



MONACO SAFE BUT FRANCE OUT OF F1 2023



AUTOSPORT

29 SEPTEMBER 2022

F1 2023

WHO IS F1's NEXT STAR?

The drivers set to follow in the footsteps
of Hamilton, Verstappen, Leclerc,
Russell and Norris

**4 TITLES
34 WINS**

**3 TITLES
21 WINS**

PLUS

BTCC builds to title cliffhanger

WRC We try one of motorsport's toughest jobs

CRYSTAL
PALACE

50

YEARS ON

THE UK'S BIGGEST & BEST

CLASSIC MOTOR SHOW

11-13 NOVEMBER 2022 | NEC BIRMINGHAM

SAVE £2
ON YOUR TICKETS

USE CODE
AUTOSPORT
WHEN YOU BOOK
ONLINE*



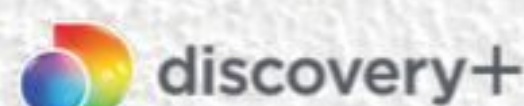
SCAN ME

3000
CLASSIC
CARS

THE UK'S
LARGEST
INDOOR
AUTO
JUMBLE



With



300
CLASSIC
VEHICLE
CLUBS

BUY FROM
**SILVER
STONE**
AUCTIONS
& DEALERS

PLUS DRIVING EXPERIENCES, MOTORING CELEBRITIES, COMPETITION DISPLAYS AND MUCH, MUCH MORE!



Headline Sponsor



Official Show Partners



Detailing Partner



Lubricant Partner



*Saving offered on advanced tickets available online until midnight Thursday 10 November 2022. To benefit from £2 discount the code must be entered at time of booking.



The next drivers who could make their marks in Formula 1

Charles Leclerc, George Russell and Lando Norris arrived in Formula 1 as star rookies within a year of each other, sporting brilliant junior records that had already marked them out as likely frontrunners. Oscar Piastri, with Formula Renault Eurocup, F3 and F2 titles scored in consecutive seasons, seems to be the next in line, but he's already had a tumultuous time around the sport's pinnacle.

Unlike his predecessors, the Australian wasn't able to jump straight into an F1 race seat after his stellar F2 campaign, and then there was the unsavoury tug of war for his services between Alpine and McLaren.

Alex Kalinauckas explains why Piastri is so sought after on page 17, while Matt Kew hears from another champion who surely deserves an F1 berth following his impressive debut at Monza: Nyck de Vries (p22).

World Rally Championship competitors have to take on an even more varied set of challenges than those in F1, and this week Tom Howard joins Toyota to take on one of motorsport's toughest jobs: co-driving in a 500bhp Rally1 machine (p26).

It's also 50 years since the last race meeting at Crystal Palace. Marcus Pye takes a look back at the popular venue on p30, while Gary Watkins reveals the part it played in Formula E's quest to race in London (p34).

British Touring Cars provided the big action last weekend. Marcus Simmons was there to see the title fight hot up and Colin Turkington suffer a disastrous event before the Brands Hatch finale (p36).



Kevin Turner

Kevin Turner
Chief Editor

kevin.turner@autosport.com

**NEXT WEEK
6 OCTOBER**

Singapore GP action
Who will come out on top under the Marina Bay lights? Plus Rally New Zealand



COVER IMAGES

Motorsport Images; Bekky Bekks/Unsplash

PIT & Paddock

- 4 Monaco saved in 24-round F1 calendar
- 6 Sims and Yelloly get factory IMSA seats
- 8 Motorbase plots rear-wheel-drive switch
- 11 Singapore Grand Prix preview
- 12 Opinion: Matt Kew
- 13 Opinion: James Newbold
- 14 Guest column: Dan Harper
- 15 Feedback: your letters

INSIGHT

- 17 Why Piastri is F1 hot property
- 22 De Vries finally gets his chance
- 26 Autosport tries rally co-driving
- 30 Celebrating racing at Crystal Palace
- 34 Formula E's London near-misses

RACE CENTRE

- 36 Butcher stars amid BTCC title fight drama
- 44 World of Sport: DTM; ELMS; ETCR; Extreme E; NASCAR Cup; MotoGP

CLUB AUTOSPORT

- 59 Clerk banned for 10 years
- 60 Ginetta Junior leaves TOCA in shake-up
- 62 Drivers confirmed for GB4 prize shootout
- 65 Opinion: Stephen Lickorish
- 66 National reports: Silverstone; Snetterton; Castle Combe; Donington Park; Kirkistown; Santa Pod; Loton Park; Trackrod Rally

FINISHING STRAIGHT

- 78 What's on this week
- 80 From the archive: 1986 Sanremo Rally
- 82 My favourite track: Louis Deletraz

SUBSCRIPTION OFFER

- 16 Special deals for Autosport

VISIT AUTOSPORT.COM

For other ways to read Britain's best motorsport weekly



Have your say, get in touch

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

@
E-mail
autosport@
autosport.com

Visit our website
autosport.com

Twitter
twitter.com/
autosport

Facebook
facebook.com/
autosport

Instagram
instagram.com/
autosport

YouTube
youtube.com/
AUTOSPORTdotcom

PIT + PADDOCK



Monaco stays as 24 GPs approved

FORMULA 1

A record-breaking 24-race calendar for the 2023 Formula 1 season has been approved by the FIA, while a new contract for the Monaco Grand Prix will keep the so-called 'jewel in the crown' on the schedule until at least 2025.

This mammoth campaign will again commence in Bahrain (5 March) and wrap up in Abu Dhabi (26 November), while the revival of the Las Vegas GP will run as the penultimate round on 18 November.

There's good news for classic venues, too. Following months of uncertainty about the future of the event, amid differences over the race hosting fee, TV rights, trackside sponsorship and infrastructure, a deal

has finally been put together for Monaco to remain for another three years.

The new contract is likely to be on much improved terms for F1, which had made clear that it was ready to walk away if concessions were not made. It is understood that Monaco's annual fee, believed to be around \$15million, was around half of what many other venues stumped up. Plus, there was annoyance about the nature of the TV direction, which had traditionally been done by a local director rather than the regular F1 TV personnel. F1 was also not so pleased that Monaco regularly did its own trackside advertising deals, and sometimes with sponsors that clashed with some of the series' highest profile partners – such as TAG Heuer versus Rolex.

After the agreement of a one-year contract extension with Spa – an announcement missed by many since it was only made on the grid of the 2022 edition of the race – it allows for the Belgian GP on 30 July to cover for a long-awaited return to Kyalami in South Africa, which has been kyboshed by COVID. Similarly, a visit to Shanghai for the Chinese GP on 16 April seems rather optimistic. And to little fanfare Qatar, which hosts the FIFA World Cup this winter, does reprise its role from 2021. The French GP at Paul Ricard, meanwhile, has been dropped after a run of four races back on the schedule.

Back to the positives. A clash with the Le Mans 24 Hours centenary (10–11 June) has been avoided. Likewise, the Spa 24 Hours has



First Vegas GP since 1982. This is Alboreto winning for Tyrrell

FIA FORMULA 1 WORLD CHAMPIONSHIP 2023 CALENDAR

Sakhir (BHR)	5 March	Barcelona (ESP)	4 June	Marina Bay (SGP)	17 September
Jeddah (SAU)	19 March	Montreal (CAN)	18 June	Suzuka (JPN)	24 September
Melbourne (AUS)	2 April	Red Bull Ring (AUT)	2 July	Losail (QAT)	8 October
Shanghai (CHN)	16 April	Silverstone (GBR)	9 July	Austin (USA)	22 October
Baku (AZE)	30 April	Hungaroring (HUN)	23 July	Mexico City (MEX)	29 October
Miami (USA)	7 May	Spa (BEL)	30 July	Interlagos (BRA)	5 November
Imola (ITA)	21 May	Zandvoort (NLD)	27 August	Las Vegas (USA)	18 November
Monte Carlo (MCO)	28 May	Monza (ITA)	3 September	Yas Marina (ARE)	26 November

Monaco GP
will be part of F1
calendar until 2025
at the earliest

SUTTON

ALL PHOTOGRAPHY
motorsport
IMAGES

END OF THE ROAD FOR LATIFI AT WILLIAMS

FORMULA 1

Williams will part ways with Nicholas Latifi after the current Formula 1 season in an expected move that arrives hot on the heels of Nyck de Vries's starring cameo for the team in this month's Italian Grand Prix.

Latifi joined Williams in 2020 on a three-year contract, during which time the team's founding family sold up to investment firm Dorilton Capital. He has struggled to match team-mates George Russell and Alex Albon and, as Williams seeks to climb the



SUTTON

constructors' table, Latifi's financial banking now carries reduced significance. The Canadian has so far scored points twice, in the consecutive 2021 Hungarian and Belgian GPs.

"Although we have not achieved the results together we hoped we would, it's still been a fantastic journey," said Latifi, who is unlikely to find another full-time F1 berth.

His replacement will

be announced "in due course". De Vries, who missed out on the 2022 drive to Albon, can do no more to prove his worth in the eyes of team boss Jost Capito. Alpine and AlphaTauri are also keeping tabs on the Dutchman. But Williams is weighing up its American academy driver Logan Sargeant, who races in FIA Formula 2 and needs a top-five championship finish to land a superlicence.

MATT KEW & LUKE SMITH

Qatari fans will rejoice
that Losail has a slot



been hastily rearranged (see p7) after initially the enduro and F1 round were scheduled at the track for the same weekend.

The current uneasy relationship between the FIA and F1 chiefs won't have been helped by the governing body catching the series off-guard in revealing the calendar last week. But it only took 92 minutes for the series to coordinate its response, with F1 CEO Stefano Domenicali saying: "Formula 1 has unprecedented demand to host races and it is important we get the balance right for the entire sport. We are very pleased with the strong momentum Formula 1 continues to experience and it is great news that we will be able to bring our passionate fans a mix of exciting new locations."

While F1 had declared that it wanted to make the schedule more regional to avoid unnecessary travel around the world to improve sustainability, some of the events – especially in North America – remain very spread out.

MATT KEW & JONATHAN NOBLE



SUTTON



SUTTON

Tsunoda, Zhou stay on for 2023

FORMULA 1

Yuki Tsunoda and Zhou Guanyu have both agreed one-year contract extensions with their respective AlphaTauri and Alfa Romeo teams to contest the 2023 Formula 1 season.

Chinese rookie Zhou lies 17th in the points and stays put at Alfa following a decent campaign notable for a scarcity of mistakes, plus his huge first-corner Silverstone shunt. Alongside Valtteri Bottas (10th), he completes the squad's line-up for next year although must bring down the 0.5% 'supertimes' deficit to his veteran Finnish team-mate.

Team boss Fred Vasseur said: "He

has had the humility to ask questions and learn, from the engineers as well as Valtteri, and the intelligence to apply all the information he got to improve race after race."

Meanwhile, a third term for Tsunoda does guarantee a degree of continuity at AlphaTauri, should Pierre Gasly break away from the Red Bull stable to sign for Alpine for the 2023 season. Question marks still hang over the rapid Japanese, 16th in the standings compared to Gasly in 11th, for his fiery temperament and repeat errors. But he has better settled at the Faenza squad after moving to Italy.

MATT KEW

Sims lands Cadillac LMDh seat in IMSA...

IMSA SPORTSCAR

Alexander Sims will move across from the Chevrolet GT squad to drive full-time for General Motors sister brand Cadillac in the IMSA SportsCar Championship next year. The Formula E race winner, who called time on his career in the FIA's electric-vehicle series at the end of the 2021-22 season, will drive for the Action Express Racing squad.

A place for Sims in the solo Action Express Cadillac V-LMDh was announced when the marque took the wraps off its 2023 IMSA line-up last week. The 34-year-old Brit will share with Action Express regular Pipo Derani, while Sebastien Bourdais and Renger van der Zande will remain together in the lone car fielded in the

IMSA GTP class by Chip Ganassi Racing.

Sims is moving back to a series he contested full-time with BMW in the GT Le Mans class in 2017-18 following two seasons as part of the endurance line-up at Chevrolet's Corvette Racing squad. He competed at the Le Mans 24 Hours in 2021 and 2022 and also contested the Daytona, Sebring and Road Atlanta IMSA enduros last year.

Sims (right) said that it had been a "whirlwind" since he was knocked out of the GTE Pro lead at Le Mans in the Corvette C8.R he shared with Nick Tandy and Tommy Milner. The deal with Action Express was sealed with a short test at Road Atlanta in a Caddy Daytona Prototype international at the end of the summer. "I wanted to get



back to IMSA, and to be racing in the top class for the first time genuinely is a dream come true," he said.

Cadillac has not announced the line-up for its planned single-car attack on the World Endurance Championship, which is

set to be masterminded by Ganassi. Team regulars Alex Lynn and Earl Bamber, who both joined Cadillac on long-term contracts for this year and have raced in IMSA, now look certain to fill two of the three WEC seats.

GARY WATKINS



...while Yelloly is picked for BMW US attack

IMSA SPORTSCAR

Nick Yelloly has landed a full-time seat with BMW's LMDh squad in the IMSA SportsCar Championship next year. The 31-year-old Briton was announced last week alongside Augusto Farfus, Philipp Eng and Connor De Phillippi in what was described as the "core line-up" for the two Rahal-run factory BMW M Hybrid V8s in 2023.

Yelloly (inset picture), a BMW factory driver since 2019 whose main 2022

programme is in the GT World Challenge Europe with Rowe Racing, has been picked for the LMDh squad after contesting the Daytona and Sebring enduros in one of the BMW M4 GT3s run by Rahal this year.

"After my first outings at Daytona and Sebring, it is fantastic to now contest the full season in North America – and in this awesome car," said Yelloly. "For me, it's a return to my roots with high-downforce

race cars. I'm really looking forward to it."

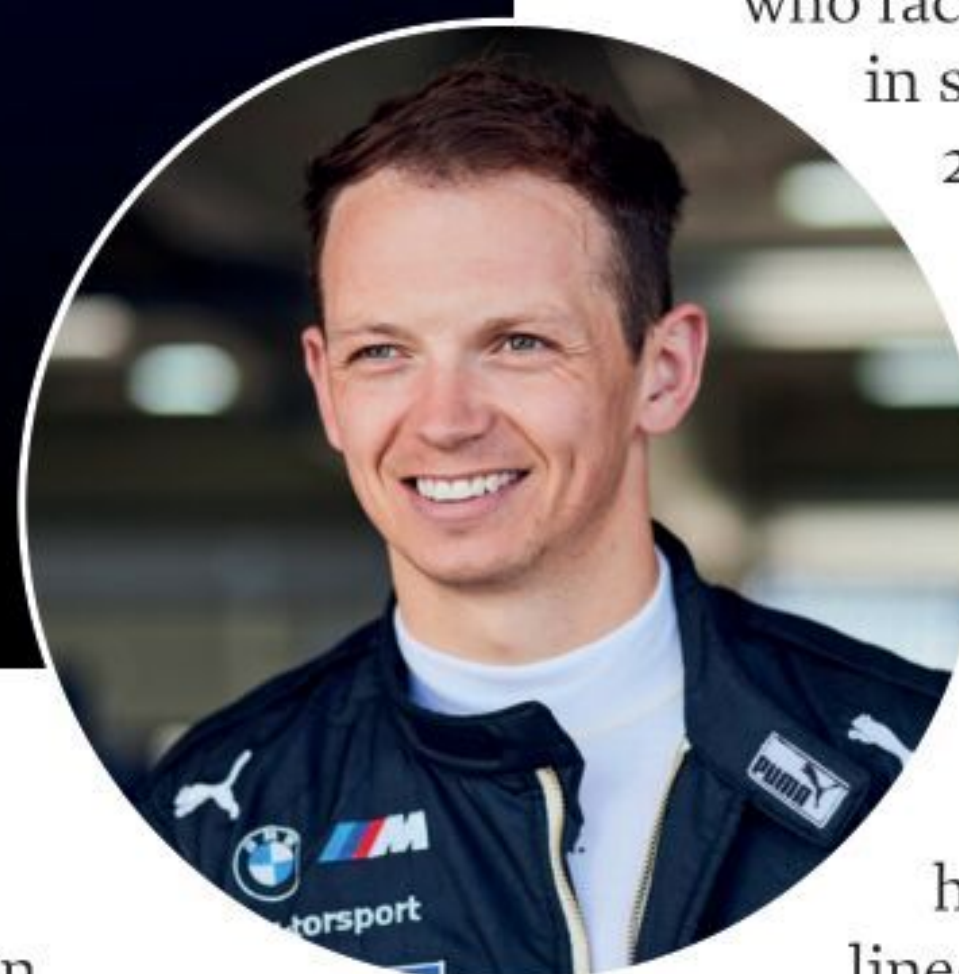
De Phillippi moves over from Rahal's 2022 GT Daytona programme, where he is partnered by John Edwards. Eng and Farfus join the LMDh roster from their respective GT3 campaigns in the DTM and the GTWCE Endurance Cup with Schubert and Rowe.

IndyCar race winner Colton Herta, who raced Rahal BMW M8 GTEs in selected IMSA enduros in 2019-20, will return to the team for the M Hybrid V8's debut at the Daytona 24 Hours in January. The remaining drivers for the IMSA endurance races will be announced at a later date.

Team boss Bobby Rahal said that BMW Motorsport has provided "a great driver line-up" but that his operation "understands the scope of the challenge in front of us".

BMW also unveiled the livery in which the M Hybrid V8 will race next year at the premiere of the car in Los Angeles last week (above). The car began the North American phase of its test programme at Sebring in the week ahead of the launch.

GARY WATKINS



F1 forces break in Spa tradition

SPA 24 HOURS

A tradition spanning more than 50 years will be broken next year when the Spa 24 Hours takes place at the beginning of July. The Belgian enduro has been shunted forward from its regular calendar slot on the last weekend of July to make way for the Belgian Grand Prix.

The Spa classic, these days the double-points round of the GT World Challenge Europe Endurance Cup and one of the five dates on the Intercontinental GT Challenge schedule, has been a fixture at the end of July or the beginning of August since it was revived after an 11-year hiatus in 1964. Only in the COVID-ravaged 2020 season when it ran in October has the race not taken place on its normal slot at the end of July or one week either side.

Next year's race will take place on 1-2 July, forcing a major reshuffle of the calendars of GTWCE and IGTC organiser the Stephane Ratel Organisation as it strives to avoid clashes with the likes of the World Endurance Championship and the ADAC GT Masters. The shift of date for its premier event has, said Stephane Ratel, had "a domino effect" on the schedules across its



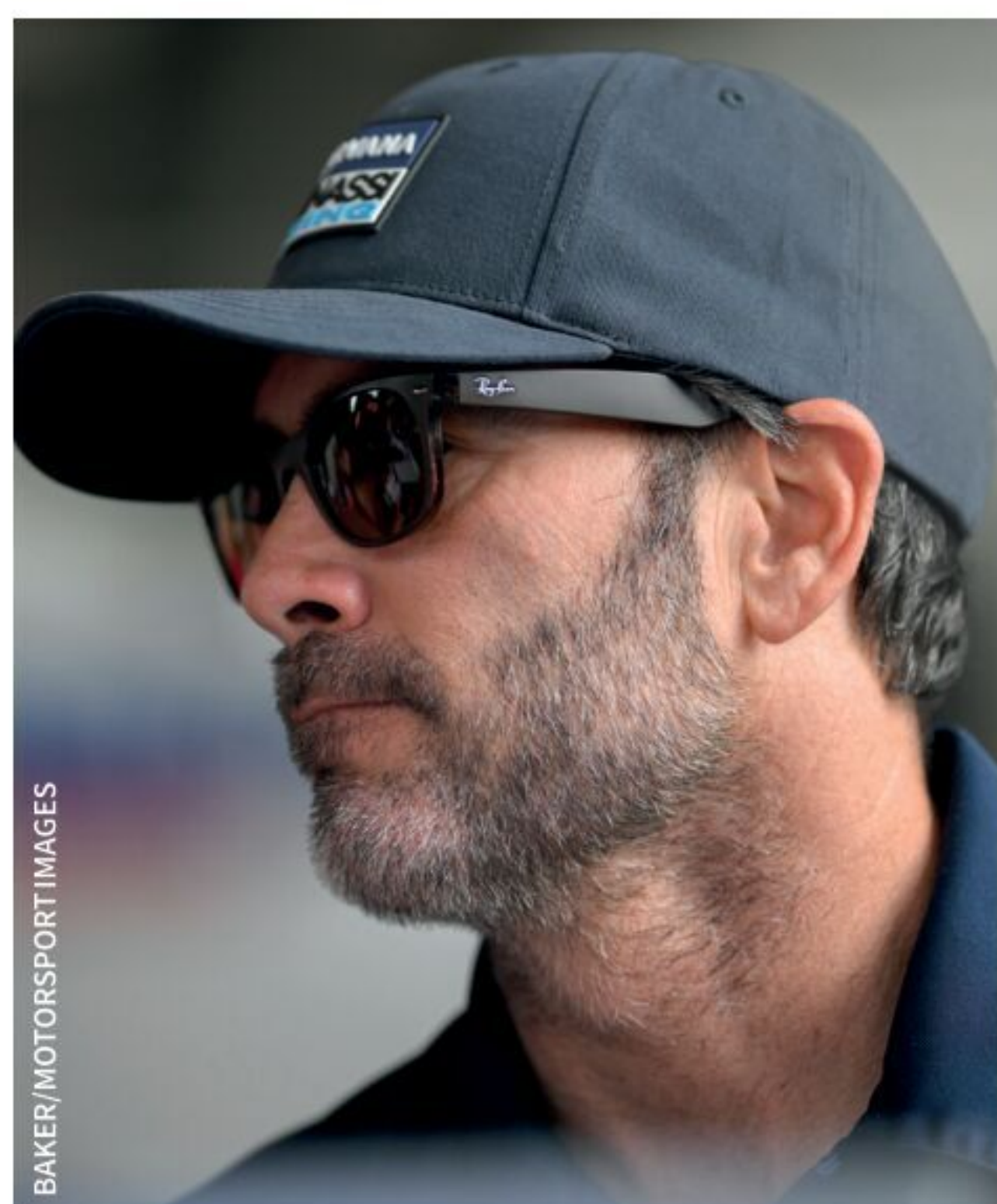
SRO/TWENTY-ONE CREATION/JULES BENICHO

championships, including national series in Britain and France.

SRO was able to react swiftly to the news that Spa's F1 date had taken its slot on the publication of the 2023 F1 calendar last week, and published revised schedules of its own within hours. "We have had to change a total of 14 dates and we appreciate that we have been able to work with the circuits to change them," said Ratel.

The Endurance Cup leg of the GTWCE will now begin at Monza one week later than planned on 23 April, while the Sprint Cup opener at Brands Hatch has been pushed back two weeks to 14 May. The Sprint Cup round set for Zandvoort just two weeks ahead of Spa's new date has been shifted to 14-15 October, when it will close out the GTWCE season.

GARY WATKINS



BAKER/MOTORSPORT IMAGES

Johnson ends full-time career

INDYCAR

Seven-time NASCAR champion and IndyCar sophomore Jimmie Johnson is to step down from full-time racing in 2023.

Johnson, who joined the Chip Ganassi Racing IndyCar team in 2021, competed only on road and street courses during that first season, earning best results of 17th in the final two rounds.

For 2022, he went full-time and predictably shone on ovals, taking sixth place at Texas Motor Speedway, winning Indy 500 Rookie of the Year honours despite a late-race crash, and later earning a superb fifth place at Iowa Speedway.

But on Monday, the 47-year-old legend declared: "I will not return to IndyCar full-time in 2023 but will continue to look for new ways to challenge myself and participate in bucket-list events. I have improved, but I realised the challenge is two or three times greater than what I first thought!"

Johnson added that his backer Carvana "want to support me in whatever I want to do" and that "the 24 Hours of Le Mans is still out there for me. I love sportscar racing, I love IndyCar racing, and I've always been curious if there might be a one-off event in NASCAR that might fit for me."

DAVID MALSHER-LOPEZ

AUTOSPORT

Enjoying our magazine?

SUBSCRIBE NOW

www.autosportmedia.com

An Audi BTCC title attack?
Great excuse to run a pic
of Frank Biela in 1996



MOTORSPORT IMAGES

BTCC

Top British Touring Car Championship squad Motorbase Performance is eyeing a switch from its current Ford Focus ST to a new rear-wheel-drive machine for 2023.

Three-time champion Ash Sutton leads the 2022 standings going into the final round in his first season with Motorbase's fourth-generation ST, which made its debut in 2020, but he and NAPA Racing team-mate Dan Cammish have a combined total of just four wins across the season to the nine of the rear-driven BMW 330e M Sport.

Sources suggest that the prospect of an Audi model has already been submitted by Motorbase in a BTCC teams' meeting.

"We're looking at all sorts to be fair," said

Motorbase principal Pete Osborne. "We don't know whether to stick with front-wheel or go to rear-wheel drive. Certainly rear-wheel is showing that it's much more consistent, whereas one front-wheel-drive car wins one week, another the next week.

"We've been looking at Mercedes, Alfa Romeo and Audi – there are three. We did look at the Jaguar as well, but it just looks like it will be controversial." The Jaguar is the XE project that Sutton's former manager Warren Scott was attempting to bring to the BTCC under his BMR Racing banner in 2022, but on which the aluminium monocoque caused concerns among rival teams. "You'll end up opening yourself up to a lot of fuss and trouble," added Osborne. "We just want a normal car and shell, same as everyone else."

Osborne confirmed that any new-build project would be jointly led by Sutton's engineer Antonio Carrozza, who was masterminding the XE project and produced the rework of the Infiniti Q50 in which Sutton won the 2020 and 2021 titles, and Cammish's technician James Mundy, who led the team that produced the current Focus.

"They've both worked together so well," he said. "They're two totally different characters, but they really gel. We can't wait to get stuck into something for the winter. I love a challenge!"

Osborne added that "we've signed with NAPA for three more years", and that the backer is behind the team should it decide to make the switch to a new machine.

MARCUS SIMMONS

Busch working on Indy 500 deal with McLaren

INDY 500

Arrow McLaren SP is hoping to run two-time NASCAR Cup champion Kyle Busch in a one-off entry in next May's Indianapolis 500.

Busch's move from Joe Gibbs Racing to Richard Childress Racing for 2023 means a switch from Toyota to Chevrolet, which will help oil the wheels for a potential outing in IndyCar.

Busch, whose brother Kurt

finished sixth and earned Rookie of the Year honours at Indy in 2014, ensured that his new contract with RCR allowed him to make an extracurricular outing in the Memorial Day classic.

"That's in the deal, I made sure it was in the deal," said the 37-year-old. "I can go run [Indy] if I want to run it. So, by all means, any IndyCar teams that are Chevrolet, call me up."

McLaren CEO Zak Brown

is also reshuffling the team's management structure, as president Taylor Kiel has resigned and is ultimately headed to Chip Ganassi Racing. Brian Barnhart, who called strategy for Rossi at Andretti Autosport, will reprise his role at AMSP, but also have some management status. Competitions director Billy Vincent is also expected to see his role increase to include managerial duties.

DAVID MALSHER-LOPEZ



KINRADE/NKP/MOTORSPORT IMAGES



O'Sullivan closes on Prema ride

FORMULA 3

Williams Formula 1 protege and 2021 Aston Martin Autosport BRDC Young Driver of the Year Zak O'Sullivan appears to be closing in on a switch of single-seater powerhouses from Carlin to Prema Racing for his second season in the FIA Formula 3 Championship next year.

The 17-year-old (above) joined Prema for last week's three-day post-season test at Jerez, where he ran alongside two of the Italian squad's Formula Regional European by Alpine stars: Ferrari junior Dino Beganovic, who leads the FRegional standings, and Mercedes-backed Paul Aron.

It is usual for anyone undertaking a full three-day test with one team in FIA F2 or F3 to be extremely close to a deal, and O'Sullivan staked his claim by topping the Prema trio and setting the sixth fastest time overall. "Potential-wise, he has a lot of raw talent," said team boss Rene Rosin. "There are still things to improve [with O'Sullivan] and clean up."

Two more FRegional aces, Gabriel Bortoleto (who was quickest overall) and

Gabriele Mini, also ran all three days, with Trident and Hitech GP respectively. GB3 title contender Joel Granfors spent the entirety of the test with Carlin.

Other Brits included German F4 runner-up Taylor Barnard and Red Bull junior Jonny Edgar, who had three days with Jenzer Motorsport and MP Motorsport respectively.

MARCUS SIMMONS

TOP 10 TIMES

POS	DRIVER (TEAM)	TIME
1	Gabriel Bortoleto (Trident)	1m29.554s
2	Franco Colapinto (MP)	1m29.617s
3	Oliver Goethe (Trident)	1m29.660s
4	Pepe Marti (Campos)	1m29.927s
5	Gabriele Mini (Hitech)	1m29.930s
6	Zak O'Sullivan (Prema)	1m30.025s
7	Kaylen Frederick (ART)	1m30.040s
8	Leonardo Fornaroli (Trident)	1m30.090s
9	Dino Beganovic (Prema)	1m30.129s
10	Taylor Barnard (Jenzer)	1m30.164s

IN THE HEADLINES

FIA TURNS DOWN HERTA

The FIA has confirmed that it rejected a request from Red Bull for IndyCar star Colton Herta to be granted an exemption from the Formula 1 superlicence qualification rules. Herta was linked with an AlphaTauri seat for 2023, but the American has acquired just 32 of the 40 points necessary to qualify for the licence. Red Bull had already said that it had given up on pursuing the case.

MOTORLAND'S ELMS DATE

Motorland Aragon will join the European Le Mans Series schedule for the first time next year. The Spanish circuit replaces Monza on the six-race calendar with a night race on 26 August. The series will kick off at Barcelona on 23 April.

MOTOGP FOR KAZAKHSTAN

Kazakhstan is to join the MotoGP calendar for the 2023 season, the series has announced. A five-year deal has been completed to run the race at the new Sokol motorsport complex, situated just Almaty, the country's largest city. Series promoter Dorna also has a memorandum of understanding signed on a seven-year agreement with Buddh, which hosted the Indian F1 GP from 2011-13.

OSBORNE/MOSS IN TITLE HUNT

British pair Joe Osborne and Nick Moss are well in contention for the International GT Open crown going into the final round at Barcelona following last weekend's event at Monza. Osborne was embroiled in a hectic lead battle in race two in the Optimum Motorsport McLaren (below), and Moss went on to win. Lamborghini pair Leonardo Pulcini and Benja Hites lead the standings.



FOTOSPEEDY

AUTOSPORT

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

SUBSCRIBE NOW

www.autosportmedia.com



NEXT DAY DELIVERY

Sunoco and R race fuels, Driven Racing Oil lubricants, R racing brake fluids, ISC Racers Tape, Zestino drift tyres, BMC Air Filter, Freezetone racing coolant, Full Throttle batteries and Speedsocket wheel tools are all available on a next day delivery throughout mainland UK*.

Choose from a vast range of products delivered directly to you.

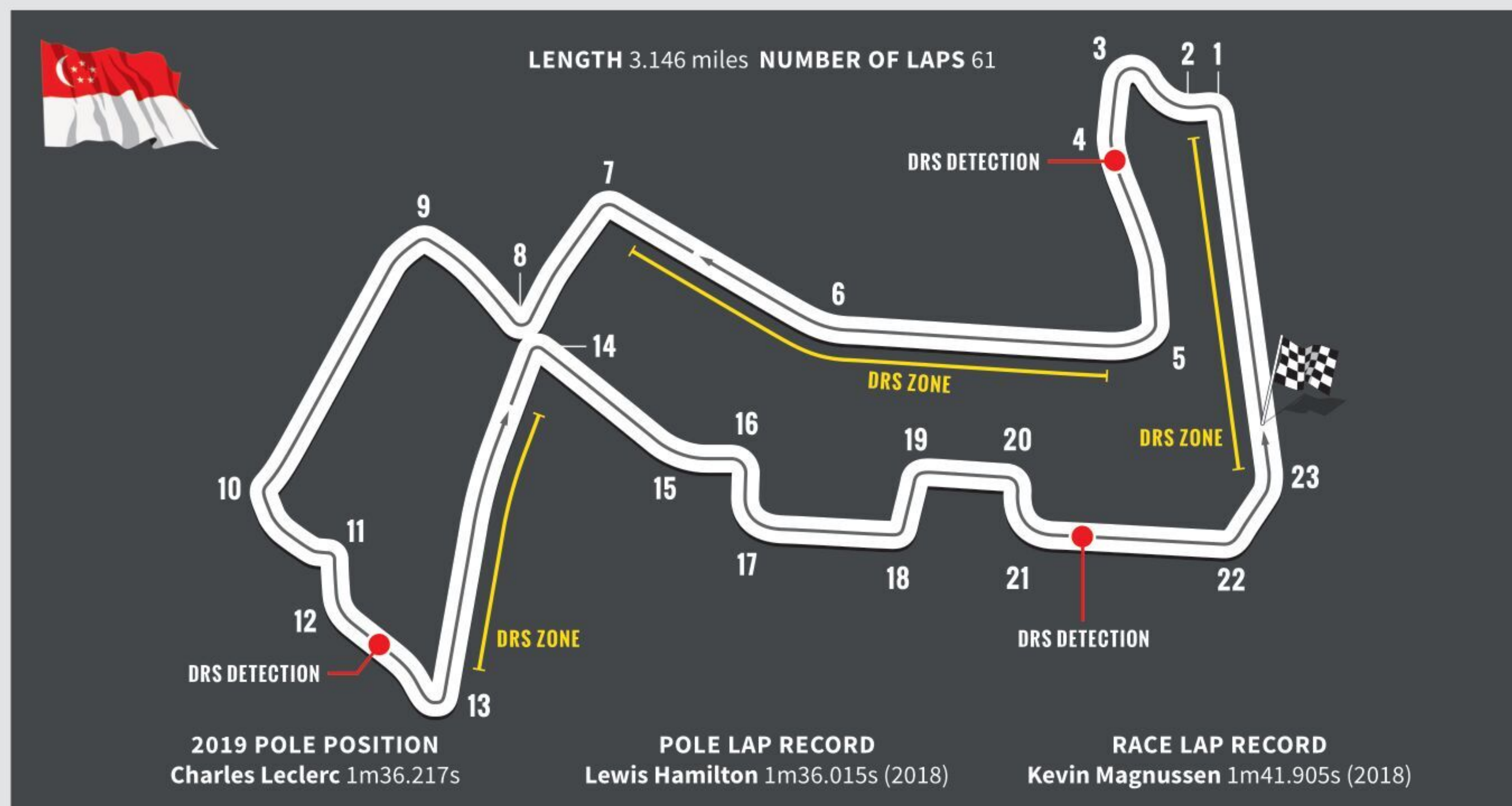
Buy online or call our helpful sales team for technical advice.



*Next day delivery excludes Scottish Highlands and Northern Ireland.

Anglo American Oil Company
+44 (0) 1929 551557 www.aaoil.co.uk

ROUND 17/22 F1 SINGAPORE GRAND PRIX PREVIEW



UK START TIMES

Friday 30 September

FP1 1100 FP2 1400

Saturday 1 October

FP3 1100

QUALIFYING 1400

Sunday 2 October

RACE 1300

CATCH THE RACE LIVE

SKY SPORTS F1

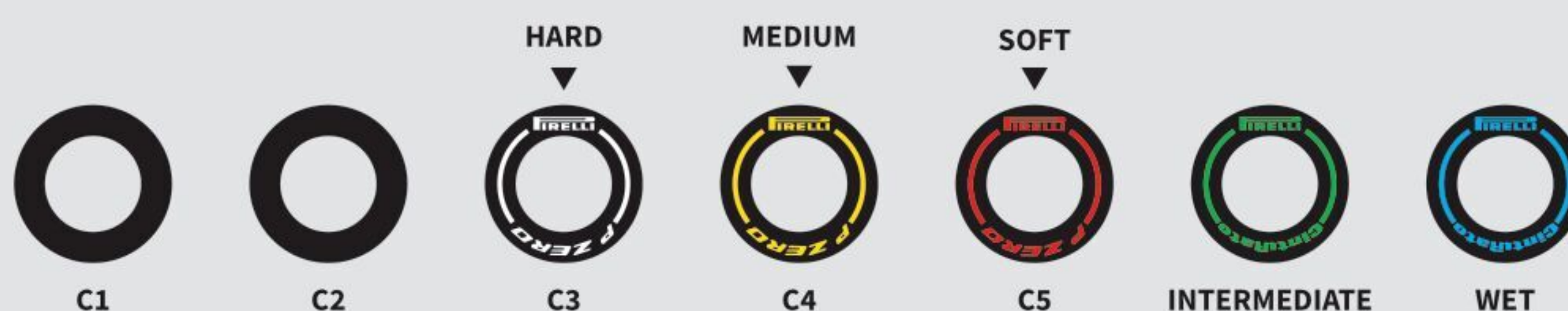
BBC RADIO 5 LIVE

SPORTS EXTRA

HIGHLIGHTS

CHANNEL 4 1830

TYRE ALLOCATION



CHAMPIONSHIP POSITIONS

Drivers

1	Verstappen	335
2	Leclerc	219
3	Perez	210
4	Russell	203
5	Sainz	187

Constructors

1	Red Bull	545
2	Ferrari	406
3	Mercedes	371
4	Alpine	125
5	McLaren	107



RACE STATS

Previous winners

2019	Sebastian Vettel	Ferrari
2018	Lewis Hamilton	Mercedes
2017	Lewis Hamilton	Mercedes
2016	Nico Rosberg	Mercedes
2015	Sebastian Vettel	Ferrari
2014	Lewis Hamilton	Mercedes
2013	Sebastian Vettel	Red Bull
2012	Sebastian Vettel	Red Bull
2011	Sebastian Vettel	Red Bull
2010	Fernando Alonso	Ferrari



Marina Bay points tallies

Vettel	195
Hamilton	138
Alonso	110
Ricciardo	79
Bottas	47
Verstappen	45
Perez	32
Leclerc	20
Sainz	18
Albon	8



Ferrari's other big asset for 2023?

Carlos Sainz has turned up the wick, gaining a momentum that he'll be determined to carry into next season and in time turn into a championship challenge

MATT KEW

Ferrari has almost nothing left to fight for over the remainder of the 2022 Formula 1 season. After wins for Charles Leclerc in Bahrain and Australia that offered so much promise, genuine shots at the drivers' and constructors' championship crowns have been snuffed out through engine unreliability, crashes, poor pitstops, silly strategy, and Red Bull's potency. Now that Imola and Monza have come and gone, there's not even the consolation prize of a home victory. What's more, prior to the summer break, team principal Mattia Binotto reckoned there was "no reason" why his squad couldn't win all the remaining races. Now, it seems fair to ask whether a Ferrari driver will take to the top step of the podium again with six rounds to go as Max Verstappen chases his sixth win in succession this weekend in Singapore.

The big, big boss, Ferrari chairman John Elkann, at least went some way to relieving the public pressure by saying in the lead-up to the Italian Grand Prix earlier this month that the axe will not be swinging in the direction of Binotto. "We have great faith in Mattia and appreciate everything he and all our engineers have done," he said. "Putting our trust in Binotto and his team was the right decision and it has paid off." Very nice. But simultaneously, Elkann turned up the heat by adding, "with Charles Leclerc in pole position", that Ferrari "will" land both titles before 2026.

On the chassis and engine fronts, that seems plausible enough. A return of ground-effects has proved that Ferrari can build a car capable of title glory, even if the team wasn't ready operationally to hit the heights, and of course the Red Bull RB18 has since marched clear as the benchmark of the new era. As for the drivers, while questions might hang over Leclerc being an absolute equal of Verstappen, in the immediate quest to beat Red Bull and deliver on one half of Elkann's ambition, surely Carlos Sainz is something of a secret weapon.

As the tacit number two at his team, and with the minimum level of expectation that the role requires, Sergio Perez has rightly been under scrutiny over recent races for his delivery of Alex Albon/Pierre Gasly/Daniil Kvyat demotion-spec drives. It is therefore only right to also dish out praise to Sainz for his recent upturn

while occupying a similar role. He started the campaign at a loss to tame the nervous F1-75's twitchy back end, saying he preferred the temperament of the much less competitive 2021 machine. From the first four races, he was on average 0.59s slower in qualifying (taking Q1 for Imola before Sainz threw it off the road) than his team-mate, who turned in three pole positions. Spinning into the gravel in Australia as Leclerc dominated and then tangling with Daniel Ricciardo on the first lap at Imola certainly didn't help matters.

But wind on and, ahead of a return to Marina Bay, Sainz has come on song. Granted, the execution of his weekends has too often dabbled with being scruffy rather than outright stellar (see the

"Of course, Sainz's personal ambition is to emphatically prove he is top dog at Ferrari"

Dutch GP) but, where outright pace is concerned, he and Leclerc are now surely a driver combination operating at a level second only to the Mercedes duo. From the most recent four races, covering Hungary to Italy, the qualifying gap is now in fact in Sainz's favour, albeit by a little over a hundredth of a second. It is evidence to suggest that should the lead Ferrari be scuppered by grid penalties or any one of the team's other maladies from 2022, Sainz stands a good chance of being able to step up and earn at least a visit to the rostrum.

"I think it's no secret that I have been a lot closer over one-lap pace, and I've been battling for a lot more pole positions and a lot better qualifying recently," says the British GP victor of his progress. "And also recently, race pace is a thing that I want to improve or keep improving, but at least the improvement that I've done with the car together with my engineers trying to get myself more comfortable, trying to change a bit the driving towards what Charles was doing, and that was exploiting the car to a limit, has also been working well. I'm in a much better place. My target is to finish the season strongly and put myself in a good position going into next year."

Of course, Sainz's personal ambition is to emphatically prove he is top dog at Ferrari and ultimately use that as a springboard to title success. Regardless of whether that is realistic or not in the eyes of us onlookers, it's far harder to dispute his current gains, outstanding intellect (see calculating strategy pros and cons from the cockpit during races), and the cordial intra-team relationship he and Leclerc have maintained. Those factors might just be the biggest boon in the team's efforts to get close to matching the constructors' part of Elkann's lofty targets. 🏆





A disability champion looks back

Two decades on from his major triumph for disability motorsports, Jason Watt reflects on his path back to racing, and winning, in touring cars

JAMES NEWBOLD

If there was a round of an admittedly niche motorsport-themed *Family Fortunes* centred on racing heroes with disabilities, the first name on most people's lips would likely be the late Formula 1 team boss Frank Williams. Not far behind would be Williams's former driver Alex Zanardi, who enjoyed a race-winning spell in the World Touring Car Championship with BMW.

That the pinnacle of Jason Watt's achievement came in the Danish Touring Car Championship would perhaps make him a less lucrative points accumulator in our made-up TV show, but the scale of his achievement is worthy of note. Twenty years ago today (Thursday), Watt wrapped up the 2002 DTC title at the Jyllands-Ring to become, as Autosport put it, "the first paraplegic driver to win a major national series" by denying John Nielsen and Kurt Thiim.

When he won the last two International Formula 3000 races of 1999 to secure second in the standings, Watt was at the peak of his powers and a contender for an F1 seat before a motorcycle accident left him paralysed from the waist down. Today, he jokes that he had a factory drive with Peugeot in the DTC before he could operate a wheelchair. While still in hospital, the 1994 Formula Ford Festival winner was inspired by a VHS tape of French Supertourisme racer Gilles Duqueine, sent to him by ex-FFord rival Vincent Vosse.

"[Duqueine] was explaining in French how he operated the car,"

"I thought to myself, 'Well I can't feel my bum, so how will I be able to feel what the car is doing?'"

recalls Watt, "and I thought, 'This is exactly what I want to do.' So I called up Jan Magnussen and I showed him the tape and said, 'Would you do something like that?' And he said, 'Well, I'm not too sure, but if anybody can do it, you can.'"

Magnussen then made the introductions to Denmark's Peugeot importer. It was happy to run Watt in the DTC, if he could source hand controls and get them installed himself. "And I said, 'Yep, game on!'" chuckles Watt, whose profile meant companies were queuing up to perform the modifications. "In the end I didn't even pay for it."

Watt had to overcome doubts that he'd be competitive, but his first test in June 2000 convinced him that he still had a future in racing: "I was always thinking, 'If driving with my feet is 100%, then how close will I get to that doing it with hand-controls? Will

it be 80%, 90% or 95%?' And I immediately thought to myself, 'All right, we are close to 95% here.'"

"Another thing I was worried about was, all racing drivers say you feel the racing car with your bum. So I thought to myself, 'Well I can't feel my bum, so how will I be able to feel what the car is doing?' But it felt exactly like it always had done."

Watt encountered lots of well-meaning but patronising comments about his requirements, but stressed that "it was very important to me" that he wasn't treated differently.

"I wanted to be a racing driver and to be acknowledged for what I can do behind the wheel, that was it," he says. "The greatest feeling in the world was to jump from my wheelchair into my racing car, put on my helmet and think, 'OK, now you're as good as all the rest of them. And on a good day, you're even a tiny bit better.'"

As such, Watt resisted attempts from the DTC organisers to put a prominent 'H' on his Peugeot's rear window for the marshals to identify him as a driver with a physical handicap — a point he didn't want to advertise to competitors any more than was necessary. He also had to convince doubters that he would be "no harder to get out of the car than anybody who has been knocked unconscious" in the event of an accident.

"There were a few raised eyebrows in Denmark early on, 'How is he going to get out of the car if he crashes and the car is on fire?'" he says. "But I always said, 'Exactly the same as if Jan Magnussen knocks himself unconscious and the car is on fire, he needs to rely on the marshals. There's no real considerations to take into account, just pull me out!'"

His efforts were soon vindicated. Watt noticed "a whole different atmosphere and attitude from a couple of my competitors" after he won on his third DTC start in 2000.

Now a decade on from his professional retirement in 2011 (although he's currently preparing a 1965 Mustang to race in historics), Watt believes that opportunities for disabled racers are better than when he started on his comeback. The FIA has a dedicated Disability and Accessibility Commission run by Nathalie McGloin, and Watt believes that Zanardi's exploits have played a key role in proving the capability of drivers with limitations.

"He proved that, if you're a racing driver, you're a racing driver — it doesn't matter if you're in a wheelchair or have legs or not," says Watt. "Certainly the sceptics, if there are any left, are very few these days."

"It's not like we should expect special treatment, to have a [separate] category or championship. I just hope that companies will get behind some of these young men and women who want to prove that even though they are worse off in life in general, they can put on a crash helmet and be as good as anybody." ❧



Climbing the BMW ladder

The BMW Junior driver and BRDC SuperStar has spent the year helping develop the marque's range of new race cars as well as making his mark

DAN HARPER

This year we're mainly focused on the GT World Challenge Europe after a year and a half of driving on the Nurburgring Nordschleife in the NLS. The first year was cut short with COVID, and this year we did the ones prior to the 24-hour race.

Everybody looking to compete in the Nurburgring 24 Hours will most likely do the NLS beforehand, just for practice and preparation for the big one. But of course, we had to focus even more on it because of the new BMW M4 GT3. My first experience of the car was October last year. We had a day testing each at BMW's test track in France, and then the next time I got in the car was NLS1. So, we really didn't get so much time in the car before the race started.

Between NLS1 and the qualifying races for the 24 we changed a lot of things – we made some quite big changes, and meanwhile in the background BMW was still developing because it's such a new car. Our focus was just driving time and getting used to it. And by the time the 24 came we were in a very good place with the car.

I've done quite a bit of development driving this season. At Portimao we raced with the new GT4. We've done quite a lot of just private testing. I went to Miramas in France, with the GT4 to test, [fellow BMW junior] Neil Verhagen tested in Germany and then there are other drivers that are testing in Spain – with 12 to 15 drivers, BMW need to spread the work around.

I was the third driver in the GT4 car. At that point there are still so many things that can go wrong with the car system-wise, and they're still deciding on which suspension company they're going to use and things like that. So, we were giving our feedback on the positives and negatives of each thing that they were testing. I really enjoyed it and I hope to do a lot more of it in the future. I think I've done probably 20 days of development testing this year. It's a different kind of pressure, but you still need to be absolutely

spot-on. Otherwise, they'll not keep you very long.

It was the right option to let us focus fully on the GT World Challenge. My team-mates [Verhagen and Max Hesse] and I all really wanted to get out there and learn some new grand prix tracks and do different series. I'd say it's the toughest GT series out there; the grid is very, very strong. Huge grids as well – at Spa I think there was 60-something cars, and over half of them were fully factory supported cars looking to win, so it was very, very tough.

In general, the season has gone very well for us as the Junior team. We've finished number one BMW in three out of the four rounds so far.

“We were unfortunate at Spa with the puncture in the last hour that cost us a podium”

We were unfortunate at Spa with the puncture in the last hour that cost us a podium, but we showed good potential. I think our main letdown now is qualifying performance. Compared to some of the other cars we just cannot get the outright lap time, but over a race we always gain places.

At Spa, we started 20th and we finished fifth. At Paul Ricard, we started 22nd and we finished fourth. Race pace and tyre management is the strong point of the car. What they're working on is real performance running and testing, and I think whenever we get that sorted, then we will have a very, very good package.

After Barcelona this weekend that's it for now, unless we do some testing. There's still nothing confirmed, but normally they plan that quite late whenever they have the chance, so I'm pretty sure they'll have me testing somewhere before Christmas.

The BRDC SuperStars programme has also helped me with my development. Since I've been on the programme I've been living in Germany, so it wasn't easy to get to all the events, but it's been very beneficial. I talk with Andy Meyrick on the phone, and they've helped with tuition on sponsorship proposals and negotiation, so it's helped me with my growth as a professional driver.

My aim for the future is to be in the LMDh car. We've already had our first drive, which was really cool. Hopefully, we can get more testing with the car throughout next year. They've announced that they will compete in the World Endurance Championship in 2024, as well as IMSA. So, I think for 2024, it's definitely where I want to be. If we can have another good year in 2023 and get more time with that car, then we have a good chance. 🏆

Season's gone well so far
in GT World Challenge



YOUR SAY

Maximising prices might make sense in the short term, but forcing away loyal customers of many years' standing doesn't add up in the long term

STEPHEN CHIPPING

The price isn't right

The surge in interest in Formula 1 is doubtless a huge benefit for grand prix organisers — record crowds and tickets selling out months in advance.

However, if next year's grand prix at Silverstone is anything to go by, the benefits for longstanding spectators are less obvious. Tickets for the 2023 race went on sale on 15 September and the website promptly crashed. It was restored the next day but by the time I was able to get onto the website the following day after spending hours in a 'waiting room' some stands had sold out and an escalation in the original ticket prices had already set in. My tickets in Village A, which cost £270 each for the 2022 race, cost me £419 for 2023 and a couple of days later were listed at £489.

Silverstone is entitled to benefit from the surge in demand, but at what point does this become something more like exploitation? Inflation is currently high but only at Silverstone has it reached over 50%. I have been attending the grand prix for many years, but if it carries on this way 2023 will be my last race.

Maximising prices might make sense in the short term, but forcing away loyal customers of many years' standing doesn't add up in the long term.

Stephen Chipping

By email

Too much of a good thing?

Has the FIA been told that it's possible to have too much of a good thing? Twenty-four rounds is enough to give anyone a hangover.

Graeme Innes-Johnstone
Elland

Newly converted Fanboost fan

I thought Jake Boxall-Legge's article about Formula E (Opinion, 18 August) was spot-on. I've had the pleasure of being a marshal both at Battersea for Gen1 and at the ExCeL for both Gen2 races. I'm a huge fan of the series, so I am biased; however, I've never been big on the Fanboost idea. That is until this year's race in London. I was talking with a member of the medical team and she told me something that I had never thought of: Fanboost is an advantage any driver can get



depending on how well they engage with the fans.

It means that if they try harder and do that bit extra to get the fans on their side, they can get an on-track advantage over their rivals. We all know that drivers can be ultra-focused and this can mean fans are a distraction that needs to be managed. The drivers tend to have a following that reflects how well and how much they engage with the fans. Fanboost is an innovative way in making sure a series' greatest asset is doing the best to proactively build a loyal fanbase. When I think of it like that, it's hard to find issue with it.

Si Lloyd

Proud BMMC Marshal

See page 34 for the saga of how Formula E found its London home — ed

Red flag fairness

I believe the fairest way would be that when there is a red flag, the race is restarted with the cars in the same position as at the time of the red flag. So, if the first car was 12 seconds ahead of the second and the second was 8s ahead of the third, etc, at the time of the red flag, then when the race is restarted all cars are in the same relative positions. How you achieve that is easier said than done...

David Poole

By email

Have your say, get in touch

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

@
E-mail
autosport@
autosport.com


Visit our website
autosport.com


Twitter
twitter.com/
autosport


Facebook
facebook.com/
autosport


Instagram
instagram.
com/autosport


YouTube
youtube.com/
AUTOSPORTdotcom

AUTOSPORT

Don't miss any of the action this season



Try 6 issues for just £6

Get this exclusive offer here

www.autosportmedia.com/offer/ASPSEP22

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



WHY IS OSCAR PIASTRI F1'S MOST SOUGHT-AFTER ROOKIE?

The Australian rising star is fast, consistent, confident, adaptable and has shown excellent racecraft, although there's a taint already to his reputation

ALEX KALINAUCKAS

HONE; BEKKYBEKKS/UNSPLASH



Qualifying was a weakness on way to F3 crown in 2020...

SUTTON

CV	
Age	21
2021	FIA Formula 2 champion with Prema Racing (6 wins)
2020	FIA Formula 3 champion with Prema Racing (2 wins)
2019	Formula Renault Eurocup champion with R-race GP (7 wins)
2018	8th in Formula Renault Eurocup with Arden
2017	British Formula 4 runner-up with Arden (6 wins)
2016-17	4th in UAE Formula 4 with Dragon F4



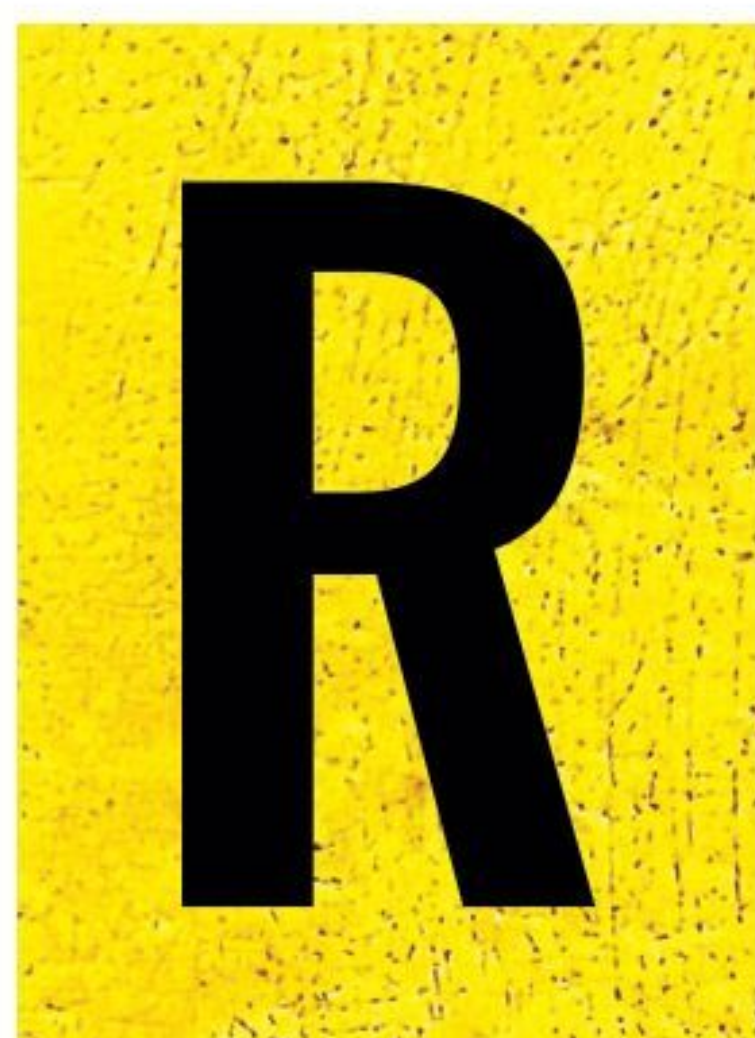
...but that was swiftly sorted in victorious 2021 F2 campaign

HONE

Formula Renault Eurocup title in 2019 earned F1 junior slot



THOMAS FENETRE CREATIVE PHOTOGRAPHER/DPPI



Remember Nico Hulkenberg winning the GP2 Series title at the first attempt in 2009? After that triumph, seven seasons went by without a rookie claiming honours in Formula 1's top junior category. Since then, three have done it in five seasons of the rebranded FIA Formula 2 Championship.

Charles Leclerc ended that wait with his searing streak to the 2017 F2 title with Prema Racing. A year later, George Russell's efforts with ART Grand Prix brought him to F1 with the F2 crown ahead of fellow

rookie Lando Norris and second-year racer Alex Albon. And we all know what they have achieved in the top tier.

In the years that have followed that epic 2018 F2 season, no superstars have followed on in the same manner – with one exception, all while shining as brightly as those named above and with a junior CV to better those of Leclerc, Russell and Norris.

That man is Oscar Piastri. The 21-year-old Australian became F1's summer story following Fernando Alonso's abandonment of Alpine for Aston Martin. Piastri will now make his F1 debut with McLaren in 2023 on the back of his title hat-trick in three seasons from Formula Renault Eurocup, FIA Formula 3 and F2, and 2022 as Alpine's development driver and reserve racer for the blue team and McLaren. Those achievements are the central answering thrust to the question posed by the headline on the opening page. But, as ever in F1, the full picture encompasses so much more.

Piastri can be considered F1's most sought-after rookie because McLaren wanted another team's investment, and the almighty row that followed given Alpine's desire to promote him as Alonso's replacement. The saga went as far as the FIA's Contract Recognition Board, which has only ever been required to pass judgment twice since being established in the wake of Michael Schumacher's Jordan/Benetton switch in 1991. The two cases were BAR racer Jenson Button's famous and ultimately failed attempt to rejoin Williams for 2005, and 2007 GP2 champion Timo Glock being jointly claimed by Sauber and Toyota, which he ultimately raced for, ahead of 2008. Max Verstappen was highly prized by both Red Bull and Mercedes in his blazing European F3 season back in 2014, but the two sides never went to court...

McLaren was prepared to do so for Piastri for two reasons. The first: it was sure it alone possessed a valid contract for the Melbourne racer's 2023 services. The second: it was done with Piastri's compatriot Daniel Ricciardo after one and a half underwhelming seasons, despite *that* Monza 2021 triumph.

McLaren had to act after Ricciardo, continuing to struggle with corner-entry braking, had returned just 11 points in six races against Lando Norris's 39 and another Imola podium. It had foreshadowed its decision with boss Zak Brown dropping big hints that Ricciardo's future was uncertain while at this year's Indianapolis 500 at the same time as his F1 squad was in Monaco. Then by early June, Piastri entered into a preliminary deal with McLaren, which a month later became a 2023 race drive when Ricciardo was effectively bought out of the remaining year of his contract.

"The reason I wanted to get Oscar on board is because he has shown in his junior career that he is a very talented driver with a lot of potential," McLaren team principal Andreas Seidl explained after the CRB's early September ruling. "In terms of personality, he has everything he needs in order to be successful

in F1. He is young, fresh, full of energy."

The McLaren deal confounded initial paddock expectations. Given how both sides were talking, and the fact that Alpine was offering an LMDh drive for his next post-F1 career, an Alonso extension was expected. With Esteban Ocon signed until 2024, this would leave Piastri without a race seat at the team where he had become a junior two and a half years earlier as a reward for winning the 2019 Renault Eurocup title. Alpine planned to loan him to Williams for two years – similar to Russell's apprenticeship with the British team – before offering a 2025 race seat. But Piastri and his management weren't keen.

Piastri has been looked after by Mark Webber and his JAM Sports Management company since the start of 2020 (the arrangement established from a mutual trainer relationship late in 2019), and his camp had grown tired of Alpine's dithering over his and Alonso's future.

As we know now from the CRB's ruling, this meant Alpine couldn't, as it believed thanks to its unsigned 'Terms Sheet' lodged with the panel, simply slot Piastri in when Alonso walked. But the problems stemmed back to late 2021 too.

That was his stunning F2 rookie title triumph – a campaign that can be considered a one-off for the championship thanks to its three-races-per-round format and unpopular large calendar gaps. The latter point meant Piastri's title coronation came in mid-December, with all the 2022 F1 seats by then filled after Alfa Romeo signed Zhou Guanyu (third in the 2021 F2 championship) for that last open slot.

At the same time, Alpine was yet to officially firm up the reserve-driver role Piastri was prepared to accept for one season only. For a long time, Alpine held all the cards, happy with the 'good problem' of having three brilliant drivers available for its two F1 seats. Then, when Alonso made his call, it discovered its hand was ultimately left half-empty. But before the CRB had

**"HE HAS EVERYTHING HE NEEDS
TO BE SUCCESSFUL IN F1. HE IS
YOUNG, FRESH, FULL OF ENERGY"**

ruled, and even in a media call made the day after Alonso's hiring was announced by Aston, Alpine was openly questioning Piastri's loyalty as rumours of his McLaren contract leaked.

"If everyone is true to the agreements that they signed only a few months ago, we should be able to move forward," Alpine team boss Otmar Szafnauer said. He would later infamously state he wished Piastri "had a bit more integrity".

All this legal-wrangling and politicking is the result of many believing Piastri to be a 'once in a generation talent'. It's a cliché the achievements of Verstappen, Leclerc and co debunk, but its essence remains. Plus, there had been other potential suitors, including Red Bull after Piastri's two years racing with the Arden squad (founded by Christian Horner's family) in British Formula 4 and his first Eurocup campaign – this we know given recent comments by Horner. At the same time, the current crop of F3 and F2 drivers doesn't possess a highly touted star now that Theo Pourchaire's previously similar momentum has stalled.

Piastri ultimately beat the Frenchman to the 2020 F3 title, when they were both rookies. The COVID-19 pandemic meant that the campaign's nine rounds spanned 11 weekends. This regular running boosted their chances of adapting to the famously tricky GP3 machines on which the new FIA F3 cars are based, plus the fragile Pirelli rubber that F1's support categories run, which helped create the post-Hulkenberg rookie success drought.

But Piastri's immediate F2 success proved his prized adaptability, alongside coping just as well with the long calendar gaps that reversed the squeezed nature of his F3 running in 2020. That year he also fixed an F3 weakness – qualifying pace (which was >>

Q + A



LAURENT ROSSI ALPINE CEO

As the boss of Alpine, what is your version of events with Oscar Piastri?

A lot has been said and written, but I don't think the full picture and the Alpine perspective was ever described properly. We signed Piastri as a reserve driver, we would train him extensively. Then we will find him a seat for 2023 and 2024. We did just that. We delivered it. We devised a 5000km driving programme for him this year, which is almost unheard of. Talk about the commitment: I'm sorry, it's a lot.

Most importantly, we were to find him a drive. Two months after the season started, we found him a seat at Williams for two years. It was almost created for him, around him.

It's very disappointing. Because from what I said, we've been extremely committed. We've been extremely loyal. We've been investing a lot. We made legal technical mistakes, which basically left the door ajar. It was a bit of an oversight, but we never thought we had to worry because when you provide so much to a driver, it's almost tradition that you get back in return that driver.

Did you offer Piastri a firm contract for 2023 and beyond?

We put contracts in front of him many times. When you start pointing at other things to distract people and use the 'I didn't feel the love', sorry, but I give you way more love than any other team gives to their proteges. It's simple. Someone shopped around, got a better deal, decided to take it. Don't beat around the bush and try and find convenient excuses for why this happened. We know what happened.

When do you think Piastri and his team decided to go elsewhere?

Little did we know he already had another seat. That's how the story unfolded – as simple as that. We have been very clear the whole time what we wanted to do. Piastri acknowledges he didn't want the seat at Williams. First and foremost, we disagree with this attitude because this is not what you do. It's not good form.

**“WE’VE BEEN
EXTREMELY
COMMITTED,
EXTREMELY
LOYAL”**

admittedly hampered by repeated DRS problems), to go from zero 2020 poles to five in his second straight year as part of the Prema fold – shades of Leclerc's progress between his rookie campaign in F1 with Sauber and his first season at Ferrari. By the time Piastri left the squad, which also ran Leclerc to a rookie F2 title, he'd done in two years what he and Webber had expected to take four, leaving him feeling, “I have run out of things to prove myself with.”

Another key Piastri strength that added to his flourishing reputation is his racecraft. A series of charges from lowly grid positions characterised his F3 title triumph, but it was also evident in FRenault and F2.

“NORRIS’S FORM PRESENTS THE BIGGEST RISK TO PIASTRI’S WELL-DESERVED REPUTATION”

The strong-minded and confident Piastri had proved his toughness by making the trip over to Europe in 2016 as a 15-year-old (his father Chris accompanied him for the first six months before Piastri finished his studies at boarding school when Chris returned to run his car-tuning business). His self-confidence – although ultimately a relaxed figure, cutting jokes at a birthday bash hosted by Alpine back in April in Melbourne, where Webber, his father and Alpine sporting boss Alan Permane gave glowing speeches – impressed McLaren.

Piastri is going to have to rely on that in 2023. His 3500km of running in 2018 Renault and 2021 Alpine F1 machinery at tracks across the world (including Silverstone, Red Bull Ring, Monza and Austin from the F1 calendar), and large F1 simulator experience level fine-tuning set-ups for Alonso and Ocon, will be very handy. So too will his time spent studiously learning how the race weekends go from their perspective while embedded as a reserve.

His ‘Best work experience ever!’ sign from the Alpine pitwall at the 2021 Qatar Grand Prix continued the cheeky and popular presence he cultivated on social media during his junior rise. This he will share with Norris, but the Briton's form presents the biggest risk to Piastri's well-deserved reputation from 2023 onwards, given how Norris has seen off eight-time GP winner Ricciardo.

Piastri's reputation has already been stained at best and damaged at worst by the McLaren/Alpine saga. This is chiefly down to his ‘This is wrong’ tweet following Alpine's announcement that it intended him to be Alonso's replacement. Piastri was blameless in the contract affair, but the saga that followed will forever be remembered and was indeed gently mocked in Albon's contract extension announcement at Williams the following day.

The decision to snub Williams and Alpine may be one to regret should things not work out at McLaren. That may also be a too-pessimistic position for someone with such junior success, but the fact remains that the CRB drama has piled on pressure for a driver unproven at the top level.

Piastri can at least, however, reflect on how McLaren represents a clear step up in terms of where he had been set to start his F1 career before Alonso's Alpine exit. But his soon-to-be new team is currently behind Alpine in the constructors' championship and must climb back up the path it had previously been treading so well since its split with Honda.

There's also no doubt that Alpine comes out of this summer's saga looking worse, despite CEO Laurent Rossi's fury (see panel, left). This, then, will be the story of Piastri's latest attempt at a stunning rookie campaign: to prove his supporters right and critics wrong, cope with Norris and his years of knowledge in the tricky McLaren package, and defeat a spurned Alpine.

He has the skills, temperament and results to succeed – soon comes the time to do it. ✎



Success in F2's awkwardly
drawn-out 2021 season
proved his adaptability

SUTTON



COATES

Piastri has achieved in two
years what he and manager
Webber expected in four



PIGOTT

A six-time winner
on way to being 2017
British F4 runner-up



Will decision to snub
Alpine and Williams
be one he regrets?

SUTTON



A CHANCE THAT'S LONG OVERDUE

It's fair to say that Nyck de Vries has not had a meteoric career. But his superb F1 race debut at Monza has at last put him onto the radar for a full-time seat — with any one of three teams

MATT KEW

PHOTOGRAPHY  **motorsport
IMAGES**

T

here were only two blots when Nyck de Vries made his Formula 1 debut as a super-sub in this month's Italian Grand Prix. He left the Williams in the wrong brake-bias tune in Q2 to induce a spike of oversteer when he stamped on the anchors approaching the second chicane. Then, under the controversial race-ending safety car, he "erratically" and suddenly slowed. But, owing to his green status, his efforts to manage a cooked front brake disc and his unfamiliarity with the dash readout, the stewards let him off with a reprimand.

As a result, de Vries could gingerly free his aching shoulders from the cockpit of the FW44 with those two points for ninth place intact and his F1 stock soaring. It was just about the best real-world audition imaginable.

Williams chief Jost Capito now reckons "there is nothing else he has to do" to stake a claim for a full-time drive in 2023. And perhaps that's just as well. Despite Mercedes F1 boss Toto Wolff fighting his cause at every opportunity, de Vries has so far struggled to be much more than a blip on the radar for teams with a seat going spare. The Dutchman was at least in the frame to replace

George Russell at Williams for this season before the squad signed the more experienced Alex Albon — who de Vries replaced at Monza with a couple of hours' notice before FP3 after the Anglo-Thai was struck with appendicitis.

There seem to be three major factors why de Vries has failed to secure a full-time F1 berth beyond his standing as Mercedes reserve. Firstly, he needed three seasons to gain his Formula 2 coronation — generally seen as at least one too many to be heralded as 'the next big thing'. Secondly, during that 2019 term he triumphed over a level of competition that might best be described as 'middling'. The runner-up was Nicholas Latifi, who de Vries would vanquish in Italy during their weekend as GP team-mates, and whose time in F1 is surely up now that his Canadian dollars are worth less than points finishes during this prosperous chapter for the championship. That F2 campaign also came hot on the heels of a stellar 2018 for the junior series, when Russell led Lando Norris and Albon, while de Vries ranked fourth.

Also against de Vries is his age in a warped world where Max Verstappen was only 17 years old when he started his first GP. Already de Vries is 27 and has three years on the reigning champion, Charles Leclerc and Russell. All told, he isn't the next or a lost world-class talent. But the Italian GP 'driver of the day' has shown that he would be an improvement for Williams over Latifi and that

he is experienced, decorated, and ready to do a decent job in F1.

De Vries and his management might even argue that his age is a virtue. Thanks to ascending the single-seater ladder, working for crack Formula E squad Mercedes, plus his exploits in LMP2 and role as test driver for the Toyota Le Mans Hypercar programme, he's immensely knowledgeable and adaptable. That manifested itself at Monza. De Vries, who ran in FP1 for Williams at Barcelona in May, had been driving for Aston Martin on the Friday in Italy before switching last-minute from green to blue overalls. Granted, the shared Mercedes power unit and gearbox meant plenty of carryover. But aside from quipping about the risky position of the fire extinguisher button on the steering wheel, it took no time to adjust to the Williams systems and procedures.

With the team already knowing his seating position and pedal placement from Spain, de Vries could hop in and determine that, aside from a front-wing-angle tweak to make the car a little less pointy, his driving style and therefore desired set-up were very close to Albon's. The rapid acclimatisation was helped in some ways by his age, which had allowed already for a varied career.

It was also complemented by de Vries's personality. He is affable enough but intensely demanding – not afraid to say what he wants, and he knows how to get it. Dave Robson, the Williams head of vehicle performance, describes him as “pragmatic about what is possible. The vast majority of the time he is right, which is how a good, competitive racing driver should be.”

The team reckons Albon would have been quicker still than de Vries in qualifying, despite the debutant returning 13th in the session before being bumped up to eighth on the grid owing to the litany of penalties. But that prediction was mainly based on Albon's experience. The far greater challenge came on Sunday. De Vries was artificially promoted and had quicker cars coming

CV	
Age	27
2022	9th in Formula E with Mercedes (2 wins)
2021	Formula E champion with Mercedes (2 wins)
2019-20	11th in Formula E with Mercedes
2019-21	LMP2 wins in WEC and ELMS with Racing Team Nederland with Racing Team Nederland and G-Drive Racing
2019	FIA Formula 2 champion with ART GP (4 wins)
2018	4th in FIA Formula 2 with Prema Racing (3 wins)
2017	7th in FIA Formula 2 with Rapax, Racing Engineering (1 win)
2016	6th in GP3 Series with ART GP (2 wins)
2015	3rd in Formula Renault 3.5 with DAMS (1 win)
2014	Formula Renault Eurocup champion with Koiranen GP (5 wins); FRenault ALPS champion with Koiranen (9 wins)

from behind, in addition to the usual challenges presented to a debutant in having to navigate the formation lap, race start, pitstops and so on. All this made his effort even more worthy.

Those who have followed de Vries's career will have observed a driver who doesn't leave an inch. So much so that, in the closing laps in Berlin last year on his way to becoming the first-ever Formula E world champion, he began unnecessarily squeezing his team-mate Stoffel Vandoorne. He then opened the subsequent press conference not jubilant about his achievement but seething about driving standards. De Vries has high standards, and he expects it of others too. >>





**NO ADS.
JUST MORE
PERFORMANCE**



De Vries fulfilled Friday practice duties at Monza for Aston Martin...

When it came to his F1 cameo, he raced smart. He wasn't a rolling roadblock courting blue-flag controversy when Carlos Sainz, Lewis Hamilton and Sergio Perez surged past after their grid drops. The instruction from the pitwall was "be mindful of those quicker cars coming through", but he was hardly a lamb to the slaughter. De Vries defended stoutly where appropriate, and tucked into a handy DRS train to keep tabs on those ahead. He was faced with an ambitious strategy that required speed and sound tyre management, even if the late safety car offered respite to the flag. Given this all came after no high-fuel running in practice, it was a deeply impressive showing.

Capito reckoned: "I wouldn't say I was surprised, but he did an absolutely outstanding job and I rate him extremely high. So that's why my expectations are extremely high and he overfulfilled these. His feedback is fantastic. He is so good a race driver and it helps that he has driven so many cars, so he knows exactly how a car feels — what is good and what is not good. He's excellent."

That kind of testimony, and the positive data from Monza, arrives after Williams's American F2 protege Logan Sargeant suffered a slump at the crunch point of the season. As a result, in the battle to replace Latifi, de Vries has moved into pole position for 2023. In fact, so strong was his outing that de Vries is also in the frame now for the vacancy at Alpine, should the team at the centre of this driver-market silly season fail to land Pierre Gasly — he was one of three drivers to test the 2021 A521 last week at the Hungaroring, where it won in the hands of Esteban Ocon. And pre-empting that scenario, Helmut Marko has even been on the phone should Yuki Tsunoda require a new team-mate at AlphaTauri for 2023. Something about F1 drives being like London buses...

From having the door to F1 closed, de Vries now has three possible ways into a full-time seat. Williams is the more familiar option and will likely come with something longer than a one-year deal. Alpine,



...before becoming a last-minute stand-in at Williams and scoring points on debut



The Mercedes reserve driver has Toto Wolff fighting his corner

“THIS WORLD IS VERY VOLATILE AND IT’S NOT ONLY MERIT THAT COUNTS. SO, IT’S OUT OF MY CONTROL”

though, can offer a route to making those points scored at Monza a more regular occurrence, although that would mean breaking away from the Mercedes umbrella.

“Hopefully I will get a shot next year,” says de Vries. “This world is very volatile and it’s not only merit that counts. So, it’s out of my control. I can look back on a proud debut and first moment in Formula 1. Any time you get a chance to drive a Formula 1 car, it’s a kind of job interview and audition. You’ve got to take those opportunities, but you’ve also got to use them sensibly because there’s always a trade-off of doing too much and too little. But I am just grateful that it worked out well and played into our hands.”

The votes of confidence also come from higher up the grid. Compatriot and “great friend” Verstappen had been singing de Vries’s praises. Meanwhile, Russell reckons the Italian cameo was more impressive than the Brit’s own Mercedes debut in the 2020 Sakhir GP. Of the two-time world karting champion, Russell says: “Throughout all of our careers, he was always one of the very best and there’s no doubt he deserves a place in F1. Not everybody gets an opportunity but certainly now, he’s proved everything he has to. To score points on your debut in a Williams, it’s pretty spectacular.”

Verstappen’s and Russell’s glowing praise came in the post-Italian GP podium press conference. Should de Vries gain a plum F1 seat, he’s unlikely to make an appearance in that top-three Q&A. He’s not the white-hot property that Oscar Piastri is. Nevertheless, his time for F1 has surely come. ❧

AUTOSPORT PLUS

WANT MORE THAN F1?

OUR JOURNALISTS COVER ALL MAJOR SERIES





STAGE FRIGHT!

Want to know what it's like to be a top co-driver? Our WRC chap did – and came away with his respect reinforced for those who practise this dark art

TOM HOWARD

“It's not something you can just jump in and do, which I think you will find out shortly.” Those are the words relayed by Toyota World Rally Championship co-driver Aaron Johnston as Autosport dons a racesuit, grabs a pacenote book and prepares to jump into his seat to attempt one of motorsport's toughest jobs: being a WRC co-driver.

This is made abundantly clear six minutes and several dubious pacenote calls later as a stunned journalist clammers out of Takamoto Katsuta's Toyota GR Yaris Rally1, following an eye-opening blast through one of Finland's famously fast forest gravel roads. Calling pacenotes in a top-level WRC car is without question a skill that few in this world possess, and an art form that takes years of dedication to perfect.

Ardent rally fan or not, co-driving will have caught your attention, be it watching WRC onboards on television and the internet, or a misspent youth guiding a virtual rally car upon instructions of Nicky

Grist through the *Colin McRae Rally* computer game series. In a nutshell, the principal job of a rally co-driver is to deliver detailed information of the road ahead to allow the driver to pass through at the fastest possible speed. But it's much more complex than that, as Autosport finds out when it joins the Toyota Gazoo Racing WRC team.

To stand the slimmest of chances of being able to call pacenotes correctly for two-time WRC podium finisher Katsuta, Autosport's crash course – no pun intended – begins on Safari Rally Kenya in June. With a blank pacenote book presented in the service park by former factory WRC driver Juho Hanninen, the learning begins. Hanninen is perhaps one of the best to convey the art of co-driving since the Finn has unusually experienced not only driving to pacenotes at the highest level but also calling pacenotes for current Toyota boss Jari-Matti Latvala when the pair compete in historic rallies.

To be a successful co-driver requires a multitude of skills. Developing a trust and relationship with the driver is just as important

Katsuta's happy, but Howard knows he's got to keep it together in extremis



as the making and the delivery of the pacenotes. Ultimately, the driver relies on the information to steer quickly and safely through arguably the toughest and most dangerous stages the world has to offer.

"For sure as a driver you have to fully trust the notes," points out Hanninen. "You would have to back off so much if the driver is driving using only his eyes. The timing is also very important. Some drivers like to have the notes called closer to when the corners arrive, some like it a bit further away from the corner. The co-driver also takes care of the timing, so that needs to be managed as cars have to arrive at certain points on time, and this goes on while tyres maybe need changing on road sections or repairs made. It is really hectic."

Information absorbed, yet overwhelmed by the skills required, the overriding piece of advice is "listen to Taka's pacenotes and learn how to shorten the words". Hanninen adds: "I would recommend to follow the notes with your thumb because you don't have so much time to look up. Sometimes with Jari-Matti I would look up and think it is going well, but then I would look down and I didn't have any idea where we were."

Watching onboards of Katsuta and Johnston from this year's WRC stages fills evenings as homework, to try to understand how the pair work together, and the style of pacenotes that will be required for a co-driving debut alongside Katsuta in Finland.

Pacenotes can come in various forms dependent on driver preference. While Katsuta's native tongue is Japanese, he takes his

"DEVELOPING A RELATIONSHIP WITH THE DRIVER IS JUST AS IMPORTANT AS THE DELIVERY OF THE PACENOTES"

pacenotes in English. He and Johnston, who are enjoying their first full WRC season together, operate what is known as a 1-9 system to describe the road ahead. 'Nine' represents the fastest or least sharp corners, while 'one' is almost a 90-degree turn. Each number is followed by a left or right call alongside extra descriptive words and distances to the corners. To underline how the co-driving language can differ, Katsuta's Toyota team-mates Kalle Rovanpera and Elfyn Evans run different systems. Championship leader Rovanpera prefers more descriptive notes rather than numbers, while Evans uses the 1-9 system in the opposite direction.

After watching several onboards while attempting to scribble down a version of Johnston's notes, it's time for the first test: co-driving in the virtual world. To achieve this, Nacon, the maker of the popular WRC official computer game, provides a special advance copy of the new-for-2022 *WRC Generations* title, which will hit the shelves in October. But before any virtual training can take place, Katsuta and Johnston complete the vital recce runs of Rally Finland's >>

breathtakingly fast, jump-laden roads for real. On the recce, the WRC crews tackle the stages in a road car at road speed, and it's these two passes where the driver and co-driver make their pacenotes for the rally.

"We spend two days, sometimes three, doing recce on the roads before the rally starts," explains Irishman Johnston, who began co-driving alongside his father at the age of 12 in local road rallies. "The



for real in the rally. It's my job to write everything down as he reads it out, and then on the second pass of recce I will read it out and then he'll make any changes to it if necessary. We will also record this so we can go over it in the hotel in the evening to double-check everything that we did during the day.

"Take Finland for example. We have recce on Tuesday at 5.15am and we will arrive back at the hotel at 5.30pm, and then we'll do minimum four hours that evening before going to sleep. It takes a lot of time to get everything perfected before a rally. It's not a sport for getting up and having a leisurely breakfast and a nice early dinner. They are long days with little sleep, but we love what we do."

Equipped with my own notes made for the virtual version of Finland's curtain-raiser Harju stage, a first experience of co-driving alongside Katsuta begins in a simulator. Suffice to say Katsuta completes the stage without issue as a virtual version of the GR Yaris Rally1 hurtles through the blend of Tarmac streets and gravel parkland



driver will then dictate how he sees the road and how he wants it described for when we do it

roads, with added simulated hybrid boosts. Somehow I manage to call the notes in the correct order. Objective one completed. But even in the safe surroundings of a video game, the challenge of knowing your place in the notes and calling at the right time is extremely difficult.

"This game is good to use as it's similar [to the real thing]," says Katsuta after the run, followed by a confidence-boosting assessment of Autosport's job on the pacenotes. "You are listening and then doing [as you would in the real WRC car]. Good job, actually you did very well." In a weird quirk of fate, Katsuta would go on to win the stage for real during Rally Finland.

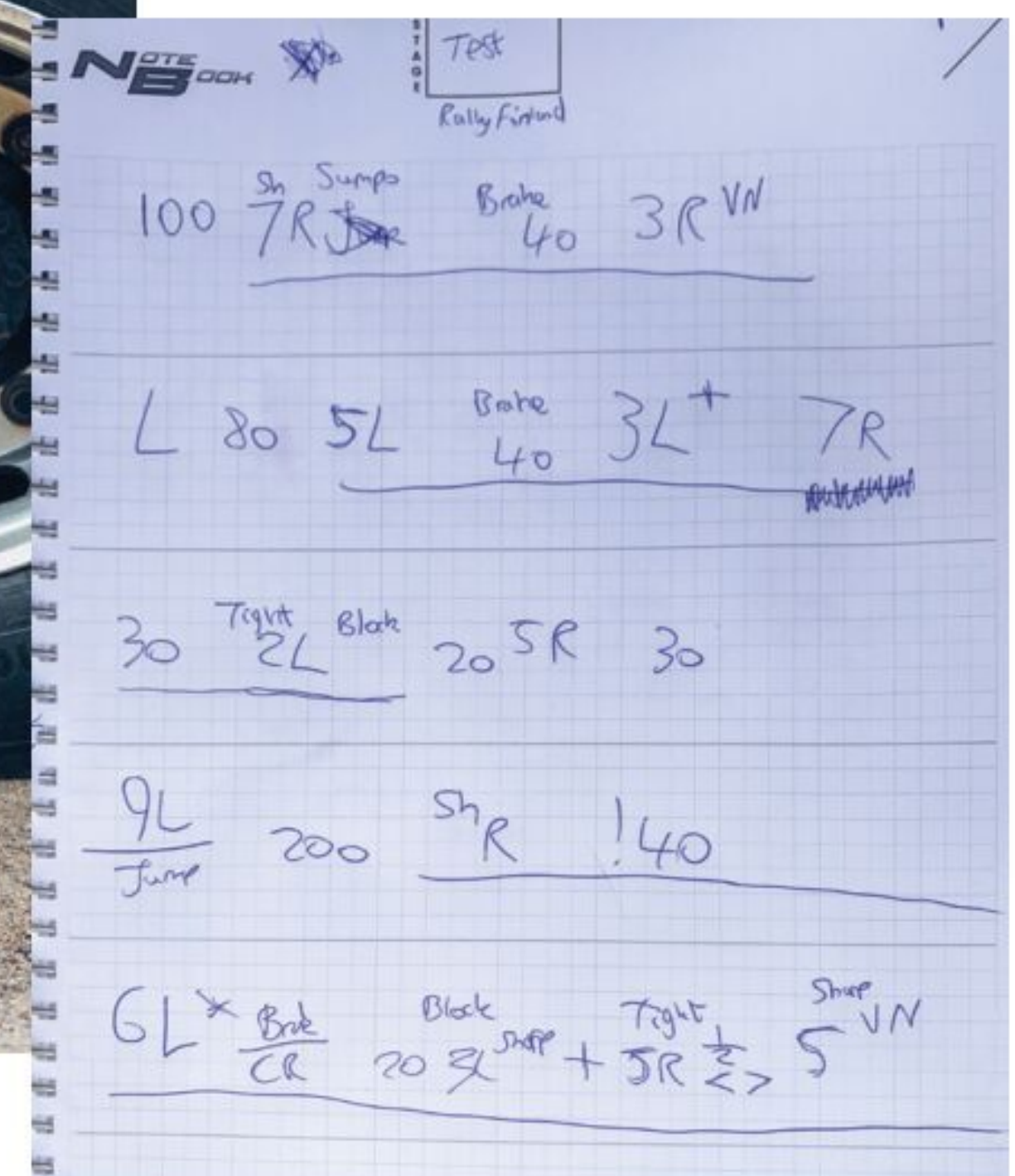
The crisp computer simulation is swiftly replaced by the harsh real-world tree-lined gravel roads as we join Katsuta and Johnston on their Rally Finland pre-event test. WRC testing is quite a surreal experience in itself. Toyota has been granted permission to commandeer a residential property deep in a forest and more importantly the use of its road, closed off to the public, with the necessary safety marshals installed along the route.

In a matter of moments the front garden of this house is transformed into a makeshift service park, and a homeowner's garage, littered with the usual domestic tools, becomes home to a €1million hybrid Rally1 car.

Katsuta and Johnston complete a handful of runs down this rollercoaster of crests, jumps and sweeping turns, a road new to the pair that morning, to gather valuable set-up data required for the upcoming rally. In the breaks between



Howard is told his pacenotes need to be bigger to make them easier to call





runs, Johnston takes time out to coach a nervous co-driving rookie. The next task is to now decipher his freshly made notes and write my own based on his input. The unique skill required to do this job professionally hits as detailed road descriptions are fired at Autosport to copy down. The first mistake is the size of handwriting, which Johnston advises should be much larger to ease calling at speed – it’s what can only be described as shorthand on steroids.

The level of detail in describing the sections of road and the speed of delivery is alarming. The use of unknown Finnish words such as ‘sumpo’ (‘super-narrow’ in English) is added to a short ‘seven left’ call, increasing the nerves. Phrases such as ‘touch’ and ‘don’t’ feature heavily, respectively meaning a small cut to a corner and a warning not to be greedy on the apex.

Pacenotes written, it’s time to find out what it’s like to be a WRC co-driver. Johnston sets a target of calling eight corners correctly – he’s earlier highlighted that this would be a valiant effort after stating that “to start in a top car would be virtually impossible”. He is, of course, spot-on.

Katsuta does his best to reassure and instill panic in equal measure. “As long as you know right and left we should be OK,” he jokes. “I will just follow your pacenotes, so there is big pressure now! Don’t be so nervous, just enjoy the ride. If it’s too much information just say the number and ‘right’ or ‘left.’”

There’s not much in life that can prepare anyone for the

forces that go through the body when a WRC car launches off the line. After a quick countdown from Katsuta, we’re shot out of a cannon and you fully appreciate this new breed of 500bhp hybrid monsters. A narrow gravel road seems even narrower, and trees fly past in an instant. Luckily the brain engages and pacenotes are being called, albeit in a scared, breathless but also shouty fashion, as the nerves result in forgetting the fact you’re plugged into an intercom system for communication. The assault on the senses is too much, and halfway through the first page of notes I’ve managed to get ahead of myself and then get lost as the GR Yaris launches over jumps, bounces in compressions, and slides through turns.

Autosport is dumbfounded by the sheer difficulty of calling notes while being thrown around as the world flashes past at what seems

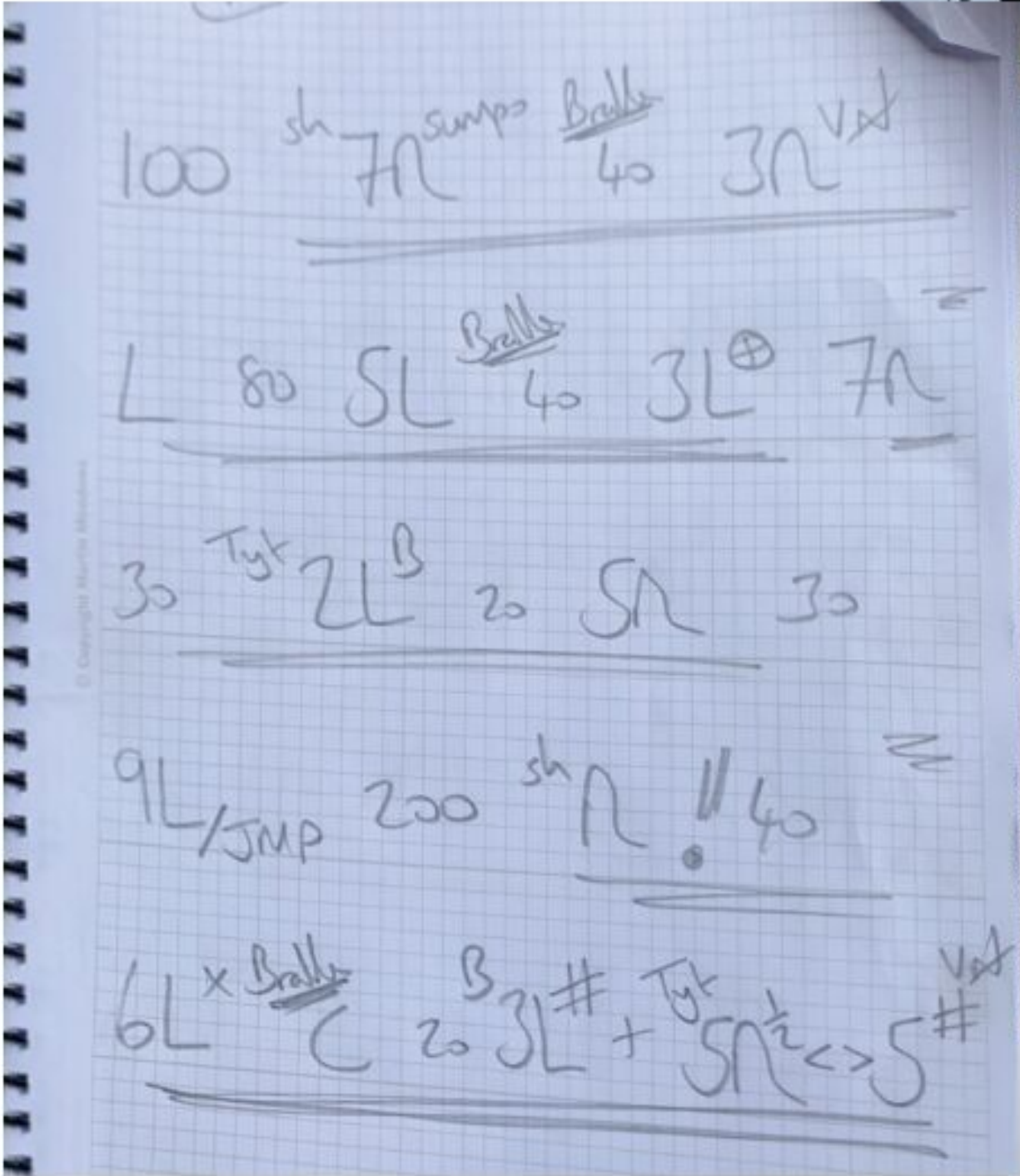
“A STRUGGLE TO TURN THE PAGE OF THE PACENOTE BOOK, GOING OVER A JUMP, IS ENOUGH TO LOSE OUR PLACE”

like warp speed, and Katsuta spins the car around at the end of the road for a second blast back to the makeshift service park. The second pass results in a vast improvement – roughly two kilometres of calls are completed before a struggle to turn the page of the pacenote book, while going over a jump, is enough to lose our place in the notes. Luckily, Katsuta is a world-class driver with an impressive memory that allows him to breathtakingly slide this GR Yaris through corners back to base at ease, all while talking through the process.

So what does Katsuta think of the efforts of this debutant co-driver who has clambered out of the car with his hands and legs trembling? “It was good,” he says. “You have never been in this car. I think in the first run you were a fair few corners ahead, but this is very normal as you don’t know how it’s going and it’s very difficult to guess where you are. But on the second run you impressed me, you did very well. If you have a few more runs you will get the feeling and you will be even better.”

The amiable Katsuta is, of course, being overly kind. But rest assured, the world of co-driving is not for the faint-hearted. The men and women who take up the profession deserve the utmost respect for tackling what has to be one of the most demanding and skillful roles in motorsport. They deserve far more credit for their vital contribution to the sport. 🏆

Johnston sets the professional standard – ‘sumpo’ denotes ‘super-narrow’





APPOINTMENT AT THE PALACE

Half a century has passed since the final race meeting was held at Crystal Palace. Time to recall an era when the south-east London parkland circuit drew big names and huge crowds

MARCUS PYE

PHOTOGRAPHY J BLOXHAM AND



The rise of FIA Formula E and other electric genres has brought world-class car racing to city streets globally. Conversely, closed-circuit racing in the outskirts of capitals is a fading commodity. Crystal Palace, which hosted its final meeting 50 years ago this month, offered just that and a tourist attraction for the Greater London Council.

Seven miles from London's Palace of Westminster (aka the Houses of Parliament), situated in parkland on a high point to the south-east of the conurbation boasting panoramic views, the much-missed venue first reverberated to the beat of motorcycle engines in 1927. Ten years later Siam's Prince Bira (ERA R2B 'Romulus') won the London Grand Prix on a metalled two-mile circuit. Alas, Sir Joseph Paxton's extraordinary pre-fabricated iron-framed glass pavilion for which it was named – built to house the

Great Exhibition of 1851 in Hyde Park, then transplanted to the Penge Place estate at Sydenham, where it was reopened within three years – burned to the ground in 1936. An event your scribe's mother, then five, remembers!

Speeds continued to rise on the two-mile circuit, where Bira and Raymond Mays reset the lap record on 1 July 1939, two months before the start of the Second World War. The genial Mays, founder of the English Racing Automobiles marque with Peter Berthon, holds it in perpetuity having averaged 60.97mph in R4D, the works development car equipped with a potent two-litre supercharged engine.

Racing resumed in 1953 – after the war had wreaked destruction on much of London – and from 1967-72 'The Palace'

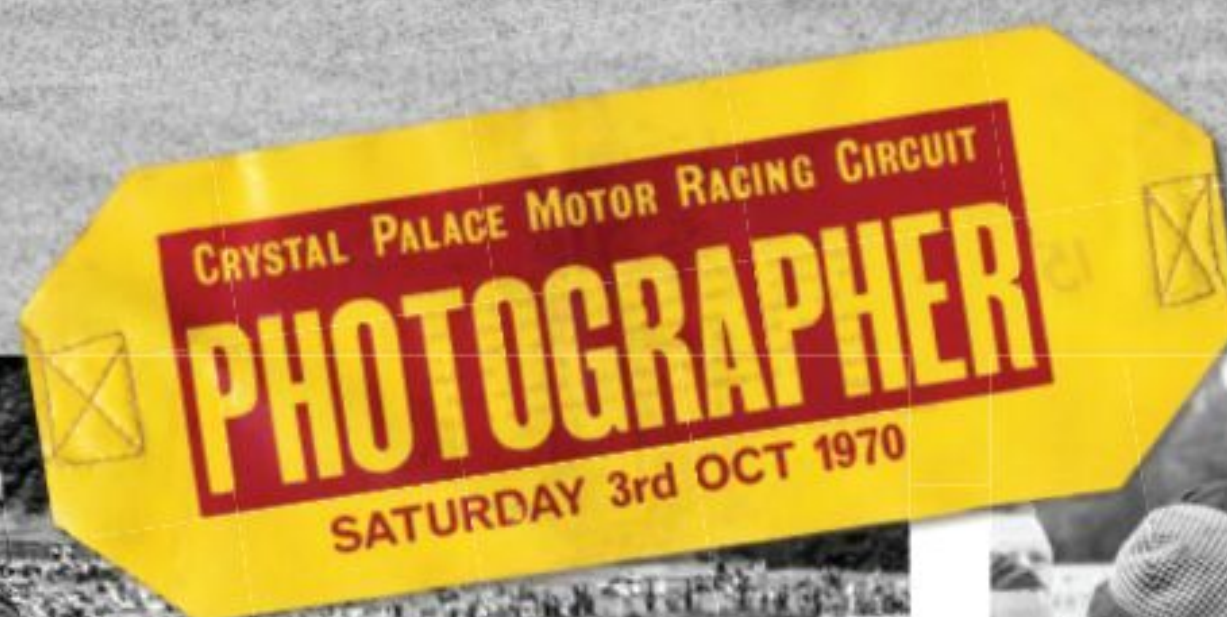
staged European Formula 2 races (sometimes championship rounds) on a 1.39-mile outer-ring derivative of the old circuit. From stellar entries, Jacky Ickx (Matra MS5), Jochen Rindt and Jackie Stewart (Brabham BT23C and BT30), Emerson Fittipaldi (Lotus 69) and Jody Scheckter (McLaren M21) won the contests, organised by the British Automobile Racing Club, although there wasn't one in 1969.

Tony Rolt set the inaugural record on the post-war layout at 68.8mph in Connaught A3, and F2 racers Roy Salvadori (Cooper T53) and Henry Taylor (Lotus 18) pushed it below the minute mark in 1961. Jim Clark, Jack Brabham, Denny Hulme, John Surtees, Rindt and Stewart were among the sport's great champions who held the honour. Rindt





Popular F2 bout gets under way in 1970. Stewart (right) will take victory in Brabham BT30



Original two-mile circuit was popular with spectators. This photograph is from 1939



Bira was a winner on the early layout



Rindt scored breakout F2 success in 1964

“FORMULA 1 DRIVERS WERE VERY HAPPY TO RACE IN F2 WHEN THEY WEREN’T DOING GRANDS PRIX”

(Lotus 69) claimed the first 100mph record in 1970, his mark supplanted a year later by F2 star Ronnie Peterson, Tim Schenken and Emerson Fittipaldi among a group of five!

Grahame White, who organised the events as British Automobile Racing Club competition manager, was clerk of the course and also race starter, remembers Crystal Palace fondly: “I joined the BARC in 1962 and

the F2 meeting was actually an enjoyable experience. Our office was in central London, so it was just down the road. Our arrangements were made with [landowner] the Greater London Council and I have to say the people were all very good and professional. They didn’t assume they knew everything [about racing], so we worked well together.

“Rather than a circuit manager, we dealt

with the team which maintained the park. They had all the right kit, including road sweepers, and plenty of keen people, so setting up [the venue] was not as difficult as you might imagine. I used to get an amount of money from the GLC to be able to pay starting money, which attracted top teams. In those days Formula 1 drivers were very happy to race in F2 on weekends when they weren’t doing >>

grands prix. But first I had to negotiate with the likes of Team Lotus and Bernie Ecclestone [who was managing Jochen Rindt] to attract them. Everything was written down in a little book...

"The viewing facilities were superb and because the venue was so accessible by public transport [buses and trains to Anerley with an enormous catchment area], huge crowds turned out to watch F2 in particular. From the terracing high above the pitstraight, racegoers looked down into the cockpits of the cars on the grid and the atmosphere as they raced away was terrific. When I started the races [with a Union Flag] I was standing beneath them on maybe four sleepers beside the track, which [with a full grid of high-revving engines] was fantastic.

"Crystal Palace was a very intimate little circuit and spectators could get closer to the race cars there than anywhere else. Next to the track was a strip of grass, then wooden [railway] sleepers which stopped cars pretty quickly. The lack of runoff areas did remind me of Monaco. Anybody who went off was likely to whack a bank, as many did. Because the circuit was so short cars came round very often, and it was both challenging and fast."

Mike Hailwood's ultimate lap record of 48.4 seconds — set in a Surtees-Hart TS10 en route to winning the second heat of the Greater London International Trophy feature on 29 May 1972 — erased the 49.2s set by Surtees (TS10), Patrick Depailler (March 722), Carlos Reutemann (Brabham BT38), John Watson (Tui BH2), Jean-Pierre Beltoise (BT38) and Vic Elford (Chevron B20) in the opening heat.

These were the days of hand timing, where skilled people would each keep track of four or more competitors using a bank of Heuer chronographs and fast arithmetic. Car-mounted transponders make it so much easier today! Nine-time world motorcycle racing champion Hailwood — "A lovely man", recalls White — went on to win the F2 title that year, by the end of which 'The Palace' as



ALL MEMORABILIA: J BLOXHAM AND M PYE



"SPECTATORS COULD GET CLOSER TO THE RACE CARS THERE THAN ANYWHERE ELSE"

a circuit was no more. Brilliant on two wheels and four, 'Mike The Bike's' name was still in the statutes from records he set on his motorcycle debut in August 1958!

Pressures had been building on the venue and everybody knew the sad day was coming, even if they did not want to believe it. Just four meetings were scheduled for its swansong season, but only two ran. Two split-capacity counters towards the Wiggins Teape Paperchase (as the British Saloon Car Championship was branded) supported the F2 race, won by Jonathan Buncombe (Austin Cooper S) and Australian Brian Muir in the Wiggins Teape-backed Ford Capri RS2600 respectively.

The BARC returned to run the Hexagon Trophy meeting on 9 September, when Mike Walker (Iberia Airlines Team Ensign LNF3) won both his heat and the final of the F3 feature and Russell Wood (STP March 723) the other heat. Clearly undeterred by a

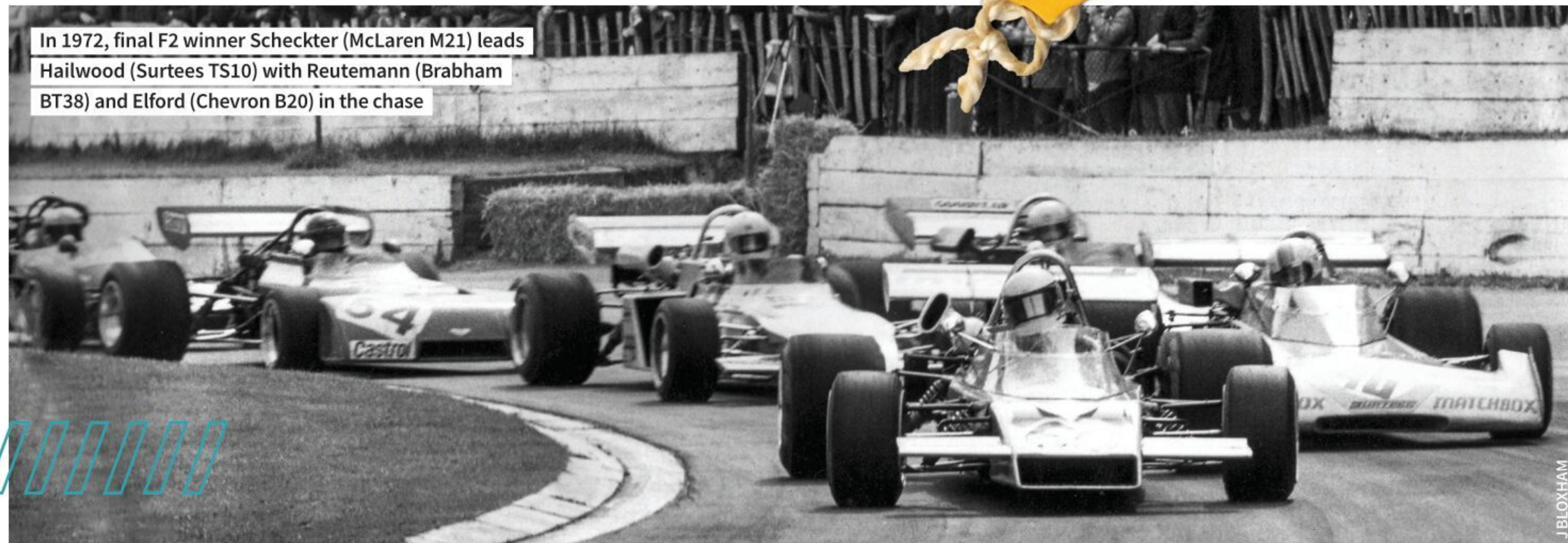
previous life-threatening shunt at Crystal Place, Walker raced 10,000rpm F3 screamers and won in F5000 before returning to the now 1600cc F3. Looking 20 years younger than his age, he returned to 1000cc Historic F3 after a 51-year sabbatical and still races a Brabham BT21 spiritedly at 76.

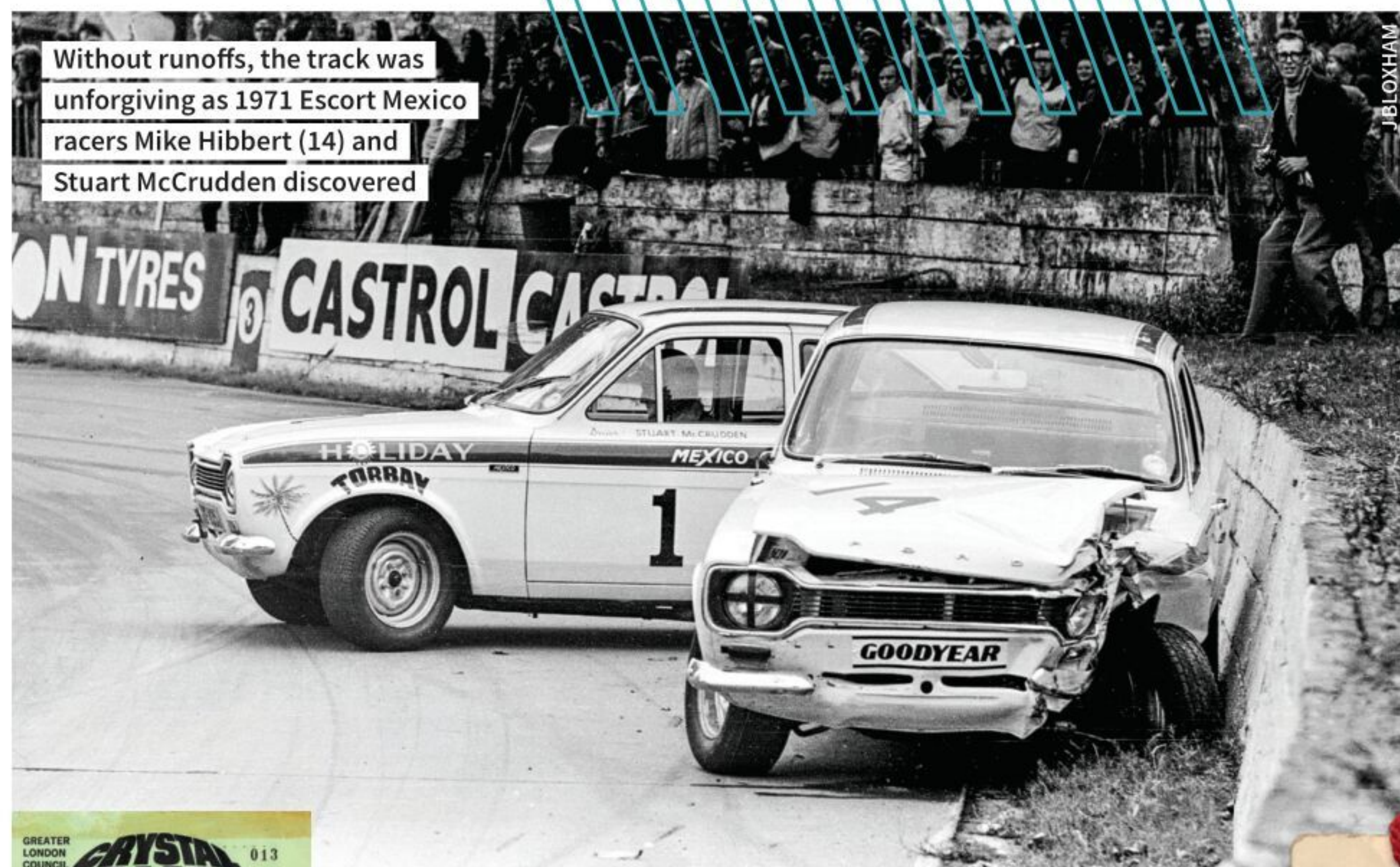
Other winners that day were Brian Henton (Crossle 24F) in Formula Super Vee — he would have to wait until 1980 to win the European F2 Championship after a close call in 1979 — Ray Calcutt (Hillman Imp) and Gerry Marshall (DTV Vauxhall Firenza) in the Forward Trust Special Saloon championship, Martin Raymond (Chevron B21) in the *Motoring News*/Castrol Special GT race and Chris Bruce (Cooper S) in a 1300cc counter.

Two weeks later, the curtain finally fell with the passing of the *Daily Mirror* Historic Meeting, on which the autumn sun obligingly shone. Along with the opportunity to see cars of yesteryear in action,

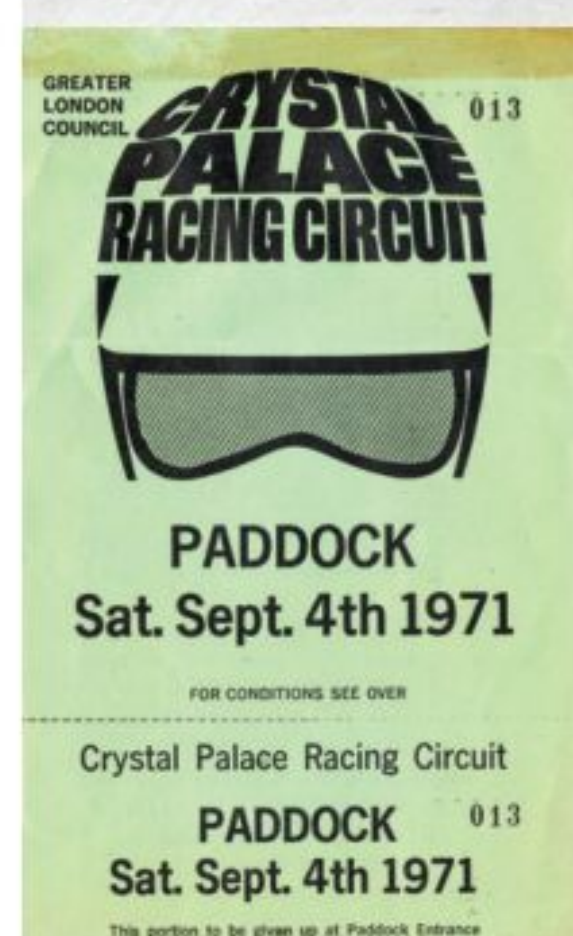


In 1972, final F2 winner Scheckter (McLaren M21) leads Hailwood (Surtees TS10) with Reutemann (Brabham BT38) and Elford (Chevron B20) in the chase





Without runoffs, the track was unforgiving as 1971 Escort Mexico racers Mike Hibbert (14) and Stuart McCrudden discovered



reflecting the circuit's past, spectators saw George Abecassis, Mays, Stirling Moss and 1959 Le Mans winner Roy Salvadori take part in a parade before the Aston Martin Owners'

Club's eight-race programme commenced.

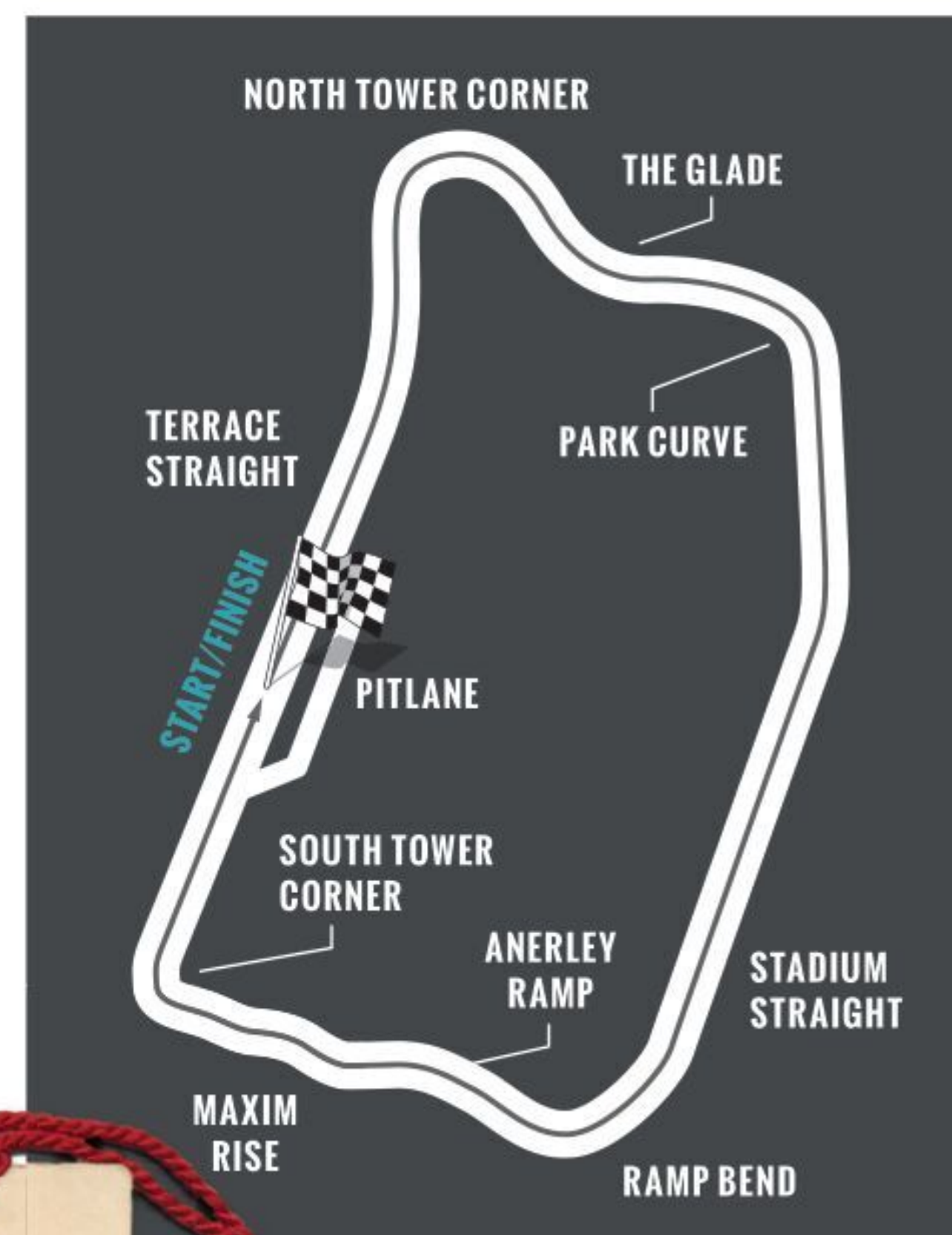
The first of two Vintage and Venerable grids opened the show with David Llewellyn (Bentley 3/8) scoring a comfortable win. Andy McLennan (later of Austin A35 and Colt Starion note) took the sequel in his MGN-type Magnette. The Seven Seas Fellowship trophy featured no fewer than nine ERAs, still in their thirties, on the Pre-1940 grid. Martin Morris in R11B 'Humphrey' won from Sir John Venables-Llewellyn (R4A), Hamish Moffat (R3A) and The Hon Patrick Lindsay (R5B 'Remus'). Brilliantly, R3A, R11B and R5B finished first, second and fifth respectively in this month's Goodwood Trophy race at the Revival, driven by Mark Gillies, David Morris (Martin's son) and Paddins Dowling respectively.

Neil Corner (ex-Lex Davison three-litre Aston Martin DBR4) narrowly beat Charles

Lucas (Maserati 250F) in the Historic racing car set, while Willie Green took Cussons Trophy Classic GT gold in a Ferrari 250 GTO. Trevor Scarratt (Brabham BT18) won the Monoposto thrash in which future champion Alan Baillie, who this summer completed 60 continuous seasons of racing, finished eighth in his Viking.

The deciding round of the JCB Championship sportscar finale was split by engine capacity. Peter van Rossem headed the points table on arrival with the Lotus-Bristol Mk10 that first owner Cliff Davis had raced there in 1955, and he finished third in an adventurous drive behind Chris Warwick Drake in the ex-Mike Anthony sister car, but neither could catch 1961 East African Safari Rally winner David Beckett's younger and more agile ex-Bluebelle Gibbs 1100cc Lola-Climax Mk1. Ironically, those rakish Lotuses finished second and third in the recent Madgwick Cup race at Goodwood, driven by Malcolm Paul and promising 19-year-old Oliver Marcais.

Bringing a remarkable era to a close after 19 seasons on this



circuit — the same as Goodwood's from 1948-66 — the larger JCB contenders assembled for one last hurrah. Nick Faure led in Hexagon of Highgate boss Paul Michaels's 'birdcage' Maserati

T61, from team-mate Marshall in the spaceframe Lister-Jaguar Costin, Richard Bond (in Robert Cooper's Lister-Jaguar) and Green in Sir Anthony Bamford's T61. Crowd favourite Marshall, who had started racing in 1964 with a Mini, seized the opportunity to move ahead of Faure at half distance and took the chequered flag, 1.4s clear of Green with Faure on his tail. Long back in its original Peter Lumsden/Peter Sargent 1963 Le Mans coupe guise, the winning Lister was runner-up in the Tourist Trophy Revival 50 years later.

Formal racing ended at Crystal Palace half a century ago, with no possibility of going back to the popular layout once the building housing the Olympic-sized salt-water swimming pool was constructed on top of the hallowed track, adjacent to the National Sports Centre's athletics stadium that opened in 1964. Sevenoaks & District Motor Club continued to promote sprints on the surviving sector, however. Those speed events, like many of the race meetings in its golden era, were largely populated by weekend warriors who cherish happy memories of their visits to the Palace.

As White vividly remembers: "I raced a Mini there a few times and the bit I enjoyed most was haring down through the Glade [towards Park Curve]. It is rather exciting to head into a blind corner flat-out, not knowing what you might find hidden by the trees!"

If you missed out on Crystal Palace magic, the BBC's *One Hundred Great Sporting Moments* series on YouTube immortalises some fine battles at a wonderful venue. ❧



Jump-start penalty cost Mike Crabtree (Escort) victory in the BBC saloon thriller. Gerry Marshall (Viva GT) won



CRYSTAL PALACE'S PART IN THE LONDON FORMULA E ADVENTURE

The long-defunct parkland circuit was one of as many as 14 venues considered to host the electric racing series

GARY WATKINS

PHOTOGRAPHY  **motorsport
IMAGES**

The return of motor racing to London looked like a fanciful dream before the arrival of Formula E. Yet motor racing did come back, though the tale of its re-establishment in the capital with a firm FE fixture on the international calendar at ExCeL in Docklands is a tortuous one that involves its former home at Crystal Palace.

The long-defunct parkland circuit in south London fits into the protracted and winding FE narrative three times over. It was on the long list when the series started looking for a venue in the capital, was revisited as a fall-back option when the first home of the London E-Prix in Battersea Park was in peril, and has been looked at again much more recently.

That's not to say that Crystal Palace ever came close to hosting FE in London, but it was definitely considered as an option. But then so too were any number of destinations. Oli McCrudden, who ran the Battersea races as FE operations and events manager, reckons there have been as many as 14 sites examined over the years.

The net had been cast far and wide for a venue even before London was announced as one of the first tranche of eight host cities for FE. It didn't matter to FE founder and now chairman Alejandro Agag that the hurdles to be cleared in London were significant.

"London was a primary objective from the beginning because we wanted to go to all the world's major cities," says Agag. "London and New York were right up there at the top of the list, and also the places where we looked at the most potential venues. London was the big prize, but it wasn't easy."

Potential venues explored included the O2 Arena and a track right in the heart of London incorporating the Mall, along with Crystal Palace and ExCeL, and of course Battersea Park. Yet the Thames-side park in Wandsworth wasn't the original number-one choice. It sat behind the Queen Elizabeth Olympic Park in east London. The problem was that was in the process of being remodelled in the wake of the 2012 London Olympic Games.

"There were going to be changes to the roads so it was a kind of moving target," recalls Agag. "We didn't really know where we could have the track, so we had to discard that option."

Battersea was the Plan B at this stage, though ExCeL was in the mix to host the London FE round on the season-one schedule in 2014-15. "I always had Battersea Park in my mind, because I used to run on that loop of roads," says Agag, a long-time resident in the capital who describes himself as a Londoner. "I always thought that if the cars could handle the camber — and I was sure they could — it would be perfect."

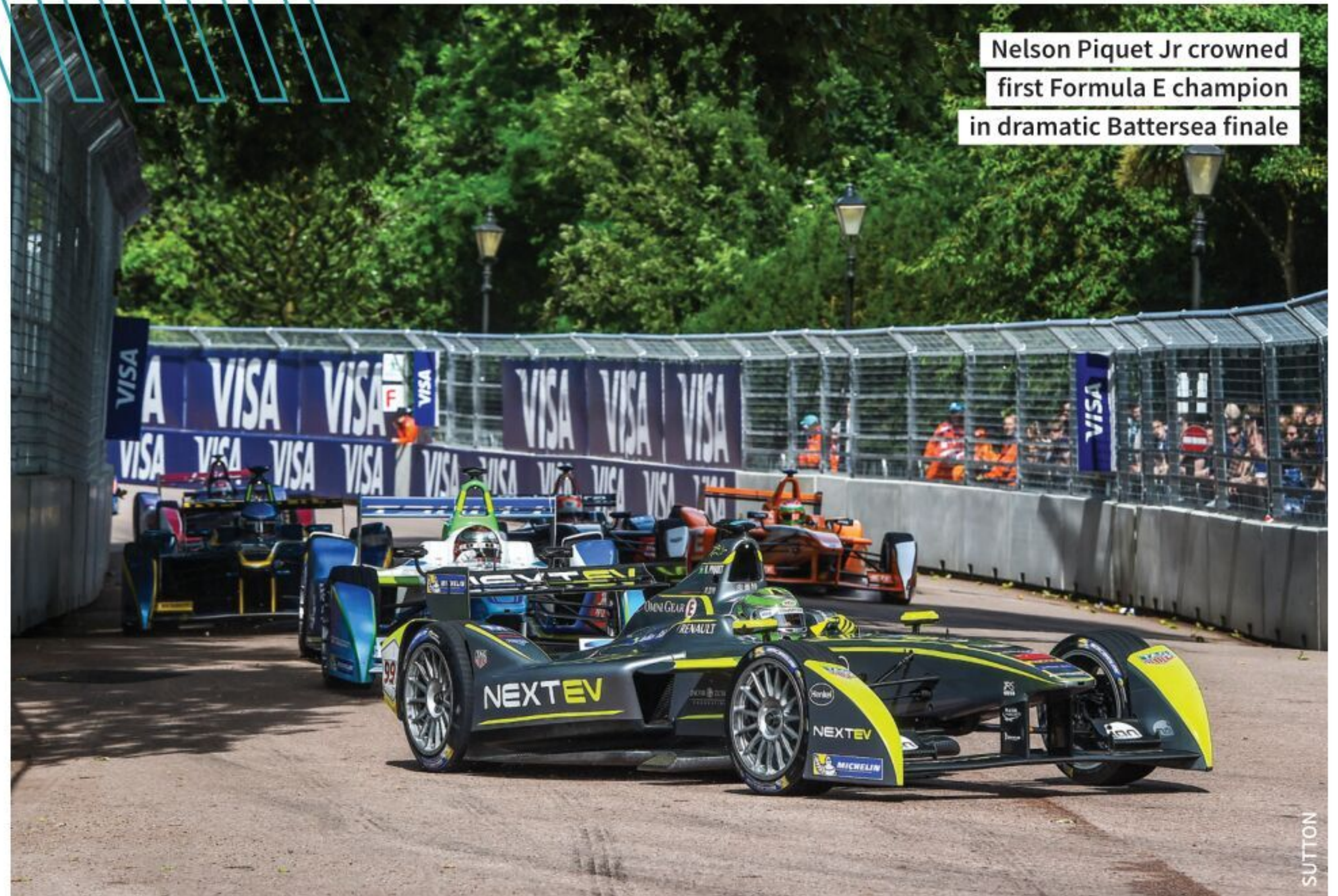
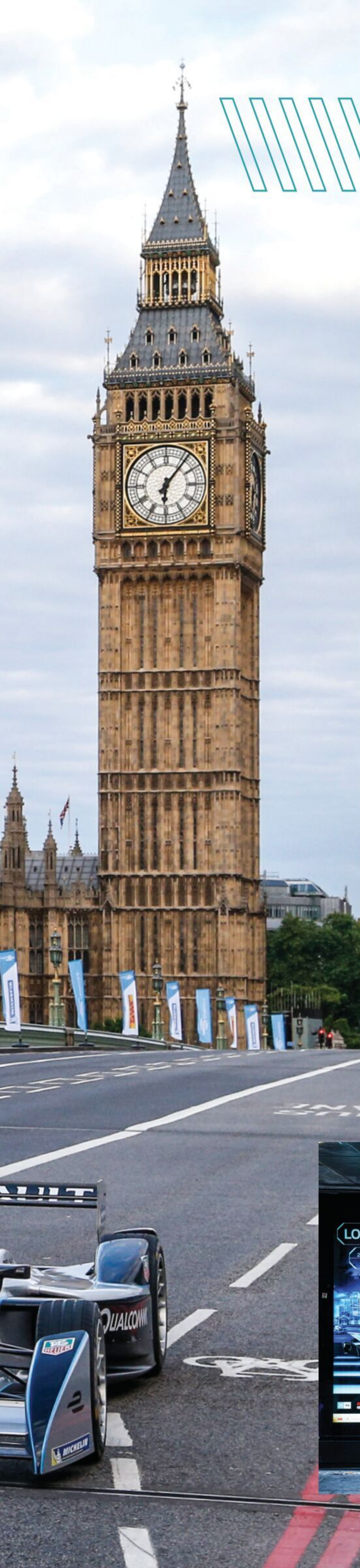
A top-secret test by Lucas di Grassi in one of the first-generation FE racers in the small hours of an August morning in 2014 showed that it was possible. The events of the closing double-header round of the 2014-15 championship the following June proved that the 1.818-mile layout on the park's perimeter roads did make for a decent circuit.



London was "big prize" from the off, reckons Agag

Crack-of-dawn demo on a closed Westminster Bridge back in 2014 heralded Formula E's arrival





“WE SAID, ‘LET THE EVENT GO AHEAD, LET US RACE ONE MORE TIME AND WE WILL PART AS FRIENDS’”

The inaugural London E-Prix wasn't without its problems. The circuit was viewed by some as too tight and narrow, and a bump had to be ground down between the free practice sessions on the opening day, but it did make for exciting racing as Nelson Piquet Jr became the first FE champion. It was the most dramatic championship finale on which this writer has ever had the joy to report.

But there were bigger problems looming for FE in London. A group of local residents set out to stop the second edition of the race under the banner of the Battersea Park Action Group. They argued against the continuation of the event on the grounds that it was limiting access to the park by the public for an extended period as well damaging its fabric.

The activists forced a judicial review of Wandsworth Borough Council's decision to sign off the event. The problem for FE

was that the hearing date fell just five weeks before the series was due in Battersea. FE had its back to the wall, hence the search for a fall-back venue. Crystal Palace entered the frame again, along with other potential venues as diverse as RAF Northolt and Brands Hatch.

“We went to Crystal Palace and had a good look at the place,” says McCrudden. “I thought, ‘Wouldn't it be great to bring it back to life and create a kind of electric motorsport centre?’ The problem was that the amount of work required was more than significant. There wasn't the interest at FE to invest the kind of money that would have been required.”

In the end, FE went back to Battersea for one final event, another double-header in July 2016. The judicial review was averted, says Agag, when FE “cut a deal” with the protesters:

“We said, ‘Let the event go ahead, let us race one more time and we will part as friends.’”

That wasn't the end of the Crystal Palace/FE story. Even after ExCeL was announced as the new home of the series, McCrudden's eyes turned to south London again.

“I heard about a significant investment plan in the park,” says McCrudden, now cities development director at FE. “I was trying to get a bit more information to see what it could mean for us. We don't have an indefinite contract with ExCeL, though there's the desire to extend it, but you have to look at your options for the future.” ❧



RACE CENTRE





Hill (24) lines up his move on Butcher on his way to victory in the second race

BTCC SILVERSTONE

Meaty title fight is on as Butcher takes prime cut

The Toyota star was the man to beat at Silverstone, but it's Sutton, Hill and Ingram leading Turkington as the Brands finale looms

MARCUS SIMMONS

PHOTOGRAPHY JEP  **motorsport**
IMAGES



“It’s like it’s been scripted all year!” quipped Ash Sutton as the teams packed up to leave Silverstone after the penultimate round of the British Touring Car Championship. And, to be fair, he could apply that observation to ooh... pretty much every season he’s been in the BTCC. But this one looks particularly juicy as the climax on the Brands Hatch Grand Prix circuit looms. Three-time and reigning champion Sutton leads Jake Hill by a mere five points and perennial nearly-man Tom Ingram by seven, while it looks as though it’s slipping away for four-time title winner Colin Turkington, 27 adrift after a heartbreaking weekend.

Of this quartet, it was Hill who was the undoubted star at Silverstone, although even he had to play second fiddle for the majority of the weekend to first-race winner Rory Butcher. That was apart from their battle for the win in the second encounter, in which Hill pulled off an exquisite pass to cap a manoeuvre that was set up for half a lap before completion, and in which both showed exceptional racecraft that left each enthusing about the other’s skills and trustworthiness in combat. Then into the limelight emerged Ingram and Sutton, first and second respectively in the finale and each chuckling about a ‘Moses moment’ as the top three on the grid eliminated each other from contention and the seas parted, while an angry Hill stormed from 11th to fourth, behind Butcher, following a first-lap assault that so nearly derailed his title bid.

If Hill does win the BTCC title, he wouldn’t be the first from his family to head a significant UK national ranking. The grandson of 1950s chart-topping crooner Ronnie Hilton, whose *A Windmill in Old Amsterdam* has been a children’s favourite for decades, certainly didn’t expect to go ‘clip-clippety-clop on the stair’ to the top of the podium at Silverstone. The traditional chilly conditions at ‘The Home of Overcast Motor Racing’ weren’t expected to suit the West Surrey Racing BMW 330e M Sport, which as a rear-wheel-drive machine takes longer to switch on its tyres than the front-driven opposition. Furthermore, Hill’s faithful engineer since his MB Motorsport Honda days, Craig Porley, was languishing in a hospital bed in Dunstable with pneumonia. “He’s Craig ‘Poorly,’” observed the Kentishman, who was relying on a technical

triumvirate of Porley’s WhatsApp messages, his regular data engineer Rob Davidson and WSR team principal Dick Bennetts.

As usual at Silverstone, the business of qualifying was about trying to find a tow. The WSR trio of Hill, Turkington and Stephen Jelley were on a strategy of doing this together on the first runs and then, after a mid-session red flag, going it alone. Hill used the draft to go second on the grid, then shaded this time on his solo run, but not by enough to overhaul Butcher. “Coming here, this was the circuit I potentially feared the most – I felt we wouldn’t have the speed here compared to other tracks, but I managed to wring its neck,” he related.

Butcher, meanwhile, got one of those accidental tows that sometimes just happen. Having said that, the Speedworks Motorsport Toyota Corolla GR Sport has



Before racing began, a minute's silence honoured Queen Elizabeth II



“I felt we wouldn't have the speed here compared to other tracks, but I managed to wring its neck”

always been dynamite around the National Circuit (see panel, right) and the Scot's beautifully precise yet aggressive technique suits the high-grip venue perfectly – witness his double win in 2021. On Saturday afternoon, he drafted up behind Ash Hand (no slouch himself) on the Wellington Straight, then appeared to get baulked behind the Power Maxed Vauxhall through Brooklands and Luffield as they both passed a Team Hard Cupra. And that was the pole lap. “It's one of those situations where I definitely benefited from being behind Ash,” he explained. “It wasn't him holding me up – it was the cars around us!”

Apart from Hill, the other major title contenders lined up fourth (Ingram), seventh (Sutton) and 10th (Turkington), the exact inverse of their pre-weekend championship positions and, therefore, in order of how much hybrid use per lap they had been allowed, prompting more than one of them to point out how perfectly this form of success handicapping works. After a tricky weekend at Thruxton, Ingram was happy with his Excelr8 Motorsport >>

SUCCESS AT LAST FOR TOYOTA SQUAD



Butcher is happy to earn first winner's trophy of 2022...

This was supposed to be the year when Rory Butcher was properly part of a BTCC title fight rather than clinging to the fringes of it. It was, after all, the first time he has started a season remaining with the same team and car. But it's not quite worked out for him. Incredibly, barring the season opener at Donington, he's scored points in every single race, but not until last Sunday at Silverstone did a win come along for the Scot and his Speedworks Motorsport Toyota Corolla GR Sport.

To be fair, this has been the least advantageous season for Butcher's belated stability, thanks to the introduction of hybrid and the extra weight that entails, along with the switch of TOCA customer engines from previous supplier Swindon to the new block from M-Sport. The travails of BTC Racing, Speedworks' main competition in the TOCA engines league table, have been well documented thanks to the ongoing straightline speed problems suffered by early-season championship leader Josh Cook in its Honda Civic. Speedworks has been less vocal about the situation. And then how about this? Butcher grabs pole, a win, a second and a third on the Silverstone National circuit – long renowned as a

power track, if only because the drivers spend a higher percentage of the lap on full throttle than anywhere else.

Clearly, the engine isn't bad, but the key was Butcher's astonishing pace through Copse Corner. Every now and then – the opening sequence of corners at Croft in 2021, for example – that Speedworks Toyota looks in a different class to anything else out there. “One of the mistakes people make is they think all you need is power,” smiled team boss Christian Dick. “But there's still a mix of fast, medium and slow corners, and you need a car that's well-balanced so you can make the lap time that way. At Copse, it's amazing the air Rory puts between himself and the cars and drivers chasing when you consider their calibre.

“We've got an exceptional track record here. We've had great success as a team, but all that does is add pressure. Add a different engine and you're nervous as to how it will pan out. But Rory has been exceptional this weekend. He's been sensible with his hybrid deployment – on overtaking, on defence when needed – and I don't think he's put a scratch on the car.”

The same couldn't be said for team-mate Ricky Collard, who is on the verge of a big weekend results-wise but just can't buy a break. First he got taken out in FP1 by a backmarker whose licence was endorsed for his trouble. Then a fractured fuel pipe caused him to park in the gravel at Copse in race two with a fire under the bonnet. And his hard-working crew got no reward when he was taken out in the finale by a shunt not of his making. If he and Butcher stick around for 2023, something Dick hopes will happen, this could be a strong combo.



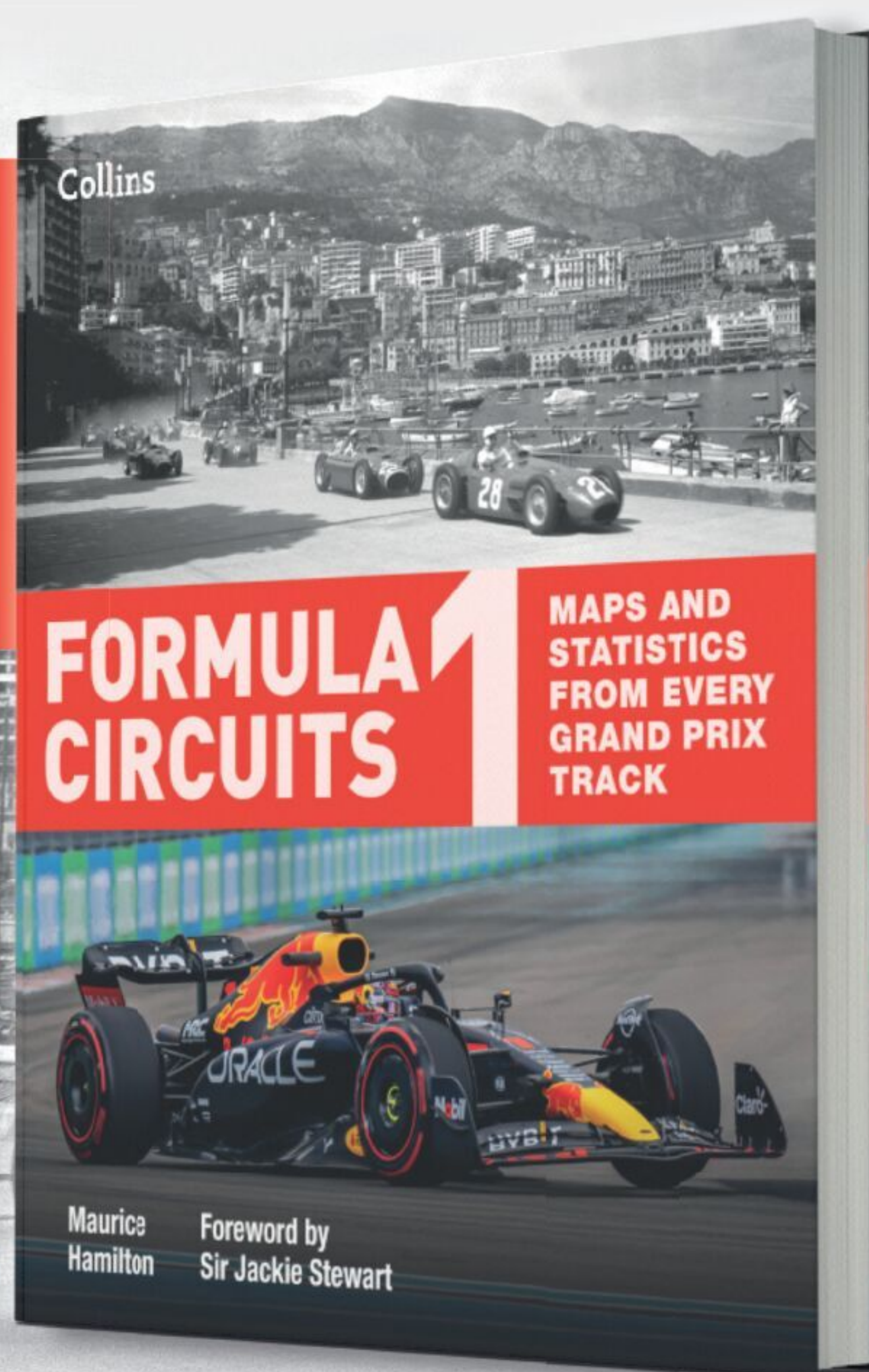
...but Collard kept getting taken out

Collins

EXPLORE THE UNIQUE STORIES BEHIND EVERY GRAND PRIX TRACK

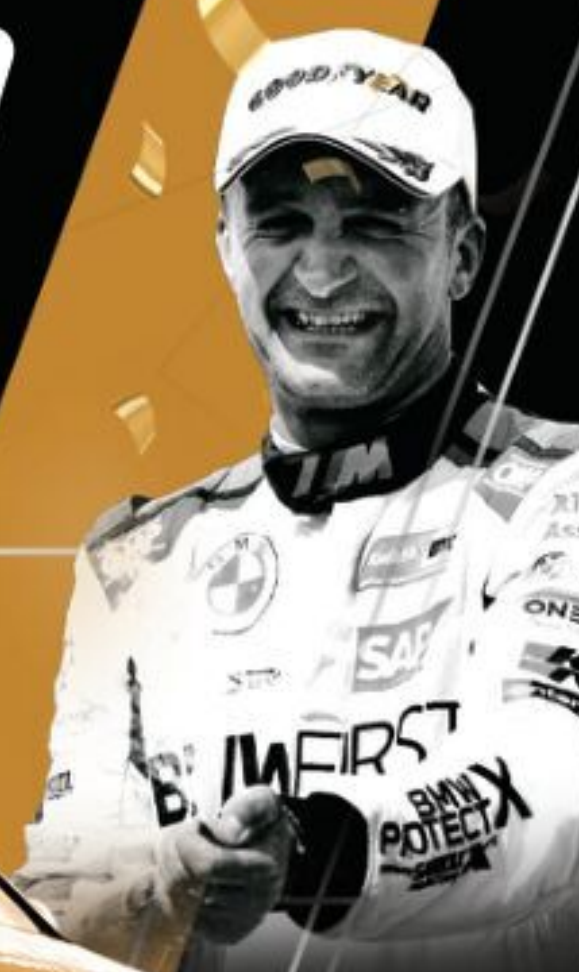


Available wherever books are sold,
and online at collins.co.uk/F1Circuits



BRITISH TOURING CAR FINAL ROUND

BRANDS
HATCH
GP



8/9 OCTOBER 2022

Brands Hatch

BOOK ONLINE IN ADVANCE TO SAVE UP TO £9
RACEDAY TICKETS FROM £33
UNDER 13S GO FREE

*DISCOUNTED ADVANCE BOOKING CLOSES 16:00
THURSDAY 12 MAY 2022.

FOR TICKETS AND UPGRADES

BRANDSHATCH.CO.UK
0344 225 4422

Hyundai i30 N: “We’ve not had to have an engine change after qualifying, the car’s in good shape, and my pace on long runs bodes well for the races.” Sutton took it in turns with Motorbase Performance Ford Focus team-mate Dan Cammish to slipstream each other, but “it was just a bit scrappy based on traffic”. And Turkington felt

“I wouldn’t want to win the title by firing someone out of the way; I’d rather win it on pure pace”

that the hybrid handicaps had a bigger effect here than at most other circuits. “Qualifying is probably a fair result given what I’ve got in terms of hybrid,” he philosophised. “Coming here I would have taken a P10 – I thought it could have been a lot worse.”

Turkington was eyeing strong points in the first two races and a run at reversed-grid honours to turn the tables and be the top man heading into Brands, but it all went drastically wrong on the third lap of racing. Butcher had stormed into a different postcode early doors, while Ingram’s Hyundai also had its tyres switched on and attempted to prise open a gap on Hill to take second at Luffield at the end of lap two. Contact was made and Ingram had the inside line for Copse, but he commendably decided that a push-to-pass was not quite cricket and allowed Hill to reclaim the position. “I didn’t want to profit from it because I’d hit him,” he offered. The gesture did cost Ingram further positions, “but then you could argue it was my doing in the first place. I wouldn’t want to win the title by firing someone out of the way; I’d rather win it on pure pace.”

What it did do, however, was massively concertina the pack. At Luffield, Sutton



Sutton, leading team-mate Cammish, has taken over points lead

(“my start was dog poo”) ran into Ingram and sent the Hyundai into a big slide, but he too backed off so as not to earn a position by foul play, and “that sacrificed two places”. Just behind them, Turkington was spun off by contact from early-season points leader Josh Cook, whose BTC Racing Honda Civic’s woes had continued with an engine change on Saturday. “At the exit of Brooklands I felt a push in the rear,” sighed Turkington. “I expected the push to stop but it kept going, and that put me off the track. I got going again but then I got caught up in someone else’s accident at Luffield [a few laps later] – cars basically hit each other and one hit my car, and that was me out.” After repairs to the suspension, Turkington continued several laps down just to make sure the BMW was pointing in the right direction.

Hill, himself under pressure from an on-form Adam Morgan in the lead Ciceley Motorsport BMW, had trimmed Butcher’s advantage to just under a second when there was a mid-race safety car, but could find no way past the Toyota after the restart. The key was Butcher’s massive pace at Copse, which left him sufficiently out of reach around the rest of the circuit: “I knew

where Jake was strong, I knew where I was strong, I just needed to be smart.”

As happens so often, Butcher’s brother-in-law Gordon Shedden suffered problems deploying hybrid for most of the weekend in his Team Dynamics Honda, but raced well to fourth ahead of Ingram, while Cammish let team-mate Sutton through into sixth at Brooklands on the final lap.

Shedden was at the centre of the action in the early laps of race two. One of the hardest racers in the BTCC, he pulled off a stunning pass down the inside of both Morgan and Hill at Brooklands for second place on the opening lap. But he was left seething by Hill’s recapture of the position at Luffield three tours later. The BMW man had erred on the side of caution in race one but now, knowing his main title rivals were a little closer to him, he wanted to get a move on: “Ash was breathing down my neck, so I had to increase the gap. Shedden was running wide and I had to make the move early – I got past him, but he had a bit of a grizzle...”

“He did it on the grass!” exclaimed the Scottish three-time champion. I was on the apex and he was on the grass – if the car is on the white line, you can’t go off-circuit >>



Ingram had first-race incident with Sutton, but won the finale

to make an overtake.”

Once again Hill homed in on Butcher, once again there was a safety car, but this time he made it past the Toyota a couple of laps after the action got under way again. First he probed into Brooklands, then into Luffield and, as Butcher defended, he got the acceleration off the tight turn – a strong point for his BMW all weekend – to take the inside line down the straight and into Copse. “I love racing with Rory,” acknowledged Hill. “We’ve hardly ever had any comings-together. I massively respect him.”

There was another safety car to erode Hill’s lead, but he caught Butcher on the hop at the restart by gunning it before Brooklands, and used the BMW’s strengths off the slow turns here and at Luffield to be over a second ahead as they crossed the start/finish line. Butcher now had to endure pressure from Shedden, who felt his Honda had the legs on the Toyota but not sufficiently so in the right places. In turn, the Scottish royal family of tin-tops had Sutton and Ingram right up their kilts. Sutton, who had survived a hairy clip with Morgan on the Wellington Straight early on, held onto fourth: “I was just trying to counteract how good that Hyundai is in a straight line, but I think we have the better chassis so I was able to hold on.”

Turkington, meanwhile, made good early progress but couldn’t get himself into the mix for the reversed grid. He’d caught the ‘hybrid disease’, and made it home in 13th. “That was costing me a lot of speed on the straights,” groaned the Northern Irishman. “That was probably an even more frustrating race than the first, because there were so many times I had an overlap but I had no hybrid to go with it.” It was the same story in the final race. Again Turkington had no hybrid, he lost ground in an early mix-up at Becketts, and he even lost his hard-won 11th place on the final lap to the Excelr8 Hyundai of Dan Lloyd.

Up front there was drama too. Cook was drawn on pole with Cammish alongside and, when the Ford got a slightly better getaway, the Honda driver moved across to cover the inside into Copse. There was contact, for which Cook was given a verbal warning,



Morgan started brightly, but his day ended with a series of disasters

and the impact veered him towards Morgan, who was making up ground on the outside. Somehow Cook held on in front from Morgan, but only into Becketts, when a small lock-up on the brakes sent the Ciceley BMW into the back of the Honda, sending both wide. Suddenly the Red Sea opened up for Ingram, Sutton and Butcher.

Soon after this, the unfortunate Morgan was spun around at Becketts in the same maelstrom as Turkington’s delay. For the redheaded Lancastrian, it was one of those days. As seems to happen frequently to the Ciceley team, a glitch in his electronics caused a brief shutdown under the safety car in race two, after which there was no access to hybrid. As technical chief Steve Farrell pointed out, the team seems to be the subject of a roulette wheel as to what can possibly go wrong in each session.

Remember Ingram’s sporting handing-back of second place to Hill in race one? Here is where his Good Samaritan actions were repaid. “That was a big part of the weekend!” he enthused. “It put me out of position in race two, and that put me in a great place for race three. Realistically that was the first bit of... I wouldn’t say luck, but maybe fortune that’s come our way, because

“Tom was never going to give up that win. When he was in clean air, we didn’t have an answer for him”

we haven’t lucked in with reversed grids this year. The car felt great, and I’ve only got seven points to make up now. Going to Brands, I’m bloody excited if I’m honest.”

“Me and Tom couldn’t have asked for anything better,” said Sutton, who couldn’t quite pose a threat to the Hyundai. “Before the race I was happy to finish one place behind him – I just didn’t think it would be first and second. I just couldn’t get a run, and Tom was never going to give up that win. When he was in clean air, we didn’t have an answer for him.”

Just as well for them, and third-placed Butcher, that Hill had to pull off his storming recovery. Going into Brooklands on the opening lap, he received a massive punt from Shedden, who in turn appeared to be avoiding Morgan to his inside. “That was so hard, and we were so lucky to get away with it,” said a relieved Hill. “I thought the left-rear suspension was going to be broken. We had a fantastic comeback; I’ve never had to fight like that in my life. But I was that pissed off – that’s the worst Jake you can get!”

A couple more laps, and Hill would have been with that leading trio. Then again, that wasn’t in the script... ❧



Cook is out of overall title hunt, but clinched Independents’ crown



P66 SUPPORTS REPORT

See National Autosport for all the action from the support series.

RESULTS ROUND 9/10, SILVERSTONE (GBR), 25 SEPTEMBER RACE 1 (24 LAPS – 39.369 MILES)

POS	DRIVER	TEAM / CAR	TIME
1	Rory Butcher (GBR)	Speedworks Motorsport / Toyota Corolla GR Sport	24m26.524s
2	Jake Hill (GBR)	West Surrey Racing / BMW 330e M Sport	+0.299s
3	Adam Morgan (GBR)	Ciceley Motorsport / BMW 330e M Sport	+0.551s
4	Gordon Shedden (GBR)	Team Dynamics / Honda Civic Type R	+1.424s
5	Tom Ingram (GBR)	Excelr8 Motorsport / Hyundai i30 N	+1.714s
6	Ash Sutton (GBR)	Motorbase Performance / Ford Focus ST	+3.216s
7	Dan Cammish (GBR)	Motorbase Performance / Ford Focus ST	+3.404s
8	Ricky Collard (GBR)	Speedworks Motorsport / Toyota Corolla GR Sport	+4.077s
9	Stephen Jelley (GBR)	West Surrey Racing / BMW 330e M Sport	+5.511s
10	Tom Chilton (GBR)	Excelr8 Motorsport / Hyundai i30 N	+6.077s
11	Bobby Thompson (GBR)	Team Hard / Cupra Leon	+6.483s
12	Dan Lloyd (GBR)	Excelr8 Motorsport / Hyundai i30 N	+6.931s
13	Josh Cook (GBR)	BTC Racing / Honda Civic Type R	+7.286s
14	Jason Plato (GBR)	BTC Racing / Honda Civic Type R	+7.882s
15	Aron Taylor-Smith (IRL)	Team Hard / Cupra Leon	+8.621s
16	Michael Crees (GBR)	Power Maxed Racing / Vauxhall Astra	+10.814s
17	Jade Edwards (GBR)	BTC Racing / Honda Civic Type R	+13.162s
18	Dan Rowbottom (GBR)	Team Dynamics / Honda Civic Type R	+13.615s
19	Ollie Jackson (GBR)	Motorbase Performance / Ford Focus ST	+14.436s
20	Sam Osborne (GBR)	Motorbase Performance / Ford Focus ST	+17.542s
21	Rick Parfitt (GBR)	Team Hard / Infiniti Q50	+18.151s
22	Will Powell (GBR)	Team Hard / Cupra Leon	+23.297s
23	Nicolas Hamilton (GBR)	Team Hard / Cupra Leon	-1 lap
24	George Gamble (GBR)	Ciceley Motorsport / BMW 330e M Sport	-1 lap
R	Aiden Moffat (GBR)	Laser Tools Racing / Infiniti Q50	22 laps-suspension
R	Dexter Patterson (GBR)	Laser Tools Racing / Infiniti Q50	17 laps-damage
NC	Colin Turkington (GBR)	West Surrey Racing / BMW 330e M Sport	15 laps
R	Ash Hand (GBR)	Power Maxed Racing / Vauxhall Astra	10 laps-accident
R	Jack Butel (GBR)	Excelr8 Motorsport / Hyundai i30 N	9 laps-accident

Winner's average speed 96.64mph. **Fastest lap** Ingram 57.783s, 102.20mph.

QUALIFYING

1 Butcher 57.374s; 2 Hill 57.411s; 3 Morgan 57.462s; 4 Ingram 57.497s; 5 Cammish 57.504s; 6 Collard 57.513s; 7 Sutton 57.563s; 8 Shedden 57.610s; 9 Lloyd 57.674s; 10 Turkington 57.685s; 11 Jelley 57.724s; 12 Cook 57.759s; 13 Jackson 57.780s; 14 Chilton 57.784s; 15 Hand 57.789s; 16 Thompson 57.801s; 17 Gamble 57.839s; 18 Butel 57.866s; 19 Plato 57.898s; 20 Crees 57.916s; 21 Rowbottom 57.918s; 22 Patterson 57.934s; 23 Taylor-Smith 57.974s; 24 Moffat 58.042s; 25 Edwards 58.202s; 26 Osborne 58.256s; 27 Hamilton 58.621s; 28 Powell 58.843s; 29 Parfitt 59.030s.



GRID RACE 2 Decided by result of Race 1.

RACE 2 (25 LAPS – 41.010 MILES)

1 Hill 27m09.022s; 2 Butcher +2.092s; 3 Shedden +2.452s; 4 Sutton +2.886s; 5 Ingram +3.078s; 6 Morgan +3.412s; 7 Cammish +4.189s; 8 Cook +4.868s; 9 Thompson +5.897s; 10 Taylor-Smith +6.868s; 11 Jackson +8.118s; 12 Chilton +8.449s; 13 Turkington +8.603s; 14 Jelley +8.925s; 15 Lloyd +9.000s; 16 Moffat +11.812s; 17 Plato +12.980s; 18 Rowbottom +13.639s; 19 Crees +13.885s; 20 Gamble +14.230s; 21 Hand +15.289s; 22 Butel +15.469s; 23 Osborne +16.543s; 24 Edwards +19.145s; 25 Powell +20.728s; 26 Parfitt +22.168s; R Collard 16 laps-fuel pipe/fire; R Hamilton 12 laps-accident damage; R Patterson 4 laps-accident.

Winner's average speed 90.63mph.

Fastest lap Ingram 57.695s, 102.36mph.

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

RACE 3 (24 LAPS – 39.369 MILES)

1 Ingram 26m34.484s; 2 Sutton +1.539s; 3 Butcher +2.072s; 4 Hill +2.579s; 5 Cammish +4.724s; 6 Cook +8.594s; 7 Chilton +8.924s; 8 Shedden +9.680s; 9 Jackson +13.997s; 10 Taylor-Smith +14.458s; 11 Lloyd +14.647s; 12 Turkington +14.881s; 13 Jelley +15.002s; 14 Thompson +15.383s; 15 Plato +15.827s; 16 Gamble +15.950s; 17 Patterson +16.533s; 18 Rowbottom +16.965s; 19 Butel +17.083s; 20 Crees +17.334s; 21 Osborne +17.527s; 22 Parfitt +21.079s; 23 Edwards -1 lap; R Powell 21 laps-hybrid; R Hamilton 9 laps-accident damage; R Morgan 5 laps-accident damage; R Collard 4 laps-accident; R Hand 4 laps-accident; R Moffat 0 laps-driveshaft.

Winner's average speed 88.89mph.

Fastest lap Hill 57.582s, 102.56mph.

CHAMPIONSHIP

1 Sutton 345; 2 Hill 340; 3 Ingram 338; 4 Turkington 318; 5 Butcher 273; 6 Cook 264; 7 Shedden 245; 8 Cammish 184; 9 Morgan 173; 10 Jelley 167.

NEXT EVENT

BRANDS HATCH 13 OCTOBER ISSUE

A fifth title for Turkington, a fourth for Sutton, or will Ingram or Hill break their ducks?

Cassidy stars as title battlers toil

DTM
RED BULL RING (AUT)
24-25 SEPTEMBER
ROUND 7/8

Nick Cassidy and Thomas Preining scored a DTM race win apiece in very different weather conditions at the Red Bull Ring, as championship leader Sheldon van der Linde came away with nothing from the penultimate round of the season.

The Austrian double-header began with a measured drive from pole position for Red Bull Ferrari driver Cassidy, who followed up his maiden victory at Spa a fortnight earlier with a second triumph on the bounce.

While title contenders Rene Rast (Audi) and Mirko Bortolotti (Lamborghini) engaged in a lengthy battle for second position, Cassidy could cruise away at the front of the field without taking too much life out of his AF Corse-run Ferrari's tyres. The Kiwi pitted a lap after Rast and on the same tour

as Bortolotti, and had no trouble holding onto the lead as he beat Rast by 2.6s.

Lucas Auer and Preining finished fourth and fifth respectively after the DTM retrospectively withdrew the penalties handed to them mid-race. Mercedes driver Auer was deemed to have exceeded the speed limit during his mandatory pitstop and had 10 seconds added to his race time, but the GPS data was later found to have been incorrect. In Preining's case, the stewards later concluded that no driver was to blame for the Porsche racer's incident with the Audi of Nico Muller at Turn 3.

The second leg of the weekend brought about treacherous conditions, with qualifying thrice red-flagged and ultimately cut short with just under two minutes left on the clock. GruppeM Mercedes driver Maro Engel shone in the wet to take pole, and the German was also set for victory in the race until Preining emerged in the picture.

Preining started from seventh on the grid,

and took full advantage of Porsche's strength in poor conditions to climb to second position by the end of lap 11 of 35. The Austrian was then able to bridge the five-second deficit to Engel in no time, and finally made the race-winning pass on lap 16 going into the second-last corner.

A slow 11-second pitstop could have undone all Preining's hard work, but such was the Team Bernhard driver's advantage at the head of the field that he could rejoin the track in first place ahead of the Mercedes of Luca Stolz. The HRT ace was one of the first drivers to pit after starting the race outside the top 10, and used the clean air to jump to second. But there was little he could do about Preining as the 24-year-old clinched a third victory for Porsche in the DTM.

The final spot on the podium went to Engel, who initially dropped down the order after his pitstop due to his gamble on slick tyres. But as the track rapidly dried out, his race came alive and he charged back up to





HOCHZWEI

third at the finish. Fellow Mercedes drivers Arjun Maini and Auer made the same call to switch to slicks and finished fourth and sixth respectively.

It was a weekend to forget for series leader van der Linde, who saw his 32-point lead slashed to just 11 in the worst-ever showing of the new BMW M4. The South African didn't have the pace in either dry or wet conditions to qualify near the front, and made little ground in the two races.

After qualifying 16th for the opener, van der Linde could only haul himself up to 11th at the finish. Worse still, he also picked up a nine-place grid penalty for repeatedly infringing track limits. This left him in the thick of the midfield for the second race and, while trying to make up lost positions on the opening lap, he went wide at the Turn 3 right-hander and over the slippery asphalt. This pitched him into a 180-degree spin, leaving him plum last and without any hope of a top-10 finish.

Van der Linde could, however, take consolation from the fact that his chief rivals didn't exactly capitalise on his troubles on Sunday. After Rast and Bortolotti had finished second and third in the opening race, the Audi driver tumbled to 10th on wet-weather tyres in race two and Bortolotti could only recover to eighth from 22nd on the grid.

This means van der Linde goes into the Hockenheim finale still in the lead of the standings, with Auer, Rast, Preining, Bortolotti and Stolz all in with a realistic shot at the title.

RACHIT THUKRAL

RESULTS ROUND 7/8, RED BULL RING (AUT), 24-25 SEPTEMBER RACE 1 (38 LAPS – 101.957 MILES)

POS	DRIVER	TEAM / CAR	TIME
1	Nick Cassidy (NZL)	AF Corse Ferrari 488 GT3 Evo	57m42.987s
2	Rene Rast (DEU)	Abt Sportsline Audi R8 LMS GT3 Evo II	+2.573s
3	Mirko Bortolotti (ITA)	GRT Grasser Racing Lamborghini Huracan GT3 Evo	+5.917s
4	Lucas Auer (AUT)	Winward Racing Mercedes-AMG GT3 Evo	+6.465s
5	Thomas Preining (AUT)	Team Bernhard Porsche 911 GT3-R	+7.167s
6	Nico Muller (CHE)	Team Rosberg Audi R8 LMS GT3 Evo II	+8.700s
7	Maro Engel (DEU)	GruppeM Racing Mercedes-AMG GT3 Evo	+12.831s
8	Kelvin van der Linde (ZAF)	Abt Sportsline Audi R8 LMS GT3 Evo II	+11.946s
9	Maximilian Gotz (DEU)	Winward Racing Mercedes-AMG GT3 Evo	+15.626s
10	Luca Stolz (DEU)	HRT Mercedes-AMG GT3 Evo	+16.107s
11	Sheldon van der Linde (ZAF)	Schubert Motorsport BMW M4 GT3	+18.434s
12	Philipp Eng (AUT)	Schubert Motorsport BMW M4 GT3	+20.467s
13	Arjun Maini (IND)	HRT Mercedes-AMG GT3 Evo	+20.779s
14	Marco Wittmann (DEU)	Walkenhorst Motorsport BMW M4 GT3	+24.281s
15	Ricardo Feller (CHE)	Abt Sportsline Audi R8 LMS GT3 Evo II	+29.345s
16	David Schumacher (DEU)	Winward Racing Mercedes-AMG GT3 Evo	+31.576s
17	Maximilian Buhk (DEU)	Mucke Motorsport Mercedes-AMG GT3 Evo	+40.048s
18	Rolf Ineichen (CHE)	GRT Grasser Racing Lamborghini Huracan GT3 Evo	+40.454s
19	Marius Zug (DEU)	Attempto Racing Audi R8 LMS GT3 Evo II	+47.032s
20	Dev Gore (USA)	Team Rosberg Audi R8 LMS GT3 Evo II	+51.064s
21	Alessio Deledda (ITA)	GRT Grasser Racing Lamborghini Huracan GT3 Evo	+1m04.506s
R	Leon Kohler (DEU)	Walkenhorst Motorsport BMW M4 GT3	32 laps-technical
R	Clemens Schmid (AUT)	GRT Grasser Racing Lamborghini Huracan GT3 Evo	25 laps-accident damage
R	Mikael Grenier (CAN)	GruppeM Racing Mercedes-AMG GT3 Evo	23 laps-technical
R	Laurens Vanthoor (BEL)	SSR Performance Porsche 911 GT3-R	10 laps-technical
R	Felipe Fraga (BRA)	AF Corse Ferrari 488 GT3 Evo	2 laps-puncture
R	Dennis Olsen (NOR)	SSR Performance Porsche 911 GT3-R	1 lap-accident damage

Winner's average speed 105.990mph. **Fastest lap** Bortolotti 1m29.354s, 108.099mph.

QUALIFYING 1 1 Cassidy 1m27.800s; 2 Muller 1m27.959s; 3 Feller 1m28.018s; 4 Rast 1m27.698s*; 5 Fraga 1m28.056s; 6 Bortolotti 1m28.058s; 7 Auer 1m28.239s; 8 Gotz 1m28.265s; 9 Engel 1m28.290s; 10 Maini 1m28.175s*; 11 Stolz 1m28.363s; 12 Kohler 1m28.385s; 13 Preining 1m28.393s; 14 Kvan der Linde 1m28.422s; 15 Ineichen 1m28.434s; 16 Svan der Linde 1m28.492s; 17 Olsen 1m28.533s; 18 Schmid 1m28.442s*; 19 Buhk 1m28.570s; 20 Grenier 1m28.574s; 21 Vanthoor 1m28.553s*; 22 Wittmann 1m28.550s*; 23 Schumacher 1m28.628s; 24 Eng 1m28.767s; 25 Gore 1m28.837s; 26 Zug 1m28.920s; 27 Deledda 1m28.952s. * grid penalty.

RACE 2 (35 LAPS – 93.908 MILES)

1 Preining 58m02.943s; **2** Stolz +4.640s; **3** Engel +10.505s; **4** Maini +16.373s; **5** Eng +16.481s; **6** Auer +19.107s; **7** Muller +21.003s; **8** Bortolotti +23.051s; **9** Olsen +23.543s; **10** Rast +23.839s; **11** Svan der Linde +26.964s; **12** Wittmann +32.022s; **13** Kohler +32.916s;



14 Buhk +36.331s; **15** Fraga +37.873s; **16** Vanthoor +38.380s; **17** Schmid +38.456s; **18** Cassidy +43.669s; **19** Zug +44.331s; **20** Gotz +50.216s; **21** Deledda +53.274s; **22** Feller +53.292s; **23** Ineichen +59.084s; **24** Schumacher +1m09.245s; **R** Kvan der Linde 22 laps-puncture; **R** Gore 1 lap-accident damage; **NS** Grenier accident damage. **Winner's average speed** 97.063mph. **Fastest lap** Auer 1m32.407s, 104.527mph.

QUALIFYING 2 1 Engel 1m40.776s; 2 Cassidy 1m41.750s; 3 Fraga 1m41.785s; 4 Eng 1m41.824s; 5 Gotz 1m41.006s*; 6 Maini 1m42.035s; 7 Preining 1m42.167s; 8 Schumacher 1m42.206s; 9 Rast 1m42.362s; 10 Feller 1m42.466s; 11 Stolz 1m42.521s; 12 Auer 1m42.657s; 13 Kohler 1m42.363s*; 14 Muller 1m42.710s; 15 Svan der Linde 1m41.885s*; 16 Wittmann 1m42.731s; 17 Olsen 1m42.775s; 18 Schmid 1m43.324s; 19 Vanthoor 1m43.676s; 20 Buhk 1m43.989s; 21 Kvan der Linde 1m44.053s; 22 Bortolotti 1m44.775s; 23 Zug 1m45.209s; 24 Deledda 1m47.442s; 25 Gore 1m43.501s*; 26 Grenier no time; 27 Ineichen 1m45.602s*. * grid penalty.

CHAMPIONSHIP

1 Svan der Linde 130; **2** Auer 119; **3** Rast 118; **4** Preining 116; **5** Bortolotti 114; **6** Stolz 102; **7** Muller 93; **8** Olsen 89; **9** Kvan der Linde 80; **10** Gotz 74.

NEXT REPORT

HOCKENHEIM 13 OCTOBER ISSUE



JEP
motorsport
IMAGES

United ORECA heads points-
leading Prema machine

Late-season goal puts United back on track

EUROPEAN LE MANS SERIES
SPA (BEL)
25 SEPTEMBER
ROUND 5/6

British trio Tom Gamble, Duncan Tappy and Phil Hanson captured United Autosports' first victory of the European Le Mans Series season in the 4 Hours of Spa-Francorchamps with a controlled performance.

The Anglo-American squad had been winless since the Portimao season finale last October. But the team was in fine form at Spa, a track where it had previously won on three occasions. United's ORECA qualified fourth but was up to third before the green flag even fell when second-placed IDEC Sport driver Paul Lafargue bizarrely spun twice on the formation lap.

Tappy started the race for United and convincingly battled his way through a challenging opening stint, seizing second place on the opening lap.

While he proved unable to prevent the Cool Racing ORECA of Niklas Kruetten from opening up a gap from pole, Tappy did well to withstand pressure from a charging Prema ORECA driven by Ferdinand Habsburg. The team dropped to third when Hanson took over the car, falling behind a charging Fabio Scherer, who single-handedly brought Inter Europol Competition into contention after starting last.

Hanson was back up into second place when race leader Nicolas Lapierre locked up and ran off track at La Source in the Cool car, allowing United into the lead. Scherer, David Heinemeier Hansson and Pietro Fittipaldi completed their impressive recovery drive by finishing second. Prema claimed third, with Habsburg and Louis Deletraz joined for the first time by Juan Manuel Correa, who made his delayed debut after a foot injury prevented him from joining the squad at the beginning of the season.

By finishing ahead of Deletraz, Fittipaldi ensured that the LMP2 title battle will go down to the final round at Portimao. Had

Prema finished second, it would have clinched the crown in Belgium. Instead, Deletraz and Ferdinand Habsburg head to Portugal with a 24-point cushion to Panis Racing trio Julien Canal, Job van Uitert and Nico Jamin, who finished fourth. Kruetten, Yifei Ye and Lapierre completed the top five, while sixth-placed TF-run trio Salih Yoluc, Charlie Eastwood and stand-in Will Stevens won the battle for LMP2 Pro-Am honours by just 0.042 seconds over AF Corse.

In LMP3, Inter Europol's Ligier secured its third victory in a row as Nico Pino, Guilherme Oliveira and Charles Crews captured the series lead. The Polish squad beat DKR Engineering Duqueine trio Sebastian Alvarez, Alexander Bukhantsov and Tom van Rompuy by over a minute. Pre-race series leading Cool Racing crew Michael Benham, Maurice Smith and Malthe Jakobsen retired due to damage sustained when Smith made contact with the RLR MSport Ligier of Horst Felbermayr Jr in the second hour.

In GTE, Kessel Racing took its first win of the season, with Mikkel Jensen and Frederik Schandorff, joined by American gentleman driver Conrad Grunewald in place of team regular Takeshi Kimura, beating the Iron Dames Ferrari to victory. The Car Guy-liveried Ferrari recovered from a frightening spin at Raidillon for Grunewald and moved in front when Jensen passed Iron Dames' Michelle Gattling with less than an hour remaining. The Absolute Racing Porsche completed the class podium.

DAVEY EUWEMA

 **motorsport.tv**
Relive this race at Motorsport.tv



Kessel Ferrari broke
its 2022 GTE duck

JEP/MOTORSPORTIMAGES

Blomqvist is king, Tambay is crowned

eTOURING CAR WORLD CUP
SACHSENRING (DEU)
24-25 SEPTEMBER
ROUND 6/6

The Cupra EKS garage was certainly the place to be if you fancied a celebration at the Sachsenring last Sunday evening. While Tom Blomqvist had edged team-mate Adrien Tambay for King of the Weekend honours, the Frenchman had wrapped up the championship (aka King of the Season) in this first edition of the FIA eTouring Car World Cup. And team boss Mattias Ekstrom was smiling too, thanks to his squad's victory in the manufacturers' standings.

With Tambay and Ekstrom heading the drivers' standings coming into the weekend, there had been little doubt that this was the team that would be raising a glass come Sunday night. But which driver would emerge on top wasn't so clear. Tambay had the edge, with 435 points to Ekstrom's 421.

Ekstrom had declared before the weekend that he would feel like a winner whichever way the drivers' battle went. Just as well, really, because Tambay didn't give his Swedish mentor a look-in. Drawn in Pool Furious, he topped his qualifying session, won both his quarter-final and his semi-final, then held off Norbert Michelisz (Hyundai) and Luca Filippi (Romeo Ferraris Alfa Romeo) all the way in his superfinal. Given a performance like that, it didn't much matter what the chasing Ekstrom had achieved over in Pool Fast: Tambay's work put the crown beyond doubt.

"I put a lot of pressure on myself this weekend," said Tambay. "At the end of the day, it's an FIA World Cup title! Managing to win a title is never easy, especially when in this category you have six events, but there are so many races where you have to score points – and even in qualifying you get points. So you need to be so consistent and that means that the pressure is very high. I have to say it



was a relief to cross the finish line in P1."

Earlier, Pool Fast had produced the better of the two superfinals. Ekstrom needed a good finish to have even a prayer of the title, but didn't manage enough in that regard. He lined up second on the grid, next to Blomqvist, but couldn't beat his team-mate off the line. Then a moment at the last left-hander dropped him back, leaving Hyundai's Nicky Catsburg to put the heat on Blomqvist until the Cupra man established a cushion late in the race. Then a lunge by Maxime Martin (Romeo Ferraris) at the last corner spun Catsburg out of contention, with Martin and Ekstrom grabbing the podium spots.

With Blomqvist and Tambay completing a perfect show, it needed a tie-break to determine who would be King of the Weekend. Blomqvist's Saturday qualifying time, which had been 0.3 seconds quicker than the new champion's, gave him bragging rights as far as the German round was concerned. The 100-point haul also got him ahead of Mikel Azcona (Hyundai) and Martin in the drivers' points, giving Cupra EKS a 1-2-3 to toast along with everything else.

RICHARD ASHER



WEEKEND WINNERS

EUROPEAN LE MANS SERIES

SPA (BEL)

- LMP2** Tom Gamble/Duncan Tappy/
Phil Hanson
United Autosports (ORECA 07)
- LMP3** Nico Pino/Guilherme Oliveira/
Charles Crews
Inter Europol (Ligier JSP320)
- GTE** Mikkel Jensen/Frederik Schandorff/
Conrad Grunewald
Kessel Racing (Ferrari 488 GTE Evo)

eTOURING CAR WORLD CUP

SACHSENRING (DEU)

- Tom Blomqvist
Cupra EKS (Cupra e-Racer)

TCR EUROPE

MONZA (ITA)

- Race 1** John Filippi
Sebastien Loeb Racing (Cupra Leon)
- Race 2** Franco Girolami
Comtoyou Racing (Audi RS3 LMS)

EUROFORMULA OPEN

MONZA (ITA)

- Races 1 & 3** Vlad Lomko
CryptoTower Racing
(Dallara-Spiess)
- Race 2** Josh Mason
CryptoTower Racing
(Dallara-Spiess)

INTERNATIONAL GT OPEN

MONZA (ITA)

- Race 1** Klaus Bachler/Riccardo Cazzaniga
Dinamic M'sport (Porsche 911 GT3-R)
- Race 2** Joe Osborne/Nick Moss
Optimum Motorsport
(McLaren 720S GT3)



For full results visit motorsportstats.com

**AUTOSPORT****PLUS**

SUBSCRIBE TO AUTOSPORT PLUS AND GET CLOSER TO THE ACTION



COVERAGE THAT GOES BEYOND THE TRACK

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



NATIONAL MOTORSPORT COVERAGE

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

SMART INSIGHT, PUBLISHED DAILY

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



NO ADS, MORE PERFORMANCE

A faster, premium,
ad-free website experience.



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

AUTOSPORT.COM/PLUS

Loeb, Gutierrez inherit the win for Hamilton

EXTREME E
ANTOFAGASTA (CHL)
24-25 SEPTEMBER
ROUND 3/4

World Rally legend Sebastien Loeb and Cristina Gutierrez took their first Extreme E success of the season in Chile's Copper X-Prix after McLaren duo Tanner Foust and Emma Gilmour were penalised.

Loeb grabbed an early advantage for Lewis Hamilton's X44 team before Foust took the lead with a sideways move on the nine-time WRC champion. Gutierrez snatched the lead back shortly after the driver changes using her hyperdrive boost on lap three of four, only for Gilmour to respond. After running side by side, she made a move stick down the inside to secure victory. But two penalties for clipping waypoint flags robbed McLaren of its first Extreme E win.

Chip Ganassi Racing's Kyle LeDuc and Sara Price, who only made the final thanks to technical issues forcing the withdrawal of Rosberg X Racing's Johan Kristoffersson and Mikaela Ahlin-Kottulinsky, should also have benefited. But they were then censured for missing a waypoint, which dropped them to fourth. All that handed second to Carlos Sainz and Laia Sanz, while the Abt Cupra team took its first podium of the season with Klara Andersson and Nasser Al-Attiyah.



McLaren (right) won on road, but X44 (left) was given the victory spoils

The last-chance 'Crazy Race' had lived up to its name, with penalties and clashes. Foust and Gilmour came out on top to make it into their ill-fated final.

World Rallycross pacesetter Kristoffersson and Ahlin-Kottulinsky, already twice winners in 2022, went to Chile with a chance of wrapping up a second consecutive Extreme E crown for RXR. They once again topped the qualifying stages and, like Loeb/Gutierrez, won their semi-final, but a software issue meant they missed the finale.

RXR's troubles mean the championship is suddenly wide open going into November's final round in Uruguay. Kristoffersson/Ahlin-Kottulinsky lead Loeb/Gutierrez by just two points, while the consistent Sainz/Sanz and Italian Island X-Prix winners Price/LeDuc are also still in contention.

It's too late, but Reddick wins

NASCAR CUP
TEXAS MOTOR SPEEDWAY (USA)
25 SEPTEMBER
ROUND 30/36

Just a week after failing to progress through the NASCAR Cup playoff system, Tyler Reddick bounced back with victory in a tyre failure-packed, rain-delayed 500-miler at Texas Motor Speedway.

In tyre supplier Goodyear's darkest day since the Brickyard 400 fiasco of 2008, a series of blowouts contributed to a race-record 16 cautions. Race leaders Chase Elliott, Kevin Harvick and Martin Truex all wrecked due to right-rears failing, with playoff contenders Christopher Bell and Alex Bowman also hitting the wall, which seriously derailed their title hopes.

In his final races in the #8 Richard Childress Racing Chevrolet, which he hands over to Kyle Busch next season,

winner Reddick outran Team Penske's Joey Logano (Ford Mustang) by 1.2s, both admitting they were nursing right-side tyre vibrations in the closing stages.

"I was extremely worried, I'm not going to lie," said Reddick. "The right sides were vibrating really, really hard there."

Kaulig Racing's Justin Haley finished an impressive third, ahead of Penske's Ryan Blaney and Chase Briscoe of Stewart-Haas Racing.

Reddick's win means none of the four playoff races so far have been won by drivers eligible to win the title. Tempers flared between Denny Hamlin and William Byron, who clashed off Turn 2. As the yellow flew for Truex's crash, Byron appeared to spin Hamlin into the infield on purpose. Hamlin retaliated under the pace car, twice hitting Byron and promising further revenge in future.

CHARLES BRADLEY

WEEKEND WINNERS

EXTREME E
ANTOFAGASTA (CHL)
 Sebastien Loeb/Cristina Gutierrez
 X44

NASCAR CUP
TEXAS MOTOR SPEEDWAY (USA)
 Tyler Reddick (below)
 Richard Childress Racing (Chevrolet Camaro)

ADAC GT MASTERS
SACHSENRING (DEU)
Race 1 Jules Gounon/Fabian Schiller
 Team ZVO (Mercedes-AMG GT3 Evo)
Race 2 Marvin Dienst/Jan Marschalkowski
 Team ZVO (Mercedes-AMG GT3 Evo)

SUPER FORMULA LIGHTS
OKAYAMA (JPN)
Race 1 & 3 Kakunoshin Ohta
 Toda Racing (Dallara-Spiess)
Race 2 Kazuto Kotaka
 TOM'S (Dallara-Toyota)

V8 STOCK CARS
SANTA CRUZ (BRA)
Race 1 Ricardo Mauricio
 Eurofarma RC (Chevrolet Cruze)
Race 2 Rubens Barrichello
 Full Time Sports (Toyota Corolla)



EARP/MOTORSPORT IMAGES

POWERED BY
motorsport
STATS

For full results visit motorsportstats.com

Miller dominates as Bagnaia drops the ball

MOTOGP
MOTEGI (JPN)
25 SEPTEMBER
ROUND 16/20

While Jack Miller may not have realised that he had his dominant MotoGP Japanese Grand Prix performance “in me”, bosses at KTM will have looked on in smug glee as they watched their 2023 factory line-up score a 1-2 at Motegi.

MotoGP’s first visit to Japan since the COVID-19 pandemic broke out was an unpredictable affair. Logistical issues in getting the paddock from Motorland Aragon in Spain to Japan in just a few days meant Friday practice was reduced to just one 75-minute session, which would turn out to be the only dry running prior to Sunday. Heavy rain cancelled FP3 on Saturday and threatened qualifying as typhoon warnings wrung out around the region.

Qualifying seventh meant Miller was under the radar, but he was fast in the dry on Friday and should have been quicker than where he ended up, having found traffic on his best flying lap in FP1.

The uncertainty over tyre choice and race pace made it very easy to get things wrong. But Miller did everything right. His Ducati rose to third on the opening lap, and led on the third of 24 tours.

Miller was running the hard rear tyre after a late change on the grid, and set new fastest laps across laps three, four and five. He bested this on lap nine, by which time he was 1.7 seconds clear of the chasing Pramac Ducati of Jorge Martin. A mistake from Martin put 3.1s between the pair, and Miller would never be caught. Signed to KTM for 2023, he’ll head into the winter after seeing a positive step from the Austrian marque – Brad Binder snatched second from Martin



on the final lap for his first podium since the Qatar GP in March.

But Miller’s win would be overshadowed by a disastrous afternoon for team-mate Francesco Bagnaia, the scale of which was evidenced by the subdued reaction to the Australian’s victory from pitwall as he took the chequered flag. Bagnaia’s seemingly relentless charge since the Dutch GP in June had allowed him to overturn a 91-point deficit to Fabio Quartararo to just 10 following the Aragon GP. Capitalising on the GP22 now firing on all cylinders and Quartararo reaching the limit of what is possible on his underpowered Yamaha, it was becoming difficult to see past Bagnaia winning the 2022 title.

Motegi was a struggle. Admittedly

needing longer than most to get his Ducati in the set-up window at the start of race weekends this year, Bagnaia ended Friday second overall and looking solid. Then the rain came, and a baffling lack of form meant he was 2.2s off pole down in 12th.

A rocketing front-tyre pressure in the early stages while running in the pack meant he could do nothing to advance on 12th. But Quartararo wasn’t able to do much in eighth, while fellow title contender Aleix Espargaro was almost 8s off the back of the field at the end of lap one after an issue with an engine map forced him to swap to his second Aprilia on the sighting lap.

When he got his front tyre under control, Bagnaia moved forward to ninth by way of a tough duel with future team-mate Enea



Bagnaia gave away crucial points with his late error



Despite a lack of pace Yamaha’s Quartararo extended his lead



Miller took his first victory of 2022 in emphatic style



Marquez's comeback continued with pole and a fourth place

Bastianini, and was hounding Quartararo – who'd become stuck behind Maverick Vinales – coming onto the last lap.

Then Bagnaia crashed trying to overtake into Turn 3, narrowly avoiding skuttling the Yamaha ahead. It represented retirement number five for Bagnaia in 2022. He chalked it up to being “too ambitious”, and won't change his approach. But for the sake of a single point, the Italian lost eight to Quartararo in needless fashion. It's a mistake Bagnaia has made too often in his career and is the chink in the armour Quartararo must now exploit. At Aprilia, Espargaro is only focused on winning this weekend in Thailand after emerging from Japan pointless.

Saturday featured the return of Marc Marquez to pole position 1071 days after his last visit. He downplayed his chances of converting it to a podium, while his rivals doubted his own doubts. While his right arm did get tired in the race after dropping to fifth early on, the Honda rider rallied to overtake KTM's Miguel Oliveira for fourth with three laps remaining. Experiencing no pain in his arm for the first time, Marquez – though with a lot of work still to do – really is on his way back.

LEWIS DUNCAN

RESULTS ROUND 16/20, MOTEGI (JPN), 25 SEPTEMBER (24 LAPS – 71.597 MILES)

POS	RIDER	TEAM	TIME
1	Jack Miller (AUS)	Ducati	42m29.174s
2	Brad Binder (ZAF)	KTM	+3.409s
3	Jorge Martin (ESP)	Pramac Ducati	+4.136s
4	Marc Marquez (ESP)	Honda	+7.784s
5	Miguel Oliveira (PRT)	KTM	+8.185s
6	Luca Marini (ITA)	VR46 Ducati	+8.348s
7	Maverick Vinales (ESP)	Aprilia	+9.879s
8	Fabio Quartararo (FRA)	Yamaha	+10.193s
9	Enea Bastianini (ITA)	Gresini Ducati	+10.318s
10	Marco Bezzecchi (ITA)	VR46 Ducati	+16.419s
11	Johann Zarco (FRA)	Pramac Ducati	+16.586s
12	Pol Espargaro (ESP)	Honda	+17.456s
13	Alex Marquez (ESP)	LCR Honda	+18.219s
14	Franco Morbidelli (ITA)	Yamaha	+19.012s
15	Cal Crutchlow (GBR)	RNF Yamaha	+19.201s
16	Aleix Espargaro (ESP)	Aprilia	+25.473s
17	Fabio Di Giannantonio (ITA)	Gresini Ducati	+27.006s
18	Raul Fernandez (ESP)	Tech3 KTM	+29.374s
19	Remy Gardner (AUS)	Tech3 KTM	+29.469s
20	Takaaki Nakagami (JPN)	LCR Honda	+43.294s
R	Francesco Bagnaia (ITA)	Ducati	23 laps-accident
R	Alex Rins (ESP)	Suzuki	14 laps-puncture
R	Darryn Binder (ZAF)	RNF Yamaha	14 laps-accident
R	Takuya Tsuda (JPN)	Suzuki	11 laps-fire
R	Tetsuta Nagashima (JPN)	Honda	9 laps-accident

Winner's average speed 101.110mph. **Fastest lap** Miller 1m45.198s, 102.088mph.

QUALIFYING 2 1 **M Marquez** 1m55.214s; 2 **Zarco** 1m55.422s; 3 **B Binder** 1m55.537s; 4 **Vinales** 1m55.620s; 5 **Martin** 1m55.686s; 6 **A Espargaro** 1m55.771s; 7 **Miller** 1m55.784s; 8 **Oliveira** 1m55.895s; 9 **Quartararo** 1m56.326s; 10 **Marini** 1m56.354s; 11 **P Espargaro** 1m57.354s; 12 **Bagnaia** 1m57.373s.

QUALIFYING 1 **Zarco** 1m55.300s; **Martin** 1m55.795s; 13 **Bezzecchi** 1m55.934s; 14 **Morbidelli** 1m56.006s; 15 **Bastianini** 1m56.130s; 16 **Di Giannantonio** 1m56.432s; 17 **A Marquez** 1m56.578s; 18 **Rins** 1m56.656s; 19 **Nagashima** 1m57.229s; 20 **Gardner** 1m57.288s; 21 **Tsuda** 1m57.787s; 22 **Fernandez** 1m57.827s; 23 **Crutchlow** 1m58.115s; 24 **D Binder** 1m58.292s; 25 **Nakagami** 1m58.717s.

RIDERS' CHAMPIONSHIP 1 **Quartararo** 219; 2 **Bagnaia** 201; 3 **A Espargaro** 194; 4 **Bastianini** 170; 5 **Miller** 159; 6 **B Binder** 148; 7 **Zarco** 138; 8 **Martin** 120; 9 **Vinales** 113; 10 **Rins** 108; 11 **Oliveira** 106; 12 **Marini** 101; 13 **Bezzecchi** 80; 14 **Joan Mir** 77; 15 **M Marquez** 73; 16 **P Espargaro** 47; 17 **Nakagami** 46; 18 **A Marquez** 42; 19 **Morbidelli** 28; 20 **Di Giannantonio** 23; 21 **Andrea Dovizioso** 15; 22 **D Binder** 10; 23 **Gardner** 9; 24 **Fernandez** 8; 25 **Crutchlow** 3; 26 **Stefan Bradl** 2; 27 **Michele Pirro** 0; 28 **Lorenzo Savadori** 0; 29 **Kazuki Watanabe** 0.

MANUFACTURERS' CHAMPIONSHIP 1 **Ducati** 371; 2 **Aprilia** 226; 3 **Yamaha** 221; 4 **KTM** 181; 5 **Suzuki** 134; 6 **Honda** 113.



Binder led early on and took a fine second for KTM

WEEKEND WINNERS

MOTO2

MOTEGI (JPN)

Ai Ogura
Honda Team Asia
(Kalex)

MOTO3

MOTEGI (JPN)


Izan Guevara (below)
Aspar Team (Gas Gas)



NEXT REPORT

THAILAND GP 6 OCTOBER ISSUE

RACE RADIO



KENWOOD Autotel Digital Race Radio
Professional Team Radio System For All Budgets
www.autotel.co.uk 26 years in Motorsport 0044 (0)1508528837

MEMORABILIA



F1 COLLECTORS .COM #1 FOR F1 MEMORABILIA & AUTOGRAPHS
 We buy and sell F1 items
 Ayrton Senna specialists
 Call CHRIS GRINT
01763 274448
 email:- sales@f1collectors.com

INSURANCE



Insurance for Drivers and Race Teams
 Contact: 0800 138 7535
 Tom_Ellis@ajg.com
 Gallagher

TRAILERS & TRANSPORTERS



www.woodfordtrailers.com

RACE PARTS



Part BOX
 Performance and Tuning Parts
 Leading performance brands online
www.part-box.com

RACE PARTS

Passionate About Motorsport



www.jjcraceandrally.com

INSURANCE



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

RACE PREPARATION



WWW.YBRACING.COM

RACE PARTS

Gearboxman.com
 COMPETITION TRANSMISSION SERVICES
 Gearboxes & Axles for Road, Race, Rally and more
 Telephone: 01582 840008 Fax: 01582 840007

RACE PARTS



ARE DRY SUMP SYSTEMS
 ARMSTRONG RACE ENGINEERING INC.
www.drysump.com (916) 652-5282

TRAILERS & TRANSPORTERS



RV SALES AND SERVICE

MOTORSPORT LEGAL ADVICE

Motor Sport Legal Advice
 Tudor Alexander, L.I.B Solicitor
 07887 713512

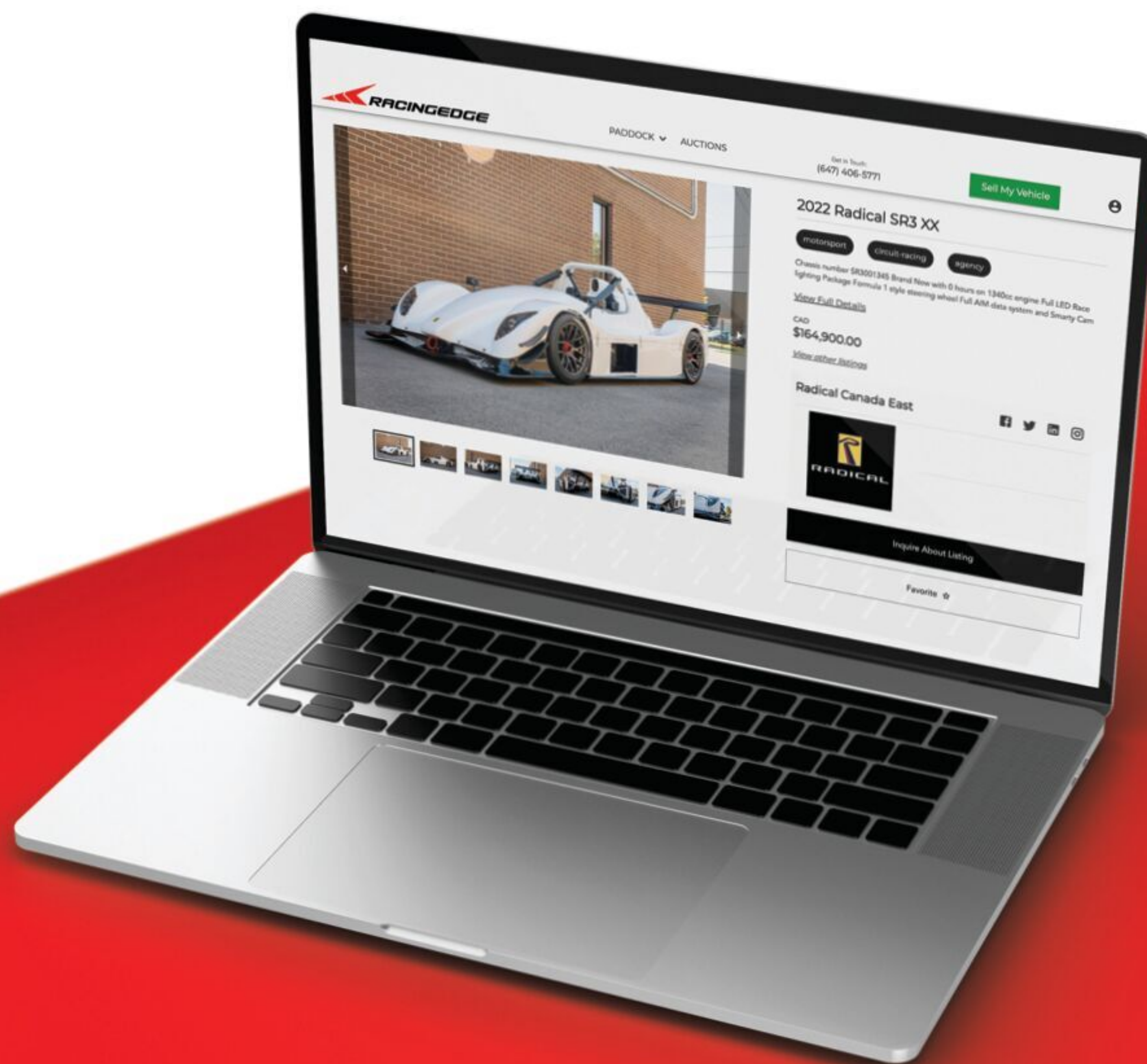


THE FUTURE OF DIGITAL DEALERSHIPS

Dealers, brokers, car clubs & more!

We're on a mission to decentralize the future of the specialty car trade, giving community leaders a piece of the auto industry itself.

Contact us today to learn more about how your business can plug-in to our Paddock Network of Buyers and Sellers.



WWW.RACINGGEDIGITAL.COM

**motorsport**
JOBS**Car Racing Mechanics and Technicians**
Tesla

We are looking to hire multiple Service Technicians for Tesla's Service Centers across Norway. At Tesla, our Service Technicians are the backbone of the Service operation, supporting our mission to accelerate the world's transition to sustainable energy. We've created one of the most innovative vehicles ever made, and as a Service Technician you will help ensure an equally innovative service to our customers. Are you up for the challenge?

You will:

- Service, repair and improve: Working with Tesla specific software and advanced tools you will be performing repairs and maintenance on all types of Tesla vehicles.
- Ensure top quality: Fix it right first time, we trust you to inspect our vehicles diligently before return and pre-delivery.
- Collaborate: Working across teams (local and over the region) you will be sharing support and best practices in order to further improve the service experience.
- Develop: Setting you up for success our dedicated in-house training teams will train you on Tesla specific technology and the repair of Electrical Vehicles.

To apply now visit www.motorsportjobs.com

**motorsport**
JOBS**Basic Engine / Peripherals Developer Formula 1**
Audi Formula Racing

Job purpose/role:

- CAD design of assemblies and systems as well as engine parts. CAD modeling of parts, drafting
- Planning of the creation path for the assembly / component with the involvement of Production and Procurement
- BoM management
- Preparation of engine structure lists
- Component support in engine construction and disassembly
- Interpretation of analysis results and targeted implementation in construction stages

You will:

- Technical studies in mechanical engineering, automotive engineering, design technology
- In-depth knowledge in the field of engine technology and design
- CAD skills: Catia/Creo with several years' experience in motorsports (possibly engine design)
- In-depth knowledge in the field of construction materials and production engineering (prototypes)
- Full professional proficiency in German and a good command of English are prerequisites
- Excellent teamwork skills, organizational skills, and keen sense of responsibility
- Flexible, independent, and precise working practices

To apply now visit www.motorsportjobs.com

**motorsport**
JOBS**Pole****Junior Pr Associate – Motorsport**
Pole Ltd

We are looking for a Junior PR Associate to join our Wimbledon, SW19-based motorsport PR agency. The ideal candidate will have a passion and deep knowledge of the motorsport industry, excellent writing skills.

The skills required are:

- Degree level education and/or 2 years working in a relevant field.
- Impeccable copywriting in various styles, from press releases to social media.
- Experience working with different social media platforms, mainly Facebook, Twitter and Instagram, and running campaigns.
- Deep knowledge and expertise of all forms of global motorsport - not just Formula 1.
- Comfortable working with a broad range of clients in a competitive environment.
- Highly motivated, reliable and with an eye for detail.
- Able to work as part of a small team, helping others with workloads and pitching new ideas.
- Experience of Adobe Creative Suite software is preferred.
- This is a Wimbledon (SW19) office-based position requiring some weekend work and occasional long hours. The role does not include attending races and events, although there may be opportunities in the future.

To apply now visit www.motorsportjobs.com

**motorsport**
JOBS**Nissan Motorsport Social Media Manager**
GTA Global

This is an exciting opportunity to join the Nissan Motorsports Marketing team. We're on the hunt for a social media manager who will be responsible for engaging a +1 million global audience (@Nismo).

The successful applicant will need to be able to demonstrate the following:

- A passion for and understanding of motorsport. Our Formula E project will be a major focus for this role so an understanding of this championship would be an advantage, along with other motorsport categories we compete in.
- A good working knowledge of how to use social media platforms to build and engage a global fanbase. This includes knowledge of what content works best for specific platforms and the different features available across channels.
- Have the ability to express a strong social tone of voice through a brand lense with the aim of connecting people to our motorsport content.
- The ability to adapt to the needs of a global audience.
- An analytical approach to understanding social media insights and how to conduct a test and learn approach.
- The ability to use basic design and editing software to allow the adaption/creation of assets whilst at the track.
- 3+ years of experience in a similar position.

To apply now visit www.motorsportjobs.com

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

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



Aero Designer / CAD Design Engineer Alfa Romeo F1 Team

Are you looking for an exciting new challenge and would like to be a part of our team?

Would you like to:

- work as design engineer within our Aerodynamics department and design parts for the Formula 1 project's wind tunnel model?
- design components for rapid prototype manufacturing for wind tunnel model testing?
- design components respecting aspects such as practical usability of the model, packaging studies, producibility, cost efficiency and efficient assembly?
- improve the aerodynamic performance of the race car in collaboration with Aerodynamicists, other Aero Designers and across departments within a very short lead time?
- continuously maintain and improve complex and already sophisticated methodologies of CAD models and components?
- generate complex CAD models via CATIA 3DExperience as main activity?

To apply now visit www.motorsportjobs.com



Senior Executive, Communications Esports & F1 McLaren Racing

To join our race for performance, you'll need:

- Experience in a busy communications environment within a specialist communications/media/PR role
- F1 or other motorsport experience in a similar role is advantageous
- Experience with talent liaison an advantage
- Strong organisational skills and co-ordination capabilities
- Media relations – developing relationships with journalists, managing media enquiries, drafting media materials, identifying proactive media opportunities, managing reactive responses to inbound media enquiries
- Senior personnel and stakeholder engagement – experience dealing with senior team management, personnel and stakeholders
- Able to work flexibly, adjusting working hours and occasional weekend travel when necessary
- Strong relationship building skills with all media representatives of various nationalities, business focus and disciplines
- Excellent communication skills – both written and verbal – and able to represent McLaren in a Comms capacity in a professional manner at all times

To apply now visit www.motorsportjobs.com



Head Of Digital Media Rights Formula One

Reporting to F1's Director of Media Rights and Content Creation, you will:

- Lead the development and execution of F1's global digital media distribution strategy across owned and operated digital platforms, social media, broadcasters and other third-party channels
- Identify new opportunities within the fast-evolving media landscape, and grow F1's reach, engagement and revenue through the creative deployment of digital rights
- Lead the commercial development of F1's OTT service F1TV, partnering with Product, Delivery and Marketing teams to develop and execute on commercial strategies and partnerships that drive revenue growth and cost efficiencies
- Work closely with the Heads of Media Rights to align linear and digital strategies in each market, and deliver against digital media requirements in F1's core rights deals
- Lead F1's global commercial relationships with social and digital media platforms, building long-term partnerships that improve reach and engagement, whilst supporting F1's fast-growing digital advertising business
- Lead F1's audio, photography, esports media and sports data businesses, driving growth through new and existing partnerships and innovative business models

To apply now visit www.motorsportjobs.com



Lifing & Part Allocation Controller Aston Martin F1 Team

An exciting opportunity exists for an Lifing & Part Allocation Controller to join the Production Control team.

Primary responsibilities:

- Update and general maintenance of the Lifing system and the Life Master list
- Prepare and update component kits and update the allocation sheets with detailed information
- Compile 'Service build reports' on Sub-Assembly components after each event
- Track the physical movement of lifed parts through the Factory during turnaround and build events
- Update Bodywork & Brake ducts list for UILL to the latest spec
- To work proactively, responsibly and professionally at all times and to respect and comply with the company's reporting structure
- To maintain and develop skill levels to industry standard and maintain current and thorough working knowledge of F1 manufacturing processes

To apply now visit www.motorsportjobs.com



Want to advertise a motorsport job?

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

FERRARI PARTS SPECIALIST

SUPERFORMANCE

LARGEST
INDEPENDENT
SUPPLIER OF
PARTS FOR
FERRARI CARS

OFFICIAL
DISTRIBUTOR FOR
HILL ENGINEERING

UNRIVALLED
ENGINEERING AND
TECHNICAL EXPERTISE

CONTINUOUS
REMANUFACTURING
OF OBSOLETE AND
UNAVAILABLE PARTS

DEPENDABLE
BIG ENOUGH
TO COPE
SMALL ENOUGH
TO CARE

FAST EXPRESS
WORLDWIDE
SHIPPING DAILY

WE'RE DEDICATED TO PRESERVING THE CLASSIC FERRARI SPIRIT

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

CELEBRATING 38 YEARS FERRARI PARTS EXPERIENCE

UNIT G1 RD PARK STEPHENSON CLOSE HODDESDON HERTFORDSHIRE EN11 0BW

CONTACT OUR OFFICE AT ADMIN@SUPERFORMANCE.CO.UK



WE SUPPLY PARTS TO THE UK AND ACROSS THE WORLD



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



Senior clerk handed 10-year ban for “unacceptable” behaviour

AUTOSPORT NATIONAL

CLUB RACING • HISTORICS • FEATURES

Almost Dunne!

Several BTCC support drivers *just* miss out on claiming titles after chaotic weekend



**GINETTA JUNIOR TO LEAVE
TOCA BILL**



**PRYCE FINALLY BECOMES
BRC CHAMPION**



**MENZIES SEALS BRITISH
HILLCLIMB GLORY**



MOTORSPORTDAYS LIVE IS BACK

04-05 NOVEMBER 2022

#GETTING YOU ON TRACK

THE **ESSENTIAL** EVENT
FOR ANYONE IN MOTORSPORT

**FREE
ENTRY &
PARKING FOR
DRIVERS, TEAMS
& THE TRADE**
TWO DAY ENTRY, ACCESS TO THE LIVE
PADDOCK, GARAGES, EXHIBITION



VISIT
WWW.MOTORSPORTDAYS.LIVE

EXCLUSIVE TICKET REGISTRATION FOR DRIVERS, TEAMS AND THE TRADE IS NOW OPEN. ALL PRE-REGISTERED TICKETS INCLUDE 2-DAY ACCESS TO THE LIVE PADDOCK AND GARAGES, EXHIBITION HALLS, PLUS EVENT PUBLICATIONS, TEST DRIVES AND ON-TRACK EXPERIENCES. THIS IS STRICTLY A TRADE AND INDUSTRY EVENT AND NO CHILDREN UNDER THE AGE OF 12 CAN ATTEND THE SHOW. JUNIOR DRIVERS BETWEEN THE AGES OF 12-16 MUST BE ACCOMPANIED BY AN ADULT TICKET HOLDER. ALL INFORMATION CORRECT AT TIME OF GOING TO PRINT 01/08/2022. TERMS & CONDITIONS APPLY.

motorsport
NETWORK



Senior clerk banned for 10 years

MOTORSPORT UK

A senior clerk of the course has been banned for 10 years by the UK's National Court over his "utterly unacceptable" behaviour towards female officials.

Derek Stanley has officiated for a variety of different clubs in the past, but has most recently been associated with Club Time Attack and has acted as clerk of the course for the TCR UK championship this year.

A disciplinary hearing was held last month into Stanley's conduct after he allegedly sent a private WhatsApp message to a female marshal who had earlier inquired about the discipline of drifting to a Drift Pro Championship WhatsApp group Stanley was part of.

The court panel was told that the video he sent the marshal in response was not about drifting but was instead an upskirting video. Stanley then continued to message

the marshal with comments about her appearance, which she made clear were unwelcome, before later also emailing her asking about her plans for the weekend.

It was not the first time women had come forward with allegations against Stanley – three had previously expressed concern. The matter was investigated by the club he officiated for at the time and Stanley gave an assurance that there would be no repeat.

After hearing from Stanley, the court decided to remove all his Motorsport UK licences and prevent him from being given any new ones for 10 years.

In his report, chairman of the court panel Tony Scott Andrews said: "A clerk of the course is the face and representative of Motorsport UK at any event at which he or she officiates. For a male official to behave in such a way as to make female officials with whom he is working at an event feel uncomfortable in his presence

is utterly unacceptable. To continue such unwanted attention by sending messages of dubious content is equally reprehensible.

"To be clear, there is nothing to suggest that Stanley's conduct involved anything other than oral comments and messages. Nonetheless, Motorsport UK has a duty to protect and safeguard all those persons attending an event. Stanley's behaviour is considered to be unacceptable for a Motorsport UK official."

The panel also praised the "selfless action" of the female marshal in coming forward and making her experience known.

Hugh Chambers, CEO of British governing body Motorsport UK, says the severity of the punishment makes it clear how seriously it takes such allegations. "We have a zero-tolerance approach and anybody who has any concerns, if they've been approached in an inappropriate manner, should contact Motorsport UK and we will deal with it," he said. "We all have an ambition to get more young people involved and to get more women involved, and we have to make the sport a safe and accessible place for everybody to operate."

British Motorsports Marshals Club chair Nadine Lewis added: "It is troubling that these issues occur and possibly others we don't know about, but measures to report and deal with such instances are necessary and now in place and publicised. Therefore I encourage people to speak out and they can take comfort that this can be done anonymously if so wished."

Stanley declined to comment when Autosport attempted to contact him.

STEPHEN LICKORISH

➔ P65 OPINION



Ginetta Junior to British GT, Supercup axed

GINETTA

Ginetta has announced a major overhaul of its championships, including Ginetta Junior departing the British Touring Car support bill to instead appear alongside British GT and the GT4 Supercup being scrapped.

The Junior series has been a popular feature of BTCC meetings since 2008, with the GT4 Supercup's G50 Cup predecessor joining it the following year. But the manufacturer has now decided to end its relationship with BTCC organiser TOCA and only appear at British GT fixtures.

It will now field three grids at those events: Ginetta Junior, the entry-level GT Academy – which has enjoyed a surge in popularity for its second season this year – and a new Ginetta GT Championship, featuring a class for a new car that is an intermediate step between the G56 Academy machine and a full-blown GT4 as well as a second group for its GT5s.

Ginetta head of motorsport Mike Simpson explained the shake-up would allow it to streamline its UK operation and enable it focus on expanding into other countries, the longer-term goal being to develop European and American equivalents of its categories.

"We had to think long and hard about our future," said Simpson. "It's all about



growth – COVID prompted us to work hard on the UK because other markets weren't open but the doors are back open and there's a lot of business out there.

"We've been on the TOCA package for 14 years and it was a big decision [to leave]. We're currently running 17 or 18 weekends in the UK and it made a lot more sense to streamline down to seven or eight weekends. If you look at our business, we are a GT car manufacturer. We don't make a front-wheel-drive touring car and SRO is a big player in GT racing and the best and biggest platform to showcase our cars."

As part of the enhanced tie-up with organiser SRO, Ginetta has committed to fielding six GT4 cars on the British GT grid next year, presenting an option for current G56 GT4 Supercup drivers to

continue racing in the same machinery.

Simpson also believes the "market has changed" for drivers progressing from Ginetta Junior, noting how a third of those graduating from last year's series are racing in British GT this season.

While "sad" to depart the BTCC stage, Simpson believes Ginetta running all of its categories together on one weekend brings other benefits. "Having everything aligned with SRO, we can offer a lot more on those weekends – we can give better hospitality and better technical support," he said.

Simpson also has not ruled out forming a class for the older G55 GT4 Supercup cars in another existing championship, similar to how G40 Cup cars have had a division in the Britcar Trophy this year.

STEPHEN LICKORISH

Gow targets new junior series

TOCA SUPPORTS

British Touring Car boss Alan Gow is planning a new support series for junior drivers for 2024 and a reduction of the number of categories on the TOCA package.

Ginetta's withdrawal of its GT4 Supercup and ever-popular Junior championship has left two of the five slots on the BTCC support card vacant for 2023, but Gow is planning on filling just one.

"I'd love to see a junior series as part of the package again," said Gow. "It's too late for 2023, but that's my target

for 2024. It's important for the pyramid of motorsport.

"There's a spot on the TOCA package for a new, junior championship that can take off from where Ginetta Junior left. If someone comes to me with a new junior package for 2024, the right one will get a slot. It's a tremendous opportunity."

The scaling down of the number of BTCC support series to four – with the new series likely joining the existing Porsche Carrera Cup GB, British Formula 4 and Mini Challenge – comes in the wake of the proliferation of triple-header events

causing strains on the organisation of race weekends, and the occasional cancellation of races.

"It's probably wise to use this opportunity to drop one slot in order to take the pressure off the race weekends," explained Gow. "We've got such a big race day that, if something goes wrong, it can be a struggle, and we don't want to have everyone running up against time."

For the interim season of 2023, Gow hopes to use the 'fourth' slot to rotate between various series, which could mean a BTCC return for the



hugely popular Mini 7 Racing Club. "Needless to say, I've had every man and his dog contact me about the slot," he said. "It could be two or three series that take the position – I'd like to introduce a bit of variety."

MARCUS SIMMONS

F4 ace Dunne takes part in Italian Ferrari scouting camp

BRITISH F4

British Formula 4 points leader Alex Dunne has completed a scouting camp with Ferrari, one of four drivers to have been selected for the latest assessments.

Dunne has not only been all-but crowned British champion this year, he has also impressed in Italian F4, sitting third in the standings. Taking part in the camp alongside Dunne was fellow Italian F4 racer Brando Badoer – the son of former Ferrari F1 driver and tester Luca – as well as karters Sebastiano Pavan and James Egozi. The best performing driver will then be invited to Ferrari's scouting world finals and could earn a place on its driver academy next year.

"To be recognised by Ferrari is a great opportunity," said Dunne. "I think it went pretty well – there were physical and mental assessments and then a free practice, qualifying and race, similar to an Italian F4 weekend."

Dunne had to return to Italy on Monday to complete his physical assessments as he had to fly back early from the camp in preparation for the Silverstone F4 event.

While Dunne is not officially champion yet, nearest rival Oliver Gray must win all three Brands Hatch races from the back of the grid to overhaul Dunne's score. The Irishman has yet to decide if he will therefore skip the Kent finale and instead participate in Italian F4 at Monza.

STEPHEN LICKORISH



IN THE HEADLINES

BRITISH GT DATE CHANGES

Slight tweaks have been made to the 2023 British GT calendar following the Belgian Grand Prix's move to July and the subsequent shuffling of international racing schedules. The venues and order of the events remain the same but the June Snetterton round has moved one week earlier and the July Algarve and October Donington Park finale meetings have both been pushed back by a week.

MORRISON'S MIDGET WINS

Six days after clinching his second Cockshoot Cup title at Croft, David Morrison made a successful return to the Midget & Sprite Challenge at Snetterton last weekend in his much more modified MG Midget. The car was heavily damaged in a startline accident at Mallory Park last year, requiring an extensive rebuild. It showed strong pace before retiring at Silverstone last month but was victorious at Snetterton ahead of a planned full campaign by the Chesterfield racer next year.

MORE CROFT FACILITIES

Work has begun on a new cafe and hospitality building at Croft circuit as the latest step to improve the venue's facilities. Situated opposite the media centre and adjacent to the Complex, it is expected the new cafe will be ready to open in time for the start of next season.

LORRAINE GATHERCOLE

One of Britain's pluckiest female racers, Lorraine Gathercole, died last Sunday following a recurrence of cancer. Gathercole started competing in her former uncle-in-law Terry Farman's MG Midget, but later specialised in historics with second husband David. Her racing CV spanned Formula 2 Chevron, F1 Atlantic March and the ex-Trevor Taylor F1 Junior Lotus 18 (below), plus Coldwell and Lola sports-prototypes and a Lotus Elan. A long-time British Women Racing Drivers Club member, Lorraine also served as its chair.



Latest Fisher and Prebble title bids

CCRC

History will be made on Saturday if Felix Fisher (TM Racing Ray GR07), and Adam Prebble (Interceptor Racing Vauxhall Astra turbo) win the Castle Combe Racing Club's Formula Ford and Saloon Car championships on finals day.

Both will follow in the wheeltracks of older brothers, for early-season star Josh Fisher – who pulled out having won three of the first four rounds – earned the FF1600 crown in 2008, 2017 and 2019. Gary Prebble, Combe's most successful driver, earned Saloon honours in 2002 and GT titles in 2012 and 2014.

The Fisher dynasty's success at Combe runs deeper, for late father Brian was GT champion in 1986-87 in a Skoda 130RS clone and 1995 with an uprated Sports 2000 Shrike P15. Hillman Imp/Stiletto ace of the 1970s and 1980s Brian

Prebble – an omnipresent force behind his sons' quests – was a Special Saloon winner, too.

With five race wins to Luke Cooper's one, Felix Fisher's trump card going in to the double-header is ironically a non-finish in May. With each able to count nine scores from the 11 rounds and Cooper having finished every race on the podium, Felix's advantage is substantially greater than the one point that separates them on paper.

Having non-started the second race on Easter Monday, the otherwise unbeaten Prebble was playing catch-up until last month's Countdown event, where previously unbeaten reigning champion James Keepin crashed out at Quarry. Damage to his MG ZR was light but, with the Class C title in the bag, he found himself four points behind Prebble with one race remaining.

MARCUS PYE

Contenders for £20,000 GB4 prize revealed

NATIONAL FORMULA FORD

The three National Formula Ford drivers who will take part in a shootout to win £20,000 towards their budget for a GB4 campaign next season have been confirmed.

It was announced at the start of this year that the top three teenagers in the FF1600 standings would get the chance to compete for the prize money put up by GB4 organiser MotorSport Vision as part of an initiative to create a more affordable ladder of progression for drivers in junior single-seaters. A number of leading FF1600 teams have also raced in the first season of GB4.

Following the National FF1600 season finale at Donington Park last weekend, race winners Colin Queen and Lucas Romanek (who was also victorious on a one-off GB4 outing at Silverstone) were confirmed along with Brandon McCaughan in the Snetterton shootout on 18 October. Each driver will be given



McCaughan, Romanek and Queen (l-r) face Snetterton shootout

one of Fortec Motorsport's GB4 cars for the assessment and the winner of the prize will be revealed three days later, on the Friday of the Formula Ford Festival.

"I still think fondly of my three years of Formula Ford and am pleased to give the most deserving driver from this 2022 championship a major boost to progress to GB4, where I am sure they will shine in their first season with wings and slicks," said MSV chief executive Jonathan Palmer.

"Fortec have been responsible for

nurturing so many leading motorsport talents, and have huge experience assessing drivers and identifying their potential. The team will provide us with accurate feedback on each driver so we can collectively determine the winner, who should have the ability to challenge at the front of the GB4 grid next year."

Fortec has also revealed that it will run an expanded line-up in next month's GB4 curtain-closer at Donington Park, with US F4 driver Carl Bennett joining the team.

North confident Walker-Hansell woes are fixed



Walker-Hansell enters Bikesports finale tied with rival Morrell

BIKESPORTS

North Motorsport boss Sam North says he is confident that his squad has fixed the fuel surge problems that blighted Simon Walker-Hansell at Anglesey ahead of this weekend's Bikesports Snetterton title-decider.

Walker-Hansell qualified on pole in

Wales but slumped to sixth and ninth places in the races. Chief rival and reigning champion Leon Morrell took a second and a win to draw level with his fellow Radical SR3 pilot on dropped scores.

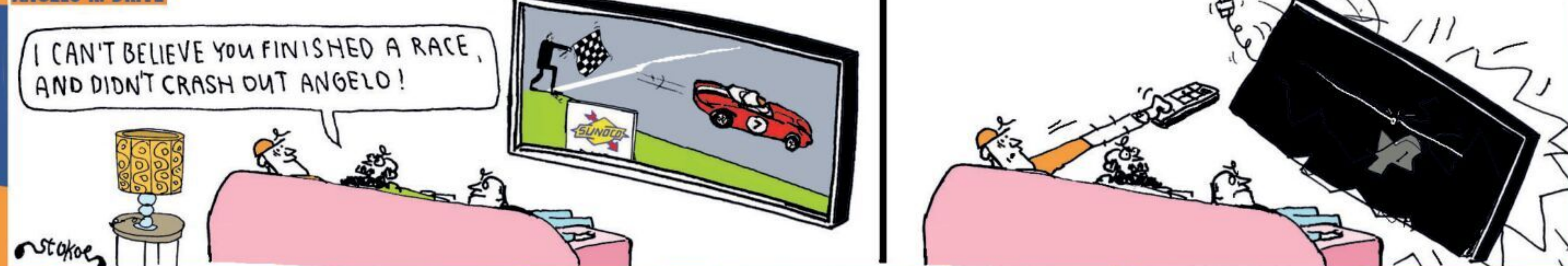
North said: "We did a day's testing at Snetterton with Simon's car and it ran faultlessly – the problems we had

at Anglesey certainly look to be solved."

Meanwhile, Jack Dwane has sourced an alternative Clio 182, after his old car was written off last time out at Brands Hatch, as he battles to defend his Clio Sport title in Norfolk. "I don't need to win; I just need to stay out of trouble this time," he said.

CARL MCKELLAR

ANGELO R. DRIVE



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



IN THE HEADLINES

FORD GT40s FLOCK TO SPA

Oliver Bryant and James Cottingham defend their Spa Six Hours title on Saturday as 18 other Ford GT40 crews try to dethrone them. Among their rivals are Gary Pearson/Alex Brundle, Andy Willis/Rob Hall and Tony Wood/Will Nuthall, Shaun and Max Lynn with Andrew Haddon, plus Sam Hancock in Nikolaus Ditting's machine. But the strongest teams may be Germany's Frank Stippler, who joins compatriot Marcus Graf von Oeynhausen and local Vincent Kolb, and Dutchmen David and Olivier Hart with Nicky Pastorelli.

MORLEY'S MIXED WEEKEND

While Liam Morley claimed a 10th Superkart Grand Prix victory at Donington Park last weekend, he was denied the chance of winning the British championship earlier in the day when a hose clip broke and he lost all the water from his VM engine, which seized with three corners to go while leading. Championship rival Lee Harpham took second behind Carl Hulme to secure the spoils.

ANOTHER WIN FOR EDWARDS

Matt Edwards and Hamish Campbell swept to British Historic Rally glory on the Trackrod Historic Cup last weekend. Edwards went clear in the dark of Friday night and stayed ahead as his rivals faltered. The Fiat 131 ultimately won by a minute and a half from the Ford Escort Mk2s of Simon Webster and Ben Friend. Points leader Henri Grehan had a troubled rally, including an off into a ditch, but retains the advantage.

HILLCLIMB ACES SWAP CARS

Britain's two top hillclimbers Wallace Menzies and Alex Summers had a little fun at the end of the day at Loton Park during the final weekend of the season. For the run back down the hill, they decided to swap cars. New champion Menzies drove the DJ Firestorm and Summers took over the Gould GR59 (below). They even swapped crash helmets to ensure their waiting teams had a surprise.



BEN LAWRENCE

Ashton was part of strong grid for Metro Cup's 30th birthday



RICHARD STYLES

Champion Ashton back to help celebrate Metro Cup anniversary

METRO CUP

Two-time champion Jack Ashton made a one-off return to the MG Metro Cup last weekend as the championship celebrated its 30th anniversary at Snetterton.

Ashton took the title in 2018 and 2019 before switching to the MG Cup and then 750 Motor Club's Hot Hatch series, but had not raced this year after moving house. Ahead of a planned return to Hot Hatch, he was competing as a guest entry in an ex-Lee Connell car, which is now for sale.

Ashton qualified fastest and, although hit by a thermostat issue in the second, he led most of each race before slowing to honour a gentleman's agreement not

to take outright victory. "I was eager to get back but we were like, 'Leave it until next year,'" he said, "and then this offer came up, and it was like, 'Yeah, why not?' We want to show how good the car is."

A 22-car field was the championship's biggest entry for several years and a lunchtime parade marked its anniversary. "It's a good size grid for a car that isn't massively desirable," said Ashton, whose father – long-time racer Paul – is a Metro preparation specialist.

"When you say you race a car like this, people sort of turn their nose up, but it shows that there's still a market for it and budget-wise is what the big attraction is."

MARK PAULSON

Civic battle to go down to the wire

CIVIC CUP

Two races for the Civic Cup provided the only conventional racing at Sunday's crowded Go Japan meeting at Brands Hatch.

The championship remains undecided heading to the Snetterton finale next month, with Alistair Camp bidding to retain the title.

Morgan Bailey dominated race one, ahead of Matt Luff,

Dan Thackeray and Camp. Jack Harding was delayed after a trip through the Paddock gravel trap when challenging for second. He recovered strongly to fifth, but ran out of time to threaten Camp's fourth place.

The same quartet had control of a chaotic race two, this time in the order Thackeray, Bailey, Camp and Luff. Trouble at Clearways on lap one brought out the safety

car, and an early chequered flag followed William Redford plunging off at Paddock.

The Civics were heavily outnumbered on the track by Time Attack sprint cars, which included the sensational new Subaru BRZ fielded by Olly Clark, son of rally legend Roger. But gearbox woes prevented it taking part in the championship rounds.

BRIAN PHILLIPS

SAVE THE DATES



PORTUGAL+SPAIN

TEST TRACK DAYS

DECEMBER
TO
MARCH

ENDLESS SUMMER®

WINTER SEASON TEST- AND TRACK DAYS

YOUR SUNNY WINTER SEASON

Training & Racing at Trackdays & GT Winter Series from December to March

- + The best trackday series in Europe at the most beautiful time of year
- + We winterize your sports car at Endless Summer® or book you in to an incomparable selection of rental race cars
- + We organize transportation to Endless Summer® as well as to the individual tracks for you at fair rates
- + Travel arrangements (flight, rental car, hotel) are taken care of by us, we hold preferential contingents at all locations
- + Limited number of vehicles, optimal conditions
- + Open pitlane without groups for maximum driving time and relaxed timing on the race track
- + Tire service, parts supply and vehicle support on site at every event
Tires and parts can be ordered in advance
- + 1:1 Coaching® can be booked on request

INFOS & BOOKING

+49 69 900 28 429

OFFICE@GEDLICH-RACING.COM



Just scan the QR-Code
and send us a
WhatsApp message

DATES 2022/2023

03/04	DEC	Kickoff Barcelona Catalunya
10/11	DEC	Portimao
12/13	DEC	Portimao GTWS

Raceweek I

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

Endless Summer
Test- & Trackdays

GT Winter Series Days
Day 1: GTWS test day
Day 2: GTWS race day

GTWS

GT WINTER SERIES THE RACE GOES ON

- + Classes for GT4, GT3, Cup/Challenge and LMP
- + Test day with 5x 40 min. driving time per day
- + Race day with 2x 15 min. qualifying,
2x 25 min. sprint race and 60 min. endurance race

GT-WINTER-SERIES.COM



ENDLESS SUMMER - YOUR SECOND MAIN SEASON IN WINTER

GEDLICH-RACING.COM



The importance of safeguarding

The shocking behaviour of clerk Derek Stanley underlines why Motorsport UK is investing in making sure people are safe off the track as well as on it

STEPHEN LICKORISH

The majority of cases that go before UK motorsport's National Court are, in the grand scheme of things, quite insignificant. They may seem critically important to those involved, but the eligibility appeals and anger at what is perceived as an unfairly harsh or overly lenient penalty can often be pretty trivial. But there was nothing trivial about case J2022/11 that was heard last month. A senior clerk of the course receiving a 10-year ban for "utterly unacceptable" behaviour towards a female marshal is very serious.

While other sports have been embroiled in scandal following the abusive/racist/generally unacceptable actions of key figures, it is depressing to hear that British motorsport is far from immune from such inexcusable indiscretions. While regular TCR UK clerk Derek Stanley was not accused of any physical abuse, his sending of explicit content and subsequent pestering of the marshal with comments about her appearance and enquiring about her plans at the weekend are still reprehensible.

Given the nature of Stanley's messages, it is important to consider governing body Motorsport UK's approach to ensuring the safety of all participants and volunteers involved in the sport. It is seeking to reassure the community that this is an area it takes very seriously. "Participant safety and welfare is a key pillar of Motorsport UK's strategy to inspire and enable more people to participate in a safe, fair, fun, inclusive and progressive

"A 10-year ban sends the strongest message that this kind of behaviour is not tolerated"

environment," says Motorsport UK head of safeguarding Amy McLeod. "Motorsport UK has invested heavily in safeguarding and have a team led by me as head of safeguarding, supported by a safeguarding case manager and a safeguarding compliance and development officer."

In terms of this case specifically, when the allegations came to light – from the marshal who stepped forward with evidence of Stanley's behaviour – Stanley's licences were immediately suspended while the matter was referred to the National Court. And Motorsport UK encourages anyone else who has experienced or witnessed any form of abuse or inappropriate language at events to get in contact.

With the rise of social media, safeguarding has become an ever more important area. "While there have not been cases of this

severity, unfortunately this is not an isolated issue," admits McLeod. "There are still some outdated views and behaviours that cause upset and distress to the participants throughout the motorsport community. For example, we are seeing a rise in inappropriate communication taking place online and via social media, much as in society as a whole."

Nevertheless, this particular case does raise some worrying questions. Not least the fact that this female marshal is not the first to have made complaints about Stanley's conduct. Back in 2018, three other women came forward and Stanley gave assurances that there would be no repeat. Clearly, he forgot that warning with his latest action.

Should he have been banned in the first place? It's easy to say yes now, but all the evidence must be in place to ensure an innocent person's reputation is not unnecessarily trashed. Equally, given the nature of the allegations, perhaps a stronger stance should have been taken, and it would have prevented others falling victim to Stanley's attention. It is also important to note that Motorsport UK is a very different organisation now compared to four years ago.

But what is certainly correct is the response to these latest allegations. Banning Stanley for 10 years sends the strongest possible message that this kind of behaviour is not tolerated and you would imagine it could mean the end of his motorsport career.

The clerk of the course role is an incredibly important one. They are in effect the most senior official at events and they should be a figure that the paddock can universally trust and look up to. Stanley has abused that position of authority. He held a role where his conduct should be an example to others. Instead, it was anything but.

Motorsport UK, like many organisations, is proactively trying to encourage more women to take part in the sport, but Stanley's actions undermine those efforts. What sort of signal does it send to a female driver or marshal considering getting involved that a senior official at events could start sending them explicit and unwanted messages? Perhaps one that may make them think twice about participating.

However, of all the elements to this case, it is Stanley's own response that is most alarming. The court report states that he "maintains nothing he did was intended to be offensive". Such ignorance is a throwback to a long-gone era – it is simply unacceptable in this day and age to behave in such a way, and he should not need a court to tell him that. It's therefore important for motorsport to be free of Stanley and any others like him. ❧

If anyone is concerned by the conduct of someone involved in motorsport, they can report this information at:
motorsportuk.org/racewithrespect

TOCA SUPPORTS SILVERSTONE 24-25 SEPTEMBER

Gray clouds over Dunne's early title glory

BRITISH F4

There was a distinct end-of-term feel to British Formula 4's penultimate event of the year at Silverstone. Driving standards were shocking and there was repeated contact between key protagonists Alex Dunne and Oliver Gray, which left Dunne not quite able to land title glory.

The drama began on the very first lap of the opener, when Dunne challenged Carlin's polesitter Gray into Brooklands. With Gray unwilling to relent, there was contact at Luffield that damaged Gray's front wing and left Dunne spinning to the rear of the field. That incident then set the tone for a hot-tempered weekend.

While Gray clung on to win from team-mate Louis Sharp – managing two safety car restarts, the first after a hit from Aiden Neate sent Ugo Ugochukwu spinning on the Wellington Straight – Dunne set about storming through the order, finishing fourth. But Gray was judged at fault for their collision and initially handed a grid penalty that subsequently became a demotion behind Dunne to fourth in the result, a decision that is set to be appealed to the National Court. “He ran me out of road and I had



nowhere to go,” protested Gray, who believed he had a nudge from Hitech driver Dunne before the main contact occurred.

While JHR's Georgi Dimitrov streaked clear in the partially reversed-grid race, Gray and Dunne were at it again. Dunne made repeated attempts to pass Gray for sixth, including through Woodcote, where Gray chopped across and forced Dunne off-track. The Irishman retaliated at Becketts, barging Gray out of the way and, unsurprisingly, the pair – who spent the cooldown lap millimetres apart and entered the pitlane side-by-side – were both sanctioned.

Dunne then needed to beat Gray in the finale to secure the title with a round to go but this proved to be a non-event.

Just three full racing laps were held as a series of collisions and safety car periods – including officials restarting the race and questionably immediately deploying the pace car again having failed to respond to Dimitrov's stopped car – left Dunne unable to pass Gray and Joseph Loake.

Dunne was left frustrated not to officially land the title but was not surprised about it being such a hard-fought weekend. “I think I expected that – we're two quick drivers who race hard going for a title,” he said. A title that Dunne may now formally clinch at Brands Hatch without even being present, such is his superiority.

STEPHEN LICKORISH

Strong Weller weekend puts him in prime position

MINI CHALLENGE

Sam Weller is looking in good shape for the Mini Challenge title with a round to go after co-dominating the penultimate round at Silverstone with Irish rookie Alex Denning.

Hybrid Tune ace Weller led the early going in the opener before spectacular

former Mondello Park Ford Fiesta hotshoe Denning got in front on the third lap. Weller fought back and reclaimed the advantage, but his move did not gain official approval and he was penalised down to second, giving Graves Motorsport's Denning victory. This duo's battle brought Jason Lockwood and Ronan Pearson into contention in

a tight quartet, with Lockwood pulling off a fine outside pass at Becketts to claim third.

A brilliant run out of Copse after the start gave Denning the lead in race two, and from there it was a case of keeping out of arm's length of Weller to make it a double. Once again, Lockwood and Pearson battled before Pearson escaped to chase the leading pair – he nearly caught Weller, who struggled with visibility late on due to oil from Denning's car on his windscreen.

Like Denning in race two, Weller managed fantastic momentum from Copse to move into the lead of the finale, while Pearson took his Excelr8 car into second. Their battle was intense, including spending most of the fourth lap side by side, but Weller narrowly held on to claim a fine win from Pearson. Denning ran wide on the fourth lap at Luffield, dropped to ninth, stormed back to third, then got hit with 15s of track-limit penalties, promoting Lewis Brown.

MARCUS SIMMONS

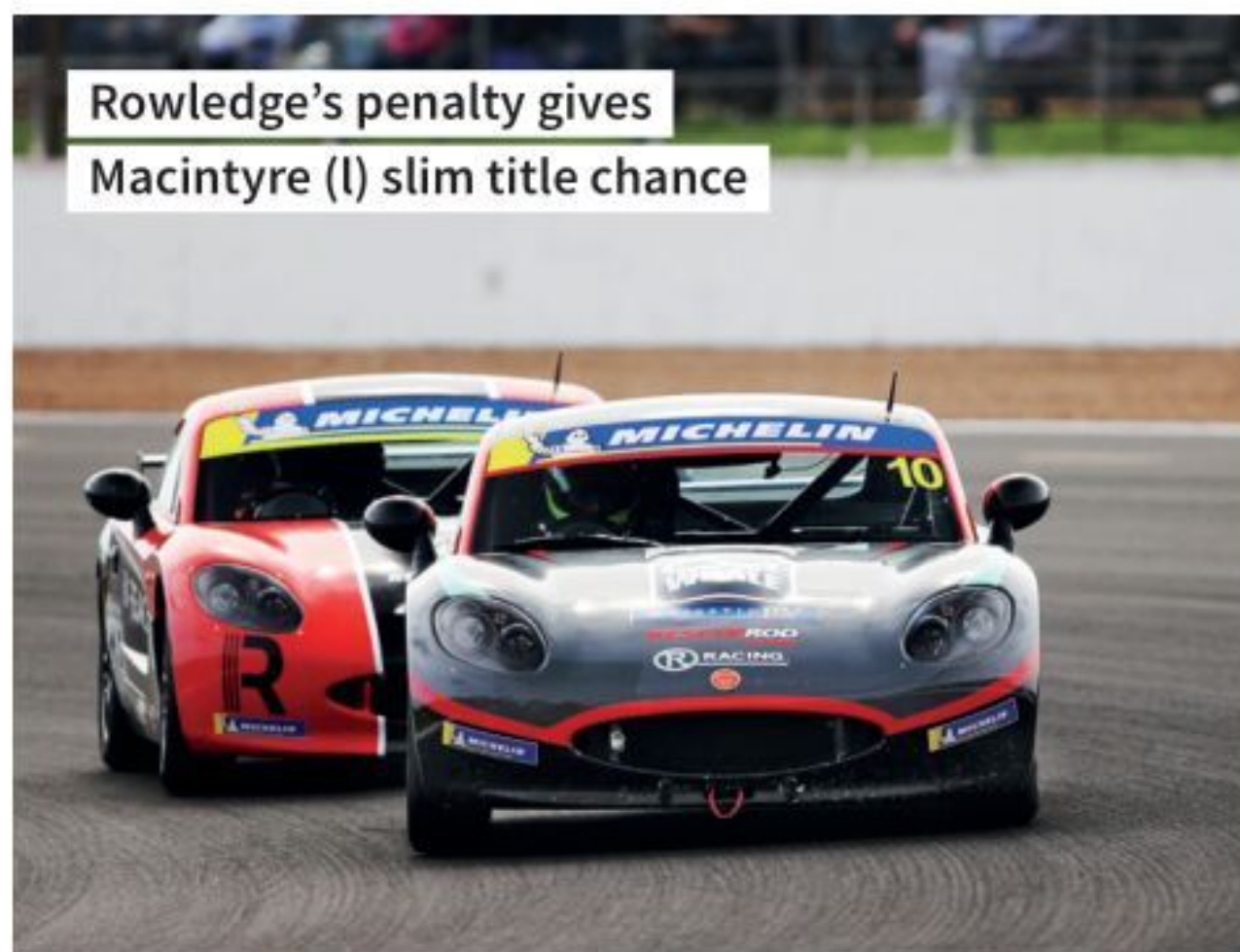


Track-limits woe denies Rowledge

GINETTA JUNIOR

A track-limits penalty was all that prevented Josh Rowledge from snatching the Ginetta Junior title with an event to spare after an otherwise impressive weekend.

Despite only qualifying seventh, Rowledge was third after two laps of the opener — aided by chief rival Will Macintyre tagging polesitter Sonny Smith at Becketts



and also delaying Harri Reynolds. A tour later, Rowledge snuck into the lead when Liam McNeilly's attempts to pass Kanato Le proved unsuccessful. But it was not straightforward from there, Rowledge having to resist constant pressure from Le.

It was a similar story in race two. As those around him made mistakes, fifth-place starter Rowledge kept his cool to thread his way to the front by lap three of 16 and again stayed there.

With polesitter Rowledge merely needing to outscore Elite's Macintyre to claim the title, the finale should have been the most straightforward. But a tussle with Reynolds out of Becketts left Rowledge fifth and Le in the lead. Rowledge had risen to third before Smith made an optimistic move on Le at Brooklands that spun the leader to fourth as Smith was disqualified. With Rowledge's penalty, Macintyre and Reynolds were a surprised 1-2 and the title battle continues.

STEPHEN LICKORISH

WEEKEND RESULTS

BRITISH FORMULA 4

Race 1 (20 laps) 1 Louis Sharp; 2 Daniel Guinchard +1.564s; 3 Alex Dunne; 4 Oliver Gray; 5 Georgi Dimitrov; 6 Noah Lisle.

Fastest lap Joseph Loake 54.673s (108.01mph). **Pole** Gray. **Starters** 20.

Race 2 (20 laps) 1 Dimitrov; 2 Ugo Ugochukwu +0.343s; 3 Sharp; 4 Aiden Neate; 5 Loake; 6 Eduardo Coseteng. **FL** Ugochukwu 54.571s (108.22mph). **P** Oliver Stewart. **S** 20.

Race 3 (12 laps) 1 Gray; 2 Loake +0.407s; 3 Dunne; 4 Neate; 5 Coseteng; 6 Ugochukwu. **FL** Loake 54.641s (108.08mph). **P** Gray. **S** 20.

Points 1 Dunne 412; 2 Gray 310; 3 Ugochukwu 264; 4 Sharp 243; 5 Loake 214; 6 Neate 210.

MINI CHALLENGE

Race 1 (18 laps) 1 Alex Denning; 2 Sam Weller +0.207s; 3 Jason Lockwood; 4 Ronan Pearson; 5 Lewis Brown; 6 Jack Mitchell. **FL** Pearson 1m01.392s (96.19mph). **P** Weller. **S** 28.

Race 2 (20 laps) 1 Denning; 2 Weller +1.341s; 3 Pearson; 4 Lockwood; 5 Mitchell; 6 Brown. **FL** Pearson 1m01.021s (96.78mph).

P Denning. **S** 28.

Race 3 (20 laps) 1 Weller; 2 Pearson +0.441s; 3 Brown; 4 Lockwood; 5 Mitchell; 6 Sam Smith. **FL** Pearson 1m00.903s (96.96mph).

P Lockwood. **S** 28.

Points 1 Weller 743; 2 Lockwood 662; 3 Pearson 630; 4 Denning 595; 5 Mitchell 594; 6 Jack Davidson 475.

GINETTA JUNIOR

Race 1 (13 laps) 1 Josh Rowledge; 2 Kanato Le +0.172s; 3 Liam McNeilly; 4 Harri Reynolds; 5 Freddie Slater; 6 Luke Watts. **FL** Rowledge 1m10.763s (83.45mph). **P** Sonny Smith. **S** 24.

Race 2 (16 laps) 1 Rowledge; 2 Reynolds +0.336s; 3 Will Macintyre; 4 Smith; 5 Le; 6 Maurice Henry. **FL** Smith 1m11.030s (83.14mph). **P** Smith. **S** 24.

Race 3 (17 laps) 1 Macintyre; 2 Reynolds +0.471s; 3 Le; 4 Rowledge; 5 Slater; 6 McNeilly. **FL** Rowledge 1m10.960s (83.22mph).

P Rowledge. **S** 24.

Points 1 Rowledge 622; 2 Macintyre 534; 3 Reynolds 441; 4 McNeilly 408; 5 Joe Warhurst 372; 6 Aqil Alibhai 336.

GINETTA GT4 SUPERCUP

Race 1 (16 laps) 1 Tom Emson; 2 Reece Somerfield +7.141s; 3 Darren Leung; 4 Henry Dawes; 5 Wes Pearce; 6 Aston Millar. **FL** Emson 56.092s (105.28mph). **P** James Kellett. **S** 17.

Race 2 (16 laps) 1 Kellett; 2 Emson +8.387s; 3 Millar; 4 Pearce; 5 Blake Angliss; 6 James Taylor. **FL** Kellett 55.945s (105.56mph). **P** Leung. **S** 13.

Race 3 (22 laps) 1 Kellett; 2 Emson +0.306s; 3 Somerfield; 4 Leung; 5 Dawes; 6 Pearce. **FL** Kellett 55.739s (105.95mph). **P** Emson. **S** 17.

Race 4 (22 laps) 1 Emson; 2 Kellett +0.220s; 3 Somerfield; 4 Leung; 5 Dawes; 6 Pearce. **FL** Emson 55.938s (105.57mph). **P** Leung. **S** 16.

Points 1 Kellett 519; 2 Emson 433; 3 Millar 404; 4 Dawes 261; 5 Somerfield 168; 6 Josh Rattican 90.

PORSCHE CARRERA CUP GB

Race 1 (both 28 laps) 1 Kiern Jewiss; 2 Theo Edgerton +1.730s; 3 Adam Smalley; 4 Gus Burton; 5 Will Martin; 6 Charles Rainford. **FL** Jewiss 54.861s (107.64mph). **P** Jewiss. **S** 22.

Race 2 1 Jewiss; 2 Burton +4.546s; 3 Edgerton; 4 Rainford; 5 Hugo Ellis; 6 Jake Giddings. **FL** Jewiss 54.758s (107.85mph). **P** Martin. **S** 22.

Points 1 Jewiss 115; 2 Martin 93; 3 Smalley 89; 4 Edgerton 87; 5 Burton 79; 6 Matthew Graham 62.

DNF keeps Kellett waiting

GINETTA GT4 SUPERCUP

It was a record-breaking weekend for James Kellett in the Ginetta GT4 Supercup but he is yet to be confirmed as the category's final ever champion.

Four races, including one rearranged from Thruxton, presented Kellett with the opportunity to seal the title early. However, those plans were instantly derailed in the opener when a sheared bolt connected to his differential left him stranded on the grid. The field just avoided him but, with Tom Emson winning, it meant the title was out of reach for now. "Something was going to happen at some point," said Century driver Kellett in reference to his

previously unblemished reliability record.

But he bounced back in the 'Thruxton race', storming from fourth to first on the opening lap — featuring an exceptional move around the outside of Darren Leung at Brooklands — to claim a 12th win of the season, a new series record.

He made it 13 victories in the third race, despite starting at the back due to his earlier DNF. Kellett stormed up to second inside four laps before Elite driver Emson put in an excellent defence to hold him at bay. That was until the final tour, when Kellett squeezed ahead at Becketts. But there was no such disappointment for Emson in the finale as he resisted Kellett this time.

STEPHEN LICKORISH



TOCA SUPPORTS SILVERSTONE 24-25 SEPTEMBER

Jewiss on the brink of glory after double delight

PORSCHE CARRERA CUP GB

In line with the other British Touring Car support categories, the Porsche Carrera Cup GB title fight has not quite been settled but Kiern Jewiss took a giant step towards taking the honours after a double Silverstone win.

Considering the fine margins that have separated the Porsche protagonists for much of the year, and that Jewiss was recovering from a tricky time at Thruxton last time out that resulted in just a pair of fifth-place finishes, it is somewhat remarkable that the Team Parker racer now enjoys a 22-point lead with 26 still available.

Key to Jewiss's commanding position was qualifying on pole in Northamptonshire and then converting that to an early lead. Jewiss himself admits "it's no secret my starts haven't been so great this year". But the 2018 British Formula 4 champion's "weakness" was not in evidence at Silverstone.

Not only did Jewiss make a decent getaway this time but he was soon able to pull clear as a close scrap for second featured JTR's Theo Edgerton emerging from Copse ahead of both Adam Smalley (Redline) and Will Martin (Richardson Racing) on lap two. And that was how it stayed to the finish, aside from Gus Burton demoting Martin a further



Two wins ensured Jewiss bounced back from tricky Thruxton event

place with a bold dive down the inside of Becketts, Jewiss concentrating on managing his tyres to the flag.

It completed a strong turnaround for Jewiss from his Thruxton disappointment. "It was very tough, we still haven't quite got to the bottom of it," he admitted of his Hampshire struggles. "But we've bounced back in a very strong manner. We were fastest in testing on Wednesday, fastest in the official test on Friday, got pole and have won."

But Jewiss's fortunes went from good to even better in the partially reversed-grid second contest. He was up to second from fifth by the end of the opening tour after his two closest rivals tangled at Becketts.

Smalley, having received contact from Edgerton, sent Martin into a spin and was heavily delaying in the process — Smalley and Martin ultimately finishing fifth and seventh, respectively, in the Pro class.

Jewiss then began pressuring Burton late in the race when the Century driver was handed a five-second penalty for abusing track limits that gifted Jewiss the spoils and means he is now on the brink of title glory.

However, already celebrating was Charles Rainford, who has regularly mixed it with the Pros this year and wrapped up the Pro-Am honours.

STEPHEN LICKORISH

A WELCOME RETURNEE TO THE CARRERA CUP GRID

There was a welcome returnee to the Porsche Carrera Cup GB field at Silverstone in the form of Jack Bartholomew. Last year's Porsche Sprint Challenge GB runner-up had been forced to miss the Knockhill, Snetterton and Thruxton rounds after a serious accident when he was cycling near Eastbourne just over nine weeks ago.

The Richardson Racing driver was left with multiple injuries — including six broken

ribs, a broken collarbone and punctured lung — after he was hit by a van while riding on the A259 as part of his training.

Given the extent of his injuries, it was remarkable to see Bartholomew, a Lamborghini Super Trofeo Middle East champion, back in action in Northamptonshire, his seat having been taken by Josh Malin for the previous three events.

"It was really nice to be back — I think a lot of people were surprised to see me on the entry list," he admitted. "Silverstone had always been the goal once I was out of hospital — Thruxton [six weeks after the crash] would've been ambitious."

Bartholomew says there has been "some bumps in the road" to his recovery and is feeling at about 95% now, noting how he's "still got a few niggles". Getting back in the car for the Carrera Cup pre-event test day at Silverstone on Wednesday was a challenge, though. "The worst thing was doing 130 laps in testing on Wednesday — my neck was bad after that!" said Bartholomew.

He was in the thick of the action in the races at Silverstone and found the opener "fun", finishing seventh in the Pro class, until he was given a formal reprimand and two points on his licence post-race for sending Oliver White into a spin at Becketts on the first lap. Bartholomew unsuccessfully appealed the sanction, still believing it to be a racing incident after he himself received contact.

He then finished eighth in a "messy" race two, during which he spent a while battling with Adam Smalley after the Redline driver had dropped back having tipped Bartholomew's team-mate Will Martin into a spin.

Bartholomew is now hoping to end the season on a high at Brands Hatch next weekend. But regardless of the results, just returning to the grid at all was a major achievement. "It was nice to come back from where I was nine weeks ago," Bartholomew concluded.

STEPHEN LICKORISH



Bartholomew was back on track after cycling accident



Bromley (l) and Dalgarno came to blows on final corner of the season

Dramatic deciders as MGCC titles are settled by fine margins

SNETTERTON
MGCC
24 SEPTEMBER

On a dramatic day of championship finales at Snetterton, three titles went to the wire, decided by the narrowest of margins.

The MG Trophy featured drama aplenty. At the head of the field, Jason Burgess took wins six and seven of 2022, under intense pressure from Adam Jackson, who punctured after running wide in the opener. Behind the two MG ZR 190s, the ZR 170s enthralled as Joe Dalgarno and Josh Bromley battled for supremacy.

Bromley squeezed inside Dalgarno and Patrick Booth in one move at the Agostini hairpin on race one's penultimate lap, winning by just 0.16 seconds. The rematch, amid spots of rain, was even closer. Recovering from a spin at Brundle, Dalgarno overcame a 5s deficit to twice trade places with Bromley on the final lap, before using Coram's outside line for a dive into Murrys. Contact was made, Bromley

half spun and Dalgarno edged the drag race to the line by 0.058s to clinch the title.

"I tried to go down the inside and saw he was starting to turn in, so tried to back out of it," said Dalgarno, who was tipped onto his roof at the same circuit last year. "I stayed backed out of it so I didn't spin him the whole way round."

A racing incident, said the clerk of the course, but Bromley rued: "For me, I'm in front, it's my racing line, and I've turned in on the usual racing line." He added: "To lose it that way, it's obviously not nice."

Mark Eales took a rollercoaster route to retaining his Metro Cup crown. Challenger Mike Williams won the opener after Jack Ashton slowed late on. But Eales, set for second-place points behind guests Ashton and Dan Balster, had one hand on the title before exclusion for coming in 2.5kg underweight.

Starting the finale from the back, Eales jumped to 11th before a safety car for a startline shunt reduced the laps available to make further ground. But the title race took another twist when a smoky Williams retired from the lead after a gearbox oil seal failed. Up front, after Ashton slowed to retire, Balster pipped Richard Garrard to victory, but Eales's climb to fourth was just enough to snatch the crown.

Morgan Challenge invitational entry Ian Sumner charged to a double, one from the pitlane, despite gearbox struggles. Behind, AVR6 pilot Andrew Thompson's Class 2 win put him on the brink of the title but he retired from the lead of race two with a halfshaft leaking oil on to his brakes. Class 4 runner Steve Lockett (+8) took his opportunity to level Thompson's total before receiving confirmation that his better



Cow claimed Midget & Sprite honours after Bridge's woes

WEEKEND WINNERS

MG TROPHY

Races 1 & 2 Jason Burgess (ZR 190)

MG METRO CUP

Race 1 Mike Williams

Race 2 Dan Balster

MORGAN CHALLENGE

Races 1 & 2 Ian Sumner

(Morgan 'Black Sheep', below)

MIDGET & SPRITE CHALLENGE WITH MGA & BCV8

Race 1 David Morrison (Midget)

Race 2 Martin Morris (Midget)

MG CUP

Races 1 & 2 Jack Chapman (MG ZR 170)



For full results visit: tsl-timing.com

dropped score would give him the honours.

The Midget & Sprite Challenge crown was settled in Pippa Cow's favour when polesitter Richard Bridge's Austin-Healey Sprite MkII suffered a cooked engine after its water pump failed. A wet-tyre choice helped David Morrison command the opener but left him slipping to fifth in a sequel won by Martin Morris, in Paul Sibley's ex-Ted Reeve car.

Jack Chapman made light of the tricky conditions to score his maiden wins in the MG Cup, each by more than half a minute. Richard Buckley did enough to secure a second title despite snatching brakes on his Rover Tomcat leading to grassy excursions.

MARK PAULSON



Lindsay's Brut force wins Woodman Trophy

CASTLE COMBE
CCRC AUTUMN CLASSIC
24 SEPTEMBER

The Goodwood Revival's first race winner in 1998, driving ERA R5B 'Remus', urbane and versatile Ludovic Lindsay piloted his immaculate ex-Stuart Graham Faberge Brut 33 Ford Capri to victory in Automobiles Historiques' inaugural Group 1 Touring Car race, highlight of Saturday's gloriously sunny Castle Combe Autumn Classic.

Named for local hero Vince Woodman, the Bristolian Ford dealer who won 27 races at Combe between 1965 and 2008, the 45-minute series intro attracted the joint smallest entry, yet provided the closest fight. Fittingly, once Jack Moody's Rover V8 fell from the scrap, four yowling Capri V6s – like those in which Woodman won British Saloon Car rounds from 1976-82 – disputed the lead.

Circulating together, John Spiers (Hermetite), Lindsay and Neil Merry (Gordon Spice Motorcraft Autocar toolroom copy) chased 'Skid' Scarborough's original Track Marshall car initially. Spiers slowed with a gearbox problem, using third and fourth before they too became inoperable. After the mandatory stops, Lindsay and Merry hounded down Scarborough, the trio trading fastest laps. Inspired by the leading car's tail becoming increasingly pendulous, Lindsay pounced on the exit of Quarry, after a breathtaking move that featured them abreast through Folly, over Avon Rise and into the right-hander. When 'Skid' "lost drive" at the Esses and parked a lap from home, Merry gratefully seized second.

"I haven't raced here for 35 years, but it's a fabulous track," enthused Lindsay, whose two previous outings were on the pre-chicanes layout in Formula Ford and Sports 2000! Jeremy Bailey – third on

the debut of his Kurt Thiim tribute Rover – and Matt and David Green (ex-Per Eklund Toyota Corolla) grappled with Steve Jones's Datapost Mini 1275GT until its gearbox failed.

The sister GT and Sports Car Cup promotion graced the Classic for a fifth time, Chris Chiles Junior and Senior winning the cracking 90-minute finale by a lap in their Gary Spencer-run AC Cobra, Jr's 1m17.444s (85.99mph) best lap a record. A scintillating GT3 fight for second captivated onlookers. Emphasising the series' family theme – nine dynasties competed – Billy and Jack Bellinger in John Emberson's Morgan +4 SLR narrowly beat the gruntier Austin-Healey 3000s of Jack and Bill Rawles and Mark Pangborn to second overall. Malcolm Paul/Rick Bourne (TVR Grantura) won GT2 after a tactical encounter with Oliver Marcais (MGB).

Run on the circuit's opening day in July 1950, and back – in front of spectators – that October, when Curly Dryden and Formula 1-bound Stirling Moss and Peter Collins won, 500cc F3 again proved entertaining. Fifteen of the 17 qualifiers started, Alex Wilson securing the 500 Owners Association championship with another accomplished victory in dad Chris's striking Guernsey-flagged Cooper-Norton. Simon Dedman led the chase in a similar car, from Andrew Turner's humble speedway JAP-engined Mk9, which father John bought for £250 in 1967.

Jonathan Abecassis, grandson of George, who won the 1955 Redex Trophy sportscar race here in an HWM-Jaguar, repeated his 2019 FiSCar win in his left-hooker Healey 100M. Abecassis made light work of ousting Paul Woolmer in the Elva Courier that son



ALL PHOTOGRAPHY: OLLIE READ

WEEKEND WINNERS

GROUP 1 TOURING CARS

Ludovic Lindsay (Ford Capri 3.0S)

GT & SPORTS CAR CUP

Chris Chiles Jr/Chris Chiles Sr (AC Cobra)

500cc F3

Alex Wilson (Cooper-Norton Mk10, below)

FISCAR

Jonathan Abecassis (Austin-Healey 100M)

ECURIE CLASSIC RACING

Lee Atkins (TVR Grantura)

HSCC GRIFFITHS HAIG TROPHY

Race 1 Oliver Llewellyn (Allard-Cadillac J2)

Race 2 Tim Llewellyn (Allard-Cadillac J2)

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

Richard had started strongly. Richard Fores, finishing Andrew Mitchell's delightfully patinated Lotus Elite, almost caught Robin Ellis's third-placed example.

From pole, 2015 Historic FF2000 champion Tom Smith led the Ecurie Classic Racing pack until Tower on the last lap when, staving off Lee Atkins's TVR, he got out of shape. The cars touched, opening the E-type's bonnet, but both put it down to a racing incident. Despite little forward vision, Smith trickled home behind Atkins but well ahead of the evenly matched Jaguar saloons of Grant Williams and engine builder Tom Barclay to land the marque prize.

Launching like dragsters, Allard-Cadillacs outran Historic Sports Car Club Griffiths Haig Trophy rivals where the club's roots were sown in 1966. Lad and dad Oliver and Tim Llewellyn's cycle-winged J2 just had the legs on Tony Bianchi's envelope-bodied Farrellac both times. The nippy ex-Lord Angus Clydesdale Lola Mk1s of Sir John Chisholm and Tim Reid disputed third in the opener, having shaken off James Owen's Elva.

The second stanza was stopped while the rescue unit and medics attended an off-track emergency. Behind the top three in the sprint restart, Owen pipped Tania Pilkington (Maserati 300S) and Reid.

MARCUS PYE



DOCTOR'S COUPE RACER Dr Myer Barnet Stungo acquired this Frazer Nash as a rolling chassis in 1964, commissioned a coupe body and used it in the Wembley area until his death. Marque expert Bill Roberts later acquired the car, rebuilt it to 1953 Le Mans Replica MkII spec and campaigned it into the 2000s. Last raced by Patrick Blakeney-Edwards in 2014, it joined the Griffiths Haig Trophy with new owner, Historic F3 stalwart Mike Scott, enjoying a higher sightline, and taking a best result of eighth.



OGBORN GOES HISTORIC The Bristolian Ogborn family has long been part of the Mighty Minis establishment, with a strong record of success in the championship. Paul is a previous title winner and his wife Lisette a former ladies' champion. Looking to branch out into historic racing, Paul and "master mechanic" Steve Rideout built a 1963 Mini into an immaculate Cooper S-spec racer that Ogborn Sr debuted in with Ecurie Classic Racing, finishing ninth.



THE LARKENS ASCENDING Winner of the unofficial award for travelling furthest to compete at Castle Combe was Mike Doodeman, who towed his unique Larkens 500 from Soest in Holland, an 840-mile round trip. Built by the Larkens brothers in 1949, the eponymous bolide was originally powered by a two-stroke DKW engine. Acquired derelict in 2018, it has been restored with a JAP for practicality. Sadly, it proved troublesome, completing a total of eight laps in qualifying and the race.

Bysouth's and Foden's Mazda masterclasses

DONINGTON PARK
BRSCC
24-25 SEPTEMBER

Two impressive clean sweeps during the penultimate round of the season at Donington Park have set up a thrilling climax for the British Racing & Sports Car Club's Mazda MX-5 and MX-5 Supercup championships.

The Supercup delivered the closest action, with Colin Bysouth triumphing in all three races to move within a handful of points of Will Blackwell-Chambers. It was a feat that hadn't looked likely after he qualified down in ninth for the opening contest, especially with Blackwell-Chambers taking pole.

Richard Amos diced with Blackwell-Chambers for the lead early on before a safety-car intervention. Patrick Fletcher moved ahead at the restart, while Blackwell-Chambers went off at Fogarty in his squabble with Amos and eventually finished fourth. Bysouth profited to move into third before passing Amos into Coppice and then making his race-winning move on Fletcher into the Melbourne hairpin. Bysouth and Fletcher were both excluded post-race for yellow-flag infringements, but Bysouth was reinstated on appeal.

Amos made a great launch from third in race two to move between front-row starters Blackwell-Chambers and James Cossins into Redgate, but ran wide on the exit and slipped to fourth. Bysouth moved up three places to third and then took second away from Fletcher before the end of the opening lap. He then made a better exit from Old Hairpin to draw alongside Blackwell-Chambers and grab the lead into McLeans.

Cossins briefly led the final encounter ahead of Blackwell-Chambers and Bysouth before a sideways moment exiting Goddards



allowed the two title contenders to move ahead. Bysouth repeated his race-two pass on Blackwell-Chambers into McLeans and then held off his rival to seal his hat-trick.

It was even more one-sided in the MX-5 Championship, with Steve Foden proving untouchable all weekend to keep the pressure on points leader Fraser Fenwick. His car transformed by an engine change at the previous round, Foden triumphed by sizeable margins in the first two races. His escape was helped both times by fierce battles behind. Sebastian Fisher edged TSW team-mate Oliver Graham to second in race one, while Fenwick recovered from a collision at Redgate to finish fifth. Graham was runner-up ahead of Tom Smith and Fenwick in race two.

Foden's charge was halted by a mid-race safety-car period in the third contest, with Fenwick diving up the inside at Melbourne after the resumption. But Foden responded to reclaim the lead on the next lap into McLeans, with Fenwick relegated to fourth

by Smith and Jason Greatrex.

The penultimate round of the Fun Cup went the way of Team Viking's Mark Holme and Teddy Wilson, who snatched victory during a dramatic finish following a late safety-car period. Fellow title contender Stobart Sport started from pole, but contact with a tyre stack at Fogarty inside the first hour put them out of contention. UVio/Hofmann's Lotus climbed from the back into the lead, but a mix-up with the pitstop window boards resulted in them and GCI Racing being called into the pits twice in a safety-car period at the halfway stage.

Despite the error, UVio/Hofmann led in the hands of Scott Fitzgerald following two further caution periods in the final hour. But a charging Scott Parkin (Team Olympian) passed Fitzgerald inside the closing 15 minutes. As they continued to trade places, Wilson picked off the pair of them, with Parkin spinning into the path of Fitzgerald on the final lap at Old Hairpin, promoting the Shire crew to second and points leader GCI to third.

Mike Jenvey dominated the final two races of the Zeo Prototype season in his self-built Jenvey Gunn TS6, with James Abbott (Revolution 500SC) taking second in race one ahead of Michael Clark (Radical RXC). Clark finished runner-up in the sequel, which was led initially by Sir Chris Hoy, who gained five places on the first lap at Redgate. But a gearbox issue with his Revolution while running third dropped Hoy to sixth, with Graham Charman taking the final podium spot in his Juno. Elsewhere, Liam Morley came from 15th on the grid to win the British Superkart Grand Prix ahead of Carl Hulme and Lee Harpham.

STEVE WHITFIELD



Jenvey was a double winner in Zeo Prototypes

ALL PHOTOGRAPHY: BOURNE PHOTO

Bysouth repeatedly kept the MX-5 Supercup horde at bay at Donington



WEEKEND WINNERS

MAZDA MX-5 SUPERCUP

Races 1, 2 & 3 Colin Bysouth

MAZDA MX-5 CHAMPIONSHIP

Races 1, 2 & 3 Steve Foden

FUN CUP ENDURANCE

Team Viking (Mark Holme/Teddy Wilson)

ZEO PROTOTYPES

Races 1 & 2 Mike Jenvey (Jenvey Gunn TS6)

BRITISH SUPERKART GP

Liam Morley (Anderson CSK, below)

NATIONAL FORMULA FORD

Race 1 Niall Murray (Van Diemen BD22)

Race 2 Colin Queen (Ray GR18)

Race 3 Andre Lafond (Ray GR15)

NORTHERN/SUPER CLASSIC FORMULA FORD

Races 1 & 2 Callum Grant (Van Diemen RF91)

MAZDA MX-5 CLUBMAN

Race 1 Jon Pethick

Race 2 Chris Dawkins

CLUBSPORT TROPHY

David May/Mark Skeats (Ginetta G55)



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

DEMPSEY’S ROCKY ROAD TO THE TITLE

Jordan Dempsey clinched the National Formula Ford title at the season finale at Donington Park, but it proved more of a challenge than he had hoped.

It should have been a formality for the 2019 Walter Hayes Trophy winner, who arrived at the decider with a 79-point advantage in his Kevin Mills Racing Spectrum over Ammonite Motorsport Ray pilot Colin Queen. Dempsey set the fastest time in qualifying, but a collision with his returning team-mate Michael Eastwell, who spun in front of him on a gravel-littered circuit in the final moments of the session, resulted in a big repair job for the team before the opening contest.

Things got worse for Dempsey as soon as the race started. He went off from the lead at Old Hairpin, and he then collided with another car at McLeans and trailed home last after a pitstop to repair a damaged trackrod. Niall Murray, the 2018 champion also making a return in preparation for the Formula Ford Festival, held off a trio of Ammonite Rays headed by Queen to take victory in his Van Diemen, with the race halted at two-thirds duration due to the amount of gravel deposited on the track once again at Fogarty.

“It’s good to be back after 11 months out, in a different car as well,” said Murray, after the Van Diemen he previously raced was destroyed in a Team Dolan factory fire over the summer. “Bernard [Dolan, the team owner] has had a lot of sleepless nights over the last few weeks, but the car is absolutely on point.”

As Dempsey put in a risk-free recovery drive from 19th on the grid to eighth in race two, Queen fought hard to score his third win of the campaign. He immediately went on the offensive on the opening lap to pass Murray into the Melbourne hairpin,



Qualifying drama and opening race woes didn’t stop Dempsey

but the first-race victor instantly fought back at the next corner, with Queen then slipping to third behind Shawn Rashid at Redgate. Queen eventually retook the place from his team-mate and then swept past Murray, who was struggling for straightline speed, with Rashid moving up to second after a dice through the Craner Curves. “This last round has been the signature point of the year,” said Queen.

With the top six finishers reversed to form the grid for the finale, Andre Lafond lined his Ray up on pole. After losing the lead to B-M Racing Medina Sport driver Rory Smith at the start, Lafond capitalised on a mistake from Smith into Redgate to reclaim the advantage and held on to take his maiden victory despite late pressure from Queen, who completed a second 1-2 in a row for Ammonite. Murray finished 10th despite crashing into the barriers in an early clash with Rashid, who ended up in the gravel on the final lap.

With the title already effectively secured, Dempsey cruised to seventh. “The car has been great all year,” said Dempsey. “It was hard to do because yesterday everything that could have gone against me did, but today I was able to scrape by and get it.”

STEVE WHITFIELD



Murray made a successful return to National FF1600

McCulloughs battle for Donnelly glory

KIRKISTOWN

500MRCI MARTIN DONNELLY TROPHY
24 SEPTEMBER

David McCullough became the first four-time winner of the Martin Donnelly Trophy at Kirkistown last weekend. But, if that statement implies an easy run into the Formula Ford record books, it couldn't be more wrong.

Both David and brother Ivor arrived at Kirkistown with three previous 'Donnelly' victories and with firm ambitions to add to their total. But qualifying told a different story with the Van Diemen of Noel Robinson – another former winner – on pole and Dave Parks's Ray alongside, while Ian Campbell (Ray) and Alan Davidson (Mondiale) were on row two. You had to go back to sixth to find David's RF01, with Ivor's identical car behind in eighth. It looked like they were in for a tough day.

However, the McCulloughs have overcome poor starting positions before, and so it proved again, with the two white Van Diemens rapidly joining the front row gang at the head of the train, where they stayed – David in front – despite the attentions of Robinson, Parks and the rest.

But the issue remained in doubt until a couple of laps from the end when Ivor tried a brave move on David at the Hairpin, but ended up outbraking himself. He recovered to stay out of Robinson's clutches, however, to make it a family 1-2 but his chance of becoming a quadruple winner was over, at least for another year. Robinson and the



hard-charging Parks were next up.

Behind them, Rob Parks emerged triumphant from a four-way scrap for fifth spot involving Campbell, Drew Stewart and Davidson, all of whom had swapped places numerous times.

Earlier, Ivor McCullough had won the opening FF1600 encounter from – you've guessed it – David, who had David Parks, Robinson and Campbell for (close) company.

Not to be outdone, Formula Vee also had two hard-fought contests. The first featured Anthony Cross (Sheane) continuing his Kirkistown winning streak – but only by 0.005 seconds from Jack Byrne (Sheane), with Gavin Buckley (Sheane), Dan Polley (Sheane) and Donal Downey (Leystone) all close behind.

Race two, for the Emerson Fittipaldi Trophy, provided more or less the same result, but this time Cross won by the fairly massive margin – in Vee terms – of 0.57s. Buckley again placed third behind Byrne, but Downey stayed ahead of Polley to claim fourth spot.

Jim Larkham (Radical PRO6) continued

his winning ways ahead of the similar car of nephew Steven in the first Roadsports race, with Niall Fitzsimmons (Prosport) third in what was almost an all-Radical affair.

However, Steven took an unopposed win in race two, which was red-flagged when Jim tangled with John Stewart's PRO6, leaving the latter stranded mid-track. At the restart, Steven took off with Fitzsimmons following in a lonely second place ahead of Mike Ward (PRO6). John Benson's Crossle 37S, fifth in the first race, departed with loss of brakes so it was left to the 47S of Bernard Foley to keep the Crossle flag flying in fifth. The concurrent Global Light honours were shared by the dad and lad pair of Richard and Jack Finlay.

The one-litre Honda-powered NI Se7ens, getting their own races rather than in Roadsports this time, provided Graham Moore with back-to-back victories in his self-built GMS to add to the two he scored last time out. Richard Francis (Locost) took the challenge to Moore with brother Mark's similar car also in close attendance. Paul Thompson's Stryker provided most of the



KIRKISTOWN WINNERS

FF1600

Race 1 Ivor McCullough (Van Diemen RF01)
Martin Donnelly Trophy David McCullough (Van Diemen RF01)

FORMULA VEE

Race 1 Anthony Cross (Sheane FV94)
Emerson Fittipaldi Trophy Anthony Cross (Sheane FV94)

ROADSPORTS

Race 1 Jim Larkham (Radical PR06)
Race 2 Steven Larkham (Radical PR06)

NI SEVENS

Races 1 & 2 Graham Moore (GMS Honda)

GTs/SALOONS/MX-5s

Races 1 & 2 Gerard O'Connell (SHP Escort)

MINI COOPER/FIESTA ZETEC

Races 1 & 2 Hugh McEvoy (Mini)

For full results visit: speedhive.mylaps.com

opposition second time around, with Mark Francis very close behind at the flag.

A mixed bag of GTs, saloons and Mazda MX-5s turned up for their two races, but Gerard O'Connell's Millington-powered SHP Escort romped away and claimed GT honours. Peter Baxter sealed his Saloon championship title with a win in the opener, while Peter Carvill's Vauxhall Vectra took the honours in race two.

Among the Mazdas, Francis Allen and David Cousins took a win apiece, although both were behind Gregory McMillan's similar car, running outside the Mazda regs and classified as a GT.

And then there were the Ford Fiestas. The opening race was red-flagged after just one competitive lap when three cars ended up in the gravel trap at the Hairpin. Two emerged to fight again but the third, championship leader Derek Graham's machine, was sidelined for the rest of the race.

At the restart, however, it took just four more laps before Mark Stewart found himself in the barrier at Fishermans after receiving the close attentions of Neville Anderson. Out came the red flags again, and this time officials decided that enough was enough and called a result. Subsequent unruly 'discussions' in parc ferme led to further official action and the removal of both Anderson and Stewart from the results.

For the record, Michael Graham was the winner from Conor Mulholland and Chris Doherty. Michael then took victory again in the second race, ahead of father Derek, with Mulholland third. Hugh McEvoy, in one of two Minis entered, won both races overall.

RICHARD YOUNG



Robinson sealed his eighth British championship

CALLUM PUDGE/SANTA POD

Wallace tops Andy & Bobby show as Robinson takes title

SANTA POD BRITISH DRAG RACING 24-25 SEPTEMBER

The STP National Finals became the Andy & Bobby show – Andy Robinson carried off 2022's Motorsport UK British Drag Racing Championship while Bobby Wallace scored his maiden race victory.

Robinson has raced Pro Modifieds for longer than Wallace has lived, having arrived on the scene when Pro Mod first materialised in the late 1980s. In the 16 years since the British series adopted Pro Mod as its designated class, Robinson has worn the championship crown eight times. As a measure of his ascendancy, twice-champion Kevin Slyfield is the only other competitor to have donned it more than once.

Robinson opened his National Finals account with a blistering 5.903s/245.15mph qualifier, which secured top speed of the event and promised to snare low elapsed time, too. Wallace struggled, qualifying only sixth with a pair of seven-second ETs. Wallace had arrived fresh from finishing runner-up at the European Finals a fortnight

earlier as the family-based Wallace Motorsport team continues extracting impressive performance gains from the unblown, nitrous oxide-boosted, 14.8-litre behemoth crammed beneath the 2017 Camaro's bonnet.

Eliminations were a different matter, however. Wallace first beat Dutch entrant Michel Tooren, 5.948s/240mph to Tooren's 5.977s/242mph. Slyfield's crew then thrashed to repair engine damage before facing Wallace in a semi-final that would determine second place in the championship, but came up short. Wallace's tyre-shaking, swerving 6.158s effort would have left him vulnerable to a full-tilt Slyfield but Slyfield shook even harder, ushering Wallace to his second consecutive final round.

Two weeks earlier, Wallace had misjudged the tune-up against newly crowned FIA European champion Jan Ericsson and slowed to defeat. This time his opponent was newly crowned British champion Robinson, whom Wallace had narrowly beaten on the way to that European final.

Mindful, perhaps, that his young rival is now a match for any racer in Europe, Robinson unusually red-lit, triggering instant disqualification. Assured of victory, Wallace could have eased to the finish, but instead unleashed a 5.882s pass at 242mph, not only lowest elapsed time of the event but a career-best clocking too. We now wait until Easter for the Andy & Bobby show's next episode.

ROBIN JACKSON



Wallace clocked a career-best time in the final

CALLUM PUDGE/SANTA POD



PAUL LAWRENCE

A hat-trick of titles for Menzies as Summers' gamble backfires

**LOTON PARK
BRITISH HILLCLIMB
24-25 SEPTEMBER**

Wallace Menzies stormed to his third British Hillclimb Championship title on the trot during a dramatic season finale at Loton Park last weekend.

Menzies held a slight advantage over Alex Summers heading into the final two run-offs of a brilliant season. Summers knew that he had to beat the reigning champion in both run-offs, preferably with someone else in between them, to have a chance of stealing the title at the last gasp.

Menzies had been quick from the start of practice, while Summers built his pace ready for Sunday's first showdown. Sure enough, Summers attacked the Shropshire course in superb style, knowing that the bonus point for beating the hill record would help his case greatly. He was up on the splits but it just went wrong when he got to the final corner at Museum, the back

end of the DJ Firestorm stepped out and the car rotated. "There was no point finishing second," he said. "I had to give it everything."

After a short delay, Menzies was last to run and duly fired in a 42.19s climb to seal another run-off victory and make absolutely certain of the title. As ever in hillclimbing, Summers was the first to congratulate his rival after a fabulously sporting contest. "That's the mark of Alex," said Menzies. "He gave it everything and I'm absolutely gutted for him. You never think you'll get to a big single-seater, let alone win championships. So to win it for a third time is beyond my wildest dreams."

Scott Moran led the chase of Menzies with a storming 42.67s climb, while Trevor Willis and David Uren were close behind. One of the stars of the day was David Warburton, who had been in record-breaking form in the class runs with his 1600cc Gould GR59 and maintained that pace to take fifth in the run-off by just 0.02s from Paul Haimes.

Though the title was now done, there was still a 29th and final run-off to conclude an absorbing season. At the end of the afternoon, Summers threw down the gauntlet with a 42.46s despite a fading ambient temperature.

Menzies, as fastest qualifier, was last to go and launched a big attack but admitted he was untidy at Triangle and, when it got to the left-hander at Fallow, the Gould slid wide and put two wheels on the grass. To his credit, Menzies kept it planted but then arrived at Museum with two dirty tyres and had another moment, which he gathered up before

HILLCLIMB RESULTS

ROUND 28

1 Wallace Menzies (3.3 Gould-Cosworth GR59M) 42.19s; 2 Scott Moran (4.0 Gould-Judd GR59J) 42.67s; 3 Trevor Willis (3.2 OMS 28-RTE) 43.22s; 4 David Uren (3.5 Gould-NME GR55B) 43.80s; 5 David Warburton (1.6 Gould-Suzuki GR59) 44.47s; 6 Paul Haimes (1.3t Gould-Suzuki GR59) 44.68s; 7 Johnathan Varley (2.0 GWR-TKD V8 Predator) 45.01s; 8 Sean Gould (4.0 Gould-Judd GR59JB) 45.22s; 9 Eynon Price (1.7 Force-Hayabusa TA) 46.43s; 10 Olivia Cooper (1.6 Force-Hayabusa TA) 47.09s.

ROUND 29

1 Menzies 42.41s; 2 Alex Summers (2.7 DJ-Cosworth Firestorm) 42.46s; 3 Moran 42.83s; 4 Matthew Ryder (4.0 Gould-Judd GR59JB) 43.21s; 5 Willis 43.74s; 6 Uren 44.21s; 7 Haimes 44.46s; 8 Gould 44.70s; 9 Warburton 45.05s; 10 Varley 45.22s.

POINTS

1 Menzies 234; 2 Summers 227; 3 Moran 212; 4 Willis 164; 5 Ryder 154; 6 Uren 134.

For full results visit: britishhillclimb.co.uk

catapulting the Gould to the finish line.

Incredibly, his time was still good enough to win by 0.05s with a 42.41s, although it may well have been in the high 41s without the two moments. "That last run was ragged but it's all about keeping your foot in and seeing what you can get," said Menzies.

Moran completed a great season with third from Matthew Ryder, who bounced back well from not qualifying for the opening run-off after sliding wide at the first corner. Willis and Uren were next up, while Haimes topped the smaller-engined cars this time with an attacking 44.46s in his 1300cc turbocharged Gould.

PAUL LAWRENCE



PAUL LAWRENCE

Pryce finally becomes a BRC champion

TRACKROD RALLY
BRC
23-24 SEPTEMBER

Watching Osian Pryce walk through the Trackrod Rally Yorkshire service park on Friday afternoon, you'd never have thought he was just 24 hours away from his maiden British Rally Championship title. Relaxed, humble and mightily chilled, Pryce was taking it all in his stride considering just six stages in the high-speed Yorkshire forests could separate him from the much-desired crown.

Standing in his way was four-time British champion Keith Cronin, who was just as hungry for a fifth title and returned to the BRC this season in a bid to equal the legendary Jimmy McRae. But a win for Pryce in Yorkshire would leave Motorsport UK etching a brand-new name on the trophy before the Cambrian curtain-closer and, after finishing as BRC runner-up three times, Pryce was understandably getting impatient.

Friday night opened with an 11-mile blast through Dalby Forest, and Pryce and co-driver Noel O'Sullivan set out their stall early, going fastest in the dark. From then on, the Volkswagen Polo R5 pairing was never headed.

Outwardly acting like he was heading off on a holiday, Pryce brushed aside the pressure in impressive fashion, not putting a foot wrong all day to go fastest on over half the stages. And that was all that was required to add his name to the impressive list of greats such as Colin McRae and Ari Vatanen. Pryce was finally crowned British Rally champion.

"I have always wanted to have my name on that trophy," said an emotional Pryce. "It has been such a long process to make this happen and I have to say a huge thank you



New champion Pryce (right) celebrates with O'Sullivan

to everyone who has made this happen.

"We have been patient, the hunger never faded so I'm so glad we persevered and kept at it. I've tried to do this for many, many years and I'll forever be in debt for people's generosity, kindness and support. I just hope this repays them because I'm very proud of them and proud of what we have achieved."

Cronin just couldn't live with Pryce's pace. An overshoot and a stall on Friday night was the theme of the weekend for the Irishman, and second place in his Polo offered little consolation. That could have easily been third, but the fastest time on the final two tests enabled him to steal the place from the Skoda Fabia of Ruairi Bell, who was Pryce's nearest challenger for much of the event.

Fourth went to James Williams, who reverted to his Hyundai i20 R5 for the gravel after debuting the Rally2 in Ceredigion at the start of the month but was lacking the speed to challenge the frontrunners. Garry Pearson also swapped machinery, electing to use his 2021 National-winning Fabia but, like Williams, couldn't quite get it hooked up and finished fifth.

The Junior BRC was a lonely affair for Eamonn Kelly, who was in a league of his own. With Kyle White electing to stay at home, Kelly was untouchable, ensuring Conor Mohan could secure the co-drivers' crown in the process. Ioan Lloyd's early charge ended with sheared wheel studs, leaving Johnnie Mulholland to take the runner-up spot.

MATT COTTON



Battling second for Cronin was not enough to take title fight to the finale

RALLY RESULTS (BRC ONLY)

1 Osian Pryce/Noel O'Sullivan (Volkswagen Polo R5); 2 Keith Cronin/Mikie Galvin (Volkswagen Polo R5) +20.4s; 3 Ruairi Bell/Max Freeman (Skoda Fabia R5); 4 James Williams/Dai Roberts (Hyundai i20 R5); 5 Garry Pearson/Dale Furniss (Skoda Fabia R5); 6 Eamonn Kelly/Conor Mohan (Ford Fiesta Rally4).
JBRC Kelly/Mohan.

For full results visit:
britishrallychampionship.co.uk

FINISHING STRAIGHT



SUTTON

No need to embellish F2's drama when the season's such a thriller



DOCUSERIES
CHASING
THE DREAM:
SERIES 4
YouTube

Chasing the Dream, the little sister of *Drive to Survive*, has returned for a fourth series, covering the drama of the 2022 FIA Formula 2 season.

It's an honest depiction of the drivers and their relationships – no overegging the drama, just an insightful portrait of these young men and their hopes and struggles while trying to reach Formula 1.

Unlike Netflix's F1 equivalent, this series on the F1 YouTube channel covers the season chronologically, with each episode viewing events from a different driver's perspective. The series sometimes feels rushed, with each episode lasting less than 15 minutes, but it does a good job of telling the stories that matter.

The first episode, *Back to School*, introduces the main characters for the season, opening with reigning champion team Prema's new drivers, Dennis Hauger and Jehan Daruvala. Jack Doohan is the main focus, with the cameras joining the *Virtuosi* pilot in his Monaco home to discuss his childhood. He talks about

his realisation of "who his dad was" (motorcycle legend Mick Doohan) and his journey to karting, and we learn that Michael Schumacher bought the young Doohan a kart for his third birthday. The Doohans' touching relationship is explored throughout, with Mick admitting he thought karting would be "a bit of a hobby" for his son and that he "never thought we'd be here".

The episode also reflects on Theo Pourchaire's rookie season in 2021 before looking forward to what was expected to be his title-winning campaign (spoiler: he didn't win). Pourchaire admits that it's his "last chance, apart from a miracle" to win the title. It covers the opening weekend in Bahrain, during which Pourchaire was forced to retire from the sprint race, before he and Doohan came to blows in Sunday's feature, although the ART driver ultimately won the race.

Episode two, *The Boy From Brazil*, focuses on champion Felipe Drugovich. He reflects on his torrid 2019 F3 season, where he felt like he was being "punched in the face every race", before his surprise F2 move the following year to MP Motorsport, and winning on his debut. After that came his disappointing season with *Virtuosi*, of which MP team manager Jeremy Cotterill says "it's

nice to be able to say I think you'd have been better off staying here" – something Drugovich himself would likely admit. It also captures well his jovial relationship with team-mate Clement Novalak and how they eventually took the team to victory.

The Saudi Arabian round is covered, albeit briefly, with Drugovich winning the feature race, before the episode quickly moves on to Barcelona to cover his double victory. Monaco is also covered, but is somewhat glossed over for such a busy race weekend, especially given the close fight with Pourchaire.

Episode three, *The Magic City*, bizarrely introduces the Miami Grand Prix – a weekend at which F2 didn't race. It's used as a guise to introduce Charouz driver Enzo Fittipaldi, who used to live in the city, and



Fittipaldi brothers
Enzo (right) and Pietro

BINGHAM



his brother Pietro, the Haas F1 reserve driver. The episode then looks back at his horrific startline accident with Pourchaire in Jeddah in 2021, in which he suffered a shattered heel and bleeding on the brain.

It then returns to the ongoing season at Imola, where Fittipaldi took his maiden podium, before switching attention to the series' lone US driver Logan Sargeant. Somewhat strangely, it begins with his failed 2020 F3 title challenge, before covering his junior role within the Williams F1 team, with sporting director Sven Smeets saying it is "very clear" that Sargeant has what it takes for F1. Unfortunately the episode feels like an unnecessary diversion from the main storylines, especially given the limited screen time.

The first three episodes make a start in explaining the action, but they fall somewhat short of doing justice to such a thrilling campaign. Six more episodes are due before the end of the year – let's hope they can pay a fitting tribute to a stellar season.

MEGAN WHITE



ETHERINGTON

How Lewis Hamilton is turbocharging Mercedes' revival

GP Racing's monthly podcast *Flat Chat* looks at how Mercedes needs Lewis Hamilton more than ever, as it relies on his unique skillset to spearhead its revival. Stuart Codling is joined by regular co-hosts Mark Gallagher and Matt Kew to explain why those writing off Hamilton as a spent force don't understand what drives the seven-time champ. The team also discusses how Red Bull's deal with Porsche ultimately collapsed, and Kew explains why he thinks car manufacturers underestimate Formula 1. Plus we send Oleg Karpov to interview Kevin Magnussen at home in Denmark, where he says family life is more important than joining his F1 peers in the tax havens of Monaco or Switzerland.

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

WHAT'S ON

INTERNATIONAL MOTORSPORT

Singapore Grand Prix
F1 World Championship
Round 17/22
Marina Bay, Singapore
2 October
TV Live Sky Sports F1, Sun 1255
TV Highlights Sky Sports F1, Sun 1700, Channel 4, Sun 1830

Rally New Zealand
World Rally Championship
Round 11/13
Auckland, New Zealand
29 September-2 October
TV Live BT Sport 1 Thu 0600, BT Sport 2 Sat 0200
TV Highlights BT Sport 6 Wed 2100, Thu 0500, 2015, 2200, Fri 0200, 0400, 0715, 1800, 2000, Sat 0200, 0415, BT Sport 5 Sat 2115, 2230, Sun 0000, 0130, 0300

W Series
Round 6/8
Marina Bay, Singapore
2 October
TV Live Sky Sports F1, Sun 0935

GT World Challenge
Europe Endurance Cup
Round 5/5
Barcelona, Spain
2 October

GT4 European Series
Round 6/6
Barcelona, Spain
1-2 October

Super GT
Round 7/8
Autopolis, Japan
2 October
TV Live on Motorsport.tv, Sat 0650, Sun 0515

Petit Le Mans
IMSA SportsCar
Round 12/12
Road Atlanta, USA
2 October

NASCAR Cup
Round 31/36
Talladega, USA
2 October
TV Live Free Sports 1830

NASCAR Xfinity
Round 28/33
Talladega, USA

1 October

MotoGP
Round 17/20
Buriram, Thailand
2 October
TV Live BT Sport 2, Sun 0515

UK MOTORSPORT

Castle Combe CCRC
1 October
CCRC (FF1600, GTs, Hot Hatch, Saloons), Intermark Silhouettes, Mighty Minis, Monoposto

Snetterton 750MC
1-2 October
116 Trophy, Armed Forces Challenge, Bikesports, BMW Car Club, Clio Sport, F1000, Hot Hatch, Ma7das, Sports 1000, Type R Trophy

Mondello Park MPSC
1-2 October
Legends, Strykers, SEATs, Junior Minis, Fiesta Zetecs, Formula BOSS, Fiesta STs, Formula Vee



FROM THE ARCHIVE

Fans at the 1986 Sanremo Rally get the full Group B sensory-overload experience, with its very real risk of mortal peril, thanks to their proximity to Bruno Saby's Peugeot 205 in full

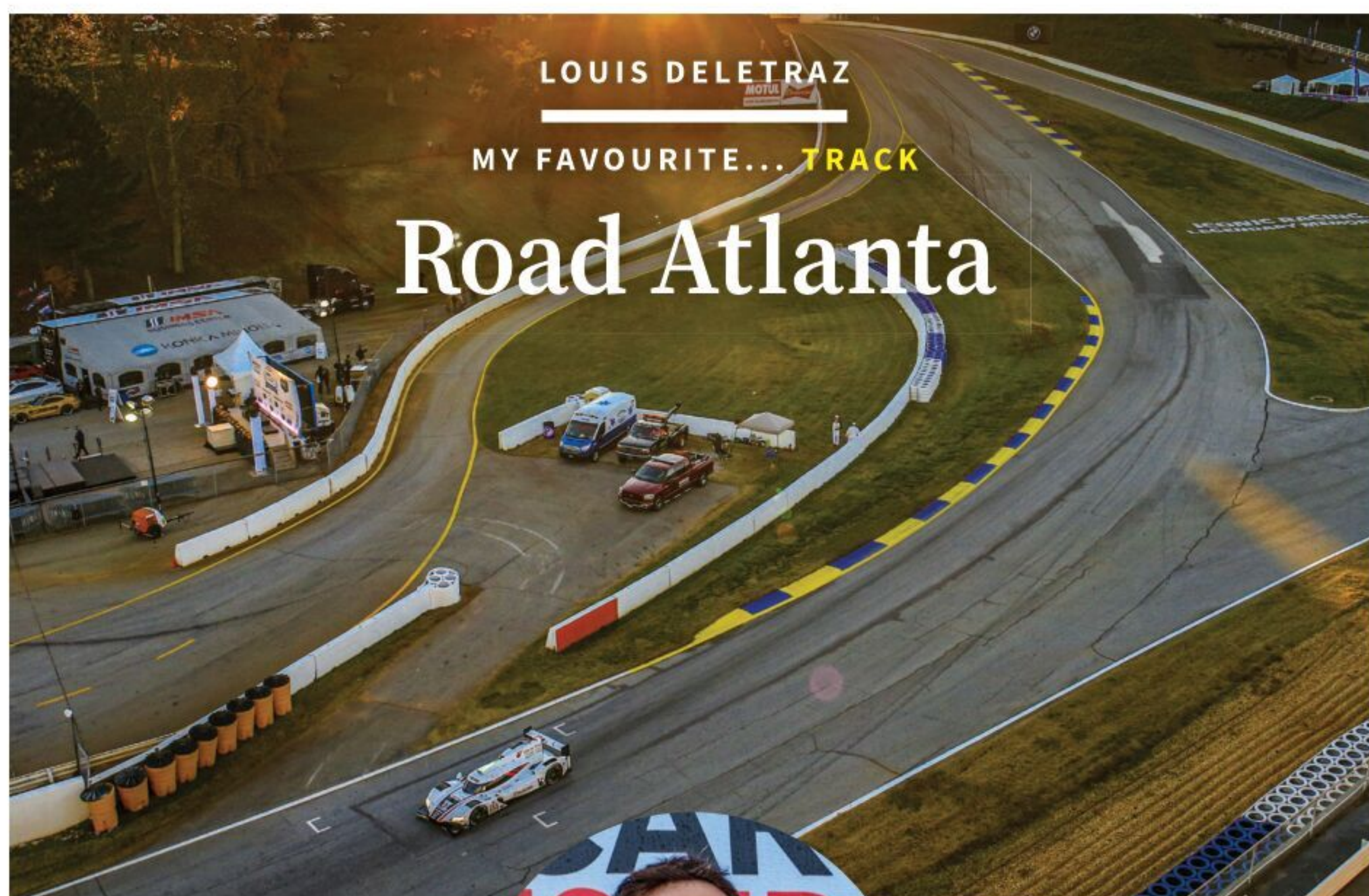
flight – behaviour that's all the more eyebrow-raising given events seven months earlier in Portugal when three spectators were killed and more than 30 seriously injured. The northern Italian rally is now remembered for

the exclusion of the Peugeot team in a dispute over its cars' underbody fins. The French manufacturer later won its appeal and, because it had been erroneously barred from completing the rally, all results were scrubbed.

DUKE[®]

For classic rallying downloads and DVDs head to dukevideo.com/rally





LOUIS DELETRAZ

MY FAVOURITE... TRACK

Road Atlanta

MAIN: GALSTAD; INSET: FARMER



Louis Deletraz is racing at Road Atlanta for the first time this weekend in the Petit Le Mans IMSA SportsCar Championship finale. But the undulating 2.54-mile track in Georgia is already his favourite circuit after a single test at the place. That's despite ending up in a car park after getting it wrong at the last corner on his first lap!

"The track is very narrow with no margin for error, and there are lots of blind corners," says Deletraz, who is trying to help John Farano win the LMP2 title in the 10-hour race on Saturday aboard the Tower Motorsport ORECA-Gibson 07 they share with Rui Andrade. "It's all about commitment."

"Atlanta is a place where there is no discussion about track limits: you have the track, the white line and a kerb, and then it's a bit of grass and the barrier."

The sometime Haas Formula 1 development driver and 2021 European Le Mans Series champion is relishing his IMSA campaign in the Tower ORECA alongside programmes in the World Endurance Championship and the ELMS

with Prema. His maiden season in North America has already yielded a class victory at Laguna Seca and a further three podiums.

It's also given him an appreciation of North American circuits.

"Daytona is cool for all its history, Road America is very challenging, and then I really enjoyed Watkins Glen," he says. "But now I've driven Road Atlanta it's jumped over the Glen right at the top of my list."

"The last corner caught me out on my out-lap. It's blind as you come out of the chicane and go under the bridge, and I didn't turn right hard enough. I ended up taking a kind of escape road that goes into a parking area."

Deletraz had actually gone down the entry to the old pits on the outside of the front straight. They are still used for support events, but otherwise the second paddock doubles as a car park.

"After that I thought I'd better be a bit careful there," he says. "The team told me about the old last corner before the chicane went in. That must have been crazy. US tracks are proper."

GARY WATKINS



ALL PHOTOGRAPHY
motorsport
IMAGES

IN NEXT WEEK'S ISSUE

F1 finally back in Singapore

WILL VERSTAPPEN CLINCH THE CROWN THIS EARLY?

ETHERINGTON

AUTOSPORT

Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1AG
Tel +44 (0) 20 3405 8100 **Email** autosport@autosport.com
Individual email firstname.surname@autosport.com
Website www.autosport.com **Twitter** @autosport

SUBSCRIPTIONS

UK +44 (0) 344 848 8817 **Overseas** +44 (0) 1604 251451
Email help@asm.secureorder.co.uk **Back issues** 0344 8488817

EDITORIAL

Chief Editor **Kevin Turner**
Deputy Editor **Marcus Simmons**
Grand Prix Editor **Alex Kalinauckas**
F1 Reporter **Luke Smith**
F1 Editor **Matt Kew**
Technical Editor **Jake Boxall-Legge**
Production Editor **Peter Hodges**
Group National Editor **Stephen Lickorish**
Performance and Engineering Editor **James Newbold**
Deputy National Editor **Stefan Mackley**
Art Director **Lynsey Elliott**
Art Editor **Michael Cavalli**



Photography

Steven Tee
Glenn Dunbar
Sam Bloxham
Zak Mauer
Jakob Ebrey
Mark Sutton

Special Contributors

Charles Bradley
Alan Eldridge
David Malsher-Lopez
Jonathan Noble
Marcus Pye
Rachit Thukral
Damien Smith
Gary Watkins
Tim Wright

AUTOSPORT.COM

Editor **Haydn Cobb**
International Editor **Lewis Duncan**
News Editor (ASP) **Megan White**
News Editor (ASP/Mcom) **Tom Howard**
Technical Team Leader **Geoff Creighton**

CORRESPONDENTS

Argentina Tony Watson **Australia** Andrew van Leeuwen
Austria Gerhard Kuntschik **Belgium** Gordon McKay
Brazil Lito Cavalcanti **Germany** Rene de Boer
Greece Dimitris Papadopoulos **Italy** Roberto Chinchero
Japan Jamie Klein **New Zealand** Bernard Carpinter
Russia Gregory Golyshev **Spain** Raimon Duran **Sweden** Tege Tornvall
USA Jeremy Shaw **UK & Ireland** Stephen Brunsdon, Dom D'Angelillo, Rachel Harris-Gardiner, Mark Libbeter, Dan Mason, Jason Noble, Mark Paulson, Brian Phillips, Hal Ridge, Peter Scherer, Ian Sowman, Ian Titchmarsh, Steve Whitfield, Richard Young

ADVERTISING

Tel +44 (0) 1233 228750
Co-Owner/Director Tandem Media **Catherine Rowe**
catherine.rowe@tandemmedia.co.uk

RECRUITMENT

Tel +44 (0) 20 3405 8105
Head of Motorsport Jobs **James Robinson**

ADVERTISING PRODUCTION

Production Controller **Ben Webster**

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

MANAGEMENT

President, Motorsport Network **James Allen**
Vice President of Editorial **James Dickens**
Publishing and Facilities Director **Sunita Davies**

We abide by the Editors' Code of Practice and are committed to upholding the highest standards of journalism. If you think we haven't met those standards and want to make a complaint, contact 0203 405 8100.



CIRCULATION TRADE ENQUIRIES

Seymour Distribution Ltd, 2 East Poultry Avenue, London, EC1A 9PT.
Tel: +44 (0) 20 7429 4000.
Printed by William Gibbons & Sons Ltd, 28 Planetary Road, Willenhall, Wolverhampton WV13 3XT.
ISSN 0269-946X. Autosport is published weekly by Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1AG.

© 2022, AUTOSPORT MEDIA UK LTD

Trading as Autosport Media UK. Publishing, trade and further subscription details on www.autosport.com. While due care is taken to ensure the contents of Autosport are accurate, the publishers and printers cannot accept liability for errors and omissions. Advertisements are accepted for publication in Autosport only upon Autosport Media UK's Standard Terms of Acceptance of Advertising, which are available from the Advertising Department.



AUTOSPORT INTERNATIONAL

12-15 JANUARY 2023 | NEC BIRMINGHAM

12-13 JANUARY 2023 TRADE | 14-15 JANUARY 2023 PUBLIC

SAVE THE DATE



12-13 JANUARY 2023
TRADE ONLY



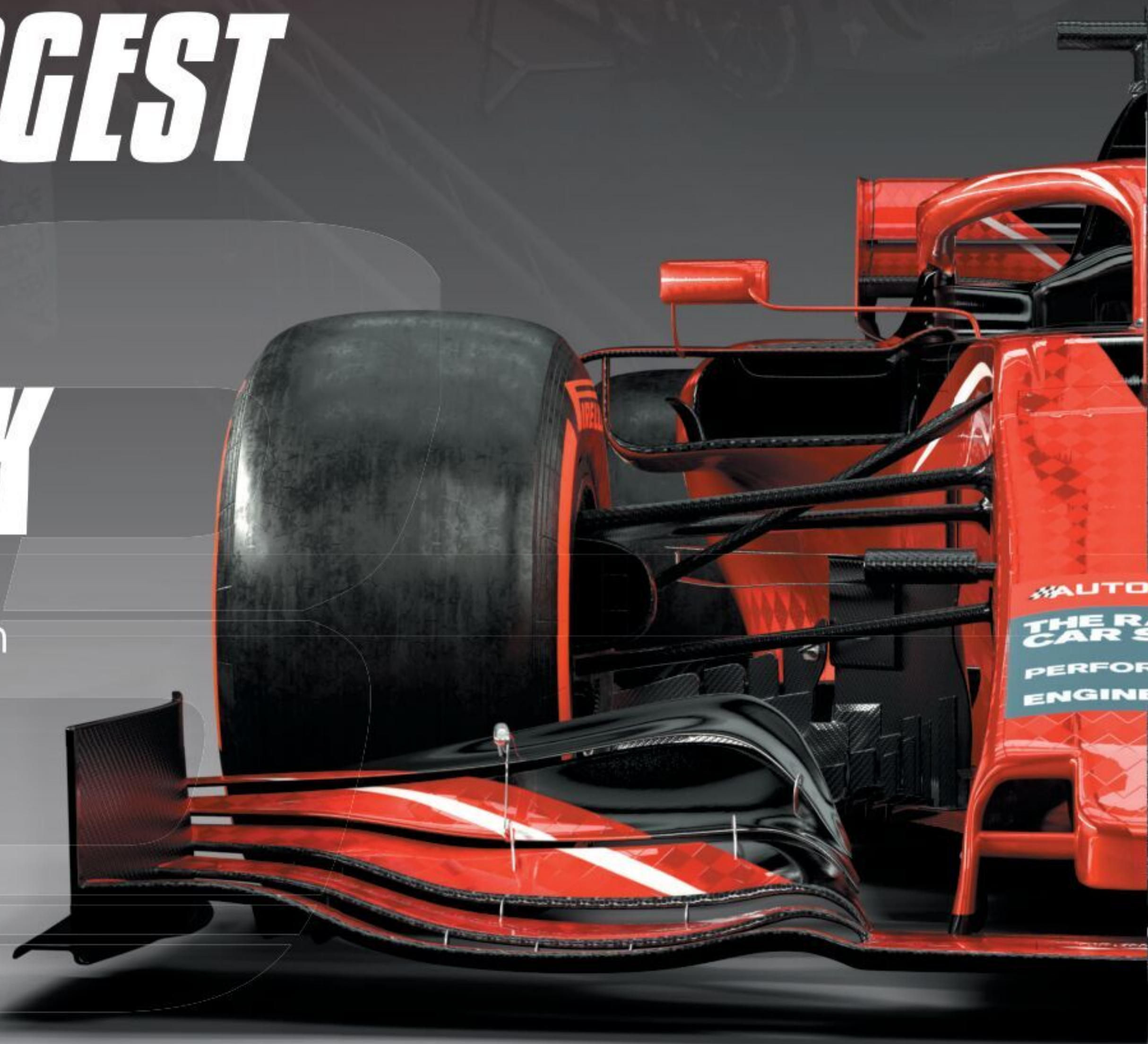
12-15 JANUARY 2023
TRADE & PUBLIC



12-15 JANUARY 2023
TRADE & PUBLIC

EUROPE'S LARGEST MOTORSPORT EVENT IS BACK

Kick start your motorsport season
[AutosportInternational.com](https://www.autosportinternational.com)



AUTOSPORT INTERNATIONAL | 2023



motorsport
NETWORK

WHATCAR?

**CAR OF
THE YEAR
AWARDS
2022**

Best small electric car
CUPRA Born



THE IMPULSE OF A NEW GENERATION

CUPRA BORN
100% ELECTRIC

New generations challenge the status quo by following their impulse. Just like the new 100% electric CUPRA Born, with a sporty design and cutting-edge technology. So unexpected it could only start with an impulse. So brave it could only mean the start of a new era.

Official fuel consumption for the CUPRA Born mpg (litres/100km) combined: N/A. Combined CO₂ emissions: 0g/km.

Zero emissions while driving. The CUPRA Born is a battery electric vehicle requiring mains electricity for charging.



CUPRA