

**Goodwood Revival** Button and Johnson star

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**VERSTAPPEN**

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# The rise of one world champion and the return of another

There were moments during the dramatic 2021 Formula 1 title contest when Max Verstappen still looked a little raw. The occasional mistake and regularly overstepping the mark in wheel-to-wheel fights with Lewis Hamilton showed that he perhaps wasn't quite the full package, even though Verstappen took the crown in the farcical Abu Dhabi finale.

But there has been far less of that this year. Verstappen has been fair in his fights with Charles Leclerc and, even in the events where he has had to come through the field (such as at Spa and Monza), he has shown patience and an ability to let a race come to him rather than desperation.

How much of this is due to Verstappen maturing and how much can be put down to the different circumstances (and cars) of 2022 is the subject of Alex Kalinauckas's in-depth analysis, which starts on page 14.

Verstappen won't admit to a change of approach but there is evidence that he is continuing to improve. After all, he is still only 24! The real test, of course, would be the rematch with Hamilton and Mercedes many hoped we'd get this year. Perhaps in 2023...

Another world champion starred at the brilliant Goodwood Revival last weekend. Jenson Button looked set to take his first win on UK soil since October 1999 before trouble struck. It's probably fair to say that some of the cars were rather more historic than others, but there was plenty of superb driving and great racing, as Marcus Pye highlights in our bumper report on p32.



*Kevin Turner*

**Kevin Turner**  
Chief Editor

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**NEXT WEEK**  
**29 SEPTEMBER**

**The next star F1 rookie**  
We take a look at two drivers  
with big F1 expectations  
for 2023



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Mark Thompson/Getty Images/  
Red Bull Content Pool

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# PIT + PADDOCK

## De Vries into play as Red Bull ends Herta push

### FORMULA 1

Star Italian Grand Prix Formula 1 race debutant Nyck de Vries has entered the race for a seat with AlphaTauri next season after Red Bull gave up on its quest to secure a superlicence for Colton Herta.

Autosport revealed during the recent Belgian GP weekend that Red Bull was interested in signing IndyCar driver Herta as a possible replacement for Pierre Gasly, who is being sought by Alpine as a replacement for Aston Martin-bound Fernando Alonso. But it emerged in the following weeks that the FIA would not be willing to grant Herta an exemption for a superlicence, given he has 32 of the required 40 points to qualify for one.

Although there were some avenues to get Herta over the line for a superlicence, such as entering him in a Regional F3 series over the winter or taking part in some F1 FP1 sessions, Red Bull decided it was not worth the effort.

Red Bull always said it would only agree to a deal for Gasly to join Alpine if it could sign Herta, but de Vries has now emerged as an alternative, fresh from his unexpected F1 debut for Williams at Monza, where he scored two points for ninth place. De Vries, who has won titles in Formula 2 and Formula E, met with Red Bull advisor Helmut Marko in Graz last weekend for talks.

But AlphaTauri is not the only team weighing up the Dutchman for a drive in 2023. He is also under consideration at Alpine, for which he is taking part in a test this week (see right), and is high on the shortlist at Williams to replace Nicholas Latifi.

De Vries denied that it was as simple as picking and choosing who he would race for next year, saying on Dutch TV show *Humberto op Zaterdag* that it was “largely beyond my control”.



“I have been in talks with Williams for a long time, and I was also able to make my debut there,” said de Vries. “That would be a logical step. Alpine I have been in contact with since July, and I will test for them in Budapest next week. I will fly there on Monday.”

De Vries did not indicate any strong preference among the three teams, saying he would be happy “wherever I can get a permanent seat” for next year. “We have to see how it will develop in the coming days and weeks,” he added. “As I said, it is not entirely in my control. In this world not everything is about performance, but there is momentum now. That makes a difference, but it does not guarantee a seat. We are not that far yet.”

Marko was left disappointed that he could not sign Herta for next year due to the FIA’s refusal to budge in granting a superlicence to a seven-time IndyCar race winner, telling Autosport: “It’s a shame that people don’t realise what value an American driver, especially a guy like Colton Herta, would have for the booming American market, especially with three F1 races.”

Herta himself said he was not looking to get into F1 by becoming “an exception” to the FIA’s rules, yet the governing body’s actions led to a strong rebuttal from many within American racing circles.

The most recent American F1 driver, Alexander Rossi, said Herta “should get that opportunity if it’s offered to him”, and that his former Andretti Autosport team-mate was paying the price for “past decisions, whether out of greed or necessity”. Fellow IndyCar driver Graham Rahal called out F1 for being “elitist” and that it “wants wealthy US individuals’ money, but they don’t care about the rest”.

Ironically, a move for de Vries to AlphaTauri could open a route for another American to join the F1 grid. Another option for Williams if it misses out on de Vries is one of its young drivers, Logan Sargeant, who is racing in F2 and will make his FP1 debut with the team at the United States GP next month. But Sargeant’s hopes of an F1 promotion will also hinge on him gaining a superlicence. He requires a top-five finish in the F2 standings to get over the line and, while he currently sits third with one round remaining, just 25 points separate him from as low as ninth.

LUKE SMITH, ADAM COOPER & CHRISTIAN NIMMERVOLL



While de Vries (top) is AlphaTauri target, domino effect could send Sargeant to Williams





## Alpine auditions three contenders for F1 seat

### FORMULA 1

Alpine is testing three drivers at the Hungaroring this week to evaluate them for a Formula 1 seat for 2023 if the team cannot land top target Pierre Gasly.

Nyck de Vries, Antonio Giovinazzi and Jack Doohan were each scheduled to get a day of running in Alpine's A521 from last year in their bid to stake a claim for a seat. Recent Alfa Romeo F1 driver Giovinazzi was due to test on Tuesday before handing over

to de Vries (see story left) for Wednesday's running. Alpine youngster Doohan is set to round out the test today (Thursday).

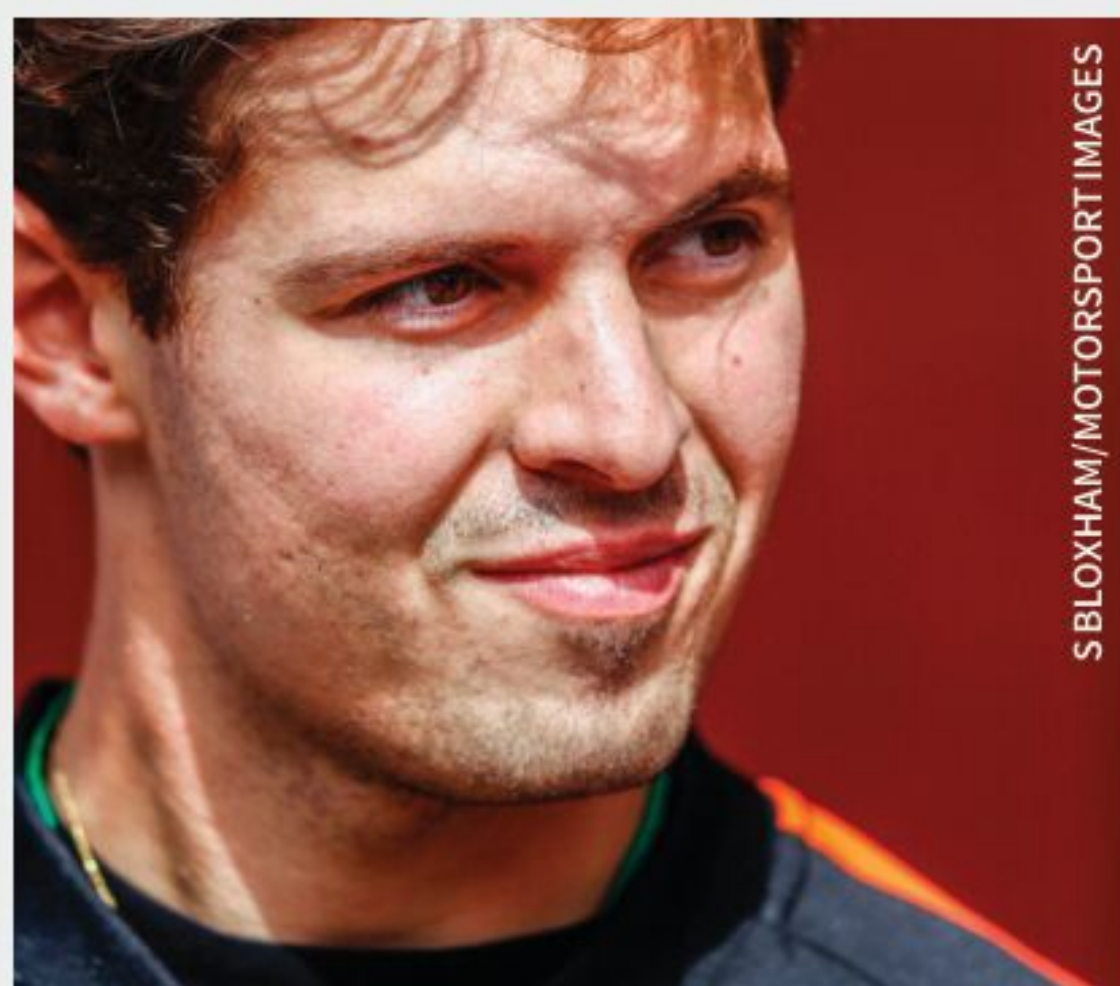
The test was originally planned for Oscar Piastri, but the Australian has been stood down from his private-run programme after spurning Alpine and signing with McLaren for next year.

Gasly is still understood to be Alpine's priority, but Red Bull will only release him from AlphaTauri once it has a replacement – potentially de Vries – in place.

Giovinazzi, who like de Vries has raced in Formula E this year, is also in contention for a seat at Haas for 2023 as it considers replacements for Mick Schumacher, who looks set to be dropped by the team.

Doohan is a surprise name in the mix for an F1 seat in 2023. While he has impressed throughout his rookie F2 season and is fourth in the points, Alpine is thought to prefer a more experienced option, but is in no hurry to make a final call.

**LUKE SMITH & ADAM COOPER**



## F2 champion Drugovich lands Aston Martin reserve role

### FORMULA 1

Newly crowned Formula 2 champion Felipe Drugovich is no longer the most deserving young talent with no connection to a Formula 1 team. The Brazilian has joined Aston Martin as a reserve driver ahead of the 2023 season.

Off the back of Drugovich's F2 title win at Monza with three races to spare, Aston revealed that the 22-year-old would become the first member of its newly formed young-driver programme.

Drugovich will therefore serve as one of the team's reserves through next season in support of Fernando Alonso and Lance Stroll, as well as completing an extensive private testing programme. He will also make his FP1 debut in Abu Dhabi later this year and take part in the post-season rookie test.

"For me, 2023 will be a learning curve," said Drugovich. "I will be working with the F1 team, but my primary goal is to learn and develop as a driver. I hope that will give me an opportunity to race in Formula 1 in the future."

Another young driver confirmed for an FP1 outing is Robert Shwartzman, who Ferrari announced will appear at Austin for his F1 weekend debut. Shwartzman will drive under an Israeli licence in the wake of Russia's invasion of Ukraine.

Although Shwartzman is not thought to be on the radar for any F1 seats in 2023, Ferrari F1 boss Mattia Binotto thinks he is worthy of a drive. "As a driver he has improved, he has developed his own skills, and today he's a lot more mature, even to a year ago," he said. "So I think he's a driver that would deserve a seat."

**LUKE SMITH**





## Palou jilts McLaren to stay put at Ganassi

### INDYCAR

IndyCar silly season pivot Alex Palou is staying with Chip Ganassi Racing after all for 2023, and that means Felix Rosenqvist will remain at Arrow McLaren SP.

Palou found himself in the eye of the storm when it was announced in July that he would be leaving Ganassi for McLaren Racing after the 2022 season. The statement landed shortly after Ganassi announced that it had taken up the 2021 champion's option for another year, triggering a legal tug of war between the two sides.

Due to the acrimonious fallout, Palou's future was up in the air for two months but, in a stunning turn of events, he announced last week that he is staying put.

It was understood that,

along with wanting to secure a better contract as an IndyCar champion, Palou's move to McLaren included the promise of an involvement in the F1 programme. While McLaren moved to sign Alpine protege Oscar Piastri to replace Daniel Ricciardo alongside Lando Norris for 2023, Palou's McLaren testing deal will continue with Ganassi's approval.

"The agreement affords him the opportunity to test cars in separate racing series, provided that it does not directly conflict with his IndyCar commitments," read a Ganassi statement.

Palou added: "Thank you, Chip, Mike [Hull, Ganassi managing director] and the entire team for your willingness to work together and help support both the team and my personal goals



throughout this process."

As yet it is not known which, if any, settlement Ganassi and McLaren had to reach to resolve the situation.

As a result of Palou staying put, Arrow McLaren SP revealed that Rosenqvist will continue alongside O'Ward and Alexander Rossi, who

joins from Andretti Autosport. The Swede had a contract with the McLaren Racing group for 2023 but, due to Palou's impending arrival, it was suggested that he would move back to Formula E to race for McLaren's new team.

**FILIP CLEEREN**

## Lamborghini to build turbo V8 for LMDh racer

### WEC/IMSA

Lamborghini is developing a bespoke twin-turbo V8 for the new LMDh prototype with which it will contest the World Endurance Championship and IMSA SportsCar Championship from 2024. The Italian manufacturer announced the move when it released the first technical details of the car along with another teaser image.

The significance of the announcement is that the new engine will be the first ground-up design developed at Lamborghini's Squadra Corse motorsport department established in 2013. That makes it distinct from the production-based V10 that has powered its line of Huracan GT3 and Super Trofeo one-make racers.

Lamborghini hasn't told us much more than the architecture of the engine that will combine with the spec hybrid system produced by Bosch, Williams and Xtrac to form the LMDh's powertrain. The unit has



a 90-degree angle and it will weigh 180kg, the minimum allowed. The capacity has yet to be confirmed, although it is understood to be in the region of four litres.

All the other details confirmed on Monday were regulatory ones. The power of the complete powertrain was listed at 500kW (or 670bhp), the medium figure in the 480-520kW range laid down in both the LMDh and Le Mans Hypercar rules. The width, length and height of the Lambo were bang on the regulatory maximums, the weight on the class minimum.

Further technical details of the as-yet-unnamed contender from Lamborghini

are not expected until photographs of the car are released in the first quarter of 2023. That will precede the start of testing, which is scheduled for next spring.

Lamborghini's latest statement on the LMDh programme, which was announced in mid-May, highlighted the Volkswagen brand's drive for hybridisation of its road car range under a strategy dubbed Cor Tauri, meaning 'heart of the bull' in Latin. It said that "making the step into a motorsport landscape driven by hybrid propulsion is the perfect fit with Lamborghini's transition to hybrid technologies".

**GARY WATKINS**



# Peugeot snaps up Audi star

WEC

Departure from Audi announced one day, new employer shortly afterwards. Nico Muller's move to Peugeot to become part of its World Endurance Championship campaign was confirmed last week in much the same way as Rene Rast's departure for BMW last month.

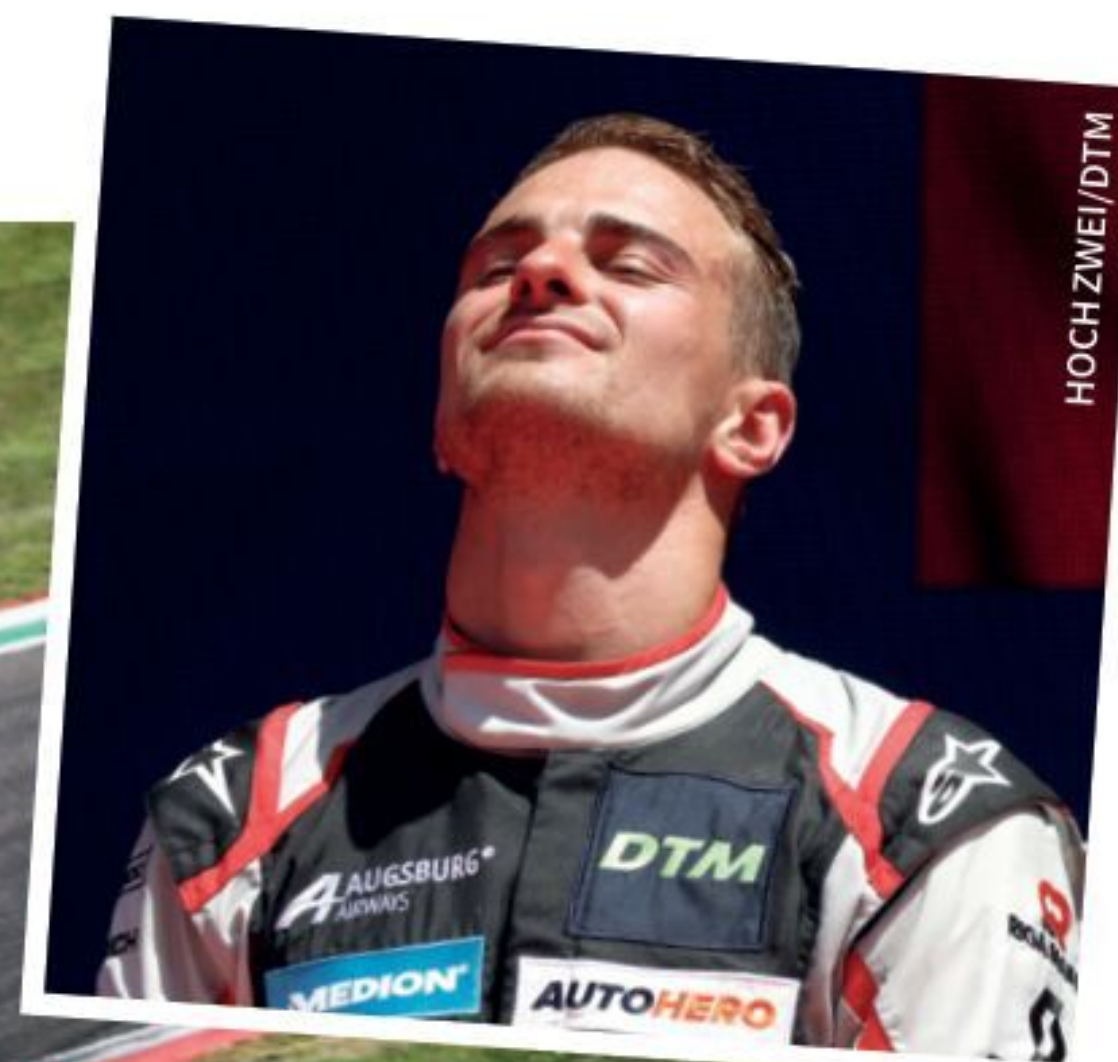
The other similarity is that they have left the long-term employ of Audi to chase the dream of winning the Le Mans 24 Hours. That's something that wasn't going to be possible with the German manufacturer after it discontinued its LMDh project.

"My dream has been to compete at Le Mans for the overall win for many years and once the contact came up with Peugeot and I started to get to know the people a bit better, I understood the company is committed to winning that thing," said Muller, who has raced for the Vector Sport LMP2 team in the WEC this year alongside his Audi DTM commitments with Team Rosberg. "When the opportunity came up, I wasn't hesitating for very long."

The 30-year-old Swiss, whose nine-year stint at Audi has so far yielded 11 DTM wins and a victory in the Nurburgring 24 Hours, insisted that they are "splitting as



Muller, here in DTM action this year, has been an Audi mainstay since 2014



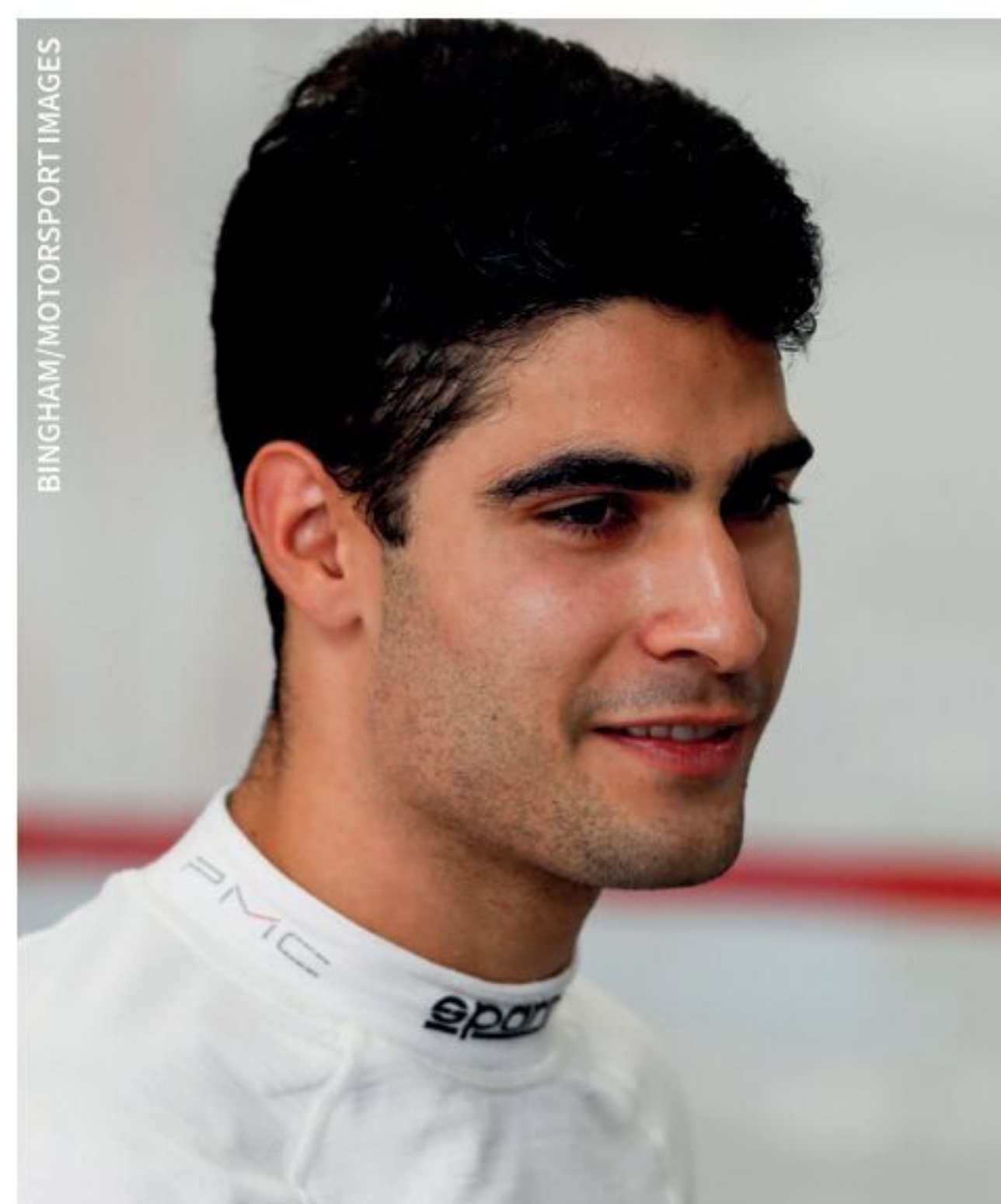
HOCHZWEI/DTM

friends without any hard feelings" as he moves into the sixth race seat in the two Peugeot 9X8s that has remained vacant since Kevin Magnussen opted to return to Formula 1 with Haas in March.

Peugeot's statement last Thursday revealed that Muller will join the 9X8 development programme this year and it appears that a first outing at the Bahrain WEC finale in November, which falls after the last round of the DTM, is a possibility.

Muller, who will also race for Team Abt in Formula E next year, explained that he and Peugeot are currently in the "planning phase" as they map out his programme for the rest of 2022. But he confirmed that he does have permission from Audi to drive Peugeot's Le Mans Hypercar this year. That raises the prospect of him taking the place of test and reserve driver James Rossiter for the Bahrain 8 Hours.

GARY WATKINS



BINGHAM/MOTORSPORT IMAGES

## Sette Camara in NIO 333 switch

FORMULA E

Ex-McLaren Formula 1 reserve Sergio Sette Camara has moved to NIO 333 for the 2023 Formula E season.

The Brazilian has impressed in his two and a half years with American squad Dragon Penske's limited machinery, claiming a highest finish of fourth at Diriyah in 2021. He scored two points in 2022 with his drive from 19th to ninth in London.

Dan Ticktum is expected to remain at NIO 333 for a second season, which would leave long-serving Oliver Turvey out of a drive. Turvey could present an option to the McLaren team, which also has Maximilian

Guenther and Jake Hughes as potential candidates to partner Rene Rast.

Dragon Penske, expected to be assimilated into a new DS-led operation, and the Maserati MSG team (formerly Venturi) are yet to name any 2023 drivers.

Jean-Eric Vergne and new champion Stoffel Vandoorne are expected to race for Dragon, while Maserati appears set to retain Edoardo Mortara. The Italo-Monegasque squad's full line-up has been complicated by Nyck de Vries's overtures towards F1.

Envision is set to announce Sebastien Buemi alongside Nick Cassidy, while Techeetah's FE future remains unknown.

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## IN THE HEADLINES

## OGIER SET FOR SPAIN, JAPAN

Eight-time World Rally champion Sebastien Ogier will contest the final two rounds of this year's series in Spain and Japan. Ogier stepped down to a partial campaign in 2022 with Toyota and has shared the squad's third Yaris with Esapekka Lappi. Toyota WRC boss Jari-Matti Latvala has told Autosport that he is keen to retain Lappi for 2023.

## D'AMBROSIO OUT OF MASER

Ex-Formula 1 driver Jerome d'Ambrosio has left his role as team principal at the Maserati Formula E team as it transitions from Venturi for next season. The Belgian follows former CEO Susie Wolff through the exit door. D'Ambrosio joined as Wolff's deputy after retiring from racing in 2020, and was promoted to team principal when Wolff became CEO in 2021.

## MERHI RETURNS TO 'F3'

Ex-Formula 1 racer Roberto Merhi's nomadic career is taking another twist: he will contest this weekend's Super Formula Lights (formerly Japanese F3) finale at Okayama as he bids to join the premier Super Formula grid in 2023. Merhi, who as well as being an F2 understudy this year has raced in Super GT in a GT3 Audi, will line up with B-Max for his first 'F3' race since finishing fourth in the 2014 Macau Grand Prix.

## WEC ROOKIE TESTERS NAMED

LMP2 up-and-comers Lorenzo Colombo and Lilou Wadoux (below) will take part in the World Endurance Championship rookie test in Bahrain the day after the season finale in November at the wheel of GTE Pro and Hypercar machinery respectively. The series regulars will drive for the title-winning manufacturer in each case. They have been nominated by the WEC organisation alongside Ferrari Challenge Europe points leader Doriane Pin and LMP3 driver Finn Gehrsitz, who will sample LMP2 and GTE Am machinery respectively.



GODET/MOTORSPORT IMAGES



ACISPORT

## Barrichello wins with Fisichella

## ITALIAN GT

Ex-Formula 1 star Rubens Barrichello is targeting more endurance racing with Ferrari after taking victory on his Italian GT Championship debut at Vallelunga last weekend alongside fellow F1 veteran Giancarlo Fisichella.

The 50-year-old Brazilian started 322 grands prix between 1993 and 2011 and scored 11 wins, nine of them with Ferrari. He struck a late deal to join Scuderia Baldini alongside World Endurance Championship regular Fisichella at the wheel of a Ferrari 488 GT3 Evo.

"It's just an amazing feeling to be back driving a Ferrari and to be alongside my great friend Giancarlo Fisichella," said Barrichello. "Vallelunga was one of the first tracks I ever drove on, when I was 16 years old, so I'm really excited to be back."

The duo began the weekend strongly by setting the fastest time in free practice before topping the three-segment qualifying, despite a spin for Barrichello in his session. Fisichella started the two-hour race before handing over to Barrichello for the second stint. The Ferrari was in command throughout the race and, by the time Barrichello swapped with Fisichella for the final stint, the victory was all but assured.

Since his retirement from F1 at the end of 2011, Barrichello raced in IndyCar for one year before forging a highly successful career in Brazil's V8 Stock Car series. He

won the title in 2014 and lies fourth in the points this season. He has also contested the Daytona 24 Hours on four occasions, finishing second with a Wayne Taylor Racing Corvette DP in 2016.

He has spent time in Europe this year following the efforts of 20-year-old son Eduardo, who is a podium finisher in the Formula Regional European Championship by Alpine, while younger son Felipe, 17, has recently become a race winner in Brazilian Formula 4.

Barrichello made no secret of his ambitions to add to his endurance portfolio. "I have been racing stock cars in Brazil, some endurance with Porsches but I have a big plan to race with my kids in 24-hour races in the future," he said. "So, who knows? I hope that can be in a Ferrari as well. We are talking about this."

STEPHEN BRUNSDON & DARIO LUCCHESI



ACISPORT





# Can Russell steal second?

*The gap that separates the Mercedes driver from current championship runner-up Charles Leclerc is looking increasingly surmountable*

ALEX KALINAUCKAS

**F**or anyone fortunate enough to have visited Melbourne, it's rather hard not to constantly miss it. And when he looks back to Formula 1's first race in the Australian city for three years, that really applies to 2022 Melbourne winner Charles Leclerc.

The Ferrari driver was dominant on a weekend when Red Bull couldn't match its red rival on outright pace or tyre performance and its star ultimately retired. That put Leclerc 46 points clear of Max Verstappen and in prime position for his first title glory if he and Ferrari could keep it up. As we now know, neither could.

Verstappen is romping to his own double title glory and can do so as early as next weekend's first F1 race in Singapore for three years. But it's worth looking again at the Melbourne race, because it included a pertinent point to one of the stories to watch to the close of the campaign, now that Red Bull has all but sealed the titles.

With Leclerc leading Verstappen by such a large margin as they left Australia, there was a surprise driver sitting second in the standings: George Russell. The Briton was certain to fall away from that position as the season progressed and Mercedes struggled to fix the W13's fundamental flaws, which is what made Russell's points total after three races so surprising.

But now Mercedes has engineered its way to 13 podiums and a Hungarian GP pole. This, allied with Ferrari's own unexpected flaws and Sergio Perez continuing to underwhelm alongside

races. Not running them as hard with Verstappen out of reach will surely be a consideration if Ferrari at least wants to consolidate Leclerc's second place.

Mercedes has a chance. This is particularly the case now that the high-speed, low-downforce tracks have passed. But its current happiness about this will only be sustained if it has fully moved on from the bump-riding problems that hurt it in Monaco and Baku, with Singapore and Austin upcoming.

The team is also seemingly happy to have Russell and not just Lewis Hamilton evaluate critical new parts, such as the floor Russell trialled at Spa. Helping Mercedes develop a package was something Russell was keen to get involved with after leaving Williams, where his precise technical feedback and work ethic were prized. He has had to adapt to the sheer scale of equipment and skills available at a top squad compared to the smaller one where he began life in F1, but Russell is now clearly settled and thriving. Perhaps the main criticism of Russell's otherwise impressive public utterings are his sometimes OTT radio messages when clearly in the wrong in overtaking moves — such as on Perez and Leclerc at Paul Ricard and Monza respectively. But this is, of course, all part of the game...

At the same time, if Mercedes is to grab what would still be a surprise first victory of 2022 given Red Bull's supreme position and Ferrari's superior one-lap pace, it seems most likely that Hamilton will be the one to take it. As good as Russell has been this season, Hamilton's relentless charges and tyre management mastery remain top-drawer. The elder Briton's issue is the major wheel-to-wheel errors that have crept in during recent years. Otherwise, Hamilton still really has 'it'. And he leads the intra-Mercedes qualifying battle 9-6 to boot.

Race circumstances such as the timing of the second safety car in that Melbourne race have also flattered Russell and at the same time hurt Hamilton's results. But Russell's start to life at Mercedes has been brilliant by any measure. The current 35-point gap between him and Hamilton means he seems more likely to score a shock 2022 runner-up result. The problem for Hamilton's challenge is that it's the same as Russell's — he's vying for scraps that Red Bull (and to a lesser extent Ferrari) let fall, even with Mercedes' performance gains. So, he has more to do from the same few opportunities.

However the fight for the 2022 runner-up spot ends, we can finally reflect on two things. Mercedes' poor start to the new ground-effects era no doubt aided Russell's start with the team compared to being in the glare of an immediate title fight, as Valtteri Bottas was in 2017. So if, as Mercedes is considering, a wholesale change of car concept catapults it back into title contention in 2023, then the pressure will be on to prove his results this season were just the start of a famous story, not the high point. ✍

## “Race circumstances have flattered Russell and at the same time hurt Hamilton's results”

Verstappen, means Russell has a real shot at finishing as 2022 runner-up. This shows how far Leclerc and his squad have fallen.

Now, the Silver Arrows squad has got to the point competitively where it can trial new parts to chase downforce, and has upgraded its simulation tools (a surprise early-2022 problem) to try to pinpoint where these may get close to triggering porpoising again. On Russell's chances of surpassing the current 16-point gap to Leclerc, his consistency in race positions is naturally the headline takeaway. Only his British GP crash interrupts that remarkable run of 15 top-five places from 16 races.

At Ferrari, the strategic calls at Zandvoort and particularly Monza were spot-on. So, perhaps the bigger worry for the Italian team will be its mid-season reliability woes returning when the latest power unit parts reach the end of their lives come the closing





# CASTLE COMBE



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# A critical balancing act

*The World Rallycross Championship's new era has unleashed electric cars that should be the fastest ever seen. But it must be careful that doesn't create other problems*

JAMES NEWBOLD

**I**t's not much by any measure, but 0.011 seconds represented a victory of sorts for electric racing over the traditional internal combustion engine when the World Rallycross Championship visited Norway's Hell circuit in August. The 38.058s fastest lap set by KMS VW driver Johan Kristoffersson on his way to victory in the first round of World RX's new electric era just shaded the 38.069s from Andreas Bakkerud's conventionally propelled EKS Audi in the European RX1 final held on the same day.

That's no mean feat given the work needed to accommodate the spec, twin-motor Kreisel Electric four-wheel-drive powertrain kit, which packs a 500kW punch. "It was not as simple as just removing the internal combustion engine and putting in the electric powertrain," points out Hansen World RX Team boss Kenneth Hansen, who runs two Peugeot 208 RX1e challengers for sons Timmy and Kevin. That explains why the first round was twice postponed, from Holjes to the Nurburgring – which has been rescheduled – before getting under way in Hell.

There is optimism that the ICE Supercars in the European championship – the world title now exclusively for EVs – will eventually be outclassed in performance stakes, with 2019 world champion Timmy Hansen revealing "we are well ahead" of the combustion cars when it comes to launching off the line.

But around the lap, it depends on conditions, according to

**"The danger is of a 'complete engineering sport' that creates no added value for spectators"**

his 14-time European champion father. "We have been quite equal with the combustion cars in the European championship so far, but it has much more potential in it," says Hansen Sr. "We could be quite faster than we are."

The stats bear that out. After taking a 1-0 lead in Norway, the new breed of electric machines were outpaced – albeit only by 0.025s – on Saturday at Riga, where Enzo Ide's best lap in Euro RX1's Heat 2 pipped Kristoffersson's round two final best. Rain rendered times from Euro RX1's final on Sunday incomparable with World RX's corresponding round three final, before Kristoffersson outpaced Ide with the best laps from last weekend's Montalegre round by 0.283s. So far, it's 2-1 to the electric cars, but it's not conclusive yet.

"It depends on where we are, which track and which conditions," Hansen replies when asked how close to the limit the cars are,

stating that it fluctuates between "very close or even on 100%" and 85%. "It's difficult to answer exactly but there's definitely more possibilities and more potential."

As Hansen explains, "it's not only in our hands to learn and to set up the chassis very well and also adapt the mapping, the torque split between front and rear, it's also a journey to get the right software". This is out of the teams' hands, and discussions are ongoing with kit supplier Kreisel and the FIA over what degree of freedom will be permitted. This is an important question for Rallycross Promoter GmbH, as it works out the desired level of sophistication for the cars to reach before engineering nous becomes more important than driving skill.

Hansen, who has been "positively surprised" by the spectacle of the electric cars, can see both sides of the argument. But he's hopeful that teams "can test a little more on the software side".

"From the FIA side, the cars should be driven by the drivers," he says, "and not too much help to gain performance should be there. That's a balance to find the right way. At the moment it's quite up to the driver, but it's very difficult for them to control it."

But he recognises too that allowing too much freedom will mean the best-funded teams with the most people dominate. Currently, teams are limited to six engineering personnel per car on single and two-car teams, but more sophisticated software would invariably require more specialists. The danger is of a "complete engineering sport" that wouldn't create any added value for spectators.

"That's not what we're aiming for," says Hansen, who stresses that the FIA, Kreisel and the promoter are in agreement. "I'm not negative where we are, I'm very positive that we started like we did. It has more potential, so we look forward to get that out of the cars."

Hansen, though, acknowledges that it's still early days, with teams agreed that "we need to do some more steps forward" and avoid rushing into changes that might be regretted. He also knows that there are more pressing issues to tackle such as boosting grid sizes. Much anticipation surrounds GCK Motorsport's Lancia Delta expected later this year, but there is still some way to go before grids are comparable with the European series (averaging 15.4 in 2022, with a peak of 25 in Sweden).

"We compare with the old days when we were 20, 25 on the grid, we are still only eight," Hansen says. "We want to get the sport back where it belongs, get more cars, more drivers in."

Even if grids are small, these are encouraging times for WRX. The lap times are a clear sign of progress but, as Hansen knows well given the exodus of manufacturers at the end of 2018, the balance of complexity and driver skill needs to be right for the world championship – and RX as a whole – to thrive. 🏁





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# YOUR SAY

## *Making changes to the rules all in the name of manufacturing an exciting 'show' is something that NASCAR does, not Formula 1*

ERIC BOUCHER

### Move on from Monza

I find it amusing that the finish to the Monza race is being called a 'farce'. Had this not occurred at Monza with a red car in second place it's likely we wouldn't even be talking about it. But combine the above scenario with so many fans' inability to move beyond last year's title decider (which actually *was* a farce) and what we're left with is the proverbial tempest in a teapot. It would be a great shame to see any kind of knee-jerk reaction from the powers-that-be. Making changes to the rules all in the name of manufacturing an exciting 'show' is something that NASCAR does, not Formula 1.

I've been a motorsports fan and participant for the better part of my 50 years on this earth and, to put it bluntly, sometimes these things just happen. Races can and will finish under yellow. It's part of the sport. If you want to decrease the chances of it happening then change the way the cars are recovered. If a crane had been positioned in that section of the track then it would have been a matter of seconds to get the car removed and the race resumed, even *with* the safety car's blunder of not picking up the leader.

I've always wondered why IndyCar doesn't utilise the crane method, especially on the temporary street circuits. This is a perfect example of how this method of stricken car removal could have allowed for a late race restart at Monza. Place cranes around permanent circuits just like they do at the temporary circuits. Problem solved. Move on people. There truly is nothing to see here.

**Eric Boucher**

**Auburn, California**

### So much for 'learning lessons'

The Italian Grand Prix ended in a total farce, due to two factors. Firstly, why is it that some drivers can't find a sensible place to stop when they have a problem during a race? The TV pictures showed that Daniel Ricciardo should have pulled over to the left, where there was at least more width to get off the track. Surely, for a driver's own safety to exit the car, pull off where there's more room, or preferably in a gap where recovery is easier.

Then of course the finish under the safety car, with a delay in deploying the safety car, and not communicating the message to some of the teams – keeping the cars in the train, while other cars



were able to unlap themselves. So much for 'learning the lessons from Abu Dhabi 2021' with the alternating race directors and the virtual race control in FIA HQ. The late Charlie Whiting would turn in his grave.

**Tim Bendelow**

**Harrogate, North Yorkshire**

### Take note from how it's done in Monaco

Monaco, where there is barely room to swing a cat, can clear stricken race cars in a matter of a few minutes at any point on the circuit, providing there is no barrier damage to contend with. So how is it that the potentially exciting closing laps of the F1 race at Monza became a slow convoy behind a safety car to the chequered flag, when there was no barrier damage, just a parked race car? Not that safety cars are a bad idea, my gripe concerns circuits that cannot clear stricken race cars quickly to allow a race to continue.

For one, the drivers had all fought long and hard to gain positions only to see any such advantages swept away. Secondly, and the powers-that-be should take note, F1 is nothing without spectators and spectacles like Monza 2022 will only tarnish the supposed excellence of F1 being the pinnacle of motor racing.

**Stephen Cameron**

**Worcestershire**

## Have your say, get in touch

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VERSTAPPEN IN F1

YEAR	POS	PTS	WINS
2015	12th	49	0
2016	5th	204	1
2017	6th	168	2
2018	4th	249	2
2019	3rd	278	3
2020	3rd	214	2
2021	1st	395.5	10
2022 so far	1st	335	11







# HAS F1'S BAD BOY REALLY CHANGED?

*In a transformative season for Formula 1, there's a lot that's different about Max Verstappen's title campaign, including the reigning champion himself*

ALEX KALINAUCKAS

PHOTOGRAPHY RED BULL AND  **motorsport**  
IMAGES





The 2022 Formula 1 season has been a campaign of great transformation from the one that came before. This is epitomised in the start of the championship's new era, with the ground-effects car designs that are already well liked and established.

There are of course similarities, too. The multi-team title fights F1 observers had hoped would return started off restricted to just two of what were already considered to be 'Class A' squads. Then, as the year has gone on, it has boiled down to just one top team: Red Bull. The slightest infraction of any racer still leads to bitter and divisive online arguments. But at the same time, F1's post-pandemic-restrictions boom continues unabated.

And then there's Max Verstappen. His 2021 title-clinching circumstances were controversial, but even without such drama this time around the result is going to be the same: Verstappen will be the 2022 drivers' champion.

The campaign has turned out to be centrally his story, the opposition falling away to mere subplots. But what else about the Dutchman's 2022 tale is different from his first successful championship challenge? Plenty. And here we present those critical differences and consider how the driver himself has changed since becoming a car racing champion for the first time and on the grandest stage of all in 2021.

## FERRARI, NOT MERCEDES, IS RED BULL'S OPPOSITION

Now that Verstappen is a whopping 116 points ahead of Charles Leclerc in the standings, it's rather remarkable to remember that, leaving Australia after the third round, the Ferrari driver was 46 points clear of Verstappen (then sixth in the championship).

That stunning turnaround in Verstappen's favour was of course predated by Ferrari, and not Mercedes *à la* 2021, emerging as Red Bull's closest challenger. Ahead of winter testing, the central question was whether a team previously off the pace could lead the pack, combined with wondering whether the 2021 title challengers would be able to maintain their positions through a rules reset under a cost cap. Red Bull kept its potential as under wraps as ever during testing, where it was obvious that Ferrari was much stronger and Mercedes much weaker – all among the dominant porpoising talk.

The final runs in Bahrain revealed how dramatic Mercedes' fall had been, with Lewis Hamilton and George Russell unable to stay fully on the gas in places where the Red Bull and Ferrari drivers were planted. The pecking order – even with Ferrari bouncing far more than Red Bull – was established quickly after at the first race. But it was Leclerc on pole, pipping Verstappen by 0.123 seconds, with Hamilton the top Mercedes driver and a massive 0.680s adrift. The race was closer, with Verstappen and Leclerc completing three thrilling duels for the lead before both Red Bulls dropped out with fuel pump failures.



"Every year is different anyway, in terms of who you're fighting or a team you're fighting," Verstappen replies when asked about how 2022 differs from 2021. "But these cars are a lot more enjoyable to battle with."

Ferrari's time at the front has proved to be short-lived, for many different reasons. But the close, exciting Verstappen/Leclerc wheel-to-wheel scraps characterised the early rounds more than anything else. And the machines they were using in a fresh epic fight to follow Verstappen versus Hamilton are another key focus on how 'Verstappen Title 2' is different from the original.

## RACING IS RATHER DIFFERENT IN 2022

'Raceability.' This was one of five key areas the F1 organisation – supported by the FIA – set out to improve in the championship with the first big rules revamp of the Liberty Media-ownership era. That meant creating cars that could follow closely and in turn battle better and for longer than those from the ultra-high-downforce era





2021

Monza clash contrasts  
with three passes for  
the lead in Austria



2022

that ended with Verstappen's 2021 Abu Dhabi GP coronation.

Once the drivers had got to grips with the new machinery during testing in Spain and Bahrain, they were able to explain how the ground-effects cars felt and performed. The slipstream effect is reduced but, critically, 'dirty air' is thrown higher and away from a following car, enabling it to sit closer when racing. This means the drivers are having fewer (and less pronounced) sudden understeer snaps when closing on a rival. But it has all meant that DRS trains stretch out from closely matched machines in the pack, until tyre degradation – different too in 2022, since a following driver doesn't begin to slide with that sudden understeer, and thereby slows and wears out their rubber – kicks off the pitstop action.

"The last few years, the focus was a lot on qualifying because in some tracks, it was super-hard to follow and the cars just got a bit uncontrollable when you got really close, unless you had a big pace advantage or tyre advantage," Verstappen says of overtaking action in 2022 versus 2021. "Now, you know that even if your qualifying wasn't great, there is a chance that you pass anyway in the race if you have good race pace. That's nice."

Up front, particularly in those early-season rounds, the new cars have so far produced six thrilling scraps between Verstappen and Leclerc. The Ferrari driver came out on top in Bahrain, then dominated in Melbourne to avoid the pressure of an attack. Much later in the year, in Austria, he got the upper hand by making three passes for the lead. In Bahrain and Jeddah came the tactics of DRS use, a key part of their battles, with the knowledge that something could be saved if a pass doesn't quickly come off against cars of similar pace. Those contests revealed how the differing drag-level approaches of Red Bull (lower) and Ferrari (higher) meant top speed had added importance. Verstappen leads the battle tally 4-2, but there have been no ugly clashes between them.

## VERSTAPPEN RACING LECLERC IS DIFFERENT

That's the essential takeaway. At this stage in 2021, Verstappen and Hamilton had crashed into each other twice – Silverstone and Monza – and had close calls at Imola and Barcelona. >>





**BAD**

Ferrari's made a habit of strategy fumbles, while Red Bull's been super-sharp

**GOOD**



At 16 races down in 2022, the closest Verstappen and Leclerc have had in terms of racing controversy came when the Red Bull star firmly saw his rival off track at Brooklands on lap one at Silverstone — but this was well within the new racing 'guidelines' the FIA had distributed to the teams ahead of the season.

There have been other interesting officiating changes for 2022, such as Verstappen's tactic of aggressively moving alongside Hamilton at the late-race restart in Abu Dhabi last year being outlawed from the Melbourne event. And this all combines with Verstappen understanding from the Jeddah 2021 race that overly aggressive defensive moves along the lines of Turn 4 at Interlagos last year are not permitted (and never should have been). Added to the officiating changes is the fact that Verstappen entered the 2022 season with seven penalty points hanging over his future conduct thanks to his 2021 transgressions.

Direct questions on whether he is indeed racing Leclerc differently to Hamilton are deftly batted away by all parties. Therefore, we can assess from the outside what has been different in Verstappen's 2022 racing and match this with

what we know of his attitude to change.

In 2018, he refused to admit he'd altered anything in his approach after a string of early-season gaffes culminated in his Monaco FP3 crash and finishing ninth in a race won by team-mate Daniel Ricciardo. But Verstappen's improvement thereafter was clear. The same, it seems, has happened in his 2022 racing decisions — albeit with evidence of different choices. Verstappen had the chance to run Leclerc off in Bahrain and Austria but did not, in the latter instance perhaps because his comfortable points advantage meant he didn't need to prevail on every piece of track.

There are still flashes of that old extreme aggression — and maybe that will return full-time if Hamilton and Mercedes do get back to becoming as close an opposition as they were in 2021. Also, at Silverstone, Verstappen's late defence (with a hobbled car) over seventh against Mick Schumacher made no sense given Ferrari was at the same time depriving Leclerc of yet more points. But perhaps that final note offers a vital reason why 2022 hasn't been as ugly as 2021: did Verstappen sense that Ferrari would offer weaker opposition overall than Hamilton and an on-the-pace Mercedes?





## LECLERC HAS MADE SOME ERRORS

In their Bahrain and Jeddah duels, Verstappen had no way of knowing that Ferrari would implode so spectacularly. But his willingness to go up to the line and not over it does suggest an altered approach. Furthermore, there is something in the ending of an era from a competitor's perspective that is almost gladiatorial and territorial that we must take into account – the sense that 'I'm the King now'.

Not that he'd ever admit it, but that could well have been a factor in how Verstappen raced Hamilton. The seven-time world champion's speed and relentlessness in an era when overtaking was that much harder thanks to the previous car designs meant that only an overwhelming approach would ultimately win out.

Whether he's altered his racing attitude against Leclerc or not, Verstappen actually hasn't had to repeat his own relentless battling drives from 2021 this time around, because Leclerc has erred while Verstappen has ended up close to perfect from a 'complete driver' perspective. His most dominant displays have been when he and

Red Bull have been in their own class – in Hungary and Belgium and, to a slightly lesser extent, the Netherlands and Italy.

Overall, the Red Bull RB18 just can't match the Ferrari for outright qualifying speed, which is also Leclerc's best attribute. So, there's no shame in Verstappen having four poles to his rival's eight and counting. But too often over a grand prix distance, Leclerc has let himself down and lost valuable points.

His Imola off in the rain chasing Sergio Perez was almost understandable. Ferrari's dry-weather tyre management weakness against Red Bull had been exposed in the first of two (and also counting) Verstappen sprint race wins the day before, then its 2022 start issues were laid bare in the GP's wet getaway. Leclerc's tiny misjudgement cost seven points, but his chase against stronger opposition was valiant. His Paul Ricard crash was something else.

Just as he had forced Verstappen's rapid Red Bull off the best strategy, Leclerc blew his big chance to strike a major blow back in a title race that was getting away. That, more than anything, felt like the moment the contest was over.

But Leclerc's one big error is actually better so far compared to the two Hamilton made over the same run in 2021 – the Briton's Imola gravel disaster and Baku brake-setting mistake. What has cost more points and made Leclerc's France crash so devastating was how Ferrari badly let him down again and again, to that point and after.

## RIVALS DROP THE BALL ON STRATEGY, RED BULL ACES IT

There's a plurality to the sub-head above, but this difference from 2021 centres mainly on Ferrari. Mercedes' biggest mistake has been the W13's overall concept, which is still lacking to the leaders even though the worst of its porpoising issues have been addressed (although let's see come the bumps of Singapore and Austin!).

Even so, the Silver Arrows' late-Zandvoort strategy calls are worth examining here because they ultimately cost Hamilton the best result he could have achieved in that race, while Russell took second. But Verstappen was really untouchable once the brief threat of Mercedes' one-stopper being successful had been thwarted by the safety car period. There, Red Bull's on-the-fly decision-making to take soft tyres immediately was spot-on. Unlike early in 2021, where it lost in Spain by not being as aggressive as it learned to be in France three events later, Red Bull has had strategy sharpness nailed this year.

Ferrari hasn't – by some margin. Miami, Spain, Baku and Canada were lost contests for Leclerc thanks to a combination of weaker tyre preservation on softer compounds, which still holds true despite Ferrari's race pace prowess outlier in Austria, and bad reliability. Monaco and Silverstone were lost to Ferrari's baffling strategy calls. In the latter, as was briefly the case in the Austria sprint, team orders challenges arose too with Carlos Sainz, finally at ease in the F1-75. Then, most famously, came the call in Hungary to put Leclerc on that race's hard compound, meaning he ended up losing pace and a race that Ferrari should have won to a charging Verstappen, despite the Dutchman spinning.

"We were not particularly great on Friday," Verstappen says of his Hungary victory, where another Red Bull improvement was also highlighted. It has generally been successful in engineering its way back from tough starts (such as Verstappen's Netherlands FP1 gearbox failure) and not lose its way. Weekend set-up evolution was Red Bull's undoing at some 2021 events – think Turkey.

"We made a few changes and the car was in a better window," Verstappen says of Red Bull's Hungary transformation. "But still, it was a close fight for pole. In the race it was basically just being patient and just applying the right strategy to get through the field."

## VERSTAPPEN'S TYRE MANAGEMENT MASTERY

For all our talk of 2021 vs 2022, now we're going to go back to 2020. That was yet another year of Hamilton/Mercedes domination but, in race after race, Verstappen was the only driver able to stay anywhere >>

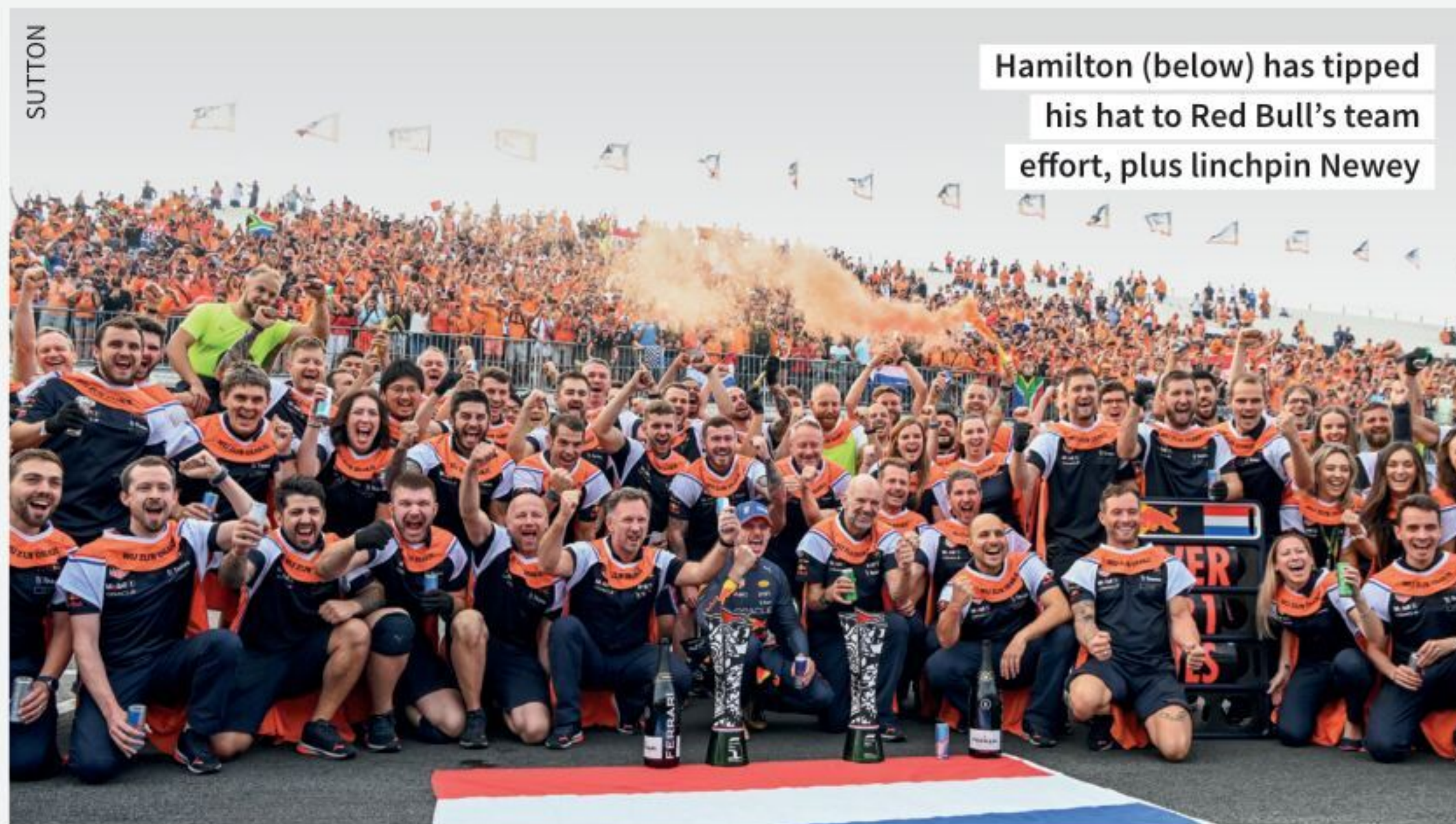


## CAR VERSUS DRIVER

‘Is it all the car? How much does the driver make a difference? Who would be champion in equal machinery?’ Fine debates if conducted properly and patiently.

But what so recently were questions being asked of Lewis Hamilton and Mercedes, now turn to Max Verstappen and Red Bull. His 11 grand prix wins in 2022 mean Verstappen can be crowned champion for a second time if things go his way on Singapore streets Formula 1 hasn’t raced on since 2019. But that doesn’t tell anywhere near the full story.

The RB18 is not a



Hamilton (below) has tipped his hat to Red Bull’s team effort, plus linchpin Newey

dominant car set to go down as one of F1’s finest. It has, however, been honed and improved from an unreliable, overweight start, all while its rivals have gifted huge points heaps to its star driver. But Verstappen has also driven excellently, bar a few early qualifying struggles and being caught out in a gust at Barcelona. There can be no doubt that he is the driver of the season. So, what does Verstappen’s fierce 2021 title rival make of his performances?

“It’s more [about being] impressed with Adrian

Newey [technical chief] and his team,” Hamilton says when asked for his thoughts on the matter at Zandvoort. “[Red Bull] have generally had really great cars for some time. They used to have a really high rideheight and had more drag. I think they’ve realised [and] experienced this year that their engine actually isn’t slower than others and it was more that they had a lot more drag in the previous years.

“Anything I would’ve said in the past about the team, I didn’t mean it in

a negative way. Years ago [2011], I said something about them being ‘just a drinks company’. And it was really just highlighting that you would bet on a car manufacturer more so. But they’ve proved me wrong and everyone.

“But, more so, just knowing that Adrian did his thesis on ground-effects cars when he was at university. It’s no surprise what he’s done and created this year!”

Rather understandably, neither Hamilton nor Verstappen give an inch to

the other bar the respect that exists between them as the two best drivers, overall, of the current era. But when Verstappen is told of his rival’s words on his team rather than his driving later the same weekend, there’s no churlish response.

“There’s a lot of that is down to the team, of course, as [that’s] also how Lewis won his championships,” says Verstappen. “That’s how it goes in F1. Your car is super-important, but when you’re an exceptional driver, like of course Lewis is as well, you make a difference over your team-mate.”

And just as before Hamilton’s clear edge over Nico Rosberg and even more compared to Valtteri Bottas led to six titles to their combined one, Verstappen is showing the same against Sergio Perez – to an even greater degree given the Mexican’s lack of qualifying speed. The driver really does make a difference.

## VERSTAPPEN ON DE VRIES

The Netherlands has now had 17 drivers compete in Formula 1. Six have scored points and the only two to stand on a podium are named Verstappen. Just one, Max, is a grand prix winner and world champion.

The most recent recruit to the Dutch F1 club is Mercedes’ 2021 Formula E champion Nyck de Vries. The 27-year-old made his F1 race debut at Monza standing in for Alex Albon after the Williams driver’s appendectomy, which was followed by a frightening respiratory failure and subsequent brief stint in intensive care.

De Vries had completed a rookie FP1 slot for Aston

Martin in Italy thanks to his Mercedes ties. Over a Paddock Club coffee the next day, he learned of his shock promotion. A Q1 escape followed and his qualifying result of 13th became eighth for the race start thanks to the many

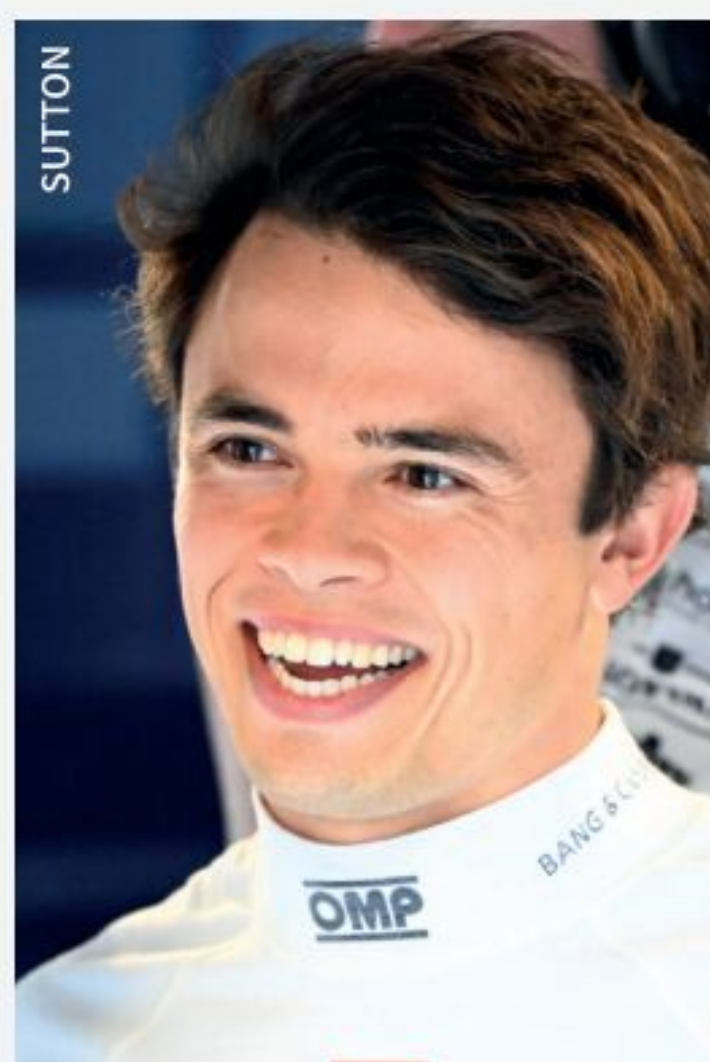
engine-change grid penalties. That meant he would line up alongside his “great friend” Verstappen, before finishing ninth.

“I know him very well,” the Red Bull driver explains. “[Starting on the same row was] a bit unexpected.”

After the pre-race national anthem, Verstappen was spotted chatting to de Vries – so what advice had he offered? “First of all, enjoy it and don’t think about it too much,” Verstappen recalls. “I remember my first one.

Everything happens so quickly but you just tell yourself, ‘We’ll see what happens’ instead of really stressing out. You shouldn’t think, ‘I need a good start, I need a good first lap.’ He handled everything really well. It was just a quick motivation speech.

“I saw him battling in front of me [as blue-flag traffic] when he was defending 10th. For Nyck to jump in and deliver this performance is not easy at all. I think he did a great job from the things I saw, also in terms of defending. He just kept his cool, didn’t make mistakes and I’m very happy for him to score the points.”



De Vries got a pre-race pep talk from fellow Dutchman Verstappen



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near close to the Briton and Valtteri Bottas. For all the accurate assessments of Hamilton's tyre management mastery matching with his speed and racecraft to earn all those titles, Verstappen has reached a similar level.

"I think I'm always good on tyres," he said after dominating at Spa. "Maybe people don't look at it. It's just understanding, experience — trying to set up the car in the best way possible. And sometimes the car reacts better to it and sometimes not. I think when you look at, for example, Austria, we weren't that great. But we learned from that and we tried to apply that. If the car sometimes is that good, everything becomes easier."

There's a discernible note of underappreciation above — not that Verstappen is one to want his every talent constantly praised, just listen to how engineer Gianpiero Lambiase talks to him over the radio. Perhaps it's because team-mate Perez is the driver many people consider F1's 'tyre whisperer'. If it is, let Verstappen's destruction of a team-mate who cannot replicate his results now that the RB18 is lighter and less prone to understeer dispel that image.

Verstappen hated his car's early-season understeer, which was

exacerbated by a compound construction aberration with the 18-inch tyres that Pirelli is committed to fixing for 2023. It meant the car's balance was not as pointy as he loves, caused by Red Bull being unable to move its ballast around to assist handling because the RB18 was understood to be as much as 30kg over the 2022 weight limit. That also meant Verstappen struggled to get up to speed on a weekend as quickly as Perez, and this led to his qualifying defeats in Jeddah, Monaco and Baku, although in the Principality Verstappen was set to beat Perez's time and start alongside Leclerc, which would have significantly altered the perception of the pair's rivalry at that stage.

## RED BULL'S STRONG CAR DESIGN PHILOSOPHY

Although it has taken engine change penalty pain on Honda's advice at recent events, Red Bull has successfully fixed its early-2022 reliability struggles, where the Bahrain woe was followed by Verstappen's unrelated additional fuel system issue in Melbourne. Now he also has a wider power unit parts pool after Honda's concerns about internal combustion engine durability. Ferrari has also had to take grid drops on that front, after Leclerc's engine failure misery meant a lost Spanish GP win in the aftermath of Verstappen's mistake and another (albeit smaller) victory shot disappearing in similar circumstances in Baku.

Red Bull's reliability improvement is one thing but, now that it has hit the weight limit and can adjust Verstappen's balance more easily, he feels that the RB18 does not have any "real weaknesses". Additionally, he and Red Bull know "at some places we are stronger than others".

"On a high-downforce track it's a bit of a more difficult situation to get the best out of our package," Verstappen said after winning at Zandvoort — a high-downforce-requiring track that split his triumphs in low-drag-favouring Spa and Monza. "But I think if you look at the whole season, you have more tracks with kind of medium downforce levels, and I think our car is very efficient."

Here, Red Bull deserves serious credit. Unlike in the last era, where it regularly found itself only able to challenge at tracks such as Monaco and the Hungaroring with its high-downforce prowess, now it can challenge at all venues with a versatile car that is boosted by its potent engine power and low-drag concept. This was Mercedes' previous strength, which Ferrari now lacks. Even on weekends where it can match Red Bull, its other failings mean it requires perfection.

"I'm not sure you can take an extrapolation of this year's performance and say that it will be of benefit to us next year," Red Bull chief engineer Paul Monaghan said at Monza. "We've got to absorb the [coming] regulation changes for the floor edge heights, and the stiffness change, without necessarily losing as much as our opposition. Then developing at the same rate. And then we will still be competitive next year."

## WHAT DIFFERENCE WILL 2023 BRING?

A team as well run as Red Bull is rightly already looking to how it can win again next year, using its efficient and adaptable RB18 design as a strong basis. F1's fear is that it will now run away from its rivals, Ferrari having missed its shot and Mercedes still recovering. Given the state of the 2022 drivers' title 'fight' right now, plenty will be hoping for change in 2023 in any case.

For Verstappen, he surely can have no complacency fears. Perhaps his dominant form in 2022 is evidence that, despite saying winning the 2021 title would not "change my life", becoming a world champion has provided the pressure-release boost it can in the best drivers. They are then driven to win again and again.

Finally, consider Zandvoort once more. With no chance of a final race decider, the fanatical home fanbase provided the biggest pressure test of Verstappen's season. Autosport watched him climb from his car on the pre-race grid, the grandstands roaring and bouncing. He didn't so much as look at, let alone acknowledge, the chaos on his behalf. He is chilled and focused on winning, and it benefited him brilliantly that day and on so many others this year. And Verstappen doesn't show any sign of letting up on his 2022 success streak... ❧



# HYUNDAI BRINGS THE CAR SWAP INTO THE 21ST CENTURY

*Rally and touring car stars seize the chance to experience each other's hybrid and all-electric machinery*

TOM HOWARD

PHOTOGRAPHY THUILLIER/HYUNDAI MOTORSPORT GMBH

Over the years the motorsport world has witnessed its fair share of machine swaps as drivers and riders explore different disciplines. Think seven-time Formula 1 world champion Lewis Hamilton and MotoGP legend Valentino Rossi famously experiencing their respective 2017-specification Mercedes W08 and 2019 Yamaha MotoGP YZR-M1 machines at Valencia's Circuit Ricardo Tormo in 2019. Or back in 2003 when Williams F1 driver Juan Pablo Montoya exchanged his FW24 with four-time NASCAR Cup champion Jeff Gordon's 'rainbow warrior' Chevrolet Monte Carlo at the Indianapolis Motor Speedway. Montoya would ultimately enjoy an almost-nine-year sojourn in NASCAR, which began four years after the PR stunt.

The concept also included 2009 F1 world champion Jenson Button and seven-time Bathurst 1000 winner Craig Lowndes swapping a McLaren MP4-23 and a Holden VE Commodore to tackle the hallowed Mount Panorama circuit in 2011.

This year Hyundai has embraced this idea but given it a modern twist as motorsport continues its transition into an electric and hybrid-powered future. The South Korean marque is among many manufacturers in the automotive industry investing in developing more sustainable technology for its vehicles by using the power of motor racing as its test bed.

Hyundai is among three manufacturers, alongside Cupra and Alfa Romeo, represented in the all-electric FIA ETCR eTouring Car Cup, launched in 2021. This project runs alongside its ongoing commitment to the World Rally Championship, which boasts new-for-2022 Rally1 hybrid regulations, using hybrid vehicles powered by 100% sustainable fuels.

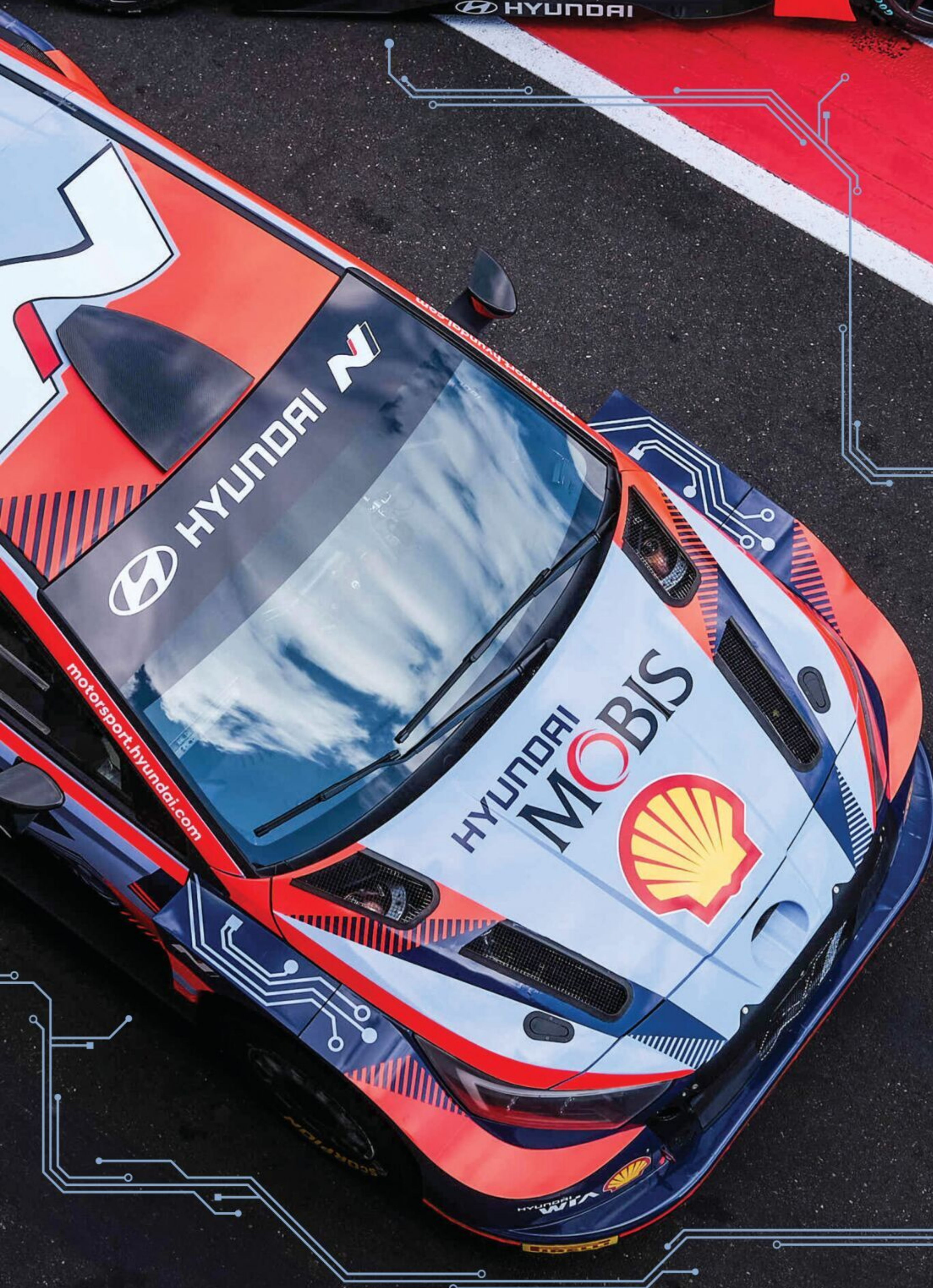
To showcase its latest offerings, Hyundai challenged two of its factory drivers to swap offices for the day at Belgium's Zolder circuit for a special demonstration during a round of the ETCR series. WRC driver Thierry Neuville jumped behind the wheel of Hyundai's all-new Veloster N ETCR car, while ETCR pilot and tin-top ace Norbert Michelisz climbed aboard Neuville's i20 N Rally1 hybrid.

First of the duo to take the plunge is 2019 World Touring Car Cup champion Michelisz – a self-confessed WRC fan. The Hungarian takes the wheel of the i20 N, with Neuville placed in the unusual position of co-driver. The i20 N started life as an underdeveloped and fragile rally car, but Hyundai's expertise has since turned this into a four-time rally winner, following triumphs in Sardinia, Finland, >>



Neuville (left) and Michelisz swap notes





## Hyundai Veloster N ETCR

**Power (max)** 500kW (670hp)

**Torque (max)** 900Nm

**Motor** 4 Magelec motors, two per rear wheel

**Battery** 800V, 64kWh battery system

**Gearbox** Rear-wheel drive, single-ratio gearbox

**Weight** 1800kg

## Hyundai i20 N Rally1

**Power (max)** 380bhp at 6500rpm, 500bhp, combined with hybrid boost

**Torque (max)** 450Nm at 5500rpm

**Engine** 1.6-litre turbocharged, four-cylinder

**Hybrid** 100kW (134hp) Compact Dynamics hybrid kit

**Gearbox** Four-wheel drive, five-speed manual

**Weight** 1260kg minimum



## Norbert Michelisz

### ON HIS WRC EXPERIENCE

“It’s an unbelievable car. It’s a very sophisticated car also with the hybrid system. It has a lot of power and a great drivetrain. You feel it immediately even though it was not set up for Tarmac.

“You understand that it is very high technology. The amount of pitch, squat and roll is impressive. I follow WRC and have been watching them drive at Monza and Spa with a gravel set-up on a circuit stage and you cannot understand the movement of the car and the fine details if you are not sitting inside.

“It was really exciting and I don’t want to say I drove to the limit, but I managed to slide a bit and do some high-speed powerslides in Turn 3 and Turn 4. It was just an unbelievable experience. Thierry was telling me to brake and then go back to full throttle, I didn’t believe him in the first moment, but with the four-wheel drive it is something you can do.

“I got much more than I expected. I had already very high expectations but the cars are just amazing.”

#### What did you make of Thierry’s effort in your Veloster N ETCR car?

“I have to say that he built confidence in the first lap but his rhythm was just perfect. I was joking with him that he could have done the race weekend. He was smiling, so I think enjoyed it.”



Belgium and Greece, where it recorded a history-making first WRC podium lockout for the marque earlier this month.

The i20 N Rally is powered by a 1.6-litre turbocharged internal combustion engine paired with a 100kW control hybrid unit, designed by Compact Dynamics. When engine and hybrid are engaged, the car is capable of producing 500 horsepower in short bursts. Hybrid boost is deployed by the use of the throttle pedal, while further boosts are unlocked through energy regeneration under braking. Drivers are required to regenerate 30 kilojoules of energy before another boost is granted that will be used the next time they touch the throttle pedal.

## “I FOLLOW THE WRC, SO IT WAS A GREAT EXPERIENCE AND GREAT PLEASURE TO TRY SOMETHING NEW”

Unlike its previous iteration, the four-wheel-drive i20 N features a five-speed gearbox and 15% less downforce created through aerodynamics. The sophisticated centre differential of old has been replaced by simpler front and rear differentials.

“I was really looking forward to this because from a very early age rallying was something very interesting,” enthuses Michelisz. “I follow the WRC, and of course I know the drivers there so it was a great experience and great pleasure to try something new, but even more to try the i20 N Rally1. It’s an unbelievable car.

“The plan was to do some laps of Zolder, but the car had the gravel set-up so I wasn’t sure what to expect. In the end Thierry was a big help, he helped me with the approach, reference points, and I realised very early that I can build the confidence to push.

“The basic things are very similar. In the rally car it was about putting the







After their demo drives in each other's cars, both drivers are open to competitive outings

## Thierry Neuville

### ON HIS ETCR EXPERIENCE

"This was my first time driving an electric race car and it was totally different to anything I have done before.

"The 500kW of power was instantaneous and very aggressive. It was fun to drive, but I have to admit I wasn't used to having no engine noise or gearshifts. I had to get the understanding because normally we would brake with the gearbox, and here it was only with the foot. That is quite different, but there is lots of weight so you need to brake very early to stop the weight.

"I mean, you quickly get used to the power on a wide track but it is quite powerful. You have over 600 horsepower. I did only three laps so it was quite short experience.

#### What did you make of Norbert's effort in your i20 N Rally1 hybrid car?

"It was nice. He felt very confident immediately and he had a big smile on his face for the whole run. I tried to give him some tips to use it a bit better."



Neuville soon gets used to lack of a gearchange

car straight and then you can go back on throttle, and like this you can be efficient and not overheat the tyres. Of course, you do a bit more sliding but the philosophy to be fast is more or less the same.

"I always had a huge respect for them [rally drivers] because for me they are doing an amazing job, and they are doing it by feel many times. It's something unique and something very different to what we are doing. I had some idea about how to approach this but at the end of the day sitting inside the car and having him [Neuville] beside me you gain even more respect."

Then it's time for Michalisz to act as teacher while five-time WRC championship runner-up Neuville takes the wheel of the Veloster N ETCR machine. While Neuville has successfully raced an i30 N TCR car, and even enjoyed a win in the TCR Germany series in 2019, driving a full-electric race car is a new experience.

The rear-wheel-drive Veloster N ETCR is powered by four Magelec-produced electric motors with two fitted to each rear wheel, which work independently. Power is provided by an 800V, 65kWh battery system manufactured by Williams Advanced Engineering. At its peak, the car – which weighs in at 1800kg, 500kg heavier than the i20 N Rally1 – can produce 500kW, which equates to 670 horsepower. Power is delivered through a single-ratio gearbox, which means there is no gearshift to be operated by the driver during the short, sharp rallycross-style knockout circuit races that make up an ETCR round.

"What a great experience," beams Neuville. "It was interesting, it's a new experience for me with a fully electric car and on a race track as well. The format looks really interesting and the competitions

are only three or four-lap races and are quite intense. It seems as though it [full electric power] is better adapted to circuit racing, as for rallies the infrastructure is completely different.

So could there be a career swap on the horizon? Neuville admits he would be open to contesting an ETCR race: "I have done TCR races before, but maybe in the future I will join an electric race as well."

Michalisz, still in awe of the skills required to be successful in rallying, reveals that he would also like to try a rally in the future. "I am not on the level of them [WRC drivers] but my plan was to always try it," he says. "Of course I'm quite busy with the double programme in WTCR and ETCR but I really hope in the future I will have a possibility. Then again it has to be the right set-up. It's a dangerous sport and you have to respect it.

"You really need to do a lot of preparation and you need to put a lot of effort into making the right decisions and having a good set-up, which is not easy. Many people underestimate this sport from the outside, but after this experience you realise that it's something unique."

But for now Neuville and Michalisz will focus on the familiar worlds of rallying and touring car racing, with the tin-top star set to take part in the ETCR season finale at Germany's Sachsenring this weekend. ❧






# *Getting a thrill on the other side of the fence*

*The Skip Barber Racing School claims to have trained more winners than any other organisation. Where better for a single-seater novice to learn the ropes?*

JESSICA MCFADYEN

PHOTOGRAPHY **DRONE VIEW**





**D**

riving through the heavily tree-lined gates of Virginia International Raceway, there's a real mixture of emotions churning inside me.

Firstly, of awe. If you've never been to VIR, you may not know what a truly special racetrack it is. It sits inside an expansive 1300-acre estate located on the Virginia-North Carolina border. With an 'old-school' quality, almost Spa-esque, it's surrounded by forest. But unlike the depths of the Ardennes, VIR's complex has a hotel, a pub set in the original property owner's house, and luxury private lodges with views of the famous Esses – people don't just want to drive here, they want to *live* here.

It's mid-July, which means early morning mists give way to thunderstorms in the afternoon, adding to the drama of the place. It's through that first-light mist that I get sight of the pitlane lined with Formula 4 cars, and my awe for the place gives way to anxious excitement; today I'm here to learn how to drive a single-seater racing car for the first time.

I've been invited by the legendary Skip Barber Racing School to try out their three-day race school programme. As someone who has made a living commenting on the skill of Formula 1 drivers, the feeling of the shoe being on the other foot is one that does slightly daunt me. No longer will I be protected by the desk chair from which I usually operate, this time it's me stepping into the driving seat and opening myself up to (constructive) criticism.

If you've never heard of the Skip Barber Racing School, you've most likely heard of its alumni. Current Red Bull F1 driver Sergio

## ***“This time it will be me in the driving seat opening myself up to (constructive) criticism”***

Perez competed in the Skip Barber Formula Race Series in 2004 before a move to Europe. Seven-time F1 winner Juan Pablo Montoya took a version of the same course I'm about to enrol in. IndyCar stars Danica Patrick, Josef Newgarden, Alexander Rossi... in fact, more than a third of the starting grid for the 2018 Indy 500 were Skip Barber graduates. They've trained nearly half a million drivers in total and, according to the website, claim to have “developed more winning racers than any other institute in the world”.

Established in 1975 by ex-F1 driver John ‘Skip’ Barber, the school has always aimed to provide affordable, best-in-class tuition and a clear ladder for young drivers in the US and the Americas into top-tier racing series. The latter is something that they are chasing hard, most recently becoming the official racing school for the Indy Pro 2000 Championship.

In my cohort, the students are a mixture of middle-aged men wanting to live out the ‘racing driver experience’, and teenagers targeting the advanced training programme before entering the Skip Barber Formula Race Series, their TC America ‘Arrive and Drive’ team, or other junior categories.

I know that many Autosport readers are avid trackday enthusiasts, but my experience of racing starts and ends with casual karting. So, you'd >>



be correct in calling me a rookie. I am, however, fiercely competitive and have something that my parents have often referred to as a “regressive inferiority complex”, where I shy away from anything I think I won’t be good at.

But my nerves aren’t just down to my novice standing and fear of failure. As a female, I often feel that I will be judged on the stereotype that women aren’t as accomplished as men when it comes to racing, and that there will be the expectation for me to be uncompetitive. Whether or not that’s down to my experiences of operating in what is still a very heavily male-dominated sport, or just a personal insecurity, I often feel the need to outperform my male counterparts to be considered equally as good or deserving of my place alongside them.

My fear of being stereotyped is almost immediately validated at the registration desk, where the administrator – also female – assumes I am just a spectator for my fiancé who is also a student, rather than to take part in the school myself. Although she quickly shows excited encouragement once I clarify my reason for being there, this does suggest to me that they probably don’t get a lot

## ***“I have my first lightbulb moment when instructors point out where I turn in too early”***

of female participants. And of our cohort of around 30 students, just two of us are women. Fortunately, the kitting-out process aside – where, partially due to a lorry fire destroying some of their equipment, there aren’t any helmets or race shoes small enough to fit me – I’m happy to say that this is where any feeling of being singled out as a female ends.

One of my first observations about the course is the balance between classroom learning and hands-on experience. Day one begins with learning what Eric Powell – a TC America driver, and our course leader – refers to as the “Four Fundamentals of Racing”: racing line, vehicle dynamics and inputs (or the limit of grip), communication, and the often-overlooked mental aspect.

Each morning starts with a presentation, with day one introducing us to these concepts before we head out for initial exercises in more familiar road cars. Here, ex-W Series driver Sabre Cook takes us through understeer and oversteer simulations, threshold braking, and good racing line.

This is where I have my first lightbulb moment. I’m obviously aware of racing lines, but something that had never clicked with

me when karting before is to what extent you sometimes need to sacrifice earlier turns to get the best line out of the final corner in a sequence, and to *always* prioritise that final exit. It’s only when having the instructors point out where I turn in too early and lose time further down the road that this really begins to sink in, and it isn’t long before my approach improves.

After a quick lunch, it’s time to take the 2016 Mygale F4 cars out on track. While basic, these cars are daunting to jump into for the first time. Our introduction to the car is short – how to power it up, how to get in and out, and how the steering wheel works, which a lot of people forget when it comes to their first turn.

One member from each group shares a car for the three days and I am, aptly or otherwise, given the number 1 car. Better than my fiancé’s number 9...

Being one of the shorter drivers, I’m given a makeshift booster seat made of gaffer-taped foam to be able to reach the pedals. Agricultural, but a positive is that I feel very cocooned into the cockpit and protected from the tub as my untrained body is subjected to its first real experience of g-forces.

Once we’ve tackled our first challenge, getting out of the pitlane without stalling (which I’m happy to say I manage to do every time bar one), the first afternoon on track has us in a lead-follow exercise where we drive behind a pace car to get a feel for the circuit.

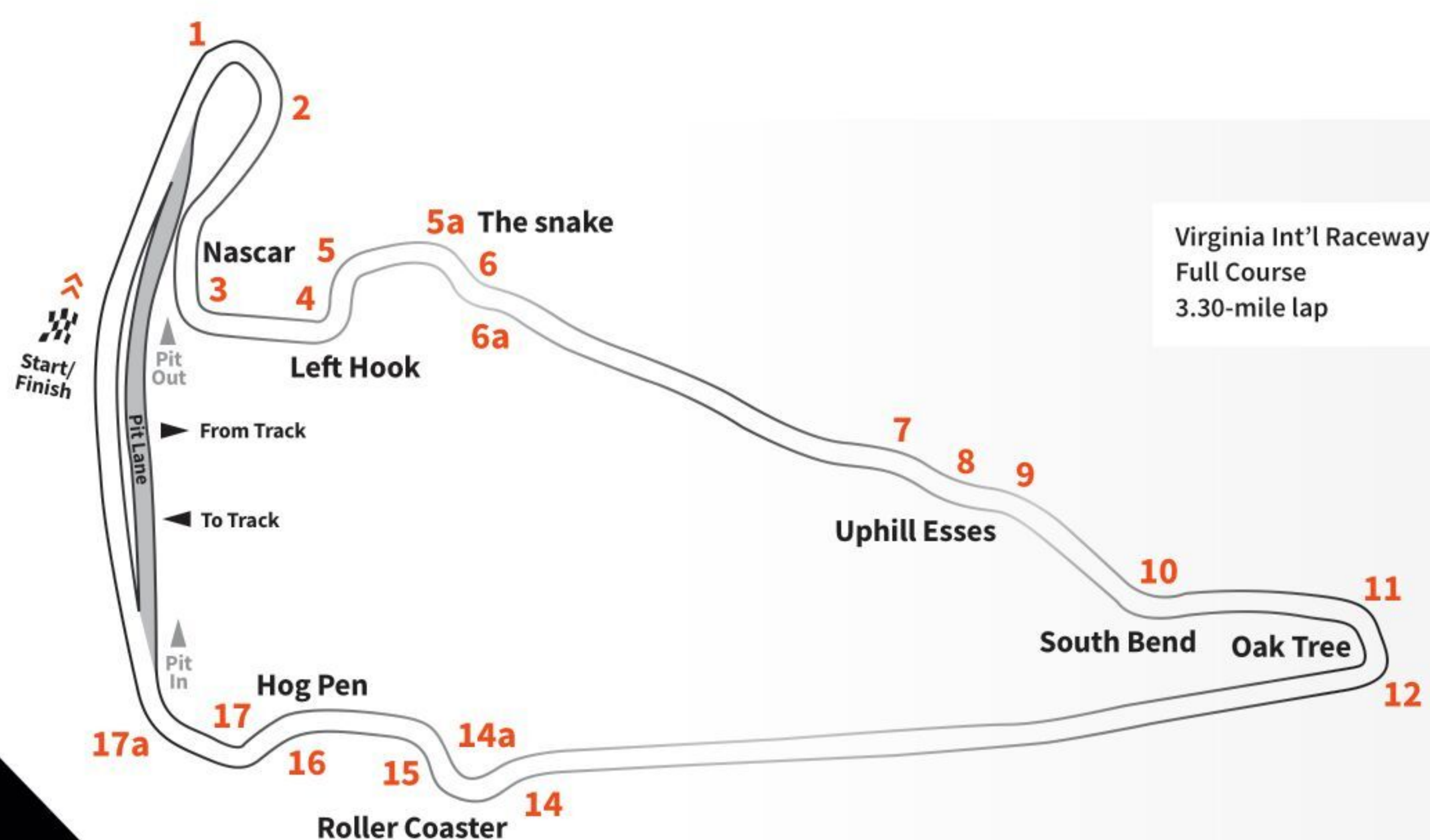
Turns 4 and 5 – a short run into a heavy braking zone for a sharp left/right – become my Achilles’ heel. I need to hit a later, tighter apex at 4 to open up the entry to 5 and be able to get on the power earlier. With a couple of track sessions successfully navigated, by the end of our running I’m relieved to find I’ve taken to the car with more confidence than I’d anticipated.

I awake the next day feeling the effects of no power steering, but eager to get more track time. Day two is all about confidence building and feedback, which comes in the form of an exercise where we are made to stop in a box at the end of every lap to receive feedback from instructors located at various spots around the track. At least, that’s the intention.

Unfortunately, our running is cut short by several incidents. Two of the younger drivers on the course, brothers, end up heavily damaging their cars and a barrier, causing delays. Despite the hefty fee needing to be paid by their father, this pair seemingly have no patience to find the limit slowly, as they each have multiple offs over the three days.

By the time we get some proper running on day two, thunderstorms mean we have to abandon school early.

Still, at least the final day provides the meat of the course. On the agenda is racecraft, overtaking, and rolling starts before an afternoon of open lapping. Cones laid out in two braking >>







Short intro to the F4 car, then let loose...



Comparing notes with other students; staff's support and feedback is big confidence booster



Having #1 on the car feels like a good omen



Finding a 'rhythm' is a moment of revelation





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## BEATING A YOUNG PEREZ



There exists a photo of a young Sergio Perez standing on the podium at Road America during the penultimate round of the 2004 Skip Barber National Championship. Holding the glass-plate trophy above his head, the 14-year-old Perez is smiling proudly even though he's not made it onto the top step. An arm is wrapped around the young Mexican's shoulders belonging to race winner Gerardo Bonilla.

Perez has finished third, his only podium of the season, which places him 11th in the standings. Bonilla will go on to finish second, just 10 points behind that year's champion, Marco Andretti.

Eighteen years later, Bonilla is now President of Series and Racing Schools at Skip Barber Racing School, while Perez is a three-time Formula 1 winner. Bonilla remembers racing with Perez fondly. "At the time he was not very quick," recalls Bonilla. "He was a fast learner though, so he started the season a bit off the pace but by the end of the year he was a podium finisher."

Like many of the instructors at the Skip Barber Racing School, Bonilla is an active racing driver while also taking on an instructor role. In his career he has taken on a plethora of racing tasks, with race directing, stewarding, coaching and team management under his belt: "Everyone who works here is extremely passionate about the sport and uses the school, or sees the school as the family that takes care of the motorsports world."

That wealth of experience in the instructors means the school not only teaches drivers, but also areas such as crew, engineers, team management and administration. While Bonilla clearly cares about all of those roles, the pride is obvious when he looks at a career that has taken Perez from Elkhart, Lake Wisconsin to the top step in Monte Carlo.

"That photo, actually, is so much more special now," he says. "After all these years and watching everything he's accomplished, especially in Formula 1, of course, but the kind of man that he is and the way he wishes to treat people and expects to be treated in return, that makes him a superstar in my eyes."

**"AT THE  
TIME HE WAS  
NOT VERY  
QUICK. HE  
WAS A FAST  
LEARNER  
THOUGH"**



***"I knew when I'd had a good lap.  
It played out almost like a song,  
corners flowing one into the next"***

zones act as our overtaking targets, rolling start simulations train us in reacting to flags and our fellow drivers, and that all feeds into our free practice, in which I pull off my first overtake into my nemesis, Turn 4.

By now I really feel at one with the #1 car. I've learned its behaviours and quirks, and I trust it (and me) to take the Esses flat out, only lifting slightly at the blind crest of Turn 10, kissing the outer kerb and allowing me to get back on the power towards the tricky Oak Tree right-hander without throwing me onto the grass.

Our last session is, however, by far our sloppiest. The President of Series and Racing Schools, Gerardo Bonilla, with his wisdom and experience, warned us that it was this session where the track was at its hottest and most polished, meaning the grip levels we'd found previously were likely not going to be the same. Adrenalin stops us from feeling how tired our bodies and brains are, but with our confidence at its highest we are more likely to push beyond our limits while struggling to keep concentration. It's now that I truly understand fundamental number four – the mental side of racing.

In previous sessions, I knew when I'd had a good lap. It played out almost like a song, the corners flowing one into the next. I felt what I can only liken to the "rhythm" that a lot of drivers talk about on a great qualifying lap (only nowhere near as impressive). But now I find corners coming at me more unexpectedly, causing me to have to overcorrect.

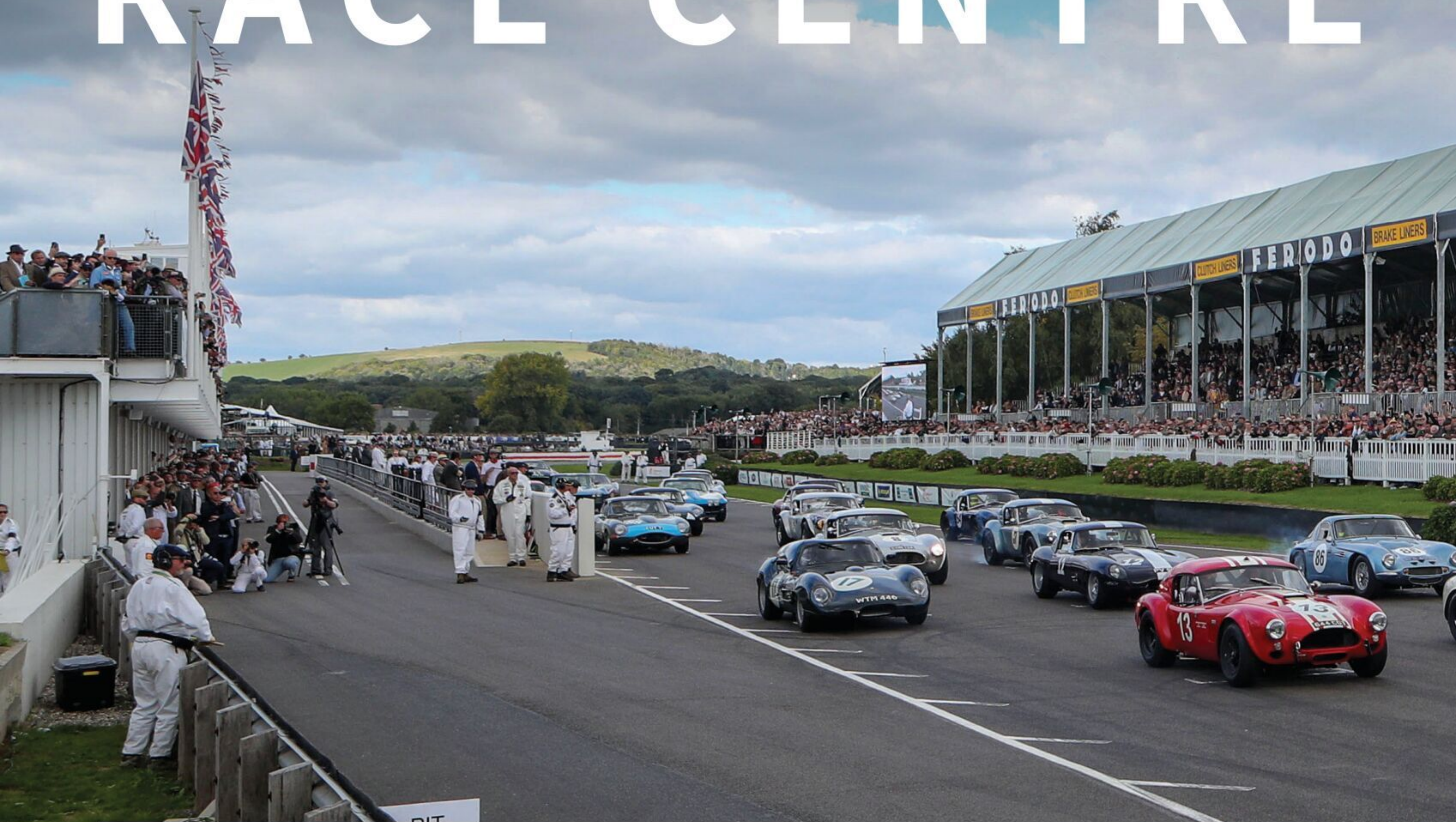
Knowing it's the last run I'll get in the car, I find myself chasing perfection but not having the focus to do it. As a result, I have my first lock-up and almost go off, which is a scary experience knowing the bill for the young brothers' cars...

But, despite ending on my worst laps of the three days, I feel incredibly sad unstrapping my belts for the last time. The experience has been eye-opening and, thanks to the support and feedback from the instructors, I graduate with a newfound confidence and knowledge of what it means to race.

I've never felt a thrill, or a comedown, quite like it. ✎



# RACE CENTRE



GOODWOOD REVIVAL

## Button stars as Goodwood mourns

*NASCAR legend Jimmie Johnson and the 2009 world champion were popular Revival visitors but neither quite made it to Victory Lane*

MARCUS PYE

PHOTOGRAPHY GARY HAWKINS AND  **motorsport**  
IMAGES

**H**er Majesty Queen Elizabeth II's death on 8 September put the United Kingdom on hold, a sombre week of national mourning providing an opportunity to reflect on an extraordinary 70-year reign. With protocols observed, the 24th Revival went ahead with union flags fluttering respectfully at half-mast above Goodwood's pits, moving tributes from the Duke of Richmond and Gordon, and heavy gun salutes followed by the observation of a minute's silence before racing.

Over three gloriously warm sunny days, during which the lightest of natural tears from the sky occasionally anointed the scene, the roar of Rolls-Royce Merlin V12s as three Spitfires and a Hurricane wheeled overhead the former RAF Westhampnett aerodrome, while the shriek of a magnificent BRM V16 traced its now-hallowed perimeter track.

Pilgrims from around the world, in all their finery, experienced everything great about the peerless event, not least superb racing among arguably the best entry this century.

Remembering Freddie March, the current Duke's Brooklands Double Twelve race-winning grandfather who brought racing to Goodwood in 1948 at Australian pilot Tony Gaze's suggestion, Friday's one-hour race into a magnificent pink-flecked sunset over Chichester celebrated its Nine Hours events of 1952, 1953 and 1955. This time, Jaguar C-types prevailed.

Nick Finburgh planted Guy Harman's ex-Cyril Wick Cooper-Jaguar T33 on pole, by a whisker from Sam Hancock, but its owner jumped the start, incurring a 10-second penalty. Harman stayed ahead on the road to the pit window, but further impositions for a short stop and





Button (22) was beaten away but soon hit the front of the RAC TT, before pulling clear at record pace



C-type of Wakeman and Hancock took Freddie March honours



Maserati challenge couldn't stop Kieft (5) of Griffiths from dominating

speeding in the pitlane advantaged the quickest Jaguar pairings.

Nigel Webb and Fred Wakeman (C-types) scrapped energetically with Christian Godard (Cooper T39 Bobtail) and technician Mike Grant Peterkin — making his Goodwood driving debut in Nick Jarvis's thuggish Allard-Cadillac J2X — before relaying experienced hands John Young and Hancock respectively.

Young pushed hard, closing on Hancock, whose drum brakes had faded. Hancock held on to lead the Jag 1-2, while Harman/Finburgh fell to fourth, behind triple Le Mans winner Benoit Treluyer in the Allard, also carrying a pit penalty. After a long chase, Simon Hadfield in Wolfgang Friedrichs's ex-Whitehead brothers Aston Martin DB3S outdragged the Cooper from the chicane for a last-gasp sixth.

Driving Albert Otten's Kieft-Bristol deftly, Miles Griffiths beat his

## “Griffiths beat his Madgwick Cup pole time then ‘enjoyed cruising round in the sunshine’

Madgwick Cup pole time then “enjoyed cruising round in the sunshine” to win Saturday's opening race. The Maserati A6GCS challenge faded quickly when second-fastest qualifier Manuel Elicabe was swamped at the start and Josef Otto Rettenmaier spun. The Lotus-Bristol Mk10s of veteran Malcolm Paul (ex-Mike Anthony) and 19-year-old Oliver Marcais (ex-Cliff Davis), on a mighty impressive Goodwood debut, >>





Sixty years after the first of Graham Hill's two Formula 1 world championships – those, plus Indianapolis 500 and Le Mans victories that made history in themselves – his record at Goodwood is impressive too. He debuted here on 2 April 1957, driving Tommy Atkins's Connaught A-type and Aston Martin DB3S, and winning his class in Dr Manton's Lotus 11. By season's end he had returned in a Team Lotus 12.

After numerous podiums, Graham bagged a double victory on Easter Monday 1962 – Stirling Moss's fateful day – winning the Glover Trophy in a BRM P57 and the St Mary's Trophy in Noddy Coombs's Jaguar Mk2. He finished second in the RAC Tourist Trophy in Coombs's Ferrari GTO that summer, before winning it in Colonel Ronnie Hoare's Maranello Concessionaires GTO in 1963 and 330 P in 1964.

Ferraris dominated the TT's GT era. Moss – Goodwood's top gun who had won in 1958 and 1959 aboard Aston Martin DBR1s – continued his run in 1960 and 1961 aboard Rob Walker/Dick Wilkins 250 GT SWBs now with Ross Brawn and Clive Beecham. Both were in the magnificent marque cavalcade with the 1963-winning GTO in 1964 guise. Wonderfully, Henri Pescarolo (Hill's Matra Le Mans partner) chauffeured ACO president Pierre Fillon in a 1958 Testa Rossa, looking forward to the great race's centenary next June.

**“Henri Pescarolo chauffeured ACO president Fillon in a 1958 Ferrari Testa Rossa”**

The Coombs E-type lightweight 4 WPD, Camoradi Maserati T61 Birdcage from the 1961 Sebring 12 Hours, Rover-BRM gas turbine Le Mans car Hill shared with future triple world champion Jackie Stewart (back at Goodwood where his career took off), plus Ford GT40 and Lola T70 Spyder, explored another chapter of the versatile Londoner's glittering career.

Along with BRMs from Graham's 1962 F1 title year – ‘Old Faithful’ driven by his son Damon, the 1996 world champion – and a P261, three Lotus 49s including Graham's fifth Monaco GP-winning Gold Leaf 49B and Adrian Newey's R8 reminded us of Hill's 1968 crown.

They were joined by a Brabham BT37, an Embassy Lola T370 from 1974 and its successors, the eponymous Hill GH1 and sadly unraced GH2, which had looked promising in testing prior to the aeroplane crash that killed Graham and five team members in November 1975.



traded second – and traversed Woodcote abreast – before experience told. Elicabe and Rettenmaier recovered to fourth and sixth, split by Argentinian Adrian Sucari's similar barchetta.

Andy Middlehurst drove “flat out” all the way to his eighth Glover Trophy victory since 2011 in the Classic Team Lotus 25, as his closest pursuers, both previous winners, hit trouble. Joe Colasacco's Ferrari 1512 stuck in third gear and Nick Fennell (Lotus 25) broke fourth, leaving Mark Shaw (ex-Jim Clark Springbok Series Lotus 21, the quickest four-cylinder car) to stave off Swiss Philipp Buhofer who, at the wheel of the ex-Graham Hill BRM P261, gave the marque its first Glover podium since period racer Richard Attwood's 2010 win.

It took St Mary's Trophy ‘Pro-Am’ poleman Romain Dumas a few seconds to overcome the weight of Bill Shepherd's seven-litre Ford Galaxie at the start but, once it hooked up, he blasted past Frank Stippler in Alex Furiani's Alfa Romeo GTA and the jostling Cortina Lotuses – obliged to run reduced rev limits – of Andrew Jordan and Irishman Craig Breen. Despite being “scared of the brake” towards the end, and having watched aghast as GT ace Stippler retrieved



**Bryant's Lola defeated the McLaren hordes in Whitsun Trophy**





Stippler's Alfa leads but Galaxie of Dumas would quickly thunder by on way to St Mary's Trophy win



Gillies (left) beat fellow ERA ace Morris by just 0.051s



Dragonsnake Cobra beat Jaguar and Ferrari rivals in Stirling Moss Trophy

the unpainted Alfa from alarming angles — indeed drifted past briefly at Madgwick with all four wheels on the grass — Dumas had everything under control with his V8 power.

Jordan shook off Breen, whose rally expertise attracted him to the greenery, to claim third less than 15s adrift going into Sunday's deciding leg. Andre Lotterer won a protracted scrap with Alex Brundle to be top Mini Cooper S driver, 12th, by 0.623s. Seven-time NASCAR champion Jimmie Johnson, on his Goodwood debut, ran in the top six on his 47th birthday before his Gregor Fisker-owned Galaxie expired.

Sunday's nominal owners' sequel saw Fred Shepherd thunder ahead, but his advantage was expunged by a safety car to allow Charlie Cooper's Mini and Tom Sharp's BMW to be retrieved from the exit of St Mary's. In his first Revival, Shepherd kept his head to cement outright victory while Fisker and Olivier Hart — in the GTA that ex-F1 racer Esteban Gutierrez drove to fifth on Saturday — enjoyed a sensational scrap. Hart demonstrated fabulous car control in staying out of the barrier after they exited Woodcote side by side with the Alfa on the grass, but had to straight-line the chicane.

Helped by the caution, Furiani — 14th on lap one having rocketed past Hart off the grid, then found himself mowing at Madgwick — recovered to seventh, securing second on aggregate from the Jordans and Gutierrez/Hart.

Carburettor icing, on a warm September afternoon, hardly fazed Mark Gillies, who started Dick Skipworth's ex-works ERA R3A ninth for the Goodwood Trophy race. With typically understated panache, Gillies made up places rapidly, patiently countered resistance from Ian Baxter (Alfa), then darted past his old pal and occasional nemesis David Morris (ERA R11B 'Humphrey'). Morris's fine run out of the chicane on the final lap fell 0.051s short, and Gillies's gold (his seventh in the 1934 warhorse, and eighth in all) means he equals Attwood's and Middlehurst's tallies for joint second on the Revival roll of honour.

Signs of a new V8 sportscar order were emerging in 1966 when Lola's T70 spyder made its only period Goodwood appearance with David Hobbs. Eric Broadley's monocoque design put the tubeframe McLarens in the shade and John Surtees — a hero of early Revivals — was the inaugural Can-Am champion in one that autumn. Event

## “If only I'd known where to find second gear in an H-pattern gearbox!”

stalwart Olly Bryant qualified Lash McCall's Dana Chevrolet T70 on pole, chased by a quartet of McLaren M1s, and never looked back, scoring his first Whitsun Trophy win.

The unrelated Halls, Rob (M1A) and Stuart (M1B), duelled at 160mph in his draft, either side of a caution. Stuart bagged second when Rob, hampered by fuel surge, gyrated at Lavant and had to cede. Aussie hotshoe James Davison — grandson of legendary racer Lex, son of period F5000 ace Jon — had growled American Brad Hoyt's M1B from 25th to 10th at the hiatus, and improved to a splendid fifth thereafter, pipped by John Spiers's M1B and in front of Nick Padmore's outgunned Hamill.

Polesitter Mike Whitaker's metalflake clover-hued AC Cobra Dragonsnake fell back at the Stirling Moss Trophy Pre-'63 GT start — “If only I'd known where to find second gear in an H-pattern box!” — but regained second before relaying Andy Jordan as the pit window opened. A canny call, for while leader Nick Pastorelli's Ferrari 250 GT Berlinetta had a 14s cushion to Vincent Gaye's SWB/C and Jack Tetley in Nick Maton's Jaguar E-type, the 10 teams that hadn't stopped were hamstrung when Urs Muller, battling with other Aston Martin DB4s, crashed heavily at Madgwick.

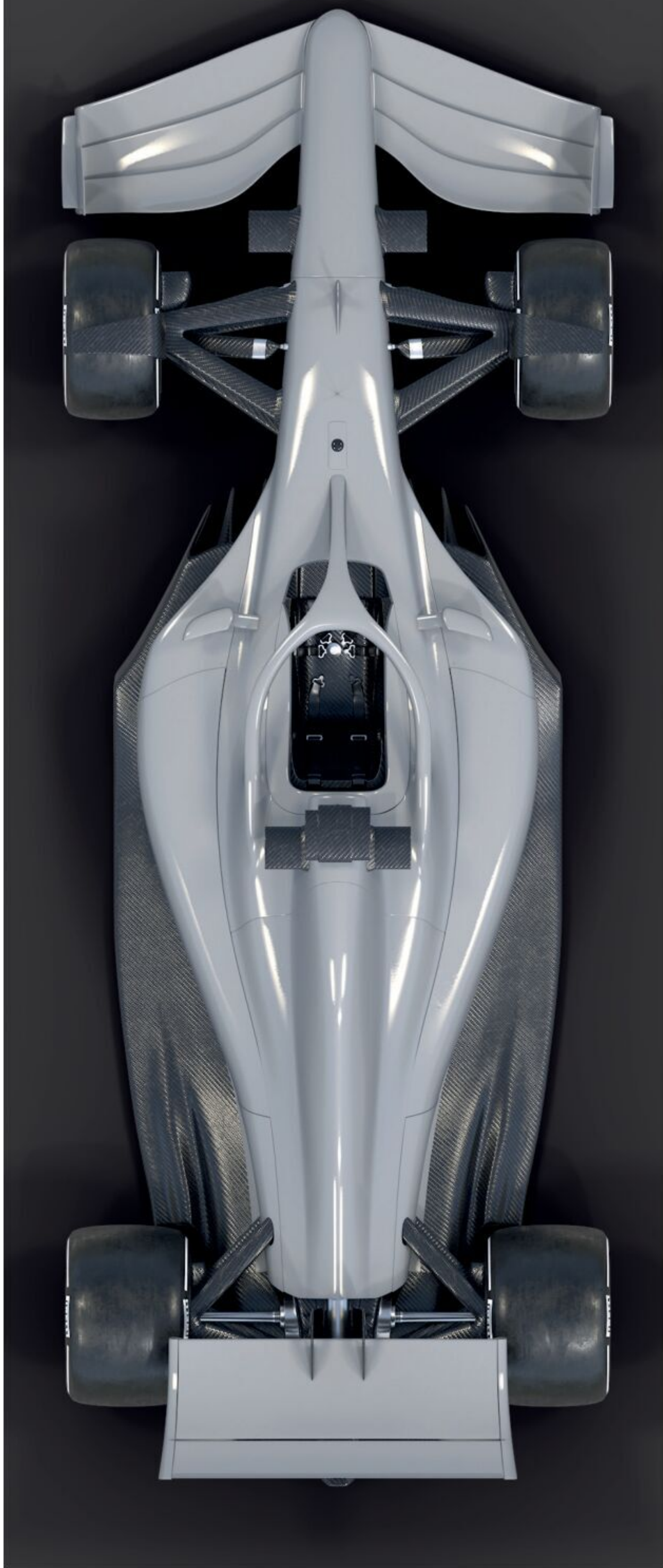
The pits were closed during a nine-lap safety-car intervention, after which they dashed in as one. Jordan and Olivier Hart (relieving dad David in their SWB) thus found themselves way clear of Pastorelli's partner John Hugenholz, the E-types of Dario Franchitti (started by Scott Dixon) and Jason Minshaw (brother Jon's), and Joe Twyman in Gaye's Ferrari. The Harts picked up a 5s pit speeding penalty, which had no effect, as Twyman howled back onto Franchitti's tail. That became third when a penalty dropped the IndyCar heroes to sixth, behind Alexander van der Lof/Yelmer Buurman (SWB/C) and Tetley/Maton.

Sunday racing commenced with the Chichester Cup Formula >>



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Junior contest, showcasing rear-engined drum-braked cars by rota. Ten chassis marques populated the top 10 places in qualifying, but front row men Andrew Hibberd (ex-Reg Armstrong Lotus 20), Peter de la Roche (Lola Mk3) and Stuart Roach (Alexis Mk3) – all previous winners – broke clear of the peloton from flagfall. Roach parked on lap two, but huge drama unfolded when left-rear hub failure pitched visiting New Zealander Phil Foulkes’s Robin Longdon-owned Lola off approaching St Mary’s. As the wheel departed, the car bucked down the grass, then careered across the track into the infield.

After a three-lap safety car, de la Roche led Hibberd, Chris Drake (Elva 300) and Joe Colasacco (RAM 4). When Hibberd spun at Lavant – “It’s too soft at the rear and [when it] fell onto the kerb round it went” – his victory shot was surely over. Not so, for with a 7s lead de la Roche and Australian Bill Hemming’s Tojeiro tangled at Madgwick. Hibberd had repassed Colasacco and Drake when red flags flew, thus completed his trio of FJHRA set wins, in father Michael’s 2001 winner! Drake was returned to second ahead of Colasacco on countback. The Aussie-built Jolus of Ivo Goeckmann and Wren of Marty Bullock were fourth and sixth, split by Sir John Chisholm’s Chequered Flag Gemini.

The Richmond & Gordon Trophies 2.5-litre F1 showcase started frenetically, with Miles Griffiths in Philip Walker’s Lotus 16 repelling the Cooper T53s of Will Nuthall and Rudi Friedrichs’s understudy Sam Wilson. Again, though, attrition soon struck. Griffiths and Wilson







## “I saw a flash of yellow, then realised I was ahead,’ said a disbelieving Foster”

both retired with gearbox issues, promoting Andy Willis to second in Charles McCabe’s sonorous BRMP48, fifth here in 1960. “Getting to the end is never a given [in these cars],” smiled the garlanded Nuthall.

From ninth, Andrew Beaumont (UDT Laystall Lotus 18) returned a meritorious third, having staved off Clinton McCarthy, undeterred by a wild fairground ride in which his ex-Innes Ireland/Jim Clark 18 explored the greensward on both sides of the Lavant kink! McCarthy plopped it into the gravel at Lavant last time round, promoting John Spiers, whose Maserati 250F assumed the Richmond lead when Andrew Haddon’s sick Scarab expired. Sporting a Graham Hill tribute helmet, Ewen Sergison picked his way from 24th to sixth in the sole surviving Lotus 16 of three.

Goodwood commentator Ed Foster joined Rob Huff and Mark Cole on the front row of the Lavant Cup MGB 60th anniversary race. Foster wasn’t in gear when the flag dropped and, like Huff with engine trouble, was swallowed by the pack, amid which Matt Walton’s car was hit and turned round and others sustained damage. Red flags reprieved Foster, who was chasing Cole when the former Porsche Cup champ’s car lost third and fourth gears heading for Fordwater. “I saw a flash of yellow, then realised I was ahead,” said the disbelieving Foster, who dedicated his win over Malcolm Gammons and Nick Maton to his late father, racer John, who sold a Gordini T15 to buy the ex-works/Roger Enever 1967 Nurburgring 1000Km car.

Twenty years after the late Tony Dron won his second of three straight Sussex Trophy victories in the NART Ferrari Dino, 2017 victor Sam Hancock was ahead when its head gasket blew on the Lavant Straight. Having zapped Kiwi Roger Wills and Miles Griffiths’s Lotus 15s, James Cottingham homed in on David Hart and seized the lead audaciously round the outside of the Lister-Jaguar into St Mary’s to repeat last year’s success in the Ecurie Ecosse Tojeiro-Jag. “We had a little kiss,” admitted Cottingham.

Griffiths was a strong third, chased by Wills and Will Nuthall. Subbing for Bernardo Hartogs, Nuthall charged from the back to fifth in the Brazilian’s Team Lotus 15, denying Shane Brereton in the coil-sprung Cooper Monaco built by Mike Keele for Stirling Moss. ❧

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#### ASTON MARTIN DB4 GT STIRLING MOSS TROPHY

One of John Ogier's Essex Racing Team DB4 GTs, chassis 0151/R was raced by Jim Clark and Tony Maggs in the 1960 Paris 1000Km at Montlhery, but retired. At Goodwood, Innes Ireland drove the car to third and fifth in the 1960 and 1961 Tourist Trophy races. American owner Dwight Merriman shared it with its preparer, Indianapolis-based Briton Kyle Tilley, to 18th in Saturday evening's Stirling Moss Trophy.



#### MARCAIS LOTUS Mk10 MADGWICK CUP

The Lotus-Bristol Mk10 in which Oliver Marcais, 19, finished third in the Madgwick Cup race placed 12th overall (second in class) in the 1955 Goodwood Nine Hours as #25 with Cliff Davis and Reg Bicknell (of Revis 500 fame) up. Racing is in Marcais's genes, through parents Flavien and Vanessa, but his experience of the Lotus amounted to "15 minutes up and down the A41" prior to driving the circuit for the first time in practice.



#### FORMULA JUNIOR RAM 4 CHICHESTER CUP

Named for Rome America, this one-off Formula Junior chassis was built in 1960 by US expat Richard Hatch under his RAM Engineering Roma banner. Totally rebuilt for the Revival by Lawrence Auriana's team in Connecticut, USA, the Fiat-engined car was sent untested, thus Joe Colasacco – a regular Glover Trophy frontrunner in Ferrari 1512 Formula 1 machinery – was delighted to earn a podium finish out of the box.



#### JOHNSON'S DEBUT

##### ST MARY'S TROPHY AND RAC TT

Jimmie Johnson's 686 NASCAR Cup races, seven titles and 83 wins dominate his motorsport CV. The IndyCar convert retired Gregor Fisken's Ford Galaxie 500 from Saturday's St Mary's Trophy race on his 47th birthday, but fifth in the RAC TT Celebration in Shaun Lynn's AC Cobra atoned. "I'm more comfortable in the Cobra and the Galaxie than I am in the IndyCar because they're much more like a NASCAR," he said.



## RAC TT CELEBRATION SHEDDEN AND SMITH WIN AFTER BUTTON DOMINATES

For the first half of the RAC Tourist Trophy Celebration, onlookers gasped at the superiority of Jenson Button in Adrian Newey's outrageously fast new Jaguar E-type. Indeed, the ground-hugging dynamics of the successor to the car rivals dubbed 'N-type' when the F1 genius partnered Bobby Rahal and Martin Brundle to wins in 2009 and 2012 were staggering to see.

Newey left the lap record at 1m25.259s (101.33mph) a decade ago. Things have moved on in Goodwood's 1960-64 GT arena, ostensibly for FIA Appendix K-compliant cars. Romain Dumas planted Bill Shepherd's highly developed low-riding Cobra on pole with a 1m24.354s on Friday. This was 0.146 seconds beyond Button in Saturday's session.



Nobody had an answer to 2009 F1 world champion Button on race day. Shepherd beat him to Madgwick, but Jenson drove past before the adverse camber Fordwater kink and was gone. With a 1m23.952s first flying lap on full tanks, Button built a 14s lead over Guy Smith (up from eighth in Mike Whitaker's TVR Griffith), Shepherd and Andrew Smith (Cobra) in four laps, before a safety car – for Nikolaus Ditting's

ex-John Quick E-type in the wall – reunited the field. From the green, Jenson's devastating 1m23.933s, 1m23.799s and 1m23.866s sequence, and 154.9mph on the Lavant Straight, broke his pursuers.

He pitted after 14 laps, relaying Harri Newey, who suddenly found no drive passing the pits for the first time and pulled off with transmission failure. Groans from spectators contrasted with cheers from rival

pit counters. The race was back on. Could Shepherd or Smith finally land gold, or somebody else after Whitaker sideswiped the Woodcote tyre wall's belting, closing the pits as the Porsche safety car re-emerged?

As Dumas and Gordon Shedden (in for Smith) scrapped, Tom Kristensen caught them in Fred Wakeman's Lister-Jaguar coupe, only to rotate at Lavant. Dumas broke after 'Flash' (above) stormed past sensationally to reward Smith and bag his third event win. Once pitstop penalties were added and rescinded, Wakeman/Kristensen and Richard Meins/Rob Huff (E-type) were second and third, ahead of the Cobras of Philip Kadoorie/Marino Franchitti, Shaun Lynn/Jimmie Johnson and Saif Assam/Andy Priaulx.

## RESULTS

**FREDDIE MARCH MEMORIAL TROPHY: CARS IN THE SPIRIT OF THE NINE-HOUR RACES 1952-55 (28 LAPS) 1 Fred Wakeman/Sam Hancock (Jaguar C-type);** 2 Nigel Webb/John Young (Jaguar C-type) +9.091s; 3 Mike Grant Peterkin/Benoit Treluyer (Allard-Cadillac J2X); 4 Guy Harman/Nick Finburgh (Cooper-Jaguar T33); 5 Karsten Le Blanc/Jack Rawles (Austin-Healey 100S); 6 Wolfgang Friedrichs/Simon Hadfield (Aston Martin DB3S). **Pole** Finburgh. **Fastest Lap** Hancock 1m31.111s (94.82mph). **Starters** 25.

**MADGWICK CUP: SPORTSCARS UNDER TWO-LITRES 1948-55 (13 LAPS) 1 Miles Griffiths (Kieft-Bristol);** 2 Malcolm Paul (Lotus-Bristol Mk10) +12.115s; 3 Oliver Marais (Lotus-Bristol Mk10); 4 Manuel Elicabe (Maserati A6GCS); 5 Adrian Sucari (Maserati A6GCS); 6 Josef Otto Rettenmaier (Maserati A6GCS). **P** Griffiths. **FL** Griffiths 1m36.578s (89.46mph). **S** 25.

**GLOVER TROPHY: 1.5-LITRE GP CARS 1961-65 (18 LAPS) 1 Andy Middlehurst (Lotus-Climax 25);** 2 Mark Shaw (Lotus-Climax 21) +19.256s; 3 Philipp Buhofer (BRM P261-2); 4 Chris Drake (Cooper-Ford T71/73); 5 Richard Wilson (Cooper-Climax T60); 6 Andrew Beaumont (Lotus-Climax 24). **P** Middlehurst. **FL** Middlehurst 1m22.928s (104.18mph). **S** 27.

**ST MARY'S TROPHY: SALOON CARS 1960-66 (17+14 LAPS) 1 Romain Dumas/**

**Fred Shepherd (Ford Galaxie 500);** 2 Frank Stippler/Alex Furiani (Alfa Romeo Giulia Sprint GTA) +12.850s; 3 Andy & Mike Jordan (Ford Lotus Cortina); 4 Esteban Gutierrez/Olivier Hart (Alfa Romeo Giulia Sprint GTA); 5 Craig Breen/Michael Cullen (Ford Lotus Cortina); 6 Neel Jani/Ambrogio Perfetti (Ford Lotus Cortina). **SATURDAY 1** Dumas; 2 Stippler +0.678s; 3 A Jordan; 4 Breen; 5 Gutierrez; 6 Steve Soper (Ford Lotus Cortina). **P** Dumas. **FL** Dumas 1m29.886s (96.12mph). **S** 29. **SUNDAY 1** Shepherd; 2 Hart +2.936s; 3 Gregor Fisker (Ford Galaxie 500); 4 M Jordan; 5 Perfetti; 6 Nick Swift (Morris Mini Cooper S). **P** Shepherd. **FL** Shepherd 1m30.021s (95.97mph). **S** 28.

**GOODWOOD TROPHY: GP CARS & VOITURETTES 1930-51 (13 LAPS) 1 Mark Gillies (ERA R3A);** 2 David Morris (ERA R11B 'Humphrey') +0.051s; 3 Ian Baxter (Alta 61 IS); 4 Nick Topliss (ERA R4A); 5 Paddins Dowling (ERA R5B 'Remus'); 6 Ben Fidler (ERA R4D). **P** Morris. **FL** Morris 1m31.400s (94.52mph). **S** 21.

**WHITSUN TROPHY: SPORTS-PROTOTYPES TO 1966 (17 LAPS) 1 Oliver Bryant (Lola-Chevrolet T70 Spyder);** 2 Stuart Hall (McLaren-Chevy M1B) +3.080s; 3 Rob Hall (McLaren-Chevy M1A); 4 John Spiers (McLaren-Chevy M1B); 5 James Davison (McLaren-Chevy M1B); 6 Nick Padmore (Hamill-Chevy SR3). **P** Bryant. **FL** Davison 1m18.920s (109.47mph). **S** 25.

**STIRLING MOSS MEMORIAL TROPHY: CLOSED-COCKPIT PRE-1963 GT CARS (34 LAPS) 1 Mike Whitaker/Andy Jordan (AC Cobra Dragonsnake);** 2 David & Olivier Hart (Ferrari 250 GT SWB) +6.237s; 3 Vincent Gaye/Joe Twyman (Ferrari 250 GT SWB); 4 Alexander van der Lof/Yelmer Buurman (Ferrari 250 GT SWB); 5 Jack Tetley/Nick Maton (Jaguar E-type); 6 Scott Dixon/Dario Franchitti (Jaguar E-type). **P** Whitaker (Jordan set time). **FL** Jordan 1m28.601s (97.51mph). **S** 25.

**CHICHESTER CUP: REAR-ENGINE DRUM-BRAKED FORMULA JUNIOR 1958-62 (9 LAPS) 1 Andrew Hibberd (Lotus-Ford 20);** 2 Chris Drake (Elva-Ford 300) +2.263s; 3 Joe Colasacco (RAM-Fiat 4); 4 Ivo Goeckmann (Jolus-Ford); 5 John Chisholm (Gemini-Ford Mk3A); 6 Marty Bullock (Wren-Ford FJ1). **P** Hibberd. **FL** Hibberd 1m25.696s (100.82mph) **record**. **S** 29.

**RICHMOND & GORDON TROPHIES: 2.5-LITRE GP CARS 1954-60 (18 LAPS) 1 Will Nuthall (Cooper-Climax T53);** 2 Andy Willis (BRM P48) +22.001s; 3 Andrew Beaumont (Lotus-Climax 18); 4 Tom Dark (Cooper-Climax T51); 5 John Spiers (Maserati 250F); 6 Ewen Sergison (Lotus-Climax 16). **P** Griffiths. **FL** Nuthall 1m21.236s (106.35mph). **S** 25.

**LAVANT CUP: MGBs TO 1966 (10 LAPS) 1 Ed Foster;** 2 Malcolm Gammons +6.891s;

3 Nick Maton; 4 Josh Barnett; 5 Max Cawthorn; 6 Jason Minshaw. **P** Rob Huff. **FL** Mark Cole 1m35.528s (90.44mph). **S** 28.

**SUSSEX TROPHY: WORLD CHAMPIONSHIP SPORTSCARS 1955-60 (14 LAPS) 1 James Cottingham (Tojeiro-Jaguar);** 2 David Hart (Lister-Jaguar Costin) +0.553s; 3 Miles Griffiths (Lotus-Climax 15); 4 Roger Wills (Lotus-Climax 15); 5 Will Nuthall (Lister-Jaguar Knobbly); 6 Shane Brereton (Cooper-Climax Monaco T49). **P** Sam Hancock (Ferrari 246S Dino). **FL** Hancock 1m25.735s (100.77mph). **S** 27.

**RAC TOURIST TROPHY CELEBRATION: CLOSED-COCKPIT GT CARS 1960-64 (38 LAPS) 1 Andrew Smith/Gordon Shedden (AC Cobra);** 2 Fred Wakeman/Tom Kristensen (Lister-Jaguar Coupe) +4.561s; 3 Richard Meins/Rob Huff (Jaguar E-type); 4 Philip Kadoorie/Marino Franchitti (Cobra); 5 Shaun Lynn/Jimmie Johnson (Cobra Le Mans Coupe); 6 Saif Assam/Andy Priaulx (Cobra); 7 Alex Brundle/Bobby Verdon-Roe (Cobra); 8 John Spiers/Tiff Needell (E-type); 9 Rupert Clevely/Andre Lotterer (E-type); 10 Gregor Fisker/Dario Franchitti (Cobra). **P** Bill Shepherd (Romain Dumas set time) (AC Cobra). **FL** Jenson Button (E-type) 1m23.799s (103.10mph) **record**. **S** 27.

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# Nissan order reversed by tyre calls

**SUPER GT**  
**SUGO (JPN)**  
**18 SEPTEMBER**  
**ROUND 6/8**

Nissan strengthened its grip on this year's Super GT title chase with a 1-2 finish for its works NISMO-run cars at a rain-hit Sugo. In the first wet Super GT race for three years, the two Michelin-shod Nissan Zs were the class of the field, scything to the front in the worst of the conditions.

But what looked like an easy first win of the season for veterans Ronnie Quintarelli and Tsugio Matsuda slipped away owing to a questionable strategy call that handed the advantage to the machine of Katsumasa Chiyo and Mitsunori Takaboshi.

Quintarelli was running comfortably ahead of Chiyo when he pitted on lap 44 of 84 to hand over to Matsuda, who was given a fresh set of wet-weather tyres despite the improving conditions. Ten laps later, Matsuda was back in the pits for slicks, the track by now almost dry. Chiyo was then able to pit on lap 55 to hand over to Takaboshi, who nursed a 30-second



Winning Nissan  
 leads fifth-placed  
 Impul machine

YASUSHI ISHIHARA

advantage over Matsuda to give himself and Chiyo their second win of the season and jump into the lead of the championship.

Mugen Honda duo Toshiki Oyu and Ukyo Sasahara made use of the pace of the wet Dunlop tyre to score a first podium of 2022 in third, ahead of the leading Bridgestone and Toyota runner, the Cerumo GR Supra of Hiroaki Ishiura and Yuji Tachikawa.

Nissan crews now occupy first, second and third in the standings with two races

to go, with Impul duo Kazuki Hiramine and Bertrand Baguette showing strong pace in the wet on their Bridgestones to vault from the back of the field to fifth place.

Chiyo and Takaboshi now lead by 3.5 points over Hiramine and Baguette, with Quintarelli and Matsuda 17 down in third.

**JAMIE KLEIN**

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# Penalty halts Kristoffersson's winning run

**WORLD RALLYCROSS**  
**MONTEALEGRE (PRT)**  
**17-18 SEPTEMBER**  
**ROUND 3/6**

A penalty for contact scuppered Johan Kristoffersson's 100% winning record in this season's World Rallycross Championship at Montalegre. The

Swede had made if four wins from four on Saturday and crossed the finish line first on Sunday, only for victory to be handed to Niclas Gronholm.

As usual, Kristoffersson had to rebound from setbacks to take Saturday honours in his Kristoffersson Motorsport Volkswagen. He suffered a double puncture in his progression race, but bounced back to

win his semi-final. The other semi went to the sister KMS VW of Ole Christian Veiby, who had sustained a puncture of his own in heat one when he brushed the wall on his joker lap, and as a result crashed after the finish line.

Kristoffersson led Veiby home in the final for a 1-2, with the Hansen brothers' Peugeots next up, Timmy ahead of Kevin.

Saturday was a disaster for the Construction Equipment Dealer Team PWRs of Gronholm and Klara Andersson, who clashed with each other in their semi-final and didn't make the final. But a spectacular improvement on Sunday included a semi-final win for Gronholm, with Kristoffersson top of the other semi.

Gronholm took an early joker in the final and looked in good shape as he chased Kristoffersson, who then took his own joker and emerged just in front, only to be penalised for a second-lap clash that sent Timmy Hansen into the gravel. That promoted Veiby to second and Andersson into third position.



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# Buescher in latest playoff surprise

**NASCAR CUP**  
**BRISTOL (USA)**  
**17 SEPTEMBER**  
**ROUND 29/36**

Chris Buescher provided the latest NASCAR Cup Series playoff surprise by holding off Chase Elliott to win Saturday night's race at Bristol Motor Speedway.

Buescher exited pitroad first at the final stops on lap 438 of 500 thanks to a two-tyre call, but he also got a little help. Two of the top contenders for the win – Kevin Harvick and Denny Hamlin – both had problems during their respective stops and got shuffled back in the field.

Buescher and his Roush Fenway Keselowski Racing Ford quickly cleared for the lead on the restart with 57 laps to go and had little problem holding off Elliott to claim the win and become the third consecutive non-playoff driver to win in the first three races of the 10-race playoffs. The victory was only the second of Buescher's Cup career, and his first since 2016 at Pocono.

"I love this race track," said the



Buescher held on after jumping in front at the final stops

29-year-old Buescher. "We got RFK Racing in Victory Lane for the first time. I'm out of breath. This place will wear you flat-out and I love that about it. It's just a special night."

Following the end of the first round of the playoffs, four drivers – Kyle Busch, Harvick, Austin Dillon and Tyler Reddick – were eliminated from further contention

for the championship. Advancing to the Round of 12, which begins this weekend in Texas, are Christopher Bell, William Byron, Hamlin, Elliott, Kyle Larson, Ross Chastain, Joey Logano, Alex Bowman, Ryan Blaney, Chase Briscoe, Daniel Suarez and Austin Cindric.

**JIM UTTER**



Form man Gragson leads Jones at Bristol

NKP/MOTORSPORT IMAGES

# Noah's arc points to title charge

**NASCAR XFINITY**  
**BRISTOL (USA)**  
**16 SEPTEMBER**  
**ROUND 26/33**

AJ Allmendinger topped the regular season, but Noah Gragson enters the NASCAR Xfinity Series playoffs as the hottest driver.

Gragson was the only driver on the lead lap not to pit during the final caution, and quickly cleared for the lead on a restart with 21 of 300 laps to go. He then fended off a furious charge from Brandon Jones over the final three laps and held on to win Friday night's race at Bristol Motor Speedway.

The win is a series-leading sixth for Gragson and his third straight. He will enter

the playoffs this weekend at Texas Motor Speedway as top seed in the 12-driver field.

"That's three in a row!" Gragson said. "That last caution came out and I knew if we continued to run the top [groove] it was going to be hard for them to get there. I appreciate Brandon Jones racing us clean. He got to my bumper with two to go. I was hanging on and scrubbing the fence."

"This one hurts the most just because it was our race to win, I felt like," said Jones.

Allmendinger finished sixth. Joining him in the playoffs will be Justin Allgaier, Gragson, Ty Gibbs, Josh Berry, Austin Hill, Jones, Sam Mayer, Riley Herbst, Daniel Hemric, Ryan Sieg and Jeremy Clements.

**JIM UTTER**

## WEEKEND WINNERS

### SUPER GT

#### SUGO (JPN)

Katsumasa Chiyo/Mitsunori Takaboshi  
 NDDP Racing (Nissan Fairlady Z)

### WORLD RALLYCROSS

#### MONTALEGRE (PRT)

**Race 1** Johan Kristoffersson  
 Kristoffersson Motorsport  
 (Volkswagen Polo RX1e)

**Race 2** Niclas Gronholm  
 Construction Equipment Dealer Team  
 (PWR RX1e)

### NASCAR CUP

#### BRISTOL (USA)

Chris Buescher  
 RFK Racing (Ford Mustang)

### NASCAR XFINITY

#### BRISTOL (USA)

Noah Gragson  
 JR Motorsports (Chevrolet Camaro)



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Vanthoor did the opening stint on Sunday and then the switch to slicks proved inspired



SRO/HECO

# Weerts and Vanthoor crowned for the third time in Spain

**GT WORLD CHALLENGE EUROPE  
SPRINT CUP  
VALENCIA (ESP)  
17-18 SEPTEMBER  
ROUND 5/5**

Charles Weerts and Dries Vanthoor gave the Team WRT/Audi combination a perfect GT World Challenge Europe Sprint Cup swansong by delivering a third successive title in the final round at Valencia. The Belgian crew's third position in the opening one-hour encounter, which was won by AF Corse Ferrari pairing Pierre-Alexandre Jean and Ulysse de Pauw, was enough to secure the crown, while a thrilling final-lap victory on Sunday put the icing on the cake.

Weerts and Vanthoor held an 11.5-point margin as they arrived in Spain over ASP Mercedes duo Raffaele Marciello and Timur Boguslavskiy. The maths was simple enough: score six points more than the Merc and the

title was theirs once again. Their cause was helped in qualifying, where Weerts was second fastest with the Ferrari of de Pauw taking pole. Boguslavskiy had a nightmare session, initially finishing 16th before being demoted to 19th after the stewards deemed that he had blocked another car.

If there was one moment that could have complicated matters for Weerts, it was at the start when he got gobbled up by Simon Gachet (Car Collection Audi) and Dennis Lind (JP Motorsport McLaren). Nearly the entire field ran wide on the exit of Turn 1, which allowed Weerts back into third by Turn 2. From there, he held station until the pitstop window when Vanthoor took over.

Boguslavskiy made good progress to run 16th after an early safety car following an incident for the Dinamic Porsche of Adrian de Leener. Marciello took over at the pitstops in 15th place and produced a typically aggressive charge in the second stint to finish eighth on the road, upgraded to seventh after Lind and Vincent Abril were handed a 10-second penalty.

The one constant in the one-hour race was the winning pairing of de Pauw and Jean, whose Ferrari never looked threatened. De Pauw skipped away at the start, building a gap of over three seconds before the pit window opened. Gachet's co-driver Christopher Haase reduced that gap to nothing in the second stint, but Jean held on, with the title-winning Vanthoor third.

The brilliant Marciello made it four



Youthful Ferrari pair claimed Saturday win

SRO/HECO

## WEEKEND WINNERS

**GT WORLD CHALLENGE  
EUROPE SPRINT CUP  
VALENCIA (ESP)**

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

**Race 2** Dries Vanthoor/Charles Weerts  
Team WRT (Audi R8 LMS GT3 Evo II)

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Sprint Cup poles from five attempts on Sunday morning, but the race started in wet conditions. Any concerns that this was going to be nothing more than a dead rubber were put to rest when Weerts and Vanthoor judged a tyre gamble to perfection.

Vanthoor started alongside Marciello, but lost out to the Sainteloc Audi of Patric Niederhauser at the first turn. Visibility was poor in traffic, but over the course of the opening stint a dry line was slowly beginning to appear. This was what WRT had been waiting for, and switched to slicks at its compulsory stop. Weerts initially shipped multiple positions and half a minute as Boguslavskiy stayed on wets, marginally ahead of Aurelien Panis in the Sainteloc car.

Boguslavskiy and Panis were nose to tail on the final lap, but Weerts was lapping faster. In the last two laps, he took 14s out of the leader and rounded the hapless Boguslavskiy three corners from the end to score an incredible last-gasp victory.

**STEPHEN BRUNSDON**





## Bastianini pips Bagnaia; Quartararo out

**MOTOGP**  
**MOTORLAND ARAGON (ESP)**  
**18 SEPTEMBER**  
**ROUND 15/20**

To his immense credit, Fabio Quartararo has made only one big mistake so far in his 2022 MotoGP title defence. The crash with Aleix Espargaro at Assen that netted him a long-lap penalty for Silverstone has been the only blot on his copybook in a campaign when he has had to outperform his motorcycle to keep clean. It is unfortunate, then, that the moment that could well have spelled the end of his title hopes this season wasn't of his own doing.

The Aragon Grand Prix heralded the comeback of six-time MotoGP world champion Marc Marquez. Having been absent since the end of the Italian GP back in May, after which he went for

a fourth major operation on the right arm he broke in 2020, Marquez was back on his Honda bike and going well.

After qualifying 13th, his goal for the race was to simply finish. But a rocket start up to sixth come Turn 1 offered a glimmer of hope that we could see Marquez fighting at the front again in a MotoGP race. It was a sight to marvel at for all of three corners, when he lost the rear of his Honda applying the throttle through the Turn 3 right-hander.

Starting sixth, Quartararo had known he was in for a tough afternoon given the well-documented deficiencies of the Yamaha. As Marquez had his moment, Quartararo was caught unaware and speared into the back of the Honda in a violent impact that sent the Frenchman over his handlebars and across yards of asphalt at speed. Clobbered by his M1 for good

measure, Quartararo escaped without any serious injuries save for some burns on his chest. He was luckily unscathed when he was involved in a scooter incident on his way back to the paddock moments later.

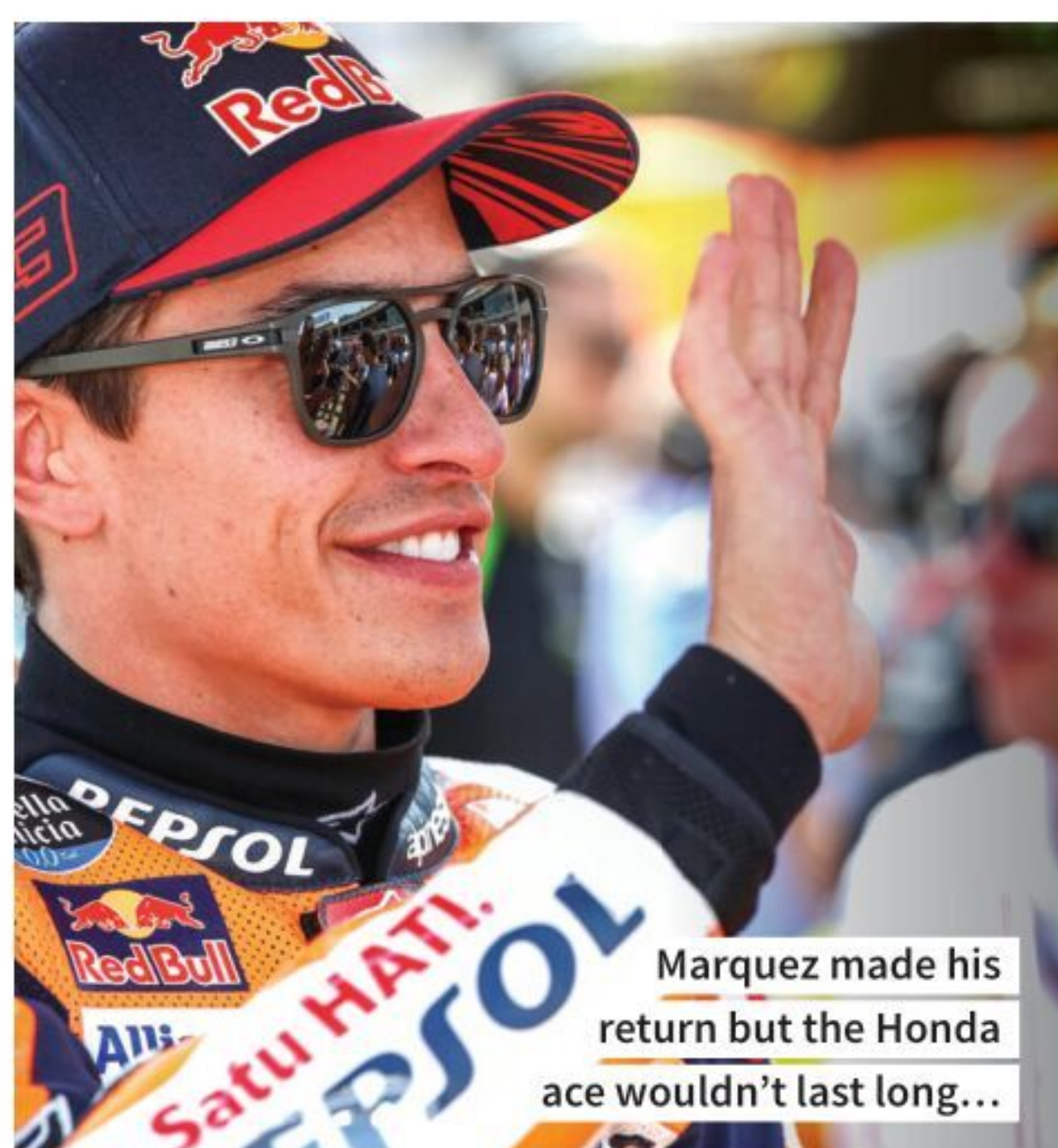
Marquez's race lasted a few more corners, the hit from Quartararo forcing the rear of his bike to "lock" when he engaged his rideheight device exiting Turn 7. This led to a collision with the LCR Honda of Takaaki Nakagami, both riders failing to finish the first lap. It was an unceremonious end to Marquez's comeback, but one that has already had a major impact on the championship battle.

Ahead of the chaos, poleman Francesco Bagnaia led KTM's Brad Binder. Soon the chase was being given by his future Ducati team-mate Enea Bastianini, as was the case two weeks prior at Misano. Bastianini took the lead into Turn 1 at the start of lap eight, but soon ran wide at Turn 12 and allowed Bagnaia back through.

From the end of lap nine through to the start of the final tour, Bagnaia held the lead. The gap between the pair fluctuated at just over 0.7s to around 0.4s, until Bastianini on his year-old Gresini-run Ducati got the gap to under four tenths at the start of lap 20 of 23.

Ducati has been firm in its stance that team orders will not play a role in victory battles between any of its representatives. Bastianini was clean, and Bagnaia clever enough to not get sucked into a hard battle. But you have to question Ducati's tactics now that a prize it has not won since 2007 is within its grasp.

Bastianini hadn't planned to make







his decisive move at Turn 7 on the last lap, but as he drew up to the rear of the factory Ducati under braking for Turn 5 he knew it was possible. Up the inside he came, close but in control. Holding a speed advantage of 5km/h to Bagnaia, Bastianini had enough in reserve to ensure he took the chequered flag in front – albeit by just 0.042s.

As Ducati celebrated its constructors' title win, its real victory in Aragon is Bagnaia's 10-point deficit to Quartararo. Aprilia rider Aleix Espargaro, who snatched third from Binder on the last lap, is only 17 points back, and Bastianini is a not-out-of-the-question 48 adrift with five rounds to run.

Marquez's return brought questions of how he could influence the title battle. Although totally unintended, the consequences of the Aragon GP could be huge come the final reckoning.

As unexpected as that incident for Quartararo was, it was nothing compared to the fact that top Yamaha honours at Aragon went to Cal Crutchlow. Brought out of retirement to replace the retired Andrea Dovizioso at RNF to the end of 2022, he was 14th – three places clear of Franco Morbidelli – and just 20s from the race winner, having not contested a grand prix since the 2021 Aragon GP.

**LEWIS DUNCAN**

## NEXT REPORT

**JAPANESE GP 29 SEPTEMBER ISSUE**

## RESULTS ROUND 15/20, MOTORLAND ARAGON (ESP), 18 SEPTEMBER (23 LAPS – 72.558 MILES)

POS	RIDER	TEAM	TIME
1	<b>Enea Bastianini</b> (ITA)	Gresini Ducati	41m35.462s
2	<b>Francesco Bagnaia</b> (ITA)	Ducati	+0.042s
3	<b>Aleix Espargaro</b> (ESP)	Aprilia	+6.139s
4	<b>Brad Binder</b> (ZAF)	KTM	+6.379s
5	<b>Jack Miller</b> (AUS)	Ducati	+6.964s
6	<b>Jorge Martin</b> (ESP)	Pramac Ducati	+12.030s
7	<b>Luca Marini</b> (ITA)	VR46 Ducati	+12.474s
8	<b>Johann Zarco</b> (FRA)	Pramac Ducati	+12.655s
9	<b>Alex Rins</b> (ESP)	Suzuki	+12.702s
10	<b>Marco Bezzecchi</b> (ITA)	VR46 Ducati	+16.150s
11	<b>Miguel Oliveira</b> (PRT)	KTM	+17.071s
12	<b>Alex Marquez</b> (ESP)	LCR Honda	+18.463s
13	<b>Maverick Vinales</b> (ESP)	Aprilia	+18.730s
14	<b>Cal Crutchlow</b> (GBR)	RNF Yamaha	+20.090s
15	<b>Pol Espargaro</b> (ESP)	Honda	+27.588s
16	<b>Remy Gardner</b> (AUS)	Tech3 KTM	+28.805s
17	<b>Franco Morbidelli</b> (ITA)	Yamaha	+30.422s
18	<b>Darryn Binder</b> (ZAF)	RNF Yamaha	+31.330s
19	<b>Fabio Di Giannantonio</b> (ITA)	Gresini Ducati	+31.595s
20	<b>Raul Fernandez</b> (ESP)	Tech3 KTM	+36.160s
R	<b>Marc Marquez</b> (ESP)	Honda	1 lap-accident damage
R	<b>Fabio Quartararo</b> (FRA)	Yamaha	0 laps-accident
R	<b>Takaaki Nakagami</b> (JPN)	LCR Honda	0 laps-accident
NS	<b>Joan Mir</b> (ESP)	Suzuki	ankle injury

**Winner's average speed** 104.673mph. **Fastest lap** Marini 1m47.795s, 105.356mph.

**QUALIFYING 2** 1 Bagnaia 1m46.069s; 2 Miller 1m46.159s; 3 Bastianini 1m46.313s; 4 A Espargaro 1m46.590s; 5 Zarco 1m46.646s; 6 Quartararo 1m46.802s; 7 Bezzecchi 1m46.852s; 8 Martin 1m46.911s; 9 Rins 1m46.912s; 10 B Binder 1m46.924s; 11 Oliveira 1m47.183s; 12 Nakagami 1m47.274s.

**QUALIFYING 1** A Espargaro 1m46.569s; Zarco 1m46.843s; 13 M Marquez 1m46.909s; 14 Marini 1m47.056s; 15 Di Giannantonio 1m47.119s; 16 Vinales 1m47.337s; 17 A Marquez 1m47.489s; 18 P Espargaro 1m47.511s; 19 Crutchlow 1m47.541s; 20 Morbidelli 1m47.651s; 21 Fernandez 1m47.671s; 22 Gardner 1m47.847s; 23 D Binder 1m49.309s.

**RIDERS' CHAMPIONSHIP** 1 Quartararo 211; 2 Bagnaia 201; 3 A Espargaro 194; 4 Bastianini 163; 5 Miller 134; 6 Zarco 133; 7 B Binder 128; 8 Rins 108; 9 Martin 104; 10 Vinales 104; 11 Oliveira 95; 12 Marini 91; 13 Mir 77; 14 Bezzecchi 74; 15 M Marquez 60; 16 Nakagami 46; 17 P Espargaro 43; 18 A Marquez 39; 19 Morbidelli 26; 20 Di Giannantonio 23; 21 Andrea Dovizioso 15; 22 D Binder 10; 23 Gardner 9; 24 Fernandez 8; 25 Stefan Bradl 2; 26 Crutchlow 2; 27 Michele Pirro 0; 28 Lorenzo Savadori 0; 29 Kazuki Watanabe 0.

**MANUFACTURERS' CHAMPIONSHIP** 1 Ducati 346; 2 Aprilia 217; 3 Yamaha 213; 4 KTM 161; 5 Suzuki 134; 6 Honda 100.



## WEEKEND WINNERS

### MOTO2

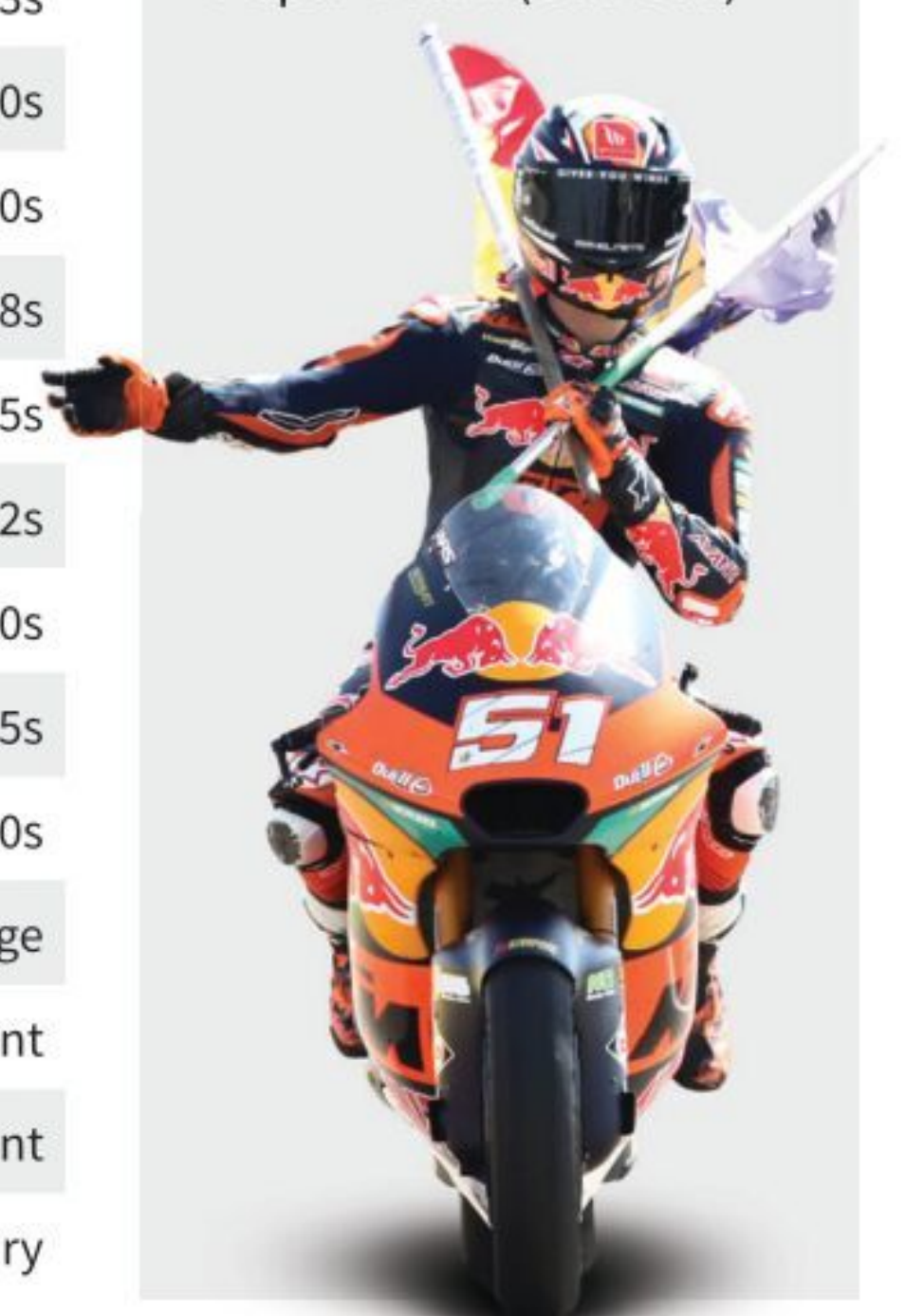
#### MOTORLAND ARAGON (ESP)

Pedro Acosta (below)  
AJ Motorsport (Kalex)

### MOTO3

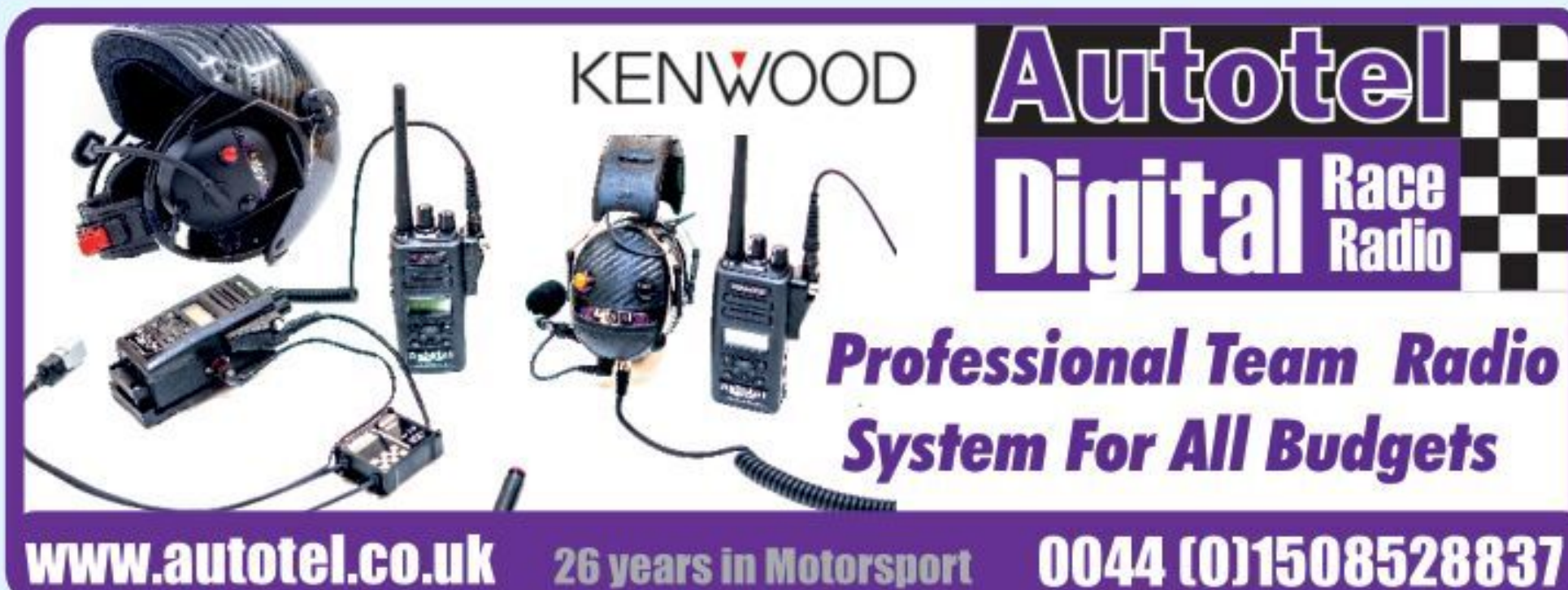
#### MOTORLAND ARAGON (ESP)

Izan Guevara  
Aspar Team (Gas Gas)





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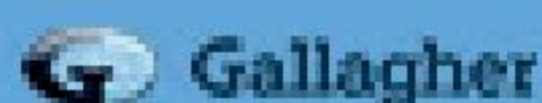
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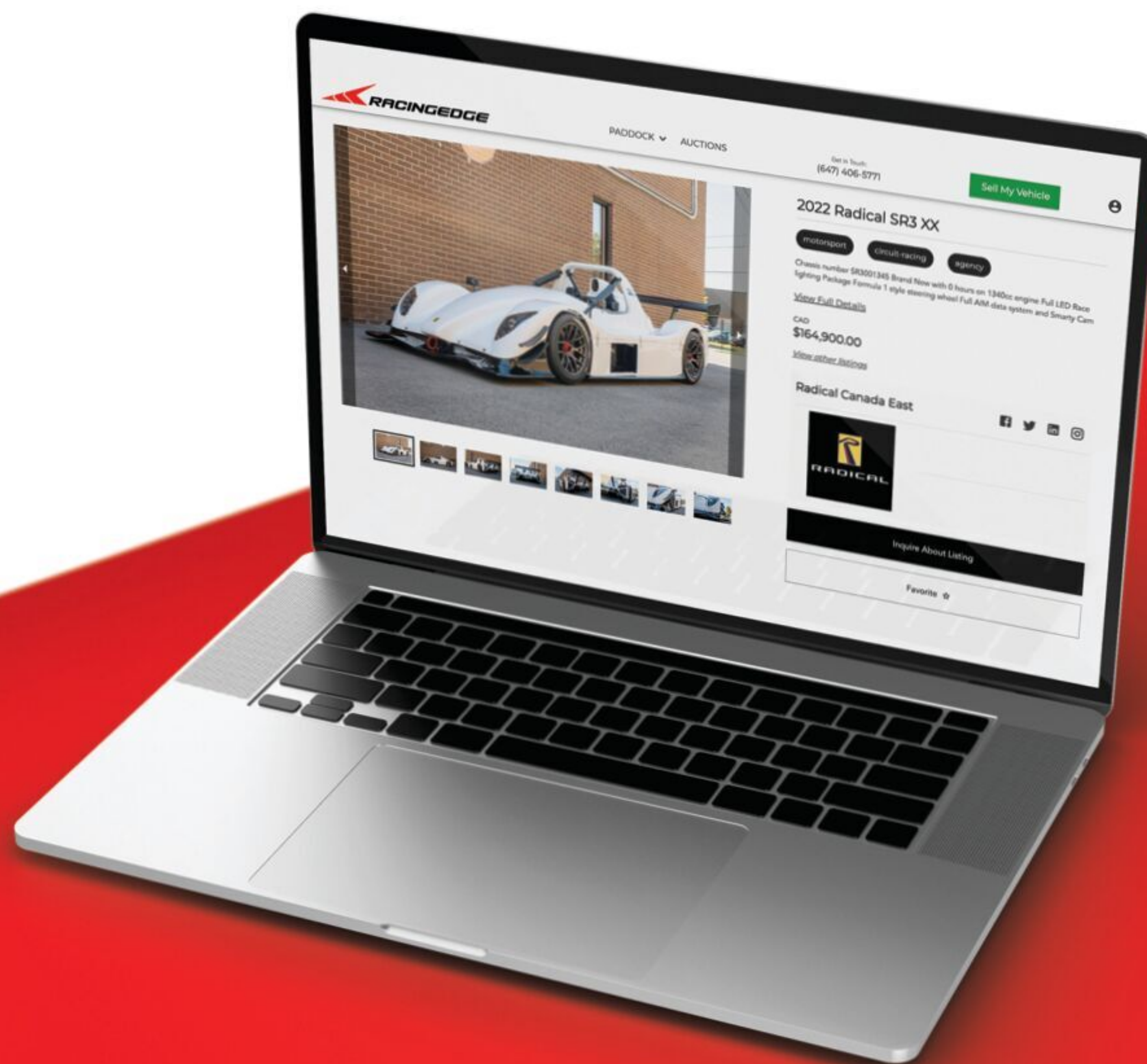


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- To utilise trackside data monitoring and control systems in conjunction with the test rigs.
- To assist with the analysis of results and compilation of accurate reports detailing the findings from R&D powertrain testing.
- To develop CAD competency using NX through training and practice, such that detailed design drawings of powertrain test rig fixtures and assemblies can be released for manufacture.
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- Knowledge and experience from undergraduate study on an electrical/electronic engineering degree
- Some understanding of high-end vehicle electrical systems is beneficial
- Familiarisation of CAD
- Knowledge and experience of applying engineering mathematics to solving problems
- Experience handling, processing, and understanding data from either virtual or physical testing

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To be considered for this role, you must have:

- Knowledge and experience from at least one year of undergraduate study on an engineering based degree course
- Knowledge of Matlab/Simulink or other engineering programming language
- Understanding of internal combustion engine operation and thermodynamic behaviour
- Understanding of hybrid power unit operation and control methodologies
- Knowledge and experience of applying engineering principles to solving problems
- Experience writing and preparing technical reports and documentation
- Experience of handling, processing, and understanding data from either virtual or physical testing

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# Fortec back as F4 grid set to hit 20

## BRITISH F4

British Formula 4 is set to feature its largest grid for six years at Silverstone this weekend, bolstered by Fortec Motorsport returning to the category.

Fortec was a mainstay of the series from when it became an FIA F4 championship in 2015, and powered Luke Browning to the 2020 crown, but has been absent so far this season. With the world of UK junior single-seaters undergoing major changes during the winter, Fortec opted to initially concentrate on GB3 and GB4 – and has drivers in title contention in both series – but is now ready to return to F4.

It will field Australian Marcos Flack, a GB3 race winner with Douglas Motorsport this year and who will now contest a sixth different category in 2022, alongside Ginetta Junior graduate James Higgins.

“It’s exciting to come back,” said Fortec team boss Richard Dutton, who added that the squad’s former British F3 frontrunner Johnathan Hoggard has been testing its FIA F4 machinery in preparation for its return.

“We’ve only got two cars at the moment and we’ve got two more ordered – hopefully we will be out with three or four cars next year. We’re not out there to make the numbers up, we want to be competitive.”

Fortec’s comeback is helping boost this

weekend’s entry to 20 cars, a figure the series last reached back in 2016, while there are also two other debutants.

Karter Isaac Barashi has conducted a number of tests with Argenti Motorsport during the course of the year and is now set to make his race debut at Silverstone.

Another newcomer will be Indian driver Jaden Pariat, who has tested MRF Formula 1600 and F2000 cars but will now make his maiden race outing with Chris Dittmann Racing in British F4. He will be partnered by GB4 victor Jack Sherwood, who is also now confirmed as completing the rest of the season with the squad.

**STEPHEN LICKORISH**

## Historics ace Harrison wins in newer F3 car

### MONOPOSTO

New Historic Formula Ford champion Samuel Harrison sampled some more-modern machinery at Donington Park last weekend, when he drove Adrian Holey’s Dallara F397 to victory on his Monoposto debut.

Harrison has starred in both Historic FF1600

and Historic F3 this season, taking 16 wins, and further added to that tally in Leicestershire.

After finishing third in the opening Monoposto F3/1400/2000 race, the teenager was a dominant race-two winner and was heading for a repeat in the finale when the car expired on the last lap.



“It’s the newest car I have ever driven, but the main thing is the extra grip,” he said. “I hadn’t driven the car before qualifying and managed

to put it on the front row.”

Holey added: “They loaned me a Lola Formula Atlantic to drive and this was returning the offer.”

**PETER SCHERER**





#### A NOT SO HAPPY LANDING

Nick Golhar had a fortunate escape after this spectacular roll in the second MG Owners' Club race at Snetterton last weekend. Getting out of shape heading into Coram, Golhar mounted the sausage kerb through Murrays, with his ZR 160 becoming airborne and completing nearly four full rotations before coming to a rest on its side, with Golhar able to extract himself from the wreckage. **Photographs by Richard Styles**



## JSCC team takes over Track Attack

### TRACK ATTACK

The team behind the successful Junior Saloon Car Championship has taken over the operation of the Track Attack Race Club series following the retirement of founder Steve Vince.

The club was created in 2004 and was designed to offer a low-cost way for people to compete in a variety of tin-tops. Separate series for German (Deutsche Marques), Japanese (Nippon Challenge) and French (Tricolore Trophy) cars have been held but recently these have usually been run together.

The new organisers, spearheaded by Dave Beecroft, intend to grow interest in Track Attack again but will continue to follow Vince's original principles. Beecroft explained Vince asked him to



consider getting involved to ensure the series had a future after his retirement.

"I've known Steve for 20-odd years and I spoke with him 18 months ago and he wanted to retire," said Beecroft. "He's handed the reins to us. Moving forward, we're going to keep everything very much as is. We're bringing our Junior championship team into it and we're going to help market and promote it."

Beecroft met with the drivers at the

Track Attack round at Croft last weekend and wanted to reassure them that the change in organiser will not lead to a sudden increase in costs.

He also believes the series presents a good option for drivers graduating out of Junior Saloons. He added: "This gives us another championship for the kids to move into as they develop – it's a low-budget option."

**STEPHEN LICKORISH**



## IN THE HEADLINES

## BATTLE OF BRSCC BOSSES

There will be some internal rivalry in the Mazda MX-5 Mk1s at Donington Park this coming weekend, when the British Racing and Sports Car Club's chief operations officer Paul McErlean goes up against competitions coordinator Luke Souch and head of development Greg Graham. "We have all raced before but not all in the same race," said McErlean.

## JAGUAR TITLE AT LAST

A pair of wins in the Classic Touring Car Racing Club's Jaguar Challenge was enough for Tom Robinson to clinch the title at Snetterton. Robinson's supercharged Jaguar XJR6, prepared by his own Swallows Racing concern, has been beaten only twice this year. "I've been close a couple of times," he said. "To finally get there is great – a bit of a relief!"

## TESTING THE WATERS

Focus Cup race winner Scott Parkin made his debut in the 116 Trophy at Cadwell Park at the wheel of Jonathan Baker's BMW. Used to long stints in Club Enduro, he had no issues driving solo in the 90-minute contest, climbing from 11th on the grid to finish fifth. "Jon is at the Focus Cup this weekend and he messaged me and said, 'My car will be available, do you want to have a go in it?'" he said. "I've never been in the car before. It's pretty good, these are definitely better to drive."

## MORGAN'S OVERNIGHT TRIP

An overnight trip back to Wales helped Pete Morgan remain in the Classic Stock Hatch title fight at Cadwell Park. After struggling to seventh in his Ford Fiesta XR2 (below) during Saturday's opening contest, which was won by nearest rival Chris Dear, Morgan returned home to replace a damaged valve. "It was as flat as a pancake," said Morgan. Despite the fix, Morgan was seventh again in Sunday's race two but heads to the final round still in title contention.



STEVE JONES

Despite no pre-event test,  
Powell and Pulling took  
third in Radical SR10



MICK WALKER

## Radical podium for W Series stars Powell and Pulling

### RADICAL CHALLENGE

W Series drivers Alice Powell and Abbi Pulling joined the Radical Challenge at Donington Park last weekend and finished third in Sunday's 45-minute endurance race with the all-new SR10.

The Britons competed in the meeting having not carried out any pre-event testing, with Pulling having never previously raced an open sportscar before.

Problems in qualifying restricted Powell to one aborted lap and both drivers had to complete three laps behind the safety car ahead of the race.

"I raced a Radical PR6 at Snetterton about 11 years ago and was invited to race

this car, so I asked if Abbi could share it," said Powell, who currently sits second in this year's W Series standings.

"Abbi was doing the FIA F3 test at Magny-Cours when the test was offered, so we couldn't do it."

Starting from the pitlane with Powell behind the wheel, they made steady progress and completed the rostrum, some 14 seconds behind winner James Lay.

A further victory in one of the shorter 25-minute races ensured Lay became the 2022 Radical Challenge champion, becoming the first driver to secure back-to-back title triumphs in the SR1 Cup and top-tier of Radicals.

PETER SCHERER

## Smith joins Fox for Ginetta outings

### GINETTA JUNIOR

Fiesta Junior frontrunner Sid Smith will join Fox Motorsport to contest the final two rounds of this year's Ginetta Junior campaign.

Smith, the teenage son of Le Mans 24 Hours class winner Rob, has been the driver to beat in the Fiesta category this year, taking six wins to lead the standings. He is now due to contest this weekend's Silverstone Ginetta Junior round, as

well as next month's Brands Hatch finale, with the Fox team that powered Liam McNeilly to runner-up in last season's points.

"I can't wait to make my Ginetta Junior debut," said Smith. "I've been to a few races this year and watched the rest of the season on TV and it's clear that it's the highest-level series in the UK for the age group."

"The Ginetta is a bit different to what I'm used to, with rear-wheel drive and

sequential gearbox, but the team have helped me get up to speed quickly in the few tests I've done and I'm targeting a rookie podium before the end of the year."

Paul McNeilly, team boss, added: "His racecraft is more highly developed than many of the drivers in the series. With the kind of slipstreaming racing we normally get at Silverstone, this means he could well surprise a lot of the series regulars with the results he's able to achieve."



# Hall: more to come from BRM V16

## GOODWOOD REVIVAL

The new BRM V16 retired from its race debut at the Goodwood Revival last weekend, but driver Rob Hall believes it can compete at the front.

Hall qualified chassis IV in 12th for the Goodwood Trophy for Grand Prix and Voiturette cars raced between 1930 and 1951, despite a fuel-system issue. He ran ninth for much of the 13-lap race in the recently built Hall & Hall machine, before rising oil temperatures brought the 1500cc supercharged car into the pits at the end of the 10th tour.

"It wasn't pulling 100% cleanly from the start and then, after about five laps, the oil temperature was getting high," said Hall. "Running and racing are two different things and we're still learning."

Despite the retirement, Hall believes the car can compete with the frontrunning ERAs, which filled eight of the top 10 places. "It handles great, the brakes are great and the engine is nearly there," he added. "If it runs free, it will be fantastic. We'll get there."



BRM retired from its Goodwood Trophy debut

JBLOXHAM

**motorsport**  
IMAGES

"The ERAs have been raced and developed since new, apart from during the Second World War, and they're simpler. But they're beatable."

Hall's best lap in practice was 1m37.361s, compared to poleman David Morris on 1m32.426s. Morris improved to 1m31.400s in the race in ERA R11B, while the BRM recorded 1m38.257s.

Chassis IV, built in conjunction with the Owen family that still owns BRM, is scheduled to contest more events in 2023.

Several big-name drivers also made their Revival debuts last weekend. Six-time IndyCar champion Scott Dixon shared a Jaguar E-type with his former Chip Ganassi Racing team-mate Dario

Franchitti and finished sixth in the Stirling Moss Trophy for pre-1963 GT cars. His current team-mate and NASCAR legend Jimmie Johnson retired Gregor Fisken's Ford Galaxie 500 from Saturday's St Mary's Trophy encounter before finishing fifth in the RAC TT Celebration on Sunday, sharing Shaun Lynn's AC Cobra.

M-Sport's World Rally Championship podium finisher Craig Breen took fourth in the first part of the St Mary's Trophy in Michael Cullen's Ford Lotus Cortina. Cullen finished eighth on Sunday to give the pair fifth overall.

**KEVIN TURNER**

**➔ P59 OPINION**

## Evans stars in ex-McRae Focus at Rallyday



BRC champion Evans was in action at Castle Combe

### RALLYING

Ex-British Rally champion Gwyndaf Evans, father of World Rally ace Elfyn, at the wheel of an ex-Colin McRae Ford Focus was the highlight of the annual Rallyday at Castle Combe last Saturday.

Evans was one of three BRC champions in action in a range of cars from BGMSport during the Legends Stage, which topped the day's rallying activity. Evans said he was very honoured to have the chance to drive a car made famous by McRae.

Joining Evans to thrill the fans on two specially laid out rally stages were David Higgins and current BRC champion Matt Edwards, who drove the Toyota Celica GT-Four of 1993 WRC champion co-driver Nicky Grist.

**PAUL LAWRENCE**

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Test run was offered to Birley  
by Holden's owner Sidwell



GARY HAWKINS

## Birley gets to sample ex-Skaife and Murphy Holden V8 Supercar

### V8 SUPERCARS

Veteran club racer Rod Birley sampled an ex-Mark Skaife and Greg Murphy Holden V8 Supercar at Brands Hatch last week, thanks to his friend Alex Sidwell.

Birley has endured a difficult season after suffering multiple engine problems with his regular Ford Escort WRC, and the chance to test the Aussie Supercar was the realisation of a long-held ambition.

He has known Sidwell for over 30 years, when the pair competed against each other at Lydden Hill. With Sidwell now owning a collection of Holdens, he said several years ago that he would like to give Birley the

chance to get behind the wheel of one. That test happened last Friday, with Birley driving the car Skaife and Murphy took to fourth at Bathurst in 2009, and is a Holden that is rarely seen.

"It was brilliant fun," said Birley. "It was something I've always had a hankering to have a go in. I've driven a few other V8s, but to have a go in a proper V8 Supercar with that history is a rare opportunity."

"The car was surprisingly agile considering we had a lot of slow traffic. A couple of times coming out of Druids, the back came out and you're reminded there's a lot of power here!"

STEPHEN LICKORISH

## Primett claims 10th CTCRC title

### CLASSIC TOURING CARS

Stephen Primett clinched his 10th Classic Touring Car title at Snetterton last weekend, and intends to seek an 11th next year.

Primett won three Pre-'74 Post-Historic Touring Car championships between 2005 and 2009 before the series merged with the Pre-'83 Group 1 Touring Car category.

Under its new guise, he used the same Pinto-powered Ford Escort Mk1 to win five

consecutive crowns in 2014-18.

He regained the title last year, in a battle that went to the wire with Mark Lucock's similar car. Primett has rarely been challenged this year, winning eight of 11 races, and he took the crown with a meeting to spare.

"I really can't believe I have racked up that many," said Primett. "I don't have a lot of self-confidence – I'm terrible really – but you can't be lucky 10 times, can you? I do think about these things and wonder where it all comes from, and

all I can think is that you're never complacent. So even at the weekend, you're thinking, 'I need eight points, surely I can get eight points in four races.' But I could blow up in qualifying and then I get nothing."

"At the weekend, I said, 'It's great we've got quite a few Escorts out,' and people said, 'Yeah, because everyone wants to come and beat you!' That's quite nice and I'm quite happy to stick around then."

MARK PAULSON

## SMITH HAS TRICKY WEEKEND IN NEW TRUCK

### BRITISH TRUCKS

Multiple British Truck Racing champion Ryan Smith saw his points lead cut after experiencing teething troubles with a new truck at Snetterton last weekend.

Smith took his sixth title last year with a Mercedes Actros but rebuilt the chassis and engine into a Daimler cab for 2022. His title defence began well, with nine wins across the opening four race weekends of 2022, but Smith has now sold the Daimler and instead drove a MAN TGA (below) at Snetterton.

"Our main sponsors, Northside Truck and Van, wanted to move to a Mercedes chassis," explained Smith. "So we've decided to build a new Mercedes and the Daimler was the funding for it. We'll run the MAN for the last three meetings and then move into the new Mercedes for next year."

A blown turbo in qualifying left Smith starting at the back of the Division 1 field. Still down on power, he won the fourth race from a reversed-grid pole position but retired from the finale after another blow-up. Title rival Stuart Oliver's three wins allowed him to almost halve what had been a 62-point championship deficit, with rounds at Pembrey and Brands Hatch remaining.

"The truck will be fine – we just need to get the power back," Smith added. "It's a little bit frustrating at the minute but the team's worked tirelessly for the last seven days building it because it was [just] a chassis and cab."

MARK PAULSON



RICHARD STYLES



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# Glorious Goodwood

*The Revival meeting produced a fitting tribute to the Queen, with new stars putting on a show ahead of an important year for the circuit*

MARCUS PYE

**F**ollowing the death of Her Majesty Queen Elizabeth II on 8 September, there was inevitably an inkling that Goodwood's Revival Meeting would not take place as the United Kingdom of Great Britain and Northern Ireland went into a period of national mourning. As difficult as it would have been to countenance cancellation for force majeure – the sheer magnitude of logistics behind such a herculean undertaking would never have allowed postponement to an adjacent weekend – the vast majority of people affected would have understood.

Once the royal funeral's date was set, on the Monday after the Revival weekend, and the green light was given for sporting events to go ahead in the interim, wholesale changes made to the event programme followed at very short notice, and yet another piece of Goodwood magic unfolded. In a multi-faceted pageant of seamless splendour, the respect of a sporting world, already dressed appropriately for the occasion, was rained upon the much-loved monarch and livestreamed around the globe.

As the emotional Duke of Richmond and Gordon told the international throng in his simple daily address, Her Majesty's "grace, constancy and selfless devotion was an inspiration to us all". A lifelong fan of horsepower of the equestrian variety, the Queen was a frequent visitor to Goodwood, where racing has taken place since 1802. As owner of a stable of racehorses, it was fitting to learn

## "The respect of a sporting world was rained upon the much-loved monarch"

that her last winner – Love Affairs – won the 3:05 there two days before her death. The imposing downland course, atop The Trundle, overlooks the motor circuit, from which its grandstand is visible.

Other than knowing – through experience of every Revival and recent Members' Meeting, plus all but a couple of Festivals of Speed – that it would be done properly, I had no idea what detail to expect beyond Union Flags flying at half-mast above the pits throughout the event. As in 2001, when the Stars and Stripes did in the wake of the 9/11 atrocity in New York, and blue-and-yellow Ukrainian standards at this year's 79th MM offered solidarity with the country's people following Russia's invasion, they brought elements of calm and solace to proceedings.

On Friday, as I made my first daily commute to Goodwood, over the verdant New Forest, a beautiful sunrise – with strata of colours

from pale earthy sienna through orange and yellow, against a brightening blue backdrop – I passed Southampton where Staride and Revis 500cc Formula 3 cars and iconic Supermarine Spitfires were made, knowledge that I'd witness some of the latter flying peacefully later. Eastleigh, where the prototype's maiden test flight took place in March 1936, and naval hub Portsmouth's vast sea basin came and went en route to Chichester. On cue, three Spitfires took off as I parked.

It's subjective, but I thought the entry was the best in many years. Of course, the passing of Sir Stirling Moss and John Surtees in recent times only heightens memories of their sublime driving skills when they competed in early Revivals. But, at just turned 80, quintuple Le Mans winner Derek Bell, whose career began with a soggy debut Lotus 7 victory at Goodwood in 1964, turned out to share a Ferrari Monza in Freddie March Memorial Trophy practice. Sir Jackie Stewart, now F1's earliest living champion, returned too, to honour his BRM team-mate Graham Hill.

Event debutants included former F1 racer Pedro de la Rosa, who arrived with his wife and daughter to co-drive fellow Spaniard Joaquin Folch's ex-Bruce McLaren Jaguar E-type lightweight in the RAC TT Celebration; Australian James Davison who excelled in a McLaren M1B; and seven-time NASCAR Cup champ Jimmie Johnson who saddled AC Cobra and Ford Galaxie. All left big impressions among racegoers and hopefully will be invited back.

Following strong briefings, driving standards appeared to be better too, with significantly fewer big hits. No participant should forget that at a high-speed airfield circuit it is possible to have a period-type shunt in a period-type car – or what looks like one from spectator banks. Respect for the track and fellow competitors is paramount, as notes issued to invitees cautioned. But speeds continue to creep up, proof that car development is getting out of hand. If the win-at-all-costs brigade's quest for victory jeopardises quasi-historic racing purely for the sake of theatre and millions of potentially profitable social media hits, this needs to be curbed. Livestreaming is a very public arena when things go wrong.

Next year is a particularly important one for the Goodwood Road Racing Club. Not only will the 25th Revival – 2020's was scuppered by the COVID-19 pandemic – celebrate the old motor circuit's 75th anniversary, but 2023 will be the 31st year of the brand's post-historic era, built on the 1993 Festival of Speed. Add 19 seasons of contemporary action and that brings the total to 50. It will be an extraordinary landmark for His Grace the Duke, indeed for every individual who has contributed to fulfil his incredible creative vision. Just like the centenary of the ACO's Le Mans 24 Hours in June, it needs to be cherished safely. 🏁



P32 GOODWOOD REVIVAL REPORT





Carrington-Yates (34) did get ahead of Keen but was pushed back to second post-race

## Late drama in 116 Trophy as Keen wins

**CADWELL PARK**  
**750MC**  
**17-18 SEPTEMBER**

The 750 Motor Club's visit to Cadwell Park featured a dramatic climax to the 116 Trophy race, with victory changing hands on the final lap and then again after the chequered flag.

Multiple race winner Sam Carrington-Yates made a return to the one-make BMW series alongside Toby O'Reilly and led the early stages of the 90-minute mini-enduro from pole before heading to the pits approaching the 20-minute mark. Having also made a pitstop, Ben Seybold closed a five-second deficit to take the net lead from O'Reilly into Park before passing the still-to-pit Harry Portlock for the overall lead, just after the first of two safety-car periods.

After making his final stop, Seybold rejoined but had lost out to Peter Keen, who had also made his two mandatory stops. Meanwhile, Carrington-Yates emerged from the pits with significant ground to make up on the pair after taking over from O'Reilly just past the halfway stage.

Keen pulled out a 7s lead over Seybold, while Carrington-Yates recovered from a brief excursion at Gooseneck as he negotiated backmarkers to pass Alan Corfield for third. The safety car made its second appearance late on when Richard Lakey ground to a halt shortly after hitting the barriers at Gooseneck, leading to a seven-minute dash to the finish.

Keen took advantage of a lapped car between him and his pursuers at the resumption to swiftly build a 3s advantage, as Carrington-Yates snatched second from Seybold. After catching Keen on the final

lap, Carrington-Yates squeezed past into Hall Bends, but was demoted back to second after the finish for leaving the track and gaining an advantage while making the move. "That was so hard," said Keen after taking victory. "I made a tiny mistake which lost me a bit of pace up the hill and that's where [Carrington-Yates] got up the inside. I tried to block him, but he went onto the grass. I'd have done the same thing."

Bill Cowley proved to be the class of the 750 Formula field in his grandfather's Cowley MkIV, but he had to wait until race three to claim victory on his local circuit. A red flag eradicated Cowley's 5s lead in the opening encounter and, after slipping to second at the standing restart, he was forced to retire with a puncture. This meant the returning Oliver Collett took the spoils in a Racekits Falcon ahead of Peter Bove (Darvi 88 P) and Richard Rothery (PRS 1b).



Locost Championship  
wins went the way of  
Land at Cadwell Park





Cowley got a win at home circuit... eventually



Pollard claimed a second Formula Vee title



Short was never beaten in Mazdas and took a hat-trick of victories

After dominating the early stages of race two, a broken drive belt put Cowley out again. Collett inherited the lead briefly before also retiring at Coppice, allowing Bove to move through and eventually take victory ahead of Rothery and Chris Gough's CGR2 Evo.

Cowley started from 17th in the finale, but it took him only two and a half laps to storm into the lead, where he remained, with Bove a distant second ahead of Collett. "I had to work for it," said Cowley of his recovery drive. "If there's a gap, you've got to be in it. I'm looking forward to watching the onboard!"

Craig Pollard sealed his second Formula Vee title with a round to spare despite a collision with closest rival Daniel Hands. After qualifying third in his WEV, Pollard swiftly took the lead on the opening lap of race one and remained ahead of Hands (AHS Dominator Mk2) and Matthew Hyde (AHS GAC) following a late safety-car period.

Another great start in the sequel enabled Pollard to challenge Hands and Hyde into Charlies, but contact between the trio on the exit put Hands out, with the race red-flagged due to oil being deposited on the circuit. Pollard dominated the restarted contest to take his 10th win from 10 starts ahead of Hyde and Matt Harbot.

Ben Short made it 13 wins from 13 starts in the opening MX-5 Cup race, leading home Ben Abbitt by 0.47s. Abbitt moved

ahead at the start of race two before losing out to Short exiting Charlies. But Abbitt then made the better exit from The Mountain to lead once more. The pair continued to swap places before Abbitt lunged up the inside at Mansfield on the final lap but ended up on the grass and had to settle for second. Short climbed from sixth in the partially reversed-grid finale to complete the hat-trick ahead of Abbitt.

Neven Kirkpatrick beat Steve Rideout and David Kirkpatrick in both Super Mighty Minis races. Sam Slater pipped Ben Butler to Mighty Minis class honours in race one by a slender 0.39s. Things boiled over on the final lap of race two, with Slater denied the double by a collision with Dan Smith, who took the class win ahead of Butler.

With nearest rival Martin West absent, Craig Land cruised to a brace of victories in the Locost Championship, finishing well clear of maiden podium finisher Rob Apsey in race one and Bradley Horsnell in race two. Land's escape in the second contest was made easier by Paul Clark and Apsey going off on oil at Mansfield.

Aaron Cooke boosted his hopes of taking a third straight Toyota MR2 crown with victory in race one as closest rival Shaun Traynor took an incident-filled third. Adam Lockwood prevailed in a final-lap shootout in race two, while Cooke survived a sideways moment exiting the Mountain to edge Traynor for second.

## WEEKEND WINNERS

### 116 TROPHY

Peter Keen

### 750 FORMULA

Race 1 Oliver Collett (Racekits Falcon)

Race 2 Peter Bove (Darvi 88 P)

Race 3 Bill Cowley (Cowley MkIV)

### FORMULA VEE

Races 1 & 2 Craig Pollard (WEV)

### MX-5 CUP

Races 1, 2 & 3 Ben Short

### MIGHTY MINIS

Races 1 & 2 Neven Kirkpatrick (Super)

### LOCOST

Races 1 & 2 Craig Land

### TOYOTA MR2s

Race 1 Aaron Cooke (Roadster)

Race 2 Adam Lockwood (Roadster)

### ALFA ROMEO CHAMPIONSHIP

Race 1 Scott Austin (156, below)

Race 2 Thomas Hill (GT)

### HISTORIC 750 FORMULA

Races 1 & 2 John Village (Village V2)

### CLASSIC STOCK HATCH

Race 1 Chris Dear (Peugeot 205 GTI)

Race 2 Pip Hammond (Vauxhall Nova GTE)

### SPORT SPECIALS

Race 1 Lewis Ward (Westfield SEiW)

Race 2 Paul Collingwood (Eclipse SM1)



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

Scott Austin won the Alfa Romeo opener as Thomas Hill's unbeaten run in the V6 class ended when his GT retired with a broken driveshaft while running in a close second. Hill made amends in race two, coming home well clear of Graham Seager, who repeated his result from the opener with second. By taking a brace of wins in the Twin Spark class, Andrew Bourke's 156 moved to within a handful of points of Hill for the overall title.

John Village dominated the two Historic 750 Formula contests ahead of Timothy Sage's Mallock U2 Mk4 and Trefor Slatter's Centaur Mk11.

STEVE WHITFIELD



# Ovenden, King and Mann top hectic Minis

**SNETTERTON**  
**BARC**  
**17-18 SEPTEMBER**

Inventive overtaking manoeuvres by Tom Ovenden on his way to an opening-race win highlighted three hard-fought Mini Challenge Trophy races at Snetterton.

Rounding Nelson King at the Wilson hairpin allowed Ovenden to complete his move for second into Turn 3 on the penultimate tour, before diving to the inside of Nicky Taylor for the lead at Coram later that lap. Taylor attempted to fight back into Murrys, but that allowed King to use Ovenden's slipstream to snatch second. "That was the most stressful race I've done in a while," said Ovenden.

Beaten for only the third time in 11 races, King resumed normal service in the rematch, pulling clear as the rest squabbled. Taylor and Jack Byrne completed the podium after Ovenden was forced to pit when his car dropped into limp mode.

Charlie Mann converted pole position on the partially reversed grid to victory in race three, but only on countback after Taylor's stranded car caused a red flag. Matt Hammond had prised an opening on Mann into Wilson, with King unsuccessfully attempting to follow through and losing out to Byrne as a result, only for both changes to be reversed by the early declaration.

Stuart Oliver bounced back from a heavy accident at Donington Park to make inroads into Ryan Smith's British Truck Racing championship lead with three wins. Oliver won the opener under pressure from Dave Jenkins, and was more comfortable in race two. "If we hadn't had the accident at Donington, I'm not sure the two wins would have happened," said Oliver, who had taken the opportunity to overhaul his Volvo VNL.



Crucially, Smith snatched eighth on the line in race two, giving him pole for race four. The six-time champion controlled that encounter but retired from a shortened finale – won by Oliver – in a cloud of smoke after a blown turbo on his hastily built MAN TGA had also thwarted him in qualifying. In between times, Richard Collett scored a rare victory.

Stephen Primett (Ford Escort Mk1) was in typically strong form in the Classic Touring Car Racing Club's Pre-'83 Touring Cars, marching to his seventh and eighth victories of the season and clinching a 10th championship crown in the process. Fellow ex-Pre-'74 runner David Osborne briefly led the opener in his Triumph Dolomite Sprint before suffering a misfire. Suspension arm failure and a loose axle halted Osborne's challenge in the sequel as the Escorts of Mark Cholerton (Mk2) and Jason Christie (Mk1) filled both podiums.

Reigning Pre-'66 Touring Car champion James Ibbotson scored his maiden overall race wins in comprehensive fashion. Engine problems on his Ford Mustang prevented

polesitter Piers Grange from starting, which handed Ibbotson's diminutive Imp the initiative, and it was never challenged. Behind, Billy Kenneally twice edged Kevin Swann in an all-Anglia battle, the pair beaten by James Everard's Alfa Romeo Sprint GT in the opener.

Everard took his rebuilt BMW M3 E30 to a dominant win in Pre-'93 Touring Cars before differential failure cost him a double. In an attritional race that also claimed the E36 models of Ian Bower and Mark Fowler, a delighted Rob Crisell secured a maiden win in race two.

A suspected blown valve put Nick Vaughan's Audi A3, early leader of the opening Classic Thunder race, down two cylinders and removed Jason Davies's main challenger. That left the way clear for the Welshman to take the first of a pair of dominant victories in his Ford Sierra Cosworth and clinch the title.

Regular Legends pacesetters Will Gibson, Miles Rudman and John Mickel snared five of six races between them. Gibson edged Rudman in both of Saturday's heats but could only manage fourth in a final won by Matthew Isherwood. Rudman, who was handed a 20-second jump-start penalty in Saturday's opener, then won both of Sunday's heats. Gibson charged through the field in the final, passing Mickel on the last lap, but Mickel timed his retaliation perfectly to pip Gibson on the line as Rudman came through to fourth.

Dale Gent held off Allen Cooper to win the first Pickup Trucks race, but Matt Simpson put a rod through his truck's engine block while running third. Reece Jones (clobbered into a spin) and points leader George Turiccki (loose alternator cable) both rebounded from race-one disappointment to lead home race two.

**MARK PAULSON**



Oliver bounced back from Donington smash in fine style in British Trucks

ALL PHOTOGRAPHY: RICHARD STYLES





Ovenden took the spoils in opening Mini Challenge Trophy race

## WEEKEND WINNERS

### MINI CHALLENGE TROPHY

**Race 1** Tom Ovenden

**Race 2** Nelson King

**Race 3** Charlie Mann

### BRITISH TRUCK RACING

**Races 1, 2 & 5** Stuart Oliver (Volvo VNL)

**Race 3** Richard Collett (MAN TGX)

**Race 4** Ryan Smith (MAN TGA)

### CTCRC PRE-'83 TOURING CARS

**Races 1 & 2** Stephen Primett (Ford Escort Mk1)

### CTCRC PRE-'66 TOURING CARS

**Races 1 & 2** James Ibbotson (Hillman Imp Super)

### CTCRC PRE-'93 & PRE-'03 TOURING CARS

**Race 1** James Everard (BMW M3 E30)

**Race 2** Rob Crisell (BMW M3 E36)

### CLASSIC THUNDER/BOSS/JAGUAR CHALLENGE

**Races 1 & 2** Jason Davies (Ford Sierra Cosworth)

### LEGENDS

**Races 1 & 2** Will Gibson

**Race 3** Matthew Isherwood

**Races 4 & 5** Miles Rudman (below)

**Race 6** John Mickel

### PICKUP TRUCKS

**Race 1** Dale Gent

**Race 2** Reece Jones

### MG OWNERS' CLUB

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



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



**KEEPING IT IN THE FAMILY** James Everard describes the 1966 Alfa Romeo Sprint GT previously campaigned by his dad John as a family heirloom, and it was making its second appearance since a full overhaul. Starting from the back after clutch issues in qualifying, Everard charged to second in the opening Pre-'66 Touring Cars race. "It's absolutely loads of fun," he said. Jon Corker took over on Sunday and almost repeated the feat, climbing to second before falling back to fourth on the final lap.



**BACK ON TRACK** One of two original MG Montego estates returned to MG Owners' Club racing in the hands of Alan Forster. Originally built by series champion Andy Campbell and Simon Byrne, the car returned to Byrne's hands a couple of years ago. He restored it with a Rover K-series engine and MG ZR running gear but a testing accident derailed the project. Forster took the Montego on and got it back on track in a tribute livery to the famous racing estate, the 1994 Volvo 850 Super Touring car.



**A NEW LOOK FOR FORD ESCORT** Three-time Blue Oval Saloons Series champion Piers Grange, who has focused on Pre-'66 Touring Cars in the past two seasons, debuted upgraded aerodynamics on his 2.5-litre Ford Escort Mk2. The large rear wing is carried over from the SHP-built Mk1 Escort RSR and helped Grange qualify fastest in class by nearly five seconds. He headed the BOSS runners within the Classic Thunder field until being sidelined by steering failure.





Caterham Seven UK races  
ended with Thompson  
on the top step

## Thompson flies the highest with Caterham trio

**KNOCKHILL**  
**BRSCC**  
**17-18 SEPTEMBER**

The British Racing & Sports Car Club's Caterham championships once again served up a dazzling display of action during last weekend's meeting at Knockhill. Running the Fife circuit's conventional configuration on Saturday before switching to the anti-clockwise direction on Sunday, the latest venture north for the club produced a unique challenge to the 170-odd entries across the weekend.

The Caterhams were at their slipstreaming, relentless best throughout, while the Seven UK Championship lived up to its reputation as the top-tier class, with Lewis Thompson taking a clean sweep of victories in three action-packed races.

Points leader Aaron Head didn't have his best weekend of the year but, then again, neither did his chief rival Henry Heaton. Head was eighth after picking up

two track-limits penalties in the opener, third in the second contest and fourth in the finale after producing a sterling comeback drive through the field following a spin at Butchers. It means Head maintains his advantage at the top of the standings heading into the final round at Spa.

Thompson's path to his hat-trick was aided by a chaotic sequence of events in the clockwise opener, after Head was spun around at the Hairpin by James Murphy, who was disqualified as a result. Victory gave Thompson pole for race two, but key to his success was astute defensive driving in each of the anti-clockwise races amid serious pressure from behind.

At the other end of the experience spectrum, the Caterham Academy races were also spectacular, with Rrutuj Patki provisionally crowned Green group champion after taking his fifth straight win. Patki survived an assault to his left-rear from rival Ravi Patel at the end of race one, which launched Patel briefly into the air, to

take clockwise victory, while a drag race to the finish on the anti-clockwise direction gave him the win by just 0.085 seconds from Craig Boyle. Simon Sabin was a mere 0.065s further back in third.

In the White group, Tom McEwing made the most of erstwhile points leader Matt Larbey's absence to take a win and a second. Ben Timmons won the opener from McEwing but was taken out by Duncan Mallett at McIntyres in race two, leaving McEwing to fend off Lyonel Tollemache.

Geoff Newman and James Cook shared the Roadsport wins, and it was Newman who left Scotland with an increased points lead after main title rival Charlie Lower retired from Sunday's second race.

Championship outsider Freddie Chiddicks took pole for the clockwise race but lost out to the faster-starting Newman and Lower off the line. Newman held onto his advantage at the safety-car restart – after Simon Patel beached at the Hairpin – and Chiddicks passed Lower for second before slowing with an apparent missed gear. The same happened to Newman, but he powered back ahead of Marc Jones before Jones got taken out by Theo Theato at Butchers.

Lower, second in race one, retired from the sequel following contact with Jones at the Hairpin. Chiddicks followed Cook home, with Newman fourth.

The 30-minute 270R and 310R races were frenetic, with almost constant passing and repassing, while strategy and positioning proved crucial. Dominique Mannsperger won the first 270R race, which he described as "the most physically and mentally demanding race of my life", while Hugo Bush prevailed in a second race that could easily have been won by any of five drivers.



Smith won Fiesta opener but  
was later sent into a spin



## WEEKEND WINNERS

**CATERHAM SEVEN UK****Races 1, 2 & 3** Lewis Thompson**CATERHAM ACADEMY – GREEN****Races 1 & 2** Rrutuj Patki (below)**CATERHAM ACADEMY – WHITE****Race 1** Ben Timmons**Race 2** Tom McEwing**CATERHAM ROADSPORT****Race 1** Geoff Newman**Race 2** James Cook**CATERHAM 270R****Race 1** Dominique Mannsperger**Race 2** Hugo Bush**CATERHAM 310R****Race 1** Pete Walters**Race 2** Harry George**FIESTA CHAMPIONSHIP****Race 1** Rob Smith (ST240 Turbo)**Race 2** William Kellett (ST240 Turbo)**Race 3** John Cooper (ST240 Turbo)**FIESTA JUNIORS****Races 1, 2 & 3** Thomas Jack Lee (Mk6 ST150)**BMW COMPACT CUP****Race 1** Ian Howes**Race 2** Mikey Doble**Race 3** Steven DaillyFor full results visit: [tsl-timing.com](http://tsl-timing.com)

Pete Walters and Harry George continued their 310R title back-and-forth with a win and a second each in their races, with George edging race two by just 0.015s.

There were three different winners in the Fiesta races, with reigning champion Rob Smith claiming the solitary clockwise affair, before William Kellett prevailed in a tight tussle with points leader Jenson Brickley in race two.

Brickley then ended on his side at the start of the final race after being nerfed into polesitter Barry John McHenry. He didn't take the restart, which was ultimately red-flagged a second time following a similar half-roll for Zachary Lucas. John Cooper was declared the winner. Elsewhere, Thomas Jack Lee claimed all three Fiesta Junior wins.

**STEPHEN BRUNSDON**

## A ONE-OFF OUTING AND CHANGE IN PRIORITIES



For anyone who has followed the BMW Compact Cup in the past five years, there's only been one name that emerges at the top of the standings.

Steven Dailly is a five-time champion in the series, but the Edinburgh driver is not part of the title hunt this season. Instead, he's had the best part of a year on the sidelines, confining himself to a "fun" one-off outing last weekend at Knockhill because "life has taken over".

'Taken over', it must be stressed, in the best possible way: Dailly and his partner Nicola are expecting a baby in February, which means priorities have naturally shifted away from the race track.

"This weekend was really just a one-off, to have some fun and try and win some races," said Dailly. "I won't be racing again for the rest of this year, and next year might be a bit quiet as well."

"It's a bit of everything really. Budget obviously comes into it too, and that budget is going towards our baby, so we've got to think about that. If I could

do both, I definitely would."

The one-off appearance offered another challenge for Dailly. After selling his title-winning BMW to Mike Doble Sr – the father of points leader Mikey Doble – he had to get to grips with new machinery while also learning the reverse direction of the Knockhill layout.

"I'd done about 10 laps of the reversed direction, so it's really like a new circuit for me, just like the other guys," he said. "They tested on Friday, and I didn't so they've got more laps than me on that layout."

"The car is also quite different as it's brand new to me. I'm having to learn how to drive this new one, which is very similar but it's still a bit trickier to handle. I put my set-up on this car but I'm by no means as comfortable in this one as I was in my old car."

It's unclear when Dailly will be back racing, but rest assured the fire is still firmly raging inside the Scot's belly.

Things got off to a low-key start when he finished fourth in Saturday's opener, won by Ian Howes. A new engine, head gasket and clutch brought Dailly third in race two behind Howes and winner Mikey Doble. It was better, but not quite the ruthless Dailly we've come to expect.

Having promised "not to get involved in the title battle", Dailly produced his best in the final race. With another new engine and gearbox fitted, he battled Doble and pulled off a race-winning overtaking manoeuvre with five minutes left to run. It was as if he'd never left.

**STEPHEN BRUNSDON**



# Lay fights back to land another Radical title

**DONINGTON PARK**  
**MSVR**  
**17-18 SEPTEMBER**

Two Radical Challenge wins secured the title for James Lay at Donington Park, but his weekend began with a scare.

Noah Degnbol took Lay into Redgate at the start of race one, before the points leader had contact with Anthony Ayres at McLeans and rejoined from the gravel trap a lap down, with the safety car out after a multi-car first-corner shunt.

Dougie Bolger was into second on lap four of 10, then caught Degnbol napping after a second safety-car intervention and was ahead into McLeans on lap eight. Degnbol soon reclaimed the lead, with Bolger still close, while Ayres pitted. This left John Macleod and Andy Lowe to complete the top four, after another incident at Goddards brought out the red flags. Lay was 13th.

Degnbol tried a repeat move on Lay into Redgate in race two, but this time it failed and Peter Tyler took them both. Lay quickly recovered and took charge from lap two, but Tyler managed to hold onto second until Melbourne four laps from home, when Degnbol got past, Tyler finishing third.

A brilliant start from Macleod initially



Lay (right) and Degnbol fought hard for Radical Challenge honours

gave him the lead in the finale, until Lay and Degnbol went through at Melbourne. But Lay was soon on his own after they took the Old Hairpin almost side by side, with Degnbol going off and breaking a driveshaft.

Bolger was in second from Ben Stone and, after the stops, Lay retained his lead and secured his second win of the weekend and the title from the closing Daryl De Leon. The SR10 of Alice Powell/Abbi Pulling was third.

Hugo Cook's Mercedes-AMG GT3 had led from the opening lap of the first GT Cup race, gradually easing clear of the McLaren of Morgan Tillbrook. But a 10-second penalty was given to Cook for an out-of-position start, handing victory to

Tillbrook. That set the tone for the weekend with Tillbrook taking two further triumphs, while Cook was left winless.

Tillbrook's co-driver Marcus Clutton reeled in Cook after the pitstops in the first enduro, before Tillbrook again prevailed in what had been a processional third race. Tillbrook had been heading Cook and Simon Orange's McLaren again, until it rained. Tillbrook survived for another win, but Cook went off at the Old Hairpin, while Orange, Ian Loggie (Mercedes) and Ian Campbell (McLaren) all had spins or offs. Steve Ruston therefore took second in his McLaren, with the recovering Loggie third.

Cook had to pit from a 6s lead in race four

## Festival on Smith's mind after double success

**BRANDS HATCH**  
**MSVR**  
**17-18 SEPTEMBER**

Rory Smith was back in Formula Ford machinery and got his Festival preparations into full swing with two decisive victories in the combined Champion of Brands and United Formula Ford double-header last weekend.

The 2020 Festival winner's only



McGill just missed out on quartet of Focus Cup wins

impediments were an oil leak in qualifying (which didn't stop him securing pole) and losing places at the initial race-one get-go when he couldn't get first gear. Fortunately for him, the race was restarted after a spectacular first-lap barrel roll for B-M Racing team-mate Drew Cameron that he thankfully walked away from.

In both races, Smith's fellow Festival winner Joey Foster, on his first outing of 2022 in his Firman, followed the Medina home. "We've made some real headway this weekend [for the Festival]," Smith said. "And two great races, managed to break the tow, which is very difficult to do in Formula Ford, so pace is looking strong."

Dave Cockell was the star of Modified Fords. He led the opener from pole only to succumb to a driveshaft failure, which allowed Jack Gadd through to win. But in race two Cockell rose from starting at the back to take victory. In the Group B contests for lower-powered cars, the wins were shared by Zakspeed Escort duo Neil

Jessop and Mike Thurley, who battled with each other for the lead in both races.

Liam McGill was already the Focus Cup champion before the weekend's four season-closing races, and the Scot signed off with three wins. In the sole race he missed out on, he started from the back due to having qualifying times deleted for track-limits infringements. In the race, he climbed to second but by then 2021 title holder Simon Rudd was out of reach in front.

The Sports 2000 title was similarly already decided, in this case for Josh Law in one of the dominant MCRs. He took pole for Saturday's race and drove clear of 2020 title winner Michael Gibbins. In race two, Law put in a sustained attack on Gibbins (also in an MCR), but had to just give best. The pair finished side by side, with Gibbins holding on by a mere 0.051 seconds.

Clubmans Sports Prototypes CSP1 class points leader Alex Champkin dominated the first of the three races in his Phantom. Poleman Steve Dickens led much of race





with a rear puncture, which left Orange heading Tillbrook and Loggie. Michael O'Brien took over from Orange to secure the win, with Phil Keen bringing the Loggie Mercedes home second and Clutton third.

Ben Caisley was a lights-to-flag winner in the first Radical SR1 Cup race, with Tom Wood a clear second and Sven Thompson third, after Daryl De Leon was hit at Goddards on lap two. Caisley took a second win after passing De Leon, who was crowned champion, on lap three.

Tony Bishop led all of the first Monoposto Formula 3, 1400 and 2000 race in his Dallara F307, with Jason Timms passing Historic Formula Ford champion Samuel

Harrison for second a lap from home.

After two safety-car interventions, Harrison (Dallara F397) was a dominant race-two victor over Timms, whose post-race penalty moved Simon Tate and Neil Harrison up to second and third. Samuel Harrison was set for another comfortable win in race three win, but a mechanical failure on the last lap handed it to Timms's Dallara F301 from Wayne Garrison and Tate.

Mark Betts beat Richard Gittings for a Jedi 1-2 in the first Monoposto 1000, 1800 & Classic race, but Gittings took the second when Betts's machine expired, and then dominated race three.

**PETER SCHERER**



two, but Champkin shadowed him for many laps and got by with a fine outside-to-inside pass at Druids then Graham Hill Bend. The final Clubmans race was similar, except this time Dickens held on to win. Champkin led briefly after passing at Druids, but Dickens immediately retook the place at Graham Hill Bend.

Four hectic Porsche races took place on Saturday. Peter Evans's Boxster Cup lead looks safe before the October finale after a third place and win at Brands. The victory came in bizarre circumstances, Evans being one of only two restarting

a red-flagged race from the grid while the other cars joined in from the pits.

Peter Morris and Chris Dyer shared Porsche Club Championship victories, but Boxster class driver and local man Colin Tester looks set to claim the overall title next month. Dyer lay second to Morris in race one, protecting his team-mate's class points lead until he took a knock from Simon Clark and retired with a damaged wheel. Clark was formally reprimanded, and finished a close second to Dyer in race two.

**BRIAN PHILLIPS & GRAHAM KEILLOH**

## WEEKEND WINNERS

### DONINGTON PARK

#### RADICAL CHALLENGE

**Race 1** Noah Degnbol

**Races 2 & 3** James Lay

#### GT CUP

**Races 1 & 3** Morgan Tillbrook  
(McLaren 720S GT3)

**Race 2** Morgan Tillbrook/Marcus Clutton  
(McLaren 720S GT3)

**Race 4** Simon Orange/Michael O'Brien  
(McLaren 720S GT3)

#### RADICAL SR1 CUP

**Races 1 & 2** Ben Caisley

#### MONOPOSTO F3, 1400 & 2000

**Race 1** Tony Bishop (Dallara F307)

**Race 2** Samuel Harrison (Dallara F397)

**Race 3** Jason Timms (Dallara F301)

#### MONOPOSTO 1000, 1600, 1800 & CLASSIC

**Race 1** Mark Betts (Jedi Mk6)

**Races 2 & 3** Richard Gittings (Jedi Mk6)

#### BERNIE'S V8s & HISTORIC OUTLAWS

**Race 1** Jason Clegg (TVR Tuscan)

**Race 2** Matt Holben (TVR Tuscan)

#### TRACKDAY CHAMPIONSHIP

Kevin Stirling (Renault Clio)

#### TRACKDAY TROPHY

Alex Read/Daniel Read (VW Golf GTI)

#### BRANDS HATCH

#### UNITED FORMULA FORD/ CHAMPION OF BRANDS

**Races 1 & 2** Rory Smith (Medina Sport JL18)

#### MODIFIED FORDS – GROUP A

**Race 1** Jack Gadd (Escort RSR)

**Race 2** Dave Cockell (Escort Cosworth)

#### MODIFIED FORDS – GROUP B

**Race 1** Neil Jessop (Escort Mk2 Zakspeed)

**Race 2** Mike Thurley (Escort Mk1 Zakspeed)

#### FOCUS CUP

**Races 1, 2 & 4** Liam McGill

**Race 3** Simon Rudd

#### SPORTS 2000

**Race 1** Josh Law (MCR S2N)

**Race 2** Michael Gibbins (MCR S2)

#### CLUBMANS SPORTS PROTOTYPES

**Races 1 & 2** Alex Champkin (Phantom PR21)

**Race 3** Steve Dickens (Mallock Mk29)

#### PORSCHE BOXSTER CUP

**Race 1** Graham Heard

**Race 2** Peter Evans

#### PORSCHE CLUB CHAMPIONSHIP

**Race 1** Peter Morris (997)

**Race 2** Chris Dyer (Cayman S)

#### ALLCOMERS

**Race 1** Ian McDonald (Radical SR3 RS)

**Race 2** Colin Tester (Porsche 911 GT3)

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



# Khera secures Ferrari title again as Europe series visits UK

**SILVERSTONE**  
**MSVR**  
**17-18 SEPTEMBER**

There are two faces to Ferrari. There's the Formula 1 team and then there's the Auto division, the heart and soul that skillfully crafts exclusivity for a fortunate few. This year is the 30th anniversary of Ferrari Challenge, a programme designed to tailor opportunities for customer racing – every detail supported by a dedicated team from Maranello, who ably represent the marque. And so it was to Silverstone, swathed in red, that devotees travelled to witness the season finale for the UK



Pin performed perfectly in Trofeo Pirelli class

MICK WALKER

category, and the long overdue cross-channel visit from the continent.

Lucky Khera has been in dominant form in Ferrari Challenge UK and, although newcomer Andrew Morrow and Han Sikkens had mathematical chances of overturning the odds, Khera was having none of it. Carl Cavers had bagged pole for race one but his advantage lasted only as long as it took for the lights to go out. Khera was straight into the lead and, via two safety-car periods and a determined effort from Morrow, he held firm to take the win and with it enough points to seal the title.

Khera wasn't done yet, though, and neither was Morrow. In Sunday's race, the champion started on pole and led confidently to the flag, making it two from two (and seven from 10). Behind, Morrow needed to make haste, which he did with a series of purple sectors to put himself onto the tail of John Dhillon in the podium battle.

Lap after lap, Morrow pressed to pass, but Dhillon placed his car perfectly, forcing the young Northern Irishman to pull-off an audacious move around the outside into Club, securing second in class and second overall in the championship in his first year of racing. In Coppa Shell, Cavers, who finished runner-up on the road,



won the class while another rookie, Jason Ambrose, took title honours.

The two European grids were split into their main classes, Trofeo Pirelli (for experienced racers) and Coppa Shell (for those new to Ferrari or racing). Both produced standout performances from drivers at very different stages of their careers.

Doriane Pin is a name we'll soon become familiar with. Aged just 18, this young Frenchwoman is a member of the Iron Dames stable and, as well

## Littles take it to the max with double C1 success

**CROFT**  
**BRSCC**  
**17-18 SEPTEMBER**

Emax Motorsport's Jake and James Little came away victorious in both C1 Endurance three-hour races at Croft last weekend.

Nick Beaumont had set the early pace for JWB in race one with Jake Little in hot pursuit but, with such varying strategies, it wasn't until the last half-hour that the true picture began to unfold. The Littles had the lead from JWB's Phil House, Emax's Murdo

MacLeod and Scuderia Pollo Rosso's Frank Claydon, but the safety car was out too.

There was a final 20 minutes on the clock from the green flag, but it only ran for 10 after On The Edge had a wheel fail at Sunny and the race was red-flagged. The Littles had almost two minutes in hand over the House/Beaumont car at this point, while a post-race penalty for MacLeod and Max Finn in the second Emax car dropped them to fifth, promoting CSC's Dave Scotting/James Cuniffe and Ardcor Modelmakers pair John Ardis/Mike Graham.



Buckland had to work hard for Track Attack double victory

JAMES ROBERTS

It was James Little starting the second race for Emax and, once again, he was chasing Beaumont in the opening stint, until the JWB driver made an early stop. After one hour, Little led the Team Trojon pairings of Austin Munday and Chris Freeman, but later it was the sister Emax car that was the Littles' closest challenger.

When MacLeod made his final stop, House was back into second for JWB, but it was win number two for the Littles, while Trojon cars completed the top four, with Munday, Charlie Bingham and Adam Willis third, and Freeman and Jonathan Munday fourth.

Robert Buckland's Renault Clio was also a double winner in the Track Attack Race Club contests. Ken Lark (VW Corrado) had led from the start of race one, with Buckland and the VW Golfs of Chris Adams and Simon Tomlinson demoting Paul Roddison (MX-5) from second.

Buckland edged alongside Lark into Tower on the penultimate tour and a lap later made it decisive, with Tomlinson just holding off Adams for third, after





Engstler chases Sartingen  
in Coppa Shell clash

There was no stopping Khera as  
he marched to two further wins

as leading the Trofeo Pirelli standings, was part of the all-female squad that recently took Gold class victory in the Spa 24 Hours. She's also just been invited by the ACO to participate in November's LMP2 rookie test in Bahrain.

An amazing career beckons, but none of that mattered at Silverstone; her only thoughts were to do what she must to win – and she didn't disappoint. Pin led twice from pole, quickly making then holding the gap, leaving those behind to fight for the scraps. It was a masterclass in precision

and tyre management and one that rightly earned the rewards.

In Coppa Shell, Franz Engstler, one-time star of the German touring car scene, announced that, despite a career now in its fifth decade, he'd never raced at Silverstone before. This didn't stop him from quickly finding his way around and, although he failed to make pole in either qualifying session, he showed that he'd lost none of his old form as he duelled his way to the double.

**STEVE HINDLE**



Emax crew was regularly at  
the head of the C1 horde

taking the final Hairpin side by side.

The second race was restarted as a three-lapper, with Buckland in charge from Tower on lap two after Adams ran wide, while Tony Absolom was third in Lark's VW.

It was a three-car battle for most of the opening CityCar Cup race, with Richard Bliss's Toyota Aygo defending from the Citroen C1s of Andrew Dyer and Ben Creanor. Creanor briefly led on lap six of eight, but went wide at Tower and Sunny, handing the lead and victory to Bliss, with Dyer retaking second. Bliss took a second win after another race-long fight with Creanor and Dyer, before Creanor finally broke the pattern and ousted Bliss on lap six for victory in race three.

It was fairly processional at the head of the Honda Challenge, with Jamie Lewthwaite, Simon Waite and Nick Charlier holding station from the opening lap of race one. Waite comfortably led throughout race two from John McLaren and Charlier, while Waite took his second win in race three, Lewthwaite ousting Charlier from second on lap five of 13. Sam Beckett had two wins in the concurrent ST-XR Challenge, with Chris Jones the race-two victor.

David Morrison was a double winner too, with his MG Midget comfortably winning both Cockshoot Cup races by well over 20 seconds. Christopher Greenbank (MGF) and Karl Green (MG ZS) each had a second.

**PETER SCHERER**

## WEEKEND WINNERS

### SILVERSTONE

#### FERRARI CHALLENGE UK

Races 1 & 2 Lucky Khera

#### FERRARI CHALLENGE EUROPE – TROFEO PIRELLI

Races 1 & 2 Doriane Pin

#### FERRARI CHALLENGE EUROPE – COPPA SHELL

Races 1 & 2 Franz Engstler

For full results visit:

[ferrarichallenge.alkamelsystems.com](http://ferrarichallenge.alkamelsystems.com)

### CROFT

#### C1 ENDURANCE

Races 1 & 2 Emax Motorsport  
(Jake Little/James Little)

#### TRACK ATTACK RACE CLUB

Races 1 & 2 Robert Buckland (Renault Clio)

#### CITYCAR CUP

Races 1 & 2 Richard Bliss (Toyota Aygo)  
Race 3 Ben Creanor (Citroen C1)

#### ST-XR CHALLENGE & CIVIC CHALLENGE

Race 1 Jamie Lewthwaite (Honda Civic Type R)  
Races 2 & 3 Simon Waite (Honda Civic EP3)

#### COCKSHOOT CUP

Races 1 & 2 David Morrison  
(MG Midget, below)



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



# FINISHING STRAIGHT



## Returnee lacks a sense of identity



### VIDEO GAME

#### SBK 22

(available on PC, PlayStation and Xbox)  
RRP £32.99

It's been a decade since the World Superbike Championship has received an official

video game, excluding mobile devices, and with that wait comes expectation. Italian game developer Milestone is back at the helm with the new *SBK 22* edition – released last week for PC, PlayStation and Xbox – just as it was with the last endorsed title, 2012's *SBK Generations*.

That game was a swansong of the series virtually, coming after 2010's *SBK X*, which is seen as the zenith for many loyalists. In the intervening years, the Milanese studio has been working on yearly MotoGP releases instead and that means there are two distinct perspectives to view SBK from.

The first is being able to stand up on its own two wheels for fans of Superbike racing. The second is doing enough to differentiate itself from April's *MotoGP 22* release, warranting a separate purchase for motorcycle gaming enthusiasts. We'll cut to the chase with the second criterion. No, it does not.

We're all for game companies using the same underlying technology between games. It reduces production times, cuts costs and, when enacted successfully, helps the platform develop for the benefit of

several individual titles. But while its Unreal Engine-using visuals deliver crisp looks and the engine sounds have been rightly updated, on track the riding experience is simply too familiar.

Motorcycle grand prix racing uses purpose-built prototype machines, whereas the Superbike World Championship makes do with racing modified versions of road-going bikes. We'd prefer a greater contrast in terms of inertia, feedback, braking performance and the sensation of speed.

Putting aside the aesthetics of each motorbike, the noises, fresh menu graphics and the official riders from the 2022 season, you'd be hard pressed to notice any gameplay changes between the two releases, even back to back.

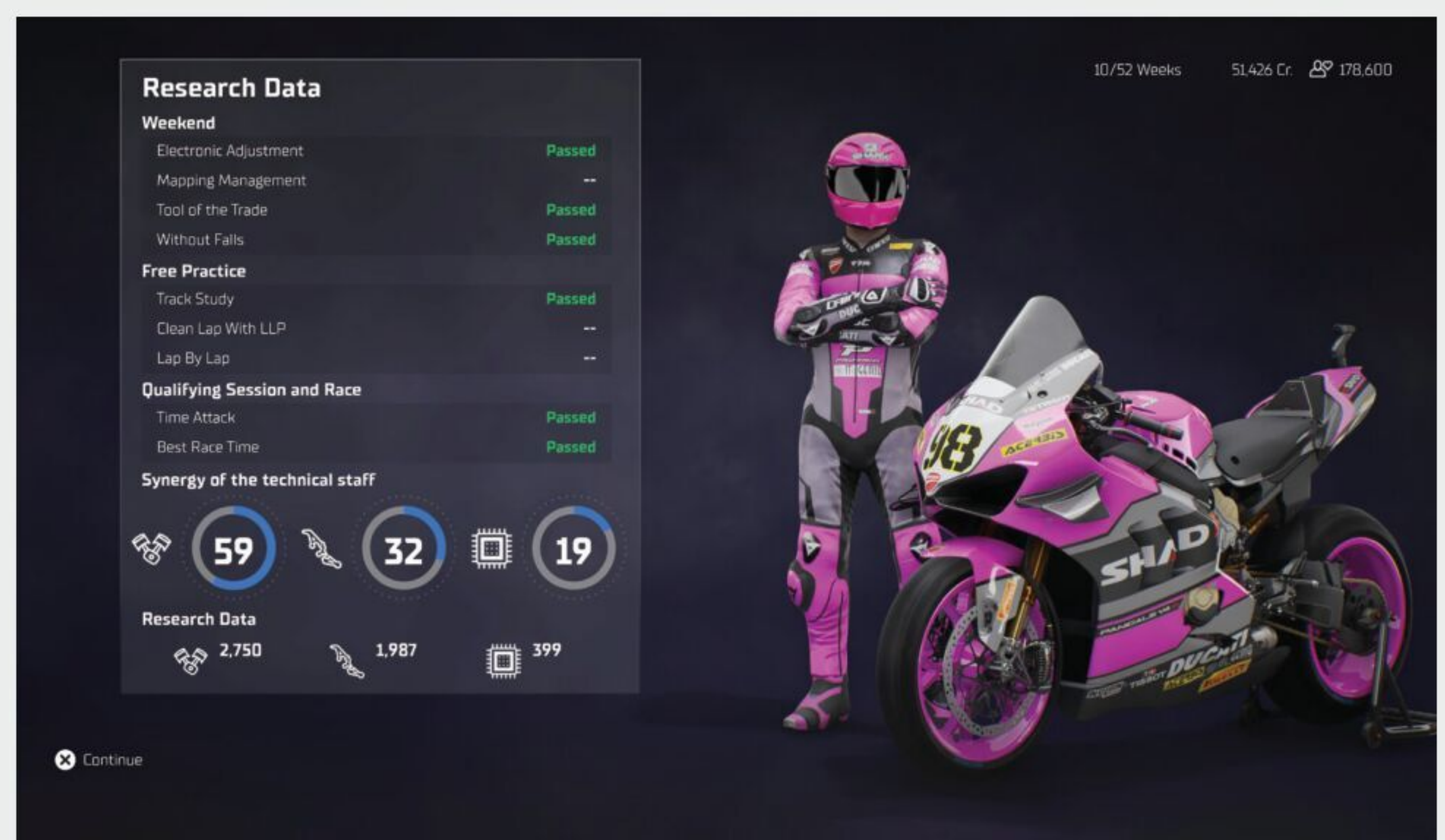
In *SBK 22* you only have the career, online lobbies without a ranking system, individual races, custom championship and time trial.

Split screen, cross-platform online and some form of historic mode are all absent. Look at it from the WorldSBK fan perspective, however, and the spec sheet is a little more palatable.

What you have here is a game that is visually impressive, has this season's top-class personalities and venues, plus a riding system that is both approachable yet a challenge to master should you switch off the assist systems.

Where you'll likely spend most of your time, the career mode, is reasonably in-depth. You must allocate team personnel and resource points towards new-part evolution, plus there's the option of joining a fictional privateer team, allowing for livery customisation, or negotiating a deal for your rider at an authentic squad.

But even if you're a seasoned Jonathan Rea fan who hasn't played a MotoGP game,





Keen pricing is the saving grace, but too many obvious elements and smaller details are absent



ALL PICS: SBK22

some obvious elements are lacking. Namely, support classes – in this case Supersport World Championship and Supersport 300 World Championship – are missing. The career lacks enough depth to sustain multiple playthroughs. A lack of pitstops and changeable weather conditions are immersion breakers.

Smaller details are conspicuous by their absence, such as any form of commentary or even a post-race podium animation. This robs the game of character, a little spark that would make the presentation more relatable.

Worse, we think the computer-controlled rivals require a significant rebalancing. Depending on the difficulty level, you are set with a goal of achieving a free practice lap time that seems almost impossible. But come the race, you just fly past your competitors down the straight to an easy victory.

It's a stripped down, back to basics approach that feels behind the times. The one saving grace is the price, just £32.99 – close to half the cost of its contemporaries. *SBK 22* is a derivative attempt at a real-world sanctioned World Superbike release, but let's hope next year it can be improved upon to form its own sense of identity.

**THOMAS HARRISON-LORD**

For daily racing game news, visit [traxion.gg](http://traxion.gg)

## FINISHING STRAIGHT



### Top 10 Tyrrell F1 drivers

Dissatisfied with the chassis available on the market, Ken Tyrrell became a constructor in his own right in 1970. His eponymous team lasted until 1998 before bowing out, after having some world-class drivers in the cockpit. Host Martyn Lee is joined by Kevin Turner and Stefan Mackley to discuss the 10 greatest drivers to race with the team.

[autosport.com/podcast](http://autosport.com/podcast)

## WHAT'S ON

### INTERNATIONAL MOTORSPORT

#### MotoGP

**Round 16/20**  
Motegi, Japan  
**25 September**  
**TV Live** BT Sport 2, Sun 0630  
**TV Highlights** ITV4, Mon 2230

#### DTM

**Round 7/8**  
Red Bull Ring, Austria  
**24-25 September**  
**TV Live** BT Sport 3, Sat 1215, BT Sport 2, Sun 1215

#### DTM Trophy

**Round 6/7**  
Red Bull Ring, Austria  
**24-25 September**  
**Livestream** on motorsport.tv, Sat 1405, Sun 1405  
**TV Live** BT Sport 3, Sun 1400, BT Sport 2, Sun 1400

#### European Le Mans Series

**Round 5/6**  
Spa, Belgium  
**25 September**  
**Livestream** on motorsport.tv, Sat 1320, Sun 1010

#### International GT Open

**Round 6/7**  
Monza, Italy  
**24-25 September**

#### Euroformula Open

**Round 8/9**  
Monza, Italy  
**24-25 September**

#### TCR Europe

**Round 6/7**  
Monza, Italy  
**24-25 September**  
**Livestream** on motorsport.tv, Sat 1415, Sun 1315

#### ADAC GT Masters

**Round 6/7**  
Sachsenring, Germany  
**24-25 September**  
**Livestream** on motorsport.tv, Sat 0745, 1150, Sun 0745, 1150  
**TV Live** FreeSports, Sat 1155, Sun 1155

#### NASCAR Cup

**Round 30/36**  
Texas Motor Speedway, USA  
**25 September**  
**TV Live** FreeSports, Sun 2000

#### eTouring Car World Cup

**Round 6/6**

Sachsenring, Germany  
**24-25 September**

#### Extreme E

**Round 3/4**  
Antofagasta, Chile  
**24-25 September**

### UK MOTORSPORT

#### Silverstone BARC

**24-25 September**  
BTCC, British F4, Ginetta GT4 Supercup, Ginetta Junior, Mini Challenge, Porsche Carrera Cup  
**TV Live** ITV4, Sun 1100

#### Castle Combe CCRC

**24 September**  
Ecurie Classic Racing, F3 500, FISCAR, Griffith Haig Trophy, GT & Sports Cars, Touring Cars

#### Snetterton MGCC

**24 September**  
BCV8s, Metro Cup, MG Cup, MG Trophy, Midget & Sprite Challenge, Morgans

#### Kirkistown 500MRCI

**24 September**  
NI FF1600 (Emerson Fittipaldi Trophy/

Martin Donnelly Trophy), Fiesta Zetecs, Formula Vee, Roadsports, Saloons/GTs/Mazdas, Sevens/Strykers, Superkarts

#### Donington Park BRSCC

**24-25 September**  
British Superkarts, ClubSport Trophy, Fun Cup, Mazdas (Clubman, Championship, Supercup), National FF1600/Super Classic, Zeo Prototype

#### Brands Hatch CTA

**25 September**  
Civic Cup, Time Attack

#### British Hillclimb Championship

**Round 13/13**  
Loton Park  
**24-25 September**

#### Trackrod Rally Yorkshire

British Rally Championship  
**Round 6/7**  
Filey  
**24-25 September**

#### British Drag Racing Championship

Santa Pod  
**24-25 September**



## FINISHING STRAIGHT

### FROM THE ARCHIVE

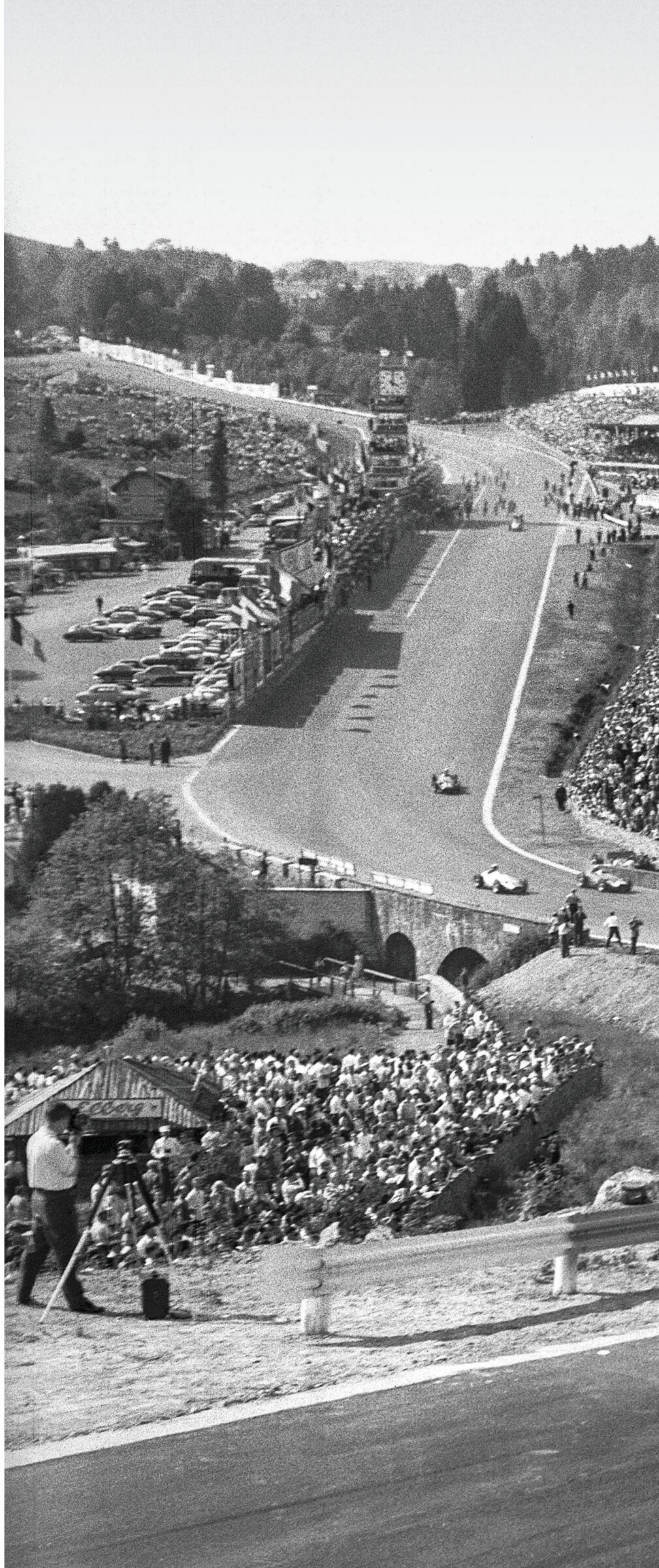
The Vanwall of Stirling Moss leads team-mate Tony Brooks and Olivier Gendebien's #20 Belgian racing yellow Ferrari Dino 246 at the start of the 1958 Belgian Grand Prix at Spa-Francorchamps. The trio had qualified third, fifth and sixth respectively, but had got past polesitter Mike Hawthorn (Ferrari), second-place qualifier Luigi Musso (Ferrari) and, in Brooks's and Gendebien's case, the Ferrari of Peter Collins in a start somewhat muddled by the cars being held on the grid for longer than expected. Moss failed to complete the first lap after his engine went pop when he missed a gear, allowing Brooks to take over, then Collins got ahead briefly before his car succumbed to overheating issues resulting from the delay on the grid. Brooks then dominated, coming home 20.7 seconds ahead of Hawthorn for his maiden (solo) grand prix victory.



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Autosport, ISSN number 0269946X, is published weekly by Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1AG, United Kingdom. Airfreight and mailing in the USA by agent named Air Business Ltd, c/o Worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Brooklyn, NY 11256. Subscription records are maintained at Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1AG. Air Business Ltd is acting as our mailing agent.

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Seymour Distribution Ltd,  
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 London, EC1A 9PT.  
**Tel:** +44 (0) 20 7429 4000.  
 Printed by William Gibbons  
 & Sons Ltd, 28 Planetary  
 Road, Willenhall,  
 Wolverhampton WV13 3XT.  
 ISSN 0269-946X. Autosport  
 is published weekly by  
 Autosport Media UK Ltd,  
 1 Eton Street, Richmond,  
 TW9 1AG.

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## Renault R30



**A**fter impressing in a handful of practice outings for the inexperienced Virgin Formula 1 team in 2010, ironically replacing the driver he would later manage at Venturi's Formula E team in Lucas di Grassi, Jerome d'Ambrosio got the nod at the team for 2011 alongside Timo Glock. It's often forgotten that the Belgian later deputised for Romain Grosjean in 2012 at Lotus, when the now-Andretti IndyCar driver was slapped with a one-race ban for playing skittles at Spa's opening corner.

But d'Ambrosio picks neither of the cars he raced in F1 as his favourite. Instead, he offers the Renault R30 from the 2010 season as his most-treasured experience behind the wheel, having driven it in the young driver test following that year's Abu Dhabi finale. The yellow-and-black machine looked glorious in its bumblebee livery, and it was pretty handy on track, too.

"It was the fastest Formula 1 car I think I've driven," d'Ambrosio remembers. "My last grand prix in Monza was also special with Lotus. But obviously it's Monza downforce, so it's a bit different. But that

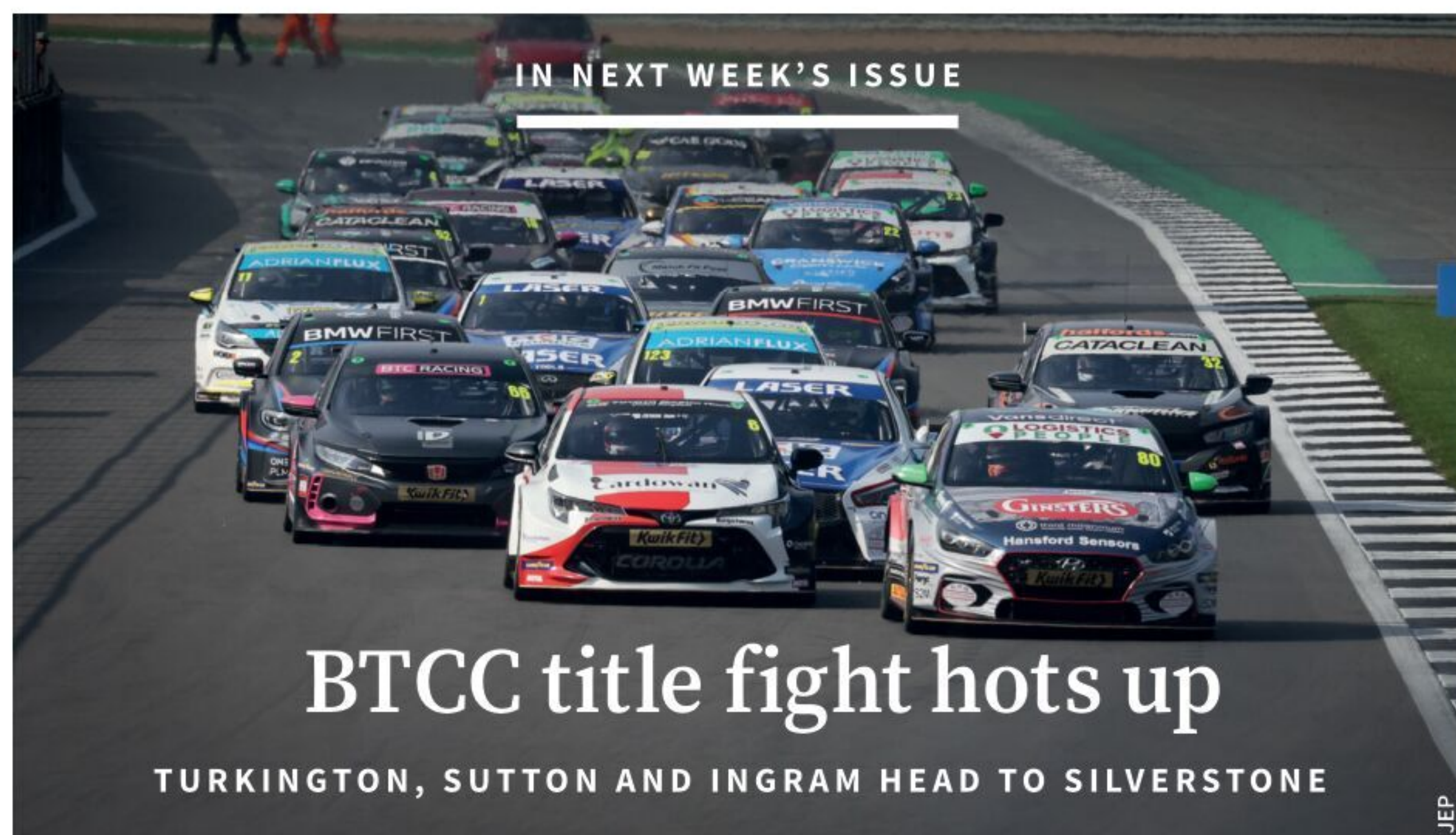
car that we had in 2010, and in Abu Dhabi testing as a young driver, it'll stick with me as the most incredible feeling I felt in a racing car – just in terms of pure speed and everything."

It's probably symbolic of the Virgin/Marussia team's time in F1 that d'Ambrosio's favourite car is one that he tested for another squad. Still, the R30 was an underrated machine, one that Robert Kubica took to three podiums in a competitive 2010 F1 season. The Pole was tasked with setting Renault back on course after a miserable 2009 both on- and off-track. Memorably, Kubica was within touching distance of claiming pole for the Monaco Grand Prix, before Mark Webber swiped it away at the session's close.

Prior to getting his hands on the R30, DAMS GP2 graduate d'Ambrosio had completed his latest test mileage in the "all-CFD" Virgin VR-01 before getting a performance upgrade for the rookie test's second day.

"The first day it was with the Virgin, the second was the Renault – [to say] that the Renault was a much faster car would be an understatement!"

**JAKE BOXALL-LEGGE**





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10/11	DEC	Portimao
12/13	DEC	Portimao GTWS

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12/13	JAN	Estoril
14/15	JAN	Estoril GTWS
17/18	JAN	Portimao
19/20	JAN	Portimao
21/22	JAN	Montebianco

#### Raceweek II

04/05	FEB	Portimao
06/07	FEB	Portimao
09/10	FEB	Jerez
11/12	FEB	Jerez GTWS
16/17	FEB	Valencia
18/19	FEB	Valencia GTWS
18/19	FEB	Circuito Iberia 9km

#### Raceweek III

02/03	MAR	Navarra
04/05	MAR	Navarra GTWS
07/08	MAR	Aragón tbc
09/10	MAR	Barcelona Catalunya tbc
11/12	MAR	Barcelona Catalunya GTWS tbc

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