le Mans 24 Hours is ready to open up its forthcoming hydrogen class to internal combustion engines. Race organiser the Automobile Club de l'Ouest looks set to allow them into a category conceived for electric prototypes powered by hydrogen fuel cells.

ACO president Pierre Fillon explained that the change of tack resulted from a desire to give manufacturers different routes into a category due for introduction in 2025 at a time when hydrogen-powered ICE technology is being explored for road car applications.

"There is a new subject in hydrogen because now some manufacturers are talking about internal combustion engines," said Fillon. "The idea of hydrogen ICEs could be interesting for the manufacturers. We will open the competition for all the solutions. We want hydrogen and zero emissions, but the way to achieve that is in the hands of the manufacturers. Maybe it might be a way for them to spend less money; a fuel cell car still needs a lot of development to reduce weight."

Toyota is already experimenting with the technology in endurance racing in Japan. Last year it debuted the Corolla H2 Concept, which is powered by the three-cylinder turbo engine from the GR Yaris modified to run on hydrogen. Company boss Akio Toyoda is a key proponent of the project and was among the drivers when it made its debut in last year's Fuji 24 Hours.

Toyota Gazoo Racing Europe technical director Pascal Vasselon said that it was important for the ACO to explore different routes available to bring hydrogen-powered machinery to Le Mans. "Technology is moving fast in the carbon-neutral field," he explained. "Four or five years ago there was only real fuel cell as a mature technology. Now progress has been made with hydrogen combustion engines that if there is a hydrogen future at Le Mans – and there will be – it makes sense to open the door to different technologies that can do the job."

The plans for the category as they stand allow a manufacturer to develop the fuel cell only. ORECA and Red Bull Racing Technologies will produce the chassis, GreenGT the electric powertrain.

GARY WATKINS

IN THE HEADLINES

KOBAYASHI IN IMSA LEXUS

None other than reigning World Endurance champion Kamui Kobayashi was the latest replacement for the injured Jack Hawksworth in the Vasser Sullivan Lexus squad for last weekend's IMSA SportsCar round at Mosport Park. The Japanese joined regular Ben Barnicoat for his taste of the RC F GT3. They lost time with repairs after an early incident, but recovered to finish just 16 seconds off class victory – although that was sixth and last in the ultra-competitive GTD Pro division.

FILES GETS TWO PODIUMS

Briton Josh Files moved up to second in the TCR Europe standings thanks to two podium finishes on the series' inaugural visit to the Norisring street circuit last weekend. Files, driving a Target Competition Hyundai, took advantage of Isidro Callejas's failed bids to wrest the lead from Honda racer Mike Halder with an opportunist dive to relieve the Cupra-driving Spanish teenager of second place in race one, and chased Halder to the finish. He then claimed third in the reversed-grid sequel behind the Audi of series leader Franco Girolami and the Cupra of Klim Gavrilov.

FOSTER ON TOP YET AGAIN

California-based Brit Louis Foster scored another Indy Pro 2000 victory at Mid-Ohio last weekend to cement his lead in the points. Foster claimed pole for both races in his Exclusive Autosport car and drove away in the opener to win by almost 15 seconds. In race two he was beaten to victory by Brazilian Kiko Porto.

BARNARD STEPPING UP

Norfolk teenager Taylor Barnard had his best weekend to date in Italian F4 at Vallelunga last weekend. The Nico Rosberg protege scored a second (after a battle with Charlie Wurz) and two fifths with PHM Racing. British F4 series leader Alex Dunne claimed two fourth places.

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J BLOXHAM/MOTORSPORT IMAGES



Alain de Cadenet 1945-2022

OBITUARY

Alain de Cadenet was one of the great privateers in the history of the Le Mans 24 Hours, an owner-builder who pursued victory with a line of machines bearing his own name. The Briton, who has died aged 76 after a long illness, ultimately failed to win the race but he always put up a good show on a limited budget – and did it in style.

De Cadenet, the entrant and constructor, was a throwback to a former time, the epitome of the plucky British privateer. He ran his cars from a tiny mews garage in Kensington and famously towed one to Le Mans behind his 1928 Bentley Speed Six. He gave another an illicit run down the M4 motorway in Wiltshire in the dead of night to test its updated aerodynamics.

The Briton born to an officer in the French air services raced at Le Mans 14 times, half of them in cars that can loosely be called DeCadenets (the space in his name was generally dropped for his own creations). He made it onto the podium in 1976 sharing a Cosworth-engined Lola T380 with Chris Craft, a car already dubbed the DeCadenet-Lola as his little team slowly developed a car they had bought off the shelf the previous year. That's not to forget wins in the World Championship of Makes rounds at Monza and Silverstone in 1980 together with Desire Wilson,

victories that put them among the favourites going to Le Mans in the last in the line of DeCads.

De Cadenet decided to build his own Group 6 prototype because Ferrari wouldn't sell him one. He'd made his Le Mans debut in 1971 driving one of the Italian manufacturer's 512Ms for Ecurie Francorchamps and was rebuffed in his attempts to buy a 312 PB for the following year. He reasoned that the car was effectively a two-seater Formula 1, so set to 'converting' the Brabham BT33 he'd run under the Ecurie Evergreen banner for Craft in 1971.

The resulting Cosworth-powered machine is correctly called the DeCadenet LM72, though is better known as the 'Duckhams special' in

deference to the 500 quid he received from the oil company to paint the car yellow. The first DeCad competed at Le Mans three times, scoring a best result of 12th first time out. Two years later when its owner was absent from the cockpit – he'd been knocked off his monkey bike collecting some spares from Paddington station – his entry ran as high as third in the hands of Craft and John Nicholson.

The Lola followed in 1975. By 1977, believed to be the year of his midnight flip down the M4, it was a proper DeCad with its own monocoque built by TC Prototypes. De Cadenet and Craft came back from early delays to claim fifth, on the same lap as the third-placed finisher.

The bid to follow up on the promise of Monza and Silverstone at Le Mans in 1980 was ultimately undone when Wilson crashed in practice and was deemed not to have met the qualifying minimum. The rebuilt car ended up seventh in the hands of de Cadenet and Francois Migault, but would have been much higher had an hour not been lost in the pits on Sunday morning.

De Cadenet would race his own car one more time at Le Mans in 1981 before making four starts with other teams: GRID, Charles Ivey Racing (in a Porsche 956) and Courage Competition. After his retirement from the cockpit he enjoyed a successful TV career predominantly in the US, working for ESPN and Speed among others.

De Cadenet started racing in 1966 at the wheel of an AC Ace, once claiming that he got started in motorsport because he thought it would be a good way to pick up girls. He graduated through a Porsche 904, a Ferrari Dino 206S and then a Porsche 908 before having a crack at Le Mans for the first time in 1971. He later returned to racing to compete at Goodwood, Monaco and beyond in a variety of machinery.

GARY WATKINS



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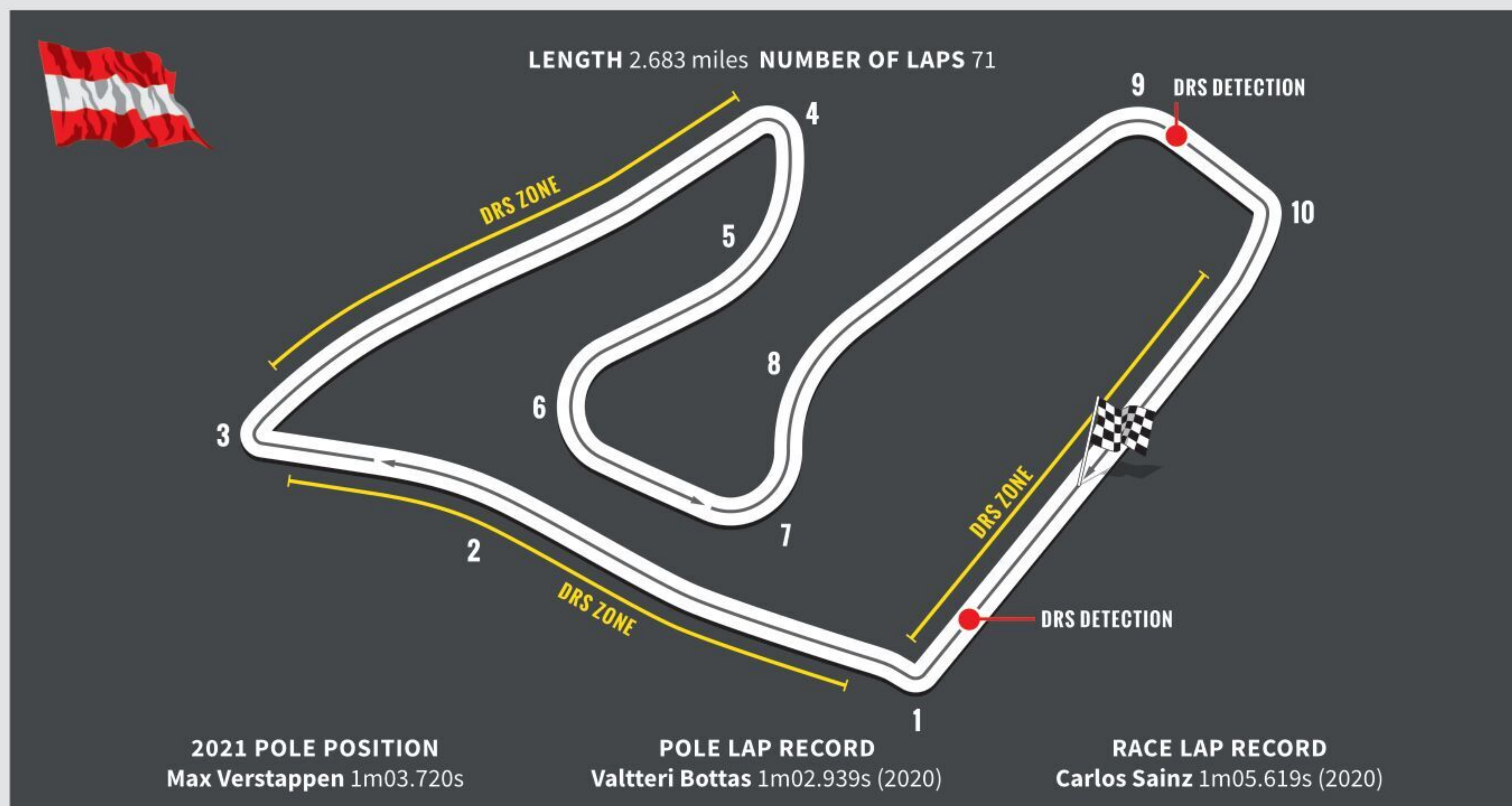
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ROUND 11/22 F1 AUSTRIAN GRAND PRIX PREVIEW



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Saturday 9 July

FP2 1130

SPRINT RACE 1530

Sunday 10 July

RACE 1400

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CHAMPIONSHIP POSITIONS

Drivers

1	Verstappen	181
2	Perez	147
3	Leclerc	138
4	Sainz	127
5	Russell	111

Constructors

1	Red Bull	328
2	Ferrari	265
3	Mercedes	204
4	McLaren	73
5	Alpine	67



RACE STATS

Previous Red Bull Ring winners

2021	Max Verstappen	Red Bull
2021	Max Verstappen	Red Bull
2020	Lewis Hamilton	Mercedes
2020	Valtteri Bottas	Mercedes
2019	Max Verstappen	Red Bull
2018	Max Verstappen	Red Bull
2017	Valtteri Bottas	Mercedes
2016	Lewis Hamilton	Mercedes
2015	Nico Rosberg	Mercedes
2014	Nico Rosberg	Mercedes



Red Bull Ring points tallies

Hamilton	151
Bottas	143
Verstappen	139
Norris	59
Vettel	58
Perez	58
Leclerc	48
Ricciardo	40
Sainz	39
Alonso	17



What made British GP a great race

Silverstone served up the best entertainment of the season so far thanks to the alchemy of circumstance combined with the track's layout and F1's new car design rules

ALEX KALINAUCKAS

"That was very reminiscent of the karting days. And I feel that that's Formula 1 at its best." That's how Lewis Hamilton reflected on the brilliant 10-lap blast to the end of the British Grand Prix.

Carlos Sainz, having decisively defied Ferrari's instruction to try to make up for its baffling call not to pit leader Charles Leclerc for the fresh soft tyres on which most ended up, immediately seized his chance to finally take his first F1 race victory. With Sergio Perez shooting past Hamilton in the wake of the race-winning move, Leclerc had quite the rearguard action on his hands. It included the move of the season so far, Leclerc's brilliant, bold, around-the-outside manoeuvre against Hamilton at Copse. That Hamilton soon dispatched Leclerc with DRS into Stowe capped the fantastic atmosphere at the track, as the home fans were able to see their hero on the podium. Leclerc, meanwhile, was straight into words with Ferrari team boss Mattia Binotto...

This had all followed the early exchanges of the restarted race, when Max Verstappen was his excellent and robust self at Brooklands. And Verstappen's misfortune to pick up a piece of AlphaTauri bodywork was a factor in the end of a race that he seemed set to win being so entertaining. Another factor that cannot be denied is that the exciting denouement only followed the safety car's appearance. This altered many drivers' races.

We don't have the evidence to say whether anything would have

"Hamilton reckoned the safety car prevented him from being in a victory fight"

stopped Leclerc edging further clear in the lead without the safety car, even with his damaged front wing. But it is a shame that, once again, other factors prevented the chance to see whether Ferrari really has cured the tyre wear struggles that cost it against Red Bull at Imola and Miami. Leclerc nevertheless had enough tyre life (after losing the critical temperature that compound requires thanks to the safety car) to mount his defence and not fall further than fourth. This is testament to Pirelli's 2022 tyre design meaning the drivers can push on them harder for longer.

Hamilton reckoned the safety car prevented him from being in a victory fight after his impressive charge for Mercedes. He had indeed gone from 4.4 seconds behind Sainz after his slow pitstop to 1.9s adrift by its arrival. Sainz was, though, having to lift and coast, which is a big lap time drain at this high-speed venue.

But overtaking, even with the tyre advantage Hamilton had worked well to build, was not guaranteed. Although, perhaps a scintillating scrap along the lines of what *did* come in the pack late on may have played out. We'll just never know, but the potential for Mercedes to create three-way scraps for the remaining race wins should be a boon to any fan.

So too — although this is admittedly even more subjective — should be how the decisions over intervening on hard racing were handled by the Silverstone stewards. The FIA outlining what is acceptable racing in a 'Driving Standards Guidelines' document sent to the teams at the start of 2022 appears to have been a big factor in how many drivers acted late in the race and meant there were no complaints from those involved. That was bar an almost inevitable Fernando Alonso grievance about stewarding consistency, this time regarding on-straight weaving.

Sainz also noted that the slipstream effect at Silverstone, while "not as big as last year" with the new car profiles, was "a very big effect also in having these interesting fights". Silverstone was always going to be a key test of F1's new car design rules given its high-speed layout, which rewards high-downforce and so faster packages and typically increases the threat of a procession. 'Dirty air' on such a layout has also been a problem. The safety car may have artificially bunched up the field, but the drivers were adamant "we were able to follow each other through the high speeds", summed up there by Perez.

It was quickly obvious that the new cars had improved racing compared to the previous era after Leclerc and Verstappen's string of wheel-to-wheel fights early in the 2022 campaign. But it was right not to get too carried away and declare them an instant success story, just as the impact of the safety car timing can't be understated in explaining why the Silverstone race conclusion was so good.

Plus, those early race battles led to plenty of tedious discussion on the role of DRS — also a factor at Silverstone. F1 sporting boss Ross Brawn stated after the race that "the introduction of raceability [as a factor in how the car design rules are made] is going to be a significant change for F1 for the future". Perhaps then, if future rules packages can be written so the racing is even closer and a safety car isn't required to bunch up the field (yes, specific race circumstances will always be different), then maybe DRS can be removed too...

In any case, the main takeaway is that the Silverstone action was surely the best racing of the new era so far. That ultimately cannot be expected at every race and F1 is all the better for it. It's the combination of the whole show and the varied venues that makes things so interesting and the highs so lofty when a racing delight comes around as it did last weekend. ✨

P16 BRITISH GP REPORT

YOUR SAY

While I think many of us have enjoyed Mercedes struggling a bit this season, Silverstone can give us some optimism of three-team fights in the second half of the season

PAUL COLE

Silverstone puts on a fantastic show

What a fantastic show Formula 1 put on at Silverstone this year, but first of all what a relief that Zhou Guanyu was not seriously injured in the awful accident at the first corner. I hope that the FIA will look at why the car lost so little speed in the runoff area, resulting in it rolling over the tyre barrier.

The rest of the race had a bit of everything – great wheel-to-wheel racing and some tense chases – and at a track where it has historically been difficult for cars to follow each other, the new rules were a success again. We saw two great drives from Lewis Hamilton and Sergio Perez, and that tussle for the lower podium steps a few laps from the end will live in the memory for some time.

Ferrari's tactics were baffling, and (without the benefit of a detailed analysis) it looks like they threw away a 1-2 finish and a golden opportunity for Charles Leclerc to gain more points back on Max Verstappen. It was clear that, despite damage to his car, Leclerc was faster than Sainz in all but the last part of the race after the safety car, when he was a sitting duck on old tyres. I can only conclude that they have already given up on the drivers' championship and are focusing on gaining as many constructors' points as possible, but even to achieve that they will have to be more decisive with their strategy calls.

While I think many of us have enjoyed Mercedes struggling a bit this season, Silverstone can give us some optimism of three-team fights in the second half of the season, and maybe Alpine will have the pace to nick a win somewhere.

Finally, many congratulations to Carlos Sainz Jr for breaking his F1 pole and win duck in the same race meeting – a long overdue success, and I expect the first of many.

Paul Cole

Orsett, Essex

Team-boss sniping is a turn-off

If Liberty Media wants to make F1 ever more popular, they could do worse than tackle the increasing public hostility between rival team principals. As an example, for many years my wife was totally uninterested in my passion for racing, yet was transfixed by *Drive to Survive* and began, albeit in a fairly genteel way, to follow the



fortunes of Lewis & Co. Now, however, she has been totally turned off by the incessant tit-for-tat between the likes of Horner and Wolff, which she describes as self-serving and downright nasty. I am sure she is not alone in this. As for me, although I appreciate there will always be gamesmanship in any sport and that team principals may regard it as their job to unsettle rivals, I think she may have a point. As a media company, Liberty will know publicity generated by controversy is good... up to a point. And that point is when it becomes distasteful.

Chris Hockley

Wareham, Dorset

READERS RESPOND

Thank you to all those who contacted us after our request to help identify the mystery fourth man pictured at a 1978 British Grand Prix autograph session (From the Archive, 16 June). The majority opinion is that he is British circuit powerboat racer Tony Williams – the Olympus sponsorship shared by the quartet pictured and the fact that they're also seated on a powerboat backs that up.

Have your say, get in touch

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RACE CENTRE

On his 150th F1 start, Sainz finally became a winner and was joined by Hamilton





SAINZ AT LAST AT WILD SILVERSTONE

Verstappen would have won, Leclerc should have won and Hamilton could have won. But, finally, it was Sainz who took to the top step of an F1 podium

ALEX KALINAUCKAS

PHOTOGRAPHY



motorsport
IMAGES



Forceful Sainz wasn't prepared to let Verstappen jump him again at the second start

For the first time, he was on pole. His big chance awaited, but it all went wrong when the Silverstone lights went out. He bogged down and the dominant points leader surged ahead. But Carlos Sainz had a second chance and seized it. Amazingly, this doesn't just apply to the 2022 British Grand Prix, where Sainz claimed a maiden Formula 1 triumph in his 150th start. It also happened 12 years earlier in the Formula BMW Europe round supporting the 2010 British GP when, as a 15-year-old, he scored his breakthrough win in that series.

Last weekend, Sainz's Ferrari squad emerged victorious for the first time since the Australian GP in April. But while there were always two starts planned in 2010 — there were two races after all, the first won by series leader Jack Harvey — there should have been just one last Sunday.

When the lights went out, Sainz got away slower than fellow front-row starter Max Verstappen, who reaped the reward of running soft tyres on his Red Bull against the Ferrari's mediums. As they shot through Abbey chased by the fast-starting Lewis Hamilton, who had quickly roared between Charles Leclerc and Sergio Perez, chaos and frightening drama unfolded in the pack behind.

The slow-starting George Russell and Zhou Guanyu had seen Williams qualifying star Nicholas Latifi nip between them. Then, as Pierre Gasly tried to do the same, Russell drifted slightly left. Their contact sent Russell sideways at high speed into the Alfa Romeo, which was instantly flipped upside-down and careered into the Abbey gravel supported only by its halo. Zhou was bounced over the tyre barrier after hitting it and was trapped between that and the catch fence protecting the grandstand beyond. Fortunately, Zhou emerged unharmed after several minutes of work from the FIA's extraction team, with Russell out too after climbing from his damaged

Mercedes to run to reach his stricken peer.

Zhou was transferred to the Silverstone medical centre, where he was joined by Alex Albon. The second Williams had been caught up in the mess that followed the initial massive crash, which was triggered by Valtteri Bottas braking under a shower of carbonfibre. Albon was quickly upon Bottas and he braked hard too, which left Sebastian Vettel with no chance to react in time. This resulting slam sent Albon hard into the pitwall, and his smashed car then bounced across the track and struck Esteban Ocon and, because of that contact, also wiped off Yuki Tsunoda's front wing. Albon was taken to Coventry hospital for additional checks before later also being cleared.

The red flags were flying just as the leaders reached the Aintree kink, after which Sainz spotted "three guys running towards me" down the Wellington Straight. These were three of seven later arrested from a Just Stop Oil-backed protest.

A delay of 53 minutes followed, with Sainz opting "not to see [replays of] the accident" during that stoppage. Instead, he was concentrating on not blowing his second chance to win from pole, much as he had 12 years earlier. This was because, even though Verstappen had surged ahead, Sainz would take the restart back on pole thanks to a key FIA rule. This is that after a red flag, the officials must take the restart positions from the last point at which it is possible to determine the full order — minus any retirements. In this instance, that could have been the safety car line at the end of Silverstone's long pit exit. But because Ocon and Tsunoda were still yet to cross this when the red flags came while they crawled with their considerable damage, the FIA had no choice but to refer to the original starting grid.

At the second start, Verstappen lined up on mediums, putting him in line with the two Ferraris either side of his Red Bull, Leclerc gaining back the third place he'd been fighting Hamilton for at the Loop when the race was stopped. Again, the world champion made the better



getaway, but this time Sainz could make a fight of it. He squeezed Verstappen firmly against the pitwall and, with the Dutchman pinched on the inside Abbey kerbs, Sainz's move as he braved things out around the outside was eased. He stayed ahead and led through the rest of the opening turns, where Leclerc was again in the wars.

He'd made a second poor start and had been passed by Sergio Perez immediately off the line. But at the Loop, Leclerc shoved his Ferrari onto the kerbs and alongside the Red Bull, bolshily forcing his way past even though it meant damaging his right-front wing endplate. On Leclerc's right, Perez had come across so far in defence that he actually appeared to clip Sainz's left-rear, with Verstappen just ahead in close proximity too. And so Perez also picked up similar wing damage. As the pack charged towards Copse a few moments later, Leclerc's damaged endplate came off and struck Perez's nose, but did no additional damage to his endplate, which was already hanging off.

Shortly before this, Leclerc had got such a good run down the Wellington Straight that he'd been able to challenge Verstappen at Brooklands in Sainz's wake. There, Verstappen forcefully obliged his title rival to take the outside line and then to the runoff in a move the stewards reviewed but decided warranted no further scrutiny.

Sainz ended the first real racing lap with a one-second lead over Verstappen, with Perez having to pit three laps later to change his front wing, dropping to last and seemingly out of contention. Red Bull was also forced to put him onto the used medium Pirellis

with which he'd taken the first start.

By this stage, Sainz's lead was hovering at just above one second. Now Verstappen charged — DRS finally activated — and a three-way fight for the lead unfolded as Leclerc chased on too. Sainz was under huge pressure and feeling that he "wasn't completely comfortable with the car" even at this early stage. There was an important reason why, which took the Spaniard back 28 hours.

In FP3, Autosport noted that Sainz's F1-75 was corner-porpoising (what the drivers call 'hopping') through Becketts at a much higher frequency than Leclerc's. Sainz said this was down to "some issues with the car that we had to correct" and, while Ferrari thought it had done so ahead of qualifying, the wet weather had masked things. Now, Sainz was feeling the bouncing in much the same way as he had in FP3, and so "felt like I lost quite a bit of pace".

With Sainz having to cope with the rear instability of the corner hopping, and leaning on the medium tyres even further to try to stay out of Verstappen's reach, this meant he was "struggling a lot with understeer in the high-speed corners — opening the front-left tyre a lot". On lap 10, his various issues resulted in an oversteer snap at Becketts, spearing suddenly left and through the runoff. Verstappen seized his chance and shot past the momentum-shorn Ferrari down the Hangar Straight.

The reigning world champion was now the comfortable favourite to win given the Red Bull's long-run pace has generally been better than Ferrari's this season, something that was apparent again in FP2 last Friday. But Verstappen's grip on Sunday's race lead lasted only a lap and a half. And it came loose thanks to a spectacular incidence of intra-Red Bull/AlphaTauri friendly fire.

Tsunoda and Gasly — their cars repaired and checked over during the red flag, as was the case with Vettel and Ocon too — were scrapping over seventh on lap 11. But when Tsunoda sent a move to Gasly's >>

“VERSTAPPEN WAS NOW THE COMFORTABLE FAVOURITE TO WIN GIVEN HIS STRONG LONG-RUN PACE”

Leclerc leads at the final restart but knows he is a sitting duck on his old, hard-compound tyres



inside at Village, he lost his rear and spun, taking his team-mate around too with a small tap left rear to right rear. It damaged Gasly's rear wing, with an "endplate", said Red Bull team boss Christian Horner, knocked off. This was lying on the approach to the Loop the next time Verstappen came around, and he later said he "couldn't move drastically left or right" so "just tried to hit it head on". But the part, Horner explained, got "stuck under the bottom of the car", robbing Verstappen of approximately 20% of his car's overall downforce.

Verstappen naturally felt his handling change almost instantly, but misdiagnosed the problem. Having seen the carbonfibre, he thought that hitting it had caused a puncture, which meant he slowed and the Ferraris caught back up through Maggotts/Becketts.

With Sainz having already shot back ahead, Verstappen dived for the pits even though Red Bull "couldn't see [a puncture] on the data", according to Horner. But with just seconds of the lap remaining and something clearly wrong, it backed Verstappen's call, sending him back out on the remaining set of new medium tyres eschewed at the original start.

Things suddenly looked very good for Ferrari, but this was also short-lived. As Verstappen pitted, Sainz ended that lap with a one-second lead over Leclerc, but the next time by the gap was under the DRS-activation level of 1s and so Leclerc was soon calling for the team to intervene. Even with his front wing damage, Leclerc was pressuring his team-mate. He'd "felt in the first few laps there was quite a bit more understeer" with the damage but, after making bias switch changes, felt this got better and was able to remain within DRS range. Leclerc felt he could go quicker, but Ferrari, as well as trying to placate its frustrated drivers, was keenly aware of a new secondary threat.

Hamilton had gone wide as the leaders clashed through the Loop at the second start and so dropped behind Lando Norris, before battling his way past his fellow Briton with a simple DRS-assisted pass into Brooklands just after Perez pitted out of their way on lap five. Then, while the attention was focused on Verstappen and Leclerc chasing Sainz, he'd quietly closed a gap of nearly 8s to 6s. For the seven laps between the Red Bulls pitting, Hamilton's pace was a 1m33.690s average compared to 1m33.941s for Sainz and 1m33.641s for Leclerc.

"Do something!" Leclerc insisted, as he tried to save his tyre life while behind his team-mate. Ferrari initially tried ordering Sainz to go faster, but then acted on lap 20, bringing him in to switch to the hards. Leclerc was unleashed, but over the next four tours he actually lost 1.1s to the Mercedes of the charging Hamilton, who, as Sainz noted, was "having one of his special days".

On lap 25, Ferrari called Leclerc in for his own hards, with his 0.3s longer stop and Sainz's pace on fresh rubber combining to give Leclerc a 2.2s deficit when he rejoined in third, the leading trio's pace so strong over the first half that they were by now already a pitstop clear of Norris.

Ferrari was able to make front-wing adjustments to mitigate the loss of downforce from Leclerc's damage, and he took just three laps to get

"SAINZ WASTED LITTLE TIME. HE USED HIS GRIP ADVANTAGE TO SILKILY DANCE AHEAD THROUGH AINTREE"

back within DRS range. The hard tyres were tricky to switch on thanks to the comparatively cool conditions versus previous editions of this event. But once through this stage Leclerc hounded Sainz again.

And, again, Ferrari seemed to dither when it came to the team orders Leclerc was soon requesting. With Mercedes leaving Hamilton out to "offset myself as much as I could" against the red cars, Ferrari told Sainz to match the Briton's pace or he'd have to let Leclerc past. But if the second car had been able to mount a move, the pair were free to race.

Sainz couldn't reach the 1m32.1s target Ferrari wanted, and so on lap 31 he dutifully let Leclerc go ahead on the Wellington Straight. Two laps later, with Leclerc having shaved half a second from Hamilton's near-19s advantage (the critical threshold to pit and retain a place when rejoining), Mercedes called Hamilton in. But the stop ended up being 4.3s because the left-front was slow coming off, meaning Hamilton rejoined in third behind Sainz.



Now it was Leclerc who seemingly had the race to lose, particularly because Sainz “suddenly had to start managing fuel a lot” through major lift-and-coast tactics. Indeed, from a 4.4s gap after Hamilton had stopped and was getting through the tough tyre warm-up, Sainz’s advantage shrank to 1.9s over the next five tours.

But then a further twist massively altered the race. Shortly after passing Verstappen — who was even more unhappy with his car balance since a second stop on lap 23 for hard tyres because “we thought that was our best way of finishing P7”, said Horner — Ocon stopped on lap 39 on the National Pits straight. The Alpine was out with a suspected fuel pump problem and its position ahead of Copse meant the safety car was called out so it could be safely retrieved.

The race suspension was called with Leclerc at Stowe, but engineer Xavier Marcos Padros declared his safety car window “closed”. Sainz, however, pitted, as did Hamilton and the next two in the order (Perez and Fernando Alonso). “Our two cars were too close to stop both of them,” Ferrari team boss Mattia Binotto later claimed. “If we would have stopped [Leclerc], maybe the other ones may have stayed out, and he would have maybe been fourth on soft tyres with other cars ahead of him. Would he have recovered the positions? I’m not sure.”

Binotto said Ferrari felt that Leclerc would have better tyre degradation on 14-lap-old hard rubber than on new softs, even if the white-walled rubber had to be worked back to temperature.

The Italian team also wanted Sainz to drop back and use the grip from his softs to ward off the chasers, while Leclerc pushed to escape. But Sainz overruled his squad, fearing “if [Hamilton] passes me, then Charles is going to be dead meat also, so my decision [was] to get in the lead as soon as possible”.

Therefore, at the lap 43 restart, Sainz wasted little time. He used his grip advantage to silkily dance ahead going through Aintree and then rebuffed Leclerc’s rebound move to the outside of Brooklands. In clear air, he shot to a 3.8s winning margin over the final nine laps.

Behind him came the finest and fiercest racing witnessed this F1 season so far, as Leclerc sought to rescue a seemingly impossible podium result against Hamilton and the recovering Perez.

At the restart, Perez, who had lapped at a strong 1m33.294s >>

QUALIFYING



At first glance, the results and events of the wet qualifying for the 2022 British Grand Prix appear to indicate the mistake of one Ferrari driver helping the other to deprive Max Verstappen of pole. But, after being dominant for most of the session, the reigning world champion was the architect of his own downfall in finishing second behind Carlos Sainz.

The misting rain that soaks you without leaving pools of standing water had fallen steadily ahead of Q1, which meant the pack emerged on intermediates. Verstappen led the way in Q1 and Q2, respectively by 0.7 seconds and 0.4s.

The track was wetter from the end of Q1 to the end of Q3, robbing the drivers of their usual steering wheel delta reference, as their personal bests had all come at the end of Q1. Sainz explained this left him “super-frustrated”, but a switch change cleared things, while Verstappen and his seemingly nearest rival, Charles Leclerc, opted to stay ‘blind’ to the finish.

At the start of Q3, Verstappen slid luridly and nearly went off in the middle of Club ahead of his first flying lap, but even then was a massive 2.2s up on Leclerc through the first sector alone. At the end of that tour, he spun out of Stowe, then had a subsequent off after getting his braking wrong entering Club. But with the rain easing and the track drying slightly, the drivers pushed on to make the best of the track evolution, and fearing a threatening late Q3 shower.

On the last laps, Verstappen led the way with an advantage of 0.2s over Leclerc, with Sainz, who had narrowly avoided a Q2 exit by improving just before the middle segment was at its wettest and slowest, third and 1.1s adrift.

He produced a final lap that “didn’t feel amazing” thanks to a Village error that put him off line for the Loop, not pushing the limit hard enough through Maggotts and Becketts, and then “running out of battery” exiting Stowe. But it resulted in a 1m40.983s and the quickest times of Q3 in the second and third sectors.

Verstappen was quickest in sector one, but Leclerc, who was running just ahead, then spun wildly after hitting a puddle just past the Chapel apex and briefly caused the yellow flags to fly. This meant Leclerc could not improve and was confined to third, and it also required Verstappen to lift. But the Red Bull star was still 0.1s ahead of his own personal best at the end of the second sector, metres past where Leclerc had spun, yet was 0.07s down on Sainz’s best to that point. After an underwhelming final sector, Verstappen wound up with no improvement and Sainz’s maiden F1 pole was confirmed.

“VERSTAPPEN WAS QUICKEST IN SECTOR ONE, BUT LECLERC THEN SPUN WILDLY AFTER HITTING A PUDDLE”



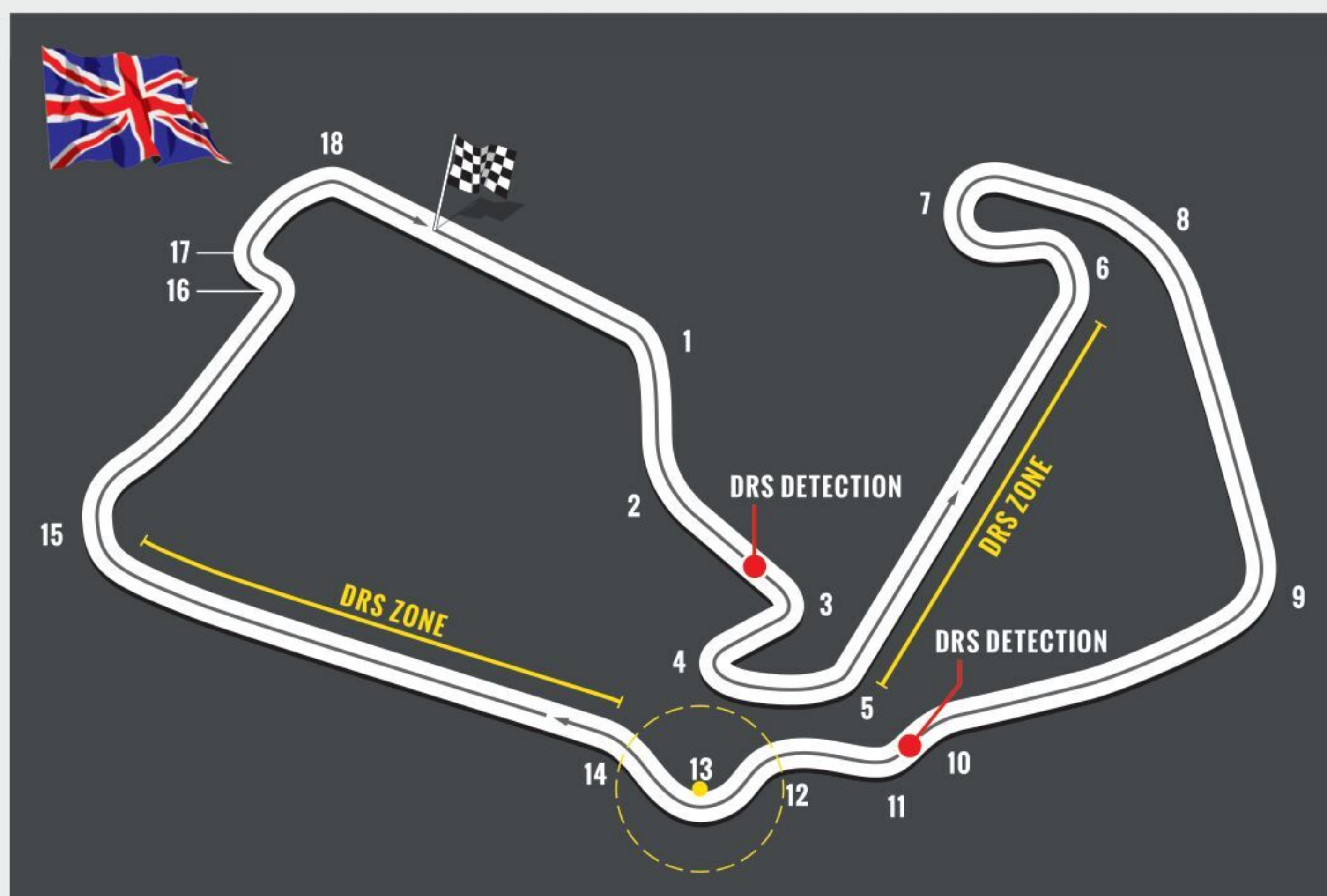
TRACKSIDE VIEW

Maggotts-Becketts is at least in the conversation with Eau Rouge when it comes to drivers nominating their favourite corner complex on the Formula 1 calendar. At Spa, in the dry, it's invariably a flat-out, one-line rollercoaster for all. But it seems the jury is still out on the best way to devour the famous Silverstone sequence.

After a venture trackside to Farm for first practice is undone by rain that leaves only 10 cars to set a lap, Autosport is back out the next day for FP3. Grey clouds are looming this time as well, but the showers will hold off until qualifying – ah, a typical British summer weekend for the world to see. So, now standing on the inside of what engineers refer to as Turn 13 – the tighter, right-hand second apex of Becketts – there's a clear 180-degree view. Although the high speed, flat landscape and distance to the track make it harder to differentiate each driver's approach, the spectacle remains thrilling. Here, the ears are hardest at work.

Max Verstappen breaks down the fast sweeps into their constituent parts. Despite a strong headwind that is carrying the sound away, it remains noticeable that he changes down for the left and then downshifts for a second time into the deceptively tight right before hopping back on the power through Chapel to dart out of sight.

Nearest rival Charles Leclerc skins it rather differently. For one, unlike the unflappable Red Bull



“UNSURPRISINGLY, HAMILTON GAINS THE BIGGEST CHEER VERSUS RUSSELL AND NORRIS”

RB18, the Ferrari F1-75 is still bouncing significantly at the rear axle. Once the TV helicopter leaves him be, you can hear that he lifts completely into the left but leaves the paddles well alone. It's only when he is mid-transition that Leclerc pulls for a single downshift. It's the more spectacular to

watch as the car appears nervous through the change of direction, seemingly ready to spit its driver off should there be any lapse in concentration.

Carlos Sainz is also suffering from porpoising, but his is at a much higher frequency as the car skips rather than lollops up and down. He will later report his unease with the high-speed balance of the set-up for FP3. But in between bits of corrective lock, he's much more in line with Verstappen's style than that of his team-mate.

While incidents of tyre squeal from the nearby Porsche Experience Centre prove deceptive (no, an F1 driver hasn't binned it spectacularly just out of view), there's no fooling the ears when Lewis Hamilton arrives in front of the two grandstands. Unsurprisingly, he gains the biggest cheer versus compatriots George Russell and Lando Norris. Both McLarens, by the way, are slammed into the ground. Sparks fly from the outer edge of the floor as they kiss the asphalt.

MATT KEW



Sparks fly at Becketts, one of the great F1 corner sequences



average while completing a 34-lap stint on the mediums following his early stop, all while making his way through backmarkers (and having several rivals pit out of his way), pounced on Hamilton. He did so through Aintree, having made a cutback move at the Loop as the Mercedes struggled to fire up the softs – something Hamilton’s team had noted in practice. And then Perez was all over Leclerc.

On lap 45, with Leclerc sliding everywhere, Perez sent a thrillingly late move down the inside of Stowe. But Leclerc held on around the outside – indeed fully over the exit kerb’s white line – and they then went side by side through all three Club apexes. But with Perez sent off-track at the first, he cut back across Leclerc’s bows in the second and so pushed the Ferrari off before the third apex that feeds onto the pitstraight. That meant Hamilton shot past both as he roared onto the part of Silverstone that officially bears his name, but Perez wasn’t

“AS SOON AS I PASSED THE CORNER, I LOOKED IN MY MIRROR AND HAD A FLASHBACK OF LAST YEAR”



done. He immediately put another bold move in at Village, with Hamilton now forced off track, the stewards later opting against investigating any of the shoving. Leclerc was also able to sneak back past the momentum-robbd Mercedes on the outside line through the Loop and Aintree.

Two laps later, with Perez already gone by 1.9s, Hamilton used his grippier and surprisingly low-degrading softs to outdrag Leclerc around the outside of Luffield. But the Ferrari’s power punch kept Leclerc in the hunt and, with the new ground-effects cars superbly allowing the close racing F1 hoped they would at tracks such as this, he put in the move of the season so far. Trusting Hamilton not to send him off into the Copse barriers, Leclerc brilliantly swept around the outside to move back to third. “It was quite on the limit,” he reflected later. “As soon as I passed the corner, I looked in my mirror and I had a flashback of last year but luckily nothing bad happened.”

But Leclerc’s sterling defence came to nought as Hamilton’s DRS opening on the subsequent Hangar Straight meant he powered past and beat a Ferrari he thought he “would have been able to battle” without the safety car on hard tyre pace alone. Leclerc then defied the chasing Alonso and Norris to the flag, gaining six points on Verstappen, who ended up seventh after some questionably aggressive defending late on versus Mick Schumacher.

Breathless, brilliant and bold stuff throughout – the action left everyone needing to pause for thought and recovery. And Sainz recalled his FBMW triumph at his Silverstone “special place” after climbing from his cockpit.

He’s made a real recent breakthrough with the F1-75 but, although back in 2010 he scored one more win (in the FBMW Pacific series, where he’d actually scored his first and second successes in car racing at the Sepang round eight weeks before heading to Silverstone), Sainz would do well not to dwell on that first-from-pole triumph of 12 years ago being his sole victory of that European campaign.

It is, however, a world stage now. And, finally, Sainz is forever a winner on it. 🏆

NEXT F1 REPORT

**AUSTRIAN GRAND PRIX
14 JULY ISSUE**

ALONSO PIPS NORRIS AFTER LATE PIT CALL

Fernando Alonso beat Lando Norris to fifth place at Silverstone after McLaren waited too long to pit the Briton under the late-race safety car.

After Lewis Hamilton had battled his way past Norris in the early stages of the restarted event, Alonso tracked the McLaren in a long chase over fourth place. This became fifth when Sergio Perez's strong pace down the order following his unplanned early stop was allied with fortunate timing around the safety car intervention, called after Esteban Ocon retired in the other Alpine.

Ocon had been dropped from the Norris/Alonso battle when he was caught behind the slower AlphaTauris before their friendly fire clash spun both around. He chased down the hobbled Max Verstappen after they had both stopped to take hard tyres, but pulled out of eighth place on lap 38 with a fuel pump problem.

Alonso opted to pit for softs behind Perez and most of the leaders, but McLaren, considering its strategy options, called Norris in too late for him to make the pitlane entry. He did come in the next time around but rejoined behind his long-time rival after each had pushed between the pitlane safety car lines.

Alonso watched the thrilling late battle between Leclerc, Perez and Hamilton with interest, but could not put his own move on the damaged Ferrari with its worn tyres by the flag.



Mercedes remains guarded following upgrade boost

Mercedes team boss Toto Wolff insists the squad will not get carried away about the rest of the 2022 Formula 1 season, despite its strong British Grand Prix showing following the introduction of many new upgrades.

Much as was the case at Barcelona in May, the smooth Silverstone track helped the W13 as its drivers were not subjected to high and regular impacts from surface bumps. This venue's high-speed layout also played to the car's strengths, its package tweaked with a revised floor and rear wing arrangement, and new sidepod inlet and front suspension.

Once again, Mercedes did not experience the end-of-straight porpoising that blighted the early part of its 2022 campaign, but was still encountering in-corner 'hopping'. It suggested that this was not as bad at Silverstone as it had been at Barcelona.

"In the first few races, we were just sort of fighting to survive," said the team's director of trackside engineering Andrew Shovlin. "But I would say that the route we want to take now is becoming increasingly clear. This [Silverstone] update is the

first one along the line that we started to create in Barcelona."

Although George Russell was eliminated in the first-corner crash with Zhou Guanyu, Lewis Hamilton finished third and showed potential race-winning pace against the Ferraris. Indeed, it was Hamilton's strong lap times compared to Carlos Sainz's that complicated Ferrari's strategy and team orders decisions, before a slow first Mercedes pitstop meant he emerged behind the two red cars and not right with or in between them.

Hamilton insisted that without the late race safety car he would have been able to at least fight the Ferraris, although it will never be known how far clear Charles Leclerc would have been by the time Hamilton passed Sainz, and Red Bull was absent from the lead battle.

Wolff, aware that the upcoming Austrian GP and its large kerbs have caused his team problems in recent years, said: "We've had in Barcelona moments of where we saw some light at the end of the tunnel. Then the next three street circuits proved that we were wrong, so I don't want to talk us up nor be too optimistic at this stage."

BIG NUMBER

10

Years since a new F1 winner converted their maiden pole position – Pastor Maldonado in the 2012 Spanish Grand Prix.



Q&A

**NICHOLAS LATIFI
WILLIAMS
DRIVER****How was your race after the crash?**

For the whole first stint I was in a race, in points-scoring positions. I could feel I was sandwiched between a pack of cars that were way faster than me and it was just being in that DRS train that kept me there. So that was nice to get those competitive feelings back again.

What happened after that?

I said, 'Just try to hang on as much as I can', I was pushing absolutely flat-out. Then once the pitstops [happened], you just sort of succumb to the

natural pace of the car once it's spread out – single file, no DRS trains. The reality is I'm still in the 10th fastest car on the grid, and it's just unfortunate. Even with the tyre

advantage compared to Magnussen at the end, we were just lacking so much downforce.

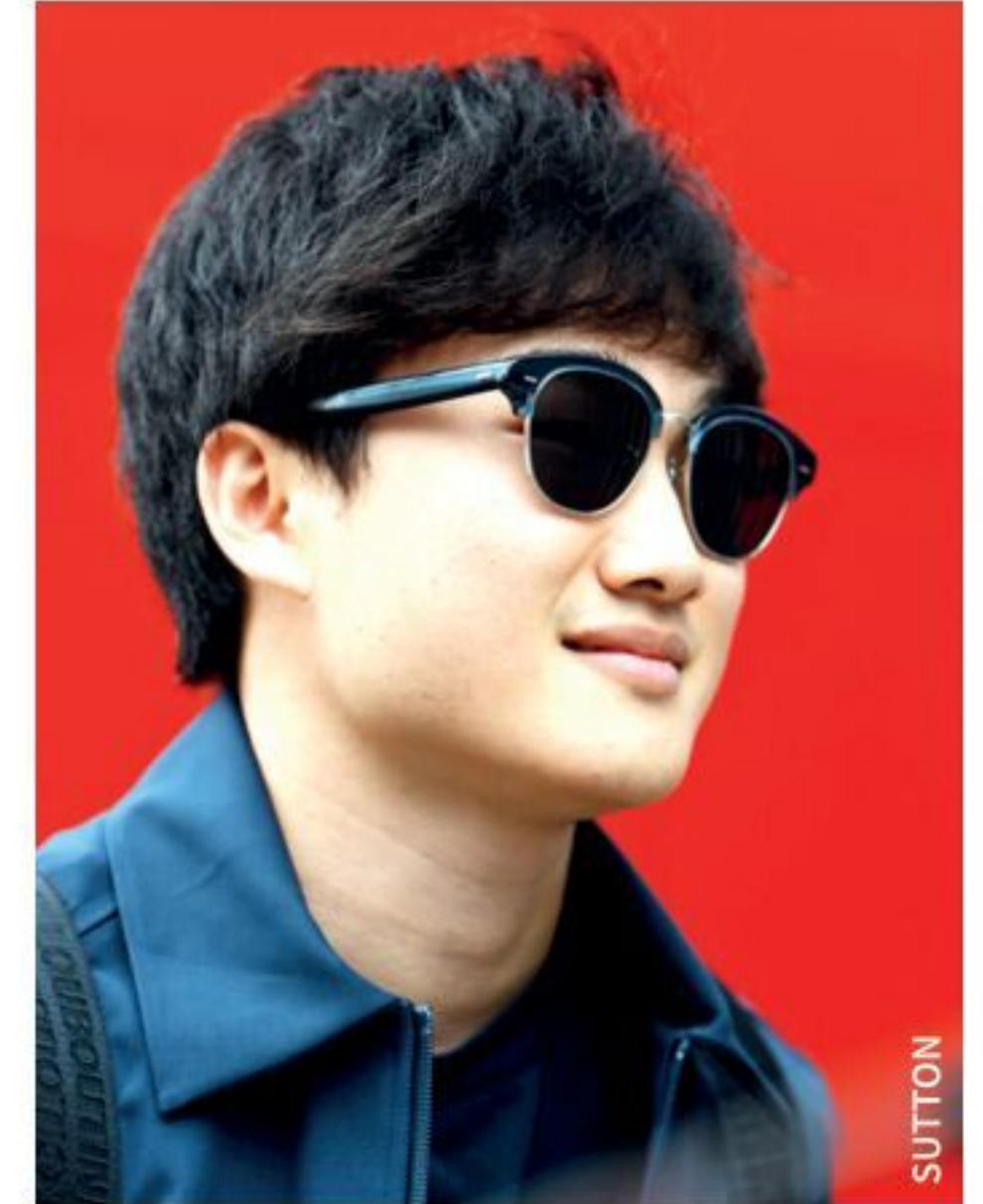
Did you think you had a points shot after reaching Q3 for the first time?

It was frustrating not to be able to challenge a bit more, but realistically coming into the race, was I expecting points? No, but you kind of are in those positions for quite a while, you see a retirement here, a retirement there, and you just

hope that you can stay in that pack. But it wasn't to be. We were having to manage a few other things. We under-fuelled for the race and I was having to do a large amount of fuel saving, and this is the track you least want to do that on [because] it's the most penalising in terms of tyre temps. Regardless of that I just didn't have the pace.

Were your problems the same as in Canada?

I felt personally much better, it carried over in qualifying. I felt quick, I was quick, and here just the actual feeling of the car, this is a track where everything is on edge with the wind. We were slow but the feeling I had with the car, I felt absolutely flat-out as much as I could.

**TSUNODA
PENALISED
FOR COLLISION**

Yuki Tsunoda held his hands up and took the blame for the clumsy collision that dropped him out of points contention, eliminated AlphaTauri team-mate Pierre Gasly and indirectly cost Max Verstappen victory.

The Japanese second-year driver attempted to cut back against Gasly on lap 11 and dive up the inside into the tight right-hander of Village for seventh, the Frenchman a little slower on graining soft tyres. But Tsunoda misjudged it and, to avoid the sister AT03, stamped on the anchors, but lost control to still smack into its side.

That dealt Gasly rear wing damage, which would prove terminal. To make matters worse for the entire Red Bull stable, what team boss Christian Horner described as an "endplate" was left on track to flick up and inflict the downforce-robbing damage that cost Verstappen victory.

Tsunoda, who copped a five-second reprimand and two penalty points, said: "From my side, my speed, it was easy to make the corner. But at the same time, I didn't expect that he'd close the door... definitely, I can wait for a different opportunity. I would say the main thing is I'm sorry for the team."

Gasly avoided directly calling out Tsunoda, while AlphaTauri technical director Jody Egginton acknowledged: "It's very frustrating to have thrown away a likely points finish... the move Yuki made today was not the best and needs to be avoided."

**Late-race battler Schumacher finally rewarded with F1 points**

Mick Schumacher chalked his first Formula 1 points in eighth place. The Haas driver overturned a grid position of 19th, a legacy of being sent out in qualifying with the steering wheel 10 degrees off-centre.

The German, embraced by many fellow drivers in the media pen, enjoyed a late-race climax as he battled Max Verstappen. He smartly yielded to avoid a last-corner shunt when the reigning

champion shut the door. Asked about the jeopardy in engaging in a fraught battle late on, Schumacher justified it as "a risk for more points". "It's great to be able to score points in a double points finish [for Haas], which is something we've been aiming for for a while now."

Team-mate Kevin Magnussen was 10th. Like Sebastian Vettel ahead, the Dane did not pit under the late safety car, leaving him to persevere on old rubber to the flag.

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GIORGIO PIOLA

MERCEDES MOVES FORWARD WITH UPGRADES

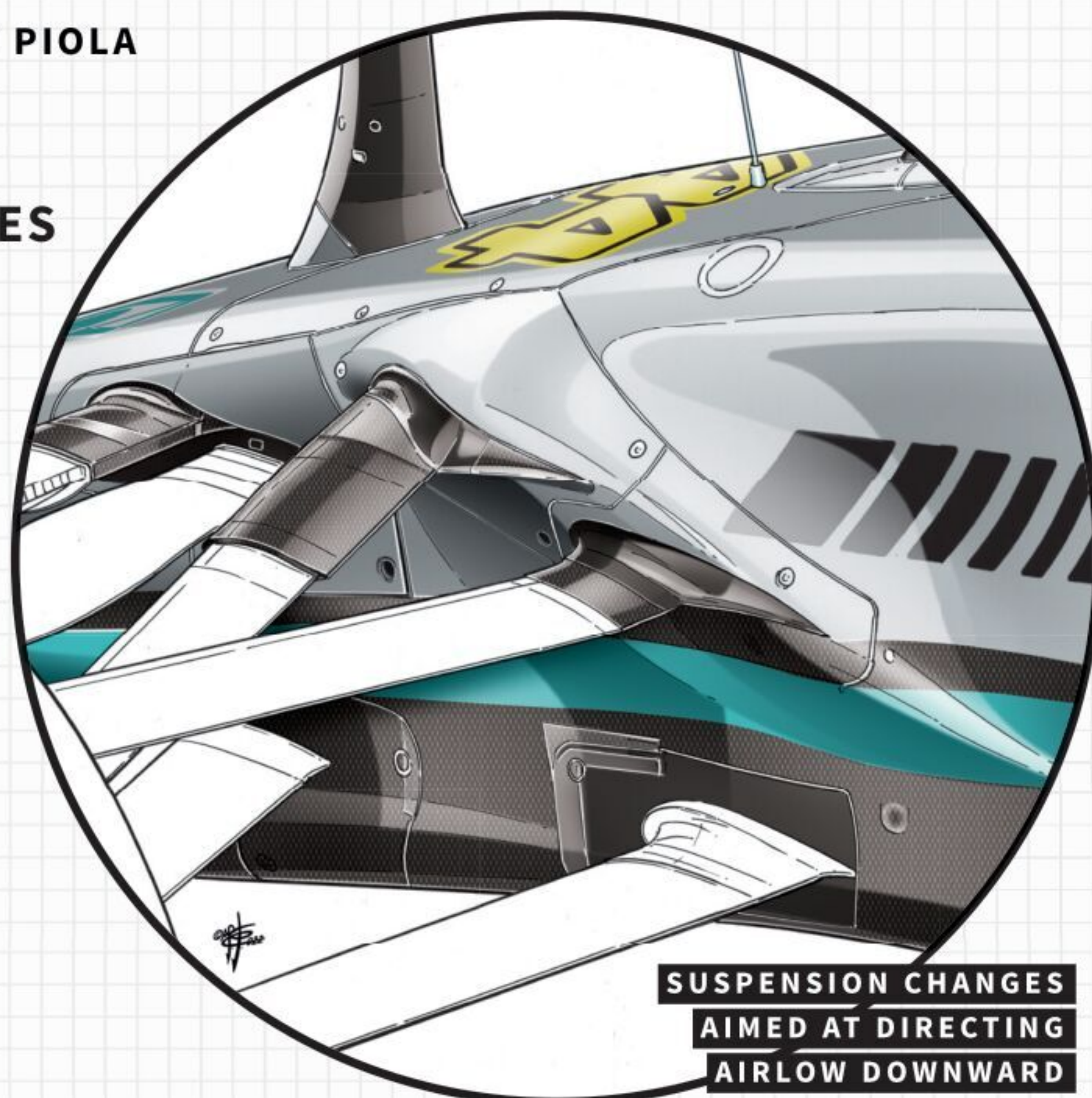
Armed with a plethora of upgrades for the British Grand Prix, Mercedes looked to make up for lost time after spending the initial portion of the season trying to dial out porpoising and bouncing from its W13. The front suspension received

a few changes where the wishbones meet the chassis, aiming to direct the airflow downwards and ultimately yield stronger underbody flow.

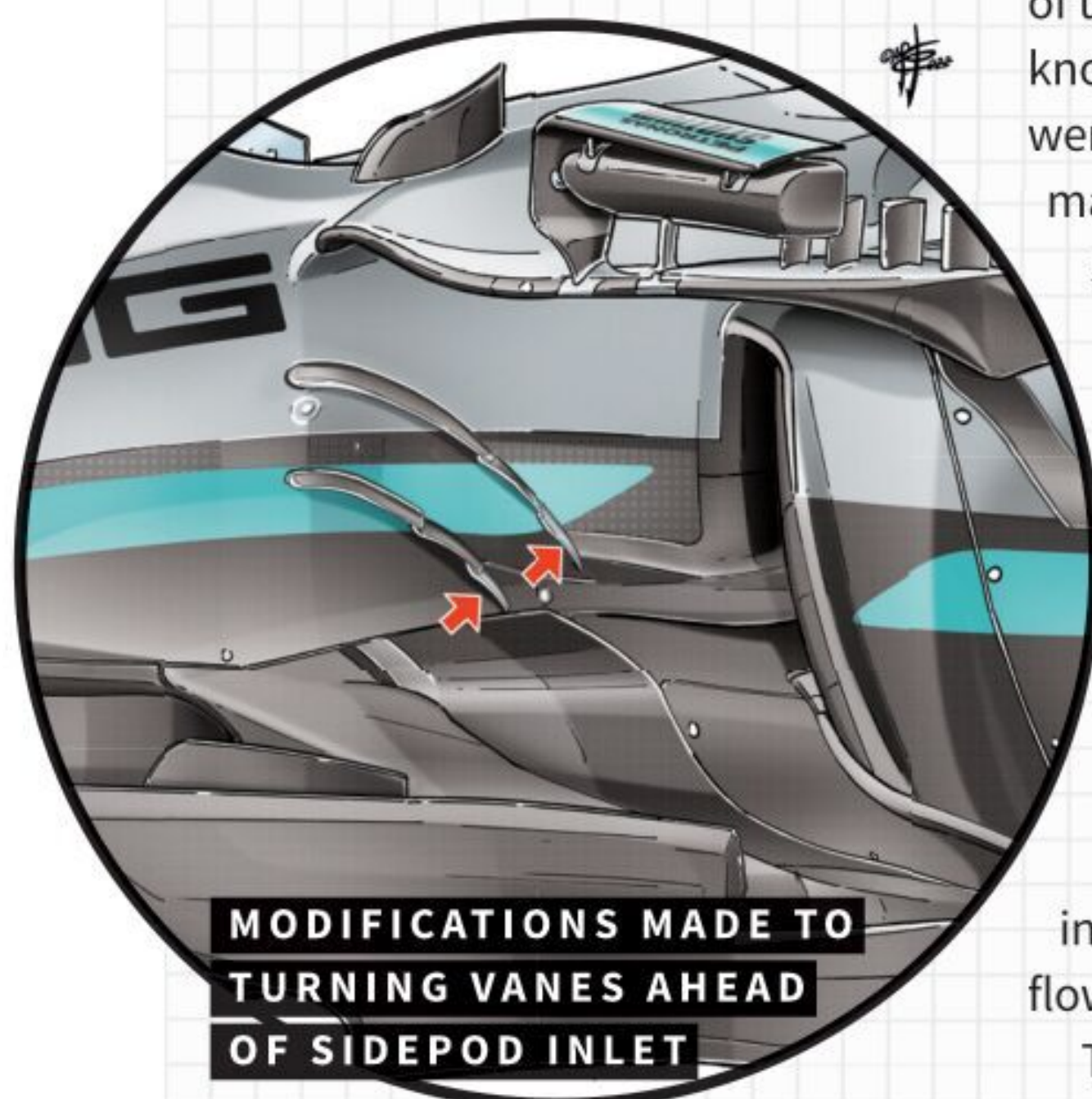
Elsewhere, changes were made to the turning vanes ahead of the sidepod inlet to reduce the knock-on effect on cooling. There were also numerous modifications made to the floor, with the scroll-like section on the floor's edge given greater camber to improve the overall load produced in that area – it was almost working like a diffuser with the airflow expansion.

The winglet applied to the front of the floor was also reprofiled to improve local load in that area and boost the overall flow quality underneath.

The changes directed at



SUSPENSION CHANGES
AIMED AT DIRECTING
AIRFLOW DOWNWARD



MODIFICATIONS MADE TO
TURNING VANES AHEAD
OF SIDEPOD INLET

enhancing the underbody flow seem to be possible thanks to the improvements that Mercedes has made in terms of the car's vertical movement. As a result, the team has more flexibility to play with the

floor and draw more downforce out of it now that the engineers are happy that the car won't begin to respond quite so violently on the high-speed areas of track.

JAKE BOXALL-LEGGE

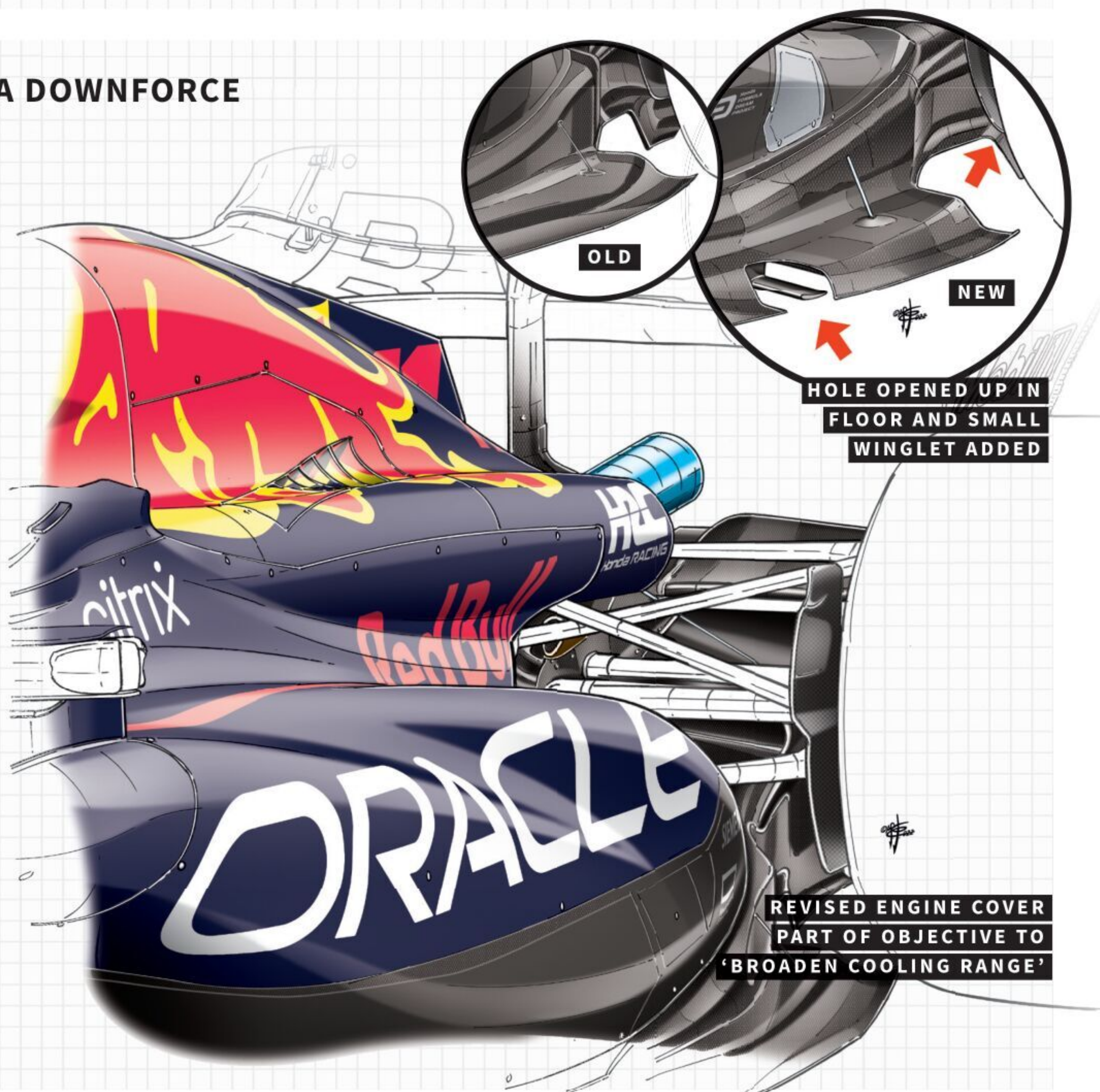
RED BULL TARGETS EXTRA DOWNFORCE

Red Bull introduced a series of changes to its RB18 to try to move further ahead of Ferrari in the title race. One of the most visible solutions was the revised engine cover, with an undercut around the flaring used for cooling. This gave a clear path for airflow passing over the top of the sidepod to be sent to the rear of the car. The team hinted in its technical notes that it would employ the new design, because it "broadens the cooling range" of the car as the season enters its summer months.

The team also made a change to the edge of the floor, opening up a hole and introducing a small winglet, presumably employed to generate a vortex and strengthen the flow underneath the car. Red Bull's pre-event technical notes stated that the changes "improve local flow stability and therefore maintenance of aerodynamic load in all operating conditions", suggesting that the team is trying to eat into Ferrari's downforce advantage in the corners and retain the load throughout the dynamic motions of the car such as yaw and pitch.

At the front, the team also introduced a revised brake caliper to create a more even distribution of temperature across the assembly.

JAKE BOXALL-LEGGE



OLD

NEW

HOLE OPENED UP IN
FLOOR AND SMALL
WINGLET ADDED

REVISED ENGINE COVER
PART OF OBJECTIVE TO
'BROADEN COOLING RANGE'

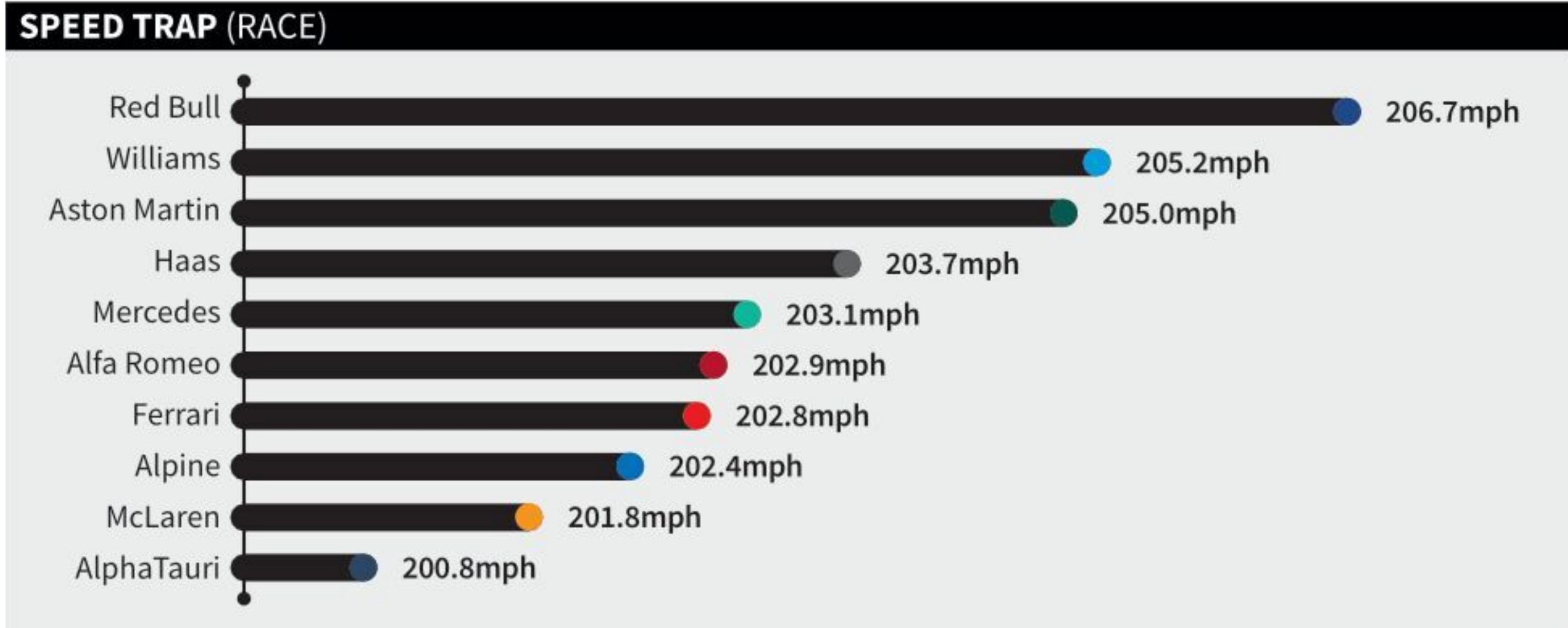


FREE PRACTICE 1			FREE PRACTICE 2			FREE PRACTICE 3		
POS	DRIVER	TIME	POS	DRIVER	TIME	POS	DRIVER	TIME
1	Bottas	1m42.249s	1	Sainz	1m28.942s	1	Verstappen	1m27.901s
2	Hamilton	1m42.781s	2	Hamilton	1m29.105s	2	Perez	1m28.311s
3	Sainz	1m42.967s	3	Norris	1m29.118s	3	Leclerc	1m28.348s
4	Leclerc	1m43.801s	4	Verstappen	1m29.149s	4	Russell	1m28.426s
5	Schumacher	1m43.895s	5	Leclerc	1m29.404s	5	Hamilton	1m28.488s
6	Zhou	1m46.171s	6	Alonso	1m29.695s	6	Sainz	1m28.689s
7	Magnussen	1m48.161s	7	Perez	1m29.753s	7	Norris	1m29.102s
8	Stroll	1m51.243s	8	Russell	1m29.799s	8	Bottas	1m29.185s
9	Tsunoda	1m51.373s	9	Ricciardo	1m29.902s	9	Schumacher	1m29.510s
10	Vettel	1m59.168s	10	Stroll	1m29.942s	10	Alonso	1m29.520s
11	Russell	no time	11	Bottas	1m30.000s	11	Ocon	1m29.552s
12	Perez	no time	12	Vettel	1m30.057s	12	Vettel	1m29.593s
13	Ocon	no time	13	Ocon	1m30.238s	13	Zhou	1m29.752s
14	Alonso	no time	14	Albon	1m30.263s	14	Albon	1m29.780s
15	Albon	no time	15	Zhou	1m30.271s	15	Gasly	1m29.885s
16	Ricciardo	no time	16	Tsunoda	1m30.338s	16	Stroll	1m29.892s
17	Gasly	no time	17	Magnussen	1m30.480s	17	Tsunoda	1m30.039s
18	Norris	no time	18	Gasly	1m30.510s	18	Ricciardo	1m30.293s
19	Latifi	no time	19	Schumacher	1m30.609s	19	Latifi	1m30.489s
20	Verstappen	no time	20	Latifi	1m31.326s	20	Magnussen	1m30.523s

WEATHER Wet, air 16-18C track 21-29C

WEATHER Overcast, air 18-21C track 26-31C

WEATHER Overcast, air 17-19C track 22-27C



QUALIFYING 1			QUALIFYING 2			QUALIFYING 3		
POS	DRIVER	TIME	POS	DRIVER	TIME	POS	DRIVER	TIME
1	Verstappen	1m39.129s	1	Verstappen	1m40.655s	1	Sainz	1m40.983s
2	Leclerc	1m39.846s	2	Hamilton	1m41.062s	2	Verstappen	1m41.055s
3	Russell	1m40.028s	3	Leclerc	1m41.247s	3	Leclerc	1m41.298s
4	Sainz	1m40.190s	4	Sainz	1m41.602s	4	Perez	1m41.616s
5	Hamilton	1m40.428s	5	Russell	1m41.725s	5	Hamilton	1m41.995s
6	Perez	1m40.521s	6	Norris	1m41.821s	6	Norris	1m42.084s
7	Zhou	1m40.791s	7	Alonso	1m42.209s	7	Alonso	1m42.116s
8	Bottas	1m41.396s	8	Perez	1m42.513s	8	Russell	1m42.161s
9	Norris	1m41.515s	9	Zhou	1m42.640s	9	Zhou	1m42.719s
10	Alonso	1m41.598s	10	Latifi	1m43.273s	10	Latifi	2m03.095s
11	Gasly	1m41.680s	11	Gasly	1m43.702s			
12	Ocon	1m41.730s	12	Bottas	1m44.232s			
13	Tsunoda	1m41.893s	13	Tsunoda	1m44.311s			
14	Ricciardo	1m41.933s	14	Ricciardo	1m44.355s			
15	Latifi	1m41.998s	15	Ocon	1m45.190s			
16	Albon	1m42.078s						
17	Magnussen	1m42.159s						
18	Vettel	1m42.666s						
19	Schumacher	1m42.708s						
20	Stroll	1m43.430s						

WEATHER Wet, air 18-20C track 14-16C

NEXT RACE

10 JULY

AUSTRIAN GP

Red Bull Ring

SEASON STATS			
DRIVERS' CHAMPIONSHIP	PTS	BEST FINISH	BEST QUAL
1 Verstappen	181	1	1
2 Perez	147	1	1
3 Leclerc	138	1	1
4 Sainz	127	1	1
5 Russell	111	3	4
6 Hamilton	93	3	4
7 Norris	58	3	3
8 Bottas	46	5	5
9 Ocon	39	6	5
10 Alonso	28	5	2
11 Gasly	16	5	6
12 Magnussen	16	5	4
13 Vettel	15	6	9
14 Ricciardo	15	6	6
15 Tsunoda	11	7	8
16 Zhou	5	8	9
17 Schumacher	4	8	6
18 Albon	3	9	12
19 Stroll	3	10	10
20 Latifi	0	12	10
21 Hulkenberg	0	12	17

CONSTRUCTORS' CHAMPIONSHIP		
1 Red Bull		328
2 Ferrari		265
3 Mercedes		204
4 McLaren		73
5 Alpine		67
6 Alfa Romeo		51
7 AlphaTauri		27
8 Haas		20
9 Aston Martin		18
10 Williams		3

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

STARTING GRID

10 Latifi #6 2m03.095s	8 Russell #63 1m42.161s	6 Norris #4 1m42.084s	4 Perez #11 1m41.616s	2 Verstappen #1 1m41.055s
9 Zhou #24 1m42.719s	7 Alonso #14 1m42.116s	5 Hamilton #44 1m41.995s	3 Leclerc #16 1m41.298s	1 Sainz #55 1m40.983s

RACE RESULTS ROUND 10/22 (52 LAPS - 190.26 MILES)

POS	DRIVER	TEAM	FINISHTIME	LED	TYRES
1	Carlos Sainz (ESP)	Ferrari	2h17m50.311s	27	Mn, Mn, Hn, Sn
2	Sergio Perez (MEX)	Red Bull	+3.779s		Mn, Mn, Mu, Sn
3	Lewis Hamilton (GBR)	Mercedes	+6.225s	8	Mn, Mn, Hn, Sn
4	Charles Leclerc (MCO)	Ferrari	+8.546s	13	Mn, Mn, Hn
5	Fernando Alonso (ESP)	Alpine-Renault	+9.571s		Mn, Mn, Hn, Sn
6	Lando Norris (GBR)	McLaren-Mercedes	+11.943s		Mn, Hn, Sn
7	Max Verstappen (NLD)	Red Bull	+18.777s	4	Sn, Mn, Mn, Hn, Sn
8	Mick Schumacher (DEU)	Haas-Ferrari	+18.995s		Mu, Mn, Hn, Sn
9	Sebastian Vettel (DEU)	Aston Martin-Mercedes	+22.355s		Sn, Sn, Mu, Mu
10	Kevin Magnussen (DNK)	Haas-Ferrari	+24.590s		Sn, Mu, Mn
11	Lance Stroll (CAN)	Aston Martin-Mercedes	+26.147s		Mu, Mu, Hu, Mu
12	Nicholas Latifi (CAN)	Williams-Mercedes	+32.511s		Sn, Sn, Mn, Su
13	Daniel Ricciardo (AUS)	McLaren-Mercedes	+32.817s		Mn, Hn, Sn, Sn
14	Yuki Tsunoda (JPN)	AlphaTauri-Red Bull	+40.910s		Mn, Sn, Hu, Sn
R	Esteban Ocon (FRA)	Alpine-Renault	37 laps-fuel pump		Mn, Sn, Hn
R	Pierre Gasly (FRA)	AlphaTauri-Red Bull	26 laps-accident damage		Mn, Sn, Hu
R	Valtteri Bottas (FIN)	Alfa Romeo-Ferrari	20 laps-gearbox		Mn, Mn
R	George Russell (GBR)	Mercedes	0 laps-accident		Hn
R	Zhou Guanyu (CHN)	Alfa Romeo-Ferrari	0 laps-accident		Mn
R	Alexander Albon (THA)	Williams-Mercedes	0 laps-accident		Sn

FASTEST LAPS

POS	DRIVER	TIME	GAP	LAP
1	Hamilton	1m30.510s	-	52
2	Sainz	1m30.813s	+0.303s	44
3	Perez	1m30.937s	+0.427s	47
4	Leclerc	1m31.282s	+0.772s	52
5	Alonso	1m31.609s	+1.099s	47
6	Norris	1m31.645s	+1.135s	47
7	Schumacher	1m32.109s	+1.599s	48
8	Verstappen	1m32.354s	+1.844s	45
9	Stroll	1m32.379s	+1.869s	52
10	Vettel	1m32.471s	+1.961s	52
11	Ricciardo	1m32.644s	+2.134s	34
12	Magnussen	1m32.661s	+2.151s	52
13	Latifi	1m33.286s	+2.776s	48
14	Ocon	1m33.537s	+3.027s	37
15	Tsunoda	1m33.832s	+3.322s	51
16	Gasly	1m34.614s	+4.104s	18
17	Bottas	1m35.103s	+4.593s	19
	Russell	no time		
	Zhou	no time		
	Albon	no time		

WEATHER Overcast, air 18-22C track 28-36C

WINNER'S AVERAGE SPEED 82.819mph FASTEST LAP AVERAGE SPEED 145.595mph

TYRES

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



RACE BRIEFING

RACE PENALTIES

TSUNODA

Five-second penalty and two licence points for causing a collision with Gasly

STAT

112

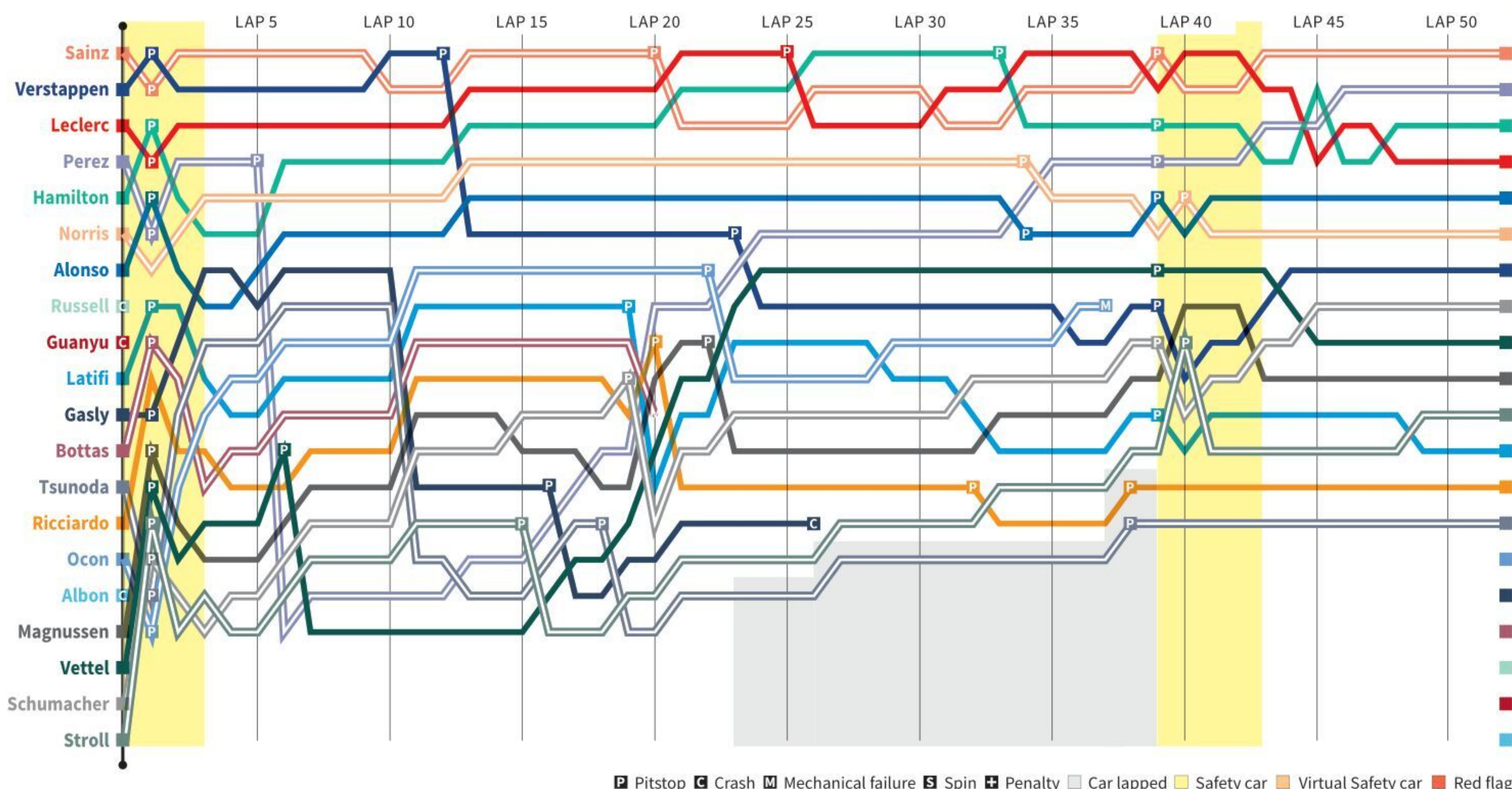
Sainz is the 112th person to win a world championship race

STAT

60

Number of F1 fastest laps Hamilton has set, 17 shy of Michael Schumacher

LAP CHART What happened, when



P Pitstop C Crash M Mechanical failure S Spin + Penalty L Car lapped Safety car Virtual Safety car Red flag

HAMILTON AND LECLERC FALL JUST SHORT OF PERFECT SCORE

The weekend's action and entertainment came thick and fast, and two stars shone in particular, but no one managed to keep their nose completely clean

MATT KEW

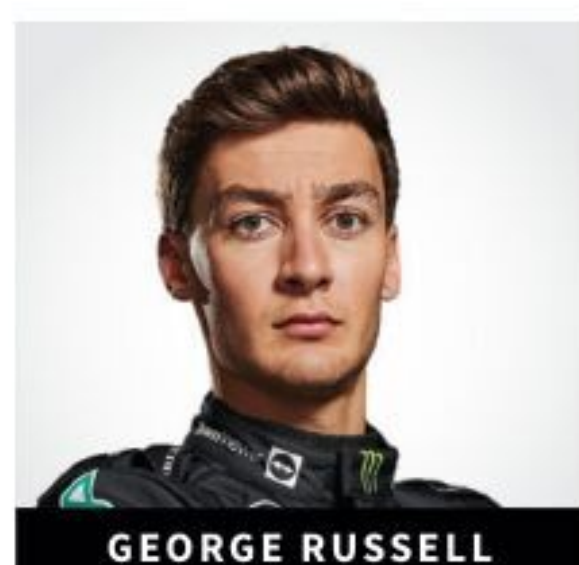
MERCEDES



LEWIS HAMILTON

Started **5th** — Result **3rd**

9 Had pace to win in what was only the third-fastest car. The stronger Mercedes qualifier also proved inch-perfect in battle with Leclerc and Perez, who forcefully ran Hamilton out of room. But full marks are missed thanks to that slow safety-car restart, which allowed the Mexican to get past him.



GEORGE RUSSELL

Started **8th** — Result **R**

6 There were errors in qualifying: locking up in Q3 before almost skating off at Farm to qualify eighth. On hard tyres, was slow away before the pinch with Gasly and Zhou. Checking on his Alfa colleague took him out for the restart – naturally he's not marked down further for that touch of class.

RED BULL



MAX VERSTAPPEN

Started **2nd** — Result **7th**

7 Four off-track excursions in Q3 meant he was never going to get top marks. And had his final sector not been so slow, even with yellow flags a pole was possible. Despite pressuring Sainz to give up the lead, he sheds more points for being over the limit in his battle with Schumacher.



SERGIO PEREZ

Started **4th** — Result **2nd**

7 Had it not been for the safety car, was on course to be battling with Alonso for fifth. His recovery, while impressive after Leclerc damaged the Red Bull's front-wing endplate on the red-flag restart, was ultimately flattered. Was also far out of the pole battle in the fastest car.

FERRARI



CHARLES LECLERC

Started **3rd** — Result **4th**

9 Not quite a perfect score after spinning in qualifying. Plus, poor launches meant he lost a place at both standing starts. But was soon masterfully setting fastest laps in a damaged car to embarrass his team-mate and put himself in a position to win, only for another Ferrari misstep to deny him.



CARLOS SAINZ

Started **1st** — Result **1st**

8 Maiden F1 pole and win don't combine to score full marks. Was demonstrably slower in the race than Leclerc, who was carrying damage. Plus, escaped rather lightly from what should have been a more costly error when he cracked under pressure from Verstappen and ran off at Becketts.

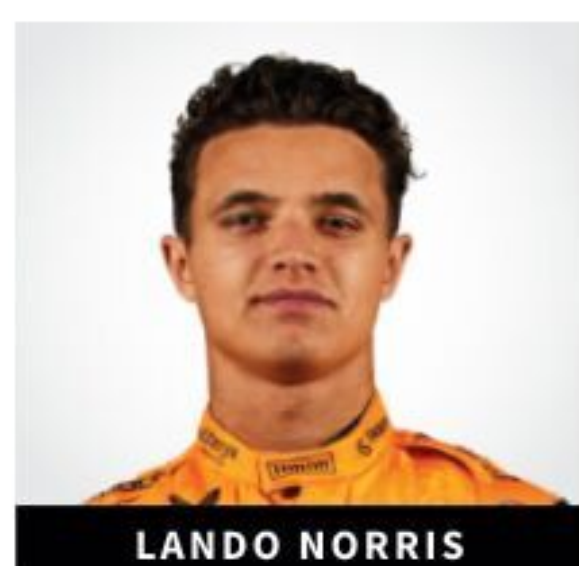
McLAREN



DANIEL RICCIARDO

Started **14th** Result **13th**

4 Race day almost a worrying copy of Spain. From red-flag restart, struggled for grip and was easy pickings as he slipped down the order prior to DRS failure. That issue gave him an extra pitstop and left him unable to attack on the safety-car restart. Scores lower than Spain for failing to get out of Q2.



LANDO NORRIS

Started **6th** — Result **6th**

7 While well ahead of Ricciardo yet again, doesn't access very top scores because he effectively scored par. The McLaren was fifth-fastest car behind the usual three suspects and Alpine. After nipping past Hamilton at the red-flag restart, team strategy dropped Norris behind Alonso for the run to the line.

ALPINE



FERNANDO ALONSO

Started **7th** — Result **5th**

7 A little was left on the table in Q3 when he ran out of battery deployment on his final lap. Running a near-identical race strategy to Hamilton and Norris kept him in a holding pattern to potentially score good points. He then jumped the McLaren by pitting a lap earlier under the safety car.

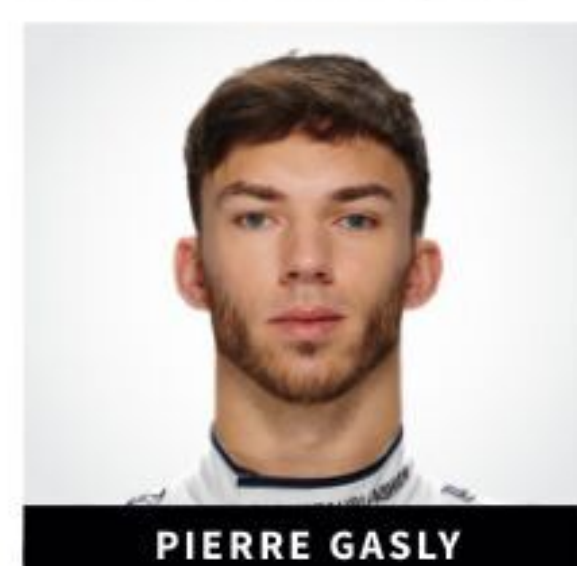


ESTEBAN OCON

Started **15th** — Result **R**

7 Battery cooling issue created early power loss in Q2 to return 15th. Nifty startline avoiding action only preserved the car to Abbey, where he was wiped out by Albon's wrecked Williams. Red flag permitted repairs, and he climbed to pass Verstappen for eighth before suspected fuel pump issue struck.

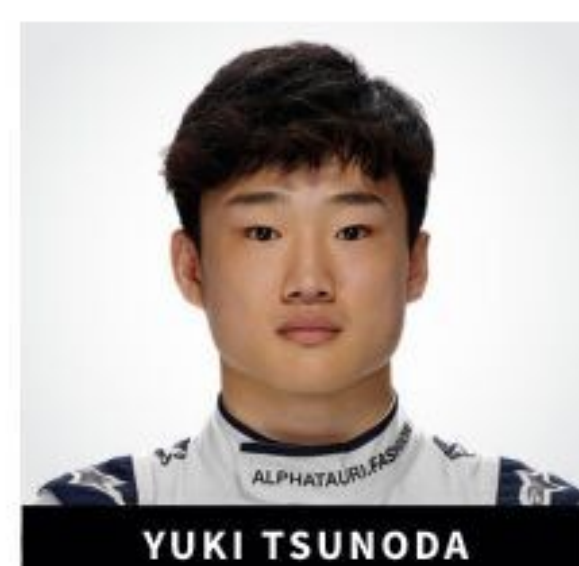
ALPHATAURI



PIERRE GASLY

Started **11th** — Result **R**

7 Earns some qualifying kudos for troubling the top 10, and benefits further from trumping Tsunoda. Was blameless for coming-together with Russell that triggered Zhou smash. Nor was he the guilty party in the silly clash with his team-mate that terminally damaged the rear wing.



YUKI TSUNODA

Started **13th** Result **14th**

3 Our lowest scorer. Was consistently the slower AlphaTauri by a couple of tenths. Then it developed into a disaster. Botched bid to pass Gasly left him to spin into his team-mate. An unforgivable error. Resulting endplate debris then denied big sister team Red Bull the win.



Leclerc didn't make it easy
for Hamilton's soft-shod
Mercedes to get past

HONE
motorsport
IMAGES

ASTON MARTIN



SEBASTIAN VETTEL

Started **18th** — Result **9th**

8 Had nowhere to go when he clipped Albon into the wall. So, not marked down. Nursed scrubbed mediums in middle stint for 33 laps but had the pace to keep rising to seventh come the safety car. Another set of old mediums left him powerless at the restart versus soft-shod rivals.



LANCE STROLL

Started **20th** — Result **11th**

5 Traffic blamed for hurting his capacity to get inters up to temperature, but he still qualified last in a car that wasn't the slowest. Then, of nine positions ultimately gained in the race, six came through retirements, while Tsunoda and Ricciardo hit their own troubles. Points went begging.

WILLIAMS



NICHOLAS LATIFI

Started **10th** — Result **12th**

7 Despite running without upgrades, he excelled in best-ever qualifying performance to make Q3. That helps his rating no end. Race pace was sound, but running wide at Copse to damage the floor in the crucial period after his first stop costs points and a higher rating.



ALEX ALBON

Started **16th** — Result **R**

6 Bad strategy that required cooldown laps in wet qualifying ruined tyre temperatures, so couldn't put sole updated Williams to good use to progress beyond Q1. Nailed launch to dispatch Ocon and Tsunoda before being projected into the wall and tagged from all sides.

ALFA ROMEO



ZHOU GUANYU

Started **9th** — Result **R**

7 As at Imola, proved deeply impressive in low-grip qualifying conditions. Another habit was maintained insofar as he endured a poor launch to be mugged by Latifi. Then came terrifying shunt. From limited evidence, he deserved sound rating. Meanwhile, the halo is worthy of a perfect 10.



VALTTERI BOTTAS

Started **12th** — Result **R**

6 Failed to get the most out of the car in qualifying owing to struggles heating the tyres. That allowed rookie team-mate to take one-lap bragging rights. But good race pace helped him recover lost ground and climb to ninth before he was asked to stop the car thanks to an ailing gearbox.

HAAS



KEVIN MAGNUSSEN

Started **17th** — Result **10th**

7 Was met by understeer from a troublesome front-left tyre in qualifying. Race was a lot busier after safety-car restart. Verstappen passed into Brooklands and ran him out of room to allow Schumacher through also. But from there, held firm on old medium tyres.

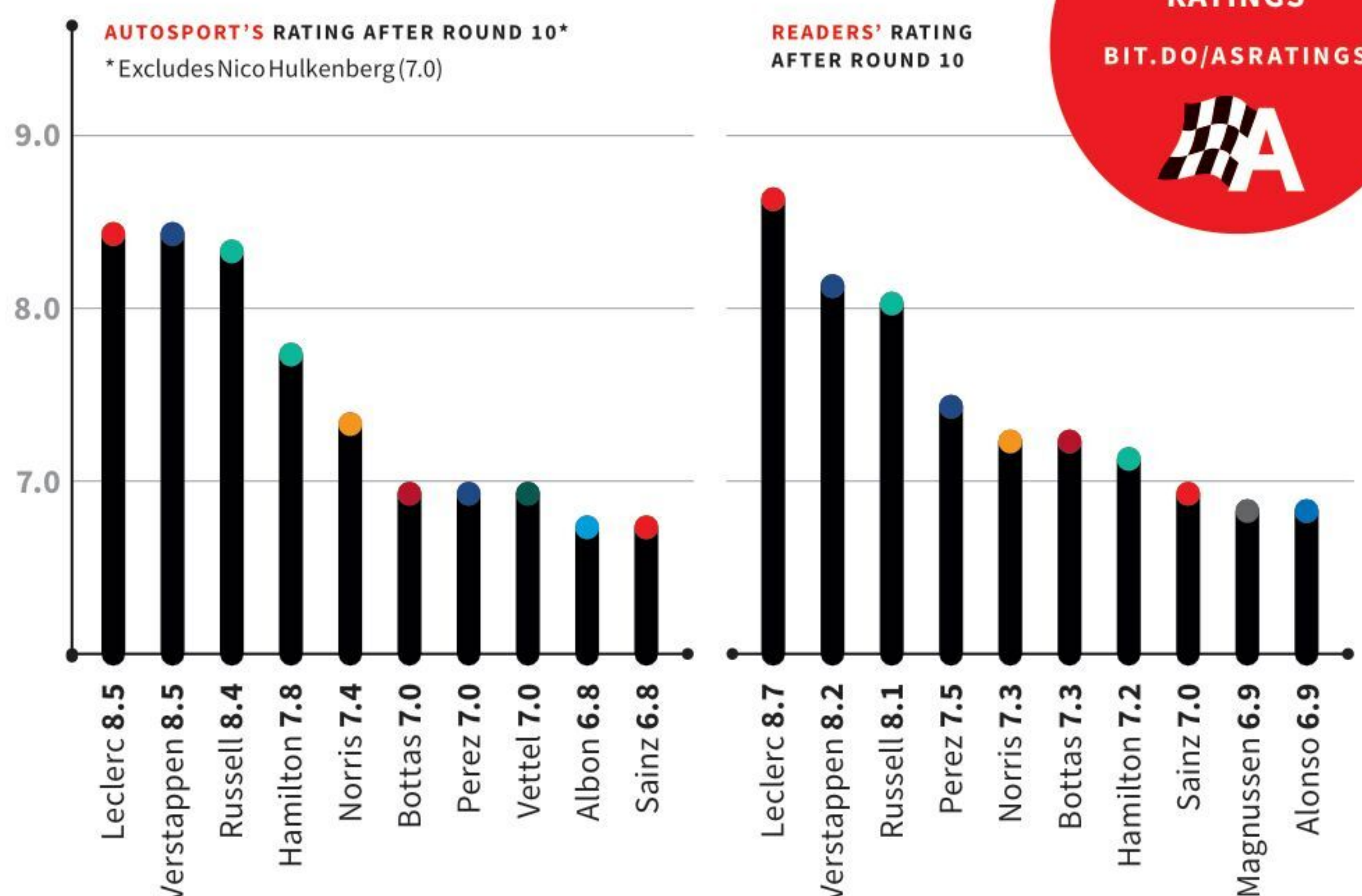


MICK SCHUMACHER

Started **19th** — Result **8th**

8 Steering wheel being off centre contributed to lowly qualifying, but made amends with much-improved dry pace. Progress on mediums was sound before he excelled in final soft-shod stint to score first F1 points. Earns further credit for being the one to decide not to crash when battling Verstappen.

TOP 10 AVERAGE RATINGS



GIVE
YOUR DRIVER
RATINGS

[BIT.DO/ASRATINGS](https://bit.do/asratings)



Mortara keeps Techeetah at bay

Venturi man proves too good for the challenge of da Costa and Vergne, and takes the points lead in the process

JAKE BOXALL-LEGGE

PHOTOGRAPHY  **motorsport
IMAGES**

Formula E wasn't even supposed to go to Marrakech this year. The championship, instead, was looking forward to its first trip to Vancouver and its return to Canada for the first time since 2017. Intended to be the centrepiece of an e-tech festival on the bank of Vancouver's False Creek, the race instead proved to be a false dawn. Organiser OSS Group was unable to secure the necessary permits to stage the race, and it was thus postponed to 2023. And then quietly cancelled entirely.

Marrakech hence had to sub at short notice. Formula E CEO Jamie Reigle remarked that the circuit was left pretty much as-was at its last event pre-COVID, with the old signage still hanging around the semi-permanent facilities. The only real difference was the time of year; races in Morocco's fourth-largest city were usually held in January or February, assuring far milder climes for the cars than a scorchfest at the top of July. Helpfully, the teams had already plenty of data from a hot and humid Jakarta.

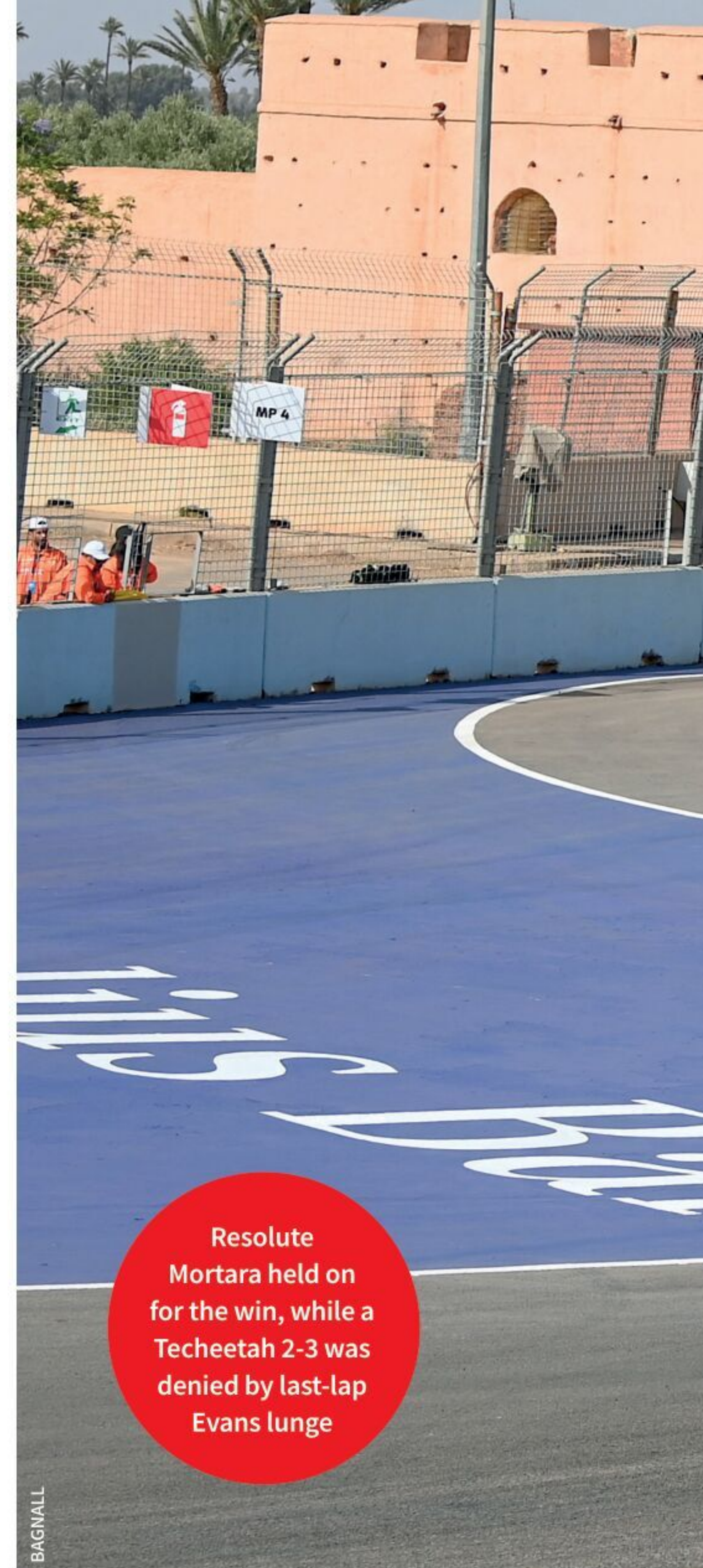
Before race day, Mahindra's Oliver Rowland suggested that battery and tyre management would be even more drastic in Morocco than last time out in Indonesia. "You'll see a really different race," he predicted. As it turns out, Rowland might have a career in soothsaying if the racing stuff doesn't work out long-term. It came

to pass that the race played out with varying and surprising strategy picks – but ultimately, it yielded a very familiar winner in Edoardo Mortara.

Practice offered very little insight into how the competitive order would shake up, since FP1 – uncharacteristically held on Friday morning – was nothing more than a glorified track cleaning session. FP2, meanwhile, proffered that DS Techeetah pair Antonio Felix da Costa and Jean-Eric Vergne would once more be involved in some shape or form among the frontguard action, but there was very little else to draw from it. There was certainly little to indicate that the championship leader would hit strife that morning.

As it happened, Stoffel Vandoorne had a nightmarish qualifying with a severe braking problem. Vandoorne estimated that, usually, a driver pushes between 60-65 bar of pressure on the pedal to stop the car ready for the corner. He was managing about half that and the brakes were beginning to lock at every conceivable opportunity. "It wasn't a nice car to drive in qualifying, let's put it that way," the Belgian rued, his Mercedes saved only from the back row of the grid by Andre Lotterer losing his lap times in the qualifying group for failing to do a time in the first six minutes.

To make matters worse for Vandoorne, his three key title rivals all claimed places in the duels. Mortara topped Group A in his Venturi



**Resolute
Mortara held on
for the win, while a
Techeetah 2-3 was
denied by last-lap
Evans lunge**

BAGNALL

Mercedes, while Mitch Evans's Jaguar and Vergne both made it out of Group B accosted by Pascal Wehrlein and da Costa. Mortara was drawn against Evans and managed to make a semi-finals spot, drawn against Wehrlein after the Porsche driver beat Envision's Nick Cassidy to the punch in their duel.

The DS Techeetahs both had an Andretti to contend with in their quarter-final bouts; Vergne cleared Jake Dennis to make his way through, while da Costa ended Oliver Askew's first appearance in the final eight to ensure that one DS machine would get through to the final. It proved to be da Costa



**Burst of tyre smoke from da Costa
as he holds the lead at the start**

2022 MARRAKESH E-PRIX

BLOXHAM



**Techeetah ordered position swap, then
back again, in pursuit of Mortara**

STALEY



by a mere 0.024 seconds, booking his place in the final duel with Mortara, who had dispatched Wehrlein.

On the Friday, da Costa had already admitted that “my championship is pretty much done” and was willing to play the team game for the rest of the year, albeit still targeting poles and wins to make up for a difficult season in the meantime. And so, da Costa’s first pole of the year was achieved by just 0.081s over Mortara. He built an advantage in the opening two sectors to hold off any late charge from the Venturi driver in the final sector. Naturally, the 2019-20 champion hoped to convert that into a first win of the year.

And it looked good – for the first eight laps, at least. Rowland’s prediction that a “different race” was in the offing proved to be right on the money, as there was none of the usual trademark rush to enter energy-saving modes at the start. Instead, the plan for many revolved around battery management: take attack mode early while the battery is at its coolest, try to get the moves done early on, and then delay the energy saving for the middle portion of the event. That way, the battery doesn’t ‘de-rate’ and slash the overall efficiency of the energy transfer.

Both da Costa and Vergne demonstrated DS Techeetah’s willingness to get the moves

done early. Da Costa kept ahead of Mortara at the start and looked in command at the front, before taking an early first attack mode on lap five of 34, giving Mortara the lead. The Swiss responded on the following lap, returning da Costa to the front with Mortara in second.

For Marrakech, the attack mode duration was pegged at only three minutes. Having just run out of his own 250kW mode at the start of lap eight, da Costa dipped off line again for his second and final hit. This time, Mortara did not respond immediately. Instead, he hung it out until lap 10 before caving and grabbing his second activation. That proved crucial, as Mortara had built enough of an advantage to return to the racing line ahead of da Costa.

Techeetah then had to brace itself for an assault from Evans, who had further delayed his second attack mode and picked his way past Vergne and subsequently da Costa. Evans’s job had been made harder at the start, as Wehrlein was particularly difficult to pass owing to his Porsche inexplicably dropping into a low-power mode that rendered him a sitting duck in the opening phase of the race. Acknowledging that he had to sink some of his tyre life and energy into catching up once he’d passed Wehrlein, Evans had hauled himself out of a tight spot.

“Da Costa had already admitted that ‘my championship is pretty much done’”

Once the Jaguar had leaped above the Techeetahs, however, Evans failed to kick on and reel Mortara in. Last year’s championship runner-up has proven his class at managing a race while in the lead, and set to work stitching together a sequence of laps that Evans couldn’t match in the long term. Therefore, the Kiwi was left susceptible to a renewed charge from da Costa and Vergne once the two had decided to save a little bit of energy. Of the two black-and-gold cars, Vergne’s machine had more charge and, once Evans was dealt with once more, the team opted to employ team orders to get Vergne ahead, with the intent of using his extra energy to hunt down and pass Mortara.

Vergne complied with the first part, getting to within a second of the Venturi, but hit a brick wall in trying to make any further inroads. Thanks to Vandoorne’s qualifying misfortune, Mortara or Vergne were set to pick up the championship lead >>

IN THE HEADLINES

VANDOORNE'S RECOVERY

After his rescue mission to transform his miserable qualifying into points, Stoffel Vandoorne was "in two moods" about his drive to claim eighth from 20th on the grid: "I think that was a very good drive and a very solid drive – a good recovery. As a team we did everything right." But the Belgian was left to rue his braking issues, and reckoned he could have at least secured a top-five qualifying result in his Mercedes.

CASSIDY, ENVISION FOILED

Following his third appearance in the duels this season, Nick Cassidy was holding his own among the top 10 and looked set for points, but the New Zealander went too deep off line to grab attack mode, kicking up dust and ending up in a slide. He finished 13th, as the Envision Audi team failed to bag any points.

DI GRASSI'S LATE PASS

Lucas di Grassi's late pass on reigning champion Nyck de Vries gave the Brazilian Venturi Mercedes driver fifth. Di Grassi racked up his fourth fastest lap of the season during the race and, despite having about 0.5% less useable energy than de Vries at the close of the race, the Dutchman had no answer.

ROWLAND'S RISE AND FALL

Oliver Rowland put in a valiant early charge to get into the top four from 11th, and briefly ran second by using more energy than his rivals to move through the order. But ultimately the Mahindra driver (below) slipped back to 10th. "It was our strategy to go like that," he said. "I didn't actually consume too much energy to get to fourth, but they wanted me to keep going – and at some point it hurts."



GALLOWAY



if either of them won, so the stakes were decidedly high. But try as he might, Vergne wasn't able to put sustained pressure on Mortara and, with da Costa right in his wheeltracks, Techeetah decided to swap them again.

Under da Costa's chase, Mortara came under considerably more attack in the final stages, the gap brought down to just half a second in the final stages. But no attempt for a pass came. With Mortara resolute, da Costa had to lift off the accelerator to get to the end, conceding defeat in a race that he felt he could have won. Although he thought that Techeetah had approached the race largely in the right way, da Costa felt that the team kept giving Mortara "a breather" and allowed the Geneva native to ultimately consolidate the win.

"We thought we had it well under control,

at least believed that we could win," da Costa said. "I think ultimately, Edo and Venturi, they had a bit more than us. My race was compromised by a few things here and there, with Rowland nearly hitting me and I almost lost the car there, and Edo went to the attack mode and came back in front, and then the switch of positions with JEV as well.

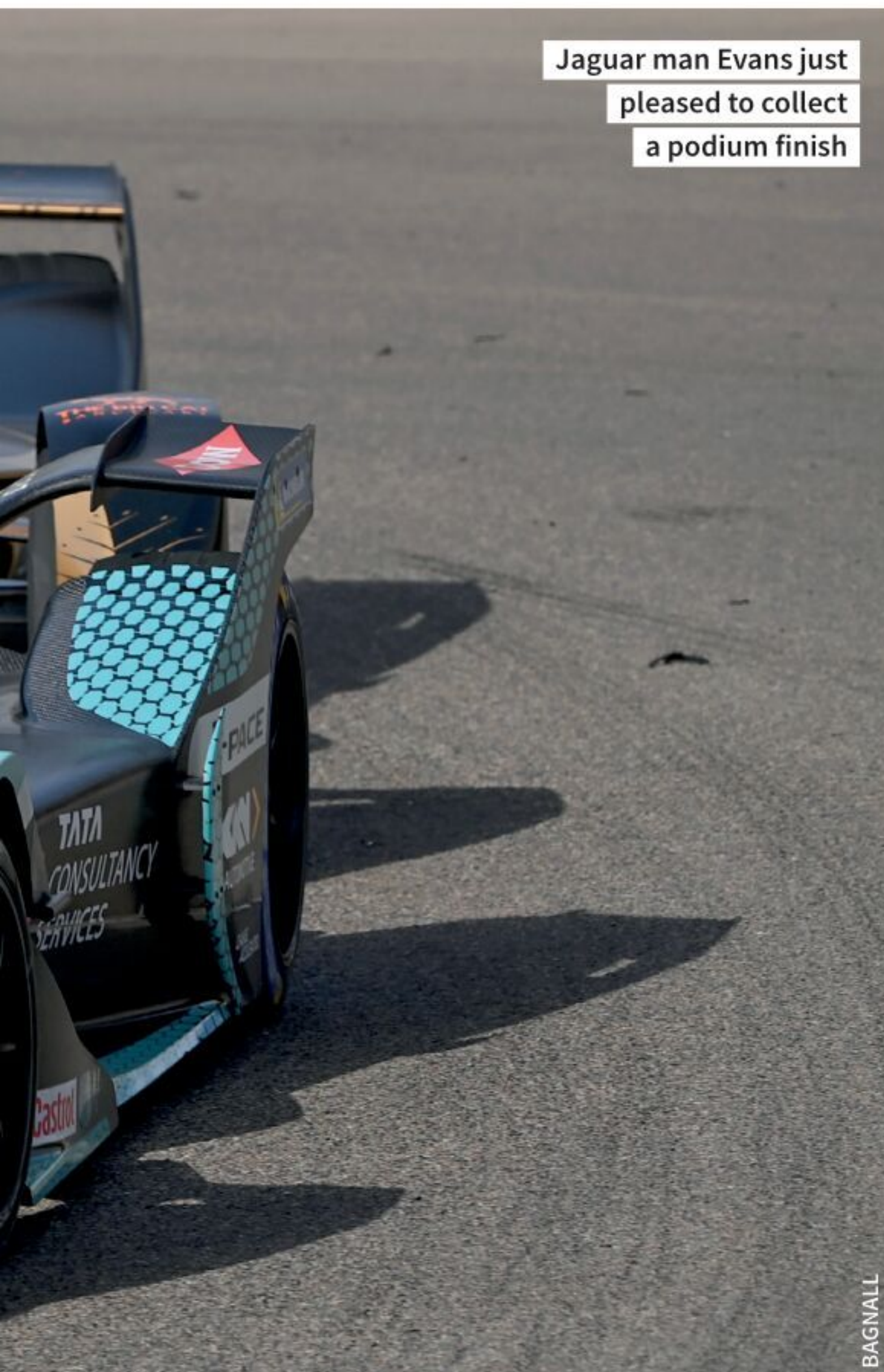
"So we always kept giving him a bit of a breather to control this race the way he wanted. At the end we wanted to make the race hard for him and see if we could pull the rabbit out of the hat."

Techeetah also lost a double podium at the end, when Evans nipped past Vergne on the final lap on the run to Turn 3 after the Parisian lifted surprisingly early to try to manage battery temperatures. Admitting it was a "hairy" moment as Evans's closing speed was significantly higher, the Kiwi was



Vandoorne's qualifying
travails set in motion
loss of points lead

GALLOWAY



Jaguar man Evans just
pleased to collect
a podium finish



Mortara savours victory
and being back on top in
the championship chase

“It was a bit hairy but I’m still here, alive and breathing, so it’s all good”

simply pleased to collect a podium. “I knew I was probably going to get him, it was just a matter of where, and he just lifted very early,” Evans said of his pass. “He thought I was going to go to the right, he covered a while and then I went to the left and it was a bit late for him. It was a bit spontaneous, a bit hairy but got it done – I’m still here, alive and breathing, so it’s all good.”

After a second consecutive horror show for Robin Frijns, who’d been well within the championship battle before Envision’s difficulties in hot weather came to bear, Formula E’s title fight remains a tightly contested four-way shootout. Just 15 points separate returning leader Mortara and the fourth-placed Evans, and just six races remain across the New York, London and Seoul double-headers. It’s the business end of the season now, and Mortara’s stock is now highest in a fluctuating market. 🏆

NEXT REPORT

NEW YORK E-PRIX
21 JULY ISSUE

RESULTS ROUND 7/10, MARRAKECH (MAR), 2 JULY (34 LAPS – 62.704 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	Edoardo Mortara (CHE)	Venturi Racing / Mercedes EQ Silver Arrow 02	46m45.410s
2	Antonio Felix da Costa (PRT)	DS Techeetah / DS E-Tense FE21	+2.297s
3	Mitch Evans (NZL)	Jaguar Racing / Jaguar I-TYPE 5	+6.270s
4	Jean-Eric Vergne (FRA)	DS Techeetah / DS E-Tense FE21	+6.965s
5	Lucas di Grassi (BRA)	Venturi Racing / Mercedes EQ Silver Arrow 02	+7.787s
6	Nyck de Vries (NLD)	Mercedes / Mercedes EQ Silver Arrow 02	+8.394s
7	Jake Dennis (GBR)	Andretti / BMW iFE.21	+12.084s
8	Stoffel Vandoorne (BEL)	Mercedes / Mercedes EQ Silver Arrow 02	+14.541s
9	Sam Bird (GBR)	Jaguar Racing / Jaguar I-TYPE 5	+15.048s
10	Oliver Rowland (GBR)	Mahindra Racing / Mahindra M7Electro	+15.270s
11	Oliver Askew (USA)	Andretti / BMW iFE.21	+16.336s
12	Pascal Wehrlein (DEU)	Porsche / Porsche 99X Electric	+30.043s
13	Nick Cassidy (NZL)	Envision Racing / Audi e-tron FE07	+31.970s
14	Alexander Sims (GBR)	Mahindra Racing / Mahindra M7Electro	+32.332s
15	Andre Lotterer (DEU)	Porsche / Porsche 99X Electric	+32.364s
16	Sebastien Buemi (CHE)	Nissan e.dams / Nissan IM03	+33.707s
17	Oliver Turvey (GBR)	NIO 333 / NIO 333 001	+35.018s
18	Robin Frijns (NLD)	Envision Racing / Audi e-tron FE07	+35.686s
19	Antonio Giovinazzi (ITA)	Dragon Penske Autosport / Penske EV-5	+40.887s
20	Sergio Sette Camara (BRA)	Dragon Penske Autosport / Penske EV-5	+42.764s
R	Maximilian Gunther (DEU)	Nissan e.dams / Nissan IM03	32 laps-accident damage
R	Dan Ticktum (GBR)	NIO 333 / NIO 333 001	28 laps-ran out of energy

Winner's average speed 80.464mph. **Fastest lap** di Grassi 1m20.909s, 82.140mph.

QUALIFYING 1 da Costa 1m17.070s; 2 Mortara 1m17.151s; 3 Vergne 1m17.115s; 4 Wehrlein 1m17.305s; 5 Dennis 1m17.348s; 6 Evans 1m17.476s; 7 Askew 1m17.575s; 8 Cassidy 1m17.578s; 9 de Vries 1m18.393s; 10 di Grassi 1m18.564s; 11 Rowland 1m18.401s; 12 Sette Camara 1m18.608s; 13 Bird 1m18.523s; 14 Turvey 1m18.765s; 15 Frijns 1m18.663s; 16 Ticktum 1m18.805s; 17 Buemi 1m18.654s*; 18 Gunther 1m18.855s; 19 Sims 1m19.089s; 20 Vandoorne 1m18.896s; 21 Giovinazzi no time; 22 Lotterer no time. * = grid penalty.

CHAMPIONSHIP 1 Mortara 139; 2 Vergne 128; 3 Vandoorne 125; 4 Evans 124; 5 Frijns 81; 6 da Costa 75; 7 de Vries 73; 8 di Grassi 66; 9 Lotterer 61; 10 Wehrlein 55.



Scott
McLaughlin
leads champion
Palou and team-mate
Power towards
Mid-Ohio victory

ABBOTT

INDYCAR MID-OHIO

McLaughlin's day as McLaren falters

Car failures cost team-mates Pato O'Ward and Felix Rosenqvist as a pair of Penske drivers sandwiched Ganassi's champion

DAVID MALSHER-LOPEZ

PHOTOGRAPHY  **motorsport
IMAGES**

This race, the ninth round of the 2022 IndyCar Series, could – perhaps should – have been about Arrow McLaren SP scoring its first 1-2 with Pato O'Ward and Felix Rosenqvist, in either order. In the end, both drivers were eliminated by rare mechanical issues through no fault of their own, opening the door for Scott McLaughlin to score his second win of the year by holding off Chip Ganassi Racing's Alex Palou – just as in his first win, back in February at St Petersburg – and for McLaughlin's Penske team-mate Will Power to disprove the notion that you can't pass at Mid-Ohio.

O'Ward started on pole, a wonderful

turnaround for a Chevrolet-powered team that was quite anonymous at this event last year after cooking its tyres too rapidly. This year, after a couple of productive practice sessions, race engineer Will Anderson had O'Ward's car all hooked up for qualifying, but the Mexican was making errors in the first two segments of qualifying on his fresh sets of red Firestone alternate tyres, and ended up a couple of tenths behind team-mate Felix Rosenqvist: "Every time I was coming in [the team were] like, 'What do we change?' 'Oh man, me, I guess!'"

Cometh the hour, cometh the man, and in the Firestone Fast Six, when everyone is running used reds, O'Ward hit his marks at every turn, controlled the rear-end wiggles

in his usual manner, and set a time half a second faster than his team-mate and 0.13s quicker than McLaughlin's nonetheless impressive front-row effort in the Team Penske Dallara-Chevrolet. Third was Honda-powered Colton Herta of Andretti Autosport, alongside Rosenqvist.

The big surprises on the grid were lower down the order – much lower down the order. Will Power and the #12 Penske car was probably the fastest combination of the weekend, but would roll off the grid in 21st. In Q1 Group 1, the 2014 champion had his fastest two laps deleted for unintentionally blocking Helio Castroneves when his team failed to warn him on his out-lap of the approaching Meyer Shank Racing machine.



Two fingers equals
two wins this year
for Kiwi McLaughlin

ANDRETTI 'TEAM-MATES' IN MULTIPLE COLLISIONS



Alexander Rossi's enthusiasm for Andretti Autosport arriviste Romain Grosjean has always been well under control, and within the team Rossi is by no means alone at finding the Frenchman demanding to deal with.

And as one rival team principal remarked: "Grosjean seems to race his team-mates as hard as he races us, which is fine by me, but it must make their team meetings interesting. And Grosjean is getting frustrated – that big deal was made about him joining, and he's just not really shining, is he?"

That frustration spilled over last Sunday, when Grosjean on red tyres tried to pass Rossi for 10th around the outside of Turn 2 on lap 58 following a restart. It looked ambitious and Rossi braked hard, but started understeering away from the apex and into his team-mate. The impact as their front wheels touched knocked the wheel out of Rossi's hands so that they both went off. Rossi resumed in 19th, as Grosjean needed recovering from the tyre wall and went a lap down.

Speaking to Associated Press, he labelled Rossi an "absolute idiot." Team owner Michael Andretti was left fuming too, his mood further darkened by Colton Herta's team dropping him out of podium contention, at which point Grosjean (a lap down) nudged the #26 car off track. When Rossi also ran fourth Andretti entry Devlin DeFrancesco out of road, the sorry farce was complete.

"A round of incidents among team-mates cost valuable track positions," noted Andretti Autosport's post-race release. "The melee brought about high tensions and lowered finishing results." Quite so.



In Q1 Group 2, Power's team-mate Josef Newgarden was sent out on his last qualifying run behind Tatiana Calderon and Jimmie Johnson, which was never going to be a policy that would produce a top-six lap. He too would end up eliminated at this first stage and starting from 14th, alongside championship leader Marcus Ericsson of Chip Ganassi Racing. While team-mate Scott Dixon, a six-time Mid-Ohio winner, got through to the Fast Six, and Palou was seventh, Ericsson was left feeling relieved that he'd arrived at the track with a 27-point lead in the championship.

The start at Mid-Ohio is held on the long drag from Turn 2 through the Turn 3 kink down to the heavy-braking right-hander of Turn 4 and, at the first attempt, IndyCar had to call it off because O'Ward's final warm-up lap had been too quick and the

back half of the field weren't lined up in grid formation. Next time by, everything was perceived as kosher, O'Ward held off McLaughlin into the first turn and Rosenqvist, the highest starter on Firestone's harder primary tyres that are traditionally tougher to warm up, managed to nevertheless find the necessary grip to outfumble Herta and grab third from the Andretti driver through the Turns 4-5 sequence. This was looking very promising for AMSP, especially given that its drivers were on differing tyre strategies, and thus appeared to have its options covered.

And then on lap nine of 80, Rosenqvist's engine let go terminally while exiting Turn 2 and the normally placid Swede turned quite animated as he cursed his wretched luck, not for the first time. His car sauntered to a halt at Turn 4 and out came the full-course caution. Power, who had spun on the opening lap trying to wrest 19th from Takuma Sato and dropped to 27th and last, had picked his way up to 23rd, but took this opportunity to pit and exchange fresh primaries for scrubbed primaries.

Up front on the restart, O'Ward again held off McLaughlin, while this time it was Dixon who found a way around Herta to take third. Behind them ran Simon Pagenaud of Meyer Shank, and Palou.

But it was Newgarden and Rinus VeeKay of Ed Carpenter Racing, running 11th and 12th on primary tyres, who were the first of the expected fast cars to duck into the pits on lap 23 to grab fresh reds. The theory was that the extra grip would allow them to lay down a series of hot laps to vault them



O'Ward and McLaughlin
lead them two by two

ahead of several runners ahead who were now running tired reds. It worked well and, by the time their rivals stopped, Newgarden and VeeKay were sixth and seventh.

But it was Palou, stopping two laps later, who made the undercut work best. His lap 25 pitstop for fresh reds to replace scrubbed reds preceded him rocketing out of the pits and laying down some scorching laps, including the fastest of the race. By the time O'Ward pitted on lap 29, and McLaughlin on lap 30, Palou had vaulted from sixth and could have gone into the lead except the field had been slowed by a caution period for Kyle Kirkwood spinning off at Turn 9,

“McLaughlin had finished the last six races outside of the top five. Palou too could be satisfied”

while McLaughlin was pitting. Still, Palou was up to second, because O'Ward had been encountering fuel-feed issues toward the end of his first stint so he was no longer able to get full power. The problem wasn't solved by carrying a full tank of fuel, and thereafter the unfortunate AMSP driver would fall down the order, eventually retiring at the end of pitlane on lap 53.

On the lap 35 restart, McLaughlin, now on the harder primaries, slithered out of Turn 2, the Keyhole hairpin. This allowed Palou to close up but, before he could attempt a pass, the caution flew again as Jack Harvey ran Dalton Kellett off the track.

At the next restart on lap 39, Dixon defended fifth so hard from Newgarden through Turn 4 that the pair of them didn't notice VeeKay carrying so much more momentum into Turn 5, and the bold ECR



pilot drove around the pair of them at Turn 6 to gain fifth.

Despite the grip offered by his fresh reds, Palou could not find a way past McLaughlin on scrubbed primaries, although by lap 50 McLaughlin's lead was still only one second, while Herta ran 2s further back. Herta had nearly a 4s advantage on VeeKay, who had pulled a couple of seconds clear of Dixon.

Then on lap 53, Calderon went off the road at Turn 4 with a transmission issue. IndyCar slightly delayed the closing of the pits under the necessary caution, yet the #26 team slipped up and left Herta out, as the rest of the frontrunners hit pitroad. He was now in the lead but his race was doomed since he'd need to stop again soon after the field had been bunched by this yellow. He made the stop in the next caution period, which was caused by his team-mates Alexander Rossi

and Romain Grosjean colliding, with the Frenchman needing rescuing from the tyre wall at Turn 2. Unbelievably, Grosjean would later nudge Herta off the track, and Rossi would take down their fourth team-mate, rookie Devlin DeFrancesco, on what was a truly bleak day for the Andretti Autosport team (see panel, p37).

With both cars on used primaries for the final stint, McLaughlin looked more comfortable holding off Palou through the final stint, albeit by little more than a second, each using their push to pass to defend and attack respectively. For McLaughlin it was a breakthrough, for after finishing first and second in the first and second races of the season he had finished the next six outside of the top five. And after a retirement at Road America, Palou too could be pretty satisfied to rise from seventh to finish second.

The big story was behind them. Following his not-much-to-lose first stop under caution, Power had climbed to 18th before the first round of stops commenced on lap 23. He would have gone longer than the frontrunners and most midfield contenders thanks to the earlier splash of fuel on lap nine but, in anticipation of a full-course yellow that flew on lap 31, the team chose to pit him, and he emerged in 12th.

Power overtook David Malukas and Pagnaud on consecutive laps after the lap 39 restart, then Rossi and the mechanically faltering O'Ward. The second on-strategy stop meant the #12 crew got him out ahead of both Dixon and Ericsson and, on the final restart, Power took advantage of his fresh alternate-compound Firestones to outbrake VeeKay into Turn 2 to claim third. Power





Power play: Penske ace rose from 21st on the grid to a fantastic third

then hung close to Palou until, with five or six laps to go, he backed out of the dirty air to ensure his reds had enough life on them to fend off VeeKay should there be a late restart. Sure, it wasn't the win that his pace had suggested was feasible, but in light of the qualifying cock-up it was a hell of a salvage job. Power has finished seven of 2022's nine rounds in the top four.

VeeKay was well deserving of his best result since that podium at Barber Motorsports Park, and appeared to have no problem holding off the Dixon-Ericsson-Newgarden train. As Ericsson explained afterwards, he believed that having started the stint on fresh alternate tyres as opposed to Dixon's worn rubber, his car was faster than the six-time champ's — but he dared not attempt a pass in case it went wrong, he lost time and allowed Newgarden through, when the Penske man had started the race only 32 points behind him in the standings.

Castroneves made some late bold moves to get around MSR team-mate Pagnaud and Dale Coyne Racing rookie Malukas to finish eighth. Malukas scored a very impressive ninth, having also passed Pagnaud in the closing stint, but he could have finished higher if his pitstops had worked better with the way the cautions played out. But there are very bright days ahead for this young man. 🏆

NEXT REPORT

TORONTO
21 JULY ISSUE



Say cheese: McLaughlin flanked by Palou (left) and Power on podium

RESULTS ROUND 9/16, MID-OHIO (USA), 3 JULY (80 LAPS – 180.640 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	Scott McLaughlin (NZL)	Team Penske / Dallara-Chevrolet	1h46m43.3290s
2	Alex Palou (ESP)	Chip Ganassi Racing / Dallara-Honda	+0.5512s
3	Will Power (AUS)	Team Penske / Dallara-Chevrolet	+3.8415s
4	Rinus van Kalmthout (NLD)	Ed Carpenter Racing / Dallara-Chevrolet	+11.3742s
5	Scott Dixon (NZL)	Chip Ganassi Racing / Dallara-Honda	+12.3194s
6	Marcus Ericsson (SWE)	Chip Ganassi Racing / Dallara-Honda	+13.0700s
7	Josef Newgarden (USA)	Team Penske / Dallara-Chevrolet	+13.7717s
8	Helio Castroneves (BRA)	Meyer Shank Racing / Dallara-Honda	+16.8590s
9	David Malukas (USA)	Dale Coyne Racing with HMD / Dallara-Honda	+19.0958s
10	Simon Pagnaud (FRA)	Meyer Shank Racing / Dallara-Honda	+26.1914s
11	Christian Lundgaard (DNK)	Rahal Letterman Lanigan Racing / Dallara-Honda	+27.0849s
12	Graham Rahal (USA)	Rahal Letterman Lanigan Racing / Dallara-Honda	+28.9183s
13	Conor Daly (USA)	Ed Carpenter Racing / Dallara-Chevrolet	+29.4121s
14	Takuma Sato (JPN)	Dale Coyne Racing with RWR / Dallara-Honda	+29.7488s
15	Colton Herta (USA)	Andretti Autosport with Curb-Agajanian / Dallara-Honda	+35.6803s
16	Jimmie Johnson (USA)	Chip Ganassi Racing / Dallara-Honda	+36.6512s
17	Devlin DeFrancesco (CAN)	Andretti Steinbrenner Autosport / Dallara-Honda	+39.6556s
18	Simona de Silvestro (CHE)	Paretta Autosport / Dallara-Chevrolet	+46.0278s
19	Alexander Rossi (USA)	Andretti Autosport / Dallara-Honda	+46.9341s
20	Jack Harvey (GBR)	Rahal Letterman Lanigan Racing / Dallara-Honda	+1m05.0242s
21	Romain Grosjean (FRA)	Andretti Autosport / Dallara-Honda	-1 lap
22	Dalton Kellett (CAN)	AJ Foyt Enterprises / Dallara-Chevrolet	-2 laps
23	Callum Iltott (GBR)	Juncos Hollinger Racing / Dallara-Chevrolet	57 laps-engine
24	Pato O'Ward (MEX)	Arrow McLaren SP / Dallara-Chevrolet	52 laps-fuel feed
25	Tatiana Calderon (COL)	AJ Foyt Enterprises / Dallara-Chevrolet	51 laps-transmission
26	Kyle Kirkwood (USA)	AJ Foyt Enterprises / Dallara-Chevrolet	28 laps-accident
27	Felix Rosenqvist (SWE)	Arrow McLaren SP / Dallara-Chevrolet	8 laps-engine

Winner's average speed 101.557mph. Fastest lap Palou 1m08.3376s, 118.951mph.

Q3 1 O'Ward 1m06.7054s; 2 McLaughlin 1m06.8382s; 3 Herta 1m07.0262s; 4 Rosenqvist 1m07.2163s; 5 Dixon 1m07.4047s; 6 Pagnaud 1m07.4199s.
Q2 McLaughlin 1m06.5341s; Rosenqvist 1m06.5438s; O'Ward 1m06.7504s; Dixon 1m06.7946s; Herta 1m06.7953s; Pagnaud 1m06.7955s; 7 Palou 1m06.7965s; 8 Malukas 1m06.8201s; 9 Kirkwood 1m06.9506s; 10 Iltott 1m06.9534s; 11 van Kalmthout 1m06.9843s; 12 Rossi 1m07.0155s.

Q1 - GROUP 1 McLaughlin 1m06.5897s; van Kalmthout 1m06.8191s; Pagnaud 1m06.9474s; Rossi 1m06.9501s; Iltott 1m06.9627s; Malukas 1m06.9932s; 13 Ericsson 1m07.1475s; 15 Castroneves 1m07.1798s; 17 Grosjean

1m07.2573s; 19 Sato 1m07.4645s; 21 Power 1m07.5559s; 23 Kellett 1m08.2444s; 25 de Silvestro 1m08.4995s.

Q1 - GROUP 2 Rosenqvist 1m06.5379s; O'Ward 1m06.7616s; Herta 1m07.0058s; Dixon 1m07.0347s; Palou 1m07.1155s; Kirkwood 1m07.2377s; 14 Newgarden 1m07.3338s; 16 Lundgaard 1m07.4207s; 18 Rahal 1m07.5909s; 20 DeFrancesco 1m07.6475s; 22 Daly 1m07.6745s; 24 Harvey 1m07.9362s; 26 Calderon 1m08.4370s; 27 Johnson 1m08.5318s.

CHAMPIONSHIP 1 Ericsson 321; 2 Power 301; 3 Newgarden 287; 4 Palou 286; 5 O'Ward 256; 6 Dixon 254; 7 McLaughlin 252; 8 Rossi 229; 9 Pagnaud 217; 10 Herta 212.

Sargeant pulls rank for maiden success

FIA FORMULA 2
SILVERSTONE (GBR)
2-3 JULY
ROUND 7/14

He's a member of the Williams Academy, he drives for Carlin, he has British management, and he even started his career in car racing in British F4. Logan Sargeant has plenty of ties to the UK, so it was fitting that the American took his first FIA Formula 2 win at Silverstone last Sunday. He qualified on pole, and effectively led from lights to flag to hold off a fierce challenge from ART Grand Prix's Theo Pourchaire.

From pole, Sargeant made a great start as fellow front-row starter Frederik Vesti spun his rears off the line and championship leader Felipe Drugovich also lost ground from third on the grid. Pourchaire moved into second, Liam Lawson shot up into third from fifth

for Carlin, and fellow Red Bull junior Ayumu Iwasa slotted into fourth after starting sixth. Drugovich was next from Vesti.

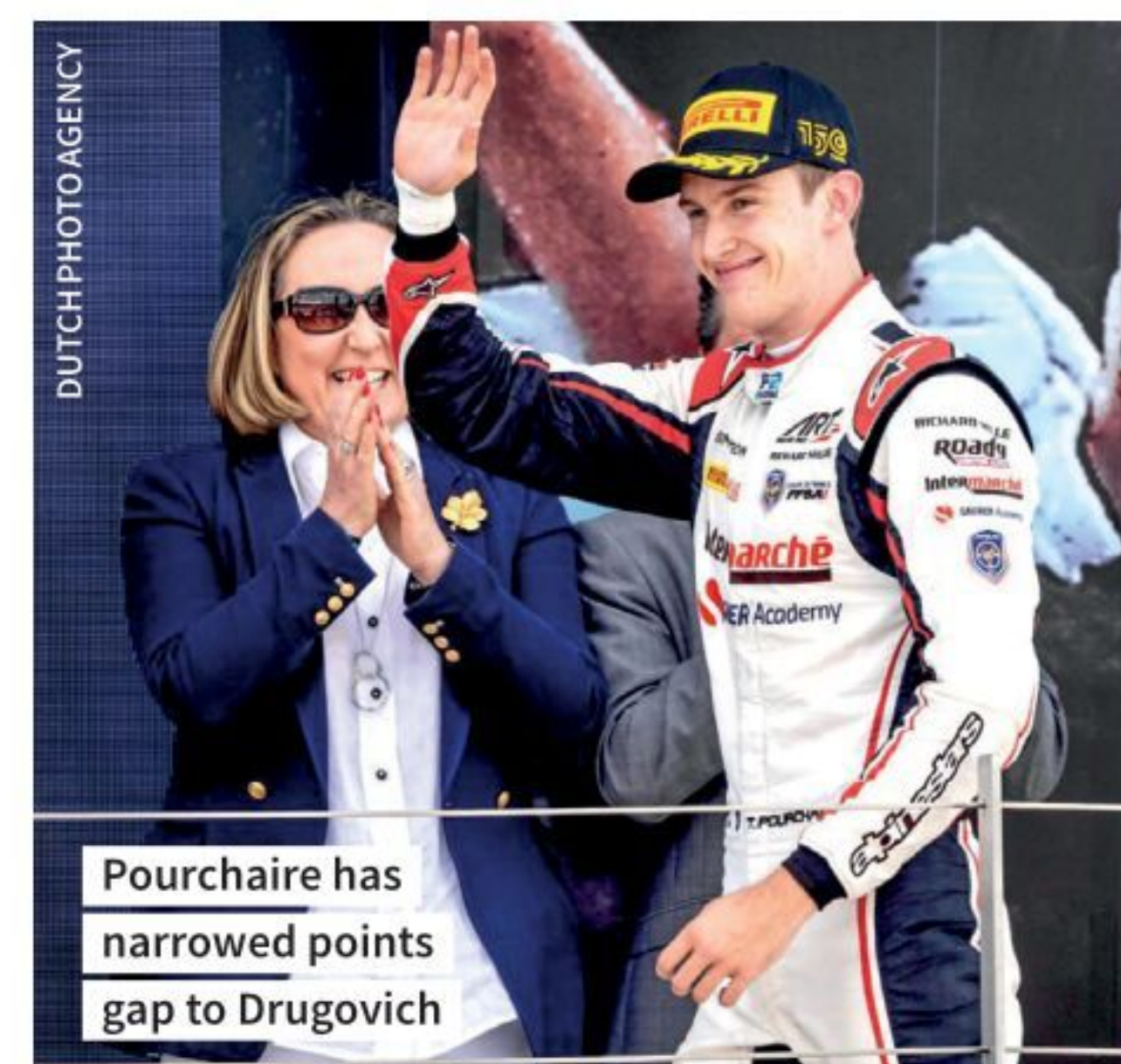
But the race was soon neutralised by the safety car following a scary incident between Roy Nissany and Dennis Hauger on lap two. DAMS driver Nissany ran wide at Stowe Corner before rejoining the track. Red Bull junior Hauger stuck his Prema Racing car to the inside of Nissany at Vale, only for the Israeli to move across and force the reigning FIA Formula 3 champion onto the grass. Predictably, the Norwegian was unable to brake properly for the Club chicane, and flew over the sausage kerbs and onto the top of Nissany's car as they both piled into the gravel. Both emerged from the incident unscathed, and Nissany was handed three licence penalty points and a five-place grid drop for this week's sprint race in Austria.

Sargeant held position on the restart, and

built up a gap over Pourchaire. Soon the leading runners began their pitstops to get off their soft Pirelli tyres. Sargeant and Pourchaire were among those who extended their rubber for the longest, before pitting simultaneously on lap 11. The Floridian emerged with a margin of just over a second to the Frenchman, and extended this slightly, but Pourchaire always kept him in sight. Into the final laps, Pourchaire began to gain and got within DRS range, but Sargeant held fast to take the flag in front.

"Couldn't be happier to be honest," said Sargeant. "The car was absolutely hooked up and I'm just looking forward to hopefully doing this more regularly."

Lawson made it a double podium for Carlin in third, while MP Motorsport driver Drugovich got past the ART car of Vesti on the final lap for fourth. Drugovich had been the last of the soft-tyred starters to pit, but





DUNBAR/MOTORSPORT IMAGES

this time the strategy hadn't worked, and he was forced to find his way back ahead of Vesti. Iwasa, meanwhile, had dropped well off this group when the DAMS team had trouble at his pitstop.

Hitech GP's Juri Vips led the middle stages of the race as the leading runner on the alternate strategy. Once he got onto his soft tyres he soon passed team-mate Marcus Armstrong, as did Prema's Jehan Daruvala on his way to seventh.

Another maiden victory came in Saturday's sprint race, this time for Jack Doohan, son of motorcycle legend Mick – it was the first time the Doohan name has stood atop the podium at a British GP since Donington in 1997, thanks to the Virtuosi Racing driver holding off a fierce challenge from Iwasa to seal victory.

On a damp track and with the field on wet-weather tyres, Doohan started fourth. But he went on to pick off Vips, Daruvala and finally Enzo Fittipaldi to take the lead on lap seven after the Charouz driver went wide at Village. The Australian then built an advantage of almost five seconds by lap 16 before Iwasa launched his fightback.

Iwasa slashed the gap to 0.9s at the line but had to settle for second, with Fittipaldi completing the podium. Pourchaire took fourth, with Drugovich in fifth. Vesti placed sixth after an intense battle with Sargeant and Daruvala.

Drugovich continues to stand well clear at the top of the points, although Pourchaire has clawed back some ground in second.

MEGAN WHITE

RESULTS ROUND 7/14, SILVERSTONE (GBR), 2-3 JULY FEATURE RACE (29 LAPS – 106.071 MILES)

POS	DRIVER	TEAM	TIME
1	Logan Sargeant (USA)	Carlin	53m50.586s
2	Theo Pourchaire (FRA)	ART Grand Prix	+1.681s
3	Liam Lawson (NZL)	Carlin	+8.994s
4	Felipe Drugovich (BRA)	MP Motorsport	+11.312s
5	Frederik Vesti (DNK)	ART Grand Prix	+11.961s
6	Juri Vips (EST)	Hitech Grand Prix	+12.276s
7	Jehan Daruvala (IND)	Prema Racing	+13.899s
8	Marcus Armstrong (NZL)	Hitech Grand Prix	+17.320s
9	Jack Doohan (AUS)	Virtuosi Racing	+21.033s
10	Jake Hughes (GBR)	Van Amersfoort Racing	+28.297s
11	Enzo Fittipaldi (BRA)	Charouz Racing System	+29.117s
12	Ayumu Iwasa (JPN)	DAMS	+30.586s
13	Clement Novalak (FRA)	MP Motorsport	+34.161s
14	Richard Verschoor (NLD)	Trident	+35.004s
15	Marino Sato (JPN)	Virtuosi Racing	+35.426s
16	Calan Williams (AUS)	Trident	+36.391s
17	Olli Caldwell (GBR)	Campos Racing	+51.166s
18	Cem Bolukbasi (TUR)	Charouz Racing System	+1m01.078s
19	David Beckmann (DEU)	Van Amersfoort Racing	+1m03.207s
R	Roy Nissany (ISR)	DAMS	0 laps-accident
R	Dennis Hauger (NOR)	Prema Racing	0 laps-accident
NS	Ralph Boschung (CHE)	Campos Racing	neck pain

Winner's average speed 118.200mph. **Fastest lap** Beckmann 1m40.842s, 130.677mph.

QUALIFYING 1 Sargeant 1m38.432s; 2 Vesti 1m38.539s; 3 Drugovich 1m38.553s; 4 Pourchaire 1m38.553s; 5 Lawson 1m38.625s; 6 Iwasa 1m38.734s; 7 Doohan 1m38.901s; 8 Vips 1m39.013s; 9 Fittipaldi 1m39.077s; 10 Daruvala 1m39.115s; 11 Nissany 1m39.222s; 12 Armstrong 1m39.266s; 13 Hauger 1m39.429s; 14 Hughes 1m39.448s; 15 Verschoor 1m39.492s; 16 Caldwell 1m39.580s; 17 Boschung 1m39.597s; 18 Novalak 1m39.660s; 19 Sato 1m39.677s; 20 Bolukbasi 1m39.691s; 21 Williams 1m39.912s; 22 Beckmann 1m40.291s.

SPRINT RACE (20 LAPS – 73.127 MILES) **GRID** Decided by result of qualifying, with top 10 reversed.

1 Doohan 40m42.488s; 2 Iwasa +0.932s; 3 Fittipaldi +16.722s; 4 Pourchaire +17.888s; 5 Drugovich +21.717s; 6 Vesti +26.830s; 7 Sargeant +28.284s; 8 Daruvala +36.291s; 9 Armstrong +38.699s; 10 Verschoor +43.770s; 11 Hughes +44.611s; 12 Vips +48.113s; 13 Novalak +49.448s; 14 Nissany +54.509s; 15 Hauger +55.235s; 16 Beckmann +58.703s; 17 Williams +1m06.077s; 18 Caldwell +1m06.411s; 19 Bolukbasi +1m21.711s; 20 Lawson +1m35.025s; R Sato 11 laps-engine; NS Boschung.

Winner's average speed 107.781mph. **Fastest lap** Iwasa 1m58.954s, 110.780mph.

CHAMPIONSHIP 1 Drugovich 148; 2 Pourchaire 106; 3 Sargeant 88; 4 Daruvala 80; 5 Lawson 59; 6 Armstrong 59; 7 Vips 59; 8 Doohan 57; 9 Fittipaldi 56; 10 Hauger 55.



DUTCH PHOTO AGENCY/RED BULL CONTENT POOL

Leclerc heads Ferrari and Prema stablemate Bearman, who claimed third place



King Arthur leads the English knights

**FIA FORMULA 3
SILVERSTONE (GBR)
2-3 JULY
ROUND 4/9**

Charles Leclerc wasn't the only member of his family to make inroads at the top of a championship table at Silverstone last Sunday – younger brother Arthur took victory in the FIA Formula 3 feature race to close the gap to Victor Martins. The Prema Racing-run Ferrari protege fended off polesitter Zak O'Sullivan and team-mate Ollie Bearman to secure his first win of the season, rocketing him up the standings from fifth to second, six points behind the leader.

Leclerc, who started second, briefly took the lead on lap two, but was forced to give the position back because his pass came

just as the safety car was deployed courtesy of an off from Franco Colapinto at Luffield. Racing resumed on lap four, with Carlin's Williams junior O'Sullivan holding the lead, but Leclerc was close on his back, and took the lead around the outside of Brooklands two laps later with the help of DRS.

The safety car was deployed again on lap 10 after Rafael Villagomez and Nazim Azman made contact, breaking Villagomez's front wing and sending it under his front wheels, careering him into the barriers at Copse.

With two laps remaining, the top five were separated by just 1.5s. Bearman snatched third place from Caio Collet at Stowe on the penultimate lap before attempting to pass O'Sullivan at Club on the final tour. The two exited the left-right side by side, and O'Sullivan just held on for

the runner-up spot in a thrilling finish. It was a great milestone for O'Sullivan and Carlin on home ground, with team boss Trevor Carlin saying that the team had found a breakthrough after struggling in the series for several seasons.

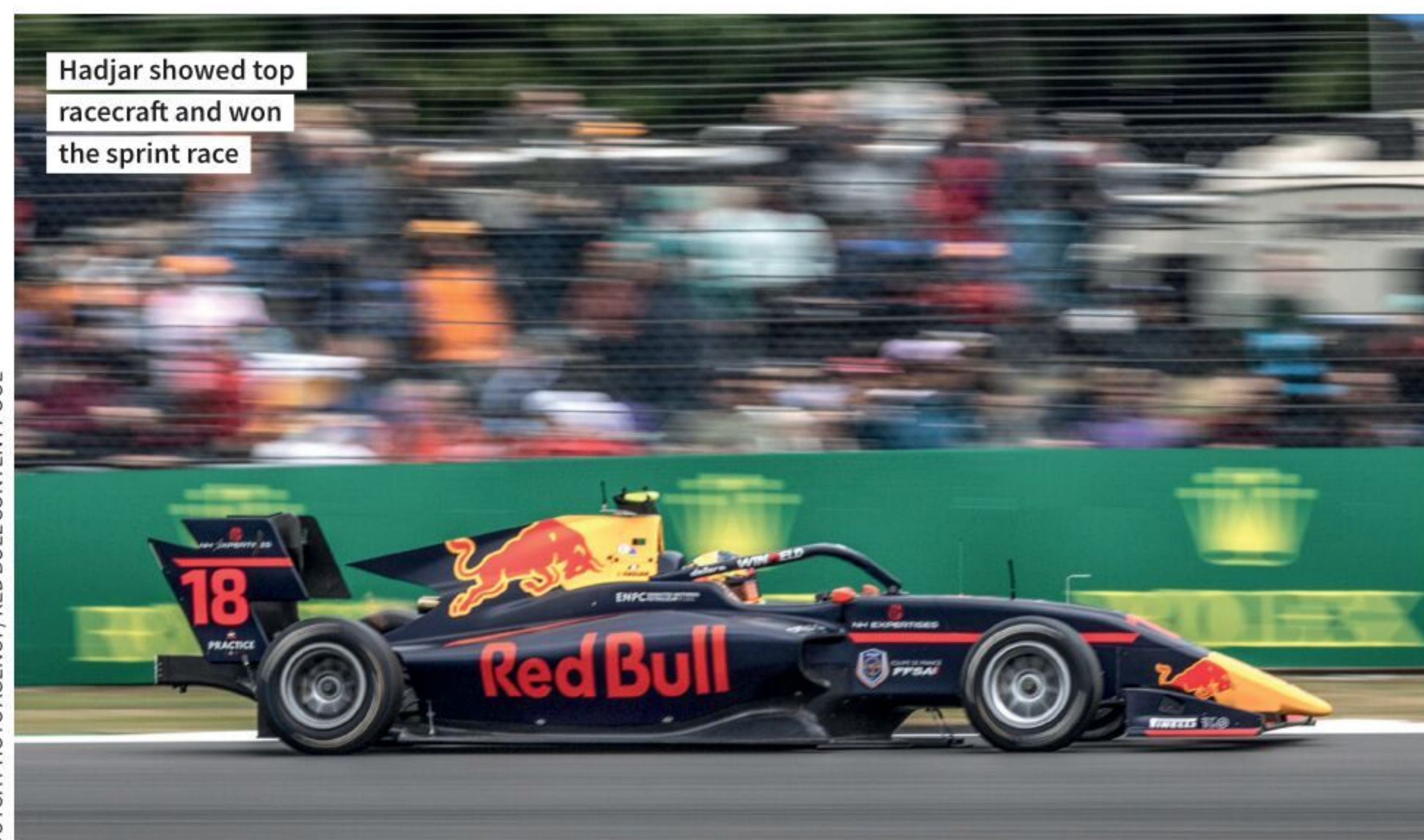
Collet finished fourth for MP Motorsport, with Hitech's Isack Hadjar the last of the leading quintet. The French Red Bull Junior had started ninth before picking his way through the field. Martins, who struggled in qualifying and lined up 11th, recovered to seventh in his ART Grand Prix machine.

"I'm really happy about the win, we gave everything," Leclerc said. "Finally a good weekend from beginning to end. We had a good quali and started on the front row. It was a hard race to keep it in front, we had a lot of deg with the rears, I was struggling quite a lot with the tyres but in the end we made it to P1. Now on to Austria."

Hadjar had taken his second sprint race win of the season on Saturday, swooping past Martins on the penultimate lap to steal the victory. Hadjar lined up in fourth and passed Kush Maini for third at the Club chicane on lap four, before swooping past Reece Ushijima (Van Amersfoort Racing) for second place at Stowe several laps later.

Martins remained at the front for much of the 17-lap race, after taking the lead off the line from polesitter Ushijima, but Hadjar eventually made it past two laps from the end with a great move around the outside of Stowe. Martins settled for second, while Ushijima took his first podium finish. MP driver Maini was close in fourth, with Kaylen Frederick heading the fight for fifth.

MEGAN WHITE



Hadjar showed top racecraft and won the sprint race

Chadwick breaks UK jinx in style

W SERIES
SILVERSTONE (GBR)
2 JULY
ROUND 3/8

Jamie Chadwick tightened her grip on the W Series crown with another flawless lights-to-flag victory at Silverstone to end her home-round hoodoo.

Fresh from winning all three opening races this year, the only achievement missing from Chadwick's glittering W Series record had been victory at her home event – she'd clinched the inaugural title with fourth place at Brands Hatch in 2019, and finished third at Silverstone last season. This seemed to provide the ideal opportunity for her rivals to strike back at the 24-year-old two-time champion, but Chadwick never gave them a chance.

She secured her third consecutive pole position by over 0.2 seconds from Emma Kimilainen, the Finn disrupting the all-British domination from last time out at Barcelona, with Alice Powell third and Abbi Pulling fourth. But that was as close as Chadwick's rivals would get to her, and she bolted clear in the lead without any fuss.

The drama unfolded behind the reigning champion when Powell stalled at the start of the formation lap, getting her car restarted with seconds to spare before the last machine passed her on the grid. But Powell had lost so much ground in the pack that by the time the snake reached the first safety car line she wasn't back in position, which resulted in a 10-second stop/go penalty.

Powell's penalty was announced during the first lap, when the 2021 championship runner-up had been battling Kimilainen for second place, to effectively end her hopes



Chadwick's first single-seater win in the UK since British F3 in 2018

of a strong result. She dropped to last before climbing to 14th place by the finish.

Chadwick had built an early lead, and her only moment of concern was triggered by a mid-race rain shower, but the wet stuff wasn't heavy or prolonged enough to cause trouble. She eventually grew the lead to seven seconds and maintained the gap in the closing stages.

The winning margin ballooned once again owing to the action behind. Pulling had shaken off Beitske Visser and Fabienne Wohlwend to reel in Kimilainen in second place. Pulling got the gap down to half a second on the penultimate lap and, after a look up the inside at Copse, the former British F4 contender went for an ambitious move into the Club chicane.

Kimilainen closed off Pulling's line to

commit the pair into a collision. Both spun around but without too much damage, and the duo rejoined with Pulling in second, although Kimilainen got back ahead.

Chadwick therefore took victory by over 19s to maintain her 100% record in 2022 and extend her winning run to six consecutive triumphs counting back to last year's double-header at the Circuit of The Americas. Kimilainen kept hold of second ahead of Pulling as both drivers limped around the final lap, clear from a late charge by Wohlwend that consigned Visser to fifth. Behind them, Jess Hawkins came out on top of her scrap with Abbie Eaton for sixth.

Glory remains in Chadwick's grasp, and she has extended her series lead to 47 points over closest rival Pulling.

HAYDN COBB



Kimilainen won a fraught battle with Pulling for second

WEEKEND WINNERS

FIA FORMULA 3
SILVERSTONE (GBR)

Race 1 Isack Hadjar
 Hitech Grand Prix

Race 2 Arthur Leclerc
 Prema Racing

W SERIES
SILVERSTONE (GBR)
 Jamie Chadwick

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Heinrich off the mark as King stars at home

PORSCHE SUPERCUP
SILVERSTONE (GBR)
3 JULY
ROUND 3/8

A lightning launch was pivotal in Laurin Heinrich chalking his first victory of the Porsche Supercup campaign as the British Grand Prix crowd was given a neat snapshot of this series' regrettable traits: processions at the front, clumsy driving everywhere else.

Heinrich impressed in his debut season on the Formula 1 undercard in 2021, scoring one win plus a brace of further podiums for Huber Racing. That guided him to fourth in the standings before he spent the winter beating fellow hotshots at Aragon to be selected as an official Porsche Junior.

The 20-year-old German, fourth at Imola before going one better in Monaco, only required the run to Abbey to take control of the 14-lap Silverstone affair. He left a little to be desired in a soggy qualifying by setting too conservative a banker before conditions deteriorated to leave reigning champion Larry ten Voorde on pole by 0.5 seconds.



Heinrich leads ten Voorde and King out of Stowe corner

PORSCHE AG/HOCHZWEI

But from the inside line, Heinrich nailed the start to force his Team GP Elite rival to sweep towards the pitwall and attempt a block. Heinrich kept his foot in to force Monaco winner ten Voorde to yield, which allowed home driver Harry King to sneak into second. The Brit had a sniff for the lead into Farm but was squeezed out to allow ten Voorde to cut back behind Heinrich onto the Wellington Straight.

That would already prove the deciding factor in the hunt for victory as Heinrich thereafter ran with composure to win over ten Voorde by 0.513s. King completed the podium ahead of Imola victor Dylan Pereira.

Heinrich said: "My strategy was to draw alongside Larry as quickly as possible after the start. I knew that I'd be on the inside at the first corner and that was the more favourable line – this plan worked perfectly."

The other Brits, Lorcan Hanafin and Adam Smalley, meanwhile, finished sixth and 12th respectively, having largely navigated the various calamities in the pack. For one, the safety car collected the field on lap two when ten Voorde's team-mate Max van Splunteren was punted round to collect unsighted ex-Formula 2 racer Dorian Boccia, showering the track in debris.

MATT KEW

Reddick chases Elliott then scores first victory

NASCAR CUP
ROAD AMERICA (USA)
3 JULY
ROUND 18/36

Tyler Reddick became the fifth first-time winner in the NASCAR Cup Series this year at Road America.

Reddick came out behind Chase Elliott from a final green-flag pitstop, ran him down and pulled a pass on lap 46 of 62.

Once the last cars ahead of him made their final stops, Reddick took the lead. He then spent the final 16 laps matching Elliott move for move until he pulled away and took the victory by 3.304 seconds.

The breakthrough for Reddick, 26, came in his 92nd start. He joins Austin Cindric, Chase Briscoe, Ross Chastain and Daniel Suarez as a 2022 first-time winner. Reddick, Chastain and Suarez's victories have all come in the series' three road-course races run so far this season.

The victory was also a first for Reddick's crew chief, Randall Burnett. "Randall has been working at this for a very long time and he's always believed in me," Reddick said. "Everyone on this team at Richard Childress Racing has believed in me."

"I've made a lot of mistakes along the way; but man, this year has been one step, one mistake away from greatness all year long, and we finally did it today."

Reddick is now the 13th different winner in the 2022 season, seven of which are Chevrolet drivers.

Chevy drivers swept the top-five finishing positions at Road America, with Kyle Larson third, Chastain fourth and Suarez fifth. Chris Buescher was best of the rest in his RFK Ford.

JIM UTTER



Reddick heads Elliott on his way to first Cup win

NIGEL KINRADE/NKP
motorsport
IMAGES



Rob Huff said he “hit the jackpot” on Vila Real’s streets. He’s now fourth in the points

Huff puts Lynk & Co team orders fiasco in the shade

CLEMENT LUCK/DPPI

WTCR
VILA REAL (POR)
3 JULY
ROUND 5/10

A silly team orders spat threatened to overshadow the World Touring Car Cup’s glorious return to fantastic Vila Real for the first time since 2019, only for good old Rob Huff to save the day by delivering little Zengo Motorsport a first victory of the year – and a landmark win in the series’ 100th race.

The Cyan Lynk & Cos turned domination into cloudy controversy in race one. Pole position winner Santi Urrutia led away double champion Yann Ehrlacher, then took his ‘joker’ on lap three, at the only WTCR round to feature a rallycross-style

alternative loop at the end of the lap. Ehrlacher now pushed hard, took his joker the next time around and emerged with the lead – only to receive a call to hand the victory back to his team-mate and title rival. He refused to meet Urrutia’s eye afterwards as a Swedish Cyan-blue frost descended in balmy Portugal.

Urrutia claimed the call stuck to a pre-agreed “strategy”, but Ehrlacher contradicted that view. “It was not really clear,” he said. “The principle order was not to crash into each other at Turn 1. But the scenario was not planned, I had good pace, I went for proper racing. Then I got the order. You have to behave as a pro, you just need to accept it. I just hope it helps put one blue car, whichever one it is, at the top of the standings at the end of the year.”

Ehrlacher’s uncle Yvan Muller should have added another Lynk & Co victory in the partially reversed grid race two. Starting from pole, it was his race to lose – which is exactly what he did. Following an early safety car to clear the clashing Hondas of local hero Tiago Monteiro and Esteban Guerrieri, Muller took his joker, outbraked himself and dropped from first to fourth.

Attila Tassi and points leader Mikel Azcona also ‘jokered’ early, lifting Huff from fourth to the lead. He ran long to build a gap, finally took his joker and easily kept



WTCR/DPPI

WEEKEND WINNERS

PORSCHE SUPERCUP
SILVERSTONE (GBR)

Laurin Heinrich
Huber Racing

NASCAR CUP
ROAD AMERICA (USA)

Tyler Reddick
Richard Childress Racing (Chevrolet)

WTCR
VILA REAL (POR)

Race 1 Santiago Urrutia
Cyan Performance (Lynk & Co)

Race 2 Rob Huff
Zengo Motorsport (Cupra Leon)

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ahead. Seconds later, his team-mate Daniel Nagy planted his Cupra into the wall at the chicane and was collected by Nathanael Berthon’s Audi, triggering another safety car intervention. Had Nagy crashed a lap earlier, the joke would have been on Zengo and Huff. The race finished under caution, which would have thwarted the Brit from taking his joker had he not just done so.

Azcona’s third place keeps him ahead, but from 34 points his title lead has been whittled down to 16 over Urrutia, with Ehrlacher four further back.

DAMIEN SMITH



Fraga at speed at charismatic Norisring in his AF Corse-run Ferrari...

Fraga and Preining triumph in crashfest

DTM
NORISRING (DEU)
2-3 JULY
ROUND 4/8

Felipe Fraga enjoyed a memorable 27th birthday at the Norisring last Sunday, when the Red Bull Ferrari driver captured his maiden DTM win from pole to end a run of five consecutive non-finishes. The latest of those had come in a chaotic Saturday race, when “I got a missile from behind” in the form of Esteban Muth’s Walkenhorst BMW, and in which only 11 cars finished to prompt extensive talk about driving standards. Through it all emerged Team Bernhard’s Thomas Preining to score Porsche’s first DTM win, leading Dennis Olsen’s SSR Performance example in a remarkable 1-2 for the Weissach marque.

Race one started ominously with a

multi-car Turn 1 accident. From eighth on the grid, Arjun Maini had made a demon launch around the outside in his HRT Mercedes, and was set to emerge from the left-hand Grundig hairpin in third when he was spun by fourth qualifier Franck Perera’s Grasser Lamborghini – the Frenchman, standing in for an unwell Rolf Ineichen, had been unsettled by a touch from the Abt Audi of Rene Rast. Cue a pile-up, as those unsighted on the outside line piled in.

Preining had qualified second and maintained that at the initial start, and at the restart he seized the lead from Abt Audi poleman Kelvin van der Linde, who admitted to being “more cautious than I needed to be” in his efforts not to get embroiled in more Norisring Turn 1 drama, with memories of his clash with Liam Lawson in last year’s title decider still fresh. A recovering Perera believed

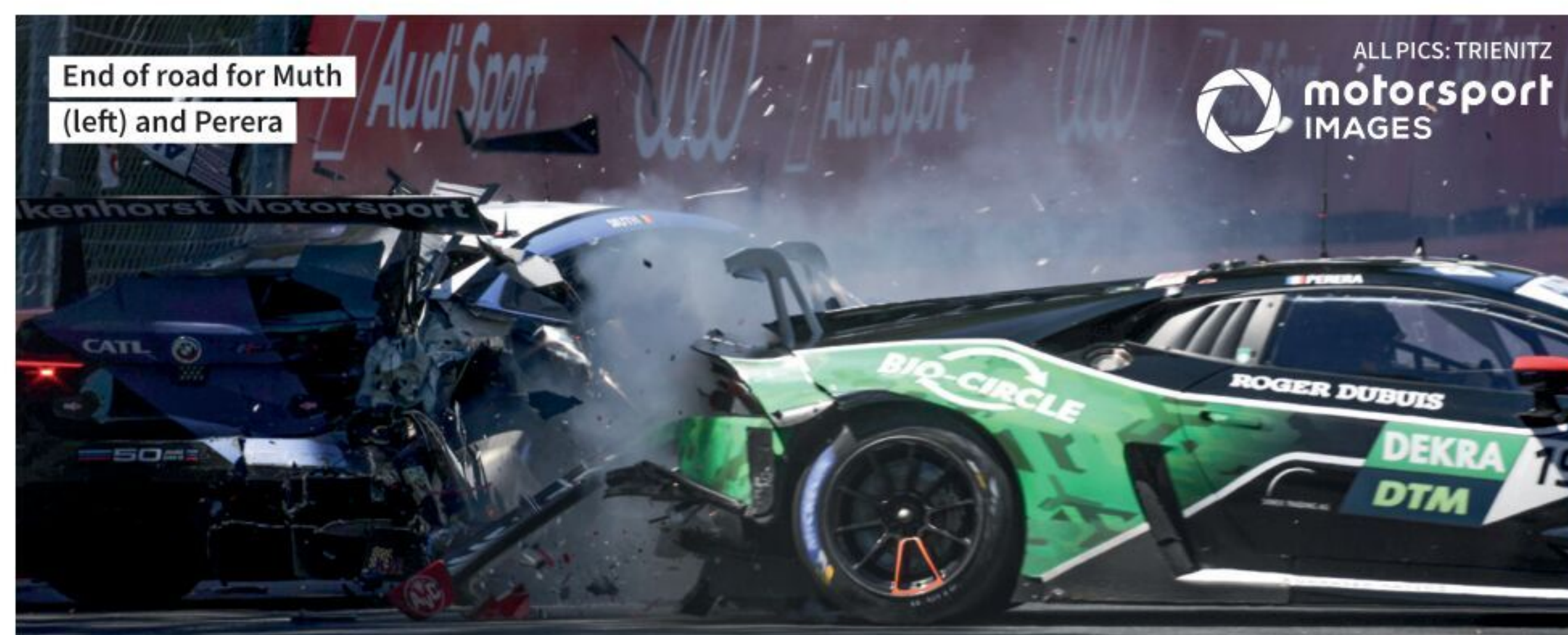
a top five was still “easily possible”, but never got the chance to prove it when Muth was sent careering into him by Alessio Deledda, doing enough damage that he and Muth had to miss race two.

The leaders all pitted during the resulting full-course yellow, with Rast jumping from third to lead Preining and van der Linde. But Preining again swept ahead around the outside at the restart, Rast later admitting that the Porsche was “too strong today, especially on the brakes”.

Two more restarts followed – Mirko Bortolotti (Grasser Lambo) pitched Maro Engel’s Gruppe M Mercedes into the wall approaching Turn 4, then Lucas Auer (Winward Mercedes) was turned around by otherwise impressive Ferrari guest Ayhan Guven at the Scholle S – but Preining led serenely to the flag as Rast, nursing a slowly deflating right-rear tyre, busily defended from Olsen. The Norwegian once knocked Rast sideways at the final turn, and eventually got through when his foe ran wide.

“The race was a complete mess from start to finish,” summarised Preining, speaking for the majority. “Luckily I managed to stay out of trouble, out of all the accidents.”

Not so fortunate was van der Linde, who was punted into team-mate Ricardo Feller by Bortolotti, with both joining the lengthy list of retirements. But Bortolotti, who had been sent to the back of the grid for not presenting himself to be weighed after



End of road for Muth (left) and Perera

ALL PICS: TRIENITZ
motorsport
IMAGES



qualifying, made up for it on Sunday by topping his qualifying group and lining up alongside Fraga on the front row.

After the drivers had been read the riot act by race director Christian Vormann in a specially convened briefing, the start was noticeably better behaved as Fraga headed Bortolotti, Marco Wittmann (Muth's team-mate, eliminated in the opening-lap bumper cars on Saturday) and Rast. The top four remained in the same order until the pitstops, when a slow left-rear tyre change dropped Wittmann behind Rast, the three-time champion quipping that his race was "compared to yesterday, rather boring!"

An elated Fraga certainly wasn't bored. "When you are able to win a race like this, it's a life goal," he said after becoming the first Brazilian DTM winner since Augusto Farfus in 2013. Bortolotti too was pleased with his turnaround, as he overhauled Sheldon van der Linde to take the points lead. The Schubert BMW driver, another first-corner victim in race one, ran long in the hope of a safety car that never came and finished a downbeat 15th, with no points to show for his weekend.

Van der Linde was one spot ahead of Laurens Vanthoor. His SSR Porsche had been fourth in race one, but hopes of a repeat were quashed when the Belgian was dumped to the back of the race two grid for a disconnected fire extinguisher system.

JAMES NEWBOLD



RESULTS ROUND 4/8, NORISRING (DEU), 2-3 JULY RACE 1 (57 LAPS – 81.462 MILES)			
POS	DRIVER	TEAM / CAR	TIME
1	Thomas Preining (AUT)	Team Bernhard / Porsche 911 GT3-R	57m57.354s
2	Dennis Olsen (NOR)	SSR Performance / Porsche 911 GT3-R	+3.675s
3	Rene Rast (DEU)	Abt Sportsline / Audi R8 LMS GT3 Evo II	+4.154s
4	Laurens Vanthoor (BEL)	SSR Performance / Porsche 911 GT3-R	+7.030s
5	Philipp Eng (AUT)	Schubert Motorsport / BMW M4 GT3	+8.066s
6	Maximilian Gotz (DEU)	Winward Racing / Mercedes-AMG GT3 Evo	+8.975s
7	Luca Stolz (DEU)	Team HRT / Mercedes-AMG GT3 Evo	+9.859s
8	Ricardo Feller (CHE)	Abt Sportsline / Audi R8 LMS GT3 Evo II	+10.979s
9	Mikael Grenier (CAN)	GruppeM Racing / Mercedes-AMG GT3 Evo	+12.013s
10	Clemens Schmid (AUT)	GRT Grasser Racing / Lamborghini Huracan GT3 Evo	+13.119s
11	Marius Zug (DEU)	Attempto Racing / Audi R8 LMS GT3 Evo II	+16.529s
R	Alessio Deledda (ITA)	GRT Grasser Racing / Lamborghini Huracan GT3 Evo	42 laps-accident damage
R	Kelvin van der Linde (ZAF)	Abt Sportsline / Audi R8 LMS GT3 Evo II	41 laps-acc/steering
R	Ayhancan Guven (TUR)	AF Corse / Ferrari 488 GT3 Evo	32 laps-accident
R	Mirko Bortolotti (ITA)	GRT Grasser Racing / Lamborghini Huracan GT3 Evo	31 laps-accident damage
R	Lucas Auer (AUT)	Winward Racing / Mercedes-AMG GT3 Evo	28 laps-accident
R	Maro Engel (DEU)	GruppeM Racing / Mercedes-AMG GT3 Evo	19 laps-accident
R	Franck Perera (FRA)	GRT Grasser Racing / Lamborghini Huracan GT3 Evo	13 laps-accident
R	Esteban Muth (BEL)	Walkenhorst Motorsport / BMW M4 GT3	13 laps-accident
R	Felipe Fraga (BRA)	AF Corse / Ferrari 488 GT3 Evo	7 laps-accident
R	Dev Gore (USA)	Team Rosberg / Audi R8 LMS GT3 Evo II	5 laps-accident
R	Sheldon van der Linde (ZAF)	Schubert Motorsport / BMW M4 GT3	1 lap-accident
R	Nico Muller (CHE)	Team Rosberg / Audi R8 LMS GT3 Evo II	1 lap-accident
R	Arjun Maini (IND)	Team HRT / Mercedes-AMG GT3 Evo	1 lap-accident
R	Marco Wittmann (DEU)	Walkenhorst Motorsport / BMW M4 GT3	1 lap-accident
R	David Schumacher (DEU)	Winward Racing / Mercedes-AMG GT3 Evo	0 laps-accident
R	Maximilian Buhk (DEU)	Mucke Motorsport / Mercedes AMG GT3 Evo	0 laps-accident

Winner's average speed 84.334mph. Fastest lap Preining 49.618s, 103.691mph.

QUALIFYING 1 1 K van der Linde 49.236s; 2 Preining 49.252s; 3 Guven 49.259s; 4 Perera 49.322s; 5 Auer 49.329s; 6 Rast 49.361s; 7 Bortolotti 49.362s; 8 Maini 49.468s; 9 Feller 49.391s; 10 Muller 49.504s; 11 Olsen 49.401s; 12 Fraga 49.549s; 13 Gotz 49.417s; 14 Wittmann 49.595s; 15 Vanthoor 49.457s; 16 Eng 49.602s; 17 Schumacher 49.770s; 18 Schmid 49.603s*; 19 Grenier 49.641s; 20 Engel 49.796s; 21 Muth 49.784s; 22 S van der Linde 49.811s; 23 Zug 49.970s; 24 Buhk 49.840s; 25 Gore 50.075s; 26 Deledda 50.244s; 27 Stolz no time.

RACE 2 (67 LAPS – 90.008 MILES) 1 Fraga 56m17.533s; 2 Bortolotti +2.709s; 3 Rast +5.747s; 4 Wittmann +9.505s; 5 Olsen +15.172s; 6 Gotz +17.429s; 7 Guven +18.011s; 8 Stolz +22.510s; 9 Preining +24.294s; 10 Engel +24.747s; 11 Eng +29.837s; 12 Muller +30.292s; 13 Auer +30.896s; 14 Maini +32.968s; 15 S van der Linde +36.626s; 16 Vanthoor +39.082s; 17 Schmid +39.628s; 18 Deledda -1 lap; 19 Gore -1 lap; R K van der Linde 57 laps-gearbox; R Zug 54 laps-mechanical; R Buhk 13 laps-damage; R Feller 10 laps-suspension; R Schumacher 5 laps-radiator; R Grenier 2 laps-radiator; NS Perera damage; NS Muth damage. **Winner's average speed** 95.936mph. **Fastest lap** Bortolotti 49.150s, 98.397mph.

QUALIFYING 2 1 Fraga 48.717s; 2 Bortolotti 48.785s; 3 Wittmann 48.891s; 4 Preining 48.906s; 5 Gotz 48.995s; 6 Rast 48.949s; 7 Guven 48.963s*; 8 Olsen 49.019s; 9 S van der Linde 48.995s; 10 Eng 49.087s; 11 Maini 49.006s; 12 Feller 49.091s; 13 Engel 49.049s; 14 Auer 49.141s; 15 Muller 49.106s; 16 Stolz 49.142s; 17 Schmid 49.157s; 18 Buhk 49.167s; 19 K van der Linde 49.161s; 20 Schumacher 49.326s; 21 Grenier 49.277s; 22 Gore 49.637s; 23 Zug 49.592s; 24 Deledda 50.287s*; EX Vanthoor 49.153s. *grid penalty.

CHAMPIONSHIP
1 Bortolotti 89;
2 S van der Linde 80;
3 Rast 79;
4 Muller 62;
5 Auer 60;
6 Fraga 50;
7 Feller 48;
8 Wittmann 48;
9 Stolz 47;
10 Preining 43.

NEXT REPORT

NURBURGRING

1 SEPT ISSUE

Plenty of time for repairs before what should be a less bruising arena.

IDEC fights back to stem Prema tide of victories

EUROPEAN LE MANS SERIES
MONZA (ITA)
3 JULY
ROUND 3/6

IDEC Sport previously tasted victory in the European Le Mans Series on 27 October 2019, when the French squad sealed its LMP2 title. Last Sunday at Monza, nearly 1000 days later, the team finally returned to the top step of the podium.

The victory for Paul-Loup Chatin, Patrick Pilet and Paul Lafargue did not come easy, as the crew had to fight their way up from the midfield after qualifying ninth. While the championship-leading Prema Racing car in the hands of Ferdinand Habsburg battled for the early lead with Cool Racing's Niklas Krutten, Lafargue quietly made his way through several safety car periods (including one for a sizeable crash from Michael Fassbender's Porsche) to place the car in podium contention by the time Pilet climbed behind the wheel.

As Prema dropped back with a longer pitstop, Pilet moved into second place and later found himself in the lead when yet another interruption, this time for a coming-together of two LMP3 runners, allowed him to leapfrog Cool Racing's Nicolas Lapierre in the pitlane.

Pilet remained in the lead until Prema, fighting back after its delay, regained the front during another round of pitstops. Just as IDEC's red-and-black ORECA looked poised to take the lead back from Prema driver Louis Deletraz, the race was again halted by a safety car. Once back under way and with Chatin at the wheel, the French squad again moved back into first place.

A 20-second penalty for a full-course-yellow infringement appeared to be the end for IDEC's victory hopes. But Chatin put in an impressive stint to extend the team's advantage, which left him free to serve the penalty while retaining the lead and cruise to victory. The Panis Racing ORECA of Job van Uitert, Nico Jamin and Julien Canal finished



second, with Prema trio Habsburg, Deletraz and Lorenzo Colombo fifth after a 10s penalty for excessive braking in the pit entry.

The LMP3 and GTE classes featured intense battles for class honours. In LMP3, the Inter Europol Competition Ligier of Nico Pino, Guilherme Oliveira and Charles Crews seized the lead on the opening lap and was at the head of the field through most of the race. A shot at victory for United Autosports came undone when Finn Gehrsitz dropped out of the lead after contact with EuroInternational's Glenn van Berlo. Oliveira, on a charge, passed van Berlo before the Dutchman was ordered to serve a drivethrough penalty, leaving the path to victory clear for the Polish-flagged squad.

In GTE, the Proton Competition Porsche took the spoils after the Iron Lynx Ferrari, winner on the road, was disqualified. The Italian squad had taken the flag after Davide Rigon came out on top in a five-car scrap for second place before chasing down the leading Proton Porsche. A shorter final stop by Iron Lynx seemed to give Rigon the edge, but the car was excluded for being pushed to parc ferme by the sister Iron Dames machine. That gave the win to Lorenzo Ferrari, Gianmaria Bruni and Christian Ried.

DAVEY EUWEMA

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WEEKEND WINNERS

EUROPEAN LE MANS SERIES MONZA (ITA)

- LMP2** Paul-Loup Chatin/Patrick Pilet/
 Paul Lafargue
 IDEC Sport
 (ORECA-Gibson 07)
- LMP2 Pro-Am** Ben Hanley/Matt Bell/
 Rodrigo Sales
 Nielsen Racing
 (ORECA-Gibson 07)
- LMP3** Nico Pino/Guilherme Oliveira/
 Charles Crews
 Inter Europol Comp
 (Ligier-Nissan JSP320)
- GTE** Gianmaria Bruni/Lorenzo Ferrari/
 Christian Ried
 Proton Competition
 (Porsche 911 RSR)

IMSA SPORTSCAR MOSPORT (CAN)

- DPI** Renger van der Zande/
 Sebastien Bourdais
 Chip Ganassi Racing
 (Cadillac DPi-V.R)
- LMP3** Colin Braun/Jon Bennett
 CORE Autosport
 (Ligier JSP320)
- GTD Pro** Matt Campbell/Mathieu Jaminet
 Pfaff Motorsports
 (Porsche 911 GT3-R)
- GTD** Maxime Martin/Roman De Angelis
 Heart of Racing
 (Aston Martin Vantage)

INDY LIGHTS
MID-OHIO (USA)
 Hunter McElrea
 Andretti Autosport

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Van der Zande stars to deny Blomqvist

IMSA SPORTSCAR
MOSPORT PARK (CAN)
3 JULY
ROUND 8/12

"It's all on him," said Sebastien Bourdais after a spectacular victory for himself, Renger van der Zande and the #01 Chip Ganassi-run Cadillac in Sunday's IMSA event at the majestic Mosport Park road course just outside Toronto, Canada.

The North American sportscar series' first event north of the border since 2019 fully lived up to expectations as the Dutchman grasped at the merest suggestion of an opportunity amid traffic entering Turn 3 with 10 minutes remaining in the two-hour-and-40-minute race. Van der Zande's bold move consigned Meyer Shank Racing Acura pair Tom Blomqvist and Oliver Jarvis to a fifth consecutive runner-up finish. The

good news for the British pair is that it was enough to move them back into the points lead with just two races remaining on the schedule for the prototype cars.

For the second week in a row, Blomqvist produced another stunning lap in qualifying to secure pole position, this time at a series track record average speed of 137.472mph. Blomqvist lost no time in also bettering the race lap record as he pulled out a 2.3-second lead over the similar Wayne Taylor Racing Acura of Ricky Taylor inside the first seven laps before being pegged back by a couple of brief full-course cautions. One of them was due to a delaminated tyre on Taylor's car, which put his team on the back foot for the remainder of the afternoon.

Tristan Vautier's JDC Miller Motorsports Cadillac was the only car not to make an early pitstop, which bottled up the small but immensely competitive prototype field until

the Frenchman ducked in for service after 37 laps. Alex Lynn took up the running in the second of the Ganassi Cadillacs until, a few laps later, Blomqvist made a move, also in traffic, immediately before his next pitstop. This released Jarvis into the lead once the cycle of stops had been completed. Jarvis, though, remained under intense pressure from Taylor/Filipe Albuquerque and the two Ganassi Cadillacs.

One of the pivotal moments occurred on lap 96, with around a half-hour remaining, when an ill-timed lunge by Earl Bamber, in for Lynn, nerfed Taylor into a spin at Turn 5. Taylor resumed at the rear, later to be involved in another incident with the #31 Cadillac of Pipo Derani, while a drivethrough penalty for Bamber restricted him and Lynn to a fourth-place finish.

Van der Zande remained firmly in the mix, setting the scene for his magnificent pass after Bourdais, on his first visit to the track, had struggled both in practice and qualifying. "He was just impressive in traffic," continued Bourdais. "He made it work. Man, I have no idea what he did there but hats off. It was really impressive."

Jon Bennett/Colin Braun combined for a second 2022 LMP3 class win in their CORE Autosport Ligier, while Porsche factory drivers Mathieu Jaminet and Matt Campbell narrowly maintained control of the GTP Pro category for the local Pfaff Motorsports from the Corvette of Antonio Garcia and Jordan Taylor. Canada's Roman De Angelis and Belgian Maxime Martin also scored their second straight win in GTD for the Heart of Racing Aston Martin team.

JEREMY SHAW



Pfaff Porsche came out on top in GTD Pro battle

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Misano is owned by Audi's Belgian pairing

**GT WORLD CHALLENGE EUROPE
SPRINT CUP
MISANO (ITA)
2-3 JULY
ROUND 4/5**

There's something about Misano and Audi. Or, more specifically, Misano and Team WRT pairing Dries Vanthoor and Charles Weerts. Last weekend the Belgians made it seven successes in the past eight races at the Italian circuit. A dominant display of R8 power produced two pole positions and two victories to edge the reigning Sprint Cup and overall champions further ahead at the top of the standings.

Vanthoor and Weerts didn't top the free practice or pre-qualifying sessions – that honour went to hapless Sainteloc Audi crew Aurelien Panis and Patric Niederhauser, who were forced out of the weekend after an opening-lap crash in race one – but Weerts stormed to pole on Saturday morning. The #32 Audi led at the start, while Panis was harpooned by Eddie Cheever's Tempesta Mercedes at Turn 8. The resulting thump from Hugo Delacour's Ferrari ended both cars' weekends.

Weerts remained in charge at the restart and quickly opened up a solid margin over the chasing JP Motorsport McLaren of Vincent Abril. Weerts was five seconds clear when he pitted to switch to Vanthoor and it was during the pit window that the race turned decidedly against the McLaren, which suffered a slow stop and subsequent post-race time penalty for an unsafe release.

That ultimately lifted the ASP Mercedes of Raffaele Marciello and Timur Boguslavskiy to second, with Benjamin Goethe and Thomas Neubauer making it two WRT Audis on the podium.

Audi's knack for Misano was proved demonstrably on Sunday when Vanthoor



This was the closest anyone got to the Vanthoor/Weerts Audi

recovered from a track-limits infringement to bag another pole in qualifying, and the opening salvo was almost a carbon copy of the previous day. Vanthoor built a six-second cushion over the Car Collection Audi of Christopher Haase following another multi-car incident on the first lap, which accounted for Norbert Siedler, Christian Engelhart and Dennis Marschall.

As Vanthoor scampered off into the distance, attentions turned to who would finish second. Taking that position was the ubiquitous ASP Mercedes of Marciello and Boguslavskiy who, despite WRT's double win, remain firmly in the hunt for Sprint Cup honours, just 11.5 points in arrears heading into the final round at Valencia.

Audi again laced the top 10, with six R8s represented. Haase and Simon Gachet completed the podium to add to their fourth place on Saturday, while WRT pair Valentino Rossi and Fred Vervisch claimed an impressive fifth position.

The second ASP Mercedes of Jules Gounon and Jim Pla was sixth in race two. They'd had to fight through the field in the opener after an incorrect driver allocation in qualifying put them to the back of the grid.

It was a similar story for the guesting Imperiale Racing Lamborghini of Alberto di Folco and Albert Costa, which secured seventh in race two after joining Gounon and Pla at the rear of the grid on Saturday for excessive track-limits violations.

STEPHEN BRUNSDON

WEEKEND WINNERS

**GT WORLD CHALLENGE EUROPE
MISANO (ITA)**

Races 1 & 2 Charles Weerts/Dries Vanthoor
WRT (Audi R8 LMS GT3 Evo II)

**GT4 EUROPEAN SERIES
MISANO (ITA)**

Race 1 Jim Pla/Jean-Luc Beaubelique
ASP (Mercedes-AMG GT4)

Race 2 Lluc Ibanez/Enzo Joulie
NM Racing Team (Mercedes-AMG GT4)

**TCR EUROPE
NORISRING (DEU)**

Race 1 Mike Halder
Halder Motorsport
(Honda Civic Type R)

Race 2 Franco Girolami
Comtoyou Racing (Audi RS3 LMS)

**BRAZILIAN STOCK CARS
VELOPARK (BRA)**

Race 1 Gabriel Casagrande
A Mattheis Vogel Motorsport
(Chevrolet Cruze)

Race 2 Nelson Piquet Jr
TMG Racing (Toyota Corolla)

Race 3 Gaetano di Mauro
KTF Sports (Chevrolet Cruze)

Race 4 Bruno Baptista
Crown Racing (Chevrolet Cruze)

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The winning Belgians:
Vanthoor (left) and Weerts



JANUS REE/RED BULL CONTENT POOL



THE KENYAN RALLY DRIVERS BREAKING DOWN BARRIERS

The feel-good factor on the recent Safari Rally was enhanced by the presence, and then the remarkable achievements, of two local rally drivers who, each in their own way, are lighting a beacon for others to follow. Meet Maxine Wahome and Nikhil Sachania, rally drivers on a mission to take on the world

TOM HOWARD

Kenya doesn't trip off the tongue as a global motorsport powerhouse, but at the Safari Rally last month two trailblazing local drivers lit up the famous event. While Toyota's Kalle Rovanperä enhanced his reputation as the World Rally Championship's new wonderkid by conquering the Safari, there was another success story unfolding in the Kenyan savannah. Part-time schoolteacher Maxine Wahome created history by becoming the first woman to win a WRC support class since Isolde Holderied won a Group N Cup round in 1994, with victory in WRC3.

And Wahome wasn't the only impressive subplot – paraplegic Nikhil Sachania inspired disabled people the world over to finish arguably the world's toughest rally inside the top 20.

Wahome's success has shot the 26-year-old to not only national notoriety but global fame, with her achievements recognised by none other than seven-time Formula 1 world champion Lewis Hamilton, who shared Autosport's post celebrating the milestone.

Incredibly, Wahome's success has arrived just 12 months after taking up rallying at the 2021 Safari Rally, and her victory came in her first event behind the wheel of the M-Sport Poland-built Ford Fiesta Rally3 car. Motorsport has always been in Wahome's blood as the daughter of a rally driver, which initially piqued an interest in all things with an engine. Eleven years in motocross finally gave way to a foray into rallying after convincing her father that it was time to give it a try. And in the space of a year, Wahome has enjoyed a meteoric rise from competing in African Rally Championship events to becoming a history-making WRC3 winner.

"My dad used to rally in the 1980s and '90s and when I used to watch him that was when I knew I wanted to do it," says Wahome. "I asked him one day and he said the easiest thing to do was motocross and I did that. Eventually I told him it was time to change. I got into rallycross and last year we entered the Safari Rally with my Subaru Impreza.

"Definitely it is a big surprise for me [to win WRC3]. My goal



TOM HOWARD

was just to learn the car so by learning the car each day I guess I improved my speed and made it to first position.

"Thursday was my first time sitting in this car on the dirt. The only testing I got was on Tarmac, which is completely different from the Safari. I just decided to take it step by step and learn, and that is what got me here."

Despite tackling arguably a tougher Safari compared to her debut event last year, Wahome managed to complete the 19 gruelling stages to win the WRC's third-tier class by 25 minutes and 27 seconds from ex-BRDC British F3 racer Jeremy Wahome (no relation), while McRae Kimathi completed an all-Kenyan podium. To cap off the performance, Wahome finished the event 16th overall, one place behind M-Sport Rally1 driver Gus Greensmith.

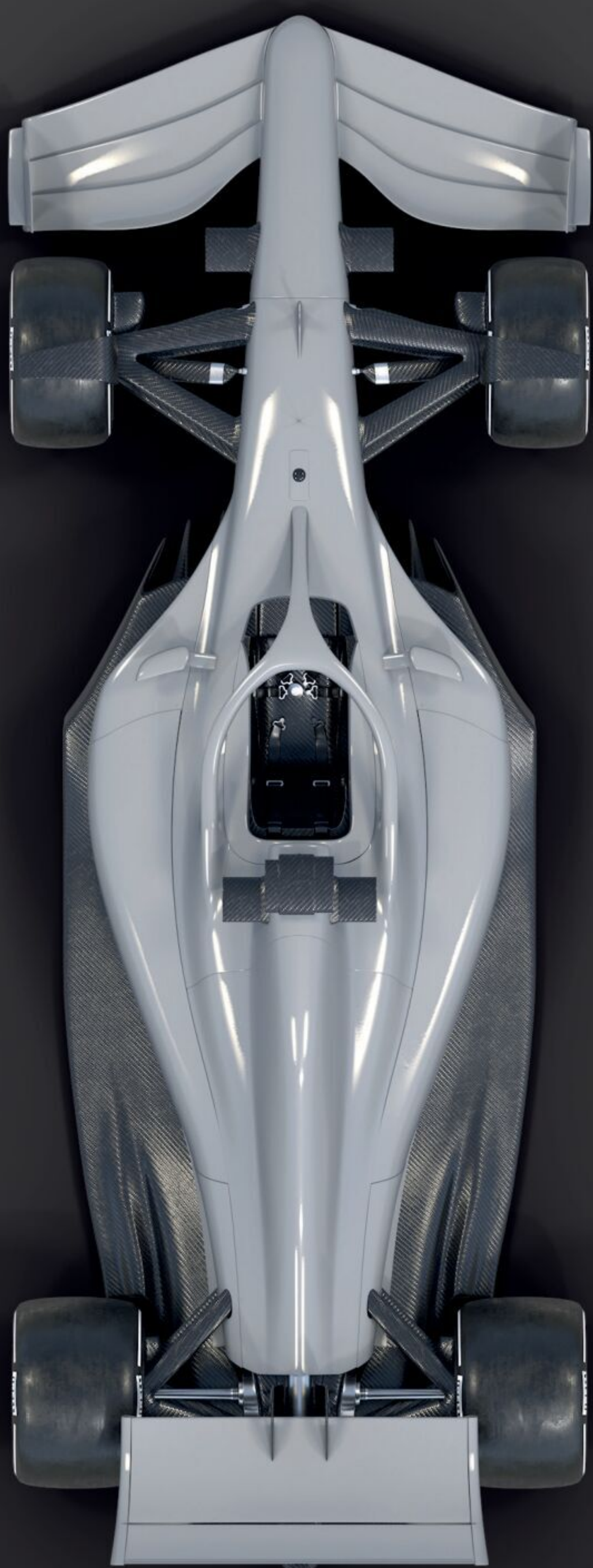
Inspired by 2016 Australian Rally champion and last year's Extreme E winner Molly Taylor, Wahome was overcome by the success, but is fully aware of the important step she has taken in helping inspire a new wave of female drivers into the sport. "It was so amazing when I did my interview I was speechless," she says. "I couldn't believe I made it and I was proud of myself and my team. I'm proud I have made history.

"This [helping women into motorsport] is something I always think about no matter what car I'm driving. I would like to encourage more ladies to come back into the sport. It has been a long time since any lady has been on the top, so that is also my other goal to make it up there. This is all about woman empowerment. I look up to Molly Taylor. She has been inspirational and a role model for me and it would be great to meet her one day."

While Wahome may be a new face on the world stage, it was hard not to be aware of her presence in Kenya, with her face plastered on giant billboards as part of a quartet of local rally drivers who are part of the FIA Rally Star programme, which aims to unearth new young talent globally. Wahome was joined by Junior WRC regular Kimathi, the 'other' Wahome and Hamza Anwar, with all four driving Rally3 Fiestas backed by national telecommunications firm Safaricom. >>



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Maxine Wahome:
making a splash...

JAAUS REE/RED BULL CONTENT POOL



McKLEIN



Nikhil Sachania (in wheelchair)
is breaking perceptions

SOPHIE GRAILLON

Rallying is deeply rooted in Kenya thanks to the Safari Rally becoming the nation's largest sporting event since its inception in 1953, as a celebration for the coronation of Queen Elizabeth II. Therefore when the WRC made its visit to Kenya, these four faces became the poster girl and boys of the event, triggering hordes of local fans to cheer the quartet on.

Prior to the Safari Rally, motorsport was purely a hobby, an activity that joined golf in which Wahome partakes in once in a while when not working as a teacher. But following this success, rallying could soon become more than a pastime.

This could be the first step on the journey to joining the WRC on a more regular basis. The support has not stopped since the event, with Safaricom offering Wahome a million Kenyan shillings (£7000) as a bonus, while also confirming

**“WHEN THEY SEE ME GET OUT OF
THE CAR INTO MY CHAIR IT IS
QUITE JAW-DROPPING FOR THEM”**

outings at WRC events in Estonia (14-17 July) and the Acropolis Rally in Greece (8-11 September). It appears that the Junior WRC may soon add its second Kenyan regular and its first female to its entry list.

“That [the Junior WRC] is a goal,” she adds. “I would like to get some more seat time but eventually that is my other goal, to make it there.”

While Wahome is now spearheading a new wave of African talent, paraplegic driver Sachania has a mission of his own in proving to others facing similar challenges in life that motorsport remains a viable discipline.

Born in the UK to Kenyan-Indian parents before relocating to Kenya aged five, Sachania's world was turned upside down following a quad bike accident while training in 2011. The petrol-head, then aged 22, was rushed to Nairobi hospital but the facility didn't have the equipment to perform the operation, so a transfer



to India was required. It was there where it was confirmed that he would never walk again.

The life-changing blow left his hopes of continuing a love of motorsport hanging by a thread. But three years after the accident Sachania was back behind the wheel as Kenya's first paraplegic rally driver, refusing to give up on the dream.

After sourcing a Fiat Punto with a hand-control mechanism from Spain, he has now graduated to a Mitsubishi Evo X using the same power delivery system. Sachania is able to drive courtesy of two rings attached to the steering wheel. One on the front acts as the throttle when downward pressure is exerted, while the ring on the back is pulled to deploy the brakes.

Last month was Sachania's second Safari Rally and he continued to defy his disability to finish a deeply impressive 18th overall from 43 entrants. "Even before my accident I have always loved speed and adrenalin, so I wanted to do this," he says. "It was tough for my family and my friends to go back and do this thing that put me in a wheelchair, but I was keen and I wanted to prove that I could still do it.

"With WRC coming to Kenya, I think the word has got out a lot more and I'm quite grateful for that, and I hope it will inspire other people in my condition. You can do what you want if you put your mind to it. The technology is available and if you are brave enough you can come out to Kenya and do the Safari. There are some people that still don't believe that I'm driving. There are some places we go in Kenya, that are quite remote, so when they do see me get out of the car into my chair it is quite jaw-dropping for them. It's a crowd-pleaser too, and a real talking point."

For those inspired by his exploits, Sachania has one piece of salient advice: "It's all mind over matter, that is my key piece of advice. Getting into motorsport is becoming much easier, the FIA has a whole commission for disability drivers and they have helped me quite a bit."

Africa may still be an emerging force in global motorsport, but Wahome and Sachania are proof if any was needed that there are determined drivers ready to break down boundaries to compete on the world stage. 🏆

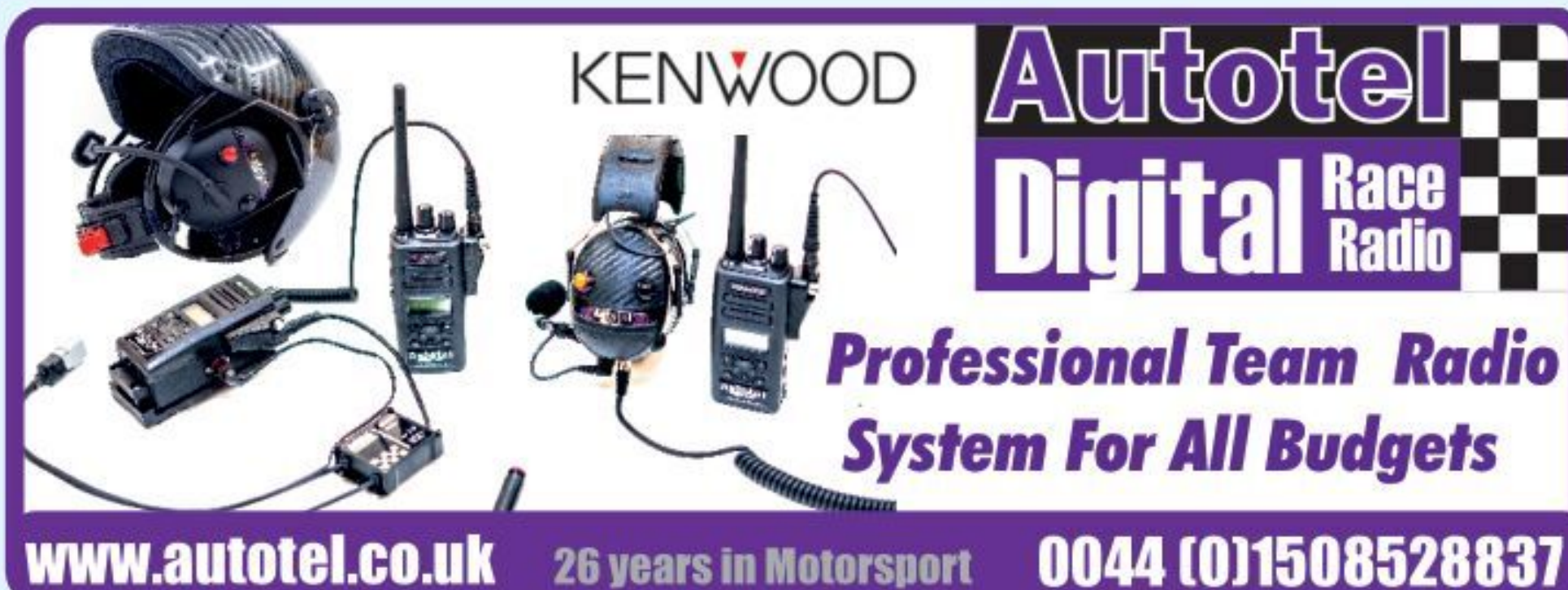
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Design Engineer Ralph Firman Racing

Ralph Firman Racing has an exciting opportunity for a Design Engineer to join the British racecar constructor based in Snetterton, Norfolk.

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Someone who has been involved in a Formula Student project, ideally for several years would be good.

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New home for Caterham's series

CATERHAM

Caterham's portfolio of championships will move to the British Automobile Racing Club stable next year as the British Racing and Sports Car Club continues to evolve.

Caterham currently runs five categories with the BRSCC, starting with its entry-level Academy and progressing up to the Caterham Seven UK series, for the 420R model, which has national championship status. Across these divisions, it has over 200 registered drivers this year but, after working with the BRSCC for decades, that relationship will come to an end at the conclusion of this season.

As the club shifts to place greater focus on the categories that it has developed itself, it says it was unable to offer the amount of track time being demanded by Caterham without compromising either

its own championships or other customers' schedules. The BARC will therefore take over the administration of the Caterham motorsport ladder from 2023.

"We have enjoyed a long and successful partnership with BRSCC for more than three decades and I could not be more grateful for the work that the dedicated HQ and regional teams have done to keep our customers racing," said Simon Lambert, Caterham's chief motorsport and technical officer. "Making the move to a new club has not been an easy decision but, as we continue to grow and step up our service, we feel the BARC are more closely aligned with our goals."

BARC group chief executive Ben Taylor believes Caterham's decision to join the club is a sign that changes – including introducing extensive livestreaming, improving its calendars and adjusting

its financial model – have paid off.

"We are thrilled that Caterham Cars have chosen to race with BARC," he said. "This is really positive news and demonstrates the work that has gone into evolving our race organisation business over the last few years."

The BRSCC has also undergone major changes in recent seasons as a new management team has brought a fresh approach, launching a variety of categories in that time.

"The BRSCC is continuing to evolve with new series and championships, and I believe that we are seen as a safe home for club and professional racers," said BRSCC chairman Peter Daly. "With regard to Caterham Cars not forming part of our plans, I believe that the time was right for both the BRSCC and Caterham to look at other options, and I wish them the best in future."

The BRSCC is pressing on with plans for its own categories next year, including the Supersport Endurance Cup contest that enjoyed a successful race at Brands Hatch recently and will form part of the club's 2023 calendar.

It has also been buoyed by 25% of the available entries for its annual Formula Ford Festival being filled with over three months to go before the event. "The 2022 grid numbers have been encouraging and, as the year progresses, we along with our hugely valued volunteers will continue to work as hard as ever to keep our service levels high and to deliver well managed and enjoyable events for our members and customers," added Daly.

STEPHEN LICKORISH





STEVE JONES

New Ultimate BMW Race to be held at Donington

BMW CAR CLUB

The BMW Car Club is organising an Ultimate BMW Race at its new Sommerfest event at Donington Park next month, which is open to any of the German manufacturer's cars.

Unlike the club's championship, where there are restrictions on modifications and only certain models are eligible in a bid to make the category accessible, the 45-minute pitstop race is set to feature a more diverse range of closed-wheel BMWs.

BMW Car Club coordinator Neil McDonald explained the idea originated after speaking to drivers unable to compete in the regular series. "I've spent three or four years telling people, 'Sorry, your car doesn't fit the regulations,'" he said. "As it's 70 years of the club and 50 years of M power, we decided to bring down all the boundaries for this event. The race is at the end of the day, so doesn't interfere with the championship."

More details of the cars due to take part will be released nearer to the 7 August event but McDonald said there has

already been a strong response. "It's going to cover all eras," he added, with various awards being handed out alongside the podium finishers. "We've had a lot of positive interest from some very interesting cars."

While the Ultimate BMW Race is currently just a one-off contest, McDonald said further events are possible if it proves popular. "If it's successful, then we will do another one at Snetterton at the end of the season," he said.

In addition to the on-track action, Sommerfest is due to feature a plethora of other

attractions, including member displays, a trade village, entertainment and fair rides as well as parade laps of the Donington circuit. It is the first time the club has organised such an event at a race meeting, with its national festival being held at the National Motor Museum at Gaydon in the past, and that change has created further interest in the event.

McDonald added: "We're seeing people who have raced BMWs in the past are coming back to do this because they don't want to miss it."

STEPHEN LICKORISH

Walker intent on racing despite missing GB4 event

GB4

GB4 frontrunner Alex Walker still intends to carry on racing despite having withdrawn from the previous round of the championship.

The 18-year-old began the campaign as one of the favourites for the new-for-2022 series, which uses older-spec Formula 4 machinery, and took three victories from the opening two rounds with Elite Motorsport.

But a number of on-track incidents dropped him to third in the standings prior to last month's Snetterton event, and the ex-Formula Ford racer missed

the meeting having parted company with Elite and despite having conducted pre-event testing with 24-7 Motorsport.

"We didn't really want to go into qualifying not knowing what we had and decided it was better to knock that weekend on the head," said Walker, having posted times 1.5 seconds off the pace. "At the moment we're just trying to gather ourselves and put a plan in place."

"I definitely want to do some racing this year whether that's GB4 or anything else. It's quite important to keep sharp, keep in the seat and to keep showing your face around the paddock."



JEP/MOTORSPORT IMAGES

Plans are being put in place for Walker to return

Walker added there was no ill feeling between himself and Elite. "We were working well but not getting the best out of what I thought was there," said Walker. "As I said to GB4, there's no bad blood. In the end, we just couldn't keep up with the Fortec car [of title rival Nikolas Taylor]. We hit a point where we couldn't go any faster."

STEFAN MACKLEY

IN THE HEADLINES

WOLFF TAKES MIA AWARD

Mercedes Formula 1 team principal Toto Wolff was awarded the Motorsport Industry Association's Award for Outstanding Contribution to the motorsport industry last month. Previous winners from the world of F1 include Ross Brawn, Stirling Moss, Jackie Stewart, Frank Williams and Adrian Newey. "I am honoured to receive this award from the MIA and the recognition of our team's achievements over the past eight seasons," said Wolff.

TROPHY TO HONOUR ALLEN

Ray Allen, the winner of the first Formula Ford race held at Brands Hatch in 1967, will be honoured by the Historic Sports Car Club this weekend at the Kent venue. The trophy he won that day will be presented to the aggregate winner of the Historic Formula Ford races, and dubbed the Ray Allen Trophy. Andy Dee-Crowne, CEO of the HSCC, said: "It is a fitting way to remember this popular racer who earned a special place in motor racing history."

FEMALE TRAILBLAZER

Hillclimber Nicola Menzies broke her own ladies record at Harewood last Saturday when she pared a tenth of a second off the mark to leave it at 51.94s. Menzies, who shares a Gould GR55 with Dave Uren, also holds the ladies record at Doune, Shelsley Walsh and Craigantlet. Her husband Wallace is the reigning British Hillclimb champion.

LYDDEN OUTING FOR HAND

Reigning Junior Saloon Car champion Charlie Hand made his Lydden Hill competitive debut last Sunday at the wheel of an Austin A40 Speedwell (below). Hand, who has also been participating in the Britcar Trophy this season at the wheel of a Renault Clio Gen 4, battled back from grinding to a smoky halt in race one to finish seventh in the Jack Sears Trophy sequel.



Webb (left) and Campbell will race McLaren 720S at Spa later this month

Webb and Campbell to join GT3 grid with Greystone at Spa

BRITISH GT

British GT outfit Greystone GT will expand to a two-car line-up for the next round of the championship, with Oli Webb and Iain Campbell set to drive a McLaren 720S GT3.

The team has already competed in the 2022 campaign with father-and-son pairing Stewart and Lewis Proctor, but will run a second machine for the two-hour race at Spa-Francorchamps on 24 July.

The Pro-Am pairing of Webb and Campbell secured a class victory in this year's Gulf 12 Hours, with Campbell having only competed in his first full season of racing last term in the GT Cup.

Webb returns to British GT having made a one-off appearance at Rockingham in

2013, and has since won the European Le Mans Series, as well as scoring an outright victory at the Dubai 24 Hours and an LMP2 podium in the Le Mans 24 Hours.

Team principal Mark McLoughlin said: "Since we moved into British GT this year with Stewart and Lewis Proctor, it was always a target to expand to a multi-car entry, and the speed Iain and Oli showed with the GT3 McLaren from the get-go – winning in the GT Cup at Donington on their debut – made this step a logical one.

"The level of competition is higher and this will be a real test of how far Iain has progressed since his race debut, but he's held his own against some of the best Am drivers that are doing both series and Oli's a proven international champion, so I think we'll perform well."

Jamsport launches 2023 scholarship

FIESTA JUNIOR

Frontrunning Fiesta Junior team Jamsport has launched its 2023 scholarship contest to secure a funded drive in the series next year.

The prize includes use of an ST150 race car, entry fees, full tuition and support from the team, tyres and Friday test costs, and is estimated to be worth £45,000.

Teenagers born between

1 January, 2006 and 1 April, 2009 are eligible for the scholarship, with applicants taking part in one of two qualification days at Blyton Park from 5-6 November. They will be assessed on their driving ability, both in a car and on simulators, fitness and media skills, with the 10 best from each day going through to the next stage on 10 December. Entries close on 1 October.

Lucas Hayden, the 2022

scholarship winner, said: "The Jamsport Racing scholarship is not only a huge opportunity but a life-changing experience for young drivers to have the chance to drive a race car.

"Becoming the scholarship winner has given me an opportunity that I would likely never have had, which I hope will act as a springboard to a career in motorsport. I would highly recommend the scholarship to anybody."

Robinson makes Wallace wait for a win

DRAG RACING

It is not often that a seven-time champion like Andy Robinson might be said to have 'crept up' on a victory but, until the moment he crossed the finish line inches ahead of Bobby Wallace, it had been Wallace stealing the limelight at Santa Pod's Summer Nationals last weekend.

Since entering Pro Modified – the designated class of the Motorsport UK British Drag Racing Championship – in 2014, Wallace had twice finished second in the championship yet had neither race wins nor even pole positions to his name.

The latter absence was rectified here. Wallace clocked a career-best 5.934s at 241.61mph to lead the field into Sunday's eliminations. A heavyweight clash in the opening round featured points leader Michel Tooren lose via a fractional red light to second-placed Nick Davies, only for Davies to drop a valve in his Firebird's turbocharged engine, ending further participation.

Meanwhile, Wallace continued delivering

5.9s/240mph passes to surge past opponents into the final. His 2017 Camaro, built in the USA for NHRA star Khalid alBalooshi but barely used before its arrival in the UK, is powered by a gargantuan, naturally aspirated, 14.8-litre petrol-burner injected with nitrous oxide.

By contrast, Robinson's supercharged, methanol-powered 1969 Camaro was built in his own workshop to replace a similar machine destroyed in a crash moments after he had secured his seventh crown in 2018. Introduced late last year, the new Camaro emerged fully from development mode this weekend. While Wallace was catching the eye, Robinson was also

dispatching opponents with 5.9s/240mph regularity en route to the final.

Wallace's reaction time proved his downfall. Blessed with superior performance, he had not needed to cut tight lights to win his previous rounds, but now faced his equal.

Wallace outran Robinson with personal bests of 5.930s/246.39mph to Robinson's slower 5.932s/244.09mph, but Robinson's 0.034s reaction time made the critical difference. A tardy 0.172s light left Wallace mere inches behind Robinson at the finish line. Victory therefore handed Robinson a slender points lead over Davies.

ROBIN JACKSON



Return to the Channel Islands for hillclimb aces

BRITISH HILLCLIMB

The British Hillclimb Championship will return to the Channel Island hills of Bouley Bay and Val des Terres next week for the first time since 2019.

The COVID-enforced absence suggests that both hill records will come under

attack given the spate of new benchmarks set over the past 12 months.

Defending champion Wallace Menzies (Gould GR59) now heads Alex Summers by just two points after Harewood last weekend. "It's really good fun but hard work," said Menzies of the four Channel Island run-offs.

"The hills are good but totally different to anywhere on the mainland."

Summers has not driven his DJ Firestorm with its IndyCar engine on the pair of hills before. "It's been pretty good on the hills that flow like Bouley Bay and Val des Terres," he said.

Third-placed Scott Moran

(Gould GR59), a six-time British champion, has not been to the Channel Islands since the 2016 season.

Around 20 BHC contenders will compete at Bouley Bay in Jersey on Wednesday before moving to Val des Terres in Guernsey on Saturday.

PAUL LAWRENCE

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Lewis handed Perez his second-place trophy



JACK CLAYDEN/MOTORSPORT UK

Marshals club chair presents British GP podium trophy

MOTORSPORT UK

There was a break with tradition at the weekend as British Motorsports Marshals Club chair Nadine Lewis became the first volunteer to present a trophy on a Formula 1 podium.

Lewis handed Sergio Perez his trophy for finishing second in the British Grand Prix and was honoured to be given the role.

"It was a really humbling experience, to be perfectly honest," she said. "This is just fantastic recognition for the volunteers who work so hard in all

weathers — Silverstone has chucked a lot at us this weekend and we do it because we all love motorsport.

"It's a positive the volunteers are being recognised because they are so important to motorsport. Without them it wouldn't function. And everything they do, even if it's just turning up for a day at Oulton Park or Donington or it's for F1, matters."

It had been a tricky event for the marshals as they had to deal with Zhou Guanyu's dramatic startline crash as well as environmental protestors forcing their way onto the track.

SEVEN UP FOR MAIRS AT BUSY BRANDS EVENT

750MC

One hundred and ninety laps of Brands Hatch's Indy circuit over seven races last weekend was an impressive tally for Ivor Mairs and his BMW 325ti but, having completed a 776-road mile round trip from Coleraine in Northern Ireland to compete in the 750 Motor Club meeting, he was determined to get maximum value for money.

Mairs entered Saturday's Armed Forces Race Challenge double-header plus the Roadsports mini-enduro, and subscribed to Sunday's twin Hot Hatch and BMW Car Club Racing events in the car (below) that he acquired in the spring.

In 235 minutes of track time, Mairs completed 46 qualifying laps and 144 under race conditions, including back-to-back runs. Lapping with remarkable consistency, with a best of 57.72s, he went home with a BMW Cup division win and three class seconds, finishing every session on the same Nankang AR-1 tyres.

The long-time Formula Fordster — who raced ex-Eddie Irvine and Jonathan McGall Mondiales and a Reynard 84FF, winning the Scottish Classic FF1600 title from 2010-14 — enjoyed being back on his old Festival stamping ground. "The results were not too bad, but the car needs an oil change, new tyres and an ABS sensor before it goes again," he said.

He is due to set off for England again on Thursday, to saddle a Porsche 924 in the Campaign Against Living Miserably event on the British Truck Racing Championship bill at Thruxton, a circuit he's not previously experienced.

MARCUS PYE



GARY HAWKINS

Milner has first run in Riley & Scott

HISTORICS

Historics racer Chris Milner had his first run in his ex-'74 Ranch' 1999 Riley & Scott Mk3 at Donington Park at the end of last month following its rebuild at Greensall Motorsport.

The former George Robinson and Jack Baldwin car was raced in Trans-Am and contested all of the US classics, such as Daytona and Sebring. It was raced in the US until the mid-2000s, before Milner bought it in 2019.



PETERSCHERER

The 1999 car is set to return to the States later this year

"It's quite a quick car, but it's much better at cornering, especially flowing corners that you can really keep the pace on for," said Milner.

He plans to race the machine in Masters Endurance Legends

and Peter Auto in Europe, before taking it back to the US towards the end of the year for the endurance classics at Daytona and Sebring, where he will share with Nigel Greensall.

PETER SCHERER

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A calm crossing

Following Brexit, there were fears that travelling to Europe to race would no longer be feasible for many, but the Spa Summer Classic experience suggests otherwise

STEPHEN LICKORISH

After a quieter spell, the divisive B-word has made a resurgence in the headlines in recent weeks as the UK government threatens to rip up the Brexit deal agreed just 18 months ago amid anger over the Northern Ireland protocol. Now, do not worry, this is not another discussion of the claimed pros and cons of Britain leaving the European Union; instead it's an update on how this is impacting motorsport, specifically in terms of UK drivers competing across the Channel.

Earlier this year (17 March), we wrote about conflicting views on the documentation needed for travelling to Europe to participate in motorsport events. What is undisputed is that professional teams transporting multiple cars, tools and spare parts across the continent would need an ATA Carnet. This is an international customs document that effectively acts as a passport for goods that are being transported between countries on a temporary basis, and the cost of one varies depending on the value of the items that are being moved.

But what has been far less clear cut is the position for an amateur driver taking their road-legal car to Europe to compete as a privateer. Some organisers have recommended that everyone travelling to Europe to race should have a Carnet – regardless of their individual circumstances – to avoid potential problems on the border. Others have said this catch-all approach is

“Competitors relished the chance to return to Spa and got a particularly friendly welcome”

unnecessary and that many do not actually need to go through the rigmarole of applying for a Carnet, which, for example, requires the weight and place of manufacture to be specified for each item being transported.

However, perhaps the most significant reason for all this uncertainty is the pandemic. Since the transition period following Britain's departure from the EU ended in December 2020, restrictions on travel to prevent the spread of coronavirus have meant very few people have been able to race in Europe anyway. Even forgetting the Brexit complication, many organisers have been reluctant to pay for track time abroad when the ever-changing rules could force a sudden cancellation, a prospect that in turn could dissuade large numbers of competitors from entering. As the pandemic situation has improved, some organisers have started

running races in Europe again. But very often this has been major historic events largely featuring professional teams or individual series having races abroad rather than a more significant group of amateurs, thereby reducing any meaningful conclusions being drawn on the travel process.

That was until the end of last month when the Classic Sports Car Club held races at the Spa Summer Classic meeting and became one of the first organisers to take a large number of competitors over the border since the combined impact of Brexit and coronavirus struck. Over 150 entries were received for the CSCC races, with many of these being two-driver events, so it did involve a significant number of people – many of whom came under the category of individuals racing as a privateer. And CSCC directors David Smitheram and Hugo Holder are pleased to report that the experience was overwhelmingly positive.

Considering the years restricted to racing on home soil, competitors relished the chance to return to Spa and were given a particularly friendly welcome. But, more importantly, there were very few issues when it came to crossing the border. The CSCC has been a strong advocate of Carnets not being necessary in all cases, producing a guide on its website with recommended advice (such as having a folder with all the paperwork for your car that includes a letter from the organiser confirming it is not a professional race and that no prize money is being awarded). That approach, certainly for the Spa Summer Classic, seems to have overwhelmingly paid off.

“We found that nobody got refused out of the 150 or so and we think there were only three people that were stopped and had minor grief,” says Smitheram, adding that these competitors used a variety of different routes to travel to Spa. And one of those cases where a driver was stopped was easily resolved when the aforementioned letter detailing the nature of the race was produced. Another risked travelling in a larger truck with a greater volume of spares without a Carnet, but was still allowed to enter the EU once they had completed a £20 goods movement reference form.

Smitheram and Holder are keen to stress how border control is an ever-changing minefield but, at that time, Carnets were not needed in many cases. In fact, they have learned of some regular competitors who decided against making the trip to Spa amid concern over the border crossing process, only to regret not doing so upon hearing how relatively straightforward it proved to be. And that's a key point – even with a Carnet, there is no guarantee that an overly officious customs officer permits entry anyway.

The CSCC now feels “emboldened” to organise more trips to Europe on the basis of the positive experience. The only shame being that this realisation has come at a time when ever rising prices mean visits abroad may be a luxury many competitors can no longer afford. ✎

LE MANS
CLASSIC
30-1/2/3 | 20
JUN - JUILLET | 22



Nostalgia *tres magnifique* as Le Mans Classic returns

It's been four years since the last Le Mans Classic – and the 2022 edition was the largest yet

LE MANS CLASSIC PETER AUTO 30 JUNE-3 JULY

After a four-year COVID-19 enforced layoff, a record number of spectators, cars and drivers gathered at the Circuit de la Sarthe last weekend to celebrate the 10th edition of what has become arguably Europe's most popular historic motorsport

event, the Le Mans Classic.

Organised since 2002 by Peter Auto and the Automobile Club de l'Ouest, cars are split into six plateaux (grids) covering 1923–81, each racing consecutively for an hour, and three times over the hallowed 24 hours. Add four mind-boggling support races and in total 1000 drivers shared more than 700 priceless machines over the four days.

Qualifying began early on Friday with

Group C cars, before racing filled most of Saturday. Forty of the monstrous sportscars were listed, fastest being the Porsche 962C of Ivan Vercoutere/Ralf Kelleners. When it came to race time, however, the Silk Cut Jaguar XJR-9 of Jon Minshaw and Phil Keen was at the front, and stayed there as Jaguars finished 1-2-3.

Next up was Motor Racing Legends' Jaguar Classic Challenge (above), dominated – as expected – by ultra-quick E-types. Gary Pearson took pole with Alex Brundle, enjoying a 2.5-second advantage. Sadly, they only managed one lap of the race, leaving Mike and Matt Wrigley in their silver 'low-drag coupe' scrapping over the lead with Jonathan Mitchell's roadster. The Wrigleys won by three seconds.

Endurance Racing Legends, for what most of us would regard as 'nearly new' cars, added to the diversity of the meeting. With such a spread of technology, numerous cars were in with a shout. But those who bet on Shaun Lynn, driving the 2003 British Racing Green Bentley Speed 8 solo, were not disappointed. Forty-seven finished, albeit surprisingly 15 fell by the wayside. Christian Glasel (MG-Lola EX257) started

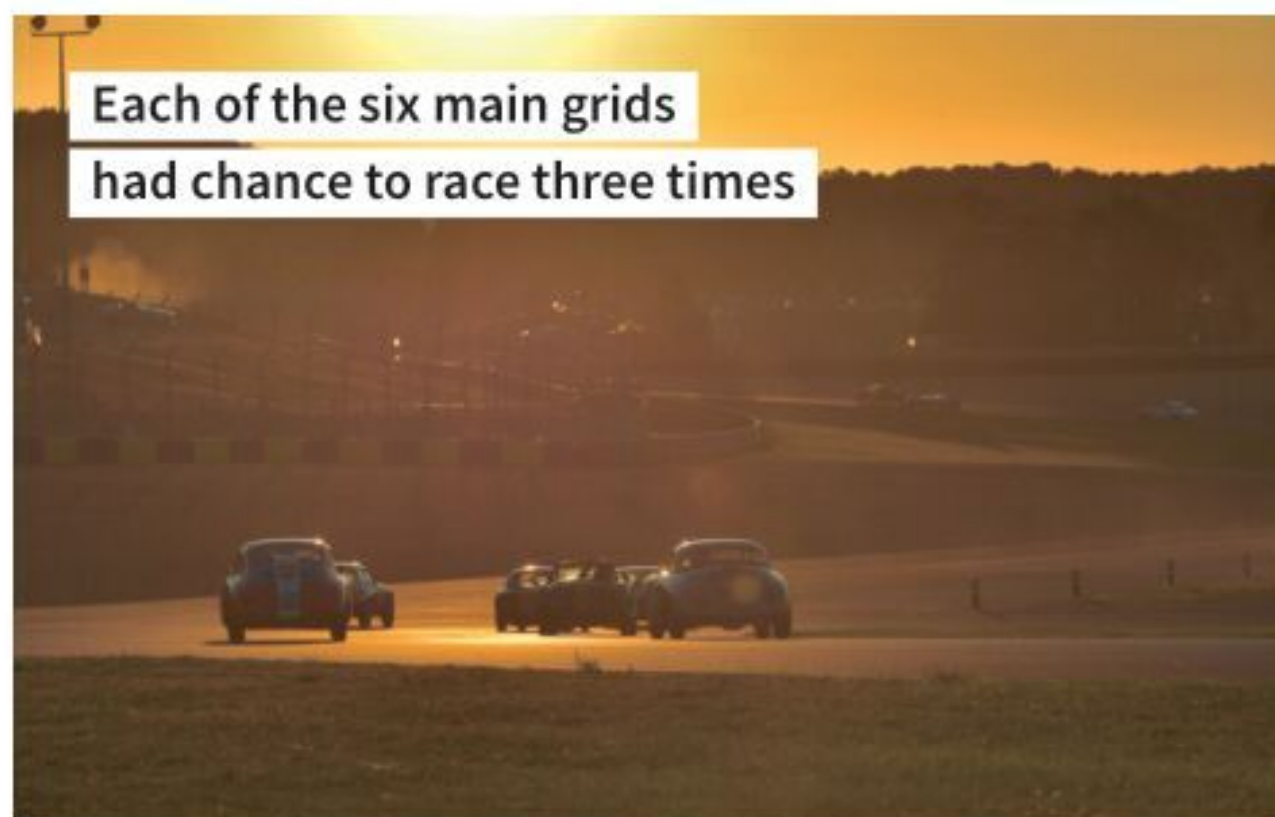
Micheron's Howmet turbine car led to fan excitement



ALL PHOTOGRAPHY: PETER BAKER



Pittaway and Dutton took the honours in race for the oldest cars



Each of the six main grids had chance to race three times



Halusa/Ames were the only crew to win all three races



Lynn mastered the Endurance Racing Legends support contest

on pole but eventually finished seventh.

Last of the support races was a Porsche showcase and, with 76 entries, the line of cars approaching the start stretched out of sight. The stunning and very noisy 935 K3 of Massimo and Marco Guerra led the way, with Henrique Gemperle/Marc de Siebenthal's similar car initially on its exhaust pipes. After 11 laps, the Italians won by 49s. Almost 60 of the cars finished, which says a lot about Porsche engineering.

With awards presented, everybody tucked into *dejeuner* and prepared for 24 hours of pure endurance nostalgia. Each plateau raced for three one-hour stints but, while the formula for ascertaining overall winners can be baffling, nobody refuted the results and most enjoyed a really good time. A notable exception was the Austrian Halusa family, whose unique Ferrari 250 GT 'Breadvan' – evolved by Giotto Bizzarrini for Count Volpi – was badly damaged against the barriers when Lukas crashed while chasing a podium two minutes from the chequer!

Overall Grid 1 (1923-39) victory was secured by enthusiastic Britons Duncan Pittaway – a Le Mans Classic rookie – and Tim Dutton in the Goodwood Revival-

winning Bugatti Type 35, despite only topping one of the individual stanzas. That was in contrast to Grid 2 (1949-56), which fittingly went the way of the Lukas Halusa/Alex Ames Jaguar D-type that won each of the three races – the only one of the six overall victors to do so. Almost 60 cars were classified as finishers overall, which was very impressive.

The 1957-64 pack contained a mouth-watering selection of sports-racers. Provisional results put James Cottingham/Max Girardo (Ecurie Ecosse Tojeiro-Jaguar) first from the Olly and Grahame Bryant Lotus 15. Eventually, though, the Bryants came out on top, the 'Toj' soldiers bumped to third behind Joe Macari/Harrison Newey in a Jaguar D-type.

A magnificent field of 60-plus cars from 1962-65 populated Plateau 4. It finished with a Ford 1-2-3, Portugal's Diogo Ferrao prevailing in his family's GT40 – winner of the 2014 Spa Six Hours – after three superb battles. A Shelby Cobra and a Ferrari, of Nicky Pastorelli, led the chase.

Grid 5, showcasing 1966-71, bordered on real classic territory, and was won by Nick Sleep/Alex Montgomery (Lola-

RACE WINNERS

GROUP C

Jon Minshaw/Phil Keen (Jaguar XJR-9)

JAGUAR CLASSIC CHALLENGE

Mike/Matthew Wrigley (E-type low-drag coupe)

ENDURANCE RACING LEGENDS

Shaun Lynn (Bentley Speed 8)

PORSCHE CLASSIC

Massimo/Marco Guerra (935 K3)

GRID 1 (1923-39)

Races 1 & 2 Gareth Burnett/Michael Birch (Talbot AV105)

Race 3 Duncan Pittaway/Tim Dutton (Bugatti T35)

Combined Pittaway/Dutton

GRID 2 (1949-56)

Races 1, 2 & 3 Lukas Halusa/Alex Ames (Jaguar D-type)

Combined Halusa/Ames

GRID 3 (1957-64)

Races 1 & 2 Olly/Grahame Bryant (Lotus 15)

Race 3 James Cottingham/Max Girardo (Tojeiro Jaguar)

Combined Bryant/Bryant

GRID 4 (1962-65)

Race 1 Shaun Lynn (Ford GT40)

Races 2 & 3 Diogo Ferrao (Ford GT40)

Combined Ferrao

GRID 5 (1966-71)

Race 1 Henry Fletcher (Chevron B19)

Race 2 David/Olivier Hart (Lola T70 Mk3B)

Race 3 Remo Lips/David Franklin (Ferrari 312 P)

Combined Nick Sleep/Alex Montgomery (Lola T70 Mk3)

GRID 6 (1972-81)

Races 1 & 2 Patrice Lafargue (Lola T298)

Race 3 Chris MacAllister (Mirage M6)

Combined Ludovic Caron (Chevron B31)

For full results visit:

peterautoracing.alkamelsystems.com

Chevrolet T70 Mk3) – despite the crew not topping any of the three bouts – from Henry Fletcher (Chevron B19) and the blood-red open Ferrari 312 P of Remo Lips and evergreen Briton David Franklin. Xavier Micheron's awesome gas turbine-propelled Howmet TX, apparently a brute to drive, was classified 13th of the 51 finishers.

After several Chevron teams had battled for supremacy of the final set, covering 1972-81, the B31 of Frenchman Ludovic Caron – another not to win any of the individual hour-long encounters – was greeted with *La Marseillaise*. The pitlane closed as the 2022 clock chimed exactly 24 hours after racing started. Magnificent!

PETER BAKER

Gadd tops the fast and the furious in F1000 blockbusters

BRANDS HATCH

750MC

2-3 JULY

Two fighting second places and a victory in the frenetic F1000 triple-header restored Tom Gadd's early season points lead as the 750 Motor Club's top-value Jedi-equipped championship reached its halfway point on the Brands Hatch Indy circuit. The 2019 Locost champion's tenacious climbs through the field in the Team Sellars Racing car, spannered by his dad, culminated in the weekend's only sub-45-second lap time.

Gadd qualified a disappointing 11th as 1.5s separated the top 12 Suzuki GSXR-powered runners, with TSR team-mate Ben Powney (another Locost graduate, who missed May's Croft rounds) quickest and title rivals Matthew Booth and Rob Welham on Powney's tail. That merely sharpened Gadd's resolve as he charged to second in Saturday's opening stanza, 0.28s behind Welham, who won last time out.

Fortunes ebbed and flowed like the tides, Powney retiring with a broken driveshaft (unusually the longer one) having led Booth and Welham before a safety car, called with Paul Butcher stranded at Druids. Matt Higginson, Dan Gore and Murfie Aldridge completed the top six.

From ninth on the reversed top 10 race two line-up, the inspired Gadd rocketed to fourth before Druids, then grabbed second from Alsatian polesitter Victor Neumann. But he couldn't unseat former Sport Specials champ Booth, who maintained his 2022 record of winning at every round, the duo 0.12s apart after another post-caution sprint. Welham, Higginson, Aldridge and Neumann outran seventh-placed Powney.

Best laps in race two decided the finale's grid. Gadd's 45.00s netted pole, with Booth, Welham, Aldridge and Powney within 0.05s. Gadd led from lights to chequer, weathering another late safety car with Booth broken at Druids and Sam Satchwell

parked at Surtees, and managing the green perfectly to repel Welham and Powney for his third campaign win. Dan Clowes, Aldridge and Higginson led the chase.

Bikesports also produced three different winners, Leon Morrell, table topper Simon Walker-Hansell and rally convert Jack Leese scoring in Radical SR3 derivatives. Andrew Fido shifted up a gear for a Class A (tuned engines) hat-trick in his SR3, benefiting in the finale when Alastair Smart (PR6) ran wide exiting Paddock, got out of shape and was vaulted by Ash Hicklin (SR3). Fido narrowly avoided the shemozzle.

Not running his eponymous car for points, Scott Mittell left the category's outright record at 45.55s (95.47mph) in race two, in which Leese equalled Walker-Hansell's new 46.25s B target.

Rapid Rob Boston qualified his Lotus Elise fifth for the 45-minute Roadsports race, but pulled off at Paddock after one flyer with a collapsed front wheelbearing. "Probably self-inflicted; too much kerb at Surtees, but I carry spares," said the Lincolnshire team boss, who went on to win from Club Enduro aspirants Ben and Adam Uren (BMW E46 M3), Kevin Talbot's understated Honda Integra and Matthias Radestock (Elise).

In a reversal of Croft fortunes, Welshman Leon Bidgway was leading when the moulded air duct feeding the turbocharged Toyota engine in his Lotus Exige came adrift and snagged the left-rear tyre, presaging a smoky retirement. The race ended prematurely when three drivers were involved in a nasty incident at the foot of Paddock. Chris Valentine was extricated from Lewis Harrison's Elise, which had been rammed, but was subsequently released from the medical centre.

Four-time champion Shaun Traynor seized the Toyota MR2 points lead from top qualifier Aaron Cooke with two accomplished wins, the first by seven seconds over his rival and Adam Lockwood.

An early moment left Cooke seventh later as Lockwood and Ali Topley (Mk2) crossed the line in Traynor's mirrors. Rhys Dorman's fifth in the latter was a big personal best as an unprecedented eight 1800cc Roadsters made the top 10.

Wayne Lewis blitzed the Armed Forces Race Challenge contests in his NotNormal BMW, leaving the outright record at 52.23s. Croft victor Mark Inman (Caterham) chased Lewis, indeed was the only unlapped runner second time out. Mark White (Honda Civic), David Russell (BMW E36) and Alexander Smith (Honda Integra) disputed the minor placings. The Class D battles between Scottish soldier Doug Inglis (Mazda MX-5) and the Royal Navy's Michael Wells (Toyota MR2 Roadster) were superbly fought. Wells jinked ahead in race one, but Sean Graham reeled them in, then hustled his Sultan Locost past second time around.

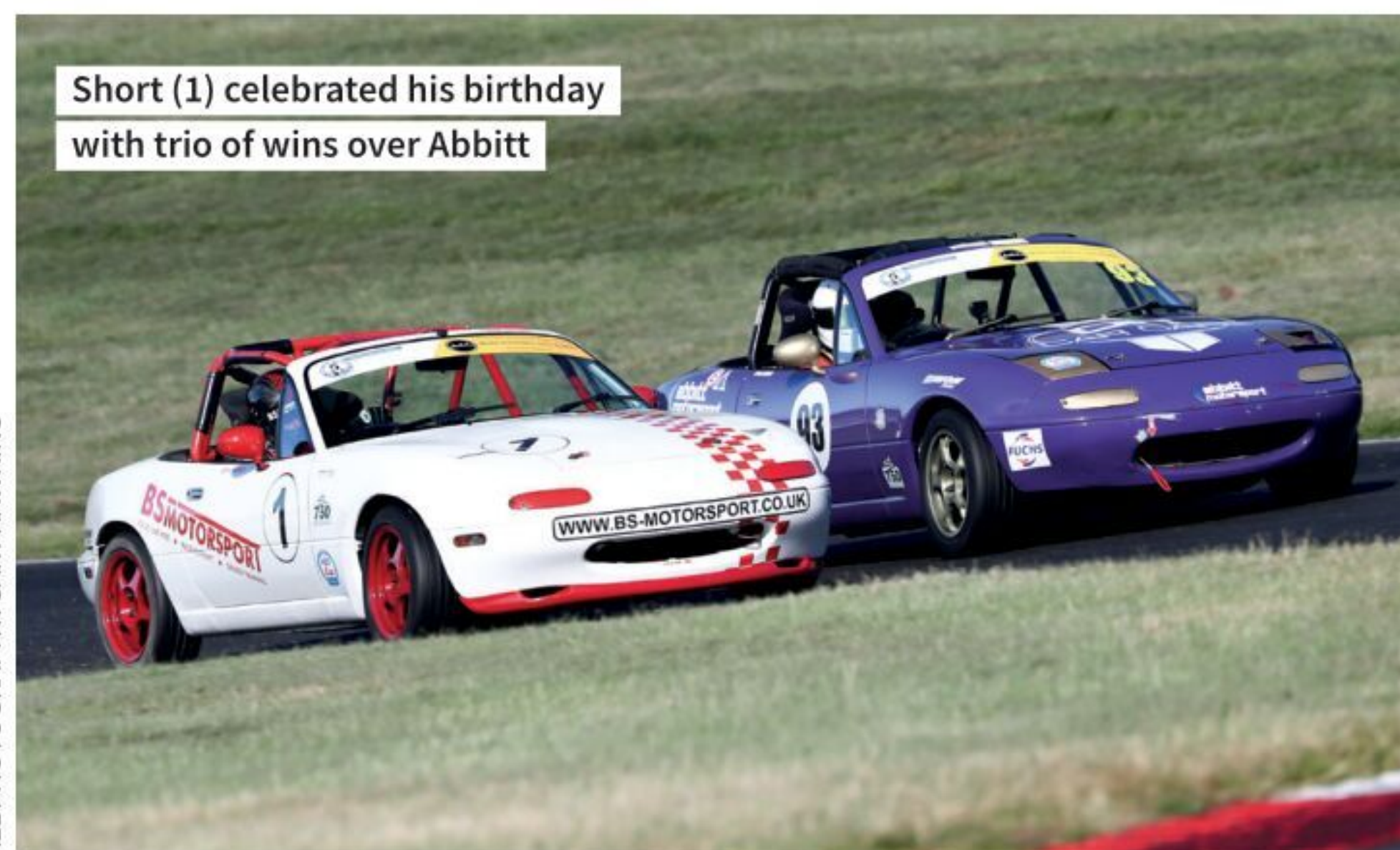
As at Croft, Andy Hiley and Lewis Ward won a Sport Specials race apiece. This time, Ward retired from the opener when alternator failure silenced his Ford Duratec engine. Hiley started Sunday's from the pits, clutchless, but clawed back in his Chronos to second. Class B rivals Stuart Thompson (ex-Booth MK Indy RR) and Warren Vessey (Fisher Fury) renewed their squabble, with Andrew Hayward (Sylva Clubman) interjecting. Vessey broke on Sunday, leaving Thompson with a strong points lead.

David Hughes topped the MEV Exocet brigade. Stewart Mutch bounced back from a startline incident with Micky Scott, which stopped race two instantly. With a rear mudguard pulled off the tyre, Mutch chased Hughes relentlessly.

In a capacity MX-5 Cup field, hard-tryer Jordan Johnson couldn't prevent Bens Short, Abbitt and Hancy's three identical podium lockouts. Short's Saturday success was a 40th birthday present.

Irish invitee Niall Bradley won Sunday's BMW races, but Graham Crowhurst in his colourful E46 M3 rewrote the M class

Short (1) celebrated his birthday with trio of wins over Abbitt



Morrell was one of three different Bikesports victors



Gadd (12)
stormed to second
behind Welham (5)
from 11th on grid in
F1000 opener.
Booth chases



record. Ex-Formula Fordster Lee Piercey (E36) extended his Class 6 dominance, and William Lake denied Northern Ireland stalwart Ivor Mairs a Cup double.

Driving an older Honda Civic, Hot Hatch top qualifier Kris McCloy made Philip Wright work for his double. British-born Mathew Mandipira – sporting Zimbabwean and Nigerian flags on his Renault Clio 197 – and Paul Jarvis (Citroen Saxo) shared B wins, but BMW

Compact ace David Drinkwater was unstoppable in C, outrunning Martyn Paget's fast-starting Saxo.

Increasingly petty protests and exclusions again undermined Formula Vee's manifold core qualities. Vaughn Jones (Storm) and 16-year-old Matthew Hyde (AHS GAC) kept their heads down, demonstrating their class with big second and third bests behind Craig Pollard on Sunday.

MARCUS PYE



Ward (left) and Hiley again
shared Sport Specials glory

WEEKEND WINNERS

F1000

Race 1 Rob Welham

Race 2 Matthew Booth

Race 3 Tom Gadd

BIKESPORTS

Race 1 Leon Morrell (Radical SR3 RSX)

Race 2 Simon Walker-Hansell (Radical SR3 RS)

Race 3 Jack Leese (Radical SR3)

ROADSPORTS

Rob Boston (Lotus Elise)

TOYOTA MR2s

Races 1 & 2 Shaun Traynor (Roadster)

ARMED FORCES RACE CHALLENGE

Races 1 & 2 Wayne Lewis (BMW E46 M3)

SPORT SPECIALS

Race 1 Andy Hiley (Chronos HR1S)

Race 2 Lewis Ward (Westfield SEiW)

5CLUB MX-5 CUP

Races 1, 2 & 3 Ben Short

BMW CAR CLUB RACING

Races 1 & 2 Niall Bradley (E46 M3)

HOT HATCH

Races 1 & 2 Philip Wright (Honda Civic Type R)

FORMULA VEE

Race 1 James Harridge (Maverick)

Race 2 Craig Pollard (WEV)

For full results visit: 750mc.co.uk

Cole and Burgess battle the elements and each other

DONINGTON PARK
MGCC
2 JULY

In typical British fashion, the MG Car Club's summer meeting was a battle against the elements as the weather swung between heavy showers and bright sunshine, causing set-up headaches for drivers throughout the paddock.

This was most evident in the two MG Trophy races, where drivers had the misfortune of sitting in the Donington Park assembly area just as the dry track was enclosed by ominous black clouds.

With moments to spare, polesitter Doug Cole arrived with a set of full wets

in contrast to fellow front-row starter and Class A leader Jason Burgess. "As soon as we went out on the green flag lap, the weather got worse and I had to change," said Burgess. This meant Burgess had to start from the pitlane and carve back through the pack, managing fifth in what he called "one of his best ever races", while Cole celebrated his first win since 2018.

It was the same situation in the second race when, once again, black clouds loomed around the Melbourne Hairpin assembly area. This time, Cole and Burgess agreed to use the same combination of tyres, ensuring that the duel everyone had been looking forward to took place. The lead changed multiple times throughout, but ended in contact between the pair. While they both remained on track, Burgess admitted that his use of the kerbs "did something to the electronics" and the double Cadwell Park winner was forced to retire through a lack of power, gifting Cole his first double win.

Two non-finishes for Pippa Cow put her title defence in jeopardy in the MG Midget & Sprite Challenge, a loose distributor cap in qualifying causing her to jokingly state: "I lost all brum brum!" This problem forced her to start in the middle of the pack for race one and, while



she quickly clawed back positions, she failed to finish either race due to the same ongoing issues.

This opened the door to her nearest rivals, with Richard Bridge taking the spoils in race one, despite starting from the back following a yellow-flag infringement in qualifying. Bridge's Sprite Mk2 was quickly at the front of the pack before engaging in a duel with Stephen Watkins. The tantalising tussle ended prematurely, though, when Watkins spun on oil on the penultimate lap, ending any chance of an epic conclusion.



Boot gives it some welly in TVR to win sprint

DONINGTON PARK
EQUIPE SUPER SPRINT
3 JULY

Despite both the British Grand Prix and the Le Mans Classic taking place on the first weekend of July, it was still a strong turnout for the Equipe Super Sprint. With over 50 entries from the pre-'66 sportscar era, each driver negotiated three heats before ending up in one of three finals on what was only the second running of

the club's innovative race format.

Inaugural event winner Tom Smith couldn't make it two from two in the final for the fastest drivers, held in the dry on Sunday afternoon. His MGB Roadster didn't have the power to contend at the front with the more powerful V8 machines, and a differential issue meant that, despite his best efforts, he had to settle for sixth. "I was doing a rain dance but it clearly didn't work, you could see where it swings our way, but that rain didn't last," he said.

Smith was referring to the short but sweet downpour ahead of the second heat for fastest drivers. Out of nowhere, the MGB was battling with Healeys and TVRs but, as soon as the rain left, so did Smith's pace and second in that heat was his best finish of the day.

Smith finished behind Mark Holme and his nimble Austin-Healey 3000 but, after the first heat, it was almost all over when an oil seal broke and began to fill Holme's car with smoke. After a quick replacement the Fun Cup driver was comfortably at the front most of the day. Holme lined up on pole for the quickest final, only three places ahead of eventual winner Jamie Boot in his TVR Griffith. "I just need to keep him behind me after the first few corners," Holme stated ahead of the final – but he couldn't.

The V8-powered machine charged from fourth on the grid, sweeping past everyone around the outside of Redgate. Despite Holme's best efforts, the Griffith had the grunt on the straights when it mattered.

"I knew wherever I placed it, he [Boot] would have the legs, but this car's been



ALL PHOTOGRAPHY: MICK WALKER



Cole won opener after
pre-race switch to wets

Race two was won by Connor Kay from the invitation class ahead of fellow MG Midget driver Hugh Simpson.

It was lucky number seven for Richard Buckley in the MG Cup, navigating his Tomcat Turbo to a race one victory that maintained his 100% win record in 2022. Despite staying close throughout, second-placed Dave Nixon defiantly claimed "I'll have the next one" – and he did.

Race two was a similar affair with the two Tomcats exchanging the lead throughout. But Nixon, with new top

suspension mounts fitted following the Silverstone round, managed to hold off Buckley, admitting that he knew his exit from the chicane was stronger.

James Wheeler took a BCV8 clean sweep ahead of Neil Fowler, although Fowler was mere metres away from taking the race two win. "My tyres were jelly at the final corner," Fowler admitted after losing the drag to the line by 0.158s – it was the smallest winning margin from Saturday's MGCC event.

DOM D'ANGELILLO



Flewitt spun chasing
Matthews in slowest final

through hell and it's been absolutely brilliant," said Holme. "The cars are two different classes, but we've been doing similar lap times." An exhausted Boot simply beamed, "I'm knackered" after a relentless 10 laps with Holme on his tail.

Lee Atkins claimed a comfortable victory ahead of Richard Hywel Evans's Austin-Healey 3000 in the second of the finals aboard his TVR Grantura, having spent some of the day in the heats for the quickest cars. But a misfire developed throughout the final round, and a faulty rev counter meant gear changes were done by sound

only. "The guys stripped it right back and managed to sort it all out in time for this final," he said. "It feels great, it's been a while since my last win in March."

With two wins going to TVR, it was the final for the slowest qualifiers that prevented a clean sweep for the Blackpool marque. Nick Matthews's Austin 100/4 flew the flag for the Midlands manufacturer, dueling with British GT racer Mia Flewitt. Despite her best efforts, she couldn't quite get past, spinning her Lotus Elan on the exit of the Roberts chicane.

DOM D'ANGELILLO

WEEKEND WINNERS

MGCC

MG TROPHY

Races 1 & 2 Doug Cole (ZR 190)

MG MIDGET & SPRITE CHALLENGE

Race 1 Richard Bridge
(Austin-Healey Sprite Mk2)

Race 2 Connor Kay (MG Midget, below)

MG CUP/METRO CUP

Race 1 Richard Buckley
(Rover 220 Tomcat Turbo)

Race 2 Dave Nixon (Rover 220 Tomcat Turbo)

BCV8s

Races 1 & 2 James Wheeler (MGB GTV8)

MORGAN CHALLENGE

Races 1 & 2 Andrew Thompson (ARV6)

COCKSHOOT CUP

Race 1 Paul Wignall (MG ZS 180)

Race 2 Karl Green (MG ZS 180)

TRIPLE M CHALLENGE

Race 1 Tony Seber (Wolseley Hornet Special)

Race 2 Rod Seber (Wolseley Hornet Special)



EQUIPE CLASSIC RACING

EQUIPE SUPER SPRINT

Race 1 Jamie Boot (TVR Griffith)

Race 2 Gregg Rumble (Lotus Elan S1)

Race 3 Jamie Mason (Turner Mk2)

Race 4 Mark Holme (Austin-Healey 3000 Mk2)

Race 5 Lee Atkins (TVR Grantura 1800S)

Race 6 Jon Hughes (MGB Roadster)

Race 7 Mark Holme (Austin-Healey 3000 Mk2)

Race 8 Alexander Hewitson

(Austin-Healey 3000 Mk2)

Race 9 Bill Rawles (Austin-Healey 3000 Mk2A)

Final 1 Nick Matthews (Austin-Healey 100/4)

Final 2 Lee Atkins (TVR Grantura 1800S, below)

Final 3 Jamie Boot (TVR Griffith)



For full results visit: tsl-timing.com

Heathcote finds Chambers difficult to overrule

LYDDEN HILL
HRDC
3 JULY

After sharing a starring role with Andrew Jordan at last year's Historics on the Hill meeting at Lydden Hill, Nathan Heathcote faced a different challenge this time around as he battled for honours in both the Jack Sears Trophy double-header and the pair of Allstars contests with Pete Chambers.

Twelve months since claiming a double success in the Jack Sears Trophy encounters, 2017 British Rallycross champion Heathcote was hoping he could repeat the result aboard his Mini Cooper S. Qualifying pace suggested this would be a tough ask, though, since his best lap was over half a second slower than Porsche racing stalwart Chambers, who was at the wheel of a Jordan family-prepared Lotus Ford Cortina Mk1.

In front of a strong crowd, Chambers led away at the start of the first race, only to run deep at Devil's Elbow on lap two and hand Heathcote the advantage. A thrilling battle between the duo ensued, with Chambers locking his brakes on several occasions at North Bend as he tried to regain the lead, but it was to no avail.

Despite dipping a wheel into the gravel on the exit of Paddock and veering sideways as he headed towards the flag, Heathcote held on to claim a well-earned win. Behind the top two, Ben Colburn brought his Mini Cooper S home a distant third ahead of the Austin Mini Cooper of Mike Davies.

The battle for the final spot on the



Chambers (5) and Heathcote had close fights in four races

podium was a lot closer between Colburn and Davies in race two. Colburn held the position throughout, but Davies kept him honest to the end. In the lead tussle, Chambers made the most of a good start to claim a lights-to-flag win from Heathcote.

Battle was joined again between Heathcote and Chambers in the opening Allstars race, although the Cortina driver made life hard for himself by earning a 10s penalty for an out-of-position start. After muscling his way to the front, Chambers then attempted to build up enough of a lead so the handicap would be erased. He was able to achieve it, beating Heathcote by a mere 0.187s in the final classification, while Heathcote too had to be wary of the rapidly closing Lotus Elan of Gerry Buggy.

Buggy's hopes of taking another third in race two disappeared when he spun wildly exiting Devil's Elbow as he tried to usurp the Austin-Healey Sebring Sprite of Ding Boston. Chambers claimed his third win of the afternoon in

this contest but, once again, Heathcote was never very far away. Sam Ashby secured third in his Austin Speedwell Sprite after he had indulged in a tight battle with the Austin-Healey of Matthew Moore and Boston had received a track-limits penalty.

A poor start in the Classic Alfa Challenge opener did not appear to worry Colburn unduly as he aimed to emulate the feat elder brother James had achieved in this event in 2021. Back at the head of the field by Pilgrims on lap two, the 2015 Junior Saloons champion pulled out a useful lead in his Giulia Sprint GT over the pursuing George Osborne, only to run off track at the same point later in the race and hand Osborne a lead he did not relinquish.

Osborne, driving Chris Snowdon's Alfetta 2000GTV, stood firm against Colburn's race-long pressure to later complete a memorable double triumph, while Richard Merrell (Giulia GT Junior) claimed a pair of thirds.

MARK LIBBETER



Osborne (leading) topped the Classic Alfa battlers

WEEKEND WINNERS

JACK SEARS TROPHY

Race 1 Nathan Heathcote (Mini Cooper S)

Race 2 Pete Chambers
(Lotus Ford Cortina Mk1)

HRDC ALLSTARS

Races 1 & 2 Pete Chambers
(Lotus Ford Cortina Mk1)

CLASSIC ALFA CHALLENGE

Races 1 & 2 George Osborne
(Alfetta 2000GTV)

For full results visit: tsl-timing.com



PAUL LAWRENCE

Ryder joins the British Hillclimb elite runners with record win

**HAREWOOD
BRITISH HILLCLIMB
3 JULY**

Matthew Ryder came of age in the British Hillclimb Championship at Harewood on Sunday with a sensational victory in the second of the day's top 12 run-offs.

On a weekend when Alex Summers hit problems and Wallace Menzies returned to the top of the times in the first run-off, it was Ryder who created a sensation with a stunning final run of the day to win the second run-off and slash nearly 0.4 seconds from Menzies's 90-minute-old hill record.

Ryder (above) was elated after a result that puts him firmly into the hillclimbing elite. "I've never had a run-off win or a hill record!" he said. "On the last run, everything just came together and the car felt really good."

The second BHC visit of the season to the popular Yorkshire hill once again delivered a storming day of top-flight hillclimbing. In many ways, it was an unpredictable one – temperature and wind speed went up and down as clouds scurried across the Wharfe Valley.

In the first run-offs, there was disaster

for points leader Summers when a fuel pump failed on the DJ Firestorm as he prepared to make his attempt. Instead, he was left on the end of a tow rope while his arch rival Menzies charged to another Harewood victory by paring 0.1s off his own two-month-old hill record.

Scott Moran, who battled all day with starter motor problems, managed to bump start the Gould GR59 on the run to the line for the first run-off, only to have the car stall and have to be pushed back by willing helpers and have another go. Luckily, the Gould fired and Moran was able to bag second, 0.6s down on Menzies.

Some rapid work by Summers and the team had the fuel pump changed in time for the second class runs, and he duly qualified for the afternoon's second run-off on a hill that has never really shown the best of either driver or car. He still set a time little more than 0.1s away from that of Menzies, but Trevor Willis (OMS 28) went very well to split them. Menzies clocked a 47.27s to set himself up for what looked like being a second run-off win.

But the fastest qualifier had been Ryder, who was benefiting from this being his third visit of the season to Harewood, including a



PAUL LAWRENCE

Menzies returned to form with opening win and retook points lead

HILLCLIMB RESULTS

ROUND 17

1 Wallace Menzies (3.3 Gould-Cosworth GR59M) 46.75s; 2 Scott Moran (4.0 Gould-Judd GR59J) 47.35s; 3 Trevor Willis (3.2 OMS 28-RTE) 47.93s; 4 Matthew Ryder (4.0 Gould-Judd GR59JB) 48.18s; 5 Richard Spedding (1.6 GWR-Hayabusa Raptor 2) 48.80s; 6 David Uren (3.5 Gould-NME GR55B) 49.09s; 7 Johnathen Varley (2.0 GWR-TKD V8 Predator) 50.36s; 8 Lee Griffiths (1.7 OMS 25-Suzuki) 51.47s; 9 Graham Wynn (4.0 Gould-Judd GR59J) 51.52s; 10 Nicola Menzies (3.5 Gould-NME GR55B) 52.15s.

ROUND 18

1 Ryder 46.39s; 2 W Menzies 47.27s; 3 Willis 47.32s; 4 Alex Summers (2.7 DJ-Cosworth Firestorm) 47.39s; 5 Moran 48.21s; 6 Spedding 48.75s; 7 Uren 49.23s; 8 Varley 49.66s; 9 Stuart Sugden (1.6 GWR-Hayabusa Raptor) 50.27s; 10 Griffiths 50.59s.

POINTS

1 W Menzies 164; 2 Summers 162; 3 Moran 155; 4 Ryder 113; 5 Willis 112; 6 Uren 90.

For full results visit: britishhillclimb.co.uk

full day of testing on Saturday during the clubman's event. For the final run of the day, Ryder came to the line in his Gould GR59 and delivered an outstanding performance to smash the record with a remarkable 46.39s.

Ryder's rivals were quick to congratulate the rising star of hillclimbing on his first win. "That's a fantastic time," said Menzies of Ryder's final shot. Summers added: "We knew this was coming for Matt as he's just been getting quicker and quicker."

Moran dropped to fifth after sliding wide at Country Corner, while Richard Spedding (GWR Raptor) was again the best of the under two-litre cars with sixth from Dave Uren (Gould GR55B). Johnathen Varley capped a great weekend with more points in the two-litre GWR Predator, while Lee Griffiths (1.7 OMS 25) twice scored points.

PAUL LAWRENCE

FINISHING STRAIGHT

Arron and Dodgins's book provides a sweeping overview of Formula 1

Celebrating the glory of Formula 1



BOOK
**FORMULA 1:
THE PINNACLE**
Simon Arron
and Tony Dodgins
RRP £36

Formula 1 has become unrecognisable since the inaugural

world championship season in 1950, undergoing changes that have transformed it into the worldwide, billion-pound industry that it is today – from the safety and sporting regulations that have undergone decades of refinement, to the controversies and personalities that have formed and defined its very fabric. It's certainly a vast subject area, but one which *Formula 1: The Pinnacle* attempts to dissect.

The work of motorsport scribes Simon Arron and Tony Dodgins, the book details all the major changes throughout the 70-plus years of the championship, with the 240 pages broken down into sections – sporting, circuits, technical, controversies, safety, personalities and commercial.

There's something here for everyone, whether you're new to the sport or interested in the more intricate rules and regulations of the championship – such as when one-by-one grid starts became mandatory or how the qualifying format (or lack of it initially) has changed.

From their decades in the motorsport paddock, there's plenty from Arron and Dodgins to paint a picture of events behind the scenes. At times it can be an amusing read and there are plenty of tongue-in-cheek comments, such as when Ferrari's Felipe Massa “cheerfully accepted a slower

pitstop” to allow team-mate Kimi Raikkonen to win the 2007 Brazilian Grand Prix and the title in the process.

Considering the comparatively small size of the book versus the vast subject matter, both writers do a good job of packing as much information as possible into the format.

Without doubt one of the highlights of the book is the stunning images from across more than seven decades of the championship, almost all of which are in colour, even from the 1950s and 1960s. Chapters often contain pictures from across the eras, bringing into focus how different things have become, and many of the images are given plenty of space to show them in their full glory. The great Juan Manuel Fangio sliding his Maserati 250F through Tabac at the 1957 Monaco Grand Prix sets the tone brilliantly on the opening page.

It's difficult to find much fault with the book, but it's not perfect. The layout of the pictures and words means that occasionally there are large areas of white space, which might have been better used.

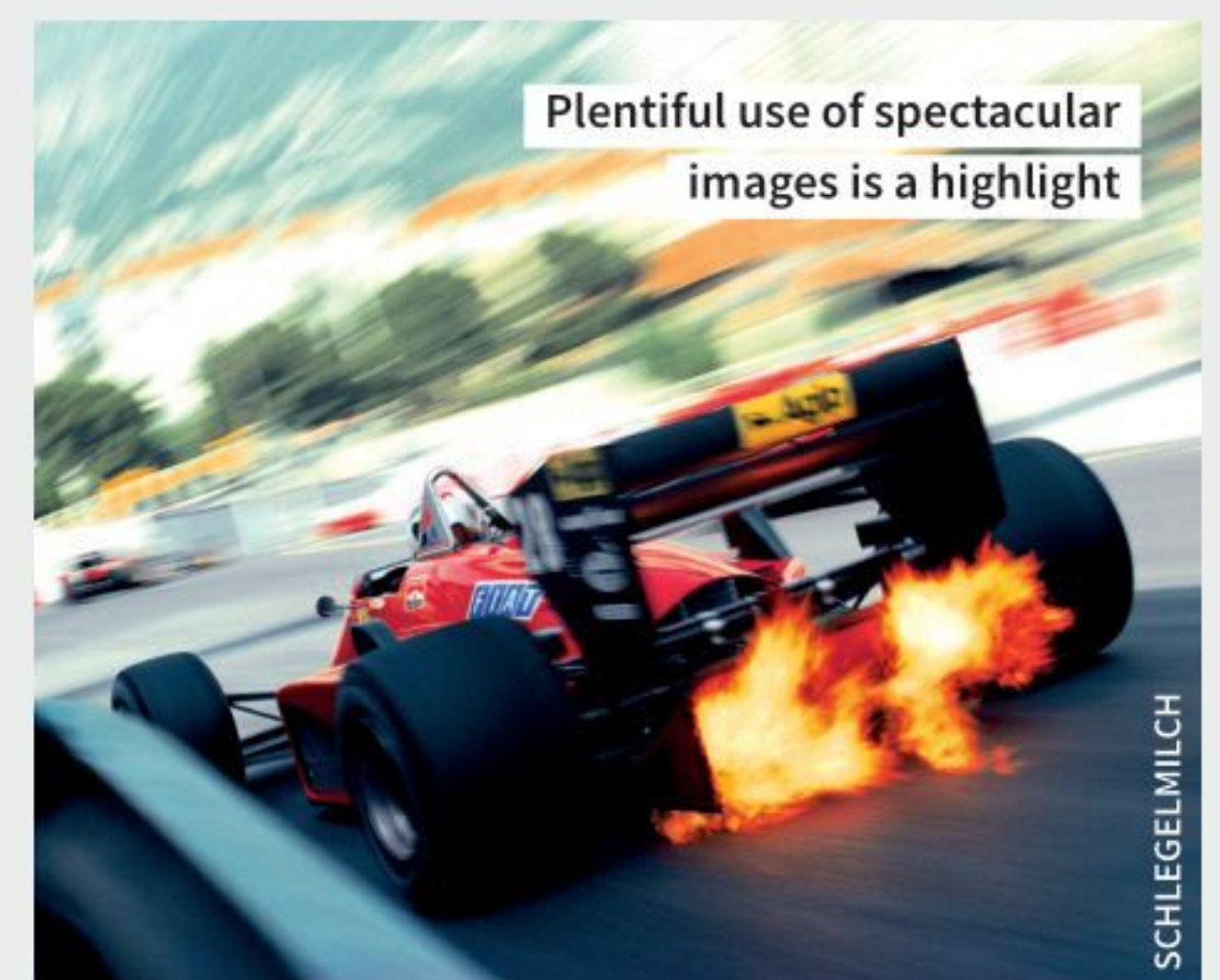
But perhaps the biggest gripe is that when reading the book from cover to

cover, there is a substantial amount of information and anecdotes that are repeated. This is unsurprising to a certain extent since sections on safety, sporting and regulations overlap. But highlighting Stirling Moss's success at the 1958 Argentinian Grand Prix – the first for Cooper and a rear-engined car – in one chapter and then immediately repeating exactly the same information at the start of the next could have been avoided. What it does mean is that the book is better served as something to dip into.

Despite the repetition, there are areas that are given little coverage or missed entirely, such as there being no section on the HANS device, which, since it was introduced in 2003, has saved countless lives. Yes, it is mentioned at several points throughout, but it's surprising that a small chapter wasn't devoted to probably the most significant safety innovation from the past two decades, which has had an impact not only in F1 but across motorsport.

With all this being said, it's still an enjoyable and insightful read that will leave the reader with new knowledge and a greater appreciation for the sport.

STEFAN MACKLEY



WHAT'S ON

INTERNATIONAL MOTORSPORT

Austrian Grand Prix

Formula 1 World Championship

Round 11/22

Red Bull Ring, Austria

10 July

TV Live

Sky Sports F1, Sun 1355

TV Highlights

Sky Sports F1, Sun 1800;

Channel 4, Sun 1830

World Endurance Championship

Round 4/6

Monza, Italy

10 July

Livestream on

Motorsport.tv, Sat 1100, Sun 1030

TV Live Eurosport 2, Sun 1030

FIA Formula 2

Round 8/14

Red Bull Ring, Austria

9-10 July

TV Live Sky Sports F1,

Sat 1650, Sun 0900

FIA Formula 3

Round 5/9

Red Bull Ring, Austria

9-10 July

TV Live Sky Sports F1,

Sat 0930, Sun 0730

Porsche Supercup

Round 4/8

Red Bull Ring, Austria

10 July

TV Live Sky Sports F1, Sun

1050, Eurosport 1, Sun 1035

International GT Open

Round 4/7

Hungaroring, Hungary

9-10 July

Formula Regional European Championship by Alpine

Round 6/10

Hungaroring, Hungary

9-10 July

Livestream on Motorsport.tv, Sat 1250, Sun 1535

Euroformula Open

Round 5/9

Hungaroring, Hungary

9-10 July

Australian Supercars

Round 7/13

Townsville, Australia

9-10 July

TV Live

NASCAR Cup Series

Round 19/36

Atlanta, USA

10 July

TV Live Premier Sports 1,

Sun 1930

24H Series

Round 6/8

Portimao 24 Hours, Portugal

9-10 July

eTouring Car World Cup

Round 4/7

Zolder, Belgium

9-10 July

Extreme E

Round 2/4

Sardinia, Italy

6-10 July



autosport.com/podcast



F1 British GP review

Carlos Sainz took his maiden Formula 1 race victory (plus pole position the previous day) in a thrilling British Grand Prix, as Ferrari strategy, hectic on-track action and a heavy crash at the start made it a Silverstone stunner. Autosport Chief Editor Kevin Turner and Autosport.com Editor Haydn Cobb join host Martyn Lee to discuss events.

TV Live Eurosport 2, Thu 1500, ITV, Thu 1600, Sun 1200

UK MOTORSPORT

Oulton Park MSVR

9 July

911 Challenge & Boxster Cup, Focus Cup, GT Cup, Porsche Club, Porsche Sprint Challenge

Thruxton BARC

9-10 July

British Trucks, CALM Porsche Trophy, CTCRC (Jaguar Challenge, Pre-'66/Pre-'83, Pre-'93/Pre-'03/Super Tourers, Thunder/BOSS), Hyundai Coupe Cup, MG Owners Club, Pickup Trucks, Sports 2000

Livestream via barc.net

Brands Hatch HSCC

9-10 July

'70s Roadsports, Aurora/Geoff Lees Trophy, Classic F3, Guards Trophy, Historic F2, Historic F3, Historic FF1600, Historic FF2000, Historic FJunior, Historic Roadsports/Historic Touring Cars/Hawthorn Challenge, Thundersports

Donington Park BRSCC

9-10 July

C1 Endurance, Caterhams (270R, 310R, Academy, Roadsport, Seven UK), Mini Miglia, Mini Se7en, ST-XR Challenge/Civic Challenge

Snetterton BARC

9-10 July

British Superkarts, Caterham Graduates (Sigma 135/Sigma 150/Sigmax), Kumho BMWs, Snetterton Saloons

Knockhill KMSC

9-10 July

JSCC, Modsports, Scottish Legends, Super Laps Scotland

Nicky Grist Stages

British Rally Championship

Round 3/7

Builth Wells, Wales

9 July

British Hillclimb Championship

Round 8/13

Bouley Bay, Jersey

13 July

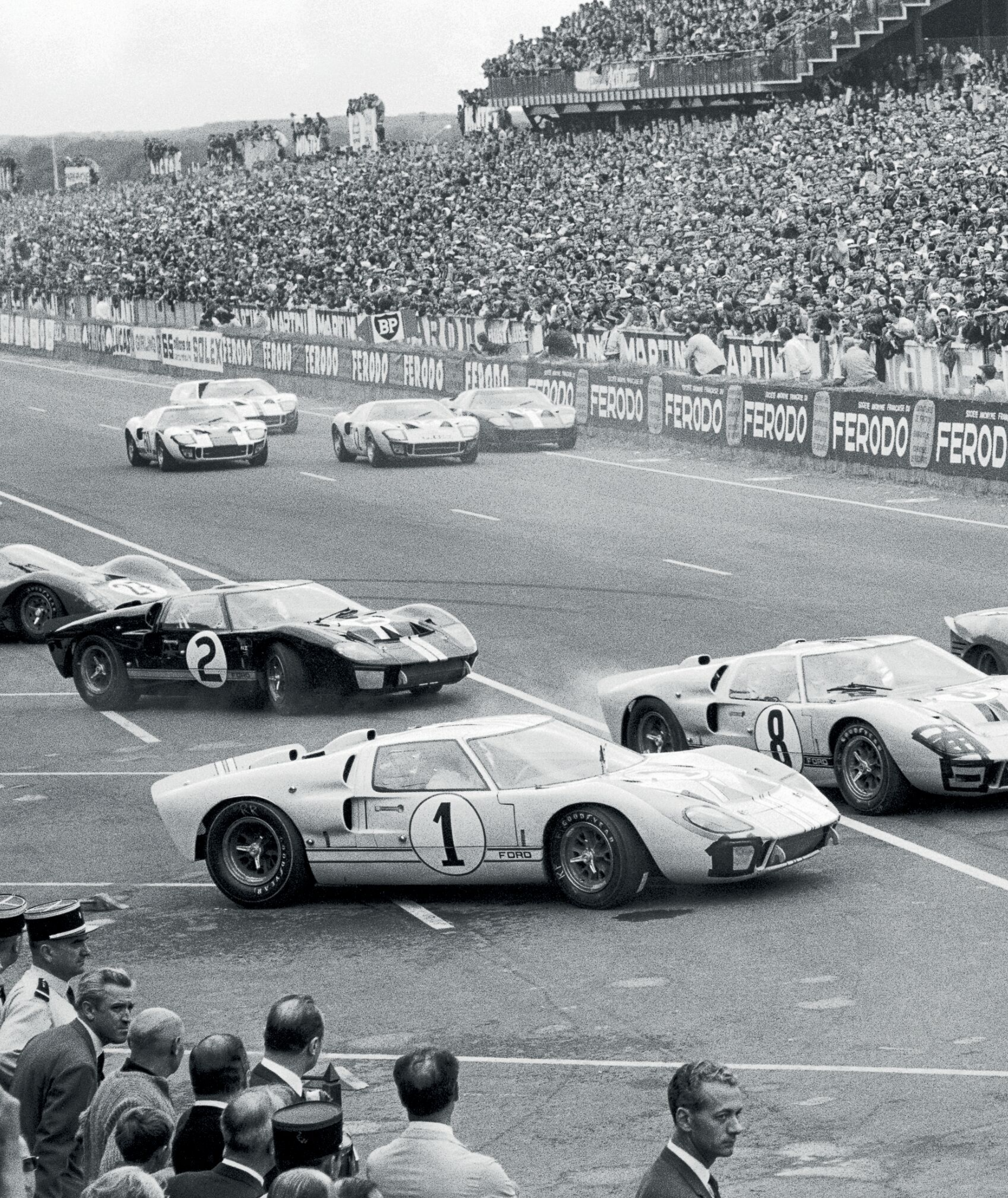


WEC action at the 6 Hours of Monza

ALL PHOTOGRAPHY
motorsport
IMAGES



Will Red Bull hit back at the Red Bull Ring?



FROM THE ARCHIVE

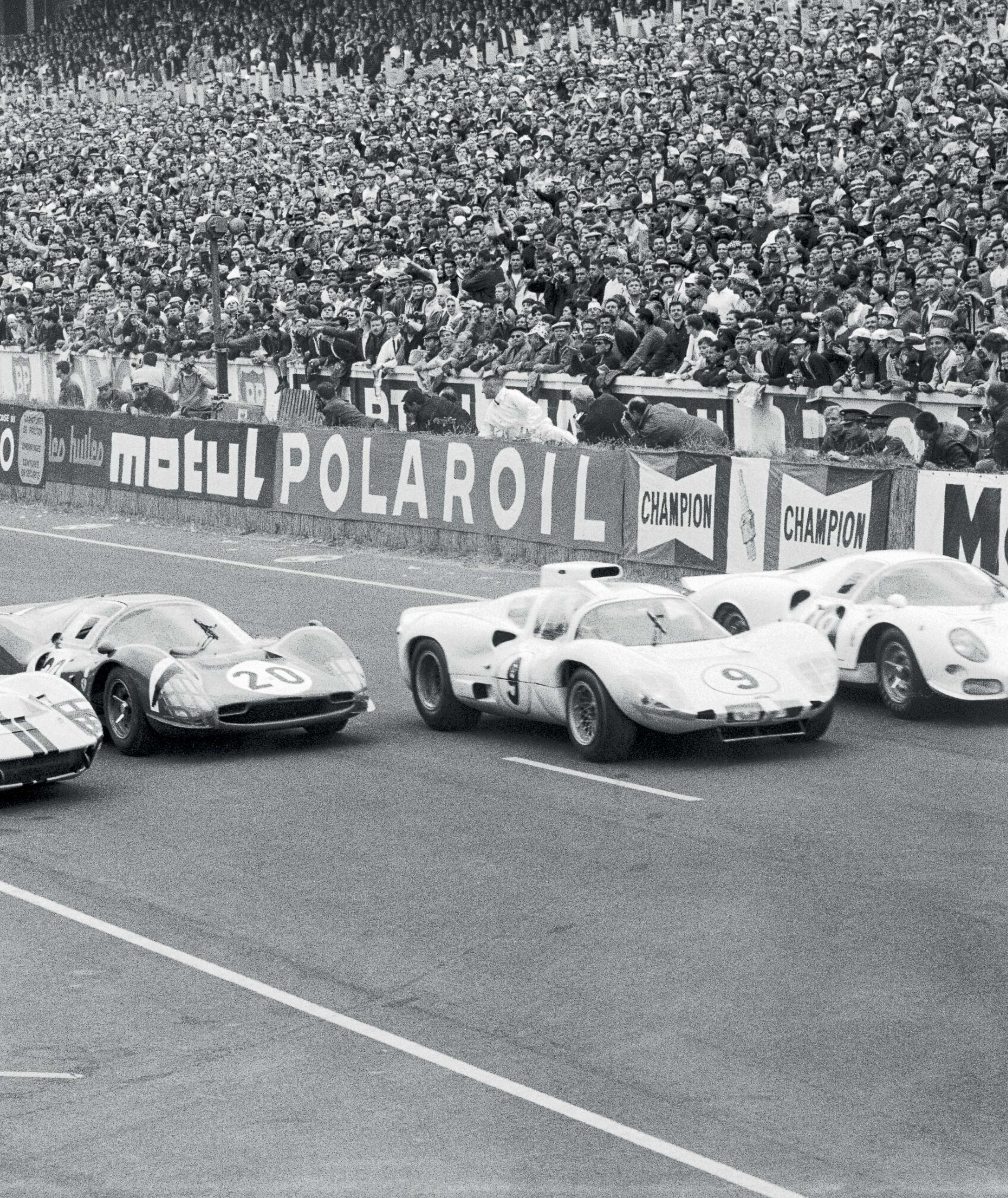
Ken Miles's Ford GT40 MkII (#1) is passed by John Whitmore's similar car (#8), Mike Parkes's Ferrari 330 P3 (#20), Jo Bonnier's Chaparral-Chevrolet 2D (#9) and Bob Bondurant's Ferrari 365

P2 (#18) at the start of the 1966 Le Mans 24 Hours [you can watch this moment play out in a clip on Motorsport.tv's YouTube channel – ed]. In what's now motorsport legend – and the subject of 2019 Hollywood

interpretation – Miles and co-driver Denny Hulme were set to win before Ford bigwig Leo Beebe contrived the infamous dead-heat finish that meant the #2 car of Bruce McLaren and Chris Amon took the honours.



For classic Le Mans DVDs head to dukevideo.com/lemans



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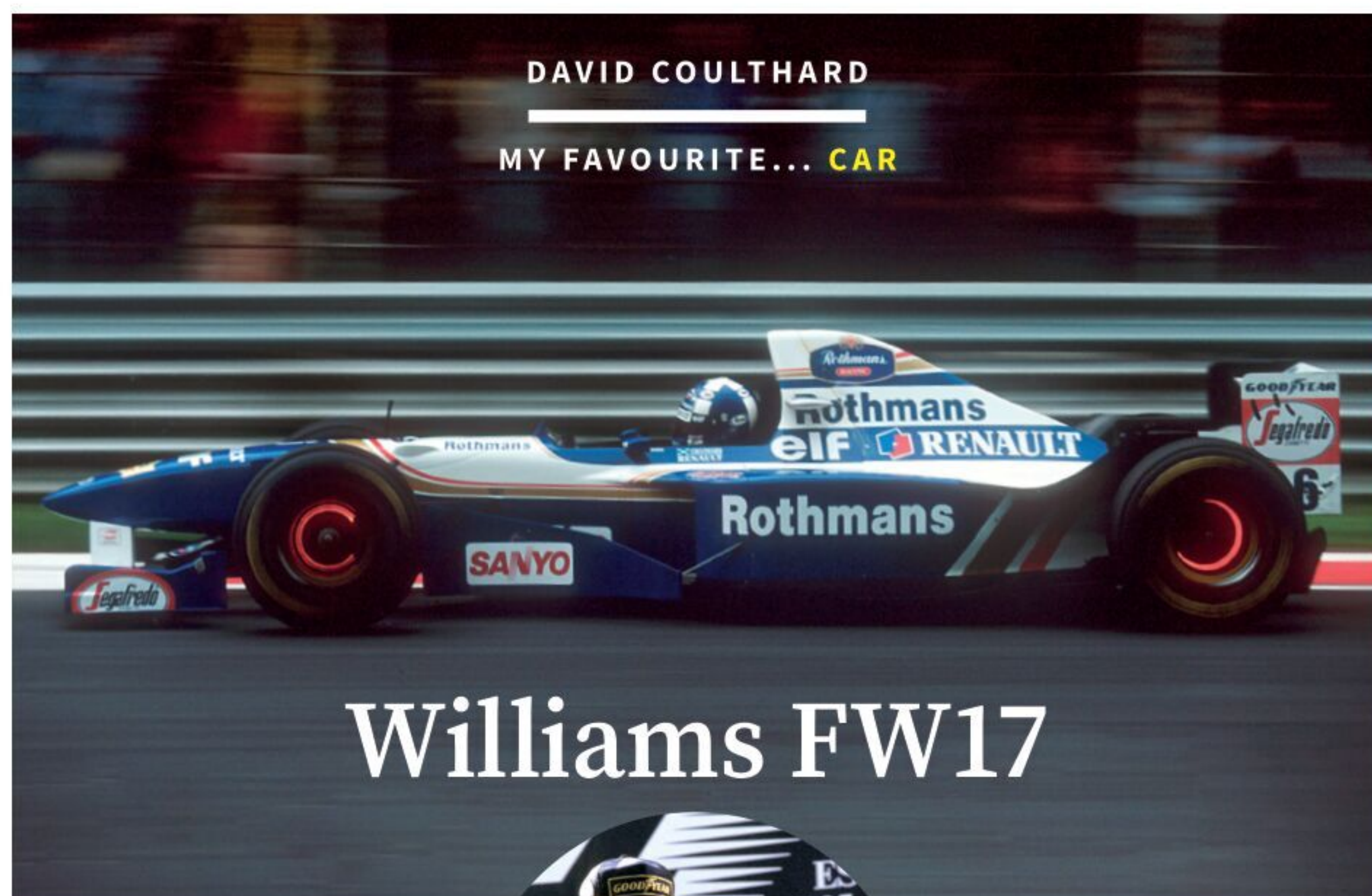


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DAVID COULTHARD
 MY FAVOURITE... CAR

Williams FW17



David Coulthard won 12 world championship grands prix with McLaren and helped the Woking team take the 1998 constructors' title with the mighty MP4-13. But it's the 1995 Williams FW17 that the Scot picks out as the best car of his career.

Coulthard had made his Formula 1 debut in difficult circumstances, following the death of Ayrton Senna and saddled with the tricky FW16. Progress was made during 1994 and Adrian Newey's FW17 for the following campaign was a better proposition.

"The 1994 car had its problems and had a tight cockpit," says Coulthard. "The 1995 car was more open and had a different feel. We were also making steps forward with the Renault engine and the car evolved as the year went on. It was competitive but Michael Schumacher and Benetton were strong."

The FW17 was arguably the fastest car of 1995, Coulthard and team-mate Damon Hill taking 12 poles from 17 races. But Schumacher and Benetton often outfoxed Williams in the races, and both drivers made crucial errors.

"The car was really nicely balanced," he recalls. "I had five poles and I wasn't famed for my qualifying performance — that's how good the car was!" Despite his gaffe on the

warm-up lap of the Italian GP, Coulthard remembers the weekend for his domination of qualifying. He was quickest in both sessions at Monza and ended up beating Schumacher to pole by 0.564 seconds and was 1.237s ahead of Hill.

Coulthard's first GP win came next time out at Estoril, where he dominated the Portuguese GP from pole. His last start for Williams ended with the infamous crash in the Adelaide pitlane, but Coulthard still has fond memories of the FW17, which finished the season in B spec with revised suspension and aero, and a new gearbox.

"When you were in the sweet spot it was great to drive," he adds. "The wide track, slick tyres, torquey V10... It was at the start of aerodynamics becoming more swoopy and it was fun to be part of that."

"The 1998 McLaren always had understeer at low speed because it was stiff to control the aero. It was a compromised quick race car."

KEVIN TURNER

IN NEXT WEEK'S ISSUE

Austrian GP report

WILL LECLERC'S LUCK
 FINALLY CHANGE?





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