

F1 LEGEND The cars and stars of Brabham



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F1 2022

HALF-TERM REPORT

We rate all the drivers
– and pick out what to look
for over the rest of the year



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Rating the heroes and zeroes of 2022 and recalling a great name

We've had an interesting, entertaining and sometimes frustrating Formula 1 season so far in 2022. And the summer break provides a perfect time to take stock of who's getting the job done, who isn't and what we should all be looking out for when racing resumes at the Belgian Grand Prix at the end of the month.

Alex Kalinauckas is your guide to the 10 storylines for the second half of the campaign and beyond (see page 14). Ferrari's strategic struggles are among them. The team reckons there's been more discussion about its calls outside of the team than within (p4), which we find concerning and will doubtless be music to Red Bull's ears.

Matt Kew has also turned headmaster and graded all 20 F1 drivers on their performances so far (p20). Yes, they are all special drivers, but some have definitely looked more special than others and it will be interesting to see how our mid-season assessment compares to yours or, indeed, our final rankings come the end of the year...

This week also marks 30 years since Brabham made its last world championship F1 start. We thought that was a good excuse to look back at what made the team so special (p24), select its best drivers (p26) and talk to David Brabham about how he has brought the famous name back to the track – and find out what comes next (p32).



Kevin Turner

Kevin Turner
Chief Editor

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**NEXT WEEK
25 AUGUST**

Porsche 956/962

We celebrate the greatest
Le Mans car and preview
the Silverstone Classic



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Ferrari defends its questionable

FORMULA 1

Ferrari has copped a lot of flak in 2022 for what have been widely perceived as strategic blunders that haemorrhaged positions and allowed Red Bull a far easier run to its current 97-point constructors' championship lead. But, at the Formula 1 summer break, the Scuderia bigwigs remain bullish about the pitwall's approach.

In football, a break for a round of international fixtures can prompt boardrooms to sack managers given there's enough time for successors to be appointed and settle in. Ferrari, however, insists it won't swing the axe and instead retains full faith in the Maranello strategy department.

"I think there's always a way of improving

ourselves," said team principal Mattia Binotto in an exclusive interview with Autosport. "You cannot be perfect, and you will never be perfect. So, no doubt, we need to improve ourselves on the aero, chassis, power unit, on strategy or whatever we can. But, having said that, I think I have got a great team on the strategy, and I do not feel it's a weakness."

His comments follow a string of questionable calls. In Monaco, with Charles Leclerc in the lead, Ferrari failed to respond in time to the extent the track was drying after Sergio Perez made a switch to slicks. It then compounded it with a badly timed second stop that allowed Leclerc to be jumped by Max Verstappen as well. At the British Grand Prix, Ferrari's failure to pit

Leclerc before the final safety car restart led to him falling from the lead to fourth. Then in Hungary, selecting the hard tyre left the third-starting Monegasque powerless to defend against title rival Verstappen, who had lined up only 10th.

Binotto added: "It's not a matter of bad luck, and there is nothing to change as well. It's always a matter of continuous learning and building, building experience, building skills. But if I look again at the balance of the first half of the season, there is no reason why we should change."

Binotto further defended the decisions from the first 13 races. He said even post-race analysis had not highlighted blunders. "While maybe you may see Monaco, Silverstone, and Paul Ricard as issues, I don't see them as issues," he explained. "I think we made sometimes the right decisions. I am still convinced that we made what was the right decision at the time. Unlucky sometimes, but not wrong."

"If you look at our strategy team, sometimes they are doing even great things, even greater than the others. We had the right strategy in Austria and the others not. We had probably the best strategy in France before the mistake of Charles."

A further area where the Scuderia tactics have been questioned concerns establishing firm team orders to benefit Leclerc over Carlos Sainz, owing to the former's 22-point advantage and better overall performance.



Continuing on the same path? Binotto and Mekies are still standing firm

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pit calls

While Red Bull was seen to be prematurely stepping in when it asked Perez to play second fiddle to Verstappen as early as the Spanish GP (round six), it is argued Ferrari has been too hesitant. Silverstone is cited for Leclerc losing three places as Sainz claimed his maiden win. Both drivers also revealed no orders were employed ahead of the Hungarian GP to compound Red Bull's qualifying woes.

Ferrari sporting director Laurent Mekies reckoned cementing the hierarchy was not a big topic internally. He said: "It is more discussed outside Ferrari than inside Ferrari.

"We have always been very clear: we target to have the best result for the team. Ferrari comes first. Then, of course, there will be a point where we will need to focus more on a driver compared to the other one if the championship position is requiring. It does not mean waiting for the mathematical difference, but it means being at the point of the season where you think it is the right thing to do. So overall, we've got a good team and I do not think that is a weakness to us.

"We've lost quite a few points this year. We have reliability issues; we have a few things that we need to be better at. And yes, we are working extremely hard on it. It does not increase the pressure, because the pressure is maximum all the time because it's a competitive world, and that's the way we like it anyway."

JONATHAN NOBLE, LUKE SMITH & MATT KEW

ZHOU 'HURT' BY ONLINE ABUSE AHEAD OF F1 DEBUT

FORMULA 1

Zhou Guanyu has opened up about the abuse he faced prior to his Formula 1 debut.

The Alfa Romeo rookie was perceived to be a 'pay driver' after finishing third in FIA F2 in 2021 behind champion Oscar Piastri and Robert Shwartzman, neither of whom graduated. Aim was also taken because Zhou became the first full-time F1 racer from China, a key market.

The abuse followed him replacing Antonio Giovinazzi, the Italian remarking that F1 could



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be "ruthless" when "money rules". But Zhou scored a point on his debut in Bahrain before picking up four more for eighth in Canada.

Zhou said: "I was able to prove my point and switch the view of most of the people around. These days, people use the internet and social media a lot. When this happened, I was quite surprised the amount of people throwing racist comments

or things like that.

"A lot of them don't really follow F2 or junior series. They just follow F1, they look at who you are, coming from China, [and say] that's the only reason you get a seat. It kind of hurt because, when you have a dream and you finally reach it, you're expecting to have people congratulate you, not sending these messages and trying to take you down."

LUKE SMITH



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Hamilton: we need to do more

W SERIES

Lewis Hamilton believes "way more" needs to be done to enable progression from W Series and to give women more opportunities in racing.

The seven-time Formula 1 world champion visited the W Series paddock and spoke to several of its drivers during the Hungarian Grand Prix weekend. He came away feeling more is required to find opportunities for female drivers further up the racing ladder off the back of their success in the championship, which is now in its third season.

He said: "I've been following the

W Series all year and the last few years. I wanted to try to get down there and to try to see the young, inspirational women there. For them, I really feel it is great that we have the W Series. But we, as a sport, need to do way more for young girls getting into the sport and for these women, if there is no progression from there, from W Series.

"It has been three years, so we need to really work on trying to create something. When you win that, do you progress into GP2 [F2] or whatever it may be? We can definitely do a lot more to support those girls."

LUKE SMITH



FORMULA E

The 2022-23 Formula E driver market continues to intensify, as Antonio Felix da Costa will replace Andre Lotterer at Porsche's Formula E team for next season.

Departing the DS Techeetah squad following last weekend's season finale in Seoul, da Costa will partner a retained Pascal Wehrlein at the team.

The Portuguese won the title in his first year with DS Techeetah in a pandemic-interrupted 2019-20 season after winning two of the six Berlin races. He leaves the team after three years.

"It's like a dream come true — I'm really looking forward to cracking on and winning races for this team," said da Costa, "I've been

beaten by a Porsche many times in my career, and not only in Formula E, so I know that Porsche does everything to win."

Lotterer is set to depart Formula E after a five-season stay, as the three-time Le Mans 24 Hours winner makes a return to endurance racing with Porsche's 963 LMDh car next year, but wants to remain in Formula E with Porsche in some capacity.

Lucas di Grassi, the 2016-17 champion, is also on the move, having left Venturi after one season to partner Oliver Rowland at Mahindra. The Indian squad was on the hunt for a new driver after Alexander Sims called time on his stint in Formula E, having stated his desire to return to enduro racing.

Having reached 100 races and his 1000th point in Formula E at the Seoul finale,

di Grassi felt it was a good time to move elsewhere on the grid and was drawn in by Mahindra's potential ahead of the new Gen3 rules cycle. "I think it's a great opportunity to go to somewhere competitive and I chose Mahindra because I think they have a really good base, and they have really good people," he said. "The team has big potential. With Oliver being an extremely quick and consistent driver, we're going to have a very good line-up to be able to fight for at least some wins and some consistent points."

Elsewhere, 2015-16 champion Sebastien Buemi will leave Nissan e.dams, having been with the French squad through his entire FE career. He looks set to join Envision as Robin Frijns will likely move on.

JAKE BOXALL-LEGGE

Title-winning Newman/Haas racers for sale



INDYCAR

Cars spanning the entire range of the legendary Newman/Haas Racing Indycar team, from 1983 to 2011, will be auctioned this October by Sotheby's.

The team, formed by Lola's US distributor Carl Haas and movie icon Paul Newman, scored 108 wins, and enabled Mario Andretti, Michael Andretti, Nigel Mansell (left), Cristiano da Matta

and Sebastien Bourdais to become Indycar champions.

There are cars representing all eight of those titles and, given Haas's Lola links, the selection on offer is dominated by the Huntingdon, UK brand. There are also Panoz DP01s (the last ever Champ Cars), Dallara Indycars, and Swifts as raced by Michael Andretti and Christian Fittipaldi in the late 1990s.

Among the 78 lots, there

is also a Jaguar XK120, an MG TC, a 750cc MV Agusta motorcycle, and a 2007 NASCAR, while smaller items include a Toyota 2.65-litre V8 Indycar engine, race-worn helmets from Mansell, Mario Andretti, da Matta, Bourdais and Fittipaldi, and trophies, race suits, artwork and models.

Sotheby's auction of these Newman/Haas Racing artifacts is set for 29 October.

DAVID MALSHER-LOPEZ



NASCAR Kimi Raikkonen got his first taste of a NASCAR Next Gen car last week, ahead of his Cup Series debut at Watkins Glen this weekend. The 2007 Formula 1 world champion tested an Action Express Chevrolet at Virginia International Raceway and has conducted simulator work. The Finn will race a Trackhouse Racing Chevrolet Camaro as part of the team's Project91 initiative to bring international racing drivers to NASCAR. Le Mans winner Mike Rockenfeller will also contest the event at the former grand prix venue, driving a Spire Motorsports Chevrolet, while ex-F1 driver Daniil Kvyat will race a Team Hezeberg Ford Mustang. **Photo by Project91**

Niel Allen 1941-2022

OBITUARY

One of Australia's fastest and most fearless Formula 5000 racers, quiet Sydneysider Niel Allen died on 6 August, aged 80.

As his property development business boomed, Allen had the wherewithal to match his talent and commitment. His ultimate 2m09.7s (106.44mph) lap record on Bathurst's original 3.835-mile Mount Panorama circuit, thundering a McLaren M10B past 185mph in 1970, spoke volumes.

Allen sprinted an Austin-Healey then raced a Jaguar E-type before earning his spurs racing Fred Gibson in Lotus Elans. He excelled in sports-racers too, breaking the Symmons Plains lap record in his Elfin-Oldsmobile 400.

Having acquired Piers Courage's 1968 Longford, Tasmania-winning F2 McLaren-

FVA M4A, a monumental aerobatic shunt at Lakeside left Allen unconscious for eight days. Saved by his belts, he finished fifth in the 1969 Australian Grand Prix on his comeback in the rebuilt car a year on.

Buoyed, he re-armed with the M10B and won the 1970 Tasman round in Melbourne's Sandown Park. Allen led the 1971 series, winning the New Zealand GP at Pukekohe and at Teretonga, but luck deserted him at home. Fourth from pole at Warwick Farm left him five points clear with two races to run, but retirements at Sandown (from first) and Surfers Paradise left him third.

Distraught, Allen quit racing, but returned briefly with a new Lola T300. A broken ankle and burns sustained in a testing shunt following brake failure at Surfers in December 1971 reversed his decision.

MARCUS PYE

IN THE HEADLINES

McRAE EYEING JWRC

Max McRae is working towards stepping up to the Junior class of the World Rally Championship next season. McRae, the son of former WRC driver Alister and nephew of the late 1995 WRC champ Colin, has tested a Ford Fiesta Rally3 JWRC car.

AUDI GT2 WINS ZOLDER 24

The Audi R8 LMS GT2 took its first 24-hour victory last weekend when the PK Carsport example won the Zolder 24 Hours. Peter Guelinckx, Bert Longin, Stienes Longin and Nicolas Saelens were joined by Audi Sport driver Dries Vanthoor to win the fourth round of the Belcar Endurance Championship.

CLASH BRINGS SUPERSUBS

Two-time Daytona 24 Hours winner Renger van der Zande will replace Nico Muller at the Vector Sport LMP2 squad at next month's Fuji World Endurance Championship round. The Ganassi Cadillac IMSA regular comes into the line-up alongside Sebastien Bourdais and Ryan Cullen because Muller will be racing at the clashing Spa DTM round. Davide Rigon will replace Nick Cassidy in the AF Corse GTE Am Ferrari 488 GTE Evo in Japan.

PORSCHE LMDh HITS MONZA

Porsche continued to test the new 963 LMDh over three days at Monza earlier this month with two examples of the hybrid prototype. One car ran in the colours unveiled at the Goodwood Festival of Speed (below), the other unliveried for a roster of drivers including Dane Cameron, Kevin Estre, Michael Christensen and Laurens Vanthoor.



MORGESE/GANDOLFI

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DTM PLOTS NORDSCHLEIFE COMEBACK

DTM

The DTM is considering a return to the legendary Nurburgring Nordschleife as early as 2023, but must overcome several hurdles to make the race a reality.

Series organiser ITR is currently working on a calendar for next season and, as well as the possible addition of the Salzburgring in Austria, a race on the Nordschleife is understood to be on the table.

The use of Class 1 cars had made it impossible for the DTM to hold an event at the world's longest permanent circuit due to the requirement of a Grade 2 licence, but a switch to GT3 last year means it can now return to the layout for the first time since 1993, when Nicola Larini took a double for Alfa Romeo.

ITR chief Gerhard Berger reiterated his intention to take the DTM back to the Nordschleife earlier this year: "We would like to do it, but I need the support of the Nurburgring GmbH. This has to be tackled again now."

The cost of having sufficient TV cameras and the need for adequate numbers of marshals and security staff are believed to be among the hurdles.

Meanwhile, 17-year-old German Theo Oeverhaus is set to become the youngest driver to race in the DTM at the round on the Nurburgring Sprint Circuit later this month. The DTM Trophy frontrunner will race a third BMW M4 GT3 alongside Walkenhorst Motorsport regulars Esteban Muth and Marco Wittmann.

**SVEN HAIDINGER
& RACHIT THUKRAL**



MCKLEIN

Loeb and Kankkunen in returns

WRC

Rally legends Sebastien Loeb and Juha Kankkunen are set for World Rally Championship returns, while Formula 1 race winner Heikki Kovalainen is preparing to make his debut in November.

Nine-time world champion Loeb (above) will again join up with M-Sport to drive a Ford Puma at next month's Acropolis Rally.

Confirmation of the Frenchman's entry follows victory at Monte Carlo in January and outings in Portugal and Kenya. This year will mark 10 years since his last Acropolis Rally, which was one of three wins at the Greek gravel event. Loeb will be part of a six-strong Puma contingent that will help create a record 13-car entry in the top-level Rally1 class.

"It's not an easy rally but it is nice to drive so I am looking forward to that," said the 48-year-old. "It's difficult to identify my targets for this rally. I will try my best in terms of preparations and hope that I will be able to get into the rhythm like it was in Kenya and Portugal."

This weekend will feature the return of four-time world champion Kankkunen to the WRC stages at Ypres Rally Belgium.

The 1986-87, 1991 and 1993 champion is set to drive a hydrogen-powered Toyota GR Yaris H2. Kankkunen is scheduled to drive the car on its public debut for one stage during every day of competition at the Belgian asphalt rally.

Toyota has been experimenting with hydrogen-powered cars for competition. The powertrain in the new GR Yaris H2 was developed in the GR Corolla H2 that raced at the Fuji 24 Hours in June.

Meanwhile, another Finn, Kovalainen has outlined plans to contest the Rally Japan WRC season finale from 10-13 November. The former Renault, McLaren and Caterham F1 driver has turned his attention to rallying after calling time on his Super GT career, and is currently leading the Japanese Rally Championship.

The 40-year-old is planning to enter the WRC2 class with his Team Aicello Rally2-spec Skoda Fabia. "I'd like to see where we are," said the 2008 Hungarian Grand Prix winner. "I'm pretty sure we are behind, but I just don't know how much. Tarmac is also the best chance for us, so I'm hoping the gap isn't massive, but it might still be quite significant."

TOM HOWARD

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The inconvenient truth about F1's 'American driver' dream

McLaren's interest in Australian racer Oscar Piastri shows that F1 teams still seem uncomfortable recruiting American drivers, even given their marketing potential

MATT KEW

That McLaren has made a play to sign Oscar Piastri doesn't just underline the team's lack of faith in Daniel Ricciardo to arrest his poor form. It also reveals that, despite the 2021 car tests afforded to IndyCar shining lights Colton Herta and Patricio O'Ward, the cream of the crop from the Stateside series can't make a wholly convincing case to be given a plum seat in Formula 1. As such, the best option was to prise the reigning F2 champion away from his nurturers at Alpine.

F1's relationship with IndyCar can be uneasy. The fact is the grand prix cars are quicker, driver salaries higher, viewing figures greater. Some choose this to mean the American series is in every respect the poor relation to ensure it remains isolated and underestimated. Others appreciate the split and are content to watch IndyCars slither their way more slowly around the streets of Long Beach as plenty of entertaining opposite lock is required.

The latest opportunity to test the former, mostly Eurocentric attitude has now almost certainly been missed. With what would have absolutely been the full blessing of Liberty Media, McLaren was seemingly the leading candidate to poach one of IndyCar's posterchildren. The US owners of F1 could have paraded its new

"The cream of IndyCar can't make a wholly convincing case to be given a plum seat in F1"

US driver [sic] at all three of its US races in 2023. But the debate about whether defending champion Alex Palou (Spanish), O'Ward (Mexican) or Herta (American) moving across the Pond would have undermined IndyCar in so far as they would have traded race-winning seats for the toils of the GP midfield can be saved for another day. For now, it seems, they will continue to ply their trade on the other side of the Atlantic only.

The question should therefore be: why aren't any of them an option for McLaren? O'Ward partook in the post-Abu Dhabi test in the Italian GP-winning MCL35M. Herta got the 'keys' to the car at the Algarve Circuit last month, where he completed 162 laps over two days. Instead of either resulting in a full-time F1 berth, it seems both will only help McLaren fulfil the need to run two rookies in FP1 sessions during the final nine rounds of the term.

As much as it would have been a boon for F1 to gain an 'American driver' as Zak Brown (rather than McLaren team principal Andreas Seidl) pushed the IndyCar route, it seems the two tests didn't offer enough early indications that it was worth the risk of binning known quantity Ricciardo. If the team was going to gamble, better to do so strategically and tap up debutant Piastri. At least the Australian has been wholly developed in the F1 driver mould and so, in the very unlikely event that he bombs, it's a much easier hire to defend to boardrooms and investors – Herta's longstanding 'win or spin' record carrying across to GP machinery much less so.

The second question might be: should we be surprised that O'Ward and Herta weren't viable options for McLaren? Granted, it is a reductive argument but not an invalid one to argue their junior and current careers against them. Wind back to 2015 and Herta was team-mates with Lando Norris at Carlin for the British F4 (then known as MSA Formula) season. The Briton was crowned champion as Herta ranked third, only truly coming on song for the second part of the campaign. Although it's fair to point out that he was the grid's youngest driver so took a while to get up to speed. Herta was then third from an unremarkable Euroformula Open crop the year after, before returning to the States to ply his trade.

O'Ward's much more limited European single-seater exploits are harder to assess. For instance, a two-race F2 cameo at the Red Bull Ring with MP Motorsport was a hiding to nothing as he chalked a best result of 14th. His three-race 2019 Super Formula cameo was on a par with Dan Ticktum's similar-length stint in Japan with the same Mugen team.

Then there's who they're up against now. Albeit thanks in large part to his Indianapolis 500 success, Marcus Ericsson is third in the IndyCar standings. Chip Ganassi team-mate Palou is fifth, O'Ward seventh and Herta 10th. They're not dominating the Swede or even Romain Grosjean in 14th, both decent known F1 quantities (plus former Manor driver Alexander Rossi in eighth). That partly speaks of the competitive nature of IndyCar where few are capable of the Scott Dixon trademark runs of consistency. But might it also be a case to say that none of the McLaren candidates are truly, truly world class like Norris?

It seems that if F1 is to welcome another American driver anytime soon, the much more conventional route of recruiting an F2 frontrunner will be the way to go. Courtesy of his recent wins at Silverstone and the Red Bull Ring, the stock of Williams Academy driver Logan Sargeant is only climbing. For now, then, Liberty Media and the surging US audience will have to make do with him making his FP1 debut at the United States GP in October. 🏁

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Formula E's 100 races and beyond

As the all-electric championship reached a milestone in Seoul, it's worth looking back and assessing how far it's come... and acknowledging the challenges that lie ahead

JAKE BOXALL-LEGGE

It's the end of a generation in Formula E. As the chequered flag fell on the second Seoul E-Prix last weekend, the all-electric series' 100th race, it also marked the end of the Gen2 era that picked up a nascent championship and transformed it into something beyond. It brought a new visual style, more power and guided Formula E through a pandemic and a manufacturer exodus. The venerable warhorse is now being put out to pasture in anticipation of the faster, smaller and more sustainable Gen3 package.

Aside from not being able to complete a full race distance, if there was any criticism laid at the door of the original-generation Formula E car it was that it looked too much like an amalgamation of every other single-seater racer out there. The front end was very Formula 1 in intent, and the rear not dissimilar to IndyCar. It suggested Formula E was there to compete with the established names, rather than complement them. The complete overhaul in bodywork for Gen2 evoked a very different image.

It looked like nothing that had been done before, except perhaps in a Batman movie. It was more than just a car, but an encapsulation of the progress that had been made since the first season of the championship, and a clean-sheet design that instead became something of a face and a marketing tool.

That's not to knock everything that the Gen1 car did, as it was a means of getting the series off the ground. The clunky aesthetics

“The Gen2 car looked like nothing that had gone before, except in a Batman movie”

and the clumsy car changes mid-race were also necessities in building a championship. People haven't been racing electric cars for over 100 years as they have with internal combustion engines, and thus Formula E was placed in the unenviable position of having to do all its growing up in the social media age.

But the Gen2 car alleviated a few of the early concerns about Formula E. That the series got as far as the fifth season, in which the Gen2 car appeared, given the championship's financially motivated brush with death as soon as it started, was no mean feat.

In its hunt for strategic variation, the Gen2 car was paired with an attack mode function to inject a tactical element into the races. Is it a gimmick? Well, sure. Clearly, the organisers had been playing a lot of *Mario Kart* in the little hours of the morning, but it's again something that has (largely) worked.

Formula E stopped being where failed F1 drivers went to retire and became its own domain and destination in the motorsport sphere. It has accepted F1 cannot be stripped of its ever-increasing reputation, and has instead started to plough its own furrow.

Part of that change in strategy has been underpinned by the new qualifying system. Formula E did not need the added randomness of the four-group qualifying format that handed the drivers lower in the championship a huge advantage. A more meritocratic system was implemented, but without lifting an already tried-and-tested format from another series. Instead, the field was split into two groups, and the top four of each would progress to a knockout system – and it's been a huge success.

That Stoffel Vandoorne could piece together a championship with one win and a hatful of consistency is the best indicator of the new qualifying system's success. The very idea was created to give a fairer chance to the faster drivers and teams to fight for victories, rather than try to rescue minor points from a lowly grid placing under the old set-up. Formula E still wants some degree of parity among the teams and it's still possible for the little outfits to pick up a good result – but they're not qualifying at the front just because track conditions proved better for the final group.

As ever, there's an elephant in the room, especially in looking ahead to Gen3. Most automotive manufacturers today have at least one EV offering on the market, and Formula E ought to be the laboratory and the promoter of those cars – develop on Friday, win on Saturday (and maybe Sunday), and sell on Monday. That BMW, Mercedes and Audi have now all left suggested that Formula E isn't the draw for the automakers that it expected to be. There were only seven takers for the initial run of Gen3 powertrains, and two of those – DS and Maserati – are expected to use similar technology given both are Stellantis brands.

Aesthetically, the Gen3 car is divisive as well, although the drivers have promised that the new machinery is a lot quicker, owing to its 350kW powertrain. The facts and figures behind the car are very impressive: 600kW of regenerative potential, recycled and natural materials used in the build, and 40% of energy used in a race will come from regeneration. But it's about how Formula E can use those facts and stats to entice the next wave of manufacturers into the championship.

There may be more changes to the format coming – in-race pitstops, a switch back to lap-count races and fast charging have all been mooted – but nothing is yet concrete for next year's Mexico opener. Formula E has to continue to build its appeal, working with manufacturers on how Gen4 should be shaped. Here's to the next 100 races, and here's to a future without Fanboost... please? 🍷

 **P36 FORMULA E REPORT**

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Battling back after illness strikes

The BRDC SuperStar and Red Bull Junior driver on being diagnosed with Crohn's disease and his season so far in the FIA Formula 3 Championship

JONNY EDGAR

At the start of the year, I started to feel a bit ill. I didn't feel bad, but I just didn't feel normal. During testing with the Trident team I wasn't feeling great, but it was all going pretty well and physically in the car I felt I'd gotten quite a bit stronger from last year, so preparations were going well. Then we had the test in Bahrain, and I was getting more and more ill.

We knew well before Bahrain that something was wrong. I was just trying to get through it and get better after that, but I was that ill that I wouldn't be able to do races and tests. After the test in Bahrain, I went home, and we found out that it was Crohn's disease. Then I was basically straight back out to Bahrain for the first race [in March], but at least by then we knew what it was.

I was struggling massively in the first race: I couldn't brake hard enough, and just physically finding it hard to drive. So we decided to take a break until I was feeling better and able to drive again.

You have it forever. There are different treatments but, luckily for me, the first one, which I think is the most common, worked straight away. Normally they say it can take a few times of having the treatment before you start to feel better but, for me, as soon as I started it, I felt better immediately. At least in the future, if I begin to feel ill again, we know what it is. It'll never get to a point of what it was because we had months of not knowing when I was just getting worse and worse all the time.

The main problem was from January until May just being ill and then starting to get better, I just couldn't do any training at all. I went from 69kg down to 52, so I'd lost basically all my muscles. My fitness has been improving since I've started training again and driving, but it dropped off that much that it's impossible for it to come back quickly. It's improving, but it's still not where I'd want it to be and especially in the races. Red Bull has been really good about it from the start, and understanding.

I've also had a lot of support from the British Racing Drivers' Club SuperStars and Andy Meyrick. It's really good to be a part of the programme and doing different events. It's also good to speak to the other members racing in different series. Unfortunately, I haven't had a chance to do as much as I'd want to given the illness

and COVID, but the programme has been really helpful to me over the past few years.

I came back to racing at Silverstone [in July], which was quite early. I could drive, and I'm still not at 100% fitness now, but I'd say it's gone OK since coming back. I've managed to score some points, but I think it could have gone better. I've had some bad luck and part of it is not being right up front. You're in a position where there's more chance of crashes happening. I think it's going to take some time to come back to normal.

From 2017 onwards, I pretty much only raced in Europe in karting. I won the European Championship that year, and that's when Red Bull picked me up. In 2018, I did another year of karting

“Without Red Bull I wouldn't be where I am – it has helped my career massively”

in Europe and then it put me into Italian F4 for 2019. It wasn't too bad a year, just getting better throughout and by the end it was going quite well.

For 2020, we did another year of F4 in Germany and Italy. With COVID, the calendars ended up clashing, so I missed two Italian rounds but did all of the German championship. I managed to win German F4 and I was fourth in Italian F4 despite missing some races. Red Bull put me into FIA F3 after that. Silverstone this year was actually the first time I've raced in the UK in single-seaters.

Normally, it's Red Bull's decision on where you go – especially what championship you're racing in. At some point, you sit down and discuss where you're going to be next year. Last year, Red Bull suggested I go and speak to Trident and see if the team had a seat available but it's mostly down to it where I end up.

Red Bull offers some financial support, definitely not all, but it helps a lot. Without Red Bull I definitely wouldn't be where I am, so it has helped my career massively.

We go to the F1 factory to do time on the simulator. The guy running it was Sebastian Vettel's chief engineer when he won the championship, so you can ask him anything. This year, they've got some new people who are working with the juniors. We went to the training place they have in Austria – it's helpful to go there and do the fitness tests and they can tell you where you need to focus in order to improve. Since I've joined the junior team, it's got even better in the advice you can get, you've more access to it – it's been really helpful for my development. 🏁



SUTTON/MOTORSPORT IMAGES



THE STORIES

It's 13 down, nine to go as the F1 teams take their summer break. What can we expect to happen over the next three months from Belgium to Abu Dhabi?

ALEX KALINAUCKAS

PHOTOGRAPHY  **motorsport
IMAGES**

S

trictly speaking, halfway through Formula 1's summer break, we're not at the exact midway point of the season. That came at the finish of the Austrian Grand Prix in early July, when

Charles Leclerc's attacking victory over Max

Verstappen had made it two successive Ferrari wins and raised the faint possibility of the Italian team reanimating its failing world title bids.

Then came Paul Ricard and Leclerc's error to crash out of the race lead, just as he'd forced Red Bull into putting Verstappen onto an inferior strategy, and the Hungaroring, where Ferrari's strategy shambles aided Verstappen's brilliant rise to victory from 10th on the grid, his eighth win of the campaign to the three of Leclerc, and an 80-point lead.

To call that a commanding position is actually underplaying it. But there are still nine races of the campaign to go and, while Verstappen appears to be strolling towards a second championship, there are 10 key themes to track from here to November's Abu Dhabi finale.





TO WATCH FOR THE REST OF 2022

THE IMPACT OF THE FIA'S PORPOISING CRACKDOWN

It's been the major tech story of F1's first season back running ground-effects cars. It comes with many names – bouncing, hopping, bottoming out – but most know it as porpoising.

It's a rather all-encompassing term for the aerodynamic phenomenon that has long been encountered in many motorsport series. But with the teams' windtunnel running capped at 50 metres per second to save costs, it simply didn't appear in their simulations ahead of the pre-season testing.

Everyone knows about it now, with the FIA spurred into action on fixing the problem after June's Azerbaijan round. There, the long straights compressed suspensions at top speed, which left the drivers with even less support than usual as their cars struck the Baku streets, albeit to varying degrees across the field.

A political saga followed the FIA's announcement at the Canadian GP that it would establish a metric to measure porpoising and



force teams running outside the subsequently set limits to change the set-ups of their cars on safety grounds. But this took on a different dimension when investigations revealed that some teams had been deploying clever flexi-floor tricks to avoid plank wear, effectively gaining performance while remaining technically legal. This will be effectively banned from the season-recommencing Belgian GP, where skid blocks will have to be stiffer and measured differently to ensure compliance.

This change *could* shake up the competitive

order across the grid. Ferrari has confirmed that it will be altering its car around the changes, with Red Bull publicly resolute that it will not do the same. The true impact will finally be seen at Spa.

In Baku, only one team – Mercedes – was understood to have been running outside the tolerance of the FIA's Aerodynamic Oscillation Metric (AOM). It has been the most vocal in calling for the FIA's intervention given its severe porpoising problems, but may in fact be most impacted by the coming changes, a risk it says it's running for the good of the championship.

RED BULL'S ONLY THREAT COMES FROM WITHIN

Mercedes may be set for a step back at Spa after working its way back towards the front of the grid. Lewis Hamilton entered the break with a five-race podium streak, while George Russell took pole in Hungary. And this is actually best for Red Bull.

Max Verstappen's squad has produced a car that's kind on its tyres and in contention at every race, if not leading the way; the Dutchman's struggles with slow-speed understeer on the 2022 Pirelli tyres and the Red Bull's remaining excess weight, especially on low fuel, means he trails Charles Leclerc 7-3 in the pole count.

Verstappen's points gap to Leclerc is the biggest of the season so far, and well over double the 33 that was his largest margin to main rival Hamilton in 2021. So having Hamilton and Russell finish ahead of the Ferraris at any races is a bonus, as Verstappen acknowledges. "It's good that they are competitive because then they can steal more points off Ferrari," he said after his Hungary win. "So, I'm very happy. They're doing very well."

Other than the slim possibility that it's Red Bull rather than Ferrari that is hurt more by the upcoming porpoising clampdown, the only real threat to Verstappen's position seems to be from within. And this is that Red Bull's planned partnership with Porsche – set to come in with the 2026 engine rule changes, with the manufacturer owning 50% of Red Bull's F1 operation – is still yet to be formally confirmed. That represents a possible distraction given the huge ramifications it has for Red Bull's F1 future, albeit at a team that is yet to be knocked off its stride in 2022.



S. BLOXHAM

FERRARI'S LAST HOPES TO TURN THE TIDE OF BLUNDERS

"It's not a matter of bad luck, and there is nothing to change as well," Ferrari team principal Mattia Binotto said after the Hungarian GP.

That was a race Ferrari should have dominated with the characteristics of its downforce-packed car, and Red Bull pair Max Verstappen and Sergio Perez starting way down the order. But the team contrived to capitulate once again,

putting Charles Leclerc on the disastrous C2 hard tyres and watching Verstappen blast past, twice, in the race's second half.

This followed Ferrari's Monaco GP missteps in the rain – mainly on Leclerc's strategy – and its Silverstone and Red Bull Ring team-orders messes. At Paul Ricard, Carlos Sainz, who has had the main share of Ferrari's poor pitstops so far

this year, ended up with a bizarre strategy, and was even called in while in full battle with Perez.

In the modern age, mid-season team personnel changes are unlikely and rather unwise. Ferrari is simply going to have to do better with what it has to stop costing itself points. This may also be a factor in the errors its drivers have made, such as Leclerc's Imola

off and Paul Ricard crash, plus Sainz going through a red light in the pits in France. It cannot be discounted that they are pushing too much to make up for their team's deficiencies.

This includes poor reliability, which will mean further grid penalties if Ferrari updates its engine as expected. But if this fixes its issues and provides a performance boost, then Leclerc and Sainz will at least make every contest interesting, even if Verstappen remains out of reach in the championship points.



TEE

MERCEDES' QUEST TO END ITS VICTORY DROUGHT

George Russell's Hungary efforts may have ended Mercedes' 13-race streak without a pole, but the team that has won the past eight constructors' titles is still looking back to the disgraceful 2021 Saudi Arabian GP as its last victory. How it goes about ending that win drought will be a theme to watch over the rest of 2022.

"We're just starting to get to a stage now where we can get back to what we would call the 'business-as-usual' development," said Mercedes director of trackside engineering Andrew Shovlin at the French GP. This followed the team "really firefighting" the porpoising problems the W13 suffered so dramatically early in the season, first with end-of-straight bouncing and then in-corner hopping.

But Mercedes finally seems to have eliminated both and so can start to focus on making its package faster, alongside designing the 2023 car. Given the infancy of this rules package, any work completed on the 2022 cars will have a lasting impact into next season. And that's even considering that the AOM findings may mean car alterations, plus likely rule changes mandating higher floor edges and diffuser throats for next year.

ETHERINGTON

ALPINE'S ON AND OFF-TRACK DRIVER FIGHTS

Well, few saw that coming. Until the Hungarian GP, it was well understood in the paddock that Alpine would be retaining Fernando Alonso alongside Esteban Ocon for 2023. Then Sebastian Vettel's retirement announcement and Lawrence Stroll's quick moves to sign Alonso changed it all, with Alpine reserve Oscar Piastri also moving to cut ties with the organisation that has backed his career since 2020.

If, as expected, Piastri lands at McLaren for 2023, possibly with fellow Australian Daniel Ricciardo coming the other way and returning to the team he so swiftly abandoned in 2020, Alpine will have quite the amount of brand damage to fix. It just doesn't look good to have Alonso leave the team that had rebuilt so much in recent years – and was preparing a post-F1-career LMDh berth for him – and manage to lose prized asset Piastri at the same time.

Was all that a factor in Ocon's very aggressive defence throughout the first lap of the Hungarian GP? It's understood that, as of that Sunday evening, Alpine was sure that Alonso would be staying but, with the Spaniard now set to depart, the gloves may really come off on-track for Alpine too.



SUTTON

THE MESSAGE OF VETTEL'S F1 FAREWELL

"I would say he's one of the few people that made [life in F1] not feel lonely."

There can't really be much higher testament to Sebastian Vettel's character than this line in Lewis Hamilton's tribute to his former title rival, after it was announced that the German would be retiring at the end of this season. There were plaudits across the grid, and even hopes that he will remain to advise the Grand Prix Drivers' Association in a non-competing capacity.

Vettel now has nine grands prix left to run, which, if he starts them all, will mean he retires on 299. That's a Jackie Stewartesque number (in his case 99) – missing a milestone but adding to the legend. And so the Vettel farewell has begun.

He's never been afraid to speak his mind, in recent years speaking out so eloquently on important topics such as the climate crisis and improving life for the LGBTQ+ community. F1 will be listening to his final words as an active driver, also eager to hear what he has planned for life away from the paddock.



MAUGER

McLAREN'S REMAINING 2022 FOCUS

So many teams were hoping for a big upswing in their fortunes in the championship's latest rules reset. With a strong first test, McLaren looked to be continuing its post-Honda recovery. But this picture was drastically altered by a blighted Bahrain test that the team is still feeling the pain from, simply in terms of time lost solving its brake problems that has diverted attention from finding performance elsewhere from a tricky MCL36 package that even Lando Norris says doesn't suit his ideal driving style.

Like Mercedes, the team will feel the benefit of further upgrades brought to the car over the rest of this season moving on into 2023. There, McLaren will be hoping that it can lift itself away from its current results plateau, still just adrift of the leading

teams. It held off on introducing big upgrades until the final 2022 cost cap was set to help with the dramatic inflation rises, so can still make further progress, even while devoting ever more resources towards its 2023 project.

At the same time, McLaren has a driver problem. With Daniel Ricciardo still far off Lando Norris's level (he has 25% of the Briton's points haul so far), it has apparently moved to replace him with Oscar Piastri. The team cannot afford to let this drag on into a saga, while keeping its driver line-up motivated to grab the results that will bring additional prize money and, consequently, more future pace.



MAUGER



HOW THE REST OF THE 2023 DRIVER MARKET MOVES PLAY OUT

Alpine and McLaren headline the open – or not, if the questions over Daniel Ricciardo's seat reach the FIA's Contract Recognition Board – slots for 2023. Everything else is sealed up at Red Bull, Ferrari, Mercedes and Aston Martin.

The rest all have at least one driver signed for next season, but the futures of Yuki Tsunoda at AlphaTauri, Nicholas Latifi at Williams, Mick Schumacher at Haas and Zhou Guanyu at Alfa Romeo are not secured at the time of writing.

Tsunoda and Zhou are expected to get new contracts at their current squads. Red Bull doesn't have a junior protege clearly ready to threaten Tsunoda's place at AlphaTauri, which historically waits three full years before giving up on a driver, while Zhou has impressed even while enduring rotten luck on reliability.

Latifi's (above) F1 future seems the most in peril, with Williams no longer needing to rely on the backing he brings in its Dorilton Capital age, and his lack of glittering results opposite Alex Albon. An extension at Haas seems most likely for Schumacher now that he has broken his points duck, but a final silly-season twist and the German heading elsewhere for 2023 cannot be ruled out.

P20 OUR DRIVER GRADINGS



FURTHER TECH INNOVATION TESTING F1'S NEW RULES

Aston Martin shocked F1 with its Fernando Alonso signing the day after the Hungarian GP, but it had already caused a storm at that event. This was with its new rear wing, which featured vertical elements added after Aston's engineers seemingly found a loophole in the rules regarding an apostrophe-shaped rolled over section. This appears to go against F1's intention to reduce airflow disruption to following cars without the endplates from the previous era.

Aston downplayed its performance benefits, but it raised the potential of others working within the rules to put their results above F1's aims of wanting closer racing – as is their *raison d'être*. So far, only Aston's earlier move to switch to a car concept that closely mirrors what Red Bull had been running since testing – the green team insists it had been working on that approach since before its initial design was unveiled – and

the flexi-floor tricks around porpoising have led to tech-based spats this year. But this could quickly spiral if the FIA doesn't intervene to close the loophole alongside its work to get the 2026 rules signed off (which would end Red Bull's wait to announce its Porsche tie-up).

The major performance differentiators with the current cars are generally hidden out of sight in floor performance, with one technical director recently indicating to Autosport that, of the various approaches deployed so far, there is no single 'game-changer' like the double diffuser of 2009. This also doesn't include the different bodywork designs used across the grid, so raises the possibility that even if some upgrades are implemented against the spirit of the rules, the cars will at least continue to look different even within the expected usual degree of design convergence.



THE COMPLETE ANALYSIS OF F1'S NEW CARS

Now that the 2022 season has passed halfway, we can make the initial stabs at analysing how successful F1's new car rules have been. It's clear that the drivers can race each other closer and for longer, with tyres no longer losing grip as quickly when sliding around in the dirty air of the car in front.

The top teams are still dominant. As expected, they have retained the knowledge and skills in the art of winning, albeit with some (Red Bull) having more of this than others (Ferrari)! So, attention will turn to closing the gap to the rest when it comes to fine-tuning the formula in future seasons.

Ross Brawn, in his farewell season as F1's sporting boss, has already said that "the introduction of raceability [as a factor in car design] is going to be a significant change for F1 for the future". So, with the final nine rounds set to take the championship back to the streets of Singapore, around the classic tracks and swanky modern autodromes – one of which, Austin, will surely test the AOM's capability like nowhere else given its famous bumps – F1 will have a complete season's data to analyse how the first design era under Liberty Media has begun. And, therefore, how it might alter over the coming years. ❧

DRIVER GRADES

MATT KEW

MAX VERSTAPPEN

1

TEAM
Red Bull

CHAMPIONSHIP
POSITION
1st

Top of the class!

A+



Top of the class is the points leader and, barring a disaster, surely the champion. Verstappen is also awarded the highest grade to recognise that he is operating at a level above everyone else, even though there are blemishes on his record. Spins in Spain and Hungary didn't cost wins, even if those letoffs were down to Ferrari shortcomings. It's noted too that he didn't immediately dominate Perez, as might have been expected. Aside from leaving a little to be desired in qualifying, with the Red Bull RB18's excess weight considered, Verstappen has few areas left to improve. His all-round composure and behaviour in wheel-to-wheel combat are generally progressing.

CHARLES LECLERC

16

TEAM
Ferrari

CHAMPIONSHIP
POSITION
2nd

A



The problem for Leclerc is that he and the car were ready to win titles before the team. He's used the Ferrari F1-75's sublime pace to nail seven remarkable poles but, with only three wins, has been massively short-changed by the strategic and unreliability shockers. The way Leclerc outsmarted Verstappen for DRS in Bahrain, dominated proceedings in Australia and passed his rival three times in Austria would have put him a whisker in front for this order. But then crashing while leading in France is arguably the biggest blunder by any driver this season. Combined with spinning at Imola, he slots into second place in the class.

LEWIS HAMILTON

44

TEAM
Mercedes

CHAMPIONSHIP
POSITION
6th

A



While our head boy for the previous five successive seasons has so far slipped to third, Hamilton does still rank ahead of Russell here. That's despite his average Autosport driver rating for the season being lower than his team-mate's. Changing the order reflects information that has belatedly come to light. Chiefly, Hamilton was stymied by running experimental set-ups as Mercedes used his experience to hone the troublesome W13. Hamilton also trumps Russell because whenever the car has been properly competitive (Spain, Canada, Britain and France), it's been the seven-time champion who has enjoyed the better pace among the Mercedes team.

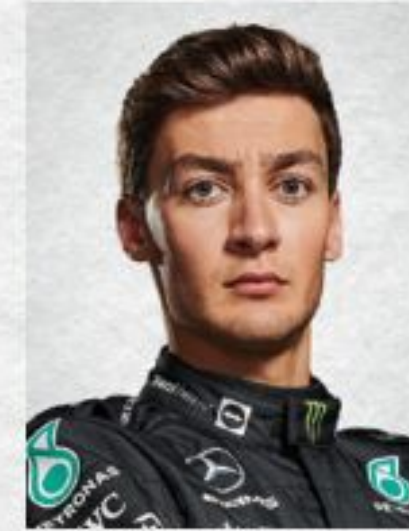
GEORGE RUSSELL

63

TEAM
Mercedes

CHAMPIONSHIP
POSITION
4th

A



The Williams graduate has immediately looked comfortable among the top set upon his move to Mercedes. He tamed the difficult Silver Arrow to nine consecutive top-five finishes, lasting until he was involved in the terrifying first-corner Silverstone smash. Even though the Red Bull was hurt by ailing DRS, Russell excelled when dicing with Verstappen at Barcelona. But the early mainstream media suggestion that he'd dethroned Hamilton was premature. The elder statesman made greater sacrifices to optimise the W13. When the cars did match, Russell didn't quite equal Hamilton's Sunday speed. Still, earned a brilliant maiden pole in Hungary when the Ferraris left the door ajar.

LANDO NORRIS

4

TEAM
McLaren

CHAMPIONSHIP
POSITION
7th

B+



Not quite in that very top bracket because, since Monaco, there's not been a first-rate display from Norris. Just plenty of good ones. The McLaren MCL36 isn't as quick as the Alpine, so the Brit's unlikely podium at Imola plus mega one-lap efforts to snare fourth on the grid in Australia and Hungary (two tracks that suited the car's tendency to favour low-speed corners) stand out. He has also embarrassed his experienced, race-winning team-mate to do the lion's share of the work in keeping McLaren in the hunt for fourth in the constructors' championship. Fifteenth position in Canada is the only below-par afternoon, the team's botched tactics noted.

CARLOS SAINZ

55

TEAM
Ferrari

CHAMPIONSHIP
POSITION
5th

B+



It's the performances since Canada that earn Sainz a very respectable grade and explain him being ranked over Perez, his equivalent at Red Bull. The Spaniard admits it took time to absolutely trust the rear axle of the Ferrari F1-75, which Leclerc was happily throwing around from day dot. As such, his start of the season stuttered, particularly when Sainz beached the Ferrari in the Albert Park gravel. Outings in Spain and Azerbaijan, before unreliability intervened, were blotches also. But his win at Silverstone ignited his term, and he maintained the high standard through Austria, France and Hungary to be considered the more effective deputy as his Mexican counterpart slumped.

FERNANDO ALONSO

14

TEAM
Alpine

CHAMPIONSHIP
POSITION
10th

B

Still pushing hard



The naughty boy who Alpine reckon deserves a detention. The Aston Martin-bound two-time champion has deployed the so-called 'Alonso tax'. He reckoned unreliability cost him 40 points, which then became 70 by the time he'd finished lapping the Austrian GP media pen! Nevertheless, he has a case. Autosport reckons five weekends have legitimately been capped by car failures, and Alpine's strategy has been fallible also. There's no denying that Alonso, 41, has been in superlative form from round six in Spain onwards to comfortably best the younger Ocon at Alpine. But we won't go as far as the man himself, who says he's currently equal to his 2012 brilliance.

VALTTERI BOTTAS

77

TEAM
Alfa Romeo

CHAMPIONSHIP
POSITION
9th

B



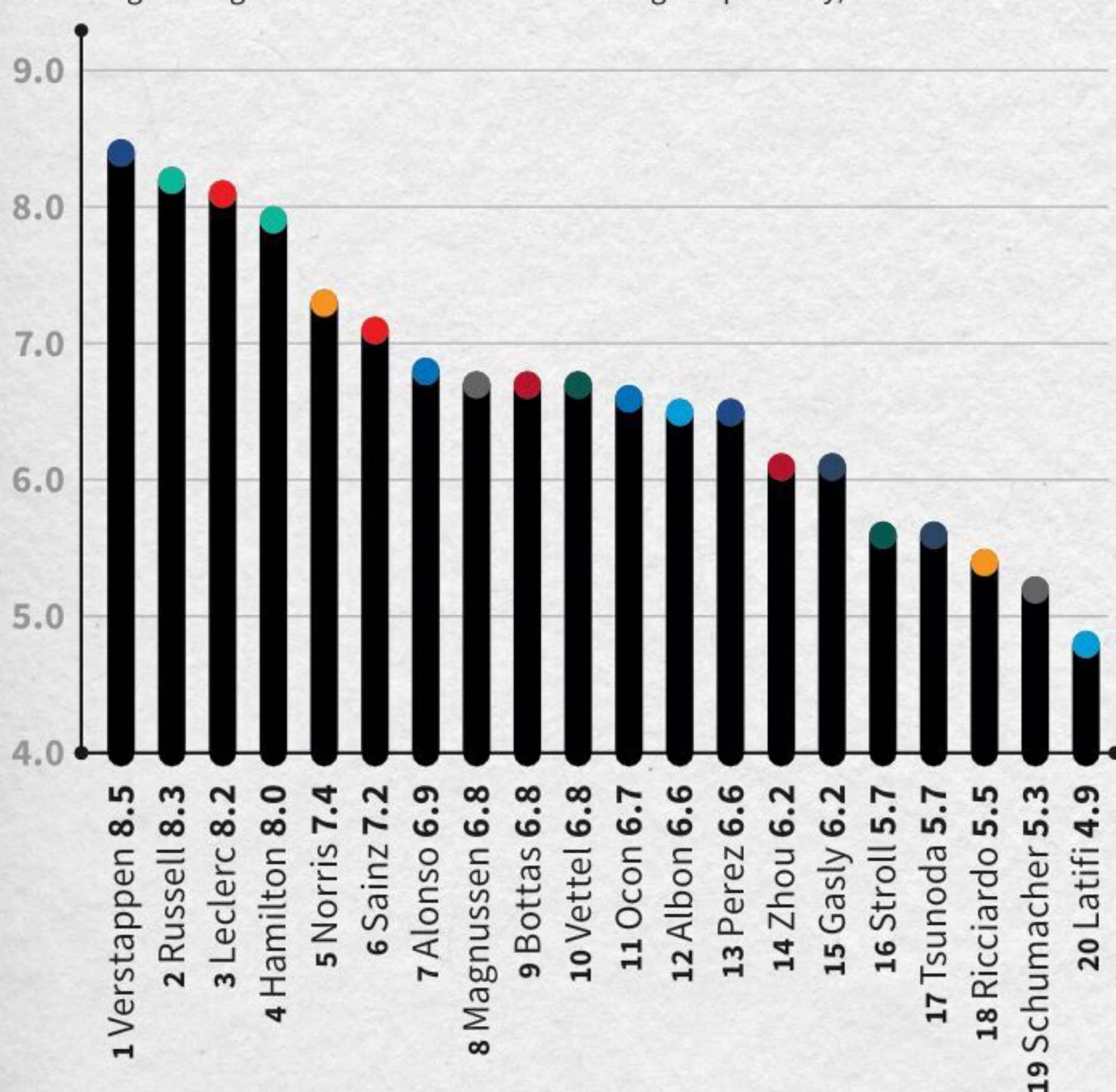
Initially led Alfa Romeo with distinction when it had definitely the lightest car at the beginning of the season. Imola (fifth), Barcelona (sixth) and Montreal (seventh) leap out as highlights not only for his results but also the actual performances. Although the machinery is now less frequently capable of big points scores, his races are generally well-executed even if some recent inconsistency has arrived. Bottas has also been a perfect classmate to Zhou, helping the fresher get up to speed for the good of the whole team. His major blunder came in Miami, when he got distracted by the Mercedes scrapping to clonk into the wall.

AFTER ROUND 13/22 AUTOSPORT AVERAGE DRIVER RATINGS

DRIVER RATINGS

After every grand prix we rate each driver out of 10 for their performance across the weekend. Readers on autosport.com are also able to give their scores and these two graphs (see also page 23) show how things have gone so far in 2022.

In the event of a tie, the place is awarded to the driver with the higher top score, or more top scores if the drivers also share the same best mark. Two-time Aston Martin race starter Nico Hulkenberg (7.0 and 6.9 on the Autosport and reader ratings respectively) is excluded.



SERGIO PEREZ

#11

TEAM
Red Bull

CHAMPIONSHIP
POSITION
3rd

B-



Perez came out fighting with pole for the second round in Saudi Arabia, and was robbed in the race by the poorly timed virtual safety car. He won in Monaco and was quicker than his benchmark team-mate in qualifying in Azerbaijan too. These efforts stood out and earn the strong grade. But Perez's early adaption to the overweight Red Bull RB18 has given way to a dip as the developments better suit team-mate Verstappen. In Canada, Austria and France, Perez fell behind Sainz as a rear-gunner to his title-contending partner. In those races, he was flirting with the anonymous Gasly and Albon-type drives that got them both dropped from the team.

ALEX ALBON

#23

TEAM
Williams

CHAMPIONSHIP
POSITION
19th

B-



After his gap year recreating Verstappen-Hamilton crashes, Albon has returned with some incredible highs but some considerable lows too. The 'supertimes' metric rates the paint-striped and wind-sensitive FW44 as the slowest car by a considerable margin. Yet thanks to some remarkable tyre whispering, Albon has dragged it to two points finishes and four Q2 appearances, naturally vanquishing Latifi along the way. There are doubts as to whether he's pushing Williams to turn over every stone to improve to the same extent as predecessor Russell, and the 'nice guy' tag remains for Albon. His litany of incidents in Monaco contributes to an insecure B.

SEBASTIAN VETTEL

#5

TEAM
Aston Martin

CHAMPIONSHIP
POSITION
14th

C+



Vettel showed a sick note (in the form of a positive COVID test) to miss the first two races in the Middle East. He was then playing catch-up with a new generation of machinery, which led to a disappointing showing at Albert Park. For Imola, he adjusted to claim points in eighth after starting 13th – a legacy of Vettel more than once mismanaging tyre temperatures in qualifying to undermine his one-lap speed. Since the Spanish GP, it's been only in Austria when the standard (his innocence in crashes with Albon and Gasly noted) has markedly slipped. Extracurricular activities – climate activism and appearing on *Question Time* – are acknowledged and praised, but don't alter his mark.

KEVIN MAGNUSSEN

#20

TEAM
Haas

CHAMPIONSHIP
POSITION
11th

C



After what turned out to be an exchange year over in America, Magnussen returned in incredible form with a brilliant opening two rounds to march to fifth in Bahrain and ninth in Saudi Arabia. But after making the Haas VF-22's box-fresh pace count before the squad was left behind in the development race, the Dane's work has tailed off a little to mean he doesn't break into our top 10. Magnussen returns a middling 'C' after a string of bang average drives, and has also already been marked down for clumsily clattering with Stroll in Miami. And according to the 'supertimes' data, Magnussen has the smallest pace advantage over a team-mate of those who have been quicker within their own squad.

ESTEBAN OCON

#31

TEAM
Alpine

CHAMPIONSHIP
POSITION
8th

C
Can do better



In the aftermath of the Alonso-Oscar Piastri saga, Ocon's value to Alpine has only increased. But on track, it's been a little disappointing for the highly rated Frenchman. It might be surprising to learn that his pace deficit to his team-mate is the fourth-biggest on the grid, behind only the more obvious Williams, Alfa Romeo and McLaren disparities. Alonso's stellar recent form in the sister car further limits Ocon to a C. He hasn't dropped the ball and turned in a shocker, but neither has he hit the heights expected. Top-six results in Saudi Arabia, Canada and Austria (where fifth was his best of the season so far) stand clear as the best of a humdrum lot.

ZHOU GUANYU

#24

TEAM
Alfa Romeo

CHAMPIONSHIP
POSITION
17th

C-



A C- shouldn't be interpreted as a scathing assessment. Set aside the top three teams and focus on the ultra-competitive midfield, among which Zhou is the second-highest number two driver on this list behind only Ocon. As the first-year student says, he's experienced almost "10 years" of F1 drama in just 13 races. A point on his Bahrain debut silenced the critics who reckoned his value to the grid was commercial only. His escape from his Alfa Romeo without serious injury at Silverstone was little short of miraculous. The gap to team-mate Bottas has closed from the early 0.8s deficit to a more respectable three or four tenths. But there's still a gap, nonetheless.

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MICK SCHUMACHER

#47

TEAM
Haas

CHAMPIONSHIP
POSITION
15th



It won't go down well that one of the most popular kids is towards the bottom of the class. However, two points-scoring returns in the back-to-back British and Austrian GPs don't entirely make up for a campaign hurt by massive car-snapping, Haas-budget-crushing spills in Saudi Arabia and Monaco, plus surely being the more at fault for wiping out mentor Vettel in Miami. His seat has been genuinely under threat as a result. But his first points at Silverstone, including shrewdly backing out to avoid tangling with Verstappen, were long overdue after the safety car and fragile Ferrari engine conspired against him in Bahrain and Canada respectively.

PIERRE GASLY

#10

TEAM
AlphaTauri

CHAMPIONSHIP
POSITION
13th



The AlphaTauri – both before and since its upgrade for the French GP in late July – has been tricky, inconsistent and slow. After a sound start to the year, Gasly's work hasn't offset this anywhere near as much as we would have expected. That has enabled an underwhelming Tsunoda to close the gap and even surpass the 2020 Italian GP winner on occasion in qualifying and in races. There have been costly mistakes – he spun in the Austrian GP sprint and tagged Vettel in the full GP, and he also exceeded track limits on Saturday at the Hungarian GP. To argue Gasly further up this list entails arguing others down it, and no one's case is weak enough to drop them behind him.

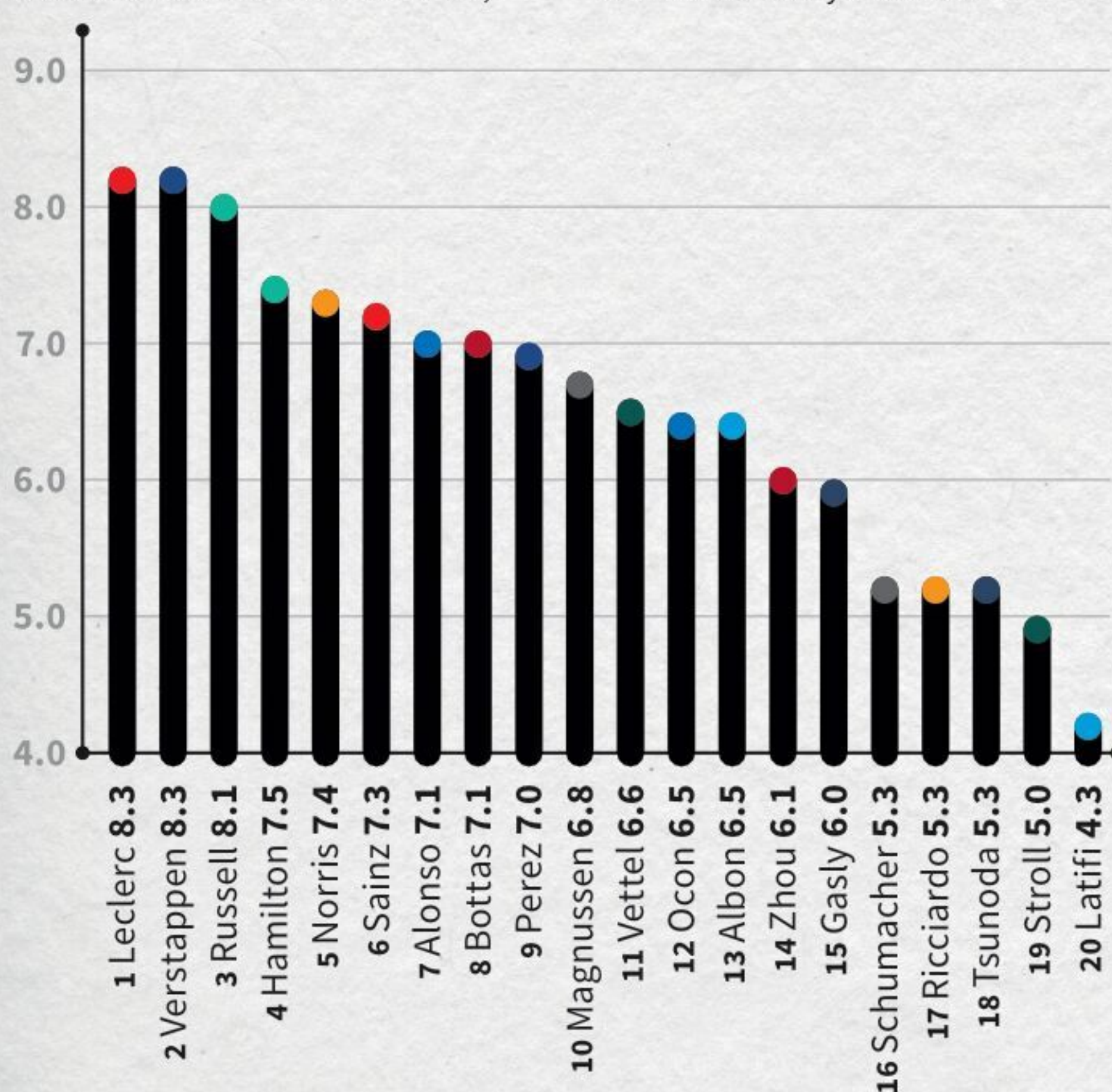
AFTER ROUND 13/22 READERS' AVERAGE DRIVER RATINGS

READER RATINGS

Autosport Plus readers on autosport.com can give their rating on every Formula 1 racer following each grand prix. Although those scores are averaged to 0.01 marks online, we have rounded them up or down to the nearest 0.1 for this table,

to bring the scores in line with those in the Autosport graph on page 21.

Reader scores are normally within one point of the Autosport ratings and the overall lists are similar, though there are some notable differences, including the driver currently in the lead...



DANIEL RICCIARDO

#3

TEAM
McLaren

CHAMPIONSHIP
POSITION
12th



Needs
improving

Ricciardo was the standout student of 2014 and 2016, when Autosport placed him first in our top 50 drivers of the year across the whole of motorsport. Of his subsequent fall from grace, the opening half of 2022 has been the protracted nadir. It doesn't help that his McLaren team-mate Norris is a formidable talent, so his standout performances further hurt Ricciardo's underwhelming showing. But even in isolation, it's a poor case for the Australian. His season is aptly summed up by Q3 at the Hungarian GP. Throughout the first sector, he never troubled an apex to cede five places and six tenths to Norris. Only on home soil has he been anything above average.

LANCE STROLL

#18

TEAM
Aston Martin

CHAMPIONSHIP
POSITION
18th



Stroll earns a certificate heading into half-term for having accrued the most positions gained of anybody so far during the 2022 grands prix, with 47. However, that also reflects a poor qualifying record and his tendency to shunt his Aston Martin. This he managed twice over the Australian GP weekend, twice more in Monaco and twice more on Saturday alone in Baku! When he's kept the car out of the barrier, there's been a deficit to team-mate Vettel, who isn't enjoying a blinding season anyway. As such, Stroll finds himself in our bottom set. That's despite the consecutive point scores at Imola and in Miami, plus fair days in Canada, France and Hungary.

YUKI TSUNODA

#22

TEAM
AlphaTauri

CHAMPIONSHIP
POSITION
16th



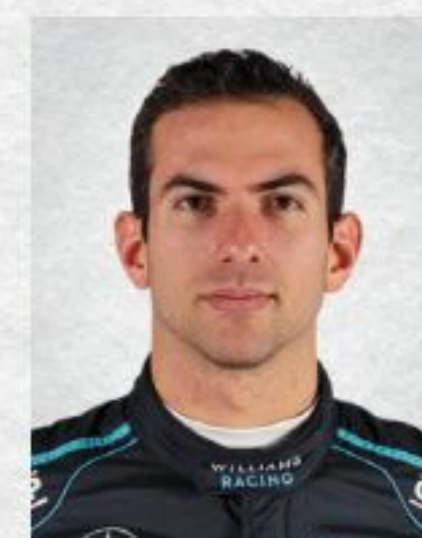
If Leclerc shunting while leading the French GP is the most egregious error of the campaign so far, then Tsunoda exiting the Montreal pits in the Canadian GP and wandering into the wall was the clumsiest. Showing tangible progress over his rookie year early on, this sophomore student was quite capable of putting AlphaTauri team-mate Gasly in the shade. At Imola, Baku and Paul Ricard, he was a star performer in the difficult AT03. But the extreme lows, especially wiping out his team-mate at Silverstone and inadvertently ruining Verstappen's race, ensure it's tough to argue his case for being considerably higher up this list. Must try harder.

NICHOLAS LATIFI

#6

TEAM
Williams

CHAMPIONSHIP
POSITION
20th



Latifi comes closest to receiving the dreaded 'see me after class' note on his report. He maintains that from Silverstone in July onward, a new chassis and the way the car was rebuilt have transformed his season, the Williams upgrade package notwithstanding. Certainly, the cavernous 0.75s deficit to team-mate Albon has diminished in the four races since and the Canadian was downright decent at Silverstone. But his adaption to ground-effects has been the slowest, his two shunts in Saudi Arabia particularly silly. The progress comes too late and is not enough. Williams, and therefore F1, seems ready to expel him at the end of the term.

TWO GREAT TEAMS IN THE STORY OF ONE NAME

*It's 30 years since Brabham last raced in Formula 1, but its legacy remains.
And it was a major player in two distinctly different eras*

DAMIEN SMITH

PHOTOGRAPHY  **motorsport**
IMAGES



Brabham and Hulme were the team's F1 champions in the 1960s, while Piquet was the star of the Ecclestone/Murray era during the 1980s

Within Brabham's story exists a Formula 1 microcosm, from its days as a deadly pastime for likeminded folk out for a good time (not a long time) to the brazenly commercial — and gradually safer — professional business we know today, with sport somehow still surviving at its core. Brabham's twin eras encapsulate the lot: earthy founders Jack Brabham and Ron Tauranac, grounded in solid homegrown engineering and the straight-talking nous of Australian green-and-gold, to razor-edged Bernie Ecclestone and Gordon Murray, forever on the prowl for that 'unfair' advantage — in the boardroom, paddock or on the drawing board.

Entirely different approaches, and yet united under a single name and purpose: to be fastest, and yes, to win — but strictly only on their terms.

Not-long-demobbed Brabham met Tauranac amid the post-war Aussie hillclimb scene, bonding over homebuilt specials born from the muck 'n' dust of 'speedcar' cinder ovals. They kept in touch, even when Brabham embarked on his European adventures that culminated in unlikely twin world titles for Cooper's little mid-engined wonders in 1959-60, 'penpal' Tauranac giving more than his twopenn'orth from far away. Then Jack enticed Ron to make the long haul himself, and in 1961 they were ready to go it alone.

Motor Racing Developments Ltd. MRD. *Merde* as French journalist Jabby Crombac helpfully pointed out. Just as well the racing cars carried Brabham's name. Tauranac's intention was a Lotus-beating production line of stoic spaceframe racers, from Formula Junior up. That he achieved. But his partner always had an eye on F1 glory.

Look back at the 1.5-litre era, and it's an oddity that Jack never won a points-paying grand prix. It was his star signing, Dan Gurney, who broke the duck at Rouen in 1964 — but then the Californian took a leaf and left to launch Eagle just as F1 doubled its engine capacity. Talk about timing. Overcoming Tauranac's resentment about F1's costly 'distraction', the old partners combined to catch the rest on the hop with three-litre power sourced from a stillborn American V8 and built by Melbourne-based auto parts specialist Repco. Out of the leftfield came Jack Brabham's finest moment: a historic third drivers' crown in 1966, unique under his own moniker and at the age of 40, then a second off the bat for emerging team-mate Denny Hulme. But those crowns could have been Gurney's.

Brabham soon joined the Cosworth DFV V8 herd, before Jack blazed in the unexpected Indian summer of 1970. Without the last-gasp dramas at Monaco and Brands Hatch, how things might have been

“BERNIE NEVER CHANGED THE NAME. ANYWAY, ‘ECCLESTONE’ IS A TERRIBLE NAME FOR A RACING CAR”



Brabham and Tauranac didn't always agree but proved successful



Murray and Ecclestone: a top combo of the 1980s

different. But as much as he hated it, his time on the front line was up — and he didn't stick around to run Brabham from the pitwall.

As Jack stepped away, Tauranac attempted to plough on, out of tune with the changing times. Ecclestone's offer of a 'partnership' — always really a buyout — gave Ron his exit. Ecclestone took over for a steal — said to be just £100,000 — but never changed the name, nor interrupted the BT (Brabham-Tauranac) lineage, pragmatically appreciating the power of what had gone before. Ego? Not in this regard. Anyway, 'Ecclestone' is a terrible name for a racing car.

Murray was recruited under Tauranac's watch, perhaps even by mistake if his right-time, right-place tale is to be believed. By the end of 1971, the youthful South African was steering Brabham's technical course, blessed with freedom from a remarkably trusting Ecclestone. Bernie's instincts tended to be right: the triangular-chassis BT42 and masterpiece BT44, in pinstriped white, then in Martini's flamboyant cocktail of colour... no other team had Brabham's flair in an era of wondrous variety, and Carlos Reutemann was its perfectly imperfect muse.

Alfa Romeo's flat-12 turned the team down a cul-de-sac when Ecclestone thought he'd spotted a DFV-alternative 'My Way' highway to glory. But Murray was always thinking and innovating. The BT46's surface cooling was a monumental misfire, but the opposite was emphatically true of the following fan car that blew Lotus's ground-effects revolution into the dust. Just once. If only Ecclestone hadn't been glaring at the bigger picture, if only he hadn't backed down and pulled it. Sliding doors instead of sliding skirts.

Back to the drawing board — and back to the DFV, to nail ground-effects and beat the rest at their own game, helmed by suitably non-conformist Nelson Piquet, fresh out of British F3. The BT49 carried Piquet to the crown that had always slipped through Murray's fingers during the 1970s. But times they were a-changing — as usual. Brabham needed a turbo, and BMW's production-based four-pot was the banzai solution (when it wasn't detonating).

Now Ecclestone's eye was increasingly diverted from Chessington to the blazered control subjugating F1's potential. He didn't win all his battles. Ground-effects was tugged from beneath the British Formula One Constructors' Association teams' feet at the end of 1982. But then Murray popped pills to create his needle-nosed wonder. Sleep when you're dead. The BT52 bloomed, then blossomed to carry Piquet to a second title — BMW's only F1 crown.

It was all downhill from there, slowly at first, but with increasing momentum as the decade unravelled. Ecclestone was all consumed, Murray took Ron Dennis's bait to create new wonders at McLaren. Under new management, Brabham suddenly lacked its solid foundations. All too soon, in 1992, it was over, before Lotus, before Tyrrell... but in such sorry health, at least the suffering was over.

Thirty-five grand prix wins, 39 poles, four drivers' titles, two for the team. It's not the numbers but how you accrue them that counts. Brabham, in one world and then the next, did it with style. ❧

TOP 10 BRABHAM F1 DRIVERS

*Autosport selects the best Brabham drivers from
the team's time in the world championship*

KEVIN TURNER

PHOTOGRAPHY  **motorsport
IMAGES**



SUTTON

10 CARLOS PACE

After showing promise at Surtees, Pace joined Carlos Reutemann at Brabham during 1974. The Brazilian demonstrated his talents early in 1975 with the iconic Gordon Murray-designed BT44B, winning his home race in round two and taking pole next time out in South Africa.

Brabham years	1974-77
Brabham starts	39
Brabham wins	1
Brabham poles	1

A lack of development frustrated Murray and hurt Brabham as the season progressed, but Pace still finished a solid sixth – with Reutemann third – in the final standings.

As Reutemann started to lose interest in the Alfa Romeo-powered BT45, Pace picked up the cudgels

in 1976. Reliability was poor, but Pace's attitude pleased the team and boss Bernie Ecclestone was convinced he was a future great.

The revised BT45B was more competitive in 1977 and Pace finished second in the Argentinian Grand Prix season opener, but he would not live to fulfil his potential. Pace was killed in a light aircraft crash in Brazil that March.

"If Pace had lived, I would not have needed Niki Lauda," said Ecclestone in Alan Henry's book *Brabham: The Grand Prix Cars*.

9 JOHN WATSON

Quite how Watson didn't take a victory for Brabham is bewildering and his stats do not do justice to his time there. Watson contested his first world championship GP and first full F1 campaign in privateer Brabham machinery, but it's his period with the factory squad in 1977-78 that gets him a place in this list.

The BT45B was a competitive proposition in 1977, and Watson took on the role of team leader following Carlos Pace's death.

Watson took pole at Monaco and led 138

Brabham years	1973-74, 1977-78
Brabham starts	50
Brabham wins	0
Brabham poles	1

laps during the season, but incredible bad luck – most notably with mysterious fuel starvation on the final lap of the French GP while holding off Mario Andretti's Lotus – denied him.

Niki Lauda joined for 1978 but Watson was far from embarrassed by the then-double world champion. Although there were still no wins for Watson, he scored a pole in France and three podiums on his way to sixth in the championship, with Lauda fourth. Brabham finished third in the constructors' table before Watson moved to McLaren for 1979.



8

JOCHEN RINDT

Brabham year	1968
Brabham starts	12
Brabham wins	0
Brabham poles	2

Rindt's record at Brabham was appalling, largely thanks to problems with the four-cam 860 Repco engine that eventually forced the team to switch to the Cosworth DFV. But Rindt slotted into the squad well in 1968 and led the line, with team boss Jack Brabham alongside.

Rindt qualified ahead of his new team-mate first time out in South Africa in the old BT24 and finished third behind the dominant Lotus 49s. When the BT26 arrived, Rindt showed it had some pace by taking two poles, but a terrible finishing record meant he only saw the flag once, when he finished third in the legendarily wet German GP at the Nurburgring.



Despite the poor results and Rindt heading to Lotus, team and driver remained on good terms. Jack Brabham hoped to get Rindt back for 1970 and was prepared to step down, but Colin Chapman persuaded his star driver to stay.

Jack Brabham continued for one more year, proving that the BT33 was a frontrunning car, while Rindt ended 1970 as F1's first (and so far only) posthumous world champion after being killed in practice at Monza.



7

JACKY ICKX

Brabham year	1969
Brabham starts	11
Brabham wins	2
Brabham poles	2

Like Jochen Rindt, Ickx only had one season at Brabham. Unlike Rindt, the Belgian was able to take two victories, though it's probably fair to say he wasn't taken to the team's heart in quite the same way.

Ickx joined from Ferrari for 1969, just in time for Brabham's switch to Cosworth DFV power. The move proved what Rindt's performances had hinted at: Ron Tauranac's BT26 design was a good one. In a strong season, Ickx took poles and wins at the Nurburgring and Mosport. His German GP win was particularly noteworthy as he recovered

from a poor start to chase down and beat the season's pacesetter, Jackie Stewart, setting a new lap record along the way.

Three other podiums helped Ickx to the runner-up spot in the world championship, albeit a long way behind runaway champion Stewart. Jack Brabham, who managed a fine win in the non-champ International Trophy ahead of Ickx, struggled to finish races but the pairing was still strong enough to pip Lotus to second in the constructors' table before Ickx returned to Ferrari.

6

NIKI LAUDA

Brabham years	1978-79
Brabham starts	29
Brabham wins	2
Brabham poles	1

Lauda found Bernie Ecclestone's Brabham team a refreshing change to his troubled final months with Ferrari – notwithstanding his second title with the Italian squad – and put in some superb performances.

Most famous is his victory in the Swedish GP in the BT46B 'fan car' designed by Gordon Murray, and he also won the Italian GP after on-the-road pacesetters Mario Andretti and Gilles Villeneuve were penalised for jumping the start. But perhaps his finest performance came in Monte Carlo. After being forced to pit due to a puncture, Lauda put in a stirring drive to recover to second, and he set a fastest lap nearly two seconds quicker than anyone else.

Reliability was a problem for Brabham-Alfa, but Lauda finished on the podium in all seven races in which he made the chequered flag. That was enough for fourth in the 1978 drivers' table, second in the best-of-the-rest stakes behind Andretti and Ronnie Peterson in their game-changing, ground-effects Lotus.

Despite a well-executed victory in the non-championship Dino Ferrari GP at Imola, reliability was even worse in 1979. Lauda also had rapid young team-mate Nelson Piquet to contend with and he walked away from F1 during the Canadian GP weekend, just as Murray introduced one of the greatest Brabham designs: the DFV-engined BT49.





5

CARLOS
REUTEMANN

The enigmatic Argentinian took pole position on his world championship debut in front of his home crowd in a BT34, before his soft tyres faded in the race. But Reutemann became a mainstay of the team for five seasons and was highly rated by Bernie Ecclestone, who took over Brabham for 1972.

Reutemann's breakthrough campaign came in 1974. Armed with Gordon Murray's first great F1 design, the BT44, Reutemann flew to three wins. That matched the tally of champion Emerson Fittipaldi at McLaren, but Reutemann simply didn't finish enough races to be in the title fight and ended up sixth in the points.

Brilliant on his day, Reutemann scored another fine victory from 10th on the grid in the 1975 German GP at the Nurburgring, winning by more than a minute and a half after the rapid Ferrari

Brabham years	1972-76
Brabham starts	66
Brabham wins	4
Brabham poles	2

challenge wilted. That was Reutemann's only success of the year but better consistency – he scored five other podiums – meant he finished third in the table, behind only the dominant Niki Lauda and Fittipaldi. Combined with the efforts of Pace, it was enough for Brabham to narrowly beat McLaren to second in the constructors' contest.

Brabham's switch from Cosworth DFV to Alfa Romeo flat-12 power for 1976 was fraught. Reutemann lost interest and had only taken one points-paying finish – fourth in Spain – when he moved to Ferrari in the wake of Lauda's terrible German GP crash.

Brabham wouldn't win for another two years, while Reutemann's score of four victories (and a success in the non-championship 1972 Brazilian GP) puts him third on the team's winners list.

4

DENNY
HULME

Usually a loyal back-up for Jack Brabham in both F1 and F2, Hulme got his big chance in 1967. The year before, he'd finished fourth in the drivers' table with four podiums as Jack romped to his third title with four victories, but Hulme's consistency in 1967 was superb.

Brabham scored two poles before the Cosworth DFV-engined Lotus 49 arrived, with Jim Clark and Graham Hill then

Brabham years	1965-67
Brabham starts	26
Brabham wins	2
Brabham poles	0

setting the pace everywhere. But the Lotus wondercar wasn't sufficiently reliable, and eight podiums from 11 races – including his first win in Monaco and an inherited success at the Nurburgring – was enough for Hulme (with no poles!) to pip his boss to the crown.

Hulme then moved to McLaren, where he played a key role in the early days of the famous team, but it's for his world title with Brabham that he is best remembered.



3

DAN
GURNEY

It didn't take long for Gurney to become Brabham's team leader in terms of on-track performance when he joined Brabham in 1963, no mean feat given his team-mate was boss and then-two-time champion Jack Brabham.

Jim Clark and the Lotus 25 left slim pickings for others, winning seven of the 10 rounds, but Gurney was one of the leaders of the chasing pack and finished fifth in the championship.

He was even more impressive in 1964. Gurney took Brabham's first pole at Zandvoort, then topped the timesheets next time out at Spa. He was heading for victory when the BT7 ran out of fuel on the final lap, Gurney classified sixth. His luck changed two weeks later, inheriting the lead at Rouen when Clark's Lotus suffered engine failure. He went on to take Brabham's first world championship GP victory, with Jack in third.

Elsewhere, Gurney's luck and the car's reliability

Brabham years	1963-65
Brabham starts	30
Brabham wins	2
Brabham poles	2

were appalling. His only other decent result came in the Mexican GP finale, Gurney inheriting victory when Clark's Lotus again failed him late on. His two wins left Gurney sixth in the table once again but really his own performances should have put him in the title fight with Clark, Graham Hill and eventual champion John Surtees.

Clark and Lotus were again out of reach in 1965 and BRM was strong with Hill and star rookie Jackie Stewart. There were no wins or poles, but better reliability helped Gurney to fourth in the standings – and he famously pushed Clark into a rare error in the Race of Champions at Brands Hatch.

With Gurney leading the team, Jack Brabham was considering retiring at the end of 1965. But Gurney instead went off to set up his own Eagle project, thereby giving up the chance to drive the Brabhams that would win the next two world championships...



2

NELSON PIQUET

Brabham years	1978-85
Brabham starts	106
Brabham wins	13
Brabham poles	18



In terms of pure on-track performance, Piquet could top this list. He scored more wins, more poles, started a greater number of races and took more drivers' titles for Brabham than any other pilot. It's just the unique position of the person who tops this ranking that keeps Piquet in the number two slot.

Piquet joined Brabham at the end of 1978 for his first full season of F1. Race finishes were hard to come by, but Piquet had obvious promise and became number one following Niki Lauda's sudden retirement and was a frontrunner with the Gordon Murray-designed BT49 in 1980.

His first victory came in dominant style at Long Beach. Piquet took pole by nearly a second, led throughout, set fastest lap by more than half a second and (fittingly!) won by 49s. He added two more wins and fought

Alan Jones for the crown, but a clash with the Australian helped the Williams driver clinch the title at the penultimate round in Canada.

It was Piquet versus Williams again in 1981 and this time it went Piquet's way. After three wins, fifth in the Caesars Palace finale was enough to take the championship by one point over Carlos Reutemann, who faded inexplicably to eighth.

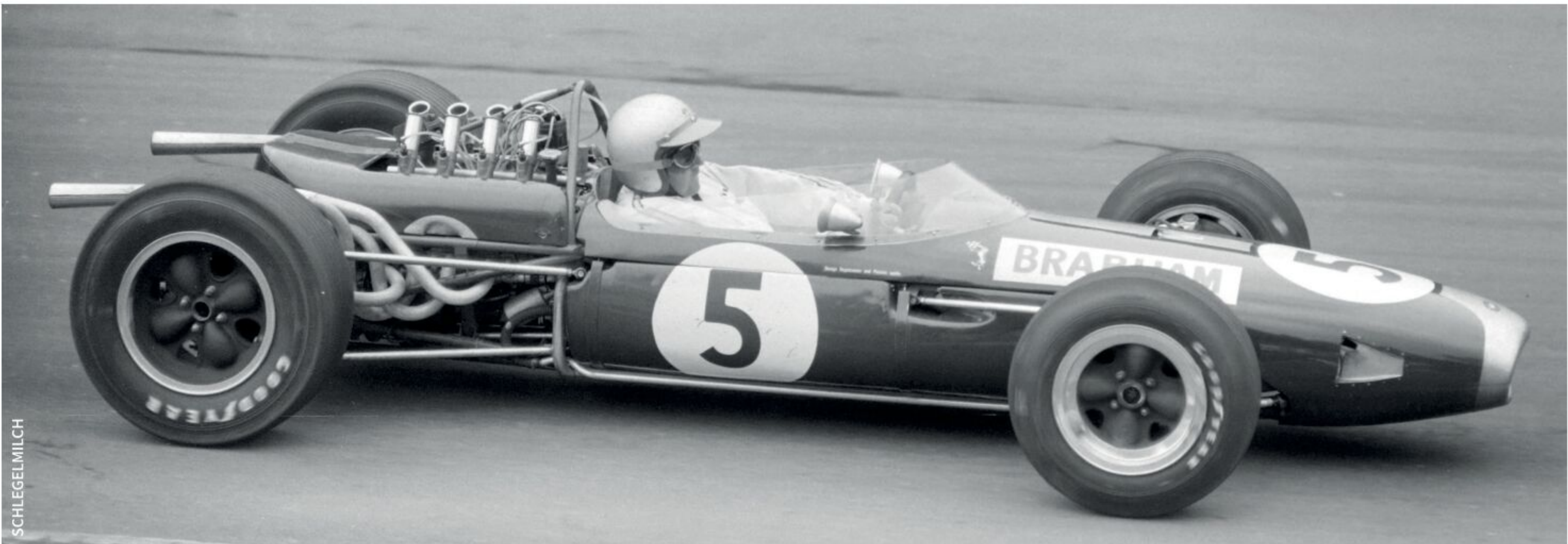
Hector Rebaque was unable to provide enough support to stop Williams beating Brabham in the constructors' table, but the team's next big challenge was working with BMW to get its turbocharged engine working. Piquet played a key part in pushing the project along. He bounced back from the ignominy of failing to qualify for the 1982 Detroit GP by winning the Canadian GP just a week later. Reliability remained suspect for much of the campaign, but the Brabham-BMW package was in a better place for 1983.

The last-minute scrapping of ground-effects

resulted in Murray producing the dart-like BT52. Piquet won the season-opening Brazilian GP and kept racking up points even as Renault's Alain Prost hit a purple patch. Once the B version and improved fuel arrived, Piquet put on a late charge, winning two of the last three races and pipping Prost to the title with third in the Kyalami finale.

The Brabham-BMW package was not a match for McLaren-TAG (nee Porsche) in 1984, at least in the races. Piquet took nine poles – more than anyone else – but woeful reliability and the McLaren's efficiency limited him to just two wins and fifth in the points.

Pirelli tyres provided another variable in 1985 and reliability was still dubious. A disgruntled Piquet took just one victory, in France, and eighth in the championship before heading off to Williams.



1

JACK BRABHAM

Brabham years	1962-70
Brabham starts	80
Brabham wins	7
Brabham poles	8

The first driver to win a GP in a car bearing his own name and the first (and only) person to become a world champion in his own machine. Jack Brabham also contributed to constructors' titles in 1966-67, which he'd also helped to engineer thanks to a deal with Repco for reliable V8 engines for F1's three-litre era. Only Piquet gets anywhere near the team co-founder on this list.

Brabham left Cooper to set up his own

operation with Ron Tauranac and ran Lotus chassis until the first Brabham was ready.

While Brabham tended to play second fiddle to Dan Gurney across 1963-65, he was ready to step up when the American left ahead of 1966. Brabham knew his Repco-engined BT19 would be competitive as F1 switched to three-litre regulations and he reeled off four wins, including a fine victory at the Nurburgring, to secure his third

title and forever take his place in history. He could have won the following year, but he had a few too many problems, helping team-mate Denny Hulme to the drivers' crown. Brabham was again happy to allow Jochen Rindt (1968) and then Jacky Ickx (1969) to lead the way, but Rindt's decision to stay at Lotus for 1970 persuaded the then-43-year-old to extend his career for one more season. And what a campaign it was. Brabham won the South African season-opener, could have won in Spain and should have won both the Monaco and British GPs. He ended up an unrepresentative sixth in the final table, but headed into retirement with his head held high.

GREAT CAR

BRABHAM BT19

Jack Brabham left the Formula 1 opposition spluttering in his wake at the dawn of the three-litre era in 1966, largely thanks to a V8 sourced from the leftfield

DAMIEN SMITH

PHOTOGRAPHY  **motorsport**
IMAGES



OVAL OPTIONS FOR A SPACEFRAME

By the end of 1965, Ron Tauranac was all for disbanding his partnership with Jack Brabham. Focused on Motor Racing Developments' core business of building production racing cars, he saw the company's insistence on going Formula 1 racing as a distraction.

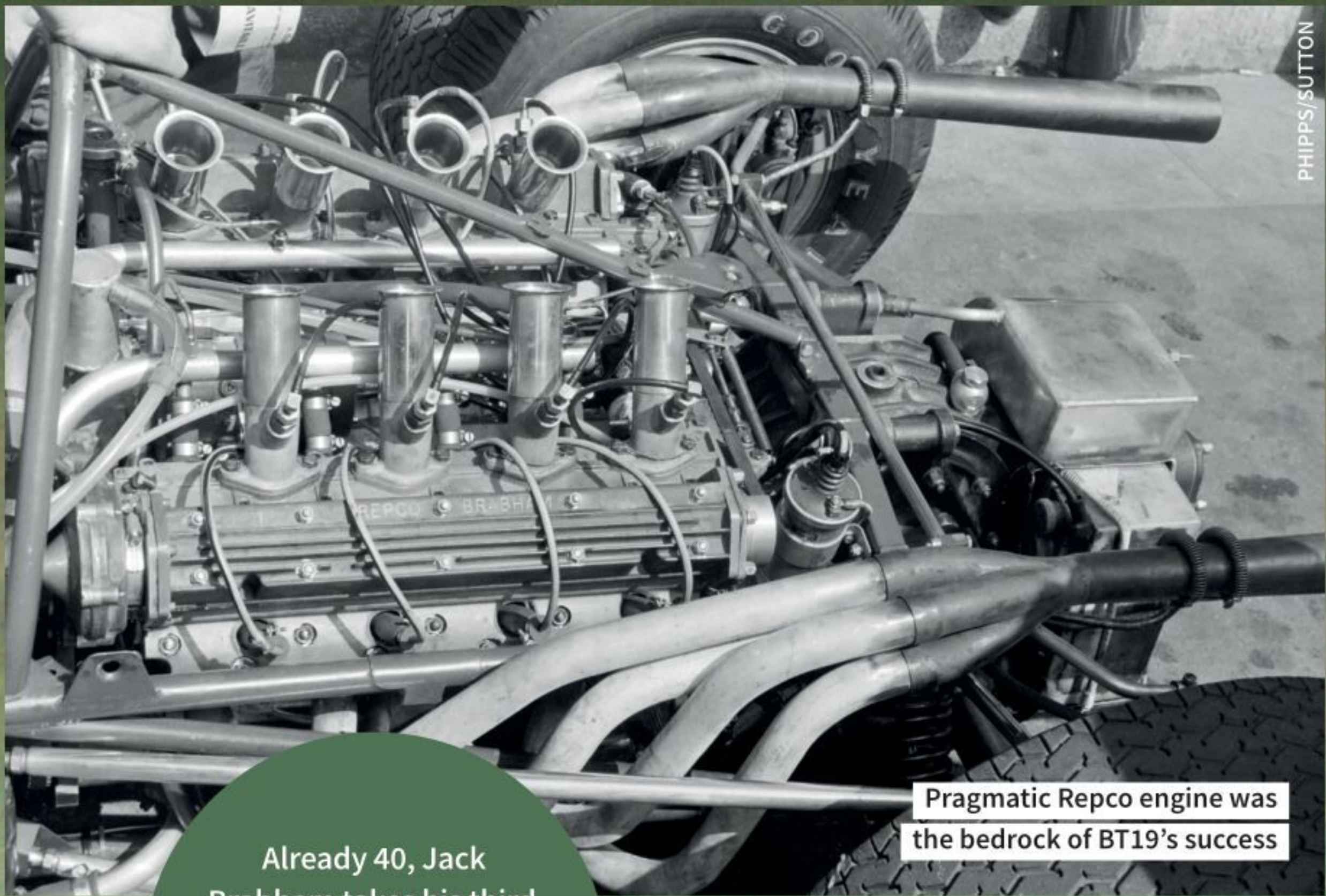
Given what was to come, it was just as well he and his old comrade patched things up. But the episode – Jack insisted they never “fell out” – delayed the installation of the three-litre Repco type 620 V8 into a BT19 originally conceived to

take the stillborn Coventry Climax 1.5-litre flat-16 in 1965. That might partly explain why Tauranac stuck to what he knew with a practical, well-proven spaceframe rather than the monocoques Lotus had mastered since its game-changing Type 25 in 1962.

The naturally conservative Tauranac did find some room for evolution in his triangulated spaceframe, with the use of unusual oval-section tubing around the cockpit. This offered much welcome extra beam strength for added stiffness as F1 braced itself for the so-called ‘return to power’ doubling of engine capacity.

A TRIUMPH OF PRACTICALITY

Again, Tauranac did not stretch from what he knew when it came to the BT19's suspension. He employed unequal-length wishbones at the front, with a transverse link and trailing radius rod at the top and a one-piece tubular wishbone at the bottom. Uprights from Alford and Alder were sourced from the humble Triumph Herald(!), while the rear suspension was made up from single top links, reversed lower wishbones and twin radius rods located to specially cast uprights. Outboard spring/damper units were fitted to all corners.



PHIPPS/SUTTON

Already 40, Jack Brabham takes his third points-paying victory of 1966 at Zandvoort, fighting off a strong challenge from the Lotus of Jim Clark

Pragmatic Repco engine was the bedrock of BT19's success



MAJOR WINS (1966)

BRDC International Trophy Silverstone	Jack Brabham
French Grand Prix Reims	Jack Brabham
British Grand Prix Brands Hatch	Jack Brabham
Dutch Grand Prix Zandvoort	Jack Brabham
German Grand Prix Nurburgring	Jack Brabham
Gold Cup Oulton Park	Jack Brabham



1966 CONSTRUCTORS' TOP FIVE

POS	TEAM	PTS
1	Brabham-Repco	42
2	Ferrari	31
3	Cooper-Maserati	30
4	BRM	22
5	Lotus-BRM	13

A 'DIFFERENT GEARBOX'

Tauranac originally settled for Hewland's HD gearbox to transmit power to the treaded rear Goodyear tyres, although Brabham soon realised it wasn't up to the job for the new 300bhp-plus outputs. That's why Hewland was commissioned to build a beefier 'box, known as the DG – for 'Different Gearbox'!

BRABHAM'S REPCO SCOOP

The beating heart of Brabham's mid-1960s purple patch was the cleverly sourced and developed V8 with which the Surbiton team caught the rest on

the hop. The uplift to three litres had been announced in November 1963 but, when Coventry Climax left it until February 1965 to announce that it wouldn't build an engine, the scramble was on for a new power source. Jack's search took him to Los Angeles, where he was pointed towards a defunct Oldsmobile project. In the simple, relatively light two-valve 90-degree V8 was a eureka solution. The engine was sent to his old friends at Repco – short for Replacement Parts Company – back home in Melbourne, while in Croydon engineer Phil Irving drew a new V8 based on the Oldsmobile block.

For Repco, pistons, rings, bearings, pins, guides, seals, gaskets and liners were all in-house products. The chain-driven SOHC V8 proved compact, frugal – new blocks cost £11, conrods £7! – and user-friendly. Initial power came in at 280bhp at 7500rpm, just shy of the V12 Ferrari but, at 144kg, it was a good deal lighter, and significantly so compared to the complex 252kg BRM H16 Lotus would intermittently use in 1966. At Ferrari, alarm bells rang for John Surtees – and his worst fears were confirmed at Silverstone's International Trophy, where Jack took pole position and left him for dust. 🏆

THE NEW CHAPTER OF THE BRABHAM STORY

Brabham is back. After many years in obscurity, the name has returned to the race track as Brabham Automotive and is winning again

KEVIN TURNER



GARY HAWKINS

Brabham made its last world championship Formula 1 start in the 1992 Hungarian Grand Prix. Future world champion Damon Hill scraped his BT60B onto the back row of the grid and finished last, four laps down, before financial issues forced the team into obscurity.

The Brabham family, of course, raced on, but that seemed the end of the road for the constructor that Jack Brabham and Ron Tauranac had founded three decades earlier. David Brabham, son of Jack, was busy carving out his own racing career in the 1990s, one that would yield two Le Mans 24 Hours class wins and outright success with Peugeot, plus titles in the All-Japan GT Championship and American Le Mans Series. But he never forgot about the team he had briefly raced for in F1 in 1990, a time he says brings “painful memories”.

“That’s when it started to go wrong I think,” says Brabham. “Middlebridge had bought Brabham and wanted me to drive in the F1 team. The year before, they had a great little car and some great results for a little team. It all sounded really good, but when I arrived there was a big global financial crisis and the money dried up. We weren’t sure if we were going to get to the next race until someone paid for engines – it was a bit of a nightmare.”

It was more than a decade before David started to think about the Brabham name once more. “When I got to about 40 I thought I probably had about 10 years left of driving and wondered what I was going to do in terms of the future,” says the 56-year-old. “I thought we’ve got this iconic racing name but we didn’t do anything with it. We had a great opportunity so I had a chat to my father.”

Jack Brabham had some trademarks but there were a few gaps, and David soon found himself in a fight for the rights to his own name: “We decided to strengthen up the protection of the name Brabham and discovered somebody had registered before us – not long before us – the name Brabham and Brabham Racing in Europe, so I entered into a legal battle to get the name back under family control.”

Seven years later, on Christmas Day 2012, the name was transferred back to the family. Then it was: “I’ve got it, now what do I do with it?!”

Project Brabham, a crowdsourcing programme aimed at competing in the World Endurance Championship in LMP2, didn’t come off, though David insists the idea could be resurrected under the right circumstances. “We felt that fan engagement was lacking and if you look today a lot of that is now happening,” he says. “We may have been a bit too early with that. Though the project is on stall, it’s not dead.”

The BT62 was launched in 2018 (below) and won on its Britcar debut, with David Brabham and Will Powell at the wheel, at the end of 2019 at Brands Hatch (main)



SIMON HILDREW

“IT WAS STILL VERY EARLY STAGES BUT YOU COULD SEE THE POTENTIAL. IT WAS THE START OF THE NEW CHAPTER”

It's still something we want to do, but we had to find a different way.”

Brabham decided that using the brand name for multiple programmes could be powerful. Following a trip to Australia to see the early stages of a supercar project, he launched Brabham Automotive with funding from investor group Fusion Capital in May 2018.

“They'd already started on the project and didn't have a brand, so I went down to Adelaide to see what they'd done and who was involved,” says Brabham. “It was still very early stages but you could see the potential. It was the start of the new chapter of Brabham to carry the legacy forward with a very cool project, the BT62.”

The Brabham BT62 is a 700bhp, 5.4-litre V8-engined high-performance trackday car “to break lap records and develop the driver's skills through the driver development programme, weighing under a »



“THE ULTIMATE GOAL IS TO RACE AT LE MANS BUT WE’VE GOT TO HAVE TIME FOR THE COMPANY TO GROW”

ton and with 1200kg of downforce”. The plan is for 70 to be produced to mark 70 years (up to 2018) since Jack started his racing career in 1948, and the first 35 will wear liveries to represent Brabham’s 35 world championship F1 victories as a constructor.

The project was initially kept quiet, so created a stir when made public: “When we launched we had people come and talk to us and say, ‘Can we put the BT62 on the road? Can we race it?’ So there are three variants and there are cars out there in each of those forms. Brabham Automotive then decided it needed to get more into racing to grow the business and the GT2 side of it with SRO opened up an opportunity.”

The result was the BT63. The BT62 had raced (and won) as early as 2019 in Britcar, with David at the wheel of the car that bears his name, but the arrival of the GT2 European Series in 2021 encouraged Brabham Automotive further down the competition route. The heavier and less powerful (to meet the GT2 regulations) BT63 made its debut at the 2021 finale at Paul Ricard, run by leading squad High Class Racing and driven by David Brabham and Dennis Andersen. High Class is running the factory Brabham Automotive programme in the series this year, and scored a win at Misano in July with Anders Fjordbach and Kevin Weeda on the driving strength.

It’s all been part of the growing process and Brabham Group, the owner of the Brabham name, now has an Esports team too, in conjunction with Simply Race in Milton Keynes. David has his



sights on bigger stages but is realistic about how long it could take.

“The ultimate goal, as Brabham Automotive said at the very beginning, is to race at Le Mans,” he says. “What shape and form that might be is difficult to tell because they are huge programmes. They are huge financial commitments and you need to be able to support that. We’ve got to have time for the company to grow and it sees the GT2 as a great opportunity to do that. It needs to be relevant to what we put out on the road, a proper homologated road car. It’s step-by-step and the reality is it will take a few years.”

David has been a proponent of green technologies for two decades and was one of the driving forces behind the Michelin Green X Challenge that arrived in the ALMS in 2009 and rewarded prototype and GT teams that demonstrated the best overall performance, fuel efficiency and least environmental impact throughout the length of a race. That sort of thinking will also be part of Brabham Automotive’s future.

“Brabham has always been about pioneering thinking,” he adds. “Twenty-plus years ago I was part of Energy-Efficient Motorsport, trying to make change. Not many people were doing it and not many people were listening at the time.

“A lot of it will come down to the regulations on what power source is used. All the series in the future must adapt and change to these modern technologies that are about sustainability, and rightfully so.





Another milestone came when
BT63 took GT2 victory at Misano

It needs to, not just for survival but to push and advance the technology that will help the everyday user. Motorsport always pushes technology forward. It's fantastic to see where that's all headed."

The issue for Brabham Automotive as a fledgling company is that there are so many possible avenues. Electric power, hydrogen, synthetic fuels, hybrids could all be viable routes. "The biggest challenge is to know where to put your resources — what is actually going to work," confirms Brabham. "I've heard certain manufacturers say they're going electric and then the realisation is actually maybe electric might be part of the solution but it's not *all* of the solution. You're going to have different options and each option requires a significant amount of investment. There are lots of channels you have to think about and invest in.

"For a company like Brabham Automotive wanting to go to that next step there are a lot of big decisions to be made. It may be a good thing for us to not be in that position yet to commit to those sorts of programmes until it settles a bit, but that will be a decision for the directors of Brabham Automotive."

Thanks to various global circumstances, the future is as uncertain as ever, but what Brabham Automotive has achieved already is making sure that this famous name will play a part of that future. Hill's 1992 Hungarian GP struggle is no longer the last chapter in the story of Brabham as a constructor.

"When I look back at what was achieved in the 1960s, dominating the customer racing side of things and winning Formula 1 world championships, it was a big name and it laid the foundations for the future," says David, who picks out the 1983 BT52 as the F1 Brabham he'd most like to drive. "It's still mindboggling when you look at how much success they had.

"After having nothing 10 to 15 years ago, there's a lot going on now, which is great for the Brabham brand. It's been quite challenging but we're still there and we're pushing." ❄



Go to the Autosport Podcast to
hear more from David Brabham
[autosport.com/podcast](https://www.autosport.com/podcast)

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Stefano Modena and
Brabham with their
1990 F1 BT59s

COULD BRABHAM EVER RETURN TO F1?

Ron Tauranac may have thought that Formula 1 was a distraction from the customer side of the Motor Racing Developments business, but Brabham's success at the pinnacle of the sport was considerable. It is still eighth on the list of all-time world championship race wins, having only been overtaken by Renault/Alpine at the 2021 Hungarian GP.

David Brabham, who started 24 F1 races for Brabham and Simtek, doesn't rule out a Brabham return but believes such a project will look very different to the team that first appeared with Lotus chassis in 1962 or the Middlebridge squad that closed 30 years later.

"It's close to our hearts and we want F1 to be a success and still be the pinnacle and leader in technology," says Brabham. "There's a lot of change going on — the fans have got a lot more engaged content now of what's going on, the F1 paddock has opened up. The Netflix scenario has opened up a whole new audience and there are new regulations coming in 2026, synthetic fuels are going to become more prominent.

"I love watching F1 and it is still very healthy, although it's pretty much a closed shop. For any new team coming in it's probably near-impossible. I could be wrong but I think the barriers are quite high unless you are a major manufacturer. But it sounds like the big manufacturers aren't really interested in doing something themselves, they want to do it with established teams, which will probably make it even harder for new teams to come in."

**"THE BARRIERS ARE
QUITE HIGH UNLESS
YOU ARE A MAJOR
MANUFACTURER"**

There could, however, be another way in: "I'd still love to see Brabham back in F1. I can't tell you how many people have approached us, saying, 'We're going to buy a team and we want a brand so we want to talk to you.' You get really excited and then you start diving in to see how it could work and then the project would fail because the money didn't turn up.

"The long-term dream would be to win Le Mans with a Brabham car and to see Brabham back in F1, but that won't be through Brabham Automotive, that would be a separate brand activation."

RACE CENTRE

FORMULA E SEOUL

Vandoorne shows enough Seoul to take the title

Mitch Evans won the first race but in the end he could not prevent the Mercedes ace from taking the Formula E crown

JAKE BOXALL-LEGGE

PHOTOGRAPHY  **motorsport**
IMAGES

In a Formula E round preceded by a Pikachu parade, it was fitting that Saturday's race was preceded by a clap of thunder that sonorously carved its way through Seoul's Sports Complex. While Mitch Evans was surely hoping that the pack of Pokemon mascots would be a harbinger of a shock result in South Korea, nothing could steal Stoffel Vandoorne's thunder. Ultimately, the Belgian flew back to his home in Monaco as a worthy world champion, his consistency and near ever-presence in the points through the year underpinning a successful campaign.

The 36-point buffer he held over Evans heading into the final round of the 2022 season proved to be a sufficient float. It put the onus on the Kiwi to win at least one of the two races in Seoul and hope for a collapse of catastrophic proportions for Vandoorne and Mercedes. To require that from one of Formula E's most consistent driver and team combinations underlines the

uphill challenge Evans had on his plate.

Pole on Saturday would have made things easier, and Evans' case was helped by a mid-qualifying downpour that masked the relative lack of pace that Jaguar had shown in the dry. Drizzle permeated the running during Group A, and very nearly caught Vandoorne out; it emerged that the strongest strategy was to continue lapping on the first set of tyres, rather than conduct the usual change halfway through the 12-minute session. Vandoorne and Mercedes decided to twist and could count themselves lucky nobody was able to chisel him out of fourth.

Evans, however, was even more on the ropes. His best lap time, which had booked him a spot in the duels, was erroneously deleted as he was investigated under the minimum pitstop time rule. But it was reinstated as it did not apply to the midsession red flag produced by a luckless Alexander Sims. Both title contenders progressed into the quarter-finals; Evans beat



Vandoorne savours the moment after becoming the second Mercedes driver to take the FE title

STALEY

Edoardo Mortara to get into the semis, but Vandoorne was dispatched by Pascal Wehrlein.

As the rain intensified, Evans had a semi-final with Lucas di Grassi to contend with. The Venturi driver prevailed to tie up a battle for pole with Oliver Rowland, who was imperious in the wet and had obliterated Wehrlein's hopes of a front-row start by 1.6 seconds. The Mahindra driver proved too powerful in the

“I was surprised to see how easy it was for me at the beginning to go a lot quicker than the others”

final, and thus scooped the plaudits as he secured his and the team's first pole of the year.

Aware that he had little to lose, Evans started proceedings on Saturday with an “attacking mindset”. Rowland was easy meat off the line, as the Briton's pole position grid slot had been more saturated with the afternoon rain and thus yielded little grip at the start. Di Grassi and Evans thus outflanked him into the first corner. Although ready to settle in behind di Grassi and mount an assault later on, Evans spied an opportunity into the next corner as di Grassi loosened his defence. The Kiwi pulled to the inside line, wrested the lead away from the Brazilian driver, and hastened his efforts to build a buffer.

But that would have to wait, as chaos was about to unfold at the Turn 20-21 double-right hander. Norman Nato, standing in for the injured Sam Bird, misjudged his braking in the wet and slid into the wall. Sebastien Buemi and Dan Ticktum did the

same, while Nyck de Vries followed them in and his Mercedes dug underneath Buemi's Nissan machinery. Thankfully, the halo kept de Vries protected, as Andre Lotterer, Oliver Turvey and Oliver Askew were also claimed in the incident. “Without the halo, I would have been even smaller than I am,” de Vries quipped after the race.

After around 40 minutes of clean-up, Evans began to rebuild his lead in earnest. He streaked away from Rowland on the restart (the Yorkshireman had repassed di Grassi in the stadium prior to the red flag). The key part was to cover off Rowland's attack mode activations, and Evans gave himself enough leeway to retain the lead after taking his own hits of 250kW power. It was hard to see the New Zealander's win as anything but routine, as Rowland had elected to settle in and bring Mahindra a tasty haul of points amid a difficult year at the Indian squad, and di Grassi did the same to boost Venturi's aspirations of securing the teams' title.

It helped that a drying line began to form as the afternoon precipitation had retreated east. Even if Rowland and di Grassi could take the fight to Evans, going off-line to mount a pass would have been a risky strategy. Thus, Evans was able to extend his lead to nearly 2s by half-distance, and looked good value to more than double that by the end.

But a slight slip at Turn 22 four laps from the finish, having been distracted by a pitting Antonio Giovinazzi ahead, gave Evans a minor scare. He lost a little over a second to the chasing Rowland but managed to gather himself for the business end of the race. But if Rowland had a glimmer of hope in chasing Evans for an unlikely win, it was promptly dashed as his team-mate Sims hit the wall in the stadium. It was Sims' third trip of the day into the fence and he was at a loss to explain his barrier-bothering antics, feeling that the inexplicable nature of his crashes summed up his reservations about Formula E.

Regardless, Sims' crash brought out an initial full course yellow >>

period, before the safety car took over at the front to see out the race. Victory belonged to Evans, shrinking his deficit behind Vandoorne in the standings to 21 points as his rival finished fifth. It meant that Evans needed a Rome repeat of back-to-back wins, and hope that his rival could not finish any higher than ninth.

Presumably, Jaguar was indulging in a collective rain dance to lure more precipitation into proceedings. Instead, Sunday remained dry despite the forecasts, and that's where the odds on Evans' unlikely title bid became longer.

Vandoorne suffered no repeat of his Saturday qualifying anxieties and placed second in Group A, beaten by an excellent Mortara, who was looking to end the inauspicious run that had claimed his own title charge. Evans, meanwhile, could not

“This year I didn’t want to leave anything on the table, nothing... And that’s what I did all season”

unlock the requisite pace in the dry and could only finish seventh in the second group. He needed a lot more than luck to have any chance of beating Vandoorne to the crown.

Mortara, meanwhile, looked to be back to his swaggering best. He saw off a surprise challenge from Dan Ticktum in the quarter-finals and then cleared Vandoorne in his path to the final. There, he faced up against Antonio Felix da Costa, resulting in a closely fought tete-a-tete where the two matched each other blow-for-blow in the first two sectors. But Mortara's slight twitch of oversteer showed da Costa a crack in his countenance, and thus yielded pole for the DS Techeetah driver. In a coincidental piece of symmetry, it meant that the Portuguese driver bookended the Gen2 era with poles in its first and last races.

Da Costa covered off Mortara at the start, which threatened a second successive first-lap pile-up: di Grassi was hit side-on by Maximilian Guenther heading into Turn 1, which produced significant congestion among the cars behind. But this time everyone inexplicably made it through the corner, although it dealt multiple cars with terminal damage – including Saturday polesitter Rowland. Ticktum was also damaged despite the Briton getting into sixth place at the start, denying NIO 333 a rare day in the sun.

Da Costa's early pace was lacking compared to the cars behind, and at this juncture Mortara smelled blood. The Swiss driver shadowed the leader on the second lap and, heading into the tight Turn 22 after the long straight along Olympic-ro, dived down the inside of da Costa and came up for air with the lead. Jake Dennis, who had started third alongside Vandoorne, having been beaten by 2019-20 champion da Costa in their qualifying semi-final, proved ever the opportunist and followed Mortara through.

The Andretti driver attempted to cling on to the Venturi's



Mortara was on form in race two and signed off with fourth win of 2022



Evans did all he could and won the damp opening race

coattails, but Mortara was far too quick in free air and he began to build a healthy lead. “I was actually pretty surprised to see how easy it was for me at the beginning of the race to go quite a lot quicker than the others,” Mortara explained afterwards, citing strong battery and energy management behind his seemingly effortless lead. The gap was approaching three seconds in Mortara's favour, before Guenther pulled over on lap 15 with broken steering and prompted the arrival of the safety car.

Recovering the stranded Nissan took the marshals some time, and thus produced an extra six minutes and 45 seconds of racing under Formula E's added time rule. Regardless, it cut away some of the necessity to save energy and tyres, meaning that the closing stages would be largely flat-out. Mortara once again opened up his lead as racing resumed, and Dennis was unable to go with him and that brought da Costa back into the frame. Attempting to clear the Nuneaton-born driver around the outside at Turn 22 after the lap 19 restart, da Costa received the Andretti's nose down the inside and was turned into a light touch with the wall. Dennis was hit with a five-second penalty, which helped Mortara's efforts considerably.

With da Costa sent to the back of the field, Vandoorne was sitting in third but was not about to risk dicing with Dennis, particularly as Evans had only got up to seventh after starting 13th and was struggling to clear Jean-Eric Vergne. Mortara was thus left untouched, streaking to his fourth win of the year to close out the season on a high. Dennis ate into some of his lead to rescue a podium as he'd extended the gap to fourth-placed Robin Frijns, but Vandoorne was promoted to second at the flag and was granted the chance to drink in his championship win on the rostrum.

“After last year, I had that down moment in London that took me out of the championship. This year I turned up and I didn't want to leave anything on the table, nothing,” Vandoorne reflected after the race, hiding his elation in his own imitable style. “And that's what I did all season, gave it my all, controlled it when I had to control. Only one victory but you know, the consistency we showed this year, I think it's been impressive.”

“We had a beautiful story this season with four of us [in the fight], then that got cut down to three, and then today the final two, myself and Mitch [Evans]. So yeah, it's been an incredible journey and an emotional one.”

When a driver produces that level of consistency on their side, particularly in a championship as random as Formula E, one can only be impressed. Vandoorne proved a worthy champion and, indeed, revealed he would celebrate with “multiple drinks” with the Mercedes team in the manufacturer's last race as it retained the teams' title.

No doubt the Monday hangover was heavy, but, on Sunday night, the new champion was the life and Seoul of the party. ❦

IN THE HEADLINES

ROWLAND RUES POLE

Oliver Rowland suggested a victory could have been on the cards in race one, but a “slippery” grid slot cost him at the start. “I think maybe the best strategy would be to qualify second or third and maybe have a slightly better start without the slippery bit,” he proffered, particularly as overtaking proved tricky on the drying Seoul circuit.

SIMS BOWS OUT ON A LOW

Alexander Sims' Formula E swansong proved to be a tough weekend and, after taking a 60-place grid penalty for a new set of powertrain components on Sunday, finished his final race in 12th. He felt that his weekend underlined why he was leaving the championship: “When I'm knackered at 10am on a Sunday and still have stints where I feel like I'd barely make a mistake at all – that's how I like to perform and I just don't feel like I do that often in Formula E.”

DENNIS STARS DESPITE PENALTY

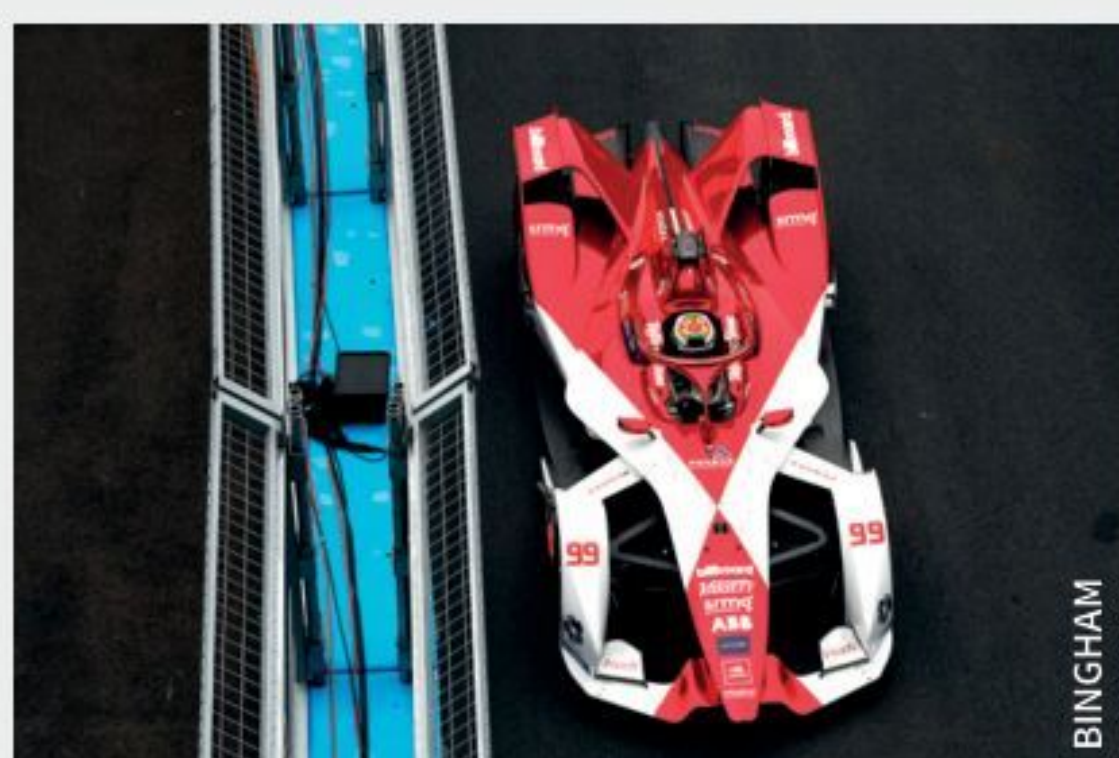
Jake Dennis contended that he did not deserve his race-two penalty for contact with Antonio Felix da Costa, and explained that he needed to drive like he was in qualifying to build enough of a gap to rescue third place in the finale. “The pace at the end in the last 10 laps was quite literally like 10 qualifying laps,” he said. “I felt I delivered some of my best driving of the year.”

MILESTONES FOR DI GRASSI

Lucas di Grassi enjoyed a milestone weekend, scoring his 1000th Formula E point with third in race one and lining up for his – and FE's – 100th race on Sunday. The latter was less fortunate, and the Brazilian signed off at Venturi with 11th after suffering a puncture in the Turn 1 melange.

FENESTRAZ IN FOR GIOVINAZZI

Antonio Giovinazzi was ruled out of the final race of the season after sustaining a hand injury from contact with Antonio Felix da Costa, with Jaguar reserve Sacha Fenestraz (below) taking over at Dragon for Sunday's race. The French driver, currently third in Super Formula, acquitted himself well and finished 16th on his series debut.



RESULTS ROUND 10/10, SEOUL (KOR), 13-14 AUGUST, RACE 1 (30 LAPS – 49.090 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	Mitch Evans (NZL)	Jaguar Racing / Jaguar I-TYPE 5	1h29m55.478s
2	Oliver Rowland (GBR)	Mahindra Racing / Mahindra M7Electro	+0.820s
3	Lucas di Grassi (BRA)	Venturi Racing / Mercedes EQ Silver Arrow 02	+1.393s
4	Jake Dennis (GBR)	Andretti / BMW iFE.21	+1.902s
5	Stoffel Vandoorne (BEL)	Mercedes / Mercedes EQ Silver Arrow 02	+2.470s
6	Jean-Eric Vergne (FRA)	DS Techeetah / DS E-Tense FE21	+3.957s
7	Pascal Wehrlein (DEU)	Porsche / Porsche 99X Electric	+4.149s
8	Robin Frijns (NLD)	Envision Racing / Audi e-tron FE07	+4.508s
9	Antonio Felix da Costa (PRT)	DS Techeetah / DS E-Tense FE21	+4.970s
10	Nick Cassidy (NZL)	Envision Racing / Audi e-tron FE07	+5.325s
11	Maximilian Guenther (DEU)	Nissan e.dams / Nissan IM03	+5.610s
12	Sergio Sette Camara (BRA)	Dragon Penske Autosport / Penske EV-5	+6.121s
13	Norman Nato (FRA)	Jaguar Racing / Jaguar I-TYPE 5	+57.545s
R	Alexander Sims (GBR)	Mahindra Racing / Mahindra M7Electro	26 laps-accident
R	Antonio Giovinazzi (ITA)	Dragon Penske Autosport / Penske EV-5	24 laps-withdrawn/injury
R	Edoardo Mortara (CHE)	Venturi Racing / Mercedes EQ Silver Arrow 02	20 laps-puncture
R	Sebastien Buemi (CHE)	Nissan e.dams / Nissan IM03	0 laps-accident
R	Dan Ticktum (GBR)	NIO 333 / NIO 333 001	0 laps-accident
R	Nyck de Vries (NLD)	Mercedes / Mercedes EQ Silver Arrow 02	0 laps-accident
R	Oliver Turvey (GBR)	NIO 333 / NIO 333 001	0 laps-accident
R	Andre Lotterer (DEU)	Porsche / Porsche 99X Electric	0 laps-accident
R	Oliver Askew (USA)	Andretti / BMW iFE.21	0 laps-accident

Winner's average speed 32.753mph. **Fastest lap** Dennis 1m25.497s, 68.575mph.

QUALIFYING 1 Rowland 1m35.406s; 2 di Grassi 1m36.029s; 3 Evans 1m35.884s; 4 Wehrlein 1m36.517s; 5 Dennis 1m32.424s; 6 Mortara 1m32.442s; 7 Vandoorne 1m35.401s; 8 Sette Camara; 9 Vergne 1m30.811s; 10 Buemi 1m22.732s; 11 Nato 1m30.943s; 12 da Costa 1m22.793s; 13 Ticktum 1m31.577s; 14 Giovinazzi 1m22.837s; 15 de Vries 1m31.704s; 16 Frijns 1m23.057s; 17 Guenther 1m31.840s; 18 Turvey 1m23.214s; 19 Cassidy 1m32.387s; 20 Lotterer 1m23.331s; 21 Sims 1m33.592s; 22 Askew 1m50.546s.

RACE 2 (34 LAPS – 55.604 MILES)

1 Mortara 53m31.680s; 2 Vandoorne +3.756s; 3 Dennis +6.649s; 4 Frijns +7.021s; 5 Askew +7.850s; 6 Vergne +9.471s; 7 Evans +10.243s; 8 Cassidy +14.208s; 9 Buemi +16.629s; 10 da Costa +22.226s; 11 di Grassi +24.546s; 12 Sims +26.513s; 13 Sette Camara +27.813s; 14 Nato +31.526s; 15 Turvey +31.565s; 16 Sacha Fenestraz +36.270s; R Guenther 12 laps-accident damage; R de Vries 7 laps-accident damage; R Wehrlein 6 laps-accident; R Ticktum 2 laps-accident damage; R Lotterer 0 laps-accident damage; R Rowland 0 laps-accident damage.

Winner's average speed 62.327mph. **Fastest lap** Cassidy 1m22.401s, 71.152mph.

QUALIFYING 1 da Costa 1m21.078s; 2 Mortara 1m21.342s; 3 Dennis 1m21.050s; 4 Vandoorne 1m21.069s; 5 Frijns 1m21.194s; 6 di Grassi 1m21.209s; 7 Ticktum 1m21.611s; 8 Vergne 1m22.642s; 9 Guenther 1m21.825s; 10 Sette Camara 1m21.989s; 11 Askew 1m21.877s; 12 de Vries 1m22.148s; 13 Evans 1m22.094s; 14 Cassidy 1m22.232s; 15 Wehrlein 1m22.114s; 16 Nato 1m22.286s; 17 Lotterer 1m22.254s; 18 Rowland 1m22.323s; 19 Buemi 1m22.299s; 20 Turvey 1m22.363s; 21 Fenestraz 1m23.432s; 22 Sims 1m23.079s.

CHAMPIONSHIP 1 Vandoorne 213; 2 Evans 180; 3 Mortara 169; 4 Vergne 144; 5 di Grassi 126; 6 Dennis 126; 7 Frijns 126; 8 da Costa 122; 9 de Vries 106; 10 Wehrlein 71.

NEXT REPORT

SEASON REVIEW
8 SEPTEMBER ISSUE



Turkington (500) and Hill ran side by side for most of opening lap of race two

BTCC SNETTERTON

Turkington and BMW turn up the heat

The sweltering conditions at Snetterton favoured the four-time champion and his rear-wheel-drive machine, and he delivered a double win

MARCUS SIMMONS

PHOTOGRAPHY JEP  **motorsport**
IMAGES

Colin Turkington made the very valid point previous time out at Knockhill that, at last, his West Surrey Racing team had arrived at a British Touring Car Championship venue that should favour their BMW 330e M Sports and actually did. Oulton Park? No. Croft? No. Both traditionally Bimmer fodder, but not so these days, thanks to series organiser TOCA's quest to rid those pesky proper rear-wheel-drive racing cars of any benefit derived from the siting of their driven axle.

Turkington didn't win at Knockhill as team-mate Jake Hill played the starring role, but he did move to the top of the points table. Two weeks on from Scotland came

a heatwave at Snetterton and, like at Knockhill, the BMWs were unstoppable, the disadvantage of their tardiness to switch on their front tyres negated, the benefit of their front-wheel-drive rivals in the same area seriously compromised because their front rubber would fall off the nearest cliff (if you can find one in Norfolk). Turkington dominated, beating Hill to pole and leading his young whippersnapper team-mate to a 1-2 in the opening two races.

It's hard to see where might favour those BMWs over the final three rounds – Thruxton, Silverstone, a possibly wet Brands GP – but after two successive events of near-invincibility Turkington has propelled himself into a 15-point lead

in the standings, with Hill up to third.

As at Knockhill, there was one brilliantly driven front-wheel-drive interloper as the budding fly in the BMW ointment. North of the border it had been Ash Sutton, on stunning form in his Motorbase Performance-run Ford Focus to rob Hill of victory in the second race; in East Anglia it was Tom Ingram, who somehow has kept himself in between Turkington and Hill in the points, with upcoming events that will likely play more into the hands of Excelr8 Motorsport and its Hyundai i30 N.

Ingram divvied up free practice honours with Hill at Snetterton, both some way clear, and plonked his Hyundai into fourth in qualifying behind the WSR BMW trio of



“The car’s felt fantastic since FP1. We’ve been lucky... that normally means you can just tweak”

Turkington, Hill and Stephen Jelley. That was impressive; so also was the attitude of his car out on track. Counterintuitively, while the gleeful BMW pilots were revelling in getting heat into their front tyres in the scorching conditions – track temperature was in the high thirties – the front-wheel-drive brigade struggled to do the same in their rears. Look at Gordon Shedden, honing his skills for what could be a lucrative post-BTCC career as a stunt driver; and there’s Rory Butcher, normally silky smooth but apparently practising for an Andros Trophy campaign. Ingram, though, has an exquisite ability to be insanely late on the brakes and still hit the apex with pinpoint precision with the inside front, regardless of what his normally lively rear end is doing, and that Hyundai looked very well engineered. “The car’s felt fantastic since FP1,” smiled a happy Ingram. “We’ve been lucky it felt good, because that normally means you can just tweak.”

Up front, Turkington wasn’t confident of fighting for pole, based not only on free practice pace but also on the fact that, as championship leader, he had no access to >>

PLATO SPRINGS FORWARD AS COOK TOILS



While Colin Turkington was feted for his 500th BTCC start at Snetterton, in the same race Jason Plato notched up his own landmark: 650 on the track where he scored his breakthrough win in 1997 with the Williams Renault Laguna team.

And, blimey, the old dog’s still got the fire in him. It’s been well documented recently that BTC Racing is struggling for straightline speed since the switch for 2022 to the new M-Sport-supplied TOCA engine, but Plato managed to qualify his Honda Civic Type R in sixth position, kept in the frame through the first two races, and chased Ash Sutton home for second place in the final outing of the day.

Knowing that the Honda’s strength lies in cornering ability, Plato, according to BTC boss Danny Buxton, was “purposely holding back [from the BMWs in front] to get pace through the corners” in the first two races. That worked a treat in the opener, in which he finished sixth, and he held that position in race two before a mistake let Ricky Collard’s Toyota past.

But that promoted Plato to third on the grid for the curtain-closer, and he followed Sutton past Dan Rowbottom on the first lap

to grab second place. He pursued Sutton early on, bidding for that elusive 98th BTCC win, before then switching his attentions to his mirrors, in which lurked Collard and Tom Ingram. “We’ve worked really hard this weekend,” beamed the 54-year-old. “I started to chip into Ash and just reel him in over the first four laps, but I was using everything in my tyres and I thought, ‘Well, there’s a bit of a gap behind, let’s just see what happens’. And then I had to stop deploying hybrid because I didn’t have all the laps, and as soon as I did that: whooph, he’s gone. When they started to reel me in I turned the volume down a bit just to look after the tyres – if I needed to, I could turn the wick up a little bit.”

BTC has burned the midnight oil working on engine installation as well as further refining its chassis, and that could have kept Josh Cook in title contention, but another disastrous weekend has almost certainly dropped him out of the frame.

The West Countryman was 0.001s up on Plato’s sector one time in qualifying when, bizarrely, there was a simultaneous and unrelated failure of hybrid and throttle body, putting him a dismal 22nd on the grid. Cook made up eight places on the opening lap on Sunday, but almost immediately suffered engine issues in each of the first two races. “He was basically in limp-home mode,” grimaced Buxton. “They were dropping him a second, two seconds a lap. Josh is driving with an arm and a leg tied behind his back.”

Cook, who had a new engine installed during the previous round at Knockhill, had scored only one point for 15th in race two before the final 12-lapper, when he at least raced to 11th, in Rowbottom’s wheeltracks at the flag.



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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Ingram's chase of Collard ended in post-race controversy

hybrid in qualifying, while Hill had 4.5 seconds of deployment (Ingram had 1.5s, making his performance all the more impressive). But, on the second runs, he got a nice slipstream from Jelley to propel himself above first-run pacesetter Hill, who ran on his own – until he got all lairy at Coram while passing a Cupra. “Snetterton has been a good place for me over the years,” pondered Turkington, a polewinner at the track for the third successive season. “I really wasn’t expecting to be on pole today given how the car was feeling in free practice. Granted, I didn’t use fresh rubber, but Jake and Stephen [who did get out on new Goodyears] gave me some good info without having to do it myself. We made a significant change and it shifted the balance and unleashed the speed.”

“I’ve been struggling with understeer all year, and we managed to eradicate it. That’s positive, but the temperatures are so high it’s important to do the lap at the right time – the timing of it is critical. The set-up we ran in qualifying I don’t think we can run in the race – we need to do 12 laps, not two!”

Well, clearly Turkington and engineer John Waterman nailed it for the races, for which a post-qualifying decision had elevated Ingram to third on the grid. On the opening runs, Turkington and Jelley had been on build-laps when they had to check up to avoid Tom Chilton, who dived for the

pits, and in doing so Jelley inadvertently baulked Dan Cammish. The Leicester man’s penalty – one position to demote him to fourth – left WSR nonplussed along with pretty much everyone else except Ingram and Exce1r8. “Would I like to see him penalised?” posed Cammish. “Not really – the only person it helps is Tom Ingram...”

And then Ingram took the fight to Turkington and Hill for as long as it was physically possible to with front-wheel drive. It helped that the opening race was punctuated by two safety cars, but he was clearly struggling to keep up and in the middle period between the cautions he received a hefty whack up the rear at the Oggies right-hander from the Ciceley Motorsport BMW of Adam Morgan, who got ahead of Jelley in a frantic first-lap battle and at last was having a clear Sunday after his woeful fortunes from recent events.

Morgan wasn’t such a threat over the final stint of three laps to the chequered flag, which was just as well because Ingram was leaking over a second per lap to the leading duo (“And I was deploying hybrid, and I might have had a couple of sneaky track limits to keep ahead of Adam...”). Similarly, Hill got close enough to look a serious threat to Turkington in that middle portion, before the four-time champion settled to finish 1.098s in front. “Colin drove brilliantly,”

“I’ve been struggling with understeer all year, and we managed to eradicate it”

nodded Hill approvingly. “I think his car was just amazing whenever the restarts happened – he gapped us each time.”

They both drove brilliantly on the opening lap of race two. Hill drew to the outside into the second corner, the Wilson hairpin, and from there until the esses – almost two miles later – he and Turkington were side by side. It was epic, respectful racing between two team-mates who have put aside their dramas from the opening round at Donington and are racing for the common good of the team, with only minor contact as they headed onto the back straight. And here was the clincher, because that gave the chasing Ingram momentum to close up and push Turkington, the cheeky NASCAR bumpdraft giving the championship leader the decisive surge to get in front.

“I wish he’d picked my side!” quipped Hill. “I was very grateful for that – it put us into the lead,” shrugged an almost-sheepish Turkington. There was one mid-race safety car this time, and again Hill came back, but Turkington, allowed only two laps of hybrid deployment in each of the first two races, stayed canny on strategy and a boost on the final lap gave him a 1.287s winning margin. The hot conditions also helped Turkington fend off an attack. “The problem is, when you’re tucked up behind you lose out on charge temperature and engine temperature – it goes through the roof,” related Hill. “The tow’s not worth much because you lose so much power – the only time you can get closer is using hybrid.”

“It’s a race of strategy, isn’t it?” explained Turkington of his two wins. “I had two laps of hybrid – I used it at the start [on lap >>





Sutton won after
'Dakar Rally' off
in qualifying

two] and had one to use at the end. I knew there was no need to panic when he got onto my rear bumper because I knew how he'd got there. I just had to focus on not making any mistakes."

For the reversed grid, which was Turkington's 500th BTCC start (hence his number change for the weekend), he was drawn in ninth position, with Hill eighth. This time the Kentishman led the way as they picked their way through to a satisfactory 5-6. But up front it was Sutton, relentlessly chiselling himself back into title contention and becoming a winner for the second successive weekend in a Ford he couldn't get to work in qualifying.

The reigning champion qualified 11th, not helped by spinning off at Riches on his final push-lap, and explained: "It was just a general set-up change we made at Knockhill that doesn't suit here, but when it works [as it did in Scotland] you don't want to let it go. We reset overnight and went back towards what we had at the test [at Snett in July, which Sutton topped], we rolled it out for race one and it still wasn't the perfect package."

Here, Sutton had risen to ninth, just missing out in a photo finish for eighth with the Team Dynamics Honda Civic Type R of

"I couldn't believe he left the door open like he did – that's what the fans want to see"

Dan Rowbottom. Further tweaks were made for race two, but an unidentified assailant fired the Fords of Cammish (seventh in race one) and Sutton into each other at Wilson, and Sutton got a further whack up the rear from Josh Cook at Murray's. While Cammish crabbed to the finish outside the points, Sutton "limped home" to ninth (again behind Rowbottom) with the front and rear toe both out of alignment. But despite that, he knew he had a set-up that worked.

In the finale, he appeared to bog down after a decent launch from pole, allowing Rowbottom into the lead. But the Honda seemed to go too hot into Agostini, allowing Sutton the cutback into the lead at Hamilton, and after a brief challenge from Jason Plato (see panel, p41) he was gone. "If we'd had

what we had then in qualifying it would have been a completely different weekend," declared Sutton. "It's on a knife-edge, but it's driveable and it's consistent."

Rowbottom had enjoyed a strong weekend, while team-mate Shedden's went awry with traffic and yellow flags in qualifying and a biff in race two that folded in the exhaust and cooked the engine. Coincidentally, both lost hybrid in the finale and Rowbottom went into freefall to 10th place. Ricky Collard, showing strong form in his Speedworks Toyota, and Ingram moved up to battle for third, and this climaxed on the final lap.

Ingram had just executed a textbook cutback from Agostini into Hamilton but left a chink of light into Oggies, and Collard dived in, barged the Hyundai aside and stole the position back. Clearly a chip off the old block, Collard remarked: "I couldn't believe he left the door open like he did – that's what the fans want to see." Obviously TOCA didn't agree, and after a visit to the dreaded bus he was penalised down to fourth. That made it a triple podium for Ingram, who, in seemingly bidding to become the BTCC's Shakespeare in a hopefully unsuccessful bid to add new words to the English language, described his Snetterton exploits as "a pointsy weekend". Hmm.

Ingram is still well in the mix, as is Sutton, who pointed out: "The BMWs have had a fantastic weekend and Tom had a strong one considering, and that hurt us." But next up is Thruxton: "Last time there we had three thirds and we just didn't have a race car, so going back with what we've got gives us confidence." The message is: yes, Turkington and Hill had a field day at Snetterton, but don't rule out Ingram or Sutton. ❧



Rowbottom briefly led
finale, but couldn't
stay at the front



P58 SUPPORTS REPORT

Jewiss pulls clear in Carrera Cup title race after Snetterton victory

RESULTS ROUND 7/10, SNETTERTON (GBR), 14 AUGUST RACE 1 (15 LAPS – 44.534 MILES)

POS	DRIVER	TEAM / CAR	TIME
1	Colin Turkington (GBR)	West Surrey Racing BMW 330e M Sport	32m10.063s
2	Jake Hill (GBR)	West Surrey Racing BMW 330e M Sport	+1.098s
3	Tom Ingram (GBR)	Excelr8 Motorsport Hyundai i30 N	+3.604s
4	Adam Morgan (GBR)	Ciceley Motorsport BMW 330e M Sport	+4.171s
5	Stephen Jelley (GBR)	West Surrey Racing BMW 330e M Sport	+5.133s
6	Jason Plato (GBR)	BTC Racing Honda Civic Type R	+6.519s
7	Dan Cammish (GBR)	Motorbase Performance Ford Focus ST	+6.975s
8	Dan Rowbottom (GBR)	Team Dynamics Honda Civic Type R	+7.915s
9	Ash Sutton (GBR)	Motorbase Performance Ford Focus ST	+7.945s
10	Gordon Shedden (GBR)	Team Dynamics Honda Civic Type R	+8.037s
11	Ricky Collard (GBR)	Speedworks Motorsport Toyota Corolla GR Sport	+10.850s
12	Dan Lloyd (GBR)	Excelr8 Motorsport Hyundai i30 N	+11.598s
13	Ash Hand (GBR)	Power Maxed Racing Vauxhall Astra	+11.982s
14	Bobby Thompson (GBR)	Team Hard Cupra Leon	+12.221s
15	Rory Butcher (GBR)	Speedworks Motorsport Toyota Corolla GR Sport	+12.362s
16	George Gamble (GBR)	Ciceley Motorsport BMW 330e M Sport	+15.640s
17	Aron Taylor-Smith (IRL)	Team Hard Cupra Leon	+17.521s
18	Ollie Jackson (GBR)	Motorbase Performance Ford Focus ST	+17.763s
19	Josh Cook (GBR)	BTC Racing Honda Civic Type R	+19.608s
20	Dexter Patterson (GBR)	Laser Tools Racing Infiniti Q50	+19.618s
21	Sam Osborne (GBR)	Motorbase Performance Ford Focus ST	+19.719s
22	Jack Butel (GBR)	Excelr8 Motorsport Hyundai i30 N	+20.120s
23	Rick Parfitt (GBR)	Team Hard Infiniti Q50	+24.949s
24	Nicolas Hamilton (GBR)	Team Hard Cupra Leon	+25.401s
25	Will Powell (GBR)	Team Hard Cupra Leon	+25.418s
R	Aiden Moffat (GBR)	Laser Tools Racing Infiniti Q50	9 laps-accident
R	Jade Edwards (GBR)	BTC Racing Honda Civic Type R	8 laps-engine
R	Michael Crees (GBR)	Power Maxed Racing Vauxhall Astra	3 laps-oil pump
R	Tom Chilton (GBR)	Excelr8 Motorsport Hyundai i30 N	0 laps-engine

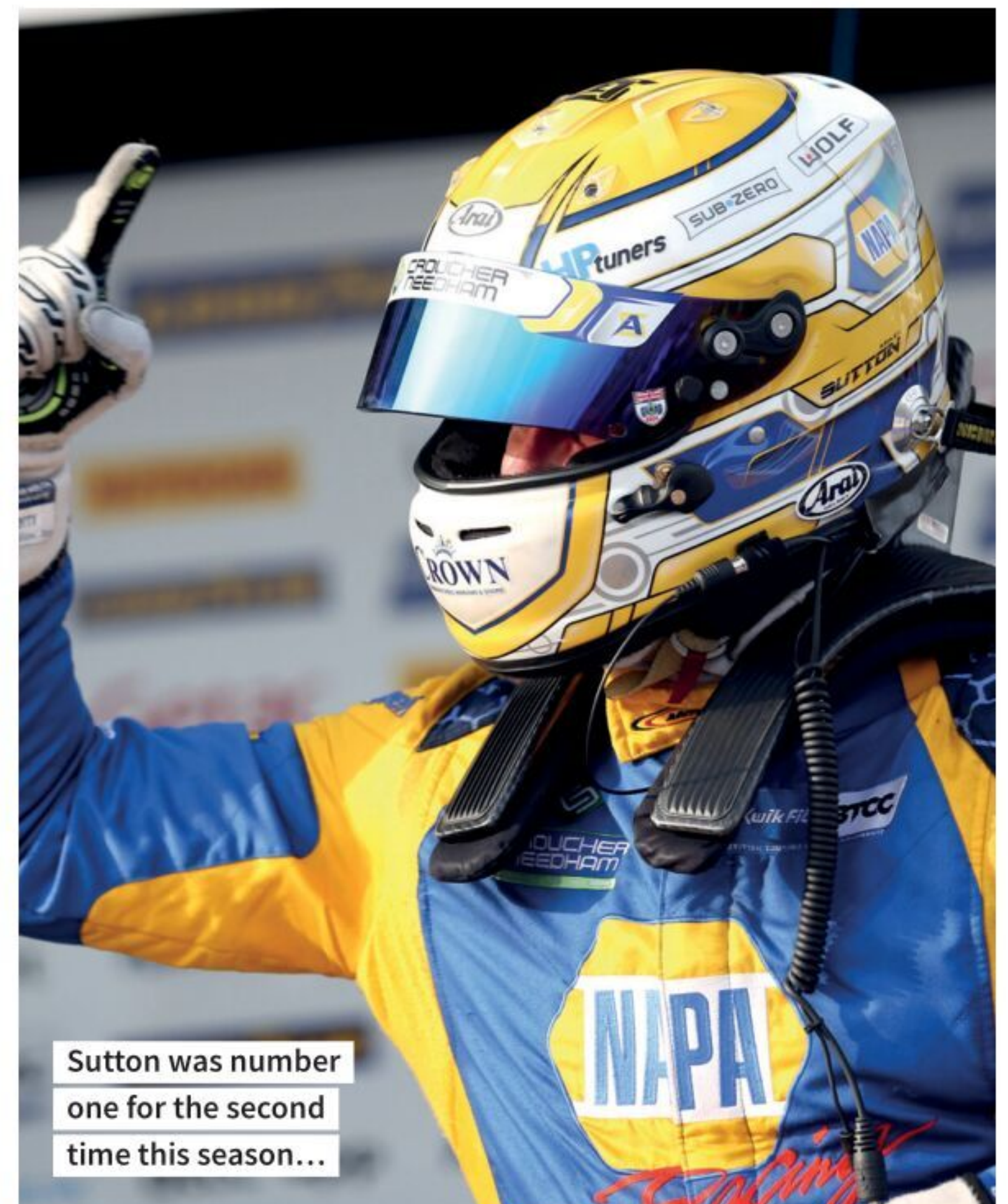
Winner's average speed 83.06mph. **Fastest lap** Turkington 1m57.389s, 91.04mph.

QUALIFYING

1 Turkington 1m55.805s; 2 Hill 1m55.870s; 3 Jelley 1m56.128s; 4 Ingram 1m56.149s; 5 Morgan 1m56.184s; 6 Plato 1m56.208s; 7 Rowbottom 1m56.281s; 8 Cammish 1m56.317s; 9 Chilton 1m56.420s; 10 Collard 1m56.472s; 11 Sutton 1m56.602s; 12 Lloyd 1m56.695s; 13 Thompson 1m56.747s; 14 Shedden 1m56.767s; 15 Gamble 1m56.776s; 16 Taylor-Smith 1m56.836s; 17 Hand 1m56.875s; 18 Crees 1m57.037s; 19 Moffat 1m57.045s; 20 Butel 1m57.190s; 21 Patterson 1m57.249s; 22 Cook 1m57.268s; 23 Osborne 1m57.357s; 24 Edwards 1m57.828s; 25 Jackson 1m57.866s; 26 Butcher 1m58.280s; 27 Hamilton 1m58.303s; 28 Powell 1m59.003s; 29 Parfitt 1m59.339s.



...while it's now 63
wins from 500 starts
for Turkington



Sutton was number
one for the second
time this season...

GRID RACE 2 Decided by result of Race 1.

RACE 2 (14 LAPS – 41.565 MILES)

1 Turkington 29m02.147s; 2 Hill +1.287s; 3 Ingram +4.872s; 4 Morgan +5.919s; 5 Jelley +6.310s; 6 Collard +8.634s; 7 Plato +9.838s; 8 Rowbottom +10.477s; 9 Sutton +10.717s; 10 Hand +14.191s; 11 Lloyd +14.806s; 12 Butcher +15.171s; 13 Jackson +17.088s; 14 Gamble +17.355s; 15 Cook +20.393s; 16 Taylor-Smith +22.623s; 17 Thompson +22.761s; 18 Cammish +23.014s; 19 Butel +23.448s; 20 Osborne +25.044s; 21 Crees +33.686s; 22 Edwards +43.354s; 23 Hamilton +47.161s; R Moffat 8 laps-overheating; R Powell 8 laps-accident damage; R Parfitt 7 laps-engine; R Shedden 4 laps-engine; R Patterson 4 laps-power steering; NS Chilton engine.

Winner's average speed 85.89mph.

Fastest lap Turkington 1m56.218s, 91.96mph.

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

RACE 3 (12 LAPS – 35.627 MILES)

1 Sutton 23m51.491s; 2 Plato +4.556s; 3 Ingram +7.263s; 4 Collard +7.475s; 5 Hill +8.677s; 6 Turkington +9.074s; 7 Butcher +12.094s; 8 Morgan +12.344s; 9 Jackson +15.263s; 10 Rowbottom +15.551s; 11 Cook +15.947s; 12 Lloyd +16.366s; 13 Gamble +16.912s; 14 Thompson +17.356s; 15 Shedden +17.815s; 16 Cammish +18.905s; 17 Moffat +19.626s; 18 Crees +22.221s; 19 Patterson +22.690s; 20 Osborne +24.892s; 21 Jelley +27.961s; 22 Taylor-Smith +34.406s; 23 Edwards +35.511s; 24 Powell +1m45.614s; R Butel 5 laps-overheating; R Hand 4 laps-driveshaft; R Hamilton 0 laps-wheelhub; NS Parfitt engine; NS Chilton engine.

Winner's average speed 89.59mph.

Fastest lap Sutton 1m57.772s, 90.75mph.

CHAMPIONSHIP

1 Turkington 282; 2 Ingram 267; 3 Hill 258; 4 Sutton 257; 5 Cook 210; 6 Butcher 184; 7 Shedden 169; 8 Lloyd 144; 9 Morgan 142; 10 Jelley 129.

NEXT REPORT

THRUXTON 1 SEPTEMBER ISSUE

From Norfolk dustbowl to Hampshire speedbowl.
This is Josh Cook country. Well, normally...

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New cars but Kristoffersson still electrifying

WORLD RALLYCROSS
HELL (NOR)
13-14 AUGUST
ROUND 1/6

Johan Kristoffersson was the undoubted star of the World Rallycross Championship's first era, so it was fitting that he was on top as its new electric story began at Hell in Norway last weekend.

The RX1e machines, all powered by motors from Kreisel Electric, have replaced the Supercars for 2022 but the result looked familiar. Four-time champion Kristoffersson dominated the weekend, apart from a worrying moment at the start of his semi-final.

The Swede's Volkswagen Polo was momentarily left on the line, leaving Kristoffersson with work to do to make it into the all-important final. He battled back to second behind team-mate Ole Christian Veiby to secure himself a midfield starting spot for the finale.

Veiby, semi-final two winner Niclas Gronholm (PWR Racing PWR) and 2019 champion Timmy Hansen (Hansen Peugeot 208) all attempted to lead into the first corner of the decider but all they achieved was allowing Kristoffersson to undercut past them on the exit to move ahead.

Once in the lead, he pulled away to win by 3.7 seconds to become WRX's inaugural electric victor. It was the reigning



champion's 28th series success and his strike rate is now better than one in three.

"It was a very good first weekend for WRX's electric era, and it was great to see so many spectators at the track," said the 33-year-old. "It's been a huge challenge for everybody to get to this point, and all the teams have done an incredible job simply to be here. With everything being so new, there's obviously still a lot of work to do, but it was impressive to see how well the cars ran with so little prior testing and we are learning more about them all the time."

Hansen narrowly took second after a tough scrap with rally driver Veiby, who thus scored a podium on his first WRX start since 2015. Klara Andersson impressed on her first event in the top class, taking fourth just ahead of team-mate Gronholm.

WEEKEND WINNERS

WORLD RALLYCROSS
HELL (NOR)

Johan Kristoffersson
 Kristoffersson Motorsport (VW Polo RX1e)

NASCAR CUP
RICHMOND (USA)

Kevin Harvick
 Stewart-Haas Racing (Ford Mustang)



For full results visit motorsportstats.com

Harvick wins again as last-16 stage edges closer

NASCAR CUP
RICHMOND (USA)
14 AUGUST
ROUND 24/36

After going nearly two years without a victory, Kevin Harvick has now won twice in eight days following his triumph

last Sunday at Richmond Raceway.

Once a late-race round of green-flag pitstops was completed, Harvick's Stewart-Haas Racing Ford cycled back into the lead. First, he fended off a serious challenge from Chris Buescher and then spent the final four of 400 laps hanging on against Christopher Bell, who was on fresher tyres.

Bell's Joe Gibbs Racing Toyota got close but Harvick ultimately edged him by 0.441 seconds to become the first driver to win consecutive races this season. It was the 60th of his career, making Harvick one of just 10 drivers in series history to reach that mark.

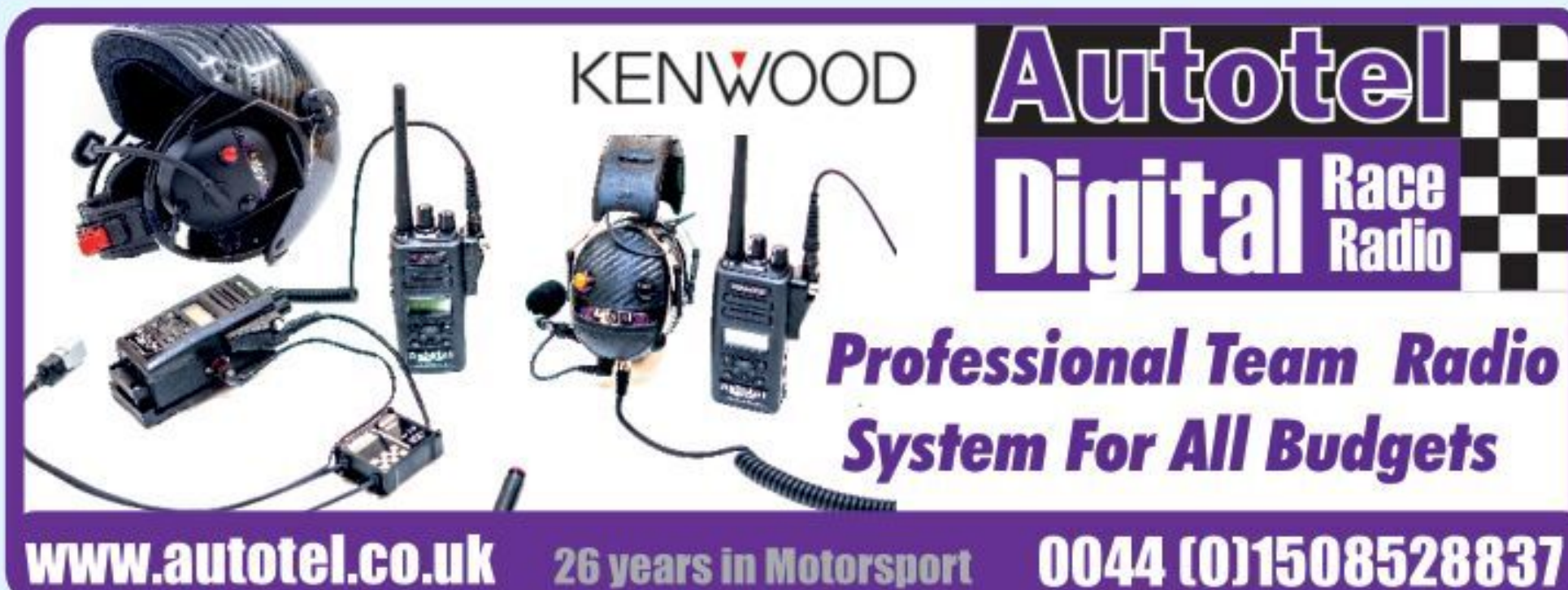
"I made a mistake there a couple laps doing the same thing — I wasn't shifting on the back stretch and I was shifting in the front," Harvick said of his battle with Bell. "There was a lot going on, and I made a couple mistakes, let him get too close."

Buescher ended up third, with Denny Hamlin and Chase Elliott (the leading Chevrolet runner) completing the top five. Just two races remain in the regular season before the 16-driver playoff field is set.

JIM UTTER



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- Provide comprehensive reporting, analysis, and ongoing insights and recommendations to hit and exceed client expectations and KPIs
- Keep up-to-date with new technical and creative developments in digital marketing with awareness of social trends and competitors
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SILVERSTONE CLASSIC Brundle to race Mustang

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Red-hot Mini action

Denning prevails in thrilling second contest at sweltering Snetterton



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Brundle will drive 1965 Ford Mustang, as well as other cars at the event

Brundle Jr to race restored Mustang

SILVERSTONE CLASSIC

World Endurance Championship racer Alex Brundle will return to the Silverstone Classic later this month at the wheel of a restored 1965 Ford Mustang.

The 32-year-old competed at the Classic last year with his father and ex-Formula 1 driver Martin in a Jaguar E-type, but will return to Silverstone alone this year having spent months restoring the American machine with help from Jaguar preparation guru and racer Gary Pearson.

"I was alerted to a gorgeous Candy Blue bodyshell with no rust that was available for sale," said Brundle Jr, who will make the car's debut in the Adrian Flux Trophy for Transatlantic Pre '66 Touring Cars.

"The timing was perfect, too, giving us just enough time to complete its restoration for the Classic at Silverstone, one of the peaks of the classic racing year.

"The Mustang is an absolute beast to drive on the limit. It has a live rear axle, cross-ply tyres and approaching 400 horsepower. It will spin its wheels in third gear! What's more, you can go sideways and still be fast – that's what's really awesome about it.

"Though the Mustang is, on paper, quite a simple car, it's really tricky to get the absolute most out of it. Unlike when you race a modern prototype, you really

feel like you can make a difference. We can move things around, change the set-up, and the feedback you give can revolutionise how the car behaves in a way that's impossible in a high-downforce car. So the development process has been a great pleasure."

Brundle, who added he was "confident of a good result" in the Mustang having spent several days testing, will also race a V6-powered Cologne Capri and a Lola T70 Mk3B at the Classic, which takes place on a new date of 26–28 August.

He will also drive a Jaguar V12 XJR-8 sports car that his father raced in period in a special parade to mark the 40th anniversary of Group C.

BELL HEADLINES GROUP C PARADE

Five-time Le Mans 24 Hours winner Derek Bell will headline the Group C parade, having given the famous Rothmans Porsche 956 its debut in the Group C race at Silverstone in 1982 with Jacky Ickx.

He will drive in the parade behind the wheel of a Porsche 962 he used in 1987.

"It's just amazing to think it was 40 years ago that Group C started at Silverstone," said Bell. "It was the greatest era of sportscar racing and I was just so lucky to be around and available at that time – those amazing cars are what made my career."

IN THE HEADLINES

SHERWOOD IN BRITISH F4

GB4 race winner Jack Sherwood made his British Formula 4 debut at Snetterton last weekend as Chris Dittmann Racing expanded to run two cars in the series for the first time. Sherwood, who drives for Elite Motorsport in GB4, used the outing as an opportunity to evaluate the category for the future and took a best result of ninth place in the Norfolk finale.

HELPING TO COOL OFF

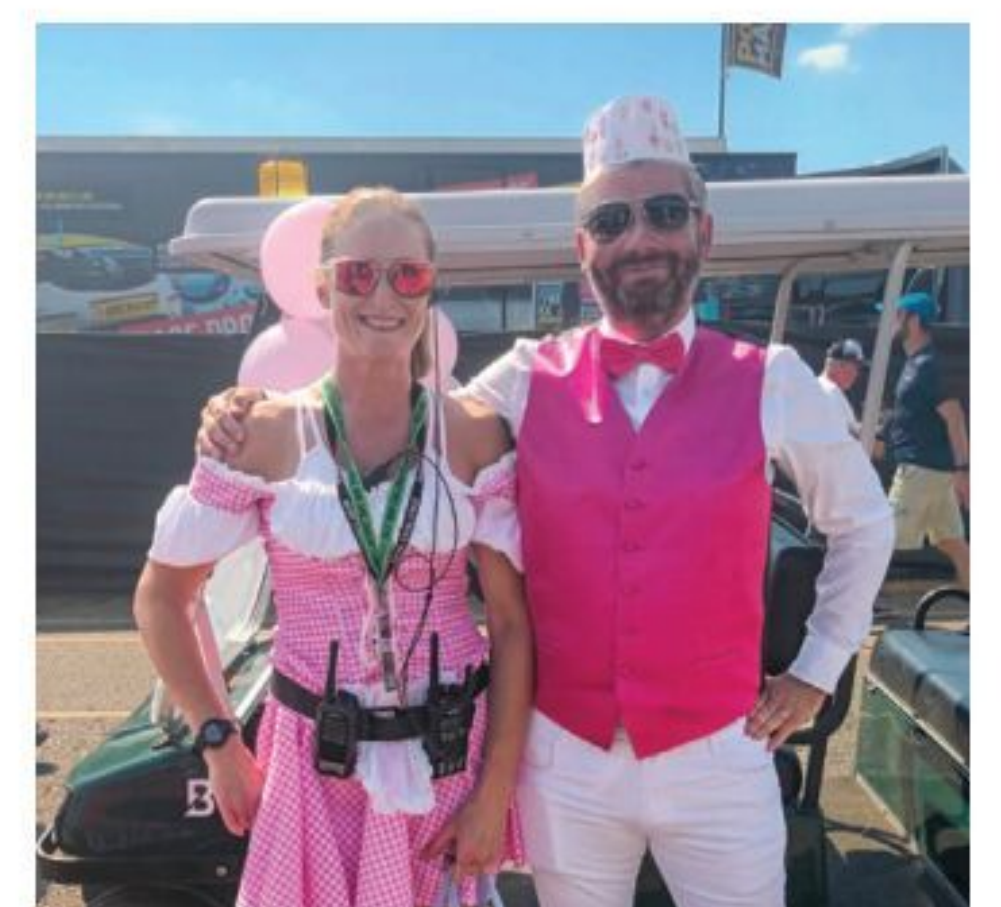
Northern & Super Classic Formula Ford drivers Peter Daly, Lorna Vickers and Neil Hunt did their bit to help marshals battling the heat at the British Racing and Sports Car Club meeting at Anglesey last weekend. The trio bought ice creams for the Orange Army and distributed these during the lunch and tea breaks on Saturday, when the Fun Cup racing continued into the evening. They also delivered bottles of water to show the paddock's appreciation.

SUPPORT FOR MARSHALS

Another club intending to look after the marshals is the 2CV Racing Club. It has launched a scheme for its 24-hour race at Snetterton later this month whereby the volunteers can partner with a team and get to spend time in that crew's garage, meeting the squad and will receive a surprise present. All marshals at the event, including those not involved in the initiative, will receive a goody bag from the club.

RAISING VITAL FUNDS

Mini Challenge promoter Antony Williams and coordinator Rhea Beauchamp were dressed up as ice cream sellers in the heat at Snetterton last weekend (below) as the pair raised money for marshals. They went around the paddock selling ice creams to team personnel and collected over £500 that was donated to the marshals' fund.





GARY HAWKINS

Minardi F1 car stars at Festival Italia

BRANDS HATCH

Star of the traditional Formula 1 demo at last weekend's seventh Brands Hatch Festival Italia was a screaming V10 Ford-engined 1998 Minardi M198.

Driven at the event by James Belton, and in period by Shinji Nakano, it ran alongside Benetton B190 and B192 examples, an Arrows A10 and Kevin Mason's F3000 Honda F1 replica.

A local Ferrari franchise

celebrated the marque's 75th anniversary in the spectator enclosures although, on the circuit, Ferraris were vastly outnumbered this year by Alfa Romeos of different vintages.

Two appearances by the current Alfa Championship were dominated by Scott Austin's supercharged 156. He beat George Osborne's 75 by nearly half a minute in the opener and then, despite some gearbox troubles, Ted Pearson's

MiTo by 2.6s – Pearson having faded to fifth in race one.

British GT racer James Dorlin wiped the floor with the rest of the Classic Alfa Challenge in his Giulia Sprint GT, leaving only two other cars on the same lap. Second man James Margalies was more than 50s behind in his GTV6.

Darren Mills crunched his F355 in qualifying and reduced the Ferrari Formula Classic field to 16, and it was the similar cars of Tristan Simpson and Tim

Walker that dominated. Walker chased but never threatened Simpson in their first race, leaving Tim Mogridge and the rest well behind.

Walker outbraked himself at Druids while giving chase again in race two, seemingly leaving him to settle for the runner-up spot again, but the dominant Simpson car stopped on circuit without warning near the end and his rival inherited the victory.

BRIAN PHILLIPS

Lurani Trophy double for Rossi di Montelera

HISTORICS

It was a Lurani Trophy Formula Junior double for Manfredo Rossi di Montelera (Lotus 22) at last weekend's 49th AvD Oldtimer GP at the Nurburgring.

Roberto Tonetti (Brabham BT6) had the edge at the start of Saturday's opening leg. Once ahead, however,

Rossi's superiority was never in doubt on the Grand Prix circuit. Swiss Philipp Buhofer (ex-works Lotus 27) pressured Tonetti to the chequered flag across both days.

In Masters Racing Legends, Steve Hartley took the win in his McLaren MP4/1 on Saturday, but gearbox issues in race two allowed Marco Werner's

Lotus 87B to take the spoils.

Werner's second win of the weekend came in the first Masters Endurance Legends race in his Lola-Lotus B12/80. Problems in the sequel allowed Yannik Trautwein to win on his series debut with the ex-Dempsey Racing Lola B12/80.

MARCUS PYE

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Daly will drive in the Masters GT4 Challenge races later this month



PORSCHÉ

Daly set to make GT debut in Porsche Cayman 718 GT4

SILVERSTONE CLASSIC

Formula Ford 1600 driver Peter Daly is set to make his GT debut at the Silverstone Classic at the end of this month, contesting the Masters/SRO GT4 Challenge races.

The new grid for the 26-28 August event is open to all current and previously homologated GT4 machines and there will be two 30-minute races for single drivers. British GT race director and British Racing and Sports Car Club chairman Daly is due to drive a Team Parker-run Porsche 718 Cayman GT4 Clubsport in the contests.

Daly, who has twice finished on the

Walter Hayes Trophy podium, has only previously raced a BMW Compact and Mazda MX-5 aside from single-seaters but is looking forward to a new challenge.

"I've always wanted to race a GT car for the experience," he said. "This is my sixth season as race director of British GT and I thought let's give it a go and get a better understanding of what the drivers go through."

"Team Parker are local to me and have got a car that's suitable. I've done 50-60 laps at Donington Park testing and the car is completely different to single-seaters, you have to brake much harder."

STEPHEN LICKORISH

IN THE HEADLINES

IN MEMORY OF ARRAN

Having won the EnduroKa 24 hours at Anglesey earlier this year, Chris Weatherill, Nigel Griffiths and Kristian Rose all returned for the Fun Cup Endurance Into the Night races. Weatherill and Griffiths shared with Scott Parkin, but there was no win as they finished 11th and 12th. The car also sported the name Arran, in memory of Fun Cup boss Paul Rose's son, who passed away last week, himself a former Fun Cup racer.

HANLEY HANDY IN SR1

With Nielsen Racing supremo Sven Thompson making his annual Radical SR1 Cup appearance at Oulton Park, securing ninth and a retirement, he decided to call on a co-driver for the SR1 class in the Radical Challenge enduro. Ben Hanley has been more used to his Nielsen ELMS LMP2 ORECA-Gibson, but stepped into the lesser-powered SR1 to share second in class.

GERMAN FAMILY AFFAIR

Five members of Germany's racing Rettenmaier family competed in the HGPCA field at last weekend's 49th AvD Oldtimer GP meeting at the Nurburgring. Brothers Josef-Otto (Maserati 250F) and Stephan (Maserati 8CTF) were joined by the latter's wife Rebeca (Maserati 8C 3000) and their children Jakob (Alfa F2) and Klara (Cooper-Bristol).

CORVETTE IN ACTION

Multiple saloon race winner Andy Woods-Dean had his first drive last Saturday in a Chevrolet Corvette imported from Scandinavia. The car was built in 2006 for club-level competition in the USA before seeing track action in Norway. The car's cooling fan stopped working on a blazing hot day at Brands Hatch but was fixed for the races. Woods-Dean finished third at the first attempt while running as an invitational entry among the Super Saloons and claimed second in race two (below).



GARY HAWKINS

George Copeland 1942-2022

OBITUARY

Competitors throughout the UK and beyond owe an enormous debt of gratitude to George Copeland, who died last week.

A proud Scot, Copeland served motorsport tirelessly on many levels for more than 50 years, having joined the British Motor Racing Marshals'

Club (which became the British Motorsports Marshals' Club) in 1970 and rose to become a highly proactive vice-president.

From the frontline trackside to becoming national treasurer of the BMMC, he constantly strove to make marshalling safer, and was key to persuading the RAC Motor Sports Association (now

Motorsport UK) to fund training, previously paid for from club resources.

"Without his financial acumen, the club would have gone broke many years ago, and would probably not exist today," said vice-president Chris Hobson.

Autosport sends its condolences to Copeland's friends and family.

MARCUS PYE

TOCA SUPPORTS SNETTERTON 13-14 AUGUST

Jewiss extends title lead with vital victory

PORSCHE CARRERA CUP GB

The Porsche Carrera Cup GB title fight had been supremely close this season but Kiern Jewiss has now extended his advantage to a gargantuan 13 points after winning at Snetterton last weekend.

While he may have started from pole and emerged as the victor, that only tells part of the opening race's story. First off, the Team Parker Racing driver made a slow start and lost the lead to Gus Burton, but did emerge ahead having run three-abreast for second at Riches with Theo Edgerton and Josh Malin.

Jewiss soon started closing on Burton, who was aiming for another win after taking his and Century Motorsport's first Carrera Cup success at Knockhill last time out, and was putting him under pressure when the safety car was called following a dramatic crash for Nigel Rice, who was tipped into a roll by Ian Loggie, the British GT leader making his debut.

When the safety car pitted, Jewiss resumed his attack and his pressure paid off as he took a tighter line through Agostini and snuck ahead at Hamilton. But Jewiss was still not assured of the win as he was given a five-second track-



It took a well executed pass and a successful appeal for Jewiss (I) to defeat Burton

limits penalty, which initially demoted him to fourth. However, a successful appeal from Team Parker revealed insufficient evidence of the errors and he was given the win back.

There were no such problems for Matty Graham in the partially reversed-grid race. Drawn on pole, he banished the memories of his startline crash at Knockhill – an accident he is still suffering a leg injury from – by leading the race throughout.

“It was the first time I’ve ever been injured in an accident – you can feel invincible and the hardest thing was confidence,” admitted the Redline driver, who said he was “overthinking” the starts,

keen to avoid a similar incident.

Richardson Racing stand-in Malin did challenge Graham off the line but then fell behind Edgerton at Wilson. The order then remained that way to the flag, with Jewiss taking fourth.

It was a disappointing weekend for Jewiss's main rivals as Adam Smalley picked up a penalty for passing Will Martin when he ran wide at Brundle behind the safety car in the opener, while a late spin for Martin at Coram meant the pair were classified sixth and seventh and therefore down race two's order.

STEPHEN LICKORISH

Sizzling Snetterton Ginetta Junior races entertain

GINETTA JUNIOR

The Ginetta Juniors were at their brilliant best at Snetterton as series leader Josh Rowledge fought back from a poor qualifying to claim the final victory.

Rowledge lined his R Racing car up 11th and ninth for the first two races, and

had to be patient while others had their moments in the (scorching) sun. In the first race, that proved to be Elite Motorsport's Will Macintyre, who pulled off a brilliant move on Harri Reynolds around the outside of Turn 3 on the final lap, then had to fend off a last-ditch bid by Fox Motorsport's pole winner Liam McNeilly – by 0.042 seconds!

Kanato Le had been turfed out of the lead in that one at the esses by Sonny Smith, who was excluded for his troubles, but the Japanese bounced back in race two to take his Elite car to victory. A penultimate-lap Turn 3 bid on Le sent Macintyre sideways and Reynolds off in avoidance, so it was McNeilly who again claimed second.

Rowledge had been sixth in race one and fifth in the sequel, but he and Macintyre (from 10th on the grid) starred in Sunday's live TV thriller. Rowledge moved in front on lap four when he peeled a gap open at Riches to pass Le. On the seventh tour of nine, Smith passed Rowledge at Riches, then McNeilly moved in front, and then Macintyre – four leaders on one lap!

Finally, Rowledge got back ahead to beat Macintyre. McNeilly's bid at the last corner to deprive Le of third was rather clumsy, let Reynolds through to beat both, and got himself penalised down to sixth.

MARCUS SIMMONS



Rowledge fought back from poor qualifying to win frantic finale

No stopping dominant Dunne

BRITISH F4

Alex Dunne failed to win a race in British Formula 4 at Knockhill but the series dominator returned to form at Snetterton.

The Hitech GP ace took a double pole but did lose out to Georgi Dimitrov at the start of the opener. "After Knockhill, I was a little bit scarred and didn't want to stall again," Dunne admitted after his Scottish struggles.



Dunne has now won nine British F4 races this season

Dunne did not stay second for long, however, as a brilliant move around the outside of Turn 3 netted him the lead and he went on to win from Dimitrov and closest title challenger Oliver Gray.

That race's paltry 3.1-second winning margin was obliterated in the finale when the Irishman maintained his lead at the start and triumphed by just over 10s over Gray, who passed Dimitrov at the Wilson Hairpin, having initially fallen behind.

Joseph Loake, one of the Scottish victors as Dunne suffered, won the reversed-grid middle contest. The JHR driver got a great launch but was boxed in by front-row starters Oliver Stewart and Louis Sharp. Things did then open up for Loake at Wilson with the two in front tangling and running wide, enabling him to dive through, and he stayed ahead to the flag. Dunne was sixth and has therefore extended his lead to 66 points. Normal service is resumed.

STEPHEN LICKORISH

RACE RESULTS

PORSCHE CARRERA CUP GB

Race 1 (20 laps) 1 Kiern Jewiss;

2 Gus Burton +0.468s; 3 Theo Edgerton; 4 Josh Malin; 5 Matthew Graham; 6 Will Martin.

Fastest lap Martin 1m51.186s (96.13mph).

Pole Jewiss. **Starters** 21.

Race 2 (11 laps) 1 Graham; 2 Edgerton +1.521s; 3 Malin; 4 Jewiss; 5 Burton; 6 Martin. **FL** Graham 1m51.859s (95.55mph). **P** Graham. **S** 20.

Points 1 Jewiss 81; 2 Martin 68; 3 Adam Smalley 61; 4 Graham 56; 5 Edgerton 54; 6 Burton 48.

GINETTA JUNIOR

Race 1 (7 laps) 1 Will Macintyre; 2 Liam McNeilly +0.042s; 3 Harri Reynolds; 4 Joe Warhurst; 5 Aqil Alibhai; 6 Josh Rowledge. **FL** Maurice Henry 2m21.266s (75.66mph). **P** McNeilly. **S** 20.

Race 2 (9 laps) 1 Kanato Le; 2 McNeilly +0.473s; 3 Sonny Smith; 4 Warhurst; 5 Rowledge; 6 Henry. **FL** McNeilly 2m20.666s (75.98mph). **P** Henry. **S** 20.

Race 3 (9 laps) 1 Rowledge; 2 Macintyre +1.891s; 3 Reynolds; 4 Smith; 5 Le; 6 McNeilly. **FL** Macintyre 2m20.791s (75.91mph). **P** Le. **S** 20.

Points 1 Rowledge 426; 2 Macintyre 389; 3 Reynolds 334; 4 McNeilly 302; 5 Warhurst 289; 6 Alibhai 278.

BRITISH FORMULA 4

Race 1 (all 11 laps) 1 Alex Dunne; 2 Georgi Dimitrov +3.119s; 3 Oliver Gray; 4 Eduardo Coseteng; 5 Joseph Loake; 6 Daniel Guinchard. **FL** Dunne 1m49.575s (97.54mph). **P** Dunne. **S** 17.

Race 2 1 Loake; 2 Ugo Ugochukwu +1.303s; 3 Guinchard; 4 Louis Sharp; 5 Oliver Stewart; 6 Dunne. **FL** Ugochukwu 1m48.655s (98.37mph). **P** Stewart. **S** 17.

Race 3 1 Dunne; 2 Gray +10.094s; 3 Dimitrov; 4 Coseteng; 5 Stewart; 6 Ugochukwu. **FL** Dunne 1m48.854s (98.19mph). **P** Dunne. **S** 17.

Points 1 Dunne 331; 2 Gray 265; 3 Ugochukwu 202; 4 Sharp 172; 5 Aiden Neate 167; 6 Loake 158.

GINETTA GT4 SUPERCUP

Race 1 (8 laps) 1 James Kellett; 2 Aston Millar +3.017s; 3 Tom Emson; 4 Darren Leung; 5 Wesley Pearce; 6 Colin White. **FL** Kellett 1m53.651s (94.04mph). **P** Kellett. **S** 18.

Race 2 (11 laps) 1 Kellett; 2 Millar +4.169s; 3 Emson; 4 Henry Dawes; 5 Leung; 6 Pearce. **FL** Kellett 1m54.407s (93.42mph). **P** Kellett. **S** 18.

Race 3 (11 laps) 1 Emson; 2 Kellett +2.637s; 3 Leung; 4 Pearce; 5 White; 6 Dawes. **FL** Kellett 1m54.635s (93.23mph). **P** Leung. **S** 18.

Points 1 Kellett 345; 2 Millar 262; 3 Emson 247; 4 Dawes 191; 5 Josh Rattican 90; 6 Reece Somerfield 86.

MINI CHALLENGE

Race 1 (9 laps) 1 Alex Denning; 2 Sam Weller +0.894s; 3 Lewis Brown; 4 Jack Mitchell; 5 Jason Lockwood; 6 Ronan Pearson. **FL** Denning 2m03.034s (86.87mph). **P** Denning. **S** 27.

Race 2 (10 laps) 1 Denning; 2 Lockwood +0.016s; 3 Pearson; 4 Mitchell; 5 Dan Zelos; 6 Weller. **FL** Weller 2m02.325s (87.37mph). **P** Denning. **S** 27.

Race 3 (10 laps) 1 Mitchell; 2 Lockwood +0.926s; 3 Zelos; 4 Jack Davidson; 5 Weller; 6 Joe Tanner. **FL** Weller 2m04.240s (86.02mph). **P** Mitchell. **S** 26.

Points 1 Weller 599; 2 Lockwood 548; 3 Mitchell 494; 4 Pearson 491; 5 Denning 472; 6 Davidson 399.

Kellett's double as Emson stars

GINETTA GT4 SUPERCUP

Eighty-three points. It is an incredibly impressive championship lead to enjoy after just four events but that is the position James Kellett finds himself in after the latest Ginetta GT4 Supercup weekend at Snetterton.

The Century Motorsport driver won the first two races at a canter, although did admit to feeling the pressure from Aston Millar (DTO Motorsport) in the opener. The target was to then take it to 10 wins for the season in the partially reversed-grid finale, but he found an obstacle in the shape of Tom Emson.

The Elite racer brilliantly grabbed the lead on the first lap from Darren Leung,

putting new tyres on the left of his car to give him the grip to run side-by-side through Coram, giving Emson the inside at Murrays. Kellett, having started fifth, was up to second by the end of lap three, 4.6 seconds behind Emson, but was unable to sufficiently close the gap, leaving a delighted Emson to win.

"The first lap was perfect!" he said, adding of his super pass: "The last race I could close up to him through there and I thought, with the new tyres, I would make it stick."

Second was Kellett's worst classified finish but, with closest challenger Millar grinding to a halt with a few laps to go, the lost five points are of little concern.

STEPHEN LICKORISH



Two more wins for Kellett before Emson (l) prevailed

TOCA SUPPORTS SNETTERTON 13-14 AUGUST

Denning beats Lockwood in thrilling photo finish

MINI CHALLENGE

A week after classic Minis put on a thrilling show at the Brands Hatch Mini Festival, their modern counterparts also provided great racing at Snetterton with the second bout ending in a photo finish.

Former Irish Fiesta champion Alex Denning has clearly now got to grips with the JCW machines and continued his good form from Knockhill last time out, where he claimed his maiden series win. He also led throughout the opener in Norfolk but had to work far harder for his win in race two.

Denning's first challenge in the second contest came from his Graves Motorsport team-mate Lewis Brown, who was back at the front after a run of terrible luck in

the opening rounds. Brown got a great start and attempted to pass both Denning and points leader Sam Weller around the outside of Turn 3, but was only able to sneak ahead of Weller. That did not last for long as Weller reclaimed the place around the outside of Brundle before Brown's retaliation at Agostini on the following tour ended in contact and damage for Brown, while Weller superbly saved the slide.

All of this meant Denning was beginning to pull slightly clear up front, his margin at 1.6 seconds. But Weller soon negated that and was diving one way then the other in his attempts to pass at Riches on lap five of 10. Their battling meant Jason Lockwood and Ronan Pearson were also closing in and, sure enough, Lockwood pounced on Weller at Williams and Weller's unsuccessful

attempts to fight back seemingly put Denning in the clear again. However, with Weller dropping behind Knockhill double winner Ronan Pearson at Agostini, Lockwood was able to focus fully on the leader and zoomed up to the tail of Denning, having closed the 2.2s deficit.

They were right together on the final lap and Lockwood came oh-so-close to grabbing the win after a brilliant run through Murrys, but Denning held on by just 0.016s after a brilliant race.

Denning's opening victory was more straightforward as he led away from pole, although second-placed Weller did suddenly close in the final stages. "I just made a mistake under the bridge but it's very difficult to follow in the extreme heat and I was clever in the way I positioned my car," explained Denning.

Jack Mitchell (JW Bird Motorsport) led throughout the partially reversed-grid finale, having been drawn on pole, although Lockwood did put him under pressure after passing Pearson into Riches at the start. Denning was then denied a strong end to the weekend when his front-left tyre detached itself at Riches on the final lap when he was running third, promoting reigning champion Dan Zelos to the podium.

Weller was 'only' fifth in that one and was shuffled back to sixth in race two – his worst 2022 result – but he still leads the way by 51 points and is in prime position to steal the crown from Zelos.

STEPHEN LICKORISH



DRIVERS BATTLE THE HEAT AT SWELTERING SNETTERTON

Any time the hot summer sun shines into the cockpit, it makes things uncomfortable for drivers on track. But when the UK is in the middle of a heatwave, it is no wonder many of the racers at Snetterton were describing the conditions as "horrible".

Temperatures peaked at 32 degrees Celsius but were approaching double that inside the cars as the Norfolk paddock sweltered.

"It's very difficult," said double Mini Challenge winner Alex Denning. "You've got sweat pouring down and you're trying to get your cuff in the helmet [to wipe it]. It would be nice if these cars had air con!"

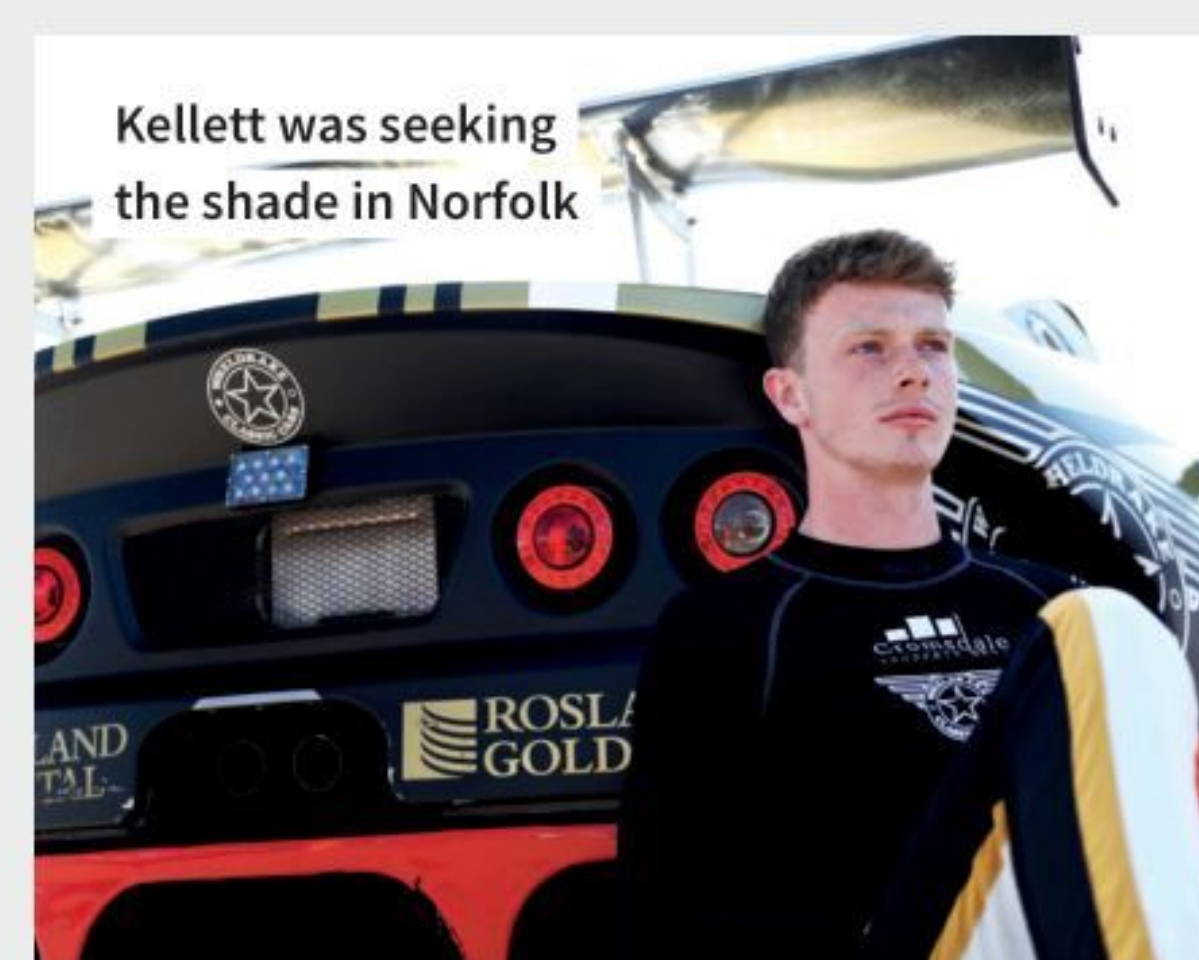
Ginetta GT4 Supercup points leader James Kellett added: "It's tough – it's hard for everyone but fitness comes to the top. It's important as you need to work hard not just at the track but away from it." Kellett

described "losing so much water from sweat" throughout the three Ginetta contests, making staying hydrated vital for all the drivers.

But it was not just a challenge for those behind the wheel, the rubber was really taking a punishing from the high track temperatures. Managing tyres was therefore critical in many of the races, Joseph Loake's win in the reversed-grid British Formula 4 race being a good example.

When Ugo Ugochukwu began closing in on the JHR driver, Loake upped his pace and showed he had some performance in reserve. "I backed it off to save the tyres and then pushed when Ugo started to close – I improved by 1.2s," he explained.

It was also a challenge for the drivers in the longest race of the weekend, the opening 40-minute Porsche Carrera Cup GB contest. Fortunately, this was held first thing on Sunday morning and featured a lengthy safety-car period



to cool things down, but it was still tricky.

Given the next stop on the calendar is Thruxton, a venue notoriously hard on tyres, it is no wonder fingers are crossed that the heat will have truly subsided by then.

STEPHEN LICKORISH

Aussie V8 power wins in Oz-like Brands weather

BRANDS HATCH
MSVR
13 AUGUST

Holden Commodore driver Alex Sidwell scooped four wins from the 10 races on the card on the Brands Hatch Grand Prix circuit last Saturday. The local man was in commanding form in his Australian V8, claiming pairs of wins in the Classic Thunder and Super Saloons categories.

Luck was on Sidwell's side in both Classic Thunder races. The first was headed by Jason Davies's Ford Sierra Cosworth until a left-front wheel failure pitched him into the Clark Curve gravel trap. Kevin Clarke followed Sidwell to the flag in his BMW as the race ended under caution.

Clarke had an early lead in their second encounter, but the BMW cut out momentarily through Clearways on lap two, recovering to continue in third, which soon became second again. Sidwell was hampered by backmarkers on the last lap as the charging Clarke closed in, and took the flag less than half a second ahead. Davies blasted up the order from 30th to finish a distant third.

Right out of luck was Andrew Wilson, whose mighty Holden Monaro was crippled by an obscure electrical gremlin that restricted Wilson to only a few laps and left him withdrawing altogether from race two.

Concurrent contests for Jaguars featured wins for Tom Robinson's XJR6 over Colin Philpott's XJS in race one and Philpott ahead of Robinson in race two.

Sidwell was simply unbeatable among the Super Saloons, heading Nick Sutton's Mitsubishi in race one and Andy Woods-Dean's Corvette in race two, the American car having finished third at the first attempt on its maiden UK appearance.

Birthday boy Graham 'Skid' Scarborough



There were four wins for Sidwell at Brands Hatch

GARY HAWKINS

celebrated his 70th with a win over multiple victor Stephen Primett when the Pre-'83 Touring Cars were in action. Primett's Escort Mk1 was the race-one winner, the result settled by a bonnet's length in a frantic one-lap dash after a long caution period. Scarborough denied Primett his seventh win of the year in race two after taking the lead on lap four of six in his 45th year of competition driving.

Malcolm Harding's Escort Mk2 was in a class of its own in both Blue Oval Saloon Series races, only the Mike Manning Sierra RS500 staying within 20s of the winner in race two. Pre-'93 class rivals Dave Griffin and Michael Dugdale were best of the rest in their BMWs.

Trackday Championship leader John Lyne survived a slippery surface moment and a last-lap collision to win Saturday's round in front of Jordan Honeybone. BMW driver Lyne led until a moment at Surtees let Honeybone's Renault Clio slip through, and that was the order through the pitstop phase until Honeybone made a mistake at Druids and handed the lead back to Lyne.

Things came to a head at Sheene Curve a couple of minutes from the end, when they collided and threatened to block the track. However, both were back on the move when the red flag was shown, and kept their places on countback.

John Lamaster (Lotus Elise) and Stewart Donovan (Toyota Celica) contested the Trackday Trophy lead and the race ended with Donovan in front of a closing Lamaster. The result might have been different if the race had run its full course, but was cut with the looming 18.30 curfew in mind. Jeremy Evans's Honda Civic was the only other car in touch with the leaders.

BRIAN PHILLIPS

WEEKEND WINNERS

CLASSIC THUNDER & JAGUARS

Races 1 & 2 Alex Sidwell (Holden Commodore)

SUPER SALOONS & TIN TOPS

Races 1 & 2 Alex Sidwell (Holden Commodore)

PRE-'83 & PRE-'66 TOURING CARS

Race 1 Stephen Primett (Ford Escort Mk1)

Race 2 Graham Scarborough (Ford Capri 3.0)

PRE-'93, PRE-'03 TOURING CARS & BOSS

Races 1 & 2 Malcolm Harding

(Ford Escort Mk2)

TRACKDAY CHAMPIONSHIP

John Lyne (BMW E36)

TRACKDAY TROPHY

Stewart Donovan (Toyota Celica)

For full results visit: tsl-timing.com



Honeybone (l) and Lyne go spinning on dramatic last lap

GARY HAWKINS



Victory in Ecurie Classic Racing contest went the way of Ross-Jones in Triumph

Ross-Jones Triumphs against mighty Jaguar roar

SILVERSTONE
BDC
13 AUGUST

If the entry lists for the Bentley Drivers Club summer meeting at Silverstone were anything to go by, Bentleys and Morgans are the most common machines to have unique nicknames. 'Bluebell' and 'Penny' for the Bentleys, alongside Morgans 'Black Sheep' and 'Baby Blue' were in action and fit appropriately among the BDC's friendly, clubby atmosphere, which many braved the scorching heat to sample.

The 40-minute Ecurie Classic race provided fewer named vehicles, but a lot of action. Allan Ross-Jones, in a Triumph TR4, got the better of polesitters Martin and William Pratt in their Morgan, after he attacked the former hard just before the pitstops began in earnest and the less experienced Pratt took over.

Behind Ross-Jones, David and Goliath contests were going on between the Jaguars and smaller cars, including Mark Campbell's sister TR4, which finished second. Campbell had started 10th but made his way methodically towards the front, as well as benefiting from the loss of Grant Williams's Jaguar. Williams's early adversary, Alistair Dyson (Jaguar Mk1), held on for third, ahead of the Pratts and Ivan Hayward's TVR, which got ahead of the Rochdale Olympic of Nick Smith/Richard Lambert in the closing laps.

Oliver Bryant won both Morgan Challenge races aboard a +8, despite giving himself some work to do in race one after letting James Bellinger's 'Black Sheep' (+4) through at Copse before catching him up on the next lap.

Bryant's father Grahame drove the car in the Allcomers race and finished third, behind winner Andy Race (TVR Sagaris)

and Alan Davenport's Centaur Clubman. Also involved in this *Wacky Races* assortment was Nigel Angus's 1950 Bentley Mk6 and the Citroen Saxo of Mark Davies.

The BDC Classic Challenge was won by the patient and steady hand of Eike Wellhausen at the wheel of a Lister Knobbly. Polesitter Richard Plant in a Morgan +8 was the first to falter, retiring after three laps, before erstwhile leader Roy Chamberlain (Triumph) was caught by Wellhausen.

Chamberlain didn't get the chance to retaliate as he collided with the spinning Alfa Romeo Sprint of George Frankel, earning himself a disqualification. Marcos driver Nic Strong overtook Jack Smith's MGA for second.

The Times Trophy race was won by Benjamin Eastick in his father's creation, the T-type Bentley single-seater. The long and low car, redolent of a submarine, made short work of the field although Oliver Llewellyn's Bentley 3/8 kept up the chase and was not far behind at the flag.

The non-Bentley pre-war class added colour and welcome noise to the grid and its leading finisher was fourth-placed Christopher Mann in his Helle Nice tribute Alfa Romeo 8C, behind Clive Morley's 3/4 Bentley.

Llewellyn got his revenge in the Bentley Handicap as, although he was two seconds per lap slower than Eastick, he was able to overcome his handicap and Eastick wasn't.

Fifties Sports Car Racing winners Murray and Ted Shepherd only found out after the race that their AC Ace was the victorious car. Both had driven hard against the Elva Courier of Paul Woolmer, who retained a decent lead after the pitstops.

That was until a five-place penalty for



Bellinger (44) kept Bryant on his toes in the opening Morgan Challenge race

ALL PHOTOGRAPHY: MICK WALKER

WEEKEND WINNERS

**ECURIE CLASSIC RACING/
HAWTHORN CHALLENGE**

Allan Ross-Jones (Triumph TR4)

MORGAN CHALLENGE**Races 1 & 2** Oliver Bryant (+8)**BDC ALLCOMERS/TVRCC CHALLENGE**

Andy Race (TVR Sagaris GFT)

**BDC CLASSIC CHALLENGE/
TECHNIQUES TROPHY**

Eike Wellhausen (Lister Jaguar Knobbly)

BDC TIMES TROPHY RACE/PRE-WAR CAR RACE

Benjamin Eastick (Bentley T-type, above)

BENTLEY HANDICAP

Oliver Llewellyn (Bentley 3/8 Special)

FISCAR

Murray and Ted Shepherd (AC Ace Bristol, below)

MG MIDGET & SPRITE CHALLENGE**Races 1 & 2** Richard Bridge
(Austin-Healey Sprite Mk2)For full results visit: tsl-timing.com

speeding in the pitlane dropped him to sixth. Richard Tyzack and Nick Taylor's Kellison J4R, which had taken pole, looked as though it was going to win initially, but it had to retire due to brake problems.

Both MG Car Club races were won by Richard Bridge in an Austin-Healey Sprite. He was pushed all the way in race one by David Morrison's MG Midget, trading the lead lap by lap, but he came out on top. Tom Walker's Sprite looked as if it would challenge Bridge in race two, but it lost a door avoiding Alex Tyler's Midget and both cars retired. Pippa Cow's Sprite thus claimed a safe second.

RACHEL HARRIS-GARDINER

A MODERN MORGAN Tom Andrew's Morgan +6 had a spell off the road recently due to a factory recall but, one new master cylinder later, it's ready to go again, although it overheated its three-litre engine a little too easily in the hot weather after taking sixth in the first Morgan Challenge race. It is the only +6 currently racing in the UK and Andrew and his father have plans for it, which may include a run in the Britcar Endurance Series next year. Their ultimate aim is to run it in full GT spec in the near future.



RESTORED TO ACTION Long-time historic racer Nick Smith bought the Rochdale Olympic as a "pile of bits" during lockdown. The lengthy period of inactivity that followed allowed him to build it back up completely and most of its parts are period-appropriate, although the door handles came from B&Q! The car first reappeared in Ecurie and Historic Sports Car Club Road Sports races in 2021, but took sixth in the former category last weekend, with Richard Lambert joining Smith.



BLAST FROM THE PAST This Bentley Derby Special was rebuilt in the 1980s from an original 1936 chassis formerly belonging to an aristocrat, and has considerable history and motorsport pedigree at such events as the Le Mans Classic. Christopher Rayment has not owned it for very long and Silverstone was the first time he had raced it, although he had tested it in the wet at Blyton. Racing in the Times Trophy contest, he finished a respectable 12th overall.

Frazer Nash racers descend on Mondello

**MONDELLO PARK
MPSC HISTORIC FESTIVAL
13-14 AUGUST**

The Carole Nash Historic Festival at Mondello Park attracted packed grids and a capacity crowd on both days, while a horde of visiting Frazer Nash racers were a welcome addition to proceedings, attending as part of their 100-year celebrations. With a fair proportion having driven the trip to the Emerald Isle on the road, they earned themselves a legion of new Irish fans along the way.

Patrick Blakeney-Edwards starred all weekend in his 1930 Frazer Nash Super Sports, eventually smashing Paddins Dowling's 2018 class lap record, set in an ERA, by over a second and taking a hugely popular win in the headline Irish International Grand Prix race on Sunday.

Blakeney-Edwards wasn't messing around and, from pole, he immediately pulled clear, evidently delighted as he crossed the line, arm aloft in celebration, with a packed grandstand on their feet in appreciation. Julian Grimwade gave chase in his beautiful single-seater Norris Special early on but was some 15s behind at the flag. Jeremy Brewster (Geoghegan Special) completed the podium in what was a highly entertaining battle.

Blakeney-Edwards was also the first over the line in the opening Pre-'55 and Frazer Nash race but, on handicap, he was pipped by Eric Kavanagh's Irish Nash TT Replica, with Nicole Drought's MGA in third.

Eddie Williams took the honours in the second race from Drought and Blakeney-Edwards — who, having removed his starter motor and various other non-essential parts to save weight, eclipsed the Pre-'55 lap

record in the early stages. Having got the message via pit board, he punched the air in celebration before easing off, with Robert Beebee taking the concurrent scratch win.

Blakeney-Edwards 'made amends' in the scratch Freddie Giles Memorial race, taking a dominant victory. Mark Walker's Thunderbug took an action-packed Bolzano Trophy win after a great scrap with Tom Thornton's Nash FN Special.

Former Stryker frontrunner Dave Griffin took a sensational win in the HRCA opener for the Birrane Trophy. Problems in qualifying meant that he started at the back of the capacity grid in his father Bill's newly acquired Crossle 9S. Despite limited mileage in the car, he dispatched the MGB GT V8s of Bernard Foley and Gareth Thompson as he charged towards the front.

The similarly mounted David Kelly led early on, having got by the thundering Sunbeam Tiger of poleman Jackie Cochrane, but couldn't quite match the flying Griffin on pace. In race two, Collin Murray charged to the front in the Irish-built MG GT and Griffin was delayed by a spin at Turn 3

mid-race. Murray took an impressive win, with Griffin just outdragging Kelly on the run to the line for runner-up spot.

Raymond Melia was the delighted inaugural winner of the new-for-2022 St Brigid's Trophy, his Toyota Celica having avoided the dreaded Future Classics barrier time penalties with seasoned saloon campaigner Tomas O'Rourke right in his wheeltracks. O'Rourke's Honda Civic triumphed from Melia in the sequel, with Robert Fleming (Celica) completing the podium. Kaleb Shanley was first of the guesting Ford Fiesta Zetecs home, from race debutant Jay Donegan.

Tony Canny's spiritedly driven Riley TT Sprite led the early stages of the Dublin Grand Prix, giving the capacity crowd hope of a home victory but Tom Thornton soon stormed by in his FN Special. Canny fought back, though, and closed the gap via a series of impressive drifts but had to settle for second spot. Iain Roche (TT Replica) was third, from a delighted Ed Cassidy in the MG Iona Special.

LEO NULTY



MICHAEL CHESTER



St Brigid's Trophy race went the way of Melia in Toyota Celica

MICHAEL CHESTER

Blakeney-Edwards starred
in his Frazer Nash Super
Sports over the weekend

WEEKEND WINNERS

MONDELLO PARK

IRISH INTERNATIONAL GRAND PRIX

Patrick Blakeney-Edwards
(Frazer Nash Super Sports)

PRE-'55 AND FRAZER NASH

Scratch 1 Patrick Blakeney-Edwards (Super Sports)

Handicap 1 Eric Kavanagh (TT Replica)

Scratch 2 Robert Beebee (TT Replica)

Handicap 2 Eddie Williams (TT Replica)

FREDDIE GILES MEMORIAL RACE

Patrick Blakeney-Edwards
(Frazer Nash Super Sports)

BOLZANO TROPHY RACE

Mark Walker (Frazer Nash GN Thunderbug)

HRCA HISTORICS

Race 1 Dave Griffin (Crossle 9S)

Race 2 Colin Murray (MG GT)

FUTURE CLASSICS

Race 1 Raymond Melia (Toyota Celica)

Race 2 Tomas O' Rourke (Honda Civic)

DUBLIN GRAND PRIX

Tom Thornton (Frazer Nash FN Special)

For full results visit: timing.ie

DONINGTON PARK

BRITCAR TROPHY

Races 1 & 2 Mark Lee/Owen Hizzey (Ginetta G56A)

MG OWNERS CLUB

Race 1 Steve McDermid (ZR 170)

Race 2 Jack Woodcock (ZR)

HYUNDAI COUPE CUP

Races 1 & 2 Adam Jones

KUMHO BMW

Races 1 & 2 James Card (E46 M3)

WELSH SPORTS AND SALOON CAR

Race 1 Chris Everill (Ginetta G55 GT4)

Race 2 Damian Longotano (Westfield SE)

For full results visit: tsl-timing.com



Lee/Hizzey Ginetta G56A
leads into Redgate

MICK WALKER

Britcar Trophy double for Lee and Hizzey's Ginetta

DONINGTON PARK

BARC

14 AUGUST

Mark Lee and Owen Hizzey survived searing heat at Donington Park to take a double victory in the Britcar Trophy aboard their Ginetta G56A.

Seven Ginettas filled the front four rows of the grid for the opening 50-minute encounter, with Aldo Riti and Kevin Clarke's BMW E46 a non-starter from second following a qualifying collision. Hizzey built a five-second lead over SVG Motorsport team-mate Ian Astley initially, but the positions were reversed following the mandatory pitstops. Lee fought back to reclaim first into Redgate from Neil Wallace – in for Astley – while Sebastien Dubois followed the pair home in third, having climbed up from eighth.

Clarke stormed from 37th and last to first in the space of seven laps in the repaired BMW ahead of Lee in race two, which was red-flagged when Steve O'Brien struck another car and rolled his Renault Clio moments after the safety car had been deployed for a separate incident.

A 5s penalty for exceeding track limits resulted in Clarke being

demoted to second during the stoppage, with Riti taking over the car for a restarted and shortened 20-minute contest. Despite a late safety car period setting up a last-lap shootout, Hizzey kept Riti at bay until the finish, while Astley came home third.

Steve McDermid's unbeaten streak in the MG Owners Club Championship came to an end, despite taking his ninth win of the season in race one ahead of William Sharpe. While looking on course for win number 10, a driveshaft failure put McDermid out in the early stages of a dramatic sequel.

Sharpe climbed from fourth to second before colliding with Jack Woodcock at McLeans on the final lap and snatching victory, but was later demoted to second behind Woodcock for gaining an unfair advantage.

Adam Jones took his second win of the season in the first of the Hyundai Coupe Cup races, comfortably leading home Wayne Rockett, while Luca Staccini came out on top in a frenetic race-long battle for third with Alistair Dendy, who was subsequently excluded along with fifth-placed Mark Ridout for a yellow-flag infringement. Despite being chased hard by Staccini, Jones triumphed again in a slightly shortened race two.

James Card (E46 M3) reclaimed the ascendancy in the Kumho BMW Championship with a brace of wins, as erstwhile points leader Kevin Denwood's day was ended early by a heavy crash at the Craner Curves on the final lap of race one.

STEVE WHITFIELD



MICK WALKER

Double delight in Fun Cup for champions

ANGLESEY
BRSCC
12-14 AUGUST

Defending Fun Cup champions UVio/Hofmann's Lotus showed their dominance with a double win at Anglesey's into the night meeting. Fabio Randaccio managed to ease clear from the start of the first three-hour race, with his gap more than doubled when Track Focused's Teddy Wilson suffered a steering breakage.

With Randaccio/Scott Fitzgerald sharing the lead for all but seven of the 118 racing laps, their rivals were left to fight for second. A broken driveshaft put the Stobart crew out of contention, but it was nose-to-tail between MJ Tec GITI, GCI Racing and Team Viking across the final laps.

Contact at the Corkscrew between GCI and Viking left MJ Tec's Martin Gibson/Scott Jeffs to seal second, while Greenheath's Gary Bate/Paul Turner claimed third after Viking received a post-race penalty, dropping them to fifth behind the recovering GCI crew.

Track Focused were the pacesetters in race two, with Wilson in the clear for the first 30 laps. But UVio/Hofmann's led at the end of the first hour from Track Focused



Two Fun Cup races were held at Anglesey, the second running into the night

and Stobart Sport as darkness approached. And they then increased their lead to over 28 seconds at the two-hour mark.

In the final hour, Paul Ellis-Smith spun at the final turn and was hit hard by Jeffs in the MJ Tec car. Both drivers were unhurt but the race was red-flagged, with UVio the victors, from Stobart's Richard Webb/Jonathan Hoad and Greenheath.

There was little to separate James Murphy and championship leader Aaron Head in the Caterham Seven UK races. Lewis Thompson joined them in an early break in race one, but spent the rest of the encounter watching his rivals swap positions as Murphy won.

It was almost a repeat in race two, with

lead changes between the lead duo on every lap. Henry Heaton split them briefly and almost took them both at Rocket In on the last tour, but it was win number two for Murphy, from Head, Heaton and Thompson.

Head finally got his win in race three, increasing his lead when Murphy pitted, with Heaton and Thompson again behind.

Charlie Lower led the first Caterham Roadsports race from the start but, after a three-lap safety car intervention, came under attack from championship leader Geoff Newman. He nosed ahead into Rocket In on the penultimate lap, but Lower took it back a lap later after Newman ran wide. Theo Theato just held onto second, taking

Lay racks up the points as Radical rival crashes

OULTON PARK
MSVR
13 AUGUST

Noah Degnbol's hopes of overhauling James Lay to take the Radical Challenge Championship title suffered a serious blow at Oulton Park, in spite of winning the first race to narrow the gap to his rival. The Dane crashed out of race two to allow the seven-time winner to pull away in the standings.



Double Classic FF1600 spoils went to Harrison

Degnbol passed the polesitting Dougie Bolger at the start of the sprint race, while Lay bounced back from a disappointing qualifying session – in which he was sixth best – to run second on the opening lap. Lay, in a RAW Motorsports-prepared SR3, chased Degnbol's Breakell Racing version race-long, but a serious bid for the lead never materialised. Bolger circulated a distant third.

Degnbol controlled the 45-minute endurance race at first, with Lay taking until Island Bend on the sixth lap to oust Bolger from second. A safety car intervention early in the pit window prompted most to stop, including Degnbol, whose car then went into the barriers at Druids on his out-lap.

Ex-British Formula 4 racer Bolger made his stop in the caution period caused by Degnbol's accident, and thus emerged in front of Anthony Ayres and Elliot Goodman. Having lost a lot of time in the stops, Lay made heavy weather of recovering from 12th to fifth, enough to take his points advantage

above 50 with three rounds remaining.

Daryl De Leon strengthened his position in the Radical SR1 Cup with a second and a win. Everyone was overshadowed by Tom Wood in the first race, but his University of Derby entry suffered a damper failure in the second contest. Having taken the lead of race two at Hislops on the opening lap, Frazer McFadden worked hard to fend off De Leon's Valour Racing car but became increasingly scrappy in doing so, eventually losing the lead at Lodge on lap 10 of 12.

Jordan Harrison lacked competition in the Classic Formula Ford contests, and looks a strong favourite to retain his title after two clear wins. The Lola T540E driver's margin over Henry Chart's Van Diemen RF81 in race one was 1.6 seconds, but that was a little artificial after a brief caution period.

Chart retired from race two, thus exaggerating Harrison's advantage, with the main entertainment provided by Rick Morris and Joseph Ahrens. The latter had retired his Van Diemen RF80 on the first lap



the flag with Marc Jones, Mark Kendle and the recovering Newman inches behind.

Theato briefly had the lead into Rocket In on the second lap of race two, but couldn't hold the place as Lower then dominated. Newman ousted Theato for second at Rocket In on lap 10 of 12, but his rival's attempt to take it back a lap later resulted in him overshooting and settling for third.

Andrew Schofield's Reynard FF89 snatched a win in the Northern and Super Classic Formula Ford opener, after a mid-race challenge on John Murphy's Van Diemen RF90 exiting the Bus Stop. Murphy got his revenge in race two, ousting Schofield into Rocket In as Peter Daly's

Van Diemen RF88 came home a close third.

Both the Caterham 270R and 310R races went to the wire. Philip Bianchi managed to edge away from Hugo Bush in the first of the 270R contests, with Taylor O'Flanagan coming out on top of a race-long duel with Dominique Mannsperger in the sequel.

Although Harry George crossed the line ahead in the first 310R race, both he and third-placed Jack Sales were penalised for yellow-flag infringements, handing victory to Blair McConachie, from George and Harry Cook. Cook headed home a four-car battle in race two, from Sales, George and Alan Cooper.

PETER SCHERER



of the opener but made excellent progress from the back of the grid in race two – until he caught 75-year-old Morris, who was second following Chart's demise. Morris made his Royale RP29 very wide for the final four laps, with Ahrens having to settle for third and his maiden podium.

Alex Champkin leapt from third to first in the Clubmans Sports Prototype Championship's premier class, capitalising on misfortune for his rivals. While he made serene progress en route to two victories in his Phantom PR21, erstwhile points leader Jarred Lester's Clubman 35

had clutch issues all day, managing one start and no finishes. Cody Tree also faltered, his Phantom P94 suffering a front wishbone failure in the first race that caused him to sit out the second.

Second for Joshua Law would have been enough for him to wrap up the Sports 2000 title, as the MCR S2N driver finished ahead of rival Richard Johnson. Outgoing champion Tom Stoten, in the only Gunn in the top division, got ahead and crossed the line first, only to be excluded, handing victory to Law.

IAN SOWMAN

WEEKEND WINNERS



ANGLESEY

FUN CUP ENDURANCE

Races 1 & 2 UVio/Hofmann's Lotus
(Fabio Randaccio/Scott Fitzgerald)

CATERHAM SEVEN UK

Races 1 & 2 James Murphy
Race 3 Aaron Head

CATERHAM ROADSPORTS

Races 1 & 2 Charlie Lower

NORTHERN & SUPER CLASSIC FF1600

Race 1 Andrew Schofield (Reynard FF89)
Race 2 John Murphy (Van Diemen RF90, above)

CATERHAM 270R

Race 1 Philip Bianchi
Race 2 Taylor O'Flanagan

CATERHAM 310R

Race 1 Blair McConachie
Race 2 Harry Cook

CATERHAM ACADEMY

Green Rrutuj Patki
White Matt Larbey

OULTON PARK

RADICAL CHALLENGE

Race 1 Noah Degnbol (SR3)
Race 2 Dougie Bolger (SR3 XX)

RADICAL SR1 CUP

Race 1 Tom Wood
Race 2 Daryl De Leon

HSCC CLASSIC FF1600

Races 1 & 2 Jordan Harrison (Lola T540E)

CLUBMANS SPORTS PROTOTYPE

Races 1 & 2 Alex Champkin
(Phantom PR21, below)

SPORTS 2000

Joshua Law (MCR S2N)



For full results visit: tsl-timing.com



Winner Ryder becomes second-fastest driver ever at Shelsley

PAUL LAWRENCE

Ryder scorches to the top of the Shelsley Walsh times

**SHELSLEY WALSH
BRITISH HILLCLIMB
13-14 AUGUST**

Matthew Ryder was the sensation of Shelsley Walsh last Sunday as the Worcestershire hillclimb sweltered during the latest round of the British Hillclimb Championship.

On a day that ultimately only delivered one championship run-off, Ryder impressed with a 22.44s climb to score his second win of the season and become the second fastest man ever on the famous hill.

The season-long championship battle between Wallace Menzies and Alex Summers moved on another step as Menzies took joint second with Scott Moran and Summers slipped to fourth to drop an important pair of points to his rival. It seems probable that their absorbing title contest will go down to the wire.

As rural England baked in scorching temperatures, the action of Shelsley was just as hot but was curtailed. After several time-consuming incidents and with concern for the welfare of marshals and even spectators, a decision was taken to stop the event after the first championship run-off. By then, it was 1630 and to complete the programme would likely have pushed the day well beyond 1900.

The pace at the head of the field was fierce from the start of practice on Saturday as drivers dipped into the 23s bracket. However, the high ambient temperatures

and a dusty hill suggested that Sean Gould's 22.37s record would survive into 2023. Summers set the pace in the first and only class runs to qualify fastest for the top 12 run-off with a 22.81s in the DJ Firestorm. However, when it came to the all-important run, a new set of tyres failed to deliver the increase in grip that he had expected.

A few minutes earlier, Ryder had drawn a rapturous response from a large and enthusiastic Shelsley crowd, when he pulled his 22.44s out of the bag in the Gould GR59 he is now sharing with its creator Sean Gould. On Saturday, Ryder had been thrilled to break into the 23s bracket for the first time and even he was surprised to then post a 22.44s in the heat of Sunday afternoon. Only Gould, in the same car 364 days earlier, has gone faster up the famous hill.

"We had a new set of tyres and it just came together," said Ryder after a huge reception back in the paddock. "Just like Harewood last month, this is our second time at Shelsley this year so we had some data to work from."

It was so close that a joint second place went to Menzies and Moran, who both posted 22.65s. Behind a frustrated Summers came the chasing pack of Dave Uren, Trevor Willis, Gould and then Richard Spedding – who was the best of the small-engined cars at a hill where power really counts.

Menzies was up on splits to Bottom Ess, but nearly threw it all away. "I probably got greedy on apex seed at Top Ess and smacked

HILLCLIMB RESULTS

ROUND 25

1 Matthew Ryder (4.0 Gould-Judd GR59JB) 22.44s; 2= Wallace Menzies (3.3 Gould-Cosworth GR59M) 22.65s; 2= Scott Moran (4.0 Gould-Judd GR59J, below) 22.65s; 4 Alex Summers (2.7 DJ-Cosworth Firestorm) 22.91s; 5 David Uren (3.5 Gould-NME GR55B) 23.31s; 6 Trevor Willis (3.2 OMS 28-RTE) 23.57s; 7 Sean Gould (4.0 Gould-Judd GR59JB) 24.23s; 8 Richard Spedding (1.6 GWR-Hayabusa Raptor 2) 24.48s; 9 Graham Wynn (4.0 Gould-Judd GR59J) 24.80s; 10 Jack Cottrill (2.7 DJ-Cosworth Dallara) 24.89s.

ROUND 26

CANCELLED

POINTS

1 Menzies 228; 2 Summers 223; 3 Moran 207; 4 Willis 156; 5 Ryder 147; 6 Uren 106.



PAUL LAWRENCE

For full results visit: britishhillclimb.co.uk

the bank," he admitted. "Then it landed and took a while to grip up. I'm delighted for Matt, though. It was thoroughly deserved."

Away from the BHC points action, a new concept of a top 10 run-off for the fastest tin-tops added to the spectacle. Ian Rowland in his mighty MG Metro 6R4 won the day in the face of stiff opposition from the Subaru Legacy of Steven Darley and Damien Bradley, and the potent Audi S4 of Roger Banks.

PAUL LAWRENCE

Cronin's bid aided by gritty Grampian win

GRAMPIAN FOREST RALLY
BRC
13 AUGUST

Four-time British Rally champion Keith Cronin had earmarked the Grampian Forest Rally as a “must win” to keep his ambitions for a fifth title tilt firmly alive, and duly delivered last weekend, taking an impressive victory in the searing Scottish sunshine.

Along with co-driver Mikie Galvin, Cronin underlined his adaptability and consistency to deliver fastest time on all but one of the event's six tests. Hurling his Volkswagen Polo R5 through Aberdeenshire's version of the ‘gravel grand prix’, the Irishman produced a trump card over his nearest rival in the BRC points standings, Osian Pryce.

Despite having to quite literally eat Pryce's dust during the super-fast gravel stages, Cronin produced arguably his best performance of the season so far, keeping the chasing pack firmly at arm's length, taking his second series victory of 2022 and his first BRC gravel win in 10 years.

“It's great to get the win — as I said at the start of the rally, we really did need it,” said Cronin.

“With the championship going to Wales next it's always going to be difficult to beat Osian at home, so it was really important to get out front and manage it from there. It's our first BRC win on gravel in a while, too, so it feels good.

“That's exactly what we needed for the championship. At this level, it's not always enough to keep getting the podiums so it's been a very important result. The changes we made [to the car]

Cronin felt it was crucial to win ahead of next event on Pryce's home soil



from the last rally seemed to have worked and the win could well prove vital for our championship. It's been a great day for us.”

The battle behind was a little more unpredictable, however, and the day featured four drivers fighting for the podium places. Ruairi Bell led the charge in his Skoda Fabia R5, putting Pryce firmly in his place during the first five stages.

Bell has shown huge promise in his BRC top-flight debut season but has failed to convert that into results. He looked to have a runner-up spot in the bag before a final stage rollercoaster trip through a deep Grampian culvert unceremoniously handed Pryce second spot. Bell did enough for third, left contemplating what could have been.

Fourth spot should have gone to Fiesta pilot Garry Pearson, but a visit to a ditch with one stage to go meant he would go no further, ensuring James Williams could relax a little over the final test and take his place. Williams could well have entered the fray for a second podium of the season, but his Hyundai i20 thought otherwise,

technical issues during the day leaving him shy of the leading pace.

The Junior BRC enjoyed a much tighter tussle for top spot, with Eamonn Kelly and Conor Mohan eventually prevailing in their Fiesta Rally4. Kelly and Peugeot driver Kyle White were evenly matched during the day with just a handful of seconds between the pairing before White suffered a puncture on the penultimate stage. The resulting brake line failure forced him out before attempting the final test.

Cronin's win means that it's two victories apiece for him and Pryce as the series switches back to asphalt for Rali Ceredigion. Pryce won the inaugural event in 2019, so the odds are stacked firmly in the Welshman's favour.

MATT COTTON

RALLY RESULTS (BRC ONLY)

1 Keith Cronin/Mikie Galvin (Volkswagen Polo R5); 2 Osian Pryce/Noel O'Sullivan (Volkswagen Polo R5) +21s; 3 Ruairi Bell/Max Freeman (Skoda Fabia R5); 4 James Williams/Dai Roberts (Hyundai i20 R5); 5 Jason Pritchard/Phil Clarke (Volkswagen Polo R5); 6 Andy Davies/Michael Gilbey (Ford Fiesta R5).
Junior BRC Eamonn Kelly/Conor Mohan (Ford Fiesta Rally4, below).



For full results visit:
britishrallychampionship.co.uk

Bell impressed before final-stage woe cost him second



FINISHING STRAIGHT



Netflix series follows
Wallace's campaigns
on and off the track

Making a difference for the better



NETFLIX SERIES RACE: BUBBA WALLACE

“We’ve come a long way together in less than two years and we’ve checked off some major goals along the way – including the team’s first win and first pole. We know we still have work to do, both on and off the race track, but I feel good about our team and the direction we’re heading.”

Given the recent form of Bubba Wallace in the NASCAR Cup Series, it was perhaps unsurprising that the 28-year-old American re-signed with 23XI Racing last week on a multi-year deal.

Four top 10 finishes in the last five races as well as a runner-up spot in the season-opening Daytona 500 have placed him on the cusp of this season’s play-offs with two races remaining – albeit needing a win to secure a coveted place in the final 16.

It’s a similar situation to 12 months ago and which is partly the focus of a Netflix documentary *Race: Bubba Wallace* that was released earlier this year.

The six-part series follows Wallace on his quest for a maiden NASCAR Cup Series victory across the latter part of 2020 – in the wake of the championship restarting

due to the COVID-19 pandemic – and the 2021 season.

This includes joining 23XI, co-owned by three-time Daytona 500 winner Denny Hamlin and NBA legend Michael Jordan, but the main focus is away from the tracks.

With the death of George Floyd in 2020 at the hands of police and the subsequent Black Lives Matter movement, Wallace came to the fore as an activist in his position as the only full-time black driver in the NASCAR Cup.

It’s an open and refreshing – if at times difficult – watch as Wallace recounts his upbringing, and subsequent challenges he’s faced as a black driver in a championship with its origins firmly rooted in the south of America.

The series follows Wallace as he campaigns to have the Confederate flag banned, which he succeeds in doing, as well as the notorious noose incident at Talladega and being called out by then-president Donald Trump on Twitter.

As well as candid interviews from Wallace and his family, including partner and mother, there’s also interesting insights from others including team co-owner Hamlin, NASCAR legend Richard Petty, NASCAR president Steve Phelps and Bill Lester – a fellow black

professional racing driver.

At times it becomes incredibly moving, with Wallace recounting racial incidents and his mother talking about her fears for her son as a black man in America. But without doubt one of the most emotional pieces of footage is when the NASCAR paddock surrounds his Toyota in a show of support at Talladega when a noose is found in his garage.

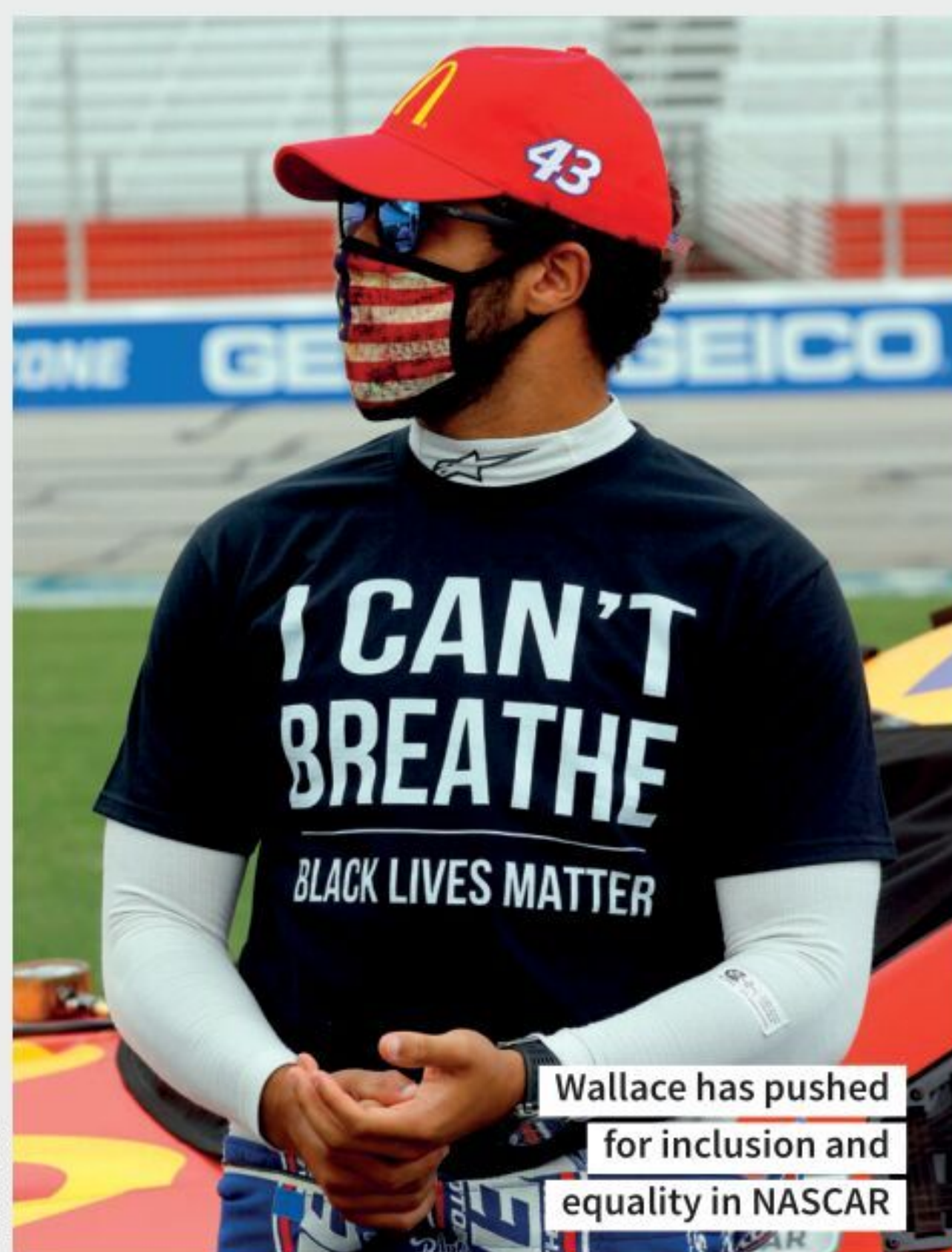
Even though an FBI investigation found that the ‘noose’ had been there months prior and was not directly aimed at Wallace it still packs a powerful punch. It has to be said though that the producers build on the ‘noose’ incident, not revealing the FBI’s findings until well into the next episode.

Many important social issues are raised throughout, including depression which Wallace has suffered from, but there’s also plenty of on-track action across each episode. Multi-car wrecks are captured from every angle, including a superb POV camera attached to Wallace’s helmet, and there’s behind-the-scenes footage of Wallace and his team.

Somewhat ironically a lot of focus is given to his quest for a maiden NASCAR win, with the series ending at the final race before the play-offs where Wallace finished third on the road before



EARP
motorsport
IMAGES



GRAYTHEN

Wallace has pushed
for inclusion and
equality in NASCAR

being promoted to second.

Just five races later, though, he took that elusive win at Talladega, which is covered very briefly in the final minutes, having likely had been added post-production.

As Hamlin says: "He's not going to be a star overnight, and it's not going to happen in a year either, it's going to take progression, it's going to take time."

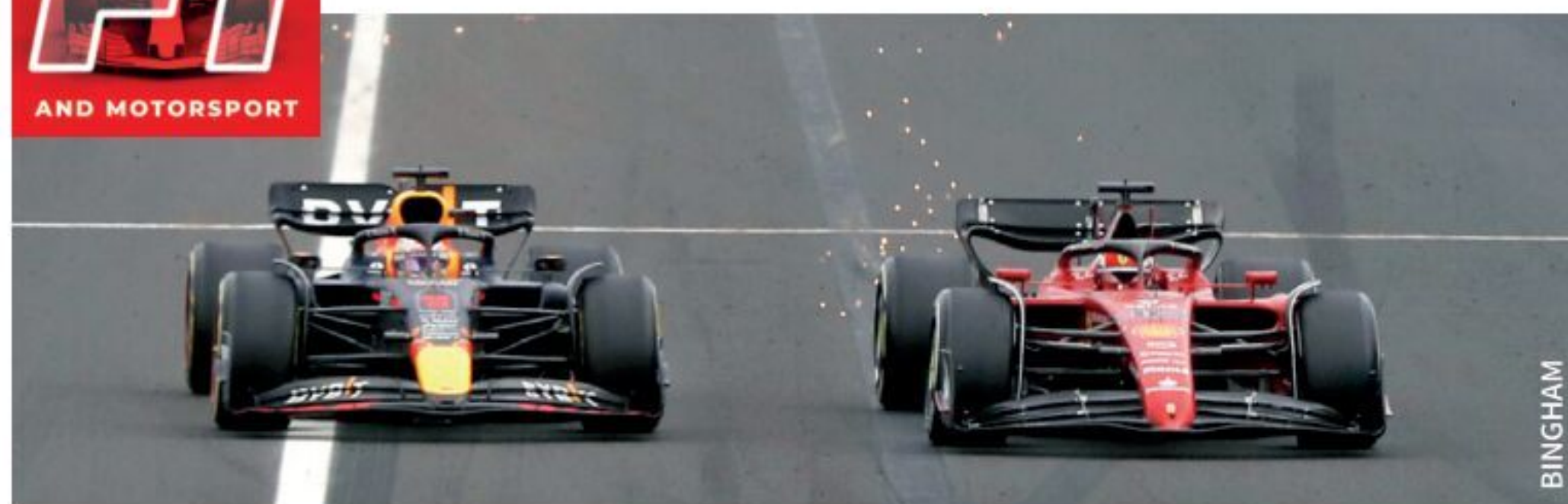
His recent performances might not quite be on par with that of a superstar yet, but his actions off-track have certainly made him one in the eyes of many.

STEFAN MACKLEY

FINISHING STRAIGHT



autosport.com/podcast



BINGHAM



F1 2022's winners and losers so far

Formula 1 is well into the summer break and beyond the halfway point of the season, with Max Verstappen and Red Bull very much the driver/team combination to beat. But who have been the winners and losers so far this season? From standout moments to shocking performances, our journalists look at the key talking points from 2022 so far.

WHAT'S ON

INTERNATIONAL MOTORSPORT

Ypres Rally Belgium

World Rally Championship
Round 9/13

Ypres, Belgium

18-21 August

TV Live BT Sport 4,
Sat 1000, BT Sport 3,
Sat 1500, BT Sport 1,
Sun 0830, BT Sport 3,
Sun 1200

TV Highlights

BT Sport 3,
Fri 2245, Sat 2230,
BT Sport 2, Sun 2145,
Red Bull TV, Fri 2100,
Sat 2100, Sun 2100,
ITV4, Wed 2100

IndyCar Series

Round 14/16

Gateway, USA

20 August

TV Live Sky Sports
F1, Sat 2300

Indy Lights

Round 9/11

Gateway, USA

20 August

ADAC GT Masters

Round 5/7

Lausitzring, Germany

20-21 August

Livestream via

Motorsport.tv,
Sat 0740, Sat 1150,
Sun 0755, Sun 1150

Australian Supercars

Round 9/13

Sandown, Australia

20-21 August

TV Live BT Sport 3,
Sat 0730, BT Sport 4,
Sun 0345, Sun 0700

Super Formula

Round 6/7

Motegi, Japan

20-21 August

Livestream
via Motorsport.tv,
Sat 0630, Sun 0630

NASCAR Cup Series

Round 25/36

Watkins Glen, USA

21 August

TV Live Premier
Sports 2, Sun 1930

NASCAR Xfinity Series

Round 22/33

Watkins Glen, USA

20 August

MotoGP

Round 13/20

Red Bull Ring,
Austria

21 August

TV Live BT Sport 2,
Sun 1230

TV Highlights ITV4,
Mon 2000

UK MOTORSPORT

Brands Hatch BRSCC

20-21 August

C1 Endurance,
Clubsport Trophy,
CMMC, National
FF1600, Supersport
Endurance,
Track Attack,
Zeo Prototype

Donington Park BARC

20-21 August

British Endurance,
British Trucks,
CNC Heads Sports/
Saloons, JSCC,
Legends, Pickups,
Praga Cup

Livestream
via barc.net

Silverstone 750MC

20-21 August

750 Formula,
Bikesports, BMW Car
Club, Club Enduro,
Formula Vee,
Historic 750 Formula,
Ma7da, Toyota MR2,

Roadsports,
Sport Specials

Cadwell Park BRSCC

20-21 August

BMW Compact Cup,
CityCar Cup, Fiesta,
Fiesta Junior, Mazda
MX-5 (Championship,
Clubman, Supercup),
Modified Fords,
ST-XR Challenge/
Civic Challenge

Croft DDMC

20-21 August

Bikes, Battle of
Britain, Focus Cup,
Northern Saloon
and Sports Car
Championship

Mallory Park VSCC

21 August

F3 500, Allcomers,
Edwardian
Handicap, Handicap,
Pre-'66 Racing Cars,
Pre-War Sports
Cars, Triple M,
VSCC Specials

Knockhill SMRC

21 August

C1 Cup, Classics,
Fiesta ST, Junior
BMW, Mini Cooper
Cup, R53



FROM THE ARCHIVE

Riccardo Patrese's Arrows FA1 strives to hold off the Lotus 79 of Ronnie Peterson at the 1978 Swedish Grand Prix. The young Italian succeeded, beating the experienced Swede by

just 0.086 seconds. It was Patrese's and the new team's first podium in the Formula 1 world championship, albeit more than half a minute behind Anderstorp winner Niki Lauda in the sensational and

controversial Brabham BT46B 'fan car'. Take a look at autosport.com and autosport.com/podcast for our selection of the 10 best Arrows drivers, two decades since the squad made its last F1 start.



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PETER KOX

MY FAVOURITE... TRACK

Oulton Park



J BLOXHAM

His results at Oulton Park were mixed, but sportscar and tin-top racing veteran Peter Kox singles out the Cheshire track as his favourite.

The Dutchman first encountered Oulton's fast, flowing corners, crests and dips in 1987, before the chicane was added on the approach to Knickerbrook for 1992 – the year Kox won the opening round of the British Formula 2 Championship. He also experienced the shortened Island and Fosters layouts during his two-year British Touring Car Championship stint with Honda. And although he was eliminated on the opening lap in his first of three British Formula 3 races at the track, he says he “immediately liked it”.

“Initially I thought: ‘What is this?’” says the 1995 Spa 24 Hours winner of the circuit, today owned by MotorSport Vision. “It had everything, and I felt quite at home on it immediately for whatever reason. It was fast, it was bumpy, you had the elevation. I always liked to drive there.”

Ninth in 1988, he retired again in 1990, the victim of more lap one contact after



qualifying a strong third. But in 1992, on the newly revised track, victory was a formality after his Reynard 91D breezed to pole over future BTCC sparring partner Yvan Muller by 0.91 seconds...

“In a car like that, I can imagine that I then was thinking, ‘I don’t know what the hell I was doing,’” he admits. “There was so much chaos going on in a car like that around such a circuit, where it goes so fast and it’s bumpy and everything is like a blur.”

Even Oulton's shorter layouts are, Kox believes, “still better than a lot of tracks on average”, although his best finish there in the BTCC was fifth. “You still have a lot of elements where you are challenged.”

Kox also praises the atmosphere at Oulton – and says it was still notable for drivers even in poor weather. “You don’t need 100,000 people to get a motor racing atmosphere,” he explains. “Oulton is one of these circuits, like Brands. You can come to a rainy day at Brands when there’s nobody there, and you still taste this racing atmosphere that Oulton also has. For me, it was just everything there.”

JAMES NEWBOLD



PLUS
SILVERSTONE
CLASSIC
PREVIEW

IN NEXT WEEK'S ISSUE

Porsche 956/962 at 40

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