

F1 2023 The challenges facing Ferrari

AUTOSPORT

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20 OCTOBER 2022

What **Ferrari** must do next

Problems the famous team has to overcome to ever retake the F1 crown

- **Strategy shambles**
- **Driver errors**
- **Rule changes**

'We need to use the last races to become a better team'

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What Ferrari needs to do to score a 16th F1 drivers' title

We all know the 2022 Formula 1 world championship could, perhaps should, have been closer. The racing has generally been pretty good and the ground-effects machines have largely done what they were supposed to do, but we only had a brief illusion of a title fight.

What Mercedes did wrong is easy to see (though complex to fix): the W13 isn't very good. But Ferrari did produce a fine car in the F1-75. Given how the Red Bull RB18 has developed during the year, it's probably fair to say that Ferrari was always destined to lose but, should it find itself in a similar position in future, it has many issues to fix.

The 2022 campaign has revealed quite a few Ferrari shortcomings that need to be addressed – from strategy fumbles to backing a number one driver – if it is to end its wait since Kimi Raikkonen won the 2007 F1 drivers' title (above). Alex Kalinauckas examines them in our cover feature on page 20.

Mark Webber came close to winning the title for Red Bull before Sebastian Vettel or Max Verstappen. The nine-time grand prix winner helps us pick out his finest drives from an illustrious career on p28.

The FIA Motorsport Games finally returns for its second edition, following the first in 2019, at the end of this month. Team UK announced its squad for the 'Olympics of motorsport' last week (p12). Be sure to look out for our guide to the extended 2022 event in next week's magazine (27 October).



Kevin Turner

Kevin Turner
Chief Editor

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NEXT WEEK
27 OCTOBER

United States GP action
F1 from Austin, WRC in Spain
and our Motorsport Games
preview feature in next
week's issue



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Steven Tee/Motorsport Images

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PIT + PADDOCK



Young guns get chance to stake a claim with US GP FP1 shots

FORMULA 1

A huge number of young drivers are set to get the chance to impress the watching Formula 1 paddock as teams fulfil their practice requirements over the final four races, with no fewer than four making their FP1 debuts at this weekend's United States Grand Prix.

In a new rule for the 2022 season, teams have to field a driver with no more than two grand prix starts to their name in two FP1 sessions in a move designed to help give more running in current cars to young stars.

One of the main names looking to stake a claim for an F1 seat in 2023 is Logan Sargeant at Williams. Sargeant will make his F1 race weekend debut tomorrow (Friday) when he takes part in opening practice for the US GP, his home race, after previously testing for Williams at last year's young

driver test in Abu Dhabi.

Sargeant has been high on the list of candidates to replace the outgoing Nicholas Latifi for some time, and his chances of landing the seat significantly improved when AlphaTauri snapped up top Williams target Nyck de Vries.

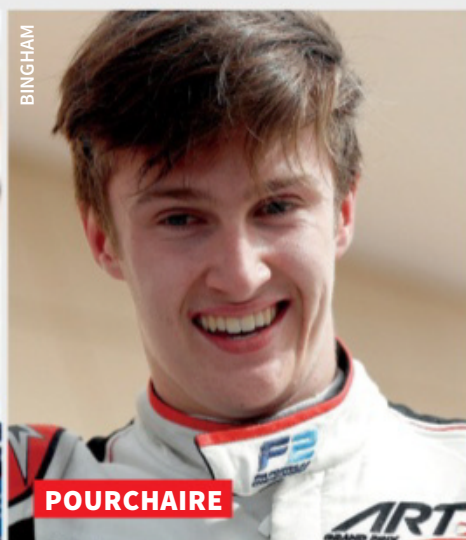
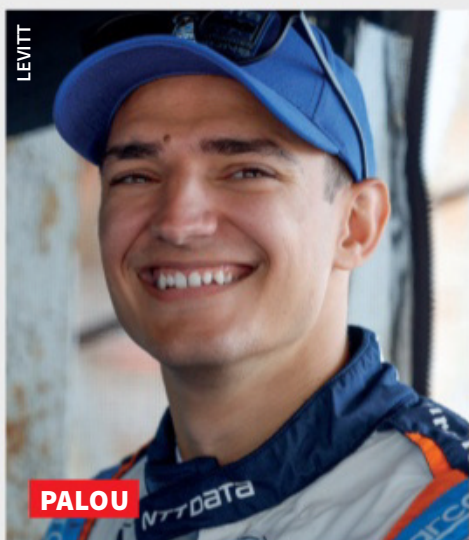
But Sargeant's hopes of an F1 graduation also hinge on getting enough points for a superlicence via a top-five finish in Formula 2. While he sits third with one round to go in Abu Dhabi, only 18 points separate him from eighth. It means that if Williams does want to sign Sargeant, who would bring obvious commercial benefits in the US, it would need to wait for the finish of his F2 season.

Sargeant will be joined by three other drivers making their FP1 debuts at Circuit of The Americas this weekend: Alfa Romeo's Theo Pourchaire, Ferrari's Robert Shwartzman, and McLaren's Alex Palou.

Pourchaire, 19, has been a star in junior categories as part of the Sauber academy, and sits second in the F2 standings. He will become Alfa Romeo's reserve driver next year, and is very highly rated by Sauber chief Frederic Vasseur.

Shwartzman, the 2019 FIA F3 champion, will appear under the flag of Israel, the country of his birth, having previously raced as a Russian. Ferrari F1 boss Mattia Binotto said last month that it was "a shame" Shwartzman didn't have an F1 seat, but he is currently not understood to be in contention for any of the remaining seats for 2023. Shwartzman will also take part in practice for Ferrari at one of the three remaining races after Austin to fulfil the team's requirement.

McLaren turned to IndyCar for its young drivers after confirming running for 2021 champion Palou and race winner Pato O'Ward in Austin and Abu Dhabi.



Shwartzman
has already
driven F1 Ferrari,
here in 2021 at
Fiorano



BASILE

respectively. Both drivers have recently tested last year's McLaren MCL35M, with their latest running coming at the Red Bull Ring earlier this month. Although Palou will remain with Chip Ganassi Racing in IndyCar next year after a contract dispute with McLaren, his agreement allows for McLaren F1 opportunities. A race seat seems unlikely for either Palou or O'Ward in the near future given the youth of its Lando Norris/Oscar Piastri line-up, but team boss Zak Brown is eager to have a big pool of drivers to work with across its various championships.

F2 champion Felipe Drugovich will also make his FP1 debut before the season is out after becoming the first member of Aston Martin's young driver academy off the back of his title win. The Brazilian will take part in Abu Dhabi practice and the young driver test after the race before taking on reserve duties at the team next year.

De Vries should feature for Mercedes in Abu Dhabi despite being AlphaTauri-bound, while Haas will field Pietro Fittipaldi in Mexico and Abu Dhabi to fulfil its requirement. F2 contender Liam Lawson is expected to appear again for AlphaTauri and potentially the senior Red Bull team.

Alpine is yet to confirm its plans, but said it was "unsure" if long-time protege Piastri would be used as planned after the summer contract saga that led to his move to McLaren for 2023. F2 driver Jack Doohan is a likely alternative given his recent private F1 running for the team.

The US GP is the first time four FP1-only drivers have made their debuts in the same session. The last time as many drivers took part in FP1 only was at the 2012 Abu Dhabi GP when five took to the track: Valtteri Bottas (Williams), Jules Bianchi (Force India), Max Chilton (Marussia), Ma Qing Hua (HRT) and Giedo van der Garde (Caterham).

LUKE SMITH

Cost-cap breach is cheating, says McLaren boss in letter

FORMULA 1

McLaren chief Zak Brown has urged the FIA to act "at pace" and come down hard on Formula 1's cost-cap rule breakers, declaring that overspending "constitutes cheating".

While the FIA considers its next steps after finding that Red Bull had committed a minor overspend through the 2021 season, Brown wrote to F1's governing body to call for strict action.

In a letter — a copy of which has been seen by Autosport — that was sent to FIA president Mohammed Ben Sulayem and F1 CEO Stefano Domenicali, Brown (below) wrote: "The overspend breach, and possibly the procedural breaches, constitute cheating by offering a significant advantage across technical, sporting, and financial regulations."

He added: "The bottom line is any team who has overspent has gained an unfair advantage both in the current and following year's car development."

Although the letter was sent privately, its contents have emerged after Brown also sent it to six other cost-cap-compliant teams over the weekend: Mercedes, Ferrari, Alpine, Alfa Romeo, Haas and Williams.

Red Bull has strongly denied that it breached the \$145million cost cap in 2021, saying it was surprised and disappointed by the FIA's findings. Aston Martin was ruled to have committed a procedural breach by the FIA, but did not overspend.

In the letter, Brown expressed his faith in the FIA's policing of the cost-cap process so far but said that how the governing body acted now was



SUTTON

hugely important. He argued that there was no excuse for any team to have overspent, especially as everyone had been through a dress rehearsal of spending limits in 2020.

Brown also expressed his belief that any breach of the spending limit should result in a sporting penalty rather than just a fine. He suggested it "should be penalised by way of a reduction to the team's cost cap in the year following the ruling and the penalty should be equal to the overspend plus a further fine".

He used an example of a \$2m overspend resulting in a \$4m budget deduction for the next year, which would deny any offending teams "a significant positive and long-lasting benefit" by eating into most of their yearly development budget.

Brown added that it was "paramount" that the FIA was transparent in its handling of the case, saying: "Any insights or learnings should be shared across ALL teams — there can be no room for loopholes."

JONATHAN NOBLE



GALLOWAY

Saudi Arabia eyes double F1 dates

FORMULA 1

Saudi Arabia is open to hosting two Formula 1 grands prix once its new track in Qiddiya is finished.

The country already hosts the Saudi Arabian GP at a street circuit in Jeddah, but that has always been viewed as an interim measure before its state-of-the-art facility at Qiddiya – a new-build city near Riyadh – is complete.

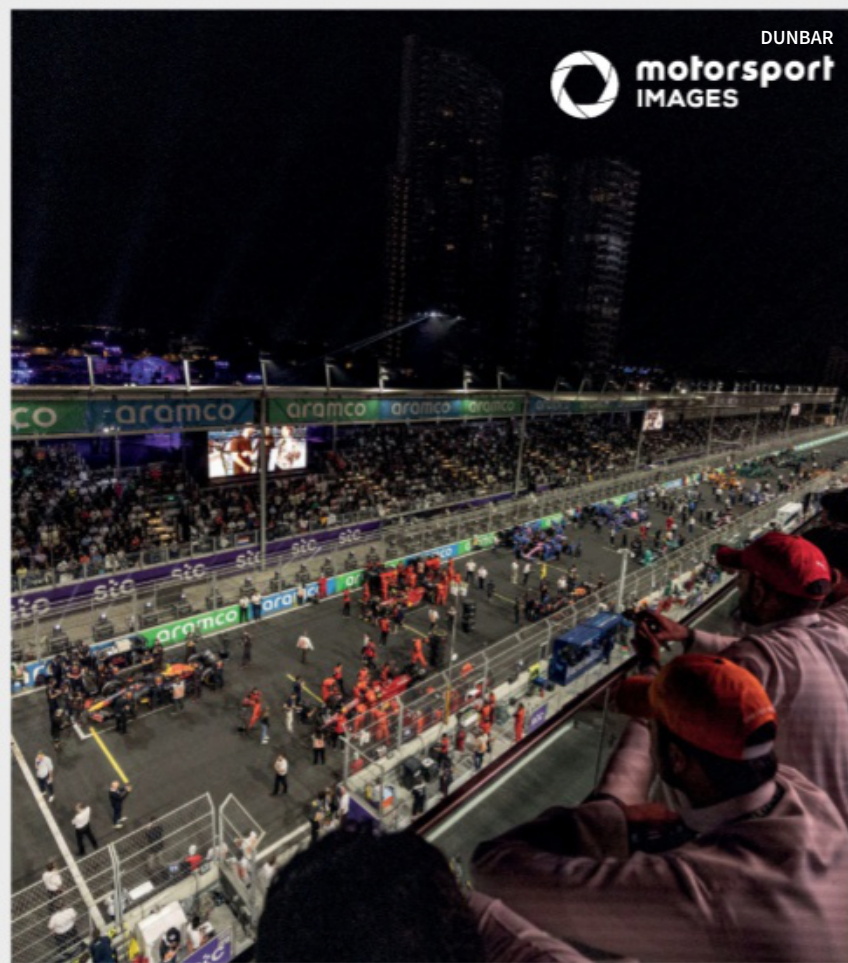
It is currently projected for Qiddiya to be ready in 2026, and the original plan had been for Saudi Arabia's F1 race to permanently shift there. But the country's minister for sport Prince Abdulaziz Bin Turki Al-Faisal has expressed some interest in keeping Jeddah on the calendar too given the level of investment that has gone into the track.

Asked about the possibility

of two races in Saudi Arabia, Prince Abdulaziz said: "We won't say no. We really see the benefits of having these events for the Kingdom, and that's why we're investing so much. Maybe you're focused more on sports, but we're doing the same in culture, and entertainment and even exhibitions, and a lot of things that we look at."

"We definitely could host two races already for that. But I think that's something that we have to discuss with F1 and see how it goes. But we definitely would love to have that."

Prince Abdulaziz said he thought that Qiddiya would offer a completely different experience to Jeddah, and that the new venue was also being lined up for the country's first MotoGP race. "It will be an iconic place to have an F1 race,



with a theme park that's next to it," he said. "We think it's a good transition [from Jeddah], because it's a totally different environment. So you won't have two races that are

the same in one region: in Jeddah, it's by the sea. But when you go to the other, it is the desert, it's more of a different vibe to it."

JONATHAN NOBLE

Cadillac set to push for three LM entries

RICHARD PRINCE/CADILLAC



LE MANS 24 HOURS

Cadillac has signalled an intent to have three of its new V-LMDh prototypes on the grid at next year's Le Mans 24 Hours. It looks certain to file two additional entries for the World Endurance Championship blue-riband in June to expand on its one-car full-season assault.

The words used by Laura Klauser, sportscar programme manager at Cadillac

parent company General Motors, were "as many cars as we can". That essentially means all three cars that will be competing across the WEC and the IMSA SportsCar Championship next year will be at Le Mans if their entries are accepted. The Chip Ganassi Racing entry contesting the IMSA series would cross the Pond along with the Action Express Racing V-LMDh. They would join up with Ganassi's regular WEC car.

The latest comments from Klauser

represent a step forward on previous indications of Cadillac's plans for Le Mans: she said in July that there was a plan to "bring more cars" in addition to the full-season WEC entry.

Klauser stressed, however, that an increased Cadillac presence in the Hypercar field at Le Mans will depend upon any additional entries being accepted by race organiser and WEC promoter the Automobile Club de l'Ouest.

"If you have a full-season entry, you're guaranteed Le Mans because that's part of the season, so we'll have at least one," said Klauser. "The rest of it is waiting for that communication and working it out with the ACO: it will come down to what it says on the invitation."

Klauser has also reaffirmed plans to have three cars in the GTP field when the V-LMDh makes its race debut in next year's Daytona 24 Hours, the IMSA series opener. That means the Ganassi WEC car joining the two regular IMSA entries made under the Cadillac Racing flag for the 28-29 January race. The impact of a three-car Daytona entry on any European test programme isn't clear. Klauser would only say that that there is an intent to do some testing on European tracks ahead of the start of the WEC assault.

GARY WATKINS



FORMULA 1 As if McLaren hasn't been the subject of enough silly-season stories, two more big talents tried out machinery at Laguna Seca last weekend. Mario Andretti, a promising 82-year-old from Pennsylvania, got down to business in a 2013 MP4-28 Formula 1 car (top), while hotly tipped 54-year-old Finn Mika Hakkinen tried out an ex-Ayrton Senna 1990 title-winning MP4/5B plus an MP4/2B (above) driven by Alain Prost on the way to the 1985 crown. The sessions were part of a Velocity International event to highlight a three-day historic racing meeting at the California track. **Photographs by Alex Penfold**

Dennis, Blomqvist among Indy rookie testers

INDYCAR

Andretti Formula E star Jake Dennis ran his first laps in an IndyCar last week as part of a rookie evaluation test granted to all IndyCar teams in the off-season.

The 27-year-old Briton was at the wheel of the Andretti Autosport car recently vacated by Alexander Rossi and to be raced next season by Kyle Kirkwood. Dennis was the third fastest of the five drivers in action on Sebring Raceway's 1.7-mile short course.

Top of the times was Dennis's 2014 Formula 3 team-mate Tom Blomqvist. The Kiwi-raised Anglo-Swede was testing Meyer Shank Racing's IndyCar less than two weeks after clinching the IMSA SportsCar DPi title in the team's Acura, and Blomqvist outpaced his nearest rival on the day, Juri Vips, by 0.3303 seconds. Blomqvist admitted afterwards that, while he is committed to MSR's sportscar programme for 2023, he would jump at the chance to race in IndyCar if the opportunity arose.

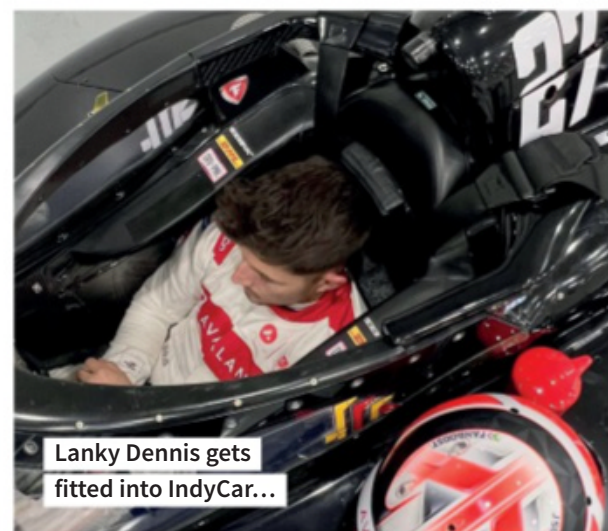
Formula 2 ace Vips was testing for Rahal Letterman Lanigan Racing, while his F2 team-mate Marcus Armstrong was driving

for Dale Coyne Racing. Although the pair ended the day more than 0.4s apart, and split by Dennis, team owner Coyne told Autosport that the gap was unrepresentative and that the difference between Vips and Armstrong was due to HPD engineers telling the New Zealander to not use his push-to-pass boost during his attempt at a flying lap. Vips turned the most laps of the day at 155, while Armstrong ran for a stout 131 laps.

Juncos Hollinger Racing had the sole Chevrolet-powered car in action, driven by Argentinian touring car ace Agustin Canapino, who was a respectable 1.4s off the ultimate pace. The 32-year-old Canapino, who raced Ricardo Juncos's Cadillac DPi car in the 2019 Daytona 24 Hours and Sebring 12 Hours, is set to perform demonstration runs of the JHR IndyCar in his home country next month.

Coyne stayed on at Sebring for an extra day to try out Singaporean Indy Lights race winner Danial Frost, who will continue with the HMD Motorsports with Coyne Lights team in 2023.

DAVID MALSHER-LOPEZ



ANDRETTI



MEYERSHANK

BTC plans new car to replace Honda



BTCC

British Touring Car Championship Independent teams' title winner BTC Racing is assessing a new-build project for the series for 2023.

The Brackley squad carried Josh Cook into the lead of the overall standings early this season with its Honda Civic Type R, but suffered problems with straightline speed since the switch to the new-for-2022, M-Sport-built TOCA customer engine. Cook faded to sixth in the points, but won the Independent drivers' crown.

BTC boss Danny Buxton, who was drafted in by team owner Steve Dudman before the 2022 season, said: "The preference would be to build our own cars with our own engine

programme. You've got to aim high and that's the current plan. Steve is a big fan of being in control of your own destiny – having your own train set – but obviously time is pressing."

Buxton added that front and rear-wheel-drive options are in the mix. "There are three or four marques we're looking at that aren't currently in there [the BTCC] at the moment," he said. "We're just looking to see what fits the parameters of the regulations, the aero side, and what's feasible."

BTC could hang onto its FK8-model Civics – it has run this car since 2019 – but revert to the Neil Brown-built Honda engines it ran in 2019-20, before its two-year collaboration with Civic builder Team Dynamics came to an end.

"The Honda chassis is fantastic and we've got two options – carrying on with the TOCA engine or going to the Neil Brown engine that Dynamics run," said Buxton.

BTC is also plotting an expansion into GT3 and GT4 competition, the arena in which Buxton formerly worked as McLaren head of customer racing. This could be in Europe, British GT and GT Cup. "It's exciting for us, and we'd like to start in 2023," said Buxton. "It's really customer-led in terms of what people want to do. I've got a few customers from my McLaren time who want to do something together. That was always the intention when I came across here. I was thrown in at the deep end on touring cars and it's nice to have time to plan now."

MARCUS SIMMONS

Injured Busch stands down from racing in 2023

NASCAR

NASCAR veteran and 2004 Cup champion Kurt Busch will not race in the series next year. The 44-year-old has been sidelined from competition since he suffered symptoms from a concussion in a qualifying accident at Pocono in July.

Busch said last Saturday at Las Vegas that he's "still not 100% and I'm still not cleared to race", so could not

commit to compete in 23XI Racing's #45 Toyota next year. "This is more of being unselfish and respecting what has to happen in this industry," said Busch, who has won 34 Cup races.

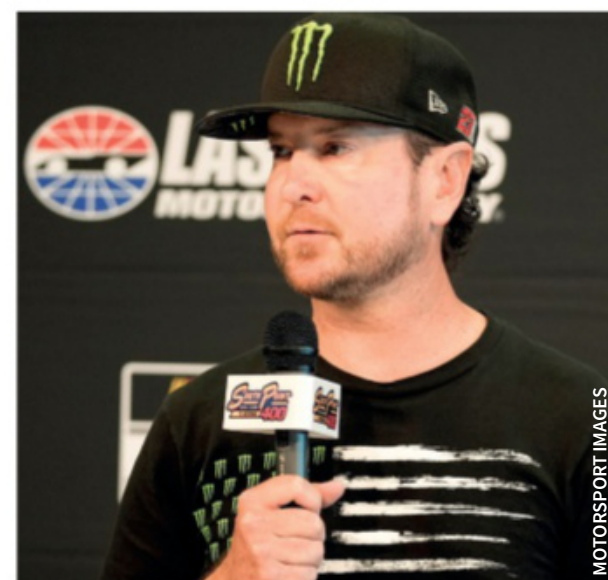
23XI said it had reached an agreement with Richard Childress Racing to allow Tyler Reddick to join a year earlier than planned and step in for Busch next season.

"From the day Kurt Busch joined our team we knew he

was going to elevate our organisation in many ways," said a 23XI statement. "We fully support Kurt's decision to focus on his health and are grateful for his guidance as our team builds a strong foundation for the future."

Busch added he was "at peace with where I am at. This changes the course just a little bit. Plenty of things to keep that passion alive and write that final chapter."

JIM UTTER





NASCAR Kyle Larson and Darrell Wallace Jr proved that good old-fashioned NASCAR ways are alive and well during last Sunday's Cup Series round at Las Vegas. Larson slid up into Wallace and knocked him into the outside wall at one-third distance, before Wallace (McDonald's livery) came back down the track and slammed into the right-rear of Larson's Chevrolet (#5). Both cars spun and the crash also eliminated playoff contender Christopher Bell. Wallace then walked over to Larson and started shoving him. "He never cleared me," said Wallace. "I don't lift. I know I'm kind of new to running up front, but I don't lift. I wasn't even in a spot to lift, he never lifted either and now we are junk. Piss poor move on his execution." **Photos by Motorsport Images**

Stewart to open gallery for dementia support

AUTOSPORT INTERNATIONAL

The Autosport International show is partnering with Sir Jackie Stewart to open a photographic art gallery, with people voting for their favourite motorsport memories as part of a fundraising campaign for Racing Against Dementia.

Autosport International, which returns on 12-15 January 2023 at Birmingham's NEC, will host a gallery with shots supplied by Motorsport Images, based on an online 'motorsport memories' poll of what caused voters to

fall in love with the sport.

The prints selected will then be sold through a raffle at the show to raise funds for Racing Against Dementia, a global charity founded by three-time Formula 1 world champion Stewart — whose wife Helen was diagnosed with the condition in 2014 — to fund research.

During the build-up to the show, fans will be encouraged to share their favourite moments on Autosport International's Facebook and Instagram feeds.

Stewart will open the display and sign prints, and will share



his memories of his motorsport life on the main stage on the final day of the show.

"Working faster and smarter, and harnessing the mindset I experienced in the motorsport

world, together we can beat dementia," said Stewart. "We raise funds to accelerate global research and development in the race to find a prevention or treatment for dementia."

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Champions team up as DS quits Techeetah for Penske

FORMULA E

Formula E title winners Jean-Eric Vergne and Stoffel Vandoorne will race for the newly rebadged DS Penske squad in 2022-23, as the French manufacturer switches allegiance to the Dragon Penske Autosport team.

The French manufacturer, an offshoot of the Citroen marque, was previously in partnership with the Techeetah team throughout the Gen2 era and won two drivers' (with Vergne and Antonio Felix da Costa) and teams' titles apiece with the Chinese-owned squad.

But with significant uncertainty over the commitment of SECA, the Chinese media conglomerate in charge of Techeetah, DS has parted ways with the team and moves its attentions to the Dragon Penske squad owned by Jay Penske, son of Team Penske and IndyCar CEO Roger.

SECA had scaled back its involvement in Techeetah over the past two seasons, requiring the team to seek outside investment. DS therefore had to cover some of the costs to keep the team, an arrangement it understandably did not favour.

Dragon, meanwhile, had planned to ditch its own powertrains and bring German engineering giant Bosch in to develop a concept for the Gen3 era, but that deal then fell through on the eve of the 2022 season.

Vergne continues his Stellantis ties to stay with DS, dovetailing that with a drive in Peugeot's World Endurance Championship Le Mans Hypercar team, while 2022 title winner

Vandoorne arrives after three years with the departing Mercedes team.

DS director of performance Thomas Chevaucher, who also moves over from his leadership role with Techeetah, says that the marque is "eager" to begin a successful partnership with the team formerly known as Dragon.

"The start of a new association is always a big moment, and all of us at DS Performance are eager to begin this new adventure with Penske Autosport," said Chevaucher. "We are starting this partnership in the best possible way by having two champions in the team! Thanks to Stoffel and Jean-Eric, we probably have one of the best line-ups and also the fastest pairing on the grid."

"With the powertrain and software expertise of DS Performance, we are now in an ideal position to continue our hunt for victories and titles."

Dragon Penske finished the 2022 season with just two points, courtesy of Sergio Sette Camara's heroics in London. Its coup in snapping up Alfa Romeo Formula 1 refugee Antonio Giovinazzi was unable to bear fruit, with the Italian failing to score.

Techeetah principal Mark Preston has been continuing efforts to find external funding to keep the team going for the 2023 season but, because of the team's prior move to the DS facilities in France, it is currently without the necessary infrastructure to operate from. It also remains unclear whether any of the manufacturers on the grid would commit to another powertrain supply for the year.

JAKE BOXALL-LEGGE

'Old' F3 faces tough winter

SINGLE-SEATERS

Things aren't looking good for the future of 'traditional' Formula 3 racing in Europe. Euroformula Open, which has continued to adhere to the philosophy of the old pre-2019 F3 category with the Dallara 320 chassis, drew its season to a close at Barcelona last weekend with just nine cars.

The series promoted by the Spanish GT Sport organisation of Jesus Pareja has suffered from being outside the FIA umbrella, as well as domination from Motopark and its sister team CryptoTower. The German operation has won 24 of the 26 races this season and now fields six of the nine cars on the grid.

Pareja is understood to be pushing on in a bid to revitalise EFO for 2023, but the market looks set to be diluted by a new initiative from the organisers of the Spanish Formula 4 Championship. Spanish F4, which it is understood is jointly owned by five of its teams each with a 20% stake, has positioned itself below Europe's premier F4 contests in Italy and Germany but using the same Tatuus-Abarth combination, and has surged to 30-car grids in recent seasons. But most of its drivers lack the budget or are not ready to graduate direct to Formula Regional European or FIA F3 competition.

Therefore, the Spanish F4 top brass are investigating a GB3-style series to which its drivers can progress. This is planned for 2023, meaning a derivative of one of the Tatuus chassis at this level is the most likely scenario, although Autosport was unable to reach the organisers as we went to press.

Motopark driver Oliver Goethe wrapped up the EFO crown at Barcelona last weekend, while team-mate and ex-GB3 racer Frederick Lubin (leading below), one of three British drivers in the field, scored his maiden win in the final race.

MARCUS SIMMONS





WTCR goes to one-event format

WORLD TOURING CAR CUP

The FIA's World Touring Car contest is to switch to a one-off event next year following an 18-season run as a full championship dating back to 2005.

The World Touring Car Championship of 2005-17 evolved into the World Touring Car Cup for TCR machinery in 2018, but the series has suffered a tough time in recent years. Its traditional Asia-centric end-of-season races meant it was particularly hard hit by COVID, and tyre controversies led to the cancellation of this year's Nurburgring Nordschleife round and the mid-season withdrawal of the Lynk & Co team, reducing the field to 12 cars.

WTCR promoter Discovery Sports Events (formerly Eurosport Events) had an agreement with the FIA until the end of 2025, but with an option for the final three years. It decided not to take this up, meaning next month's season-closing Bahrain and Jeddah rounds will be the swansong events for the full WTCR.

Discovery chief Francois Ribeiro added that the company's commitment to sustainability had resulted in a push

for fossil-free fuels, but that these are not compatible with the production engines used in TCR machinery.

Discovery retains its parallel deal with TCR global rights holder WSC Group to use its technical regulations, hence the plan for a one-off event. "We are really optimistic, with WSC, that the new format will be very relevant to the TCR category, while providing car manufacturers a platform to incentivise their customer teams and showcase their racing cars at their best," said Ribeiro.

This will be in the form a TCR World Ranking Final. WSC itself revealed a TCR World Tour and TCR World Ranking. The Tour will consist of nine events piggybacking hand-picked rounds of existing TCR series, with the Ranking collating all worldwide TCR drivers. The top 15 drivers in the Tour and top 45 from the Ranking will be invited to contest the World Ranking Final.

Autosport understands that Discovery's FIA eTouring Car World Cup for electric TCR machinery will continue with increased investment and support.

HAYDN COBB & MARCUS SIMMONS

MULLER TO MAKE EARLY PEUGEOT HYPERCAR DEBUT

WEC

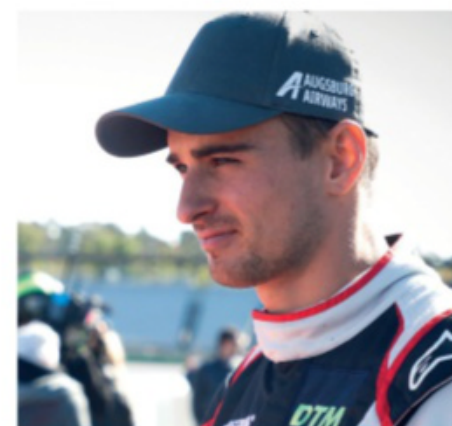
Nico Muller will make an early race debut with Peugeot in next month's Bahrain World Endurance Championship finale. The Swiss will come into the 9X8 Le Mans Hypercar line-up alongside Loic Duval and Gustavo Menezes.

Muller takes the seat in the #94 entry kept warm by reserve driver James Rossiter after Kevin Magnussen turned his back on sportscar racing to return to Formula 1 with Haas in March. Rossiter's announcement as the new team principal of Peugeot sister brand Maserati's Formula E squad and retirement from racing paved the way for an early debut for the marque newcomer.

Long-time Audi driver Muller was announced last month as part of the 2023 Peugeot WEC squad, but the door was left open on his plans for the remainder of this year. He confirmed at the time that he had permission from Audi to drive the 9X8 in 2022.

Confirmation of the widely expected move came after Muller tested Peugeot's WEC contender for the first time at Monza. He "impressed during his day in the car", according to 9X8 technical director Olivier Janssonie.

GARY WATKINS



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Smiley and Loggie join Team UK for Games



Loggie will join
Froggatt in the
Team UK Mercedes

MOTORSPORT GAMES

British Touring Car Championship race winner Chris Smiley will be part of the Team UK assault on the second edition of the FIA Motor Sport Games centred on Paul Ricard next week. The TCR UK title contender will be the UK's representative in the Touring Car category.

Smiley was named as part of the Team UK squad last week when the wraps were taken off the full line-up that will straddle 10 of the 16 disciplines at the Games on 28-30 October. The Northern Irishman will drive his regular Restart Racing Honda Civic Type R TCR in which he is currently tied at the top of the TCR UK points ahead of this weekend's Snetterton series finale.

"It's a global event and it's great to go and represent your country," said Smiley, who moved into TCR in 2022 after five full seasons in the BTCC. "We fancied a go at it, so we threw our hat in the ring. Myself and the team and all the people behind us wanted to be involved."

"It's a great platform because there is no other category apart from GT3 where you can compete against drivers from America, Australia or wherever in equal equipment. Britain always brings strong front-wheel-drive touring car racers. We're going to have a crack at winning it; we wouldn't be going if we didn't feel we had a chance."

James Baldwin, who won the World's

Fastest Gamer title in 2019, returns to the UK Games squad for a second year as its Esports representative. The sometime British GT Championship racer was on the team for the inaugural event at Vallelunga in 2019.

The Titan Motorsport karting squad with a background in Club 100 arrive-and-drive events will fly the flag for Team UK in Endurance Karting. The drivers for the four-hour event in corporate karts will be Jack O'Neill, Rhianna Purcocks, Owen Jenman and Mike Philippou.

It has also been announced that GT World Challenge Europe regular Chris Froggatt, who has been named as the team captain, will be joined in the GT Relay two-driver pro-am event by new British GT champion Ian Loggie. They will drive a Mercedes-AMG GT3 run by the RAM Racing squad with which Loggie raced in Britain this year.

There is also a change in Team UK's Drifting representative. Martin Richards has taken the place of Ollie Evans, who was announced in June, as a result of damage to Evans's car.

The rest of Team UK's line-up is per the June announcement: Oliver Mellors/Ian Windress (Rally2), Tim and Steve Jones (Historic Rally), Laura Christmas and Mark King (AutoSlalom), Corey Padgett (Cross Car Junior), Dan Rooke (Cross Car Junior).

Motorsport UK CEO Hugh Chambers expressed satisfaction with the team assembled for the event officially known



Smiley will race
his regular Honda
from TCR UK

as the Marseille Games, after the scene of the opening ceremony on 26 October.

"We have always been very supportive of the Games and as one of the larger ASNs [national sporting federations] we tried to field a team in each discipline or at least the large majority. I am happy where we have got to with 10 disciplines."

Events from which Team UK is missing include Formula 4 and the GT Sprint, which allows platinum and gold-rated drivers. "Those are big-ticket items; they cost a lot of money to do," said Chambers, whose organisation took over British F4 for 2022. "We had some interesting conversations about F4 in particular, but we were unable to get it across the line."

GARY WATKINS

IN THE HEADLINES

OSBORNE, MOSS MISS OUT

Britons Joe Osborne and Nick Moss narrowly missed out on the International GT Open title after a dramatic finale at Barcelona last weekend. Their Optimum Motorsport McLaren was hit just after Moss had taken it over in Saturday's race by the Oregon Team Lamborghini of Glenn van Berlo, but Moss carried on to fifth. An electronics problem in qualifying left the McLaren well down the grid for Sunday, but Osborne finished the race in fourth. That left Oregon Lambo pair Leonardo Pulcini and Benja Hites as champions by three points from Osborne and Moss, with third and fifth-placed finishes.

BARNARD IS RUNNER-UP

Norfolk teenager Taylor Barnard finished the German Formula 4 season as runner-up in the standings with PHM Racing after the finale at the Nurburgring last weekend. Mercedes F1 junior Andrea Kimi Antonelli wrapped up the title with victories in the first two races, despite the Italian's Prema team missing one of the rounds earlier in the season. Barnard then won the reversed-grid curtain closer from American Ugo Ugochukwu, the McLaren protege who finished third in British F4 this season but has also contested some late-season German and Italian rounds with Prema.

YOUNG BEATS OLD VETERAN

Jack Young took his second TCR Europe win of 2022 to close out the season at Barcelona last weekend. The Northern Irishman qualified his Halder Motorsport Honda on pole and led Dutch veteran Tom Coronel all the way. Franco Girolami was third, and followed that up with reversed-grid victory to lead a Comtoyou Racing Audi 1-2-3 from Coronel and Frederic Vervisch. The Argentinian also secured the title.

HUNT ON TOP IN PORTUGAL

Another victorious Brit last weekend was Freddie Hunt, son of 1976 world champion James. Hunt and Mads Siljehaug won the final round of the Le Mans Cup at the Algarve Circuit in their Reiter Engineering Ligier. Hunt got very little race time during his stint thanks to an enormous shunt suffered by Jerome de Sadeleer that led to a red flag. Siljehaug went on to beat Colin Noble in the Nielsen Racing Ligier started by Tony Wells.



Corvette back for more WEC

WORLD ENDURANCE CHAMPIONSHIP

Chevrolet will remain in the World Endurance Championship for a second full campaign next year, this time in the GTE Am ranks. The Corvette Racing squad will field a solo entry in the remaining GTE class after the demise of GTE Pro.

That, of course, means a wholesale change in driver line-up of the 'Vette C8.R as a result of sporting regulations demanding that each car has two non-platinum or gold-rated drivers. WEC regular Ben Keating, who leads the 2022 GTE Am points with the TF Sport Aston Martin team, comes in as the mandatory bronze and will race alongside pro Nicky Catsburg, who takes a first full-season seat at Corvette Racing after joining as an endurance driver in 2020.

The identity of the third member of the squad, most likely a silver-rated driver, has yet to be revealed. This will come at a later date, according to Chevrolet.

The continued WEC campaign after this year's GTE Pro assault with Nick Tandy and Tommy Milner will be one half of a two-pronged campaign for the mid-engined C8.R in its final year of competition. Antonio Garcia and Jordan Taylor will again complete a full IMSA SportsCar Championship schedule in GTD Pro after finishing runner-up this year.

An additional strand of Chevy's programme in 2023 will be development of the GT3 version of the C8, which will

supersede the GTE car in 2024. Milner's focus next year will be on testing a car known as the Corvette Z06 GT3.R, while he will also join Garcia and Taylor for the IMSA series enduros at Daytona, Sebring and Petit Le Mans. Corvette Racing has outlined a plan to run only one car at the Daytona 24 Hours in January, rather than this year's two.

No mention was made of Tandy in the Chevrolet announcement, which appears to provide confirmation that the Briton will be leaving the General Motors marque after two years. The smart money is on him returning to Porsche to race its new 963 LMDh prototype.

"We learned a great deal this year about running dual programmes in both IMSA and the FIA WEC – all of which will benefit the Corvette brand," said Laura Klauser, GM's sportscar programme manager. "In IMSA, we will return to GTD Pro while laying the groundwork for the Corvette Z06 GT3.R. Similarly, the FIA WEC programme allows us the opportunity to continue growing the global presence of Corvette in a world championship."

The Z06 GT3.R, developed like its predecessors by Pratt & Miller, is already up and running. It hit the track for the first time at GM's Milford proving ground in late September and then moved to Mid-Ohio this month for its first proper circuit test. Milner, Garcia and Taylor all drove the car.

GARY WATKINS

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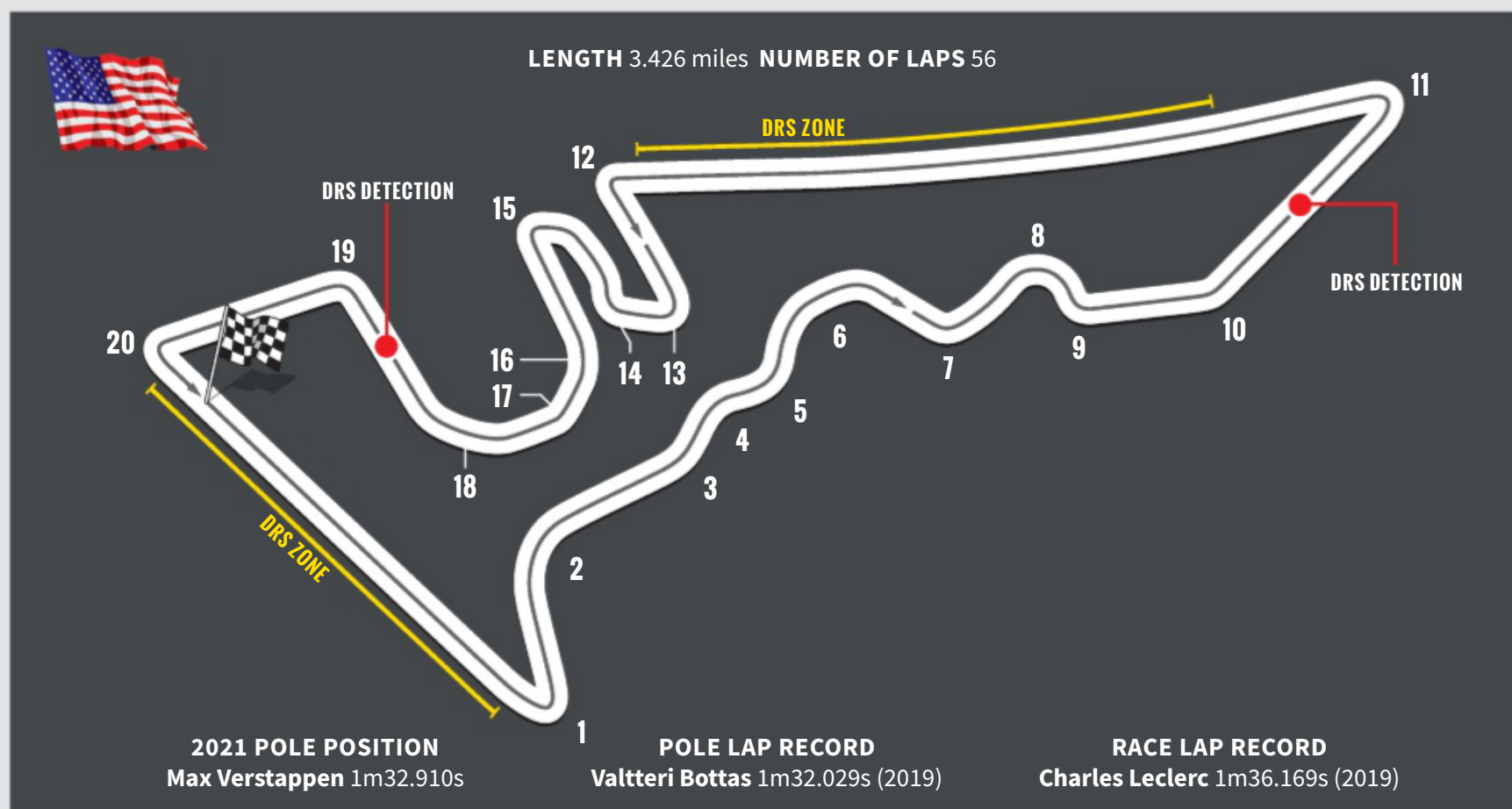
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UK START TIMES

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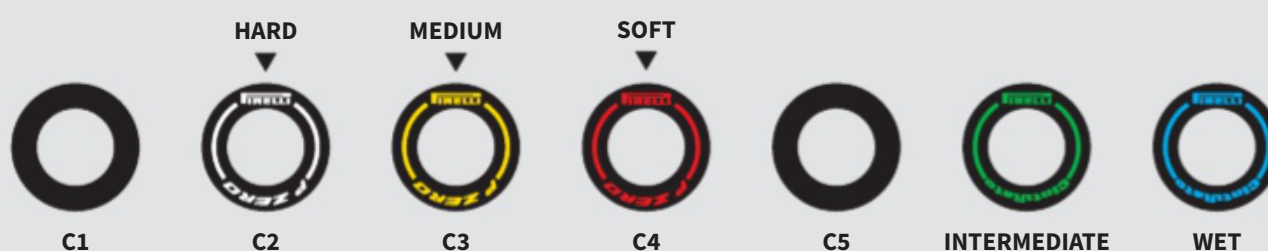
Saturday 22 October
FP3 2000
QUALIFYING 2300

Sunday 23 October
RACE 2000

CATCH THE RACE LIVE
SKY SPORTS F1
BBC RADIO 5 LIVE

HIGHLIGHTS
CHANNEL 4 0030 (Monday)

TYRE ALLOCATION



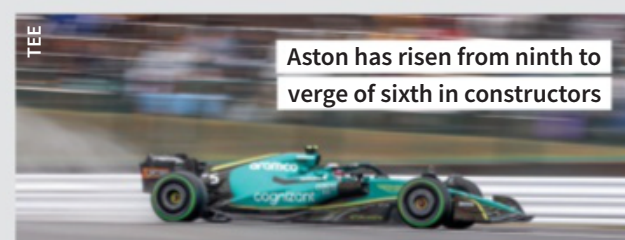
CHAMPIONSHIP POSITIONS

Drivers

1	Verstappen	366
2	Perez	253
3	Leclerc	252
4	Russell	207
5	Sainz	202

Constructors

1	Red Bull	619
2	Ferrari	454
3	Mercedes	387
4	Alpine	143
5	McLaren	130



RACE STATS

Previous winners

2021	Max Verstappen	Red Bull
2019	Valtteri Bottas	Mercedes
2018	Kimi Raikkonen	Ferrari
2017	Lewis Hamilton	Mercedes
2016	Lewis Hamilton	Mercedes
2015	Lewis Hamilton	Mercedes
2014	Lewis Hamilton	Mercedes
2013	Sebastian Vettel	Red Bull
2012	Lewis Hamilton	McLaren
2007	Lewis Hamilton	McLaren



Austin points tallies

Hamilton	189
Vettel	107
Verstappen	82
Bottas	67
Ricciardo	49
Perez	44
Alonso	43
Sainz	36
Leclerc	25
Albon	10



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Busting an F1 myth

The drivers' title may be decided, but that doesn't mean the rest of the season is destined to be an anticlimax. That outcome is in neither Verstappen's nor Leclerc's interest

MATT KEW

For many, the final four rounds of this Formula 1 season will now arrive as little more than an afterthought. That's understandable. Max Verstappen has wrapped up his second world title in good time, and the much less exciting contest for the constructors' crown is almost certainly going to go to Red Bull. Even though the battle for fourth between McLaren and Alpine will rage on, that's a less compelling subplot. The major sporting headlines have already been written.

Verstappen himself hasn't done much to dispel that damp squib sentiment. Once the bewildering events that immediately followed the chequered flag in the Japanese Grand Prix had settled, he reckoned: "I've got four race weekends at least to celebrate... There is no real pressure anymore."

While not every campaign can be expected to go down to the wire as per 2021 (and if it did, just as controversially each time, that would be exhausting!), there's little denying that some of the shine has now been lost for the United States, Mexican, Brazilian and Abu Dhabi GPs. But to go all the way and say they have become meaningless Sunday time drains feels a little unfair.

Certainly, before the world championship was created and there wasn't a crown at stake, for half a century individual races were gripping enough to keep people enthralled to allow motorsport to flourish. The grand prize at the end of an afternoon's racing

“From what we know of the two protagonists, it's in their nature to dice spectacularly”

alone was enough of an incentive.

Then, wind on seven decades to now. Despite what Verstappen says about his easier run to the end, if he and Charles Leclerc find themselves wheel to wheel at Austin this weekend, you can bet they will still fight hammer and tongs. They are racers who are paid to do a job they love and, from what we know and observe of the two protagonists, it's in their nature to dice spectacularly. There's also a psychological upper hand to be gained. So many credit Nico Rosberg winning the championship in 2016 to the foundations he laid at the tail end of the previous term, when he triumphed in the final three rounds as Lewis Hamilton came down after the completion of his title hat-trick.

Not unrelated, Leclerc has been clear that Ferrari needs to ace its strategy and pitstops for the rest of the season as a dress rehearsal

for 2023. But Verstappen will want to keep the Italian team in second place by winning the final races anyway. As such, it's in no one's interest to back out of a duel.

Granted, something small would be lost knowing they weren't ultimately duking it out for the title, but the spectacle of the Red Bull and Ferrari scrapping ferociously lap after lap, as they did in Bahrain and Saudi Arabia to kick off the year, would still be blockbuster. Besides, after Leclerc crashed out of the lead in the French GP, we all – Verstappen included – knew where the championship spoils would end up. The trophy engravers could have got to work in late July. But that didn't make Leclerc pulling off three passes on his rival for victory in Austria any less exciting. And it might not even take the two of them dicing frenetically to keep an audience hooked. Verstappen's mesmeric recovery from grid penalties to surge from 13th to an unassailable lead in Belgium made for compelling viewing over the opening 12 laps. The drama of Leclerc pitting to have a visor tear-off removed from his brake duct contributed only a very small part of that.

Building the case that it's still absolutely worth watching the rest of the season in anticipation of something spectacular is that Verstappen can still further cement his place in history. As a GP driver with 32 race wins and already two titles to his name, he will long be remembered. But Verstappen can add to his legacy by featuring in the record books.

Should he win the final four rounds, he will take his tally in 2022 to 16 victories. That would smash the current record of 13, shared by Michael Schumacher (2004) and Sebastian Vettel (2013). Bear in mind that Vettel remained unbeaten after the summer break that year, and won the last three rounds for Red Bull after his title coronation in India. Even though Verstappen is right to declare that the pressure is off, he has the capacity to do similar. And should he take the clean sweep, he would necessarily match his own 2021 record of 18 podiums in a season.

Less glamorous but still of note: Verstappen's dominance this year could return him the most points in a single season. With a sprint race at Interlagos plus bonus scores for fastest lap, he could quite conceivably build his current haul of 366 to surpass Lewis Hamilton's 2019 yardstick of 413 points. All are entirely plausible given his, the team's and the RB18's current might.

Of course, Verstappen could earn those records by driving off into the distance to render the four remaining races as tedious affairs. But that could happen at any point in the season. Just because one title has been sealed and the other will surely follow, now as before, is not to render the rest of the year as nothing more than a meandering epilogue. ❧

 **P20 WHAT FERRARI MUST DO NEXT**

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Ferrari's British rising star

The Ferrari Academy Driver on almost winning the FIA Formula 3 title and being nominated again for the Aston Martin Autosport BRDC Award

OLLIE BEARMAN

I'm pretty happy with how my first season in FIA Formula 3 went, even though the Monza finale was a bit disappointing in terms of everything that happened.

To make the jump from winning the Italian and German F4 titles is something that can't be underestimated. It's a big step with a lot of new things that I needed to do. So, it wasn't easy, but I think I did a good job of it, especially in the latter part of the season. I was happy with the progression, which was really the priority. The professionalism from F4 to F3 changes a lot, but the Prema team welcomed me really nicely – it's like a family. It's a lovely atmosphere within the team, and my team-mates [Arthur Leclerc and Jak Crawford] helped me get up to speed quicker and gel with the team.

The podium at Silverstone was a highlight. It was amazing to do that in front of the home fans. It was my first feature race podium, and it started a string of good results. Then at Spa and Monza I managed to do the double podium, and it was super-nice at Spa to get my first win. Of course, Monza was bittersweet. I got the two podiums, but I needed just that little bit more to take the title.

I think the sprint race was always a bit more difficult for me. It was the first race of the weekend and it was kind of a learning race. It was the race where I had to get my act together. In Hungary and from then on, I started to feel that I was doing a better job in the sprints, and it just comes from having more mileage. Normally I was learning in the first race and implementing in the second. Then I was doing a better job at the end of the season in learning and implementing during the first race. So, it was just a case of experience and managing to do a better job.

I'm a member of the Ferrari Driver Academy and they have a long-standing relationship and had their drivers at Prema for a long time, which helps. Prema, before we joined, had won a championship in

F3 every year since the new car was brought out, so that swayed things a bit. The goal was always to go there, but Ferrari definitely helped me on that route to joining them.

I've definitely matured a lot as a person this year, accelerated by my move to F3. There are a lot of adults in FIA F3; I think I was one of the youngest on the grid, so you have to grow up a lot to join them. I also moved out to Italy, which for me is like going to university a couple of years early. I have an apartment in Maranello and when I'm out there I'm training every day, I'm on the sim, meetings and everything. It's about two hours to get to Prema from Maranello. They're near Venice. Not that I can drive yet – we always have taxis, or I'll get a lift from Arthur Leclerc because normally we'd

“To be nominated two years in a row is a bit lucky, but I'm really happy that it has happened”

be going there at the same time.

I'm not 100% sure what I'll be doing next year. I'll be in either F3 or F2, but I'm not sure which yet. We felt that the Jerez F3 [post-season] test wasn't necessarily going to be useful for me. It's not a track that we'll race at and, with so many new guys testing, the traffic's quite bad. We're just looking at the options. Of course, I'd love to move on to F2 but it's not fully up to me – there are a lot of variables. Either way, I'll do the best job I can.

It's an honour to be part of the BRDC SuperStars programme this year. Especially at Silverstone, it was nice to go on the main stage – that was a really great experience to be in front of so many fans. I took the F3 commentator on some hot laps on a track day we did, which was good for building relationships within the BRDC and within motorsport.

It was really exciting to hear the news that I was a finalist in the Aston Martin Autosport BRDC Award. To be nominated two years in a row is a bit lucky, but I'm really happy that it has happened. I feel like a much more complete driver than I was last year, so I think I can do a much better job this time around in various aspects.

F3 has taught me a lot in terms of tyre management, which is something I felt that I was a bit weak in last year. I'm really looking forward to showing what I can do. I would say I have an advantage, but that also adds a bit of pressure as a returning driver. I'm more in the spotlight considering it's my second year and it was a good season for me in F3. So, it's a bit of pressure but I enjoy that, and I can hopefully use it to my advantage. I think I can do a good job. 🌟



SUTTON/MOTORSPORT IMAGES





HOW TO MAKE THE PRANCING HORSE STABLE

Max Verstappen likely would have won the 2022 world championship even without Ferrari's blunders and miscues. The team has much to work upon if it's to mount a challenge in the years ahead

ALEX KALINAUCKAS

PHOTOGRAPHY



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“Max has just been incredible and it’s a title fully deserved. On our side, we’ll try to push for the last four races this season to improve as a team and to hopefully put in more of a challenge next year...”

Charles Leclerc was magnanimous in defeat to Max Verstappen after the Japanese Grand Prix, accepting that his Ferrari squad had ultimately been well beaten in the first season of Formula 1’s new ground-effects era. But he’d already been making similar noises in Singapore the previous week. Leclerc, after taking his ninth and most recent pole of 2022, had said that “it’s a matter of time before Max gets his title”, and so it proved to be. The Monegasque’s mindset had already shifted.

What a turnaround for both Ferrari and Leclerc. After three races and his dominant Melbourne win, he led Verstappen by 46 points, the Dutchman down in sixth place after his second fuel-pump-problem retirement from the opening events. Now Verstappen has his second world title with an unassailable 113-point lead, and four dead-rubber events to come.

But, as Leclerc has outlined with the clear party line from Ferrari heading into the season’s run-in, the races in the USA, Mexico, Brazil and Abu Dhabi matter for the red team.

With the F1-75, Ferrari has produced the second-best interpretation of F1’s major rules reset. The points gap to the Red Bull RB18 in the constructors’ championship is also massive – 165 (which means Red Bull can seal that title too this weekend at Austin) – but the pace differences between the two machines over the season so far has been small. It is in operating the car and executing races where Ferrari and its drivers have let themselves down together.

Ferrari deserves huge credit for much of its 2022 campaign. Compared to the two awful fallow years that came before, it did indeed deliver on its promise to get back in the title fight using the opportunity provided by the rule changes.

So, the Italian team is capable of big and impressive change. But more is clearly required. With what Ferrari itself is saying in mind, here are 10 priorities it must address heading into 2023 if it’s to have any chance of toppling Red Bull and perhaps even staving off a resurgent Mercedes.



1 IMPROVE OR ALTER ITS GROUND-EFFECT CONCEPT

Although their ultimate performance levels are very similar, the Ferrari F1-75 and Red Bull RB18 get their speed in different ways. The former has its deep, sculpted sidepods that produce downforce from air passing over the top. The latter’s distinctive feature is its advanced radiator inlets, with the sidepods heavily undercut to channel air down a passage between these and the floor. The two different concepts were a relief to those who feared that F1’s heavily prescriptive rulebook overhaul for 2022 would result in car designs all looking the same.

But the devil is really in the under-chassis venturi tunnels and the aerodynamics effects of the floor, which one leading team’s designer suggested to Autosport means that while the on-top aero pieces catch the eye, they don’t make enough of a difference compared to nailing the design and set-up underneath.

But Ferrari does appear to have a key decision to make with regards to how its 2023 car looks. Not only will it need the floor and suspension arrangements necessary to cope with the rule changes coming for next year (more on that later), but it may wish to consider the other key strength of the RB18: its low-drag profile.

The Red Bull’s slippery nature comes from this lack of drag compared to the higher-downforce-generating Ferrari and is allied to the potent power punch of the Honda engine. Ferrari is on a par in the power stakes and has better corner-exit driveability to gain through traction. But even with the changes it made to its design to boost its top speed compared to its rival, this has proved to be a key weakness.

On top of that, the F1-75 can be said to be more of a peaky machine – it works best at a handful of high-downforce tracks, where it can best show its corner-speed prowess. The RB18 is a contender wherever, which is a reversal from how Red Bull previously found matters against Mercedes.

Given it was aware of the scale of the challenge to catch Red Bull even as it targeted “to win 10 races from now to the end” – said team principal Mattia Binotto at the French GP – Ferrari acknowledged in Singapore that it had already switched its development attention to building its 2023 challenger.





SUTTON



SUTTON

2 PLAN TO KEEP PACE WITH OR BEAT ITS RIVALS IN THE IN-SEASON DEVELOPMENT BATTLE

Back at the start of this season, Red Bull was churning out a regular string of small updates, while Ferrari waited until May's Spanish GP before it introduced its first major development package with floor, diffuser and rear wing changes.

There are pros and cons to both methods, with Red Bull's more aggressive approach catching rivals' eyes early and causing the first whispered suspicions regarding its cost-cap planning. Yet Ferrari's strongest passage of the campaign came during these early exchanges, and even now Leclerc is regularly able to beat Verstappen to pole. Its methods are therefore not to be instantly dismissed.

But where Ferrari may reflect on how its 2022 development played out concerns a weakness at Red Bull that it successfully addressed through its more-constant development. This was that the RB18 was considerably heavier at the start of the year than the F1-75, with only Alfa Romeo's C42 at the minimum weight target back at the Bahrain GP opener. Red Bull successfully addressed this — although it misstepped in places, such as with its DRS malfunctions in Spain.

"It's very important that we keep improving," Ferrari sporting director Laurent Mekies said in Singapore. "And that's what we have been saying all year long. We've made a great step this year, but we are perfectly aware that there are more steps to come."

3 PLAY THE COST-CAP GAME TO THE MAX

This point goes together with the need to keep pace in — or lead — the 2023 in-season development battle. But it's one where we must enter the realm of speculation, paired with an acknowledgement of the facts as they stand in a murky, very *F1* affair.

The revelation this month by the FIA's Cost Cap Administration that Red Bull is "considered to be in procedural and minor overspend breaches of the financial regulations" on the 2021 cost-cap submissions raises serious questions for the flagship financial rule's future. In turn, what happens next regarding cost-cap policing will determine precisely how car design processes are honed at the biggest teams.

Although the 'minor' breach tag suggests at this stage that no serious cost-cap fraud has been committed by Red Bull, Ferrari and others are pushing for any indiscretion in this area to be harshly punished. It's important to stress at this point that Red Bull believes its submission was within the rules and that what the FIA has found concerns something it did not expect to be covered.

It isn't yet known exactly how much Red Bull may have overspent in 2021, but to fall into the 'minor' territory it can only be a maximum overspend of \$7.25million (5% of the \$145m 2021 limit). It's possible that indiscretion is thought to involve figures below this, but that is important for all the teams when it comes to considering what punishment may eventually be handed out. This is because of what an extra \$7m for car development could buy.

"Five million is about half a second, even one or two million is about one or two tenths, which is about from being second on the grid or being on pole and maybe having the fastest car," Binotto said after the Japanese GP. "Obviously it's about 2021, [but] 2021 is an advantage you gain over the following seasons."

Although much of this is hypothetical thinking at the time of writing, if Red Bull (or any team in the future) is found to have definitely breached the cost cap and the punishment for doing so isn't massive, then the lesson will be: 'the actual cost cap is higher'. Taking a putative slap-on-the-wrists fine guess at \$5m, then that's 'a year's cost cap + 5% + fine'.

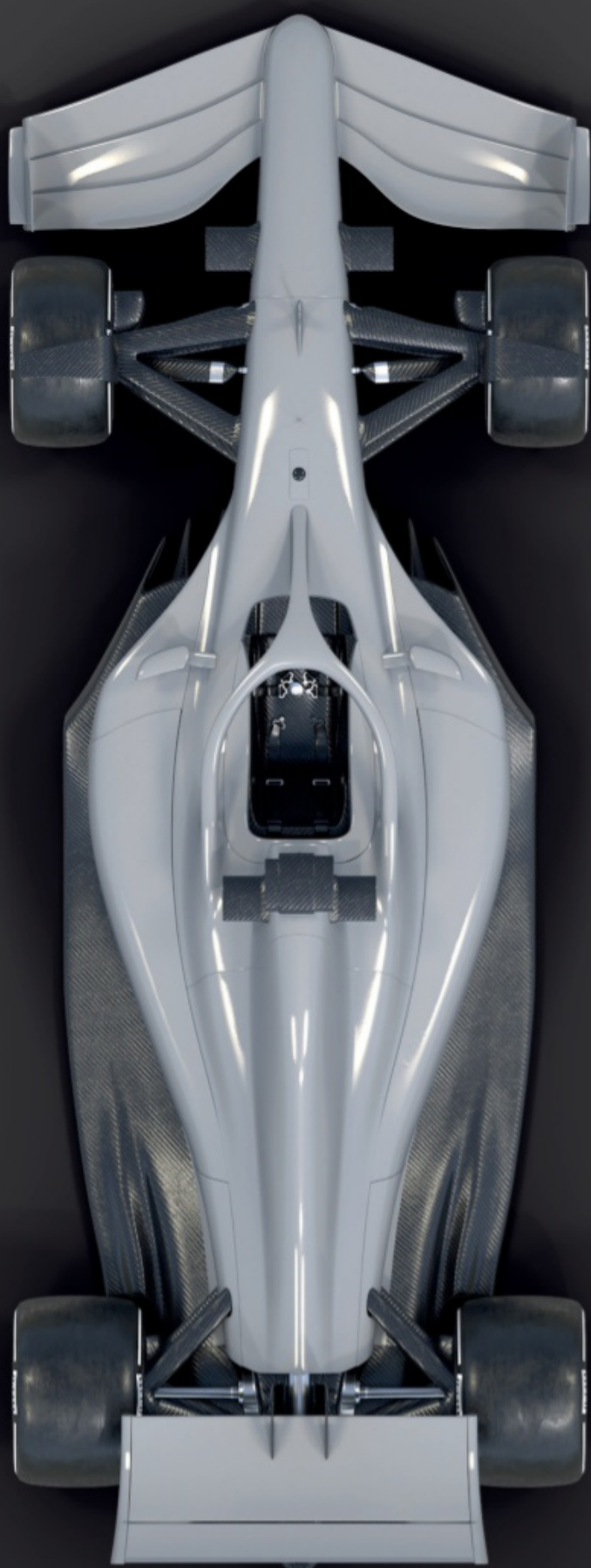
To make the gains Binotto outlines would surely be worth it for teams that can afford to spend it, of which Ferrari is one (and Red Bull and Mercedes are the others). This is cold *F1* logic flying in the face of morality, and this isn't to say that any of those teams actually would take such an approach, but such is the relentlessly pragmatic nature of this game that they wouldn't be doing their jobs in not at least considering it. >>



BINGHAM



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4 IMPROVE RELIABILITY TO AVOID GIVING RIVALS FREE POINTS

Leaving Melbourne back in April, Red Bull was the team with the reliability problem. But, just as it did with the RB18's weight problem and the understeer that Verstappen hates, it implemented a fix. Only engine supplier Honda's recommendation to take new internal combustion powerplants to avoid overstressing the existing pool has subsequently forced Red Bull to take engine-change grid drops in Belgium and Italy.

Ferrari has suffered badly in this area. Starting from Leclerc's Spain engine failure while leading, he then also retired with power gremlins in Baku and had to take a grid drop in Canada. And don't forget his dominant Austrian GP victory was imperilled by his sticking throttle, while in the same race Carlos Sainz's engine blew up badly. The Spaniard was already out with a hydraulics issue in Baku by the time his team-mate retired there.

Since the Austrian race in July, Ferrari's reliability has improved, although it's hard to know exactly how hard the engines are now being pushed in a contest the team knew was already over — the suggestion is that the Baku failures were about trying to squeeze every bit of power performance to keep up with the Red Bull's straightline advantage.

Ferrari cannot afford to give points away to rivals in this regard come 2023. But in fact, since Austria, Ferrari's only retirements have come from its drivers crashing out.

5 LECLERC AND SAINZ MUST STOP CRASHING

Ferrari's two stars can't be blamed for their machinery letting them down at key moments this year, but it's also true that they have gifted Verstappen and Red Bull points with their own blunders. If Leclerc and Sainz want to be F1 champions, they must cut this out.

Sainz's crashes were the initial problem — he threw himself off the road in Melbourne during a weekend that had got away from him as he struggled to adapt to the F1-75's rear-end instability (a notable feature of the new car designs). Then he crashed in qualifying at Imola, where Leclerc's off late in the Emilia Romagna GP while chasing Sergio Perez converted third position into sixth.

That was almost understandable in that Leclerc was chasing an eminently possible better result against Red Bull's weaker driver — knowing he had to land what blows



he could against an established super-squad. His Paul Ricard crash was something much worse, but at the same time we must acknowledge that he was pushing on against a faster car. But it was a bad error and, looking back, must be considered as the moment the title truly got away.

Sainz's Suzuka crash is Ferrari's most recent unforced error. It was understandable in the tricky wet conditions, but none of his peers ended up in the barriers at that point in the same circumstances. Much later on, Leclerc's off at the chicane ultimately sealed Verstappen's title, but again he was pushing on trying to keep what is by now a much faster race car at bay.

6 HISTORICAL TYRE MANAGEMENT WEAKNESS MUST FINALLY BE CURED

Binotto said that Leclerc's recent defeat at Suzuka came down to "pushing too much on the very first laps – we simply destroyed the front tyres, in a way that it was not possible to recover". He ate through his intermediates just like in Singapore, where Leclerc's charge after the second safety car restart was thrilling – if very 'do or die'.

Once Perez had got his slicks up to temperature at Marina Bay, he drove away. This continued the pattern of Ferrari's race pace in dry conditions falling away from Red Bull's, a phenomenon that had really begun in Hungary at the end of July.

There, Ferrari was exposed in the cooler conditions on Saturday and Sunday, which meant it struggled to warm up its tyres in qualifying, and then had the same issue on the hard-compound Pirelli in the race. That cost Leclerc badly to the charging Verstappen on what really should have been firm Ferrari hunting ground, given the track's high-downforce nature.

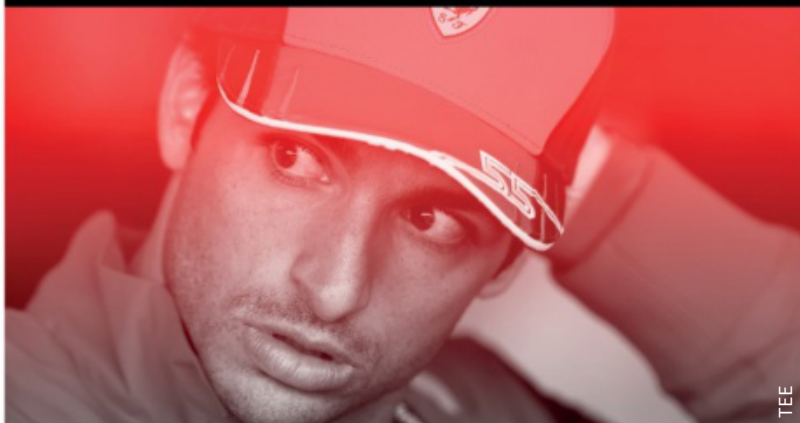
Ferrari has also struggled with front-tyre graining limitations at certain tracks. But since beating Verstappen comfortably on tyre management in Austria, which has turned out to be an outlier along the same lines as Melbourne, Ferrari's rear-tyre overheating has also been its undoing.

In short, even if Leclerc can beat Verstappen to pole – ideally avoiding late Q3 errors such as at Zandvoort and Suzuka to edge the Dutchman – Red Bull's stronger long-run pace and tyre-degradation levels make the races little contest. Verstappen is the master of tyre management, but Ferrari also has a historical weakness (think the 2021 French GP) that it will need to address for 2023. >>

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OUR JOURNALISTS COVER
ALL MAJOR SERIES

CLOSING THE TEAM-MATE GAP



The way the 2022 Formula 1 season has played out has rather removed the sting from certain intra-team battles. At Red Bull, Max Verstappen has put Sergio Perez in the shade to the same extent that got Pierre Gasly and Alex Albon dropped. But with both titles basically in the bag, this hasn't mattered. At Mercedes, the challenge of recovering from the W13's deficiencies has squashed any potential for flare-ups between Lewis Hamilton and George Russell. Lando Norris has again flattened Daniel Ricciardo at McLaren.

At Ferrari, the fight between Charles Leclerc and Carlos Sainz has made headlines. They get on very well off track, but that matters little on the delicate subject of team orders. On this, Ferrari came in for criticism for the time it spent to swap its cars at Silverstone, where late in the race it tried to get Sainz to cover for its safety car tyre-strategy gaffe with Leclerc.

Ultimately, the potential points lost from not firmly backing Leclerc in Britain has not mattered, due to Verstappen's supremacy. But given this is his first year in the spotlight of an F1 title fight, it's worth asking: how good is Carlos Sainz? In terms of pure pace, Autosport's supertimes calculations put Leclerc and his nine poles on top, 0.114% away from the theoretical perfection of producing the quickest lap time at each race weekend. World champion Verstappen is shaded by just 0.067%, with Sainz 0.212% adrift of Leclerc in third. Sergio Perez is 0.684% off Leclerc, and 0.617% back from Verstappen.

So, on qualifying pace Sainz can be said to be providing Ferrari with a better-balanced driver line-up than Red Bull has. After coming up 0.057s from pole in Japan – the fourth time in 2022 he'd lost out by under 0.1s – Sainz said he was “fed up” of just missing out. He's also produced stunning race pace, such as in Canada while pressuring Verstappen and coming through the pack in France. Sainz took his Silverstone victory with great aplomb, but that race also exposed what is the key takeaway from his season.

He closed the gap to Leclerc that he had been frank in discussing early in 2022: that he wasn't as comfortable in taming the Ferrari's lairy rear-end instability. Leclerc and Verstappen did this naturally, but Sainz initially struggled to even understand why he wasn't adapting so well.

He is fast enough to win races and claim poles, but Leclerc just has the edge – as was the case at Silverstone, even with a damaged front wing. And Sainz's lack of confidence sliding between the walls in the wet in Singapore while his team-mate was flinging his car around charging at Sergio Perez was particularly jarring.

Sainz isn't one of F1's valiant-but-doomed number twos – at least not yet – as was the case for Valtteri Bottas against Hamilton and Perez is now with Verstappen. He's somewhere in between there and superstardom. That can change in 2023 too, but to do so Sainz needs to be the one setting the pace rather than falling further away.



7 STRATEGY SHAMBLES MUST NOT RECUR

“We need to focus on ourselves,” Leclerc said in Japan, “try to execute Sunday well. Because performance is not what we lacked this year.”

The 25-year-old is famously self-critical, so he will be all too aware of how his own errors contributed to Ferrari's stunning post-Melbourne downfall. But he has also borne the brunt of its strategy shambles gifting Verstappen yet more points.

Monaco (where it must be said that Leclerc would have been better served by taking control of his own destiny on the full wets/slicks switch, as Sainz did), the Silverstone safety car call, the hard-tyre choice in Hungary. These were Ferrari's high-profile strategy gaffes.

It wasn't alone – look at Red Bull's error in underfuelling Verstappen's car for Q3 in Singapore. But those Ferrari tactical mistakes all came in under-pressure race situations and at the stage of the season where reliability and crashes were also biting. Red Bull has proved to be much more nimble and decisive in its thinking on race strategy, with its drivers' advice to avoid the hard tyres in Hungary well-heeded.

In terms of its strategy, if the personnel were not the problem (as Binotto insisted back then), then Ferrari's operations and data-crunching were off. It has involved its drivers in strategy choices more visibly since the autumn began, and there has been a notable uptick in its calls paying off. It's just that Red Bull has been untouchable whatever Ferrari has done, such as with its alternative two-stopper gambit for Leclerc at Monza. It also got its towing tactics in Paul Ricard qualifying spot on.

At the same time, we can see with hindsight that only the safety car stopped Mercedes' one-stopper kicking Leclerc off the Zandvoort podium, while the tyre warm-up struggles for all drivers in Singapore meant that stopping after Perez likely would have been the better approach for Ferrari once it had lost the start, since there track position was critical.

All this is what Leclerc means by executing better on race days; it's something that Ferrari can't afford to get wrong so often.



8 BACK A NUMBER ONE EARLIER AND FULLY

Although the lower fuel levels required for the Red Bull Ring would mask the uphill task suddenly facing the home team in tyre degradation, the Austrian GP sprint race featured an intra-Ferrari battle that cost Leclerc ground against his rival up-front.

This was just a week on from Ferrari dithering badly over team orders at Silverstone, where Sainz led from pole after Leclerc had spun in the wet qualifying. That was also a day where Verstappen suffered misfortune in picking up AlphaTauri debris in his floor, and so Ferrari should have been maximising its gain.

Sainz still won the British GP after Ferrari's decision not to pit Leclerc when it had time to under the late safety car backfired, but the Spaniard was further behind in the championship fight at that stage thanks to his early-season crashes. He has shown he is worthy of a place with Ferrari (see panel, left), but Leclerc has had the edge on qualifying pace and race execution overall.

Red Bull has no hesitation in requiring Perez to move over for Verstappen when needed – as he did in Spain and Azerbaijan. This is a bold but valuable pragmatic approach that Ferrari must at least consider for the future – as it most famously did in previous, successful, F1 eras.

9 AVOID PITSTOP MISTAKES AND TAKE ON RED BULL'S SERVICE SUPREMACY

Pitstops have been another issue in 2022. They are the visual representation of several themes already covered – such as the strategy shambles in Monaco playing out when Leclerc arrived for a double-stack pitstop that Ferrari had tried to cancel at the last second, or his own error in sliding past his pitbox when he arrived to take slicks in Singapore.

At Zandvoort, Ferrari's pitcrew was in the spotlight after Sainz was forced to wait for his full set of tyres to be brought out, which the team later revealed was down to it calling the stop too late for the mechanics to be ready. A Ferrari pit gun was also left in Perez's path at that stop, while Sainz copped an unsafe-release penalty later in the same race, although he was braking to avoid a McLaren mechanic in F1's shortest pitlane.

But there have been several other instances, such as in Hungary, where Sainz in particular has lost out to slow tyre changes. In this respect Red Bull gains significantly, since it is regularly among the quickest and slickest stops, so Ferrari could make an important step if it can front up to its rival in 2023.

10 NAIL THE FLOOR CHANGES AIMED AT ELIMINATING PORPOISING

For 2023, floors will be required to be 15mm higher, in addition to edges being stiffened and diffuser designs tweaked. This is part of the FIA's solution to eliminate the porpoising problem that plagued the championship at the start of its new era.

The teams were always going to get the bouncing under control, but the time it took to do so exposed the drivers to unsafe conditions and risked injury, which the FIA hopes the 2023 changes will fully address. This will go alongside the requirement for a stiffer underfloor plank and skids introduced in the controversial summer technical directive that finally came into force at Spa in late August.

Red Bull has barely been troubled by porpoising, while the Ferraris were still suffering from it to a near-comical degree deep into the season. Unlike Mercedes, this wasn't at the cost of performance.

Ferrari insists that there were not "any specific impacts on our team", according to Mekies, regarding the Spa directive after the team had made the changes to remain within the new requirements. But there are suggestions to the contrary, with Ferrari's race pace notably suffering from Hungary onwards – right when it would have been preparing for the Spa alterations.

Either way, getting the new floor rules right could provide Ferrari with the boost it needs to get back on terms and edge ahead of Red Bull next year. Remember, that's exactly what Verstappen's squad did against Mercedes in 2021...

That potential, of course, adds pressure, but Ferrari has soaked this up throughout 2022. Now it needs to show that it can make the changes required to step forward again. This is all while Binotto and co must continue with the progress on team culture they have made since 2018.

The worst thing for Ferrari would be to convert its 2022 humbling into a culture of fear, so remembering its high points from this year and building from those foundations will be critical to grabbing future and lasting success. 🍀



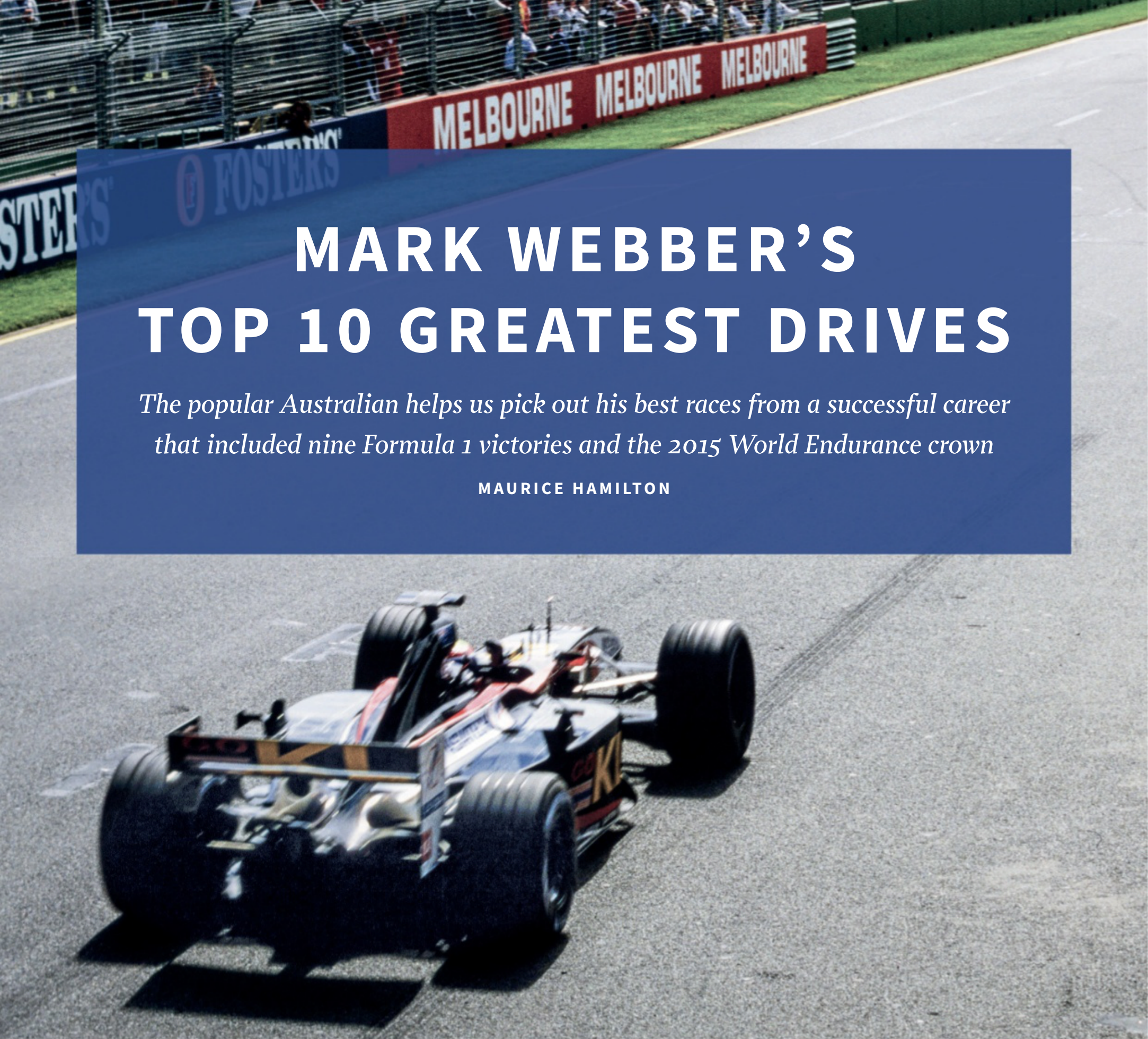
Ferrari must be fully on top of next year's anti-porpoising rules

DUNBAR

MARK WEBBER'S TOP 10 GREATEST DRIVES

The popular Australian helps us pick out his best races from a successful career that included nine Formula 1 victories and the 2015 World Endurance crown

MAURICE HAMILTON



10

2002 AUSTRALIAN GP MELBOURNE MINARDI PS02 5TH

Webber laid down a marker on his Formula 1 debut by qualifying 18th for his home grand prix, ahead of the Jaguar team, a Jordan and Alex Yoong in the other Minardi-Asiatech.

When Ralf Schumacher's Williams triggered an eight-car collision at the first corner, Webber was elevated to eighth and recalled team owner Paul Stoddart's pre-race instructions. "Stoddy" said, "If you could just bring this thing home, that would be phenomenal."

"It was a dog to drive. I didn't fit in the cockpit, didn't have power steering, then a lot of the electronics packed up and I had no diff control, the traction control played up and there was a problem getting the fuel filler flap to open at a pitstop. It seemed a bloody long race."

Webber's persistence got him into fifth in the closing stages, but he still faced a challenge to score Minardi's first points since 1999.

"I'm short-shifting and doing everything to stay running in what has become fifth place," adds the 46-year-old. "And then [Mika] Salo arrives in the Toyota. 'Stoddy' gets on the radio and says, 'Under no circumstances let him past!' So, the pre-race brief has obviously changed!"

"I gave it everything, defending into [Turn] 3, and he spins off. I could hear the crowd; they were going mental! I was only supposed to have two races. 'Stoddy' said I could stay for the year."

Drive secured, he also famously got to go to the podium (above) on his F1 debut, his fifth place hailed like a victory.





9

2015 6 HOURS OF CIRCUIT OF THE AMERICAS

AUSTIN **PORSCHE 919 HYBRID 1ST**

Following the end of his F1 career at the close of 2013, Webber switched to sportscar competition. He shared a Porsche 919 Hybrid with Timo Bernhard and Brendon Hartley to take the 2015 World Endurance Championship drivers' title with four wins, including a dominant display in Texas.

"The stint average across the three drivers was so good that we just destroyed everyone," recalls Webber. "We had the Porsche set up so well that I remember saying I didn't think the car knew

who was driving it! That's how even we were.

"We were able to hold that lap time for six hours. There wasn't a lap where anyone closed on us. It was two tenths to half a second gap every lap, right into the night. That was one of our greatest performances in terms of just grinding the competition into dust."

The winning margin over the second-placed Audi was more than a minute. It was the highlight of an endurance-racing career that also included wins with Mercedes in FIA GTs in 1998.



2000 F3000 AUTOSPORT INTERNATIONAL TROPHY

SILVERSTONE **LOLA B99/50 1ST**

8

The second round of the 2000 International F3000 Championship supported the British GP, moved to an April date, which meant appalling weather. After a spell in sportscar racing, Webber relished a return to single-seaters with the European Arrows squad.

"I remember this race well, because I felt super-comfortable in the rain – and, boy, was that one wet," says Webber, who showed his canny side that day at Silverstone. "Darren Manning was leading, but I closed on him using very different lines where I found a lot more grip.

"I got alongside into Club and we made contact.

He came back on and, of course, being behind me, he can see my tyre marks, so I'm using his line and not showing any of my tricks until I got to the point where I could slowly move out to the places where I liked to be.

"That win was important at a time when I was driving around in a 1.1 B-reg Fiesta and didn't have a pot to piss in. My focus in F3000 was being seen to do enough to get a drive in F1. Winning at Silverstone in such shitty conditions certainly helped."

Webber would go on to finish third in the standings that year and second in 2001 (with Super Nova) before making it to F1.

7

2010 JAPANESE GP

SUZUKA RED BULL RB6 2ND

With four races to go, Webber led the 2010 championship by 11 points from Ferrari's Fernando Alonso, with Red Bull team-mate Sebastian Vettel a further 10 points in arrears.

Vettel took pole at Suzuka, 0.068 seconds ahead of Webber, with Alonso on the second row. They finished in that order, separated by

less than three seconds after 53 intense laps.

"That was one of the highest-quality GPs I was ever involved in," reflects Webber. "It wasn't overly spectacular as a race but, if you look at the lap times and splits, it was absolutely top drawer. The three of us were on it.

"I'd come out of Spoon and Fernando

was right there. Same on the next lap.

And the next. And the next. Millimetres in it. It's not always about the victory – any of us deserved to win. That was a very special race on such a great circuit."

It would be at the next round, in Korea, where Webber's championship challenge would start to unravel.



6

2012 BRITISH GP

SILVERSTONE RED BULL RB8 1ST

Webber became only the second driver to win twice in 2012 when he took on and beat Ferrari's Fernando Alonso, who led the championship ahead of Webber heading to Silverstone. Alonso topped pole in the wet but the dry race was another story.

"Adrian [Newey, designer] and I worked a lot on the aero and I felt very comfortable in the car," remembers Webber. "Fernando started from pole with me alongside. I've always enjoyed being the hunter rather than the hunted. When the pitstops shook down, Fernando was leading on softs and

I was on the hards. I gradually chased him down, taking the lead with four laps to go.

"It was a nice move round the outside through Brooklands and this added to another special victory. I've tremendous memories of Silverstone. I did so much racing there as a youngster, won races in every class and I've always had a good following in the UK. Jenson [Button] and I used to joke with each other because he had no results in Silverstone and I couldn't buy a result in Australia, where he won twice. And I won twice [in F1] at Silverstone."



ETHERINGTON





COATES

5

2010 HUNGARIAN GP

HUNGARORING RED BULL RB6 1ST

A major misjudgement by Sebastian Vettel when running behind a safety car may have gifted his Red Bull team-mate in one respect, but Webber still had to work hard for his fourth win of 2010.

“I’d found myself third behind Seb and Fernando [Alonso] after the first corner and knew there was little chance of getting past the Ferrari because Fernando’s magic there,” says Webber, who had qualified second to Vettel. “When we

had a safety car, I elected not to pit, but the two in front of me did.”

That put Webber in control for the restart on lap 18 of 70 and it was his young team-mate who made an error: “I don’t know what Seb was thinking, but he completely screwed things up by leaving too big a gap and got himself a penalty.

“So, now I have a different strategy to Fernando where I’m going super-long and trying to make the tyres last while building up a big enough gap. That

was tough; really, really hard; a balancing act between driving flat-out and not falling off.

“I remember telling the boys in the radio, ‘Leave me out a bit longer. I think there’s a bit more here and I want to give you an extra three seconds around the stop. Relax. I’ve done the work here; once we do the stop, we’ve won.’ Which was another way of saying, ‘Don’t f*** it up, guys!’ And, of course, they didn’t. A great way to win on what happened to be my 150th GP.”



SUTTON

4

2012 MONACO GP

MONTE CARLO RED BULL RB8 1ST

Starting from pole may have been more than half the battle at Monaco, but Webber was aware that every one of the 78 laps would be fraught with potential difficulties, particularly when his team-mate moved into the lead with a different strategy just before half distance, and then it started to drizzle with 10 laps remaining.

“This was probably one of my strongest Saturdays ever in F1,” recalls Webber, who inherited pole after timesheet-topper Michael Schumacher was bumped to sixth for a clash at the previous race. “Seb [Vettel] qualified ninth; I was on pole. Adrian Newey said, ‘Thanks, mate. She’s probably not a pole car today, but you put it up there.’ That was the easy bit. The race was really stressful.

“It’s all about strategy, stopping at the right time, covering everyone off and then resetting. We had a small KERS thing going

on, which was playing havoc with the front brake temperatures. I had to run the brake balance a long way forward, which gave me a lot of front locking and a stressful middle part of the GP, particularly when Seb hadn’t stopped and I was making sure he didn’t build a big enough gap to get in and out of the pits ahead of me.

“And then it starts to rain. I can see the film on the tyres and I’m saying, ‘It’s just drizzle. Stay calm.’ But that’s a very nasty sting in the tail. The guys that are second [Nico Rosberg – Mercedes] and third [Fernando Alonso – Ferrari]; they want it to rain. There’s one guy who doesn’t want it to rain – that’s me. I’m the first to arrive at the corners and discover the changing grip levels. It hadn’t rained all week and you just never knew what to expect on the streets. I was very, very relieved when that was all over.”

Webber held on to win by 0.643s on a day when team-mate Vettel finished fourth.



2010 MONACO GP

MONTE CARLO RED BULL RB6 1ST

3

Webber started from pole and led every lap to take the lead of the F1 World Championship for the first time in his career.

"This was completely different to the Monaco win in 2012," reflects Webber. "This time, I felt in complete control. The final result shows everyone very close, but that wasn't the story of the race. There were a lot of safety cars and if you accumulate the gaps before the safety cars, I would have been between 20 and 30 seconds down the road."

"I had to stay focused all the way because this was one of those days where the pitboard just keeps going the right way. I was thinking, 'Where are they all? Brilliant!' That was a beautiful feeling. But, of course, it's a long day out there and Jenson [Button, winner in 2009] had been playing a few mind games beforehand, saying things like, 'Late in the race, the barriers will move. They'll move! They start closing in on you' and all sorts of bullshit like that."

"From the start, I'd said to myself, 'Get your head down at Ste Devote [the first corner] and buckle into the first few laps. The most important thing then is just the next corner, just the next corner, then the next corner, and the next corner. Stay super-present. Winning at Monaco: that was a very, very special day."



2

2010 BRITISH GP

SILVERSTONE RED BULL RB6 1ST

With McLaren-Mercedes and their drivers leading both

championships, the pressure was on as Red Bull's first title appeared to be slipping away ahead of round 10 of the 2010 campaign. The tension increased dramatically at Silverstone when Webber, who had run a revised nose wing during practice, was forced to hand it over to Sebastian Vettel for qualifying, Vettel having damaged his.

After Vettel took pole, with Webber alongside, the German came off worst during the anticipated first-lap conflict and prompted Webber's infamous line – "Not bad for a number two driver" – as the Aussie took the chequered flag.

"You could say there was lot of tension in the team," grins Webber today. "Both of us on the front row and all this business about the nose. I think Christian [Horner, team boss] and the guys were worried about us going straight to the fence at the first corner. I remember talking to

Flav [Flavio Briatore, Webber's manager] that morning and he said, 'Just win the f***ing start!'

"It's an amazing thing about Silverstone but the number two grid slot – on the old layout and the new – always had better grip. I had more than Seb and I thought about parking him a bit on the apex at Copse and screw his run to Becketts. Actually, I bumped him more than I probably wanted to because Lewis [Hamilton] touched him and cut Seb's tyre. I went into Becketts with Seb right there: I came out – and he'd disappeared. I thought, 'Sensational! He's gone.'"

Webber defeated Hamilton's McLaren by 1.4s, after backing off late on, with everyone else more than 20s behind.

"We had a good car advantage there and I felt it was my race to win even though Lewis drove an awesome race," adds Webber. "And, yeah, I couldn't resist saying what I did when I crossed the line. Well, you couldn't miss an opportunity like that, could you?"

Moment with Vettel (right)
at Copse on opening lap
was crucial for Webber





F1 STATS

STARTS **215**

WINS **9**

POLES **13**

FASTEST LAPS **19**

2009 GERMAN GP NURBURGRING **RED BULL RB5 1ST**

1

When Webber took his first GP victory, the release of emotion was loud – and very long. With his right arm thrashing the air and his left thumb on the radio button, Webber’s primordial yell and constant repetition of “Yes! Yes! Yes!” was charged by the liberation of a self-belief frequently snarled in frustration during 130 attempts.

Typically, this win had not been easy – Webber’s first pole position was compromised by a drivethrough penalty following a first-corner clash of wheels with the Brawn of Rubens Barrichello. The head-down response and string of fast laps added to the untrammelled joy when the chequered flag gave Australia its first GP winner in 28 years.

“The first win was obviously a huge milestone,” reflects Webber. “I believed I had been ready for it earlier in my career but, for lots of different reasons, that didn’t happen. So, the pressure valve just blew wide open!

“It was crucial that this had not been a race of attrition. I hadn’t been gifted the win; it was on my terms. I’d had a tough off-season after breaking my leg [during a charity endurance cycling event in



Tasmania]. I’d had a tricky first part of the year in terms of conditioning and fitness. Despite being on pole, I didn’t get off the line well and momentarily lost sight of Rubens. It wasn’t until I hit him that I realised where he was. When I got that drivethrough, I did think, ‘Ah mate, here we go again.’ But as soon as I left the pits, I just outdrove

and outstrategised the whole field that day, which was super-rewarding.

“It was all about knowing I could do that. This was a genuine result at the highest level. So, with all of that and everything that had gone on during the past eight years in F1, the relief as I crossed the line was absolutely massive.”

Premium Prema finishes first season in style

EUROPEAN LE MANS SERIES
ALGARVE CIRCUIT (PRT)
16 OCTOBER
ROUND 6/6

A dominant performance from Louis Deletraz, Ferdinand Habsburg and Juan Manuel Correa allowed Prema to sign off on winning the European Le Mans Series title at the first attempt with victory in the 4 Hours of Portimao.

It was more or less a logical conclusion to Prema's campaign, given how the Italian single-seater stalwart team has been such a force in its first LMP2 season. The squad arrived in Portugal with three wins for its ORECA from the five races to date, giving Deletraz and Habsburg a comfortable margin to Panis Racing. The French crew remained the sole threat to a Prema title, but would need a miracle to snatch it away.

That miracle would not take place. Correa led the race early on but lost out to storming Inter Europol Competition driver Pietro Fittipaldi, who captured the lead before the end of the opening hour. The Polish squad later lost the position to TDS Racing, but shortly before the halfway stage Habsburg took Prema back out front during a round of stops by vaulting ahead of TDS's Mathias Beche. During that stop, the French team gambled on rain tyres in changeable conditions amid light showers, which turned out to be the incorrect decision.

All this left Prema well clear to take a controlled victory. It was also Habsburg's first ELMS title, while for Deletraz it was two in a row after claiming it last year with Team WRT. Correa, meanwhile, became an



ELMS race winner for the first time.

The Panis Racing ORECA of Job van Uitert, Nico Jamin and Julien Canal finished a distant second, with Nicolas Lapierre, Yifei Ye and Niklas Kruetten completing the podium for Cool Racing. Inter Europol finished fourth ahead of Algarve Pro Racing. After Jack Aitken qualified on pole, the Racing Team Turkey (TF Sport) ORECA he shared with Salih Yoluc/Charlie Eastwood would go on to take Pro-Am class victory, with Yoluc and Eastwood claiming the title.

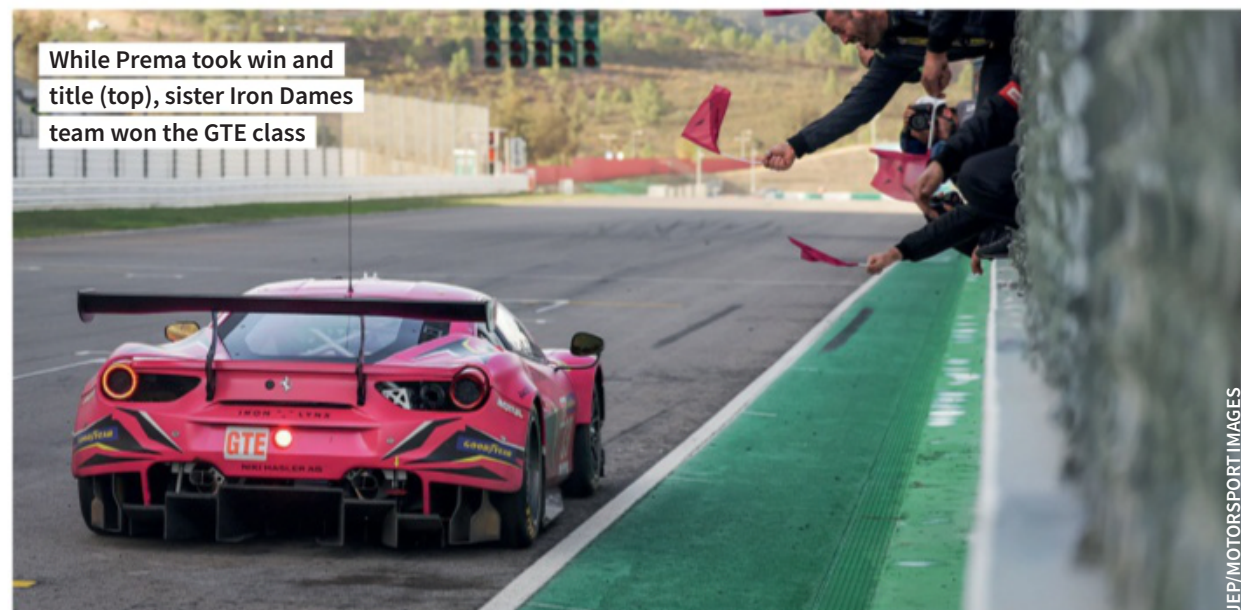
In LMP3, the battle for the championship

was decided in a dramatic scenario when Inter Europol Competition saw its comfortable points lead fall away and the title slip from its grasp. The Ligier-mounted trio of Nico Pino, Guilherme Oliveira and Charles Crews needed to finish sixth or better to claim the title, but late-race contact between Oliveira and the Aston Martin of John Hartshorne left Inter Europol out of the race. The Cool Racing Ligier of Malthe Jakobsen, Michael Benham and Maurice Smith took advantage by winning the race, turning a 19-point deficit to a seven-point lead and claiming the title.

A dominant drive by Sarah Bovy, Michelle Gattling and Doriane Pin in the Iron Dames Ferrari left them over a minute clear of the Oman Racing with TF Sport Aston Martin driven by Marco Sorensen, Sam De Haan and Ahmad Al Harthy in the GTE class. Championship honours in the division went to Proton Competition Porsche trio Gianmaria Bruni, Lorenzo Ferrari and Christian Ried, despite a third-place finish for the Mikkel Jensen-led Ferrari of closest points rivals Kessel Racing.

DAVEY EUWEMA

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It's Aron as Beganovic stumbles

**FORMULA REGIONAL EUROPEAN
BARCELONA (ESP)
15-16 OCTOBER
ROUND 9/10**

The Formula Regional European Championship by Alpine will be decided at Mugello this weekend after points-leading Ferrari protege Dino Beganovic had a messy penultimate round at Barcelona. The Swede qualified 11th and 10th for the two races and finished in those positions too, while Prema team-mate Paul Aron took a lights-to-flag success in race one and R-ace GP's Gabriel Bortoleto did the same in race two.

Mercedes junior Aron claimed pole in Saturday qualifying with a late lap in a session where the full 35-car field ran together due to a fog-caused delay. The Estonian started race one strongly and looked to have victory wrapped up halfway through. But hot temperatures led to tyre degradation, and Aron came under late pressure from R-ace's Hadrien David, who had cleared Dilano van't Hoff and Eduardo Barrichello, second and third in qualifying.

David tried passing Aron around the outside of Turn 1 with a few laps remaining but could not get by, and Aron tried

breaking the tow down the pitstraight each time. He managed to hold on to victory, by just 0.147 seconds, with MP Motorsport driver van't Hoff completing the podium.

Behind fourth-placed Kas Haverkort, Gabriele Mini also reduced Beganovic's points lead by finishing fifth.

Bortoleto earned pole on Sunday by topping the faster group. Alongside him was Lamborghini young driver Pierre-Louis Chovet, with David and Aron behind.

Aron encountered drama straight away when Haverkort tried going between him and Owen Tangavelou down the pitstraight and ended up riding the rear wheels of both, sending Tangavelou into retirement. That instigated a safety car, after which Bortoleto pulled away before David then closed in as tyre management again became a factor.

David was fighting Bortoleto for the lead when Victor Bernier crashed out in a clash with Beganovic, who was reprimanded for earlier contact, and the safety car was sent out for the remaining laps. Chovet was third, with Aron in fourth.

Beganovic now leads by 38 points over Mini, who finished seventh, with Aron and David also title contenders.

IDA WOOD



Bortoleto leads
David and Chovet
to Sunday victory

VAN DER LAAN/DUTCH PHOTOAGENCY

WEEKEND WINNERS

EUROPEAN LE MANS SERIES ALGARVE CIRCUIT (PRT)

- LMP2** Louis Deletraz/Ferdinand Habsburg/
Juan Manuel Correa
Prema Racing (ORECA-Gibson 07)
- LMP3** Malthe Jakobsen/Maurice Smith/
Michael Benham
Cool Racing (Ligier-Nissan JSP320)
- GTE** Sarah Bovy/Michelle Gatting/
Doriane Pin
Iron Dames (Ferrari 488 GTE Evo)

NASCAR CUP LAS VEGAS (USA)

Joey Logano
Team Penske (Ford Mustang)

FORMULA REGIONAL EUROPEAN BARCELONA (ESP)

- Race 1** Paul Aron, Prema Racing
Race 2 Gabriel Bortoleto, R-ace GP

EUROFORMULA OPEN BARCELONA (ESP)

- Race 1** Oliver Goethe
Motopark (Dallara-Spiess)
- Race 2** Vlad Lomko
CryptoTower Racing (Dallara-Spiess)
- Race 3** Frederick Lubin
Motopark (Dallara-Spiess)

INTERNATIONAL GT OPEN BARCELONA (ESP)

- Race 1** Fabian Schiller/Faisal Al Zubair
GetSpeed (Mercedes-AMG GT3)
- Race 2** Kevin Gilardoni/Glenn van Berlo
Oregon (Lamborghini Huracan GT3)

TCR EUROPE

BARCELONA (ESP)

- Race 1** Jack Young
Halder Motorsport (Honda Civic Type R)
- Race 2** Franco Girolami
Comtoy Racing (Audi RS3 LMS)



For full results visit motorsportstats.com

Logano wins to make finale

**NASCAR CUP
LAS VEGAS (USA)
16 OCTOBER
ROUND 33/36**

Joey Logano won a thrilling race over Ross Chastain and became the first driver to lock himself in for the four-way final-round NASCAR Cup showdown.

Chastain took the field three-wide on a restart with 16 of 267 laps remaining in Sunday's race at Las Vegas Motor Speedway to move his TrackHouse Racing Chevrolet into the lead. But Logano's Team Penske Ford was among a group of cars that had pitted for new tyres during the previous caution and

was quickly advancing through the field. Logano finally caught Chastain with two laps to go, easily passed him for the lead and held on by 0.817 seconds for the victory.

With the win, Logano automatically advances to the Championship 4 at Phoenix. "We've got the team to do it," he said. "I don't see why we can't win at this point."

Kyle Busch finished third in the race, ahead of Chase Briscoe and Denny Hamlin.

On lap 95, Kyle Larson ran up into Bubba Wallace and knocked him into the wall. As Wallace came back down the track, he slammed into Larson's Chevrolet, leaving both cars knocked out of the race. There was a brief physical confrontation between the two drivers, but the bigger damage was



Logano is first
driver into the
Championship 4

KINRADE/MOTORSPORT IMAGES

playoff driver Christopher Bell getting collected in the wreck.

With two races to go in the playoff semi-finals, the four lowest in points and in danger of elimination are William Byron, Briscoe, Ryan Blaney and Bell.

JIM UTTER

Bagnaia to the top as Quartararo falls

MOTOGP

PHILLIP ISLAND (AUS)

16 OCTOBER

ROUND 18/20

That Francesco Bagnaia has surged from 91 points adrift of the championship lead eight rounds ago to now leading it by 14 is as much a testament to the strength of the 2022 Ducati as it is to the failings of its Yamaha equivalent.

Since MotoGP returned from its summer break, reigning champion Fabio Quartararo has faced an uphill struggle on the Japanese bike, scoring just one podium from the past seven races and 47 points to the 127 of Bagnaia, who has scored three wins and three other podiums in that same period. And none of it has been of the Frenchman's own making. A tyre-pressure team error robbed him of points in the wet Thai GP, while an unavoidable collision with Marc Marquez in Aragon led to a second retirement of the year. But the Yamaha's lack of rear grip and top speed means Quartararo is having to override the bike, and this is what led to his Phillip Island disaster last weekend.

Quartararo qualified fifth despite feeling his time-attack laps are "never enough", and briefly leapt up to third into the first corner, before he was shuffled back by Bagnaia and Aprilia's Aleix Espargaro at Turn 2. Home hero Jack Miller was next to overtake Quartararo (prior to the Australian's race being ended on lap nine of 27 by Alex Marquez), before Luca Marini on the VR46-run Ducati demoted Quartararo further.



Bagnaia led for 11 laps before settling for third and the points lead

In his desperation not to lose touch, Quartararo had to push harder through the corners and in braking zones to mitigate the Yamaha's lack of power. And for this, he paid the price at Turn 4 when he ran through the gravel and rejoined in 22nd place on lap four. He was up to 15th by the end of the ninth lap, but Quartararo's charge — and possibly his title hopes — ended with a crash at Turn 2 next time around.

Ducati was quick to notify Bagnaia of Quartararo's third non-score in four races, and he tried to capitalise at the front by taking the lead on lap 15. Unable to shake the chasing pack, Bagnaia reasoned that it was better to avoid unnecessary risk with such a massive opportunity having been presented to him.

While factory orders are in place at Ducati, its riders are still allowed to battle for podium places. Marco Bezzecchi for VR46 very much took this to heart as he

engaged in a spirited pressuring of Bagnaia's lead. Bezzecchi, crowned rookie of the year after finishing fourth, couldn't quite find a way through, and Marc Marquez and Alex Rins were the riders to finally displace Bagnaia on the final lap.

After too many errors this year, Bagnaia claimed that his third place in Australia showed how he's learned his lessons — although he said the same thing prior to crashing out of the Japanese GP. Regardless, with Quartararo out and Aleix Espargaro a frustrated ninth, Bagnaia's true test will come this weekend in Malaysia when he faces up to his first opportunity to clinch the world crown.

None of that was of any concern to Rins and Marquez, though. After starting 10th, Rins scythed his way through the field on his Suzuki in his strongest run for months.

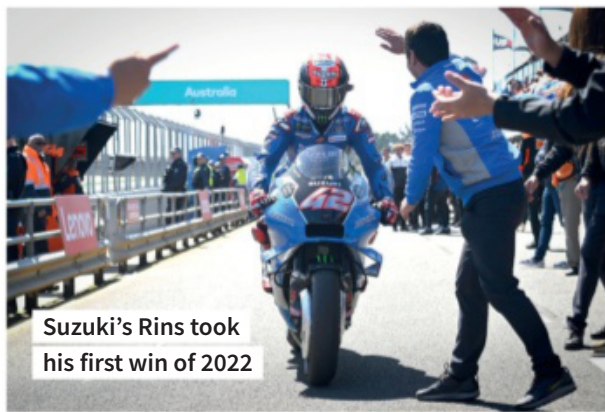
After taking several brief stints leading the pack, the decisive move came on the last



Quartararo struggled to keep rivals at bay before making two mistakes



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Suzuki's Rins took his first win of 2022

lap when Rins carved up Bagnaia's inside at Turn 2, opening the door for Marquez to follow suit. He'd faced off against Marquez before, in the Silverstone thriller of 2019, so Rins was wise to the Honda man's advances and rode defensively at the key braking points of Turns 4 and 10.

Rins took the chequered flag in front by 0.186 seconds to become the seventh different winner of 2022. The significance of it wasn't lost on anyone in the paddock, either, as it could well be the last time a Suzuki rider stands on top of the podium in the premier class ahead of the Japanese marque's exit from the series next month.

What isn't likely to be a final occasion is a Marc Marquez podium. He gambled on the soft rear tyre, and used the ultra-slow pace and anti-clockwise nature of Phillip Island to put himself in the hunt for victory in what he described as the first race he truly enjoyed since that fateful 2020 Spanish GP.

While there remains work to do, the rest of the grid must surely be starting to get nervous again...

LEWIS DUNCAN

NEXT REPORT

MALAYSIAN GP
27 OCTOBER ISSUE

RESULTS ROUND 18/20, PHILLIP ISLAND (AUS), 16 OCTOBER (27 LAPS - 74.624 MILES)

POS	RIDER	TEAM	TIME
1	Alex Rins (ESP)	Suzuki	40m50.654s
2	Marc Marquez (ESP)	Honda	+0.186s
3	Francesco Bagnaia (ITA)	Ducati	+0.224s
4	Marco Bezzecchi (ITA)	VR46 Ducati	+0.534s
5	Enea Bastianini (ITA)	Gresini Ducati	+0.557s
6	Luca Marini (ITA)	VR46 Ducati	+0.688s
7	Jorge Martin (ESP)	Pramac Ducati	+0.884s
8	Johann Zarco (FRA)	Pramac Ducati	+3.141s
9	Aleix Espargaro (ESP)	Aprilia	+4.548s
10	Brad Binder (ZAF)	KTM	+5.940s
11	Pol Espargaro (ESP)	Honda	+11.048s
12	Miguel Oliveira (PRT)	KTM	+13.606s
13	Cal Crutchlow (GBR)	RNF Yamaha	+13.890s
14	Darryn Binder (ZAF)	RNF Yamaha	+14.526s
15	Remy Gardner (AUS)	Tech3 KTM	+19.470s
16	Raul Fernandez (ESP)	Tech3 KTM	+20.645s
17	Maverick Vinales (ESP)	Aprilia	+22.167s
18	Joan Mir (ESP)	Suzuki	+23.489s
19	Tetsuta Nagashima (JPN)	LCR Honda	+39.618s
20	Fabio Di Giannantonio (ITA)	Gresini Ducati	+39.633s
R	Franco Morbidelli (ITA)	Yamaha	21 laps-accident
R	Fabio Quartararo (FRA)	Yamaha	10 laps-accident
R	Jack Miller (AUS)	Ducati	8 laps-accident
R	Alex Marquez (ESP)	LCR Honda	8 laps-accident

Winner's average speed 109.622mph. **Fastest lap** Zarco 1m29.622s, 111.020mph.

QUALIFYING 2

1 Martin 1m27.767s; **2 M Marquez** 1m27.780s;
3 Bagnaia 1m27.953s; **4 A Espargaro** 1m27.957s;
5 Quartararo 1m27.973s; **6 Zarco** 1m28.007s;
7 Marini 1m28.029s; **8 Miller** 1m28.116s;
9 Bezzecchi 1m28.185s; **10 Rins** 1m28.541s;
11 A Marquez 1m28.733s; **12 Vinales** 1m28.765s.

QUALIFYING 1

Zarco 1m28.132s; **Rins** 1m28.347s; **13 P Espargaro**
1m28.392s; **14 Mir** 1m28.492s; **15 Bastianini** 1m28.647s;
16 B Binder 1m28.652s; **17 Crutchlow** 1m28.677s;
18 D Binder 1m28.760s; **19 Gardner** 1m28.820s;
20 Di Giannantonio 1m28.830s; **21 Fernandez**
1m28.966s; **22 Morbidelli** 1m29.146s; **23 Nagashima**
1m29.624s; **24 Oliveira** 1m28.859s*. * = grid penalty.

RIDERS' CHAMPIONSHIP

1 Bagnaia 233; **2 Quartararo** 219; **3 A Espargaro** 206;
4 Bastianini 191; **5 Miller** 179; **6 B Binder** 160; **7 Zarco** 159;
8 Rins 137; **9 Martin** 136; **10 Oliveira** 135; **11 Vinales** 122;
12 Marini 111; **13 M Marquez** 104; **14 Bezzecchi** 93; **15**
Mir 77; **16 P Espargaro** 54; **17 A Marquez** 50; **18 Takaaki**
Nakagami 46; **19 Morbidelli** 31; **20 Di Giannantonio** 23;
21 Andrea Dovizioso 15; **22 D Binder** 12; **23 Gardner** 10;
24 Fernandez 9; **25 Crutchlow** 6; **26 Stefan Bradl** 2; **27**
Michele Pirro 0; **28 Lorenzo Savadori** 0; **29 Nagashima**
0; **30 Kazuki Watanabe** 0; **30 Danilo Petrucci** 0.

MANUFACTURERS' CHAMPIONSHIP

1 Ducati 407; **2 Aprilia** 242; **3 Yamaha** 227; **4 KTM** 212;
5 Suzuki 163; **6 Honda** 144.

WEEKEND WINNERS

MOTO2 PHILLIP ISLAND (AUS)

Alonso Lopez
Speed Up Racing
(Boscoscuro)

MOTO3 PHILLIP ISLAND (AUS)

Izan Guevara (below)
Aspar Team (Gas Gas)



Recovering Marquez,
winner Rins and new title
favourite Bagnaia celebrate

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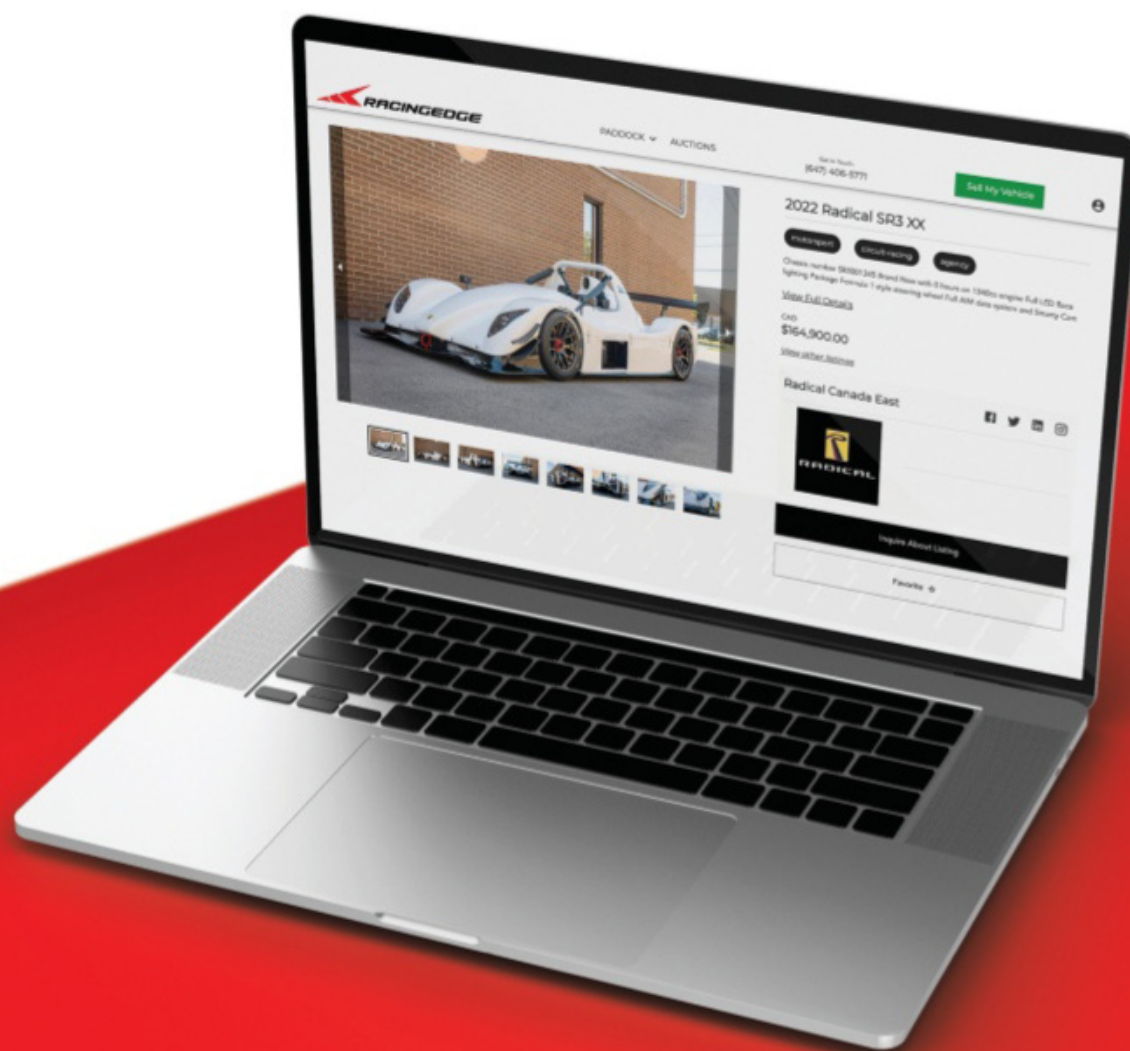


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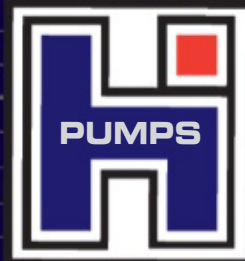


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- Responsible for creating each race schedule, garage tour timetable, event briefs and groups to ensure the relevant internal departments are well informed of the key event timings and information.
- Ensure all internal teams have the correct information to be able to keep their guest groups well informed. This includes updating the Hospitality Portal.
- Assist with the race freight to ensure all hospitality items reach their destination in a timely and cost-effective manner.
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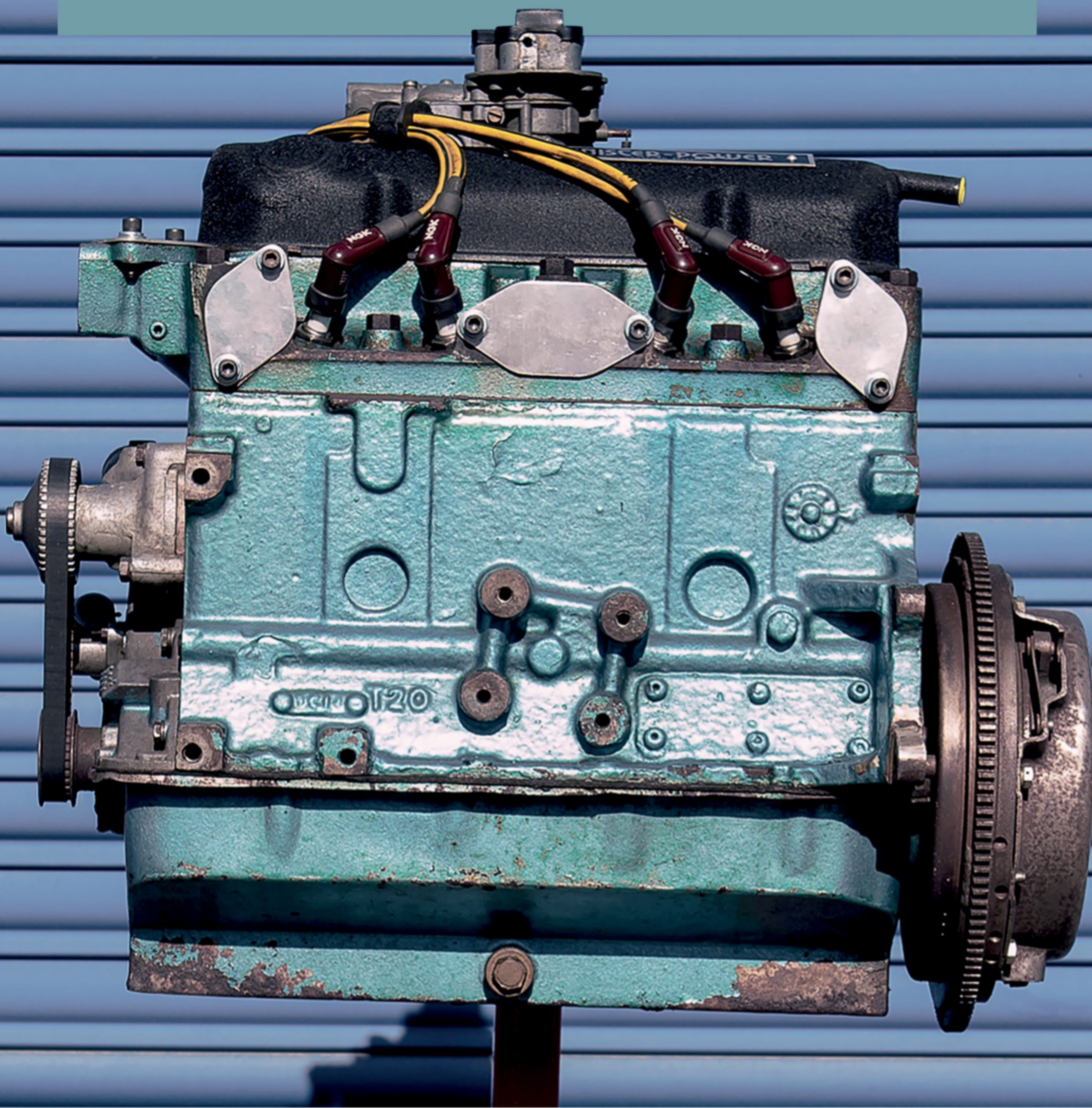


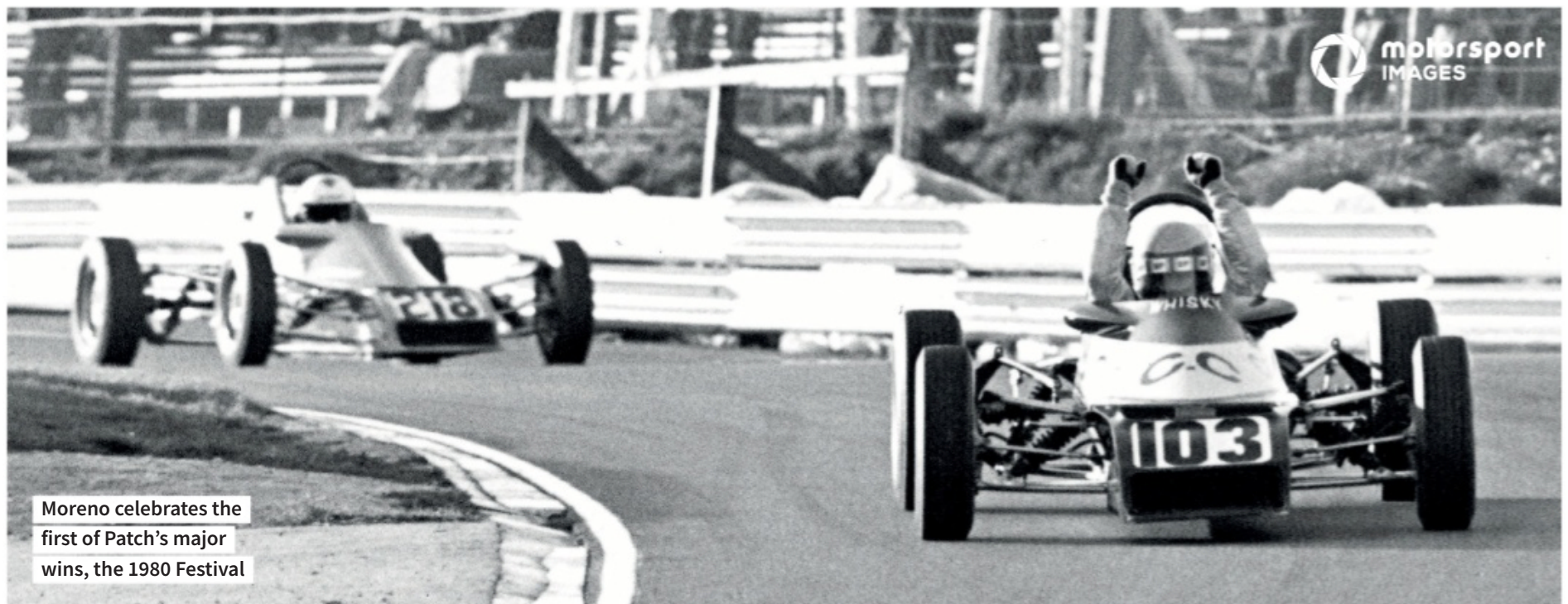
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STEVE HINDLE





Each year, the Formula Ford Festival writes itself onto calendars all over the world, reminding those whose careers owe much to their once youthful exploits of where it all began. Chatter in the paddock, then late into the night in the Kentagon, spawns excited debates as to the finest drivers, teams and cars, yet there is always one constant: the engine that was undoubtedly the greatest of all, 'Patch'.

The twist to this story is that, even without Patch's involvement, drivers would have still most likely fulfilled their destiny, and yet thanks to the determination of a young Brazilian called Roberto Moreno, and a dedicated team of former racers-turned-engine builders (David Minister and Graham Fuller), history was rightly written.

Long before Moreno arrived in England, Minister was building winning engines, drivers such as Richard Morgan and Geoff Lees enjoying success while sporting Minister's badge. Then, in early 1979, inspired by Nelson Piquet, Moreno headed across the Atlantic to a meeting with Greg Siddle, Piquet's former team manager. Siddle helped Moreno buy a Royale, then sent him to Minister for an engine. They liked the fresh-faced youth who would offer to labour and clean parts in return for a few pounds off his bill, and who slept in his car and ate blackened bananas as he stretched his budget yet further. But it was his presence on the track that made others take notice.

"There were two races in 1979 that brought me to Ralph Firman's [Van Diemen boss] attention," Moreno recalls. "The first was at Mallory Park when I was fighting for the lead with Van Diemen's Terry Gray. I came out of the hairpin, locked on his gearbox, then as I moved to pass, he blocked me, so I switched to the outside and overtook him off the racing line around Gerard's.

"The second time was at Silverstone. It was a quiet weekend for racing and so all the top teams and drivers had entered. I'd made some modifications to my car because it was too high and heavy. Pat Symonds [the Royale's designer] walked off in disgust when he saw what I'd done, but it paid off as I put it on pole, only to be protested. Then, after I won the race, the scrutineers took it away and inspected it. Of course, they found nothing wrong and that was when Ralph called me to say that he was the one who had made the protest, because he couldn't believe that I'd beaten his guys fairly. There and then, he offered me a drive.

"I knew that Van Diemen would have the best car in 1980, but I also knew that I wouldn't be speaking to Ralph if Minister hadn't

supported me, so I agreed, but only if Minister came with me. Ralph was against this. His preference was to use either an Auriga or a Scholar engine, but I insisted, and we did the deal."

The relationship started well. Moreno won races, and orders for Van Diemen's RF80 were in high demand. But, as the season progressed, his form declined, prompting Firman to suggest that either his driver or engine had lost their edge. The Brazilian resisted calls to switch to Scholar but, when results remained

below expectations, the pressure became more intense. A back-to-back test with four Minister units was arranged; lap times from every session were within a tenth, which led Firman to voice his doubts ever louder. Moreno tried all the changes he could, but to no avail. Eventually he was forced to approach his boss and ask to try his team-mate's car.

Firman's delight was shortlived. "I told Ralph that, while I wanted to use Tommy Byrne's car, it had to be with my spare engine," remembers Moreno. "Ralph didn't like this, but I told him that, if I still wasn't any faster, I'd do whatever he wanted. We did the test, another back-to-back, and guess what? I went four tenths quicker using Tommy's.

"Eventually, we found the problem. My mechanic had swapped my front bar for a chrome-plated one he'd seen in the factory, >>

"IT BROKE A CAM FOLLOWER AND FIRED IT THROUGH THE SIDE"



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not realising that its material composition was different. But, meanwhile, all this had pushed Minister's engine development and the next phone call I had from Graham was the one I'd been waiting for."

The story of how Patch came to be has been woven into myth. Some say that it was buried in frozen ground, others that it was left outside and exposed to the elements. "All engines need to be operated within parameters – if you miss a gear, say go into second when you're looking for fourth, you're going to seriously over-rev it and cause a massive problem; this is what happened to the block that became 'Patch,'" is Fuller's version of events. "There was a significant over-rev and it not only broke a cam follower but fired it through an oil gallery then straight through the side. However, when we took it apart, other than the hole, the rest of the architecture was good, so we kept it."

"It was a customer engine and, while we knew we could repair it, returning it to its owner with a metal plate covering a hole simply wasn't acceptable. That sort of repair hadn't been done before [professionally] and neither the customer nor we would have been happy with anything other than a new unit, which is what he got."

For a while, the redundant block remained under the bench, occasionally being dragged out to act as a seat at lunchtime but, with Moreno desperate for a solution to his loss of pace, Minister decided to try something new.

"It was a relatively new block," continues Fuller. "The bore sizes weren't worn, and we felt that if someone needed an emergency repair, we might be able to use it. At this time, we were in a phase of continuous development. What we were buying from Ford were standard units; it was down to us to make them competitive. We were looking at measurably fine details, anything that could deliver an extra half horsepower. The fact that this damaged block had already experienced heat cycles made it easier for us to machine. So, we made a bladed tool to go on the mill and, ever so slowly, were able to perfectly align the main caps to the block. This in turn made a perfect fit for the bearings, hence when the crankshaft was introduced, it was free to work to the top of the range."

"Roberto pushed us hard. We knew we were going in the right direction, so suggested that he let us transfer the internals from his spare engine into this project. All that was left was for David to screw a metal plate over the hole and that was it. The results from the dyno confirmed our thoughts, so the next step was to test it on track."

The test took place at Snetterton. It was a cold autumn day, Moreno went out, put heat into his tyres and immediately went faster than he had gone before. Firman left with a smile, knowing that his driver now had the equipment to match his ability.

Free from distraction, Moreno was back to his best. At the Festival he took pole, then won every race he was in, setting a series of new lap records, and overcoming the challenge of Byrne (that year's champion) in both the semi-final and final to win comfortably. And so the legend of Patch began.

The following year, another young Brazilian arrived in Norfolk. Ayrton Senna da Silva had been recommended to Firman by Chico Serra, himself a previous star of Formula Ford. Senna was a natural, sometimes brash but undeniably brilliant. The RF81 suited him well and, with Patch to power him, he won his third ever car race at Brands Hatch, and from there went on to double championship glory.

When Senna returned abruptly to Brazil, choosing to miss the Festival, it was Byrne who immediately approached Fuller and asked if he could use the engine instead of his own. Byrne was another who proved unbeatable with the right equipment. So

"THIS BLOCK HAD EXPERIENCED HEAT CYCLES, MAKING IT EASIER TO MACHINE"



Senna was another to be powered by Patch

too was Julian Bailey and, when he asked Minister to equip his Lola for a full campaign in 1982, Fuller agreed. Bailey won the Townsend Thoresen championship and Festival that year, and probably would have won the RAC championship too had a bitter on-track rivalry with Mauricio Gugelmin not resulted in him eliminated from the lead at Snetterton.

For 1983, Patch was again in top form, this time with Andrew Gilbert-Scott, who surpassed Bailey by winning two championships and the Festival. Even more remarkable was that he took the championship titles with Lola and then switched to a Reynard for the Festival. But any hopes of five Festival victories in a row were dashed in 1984 when John Pratt spun out of contention in his semi-final. Nevertheless, though engine advancements were being made, Patch had one more important campaign under its belt, taking Mark Blundell to the Esso championship title in 1985.

It's little wonder that the block that was once a stool powered its way into history, yet it was never the case that it enjoyed significantly more horsepower, nor did it surge with an excess of torque. It was simply a very well-built and maintained engine that inspired those with the ability to use it correctly to harness its might and win. ✽



Blundell was last to enjoy major success with Patch in 1985



MOTORSPORTDAYS LIVE

WHERE 2023 SEASON PLANNING KICKS OFF

In just over two weeks' time, Silverstone will again play host to the national motorsport extravaganza that offers plenty of opportunities to get behind the wheel, and network too

The fourth edition of MotorsportDays LIVE takes place at Silverstone on 4-5 November, and it truly showcases the diverse world of national motorsport. Over 50 different racing championships will be represented, with many offering test drives on the International Circuit. The unique event, Europe's largest on-track motorsport show, is targeted at not only current licence holders but those wanting to take their first steps into the sport, with the governing body, Motorsport UK, having a strong presence. And tickets are free of charge!

TOP CHAMPIONSHIPS TO OFFER TEST DRIVES

High-profile categories such as the British

Endurance Championship and TCR UK will be present, looking to host existing teams and drivers and attract newcomers to their growing grids featuring sportscar and touring car machinery.

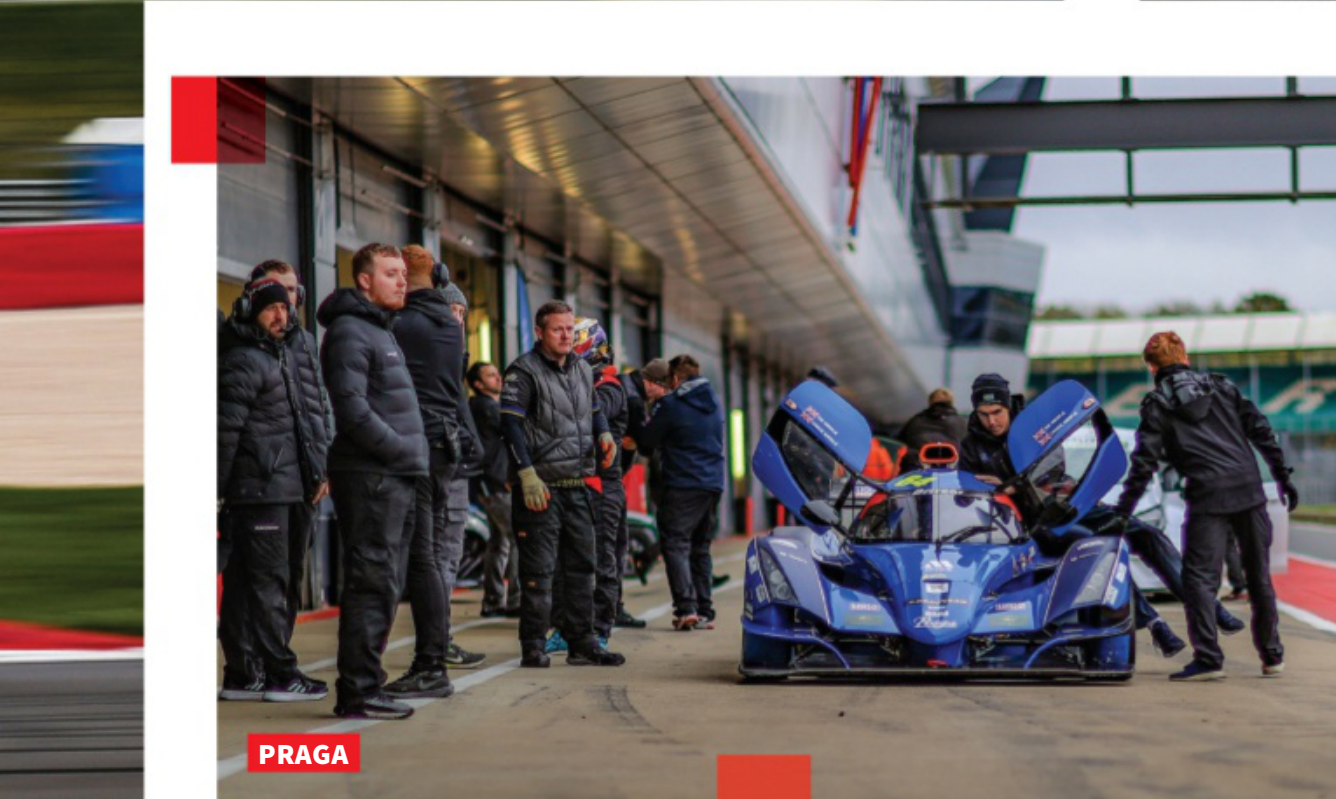
TCR UK championship promoter and former British Touring Car driver Stewart Lines is enthusiastic about the appeal of the event: "Exhibiting at MotorsportDays LIVE puts us in front of leading teams and potential drivers. There's nothing like being able to offer first-hand experience to potential competitors, and offering drives in our race cars is a huge part of the event's appeal for a major championship like TCR UK.

"TCR is the future of touring car racing and this is the best way to find out why. We'll also be catering for the club-level racer, providing

the chance for those on a lower budget to try out cars from the Milltek Sport Civic Cup. This championship boasts large grids and offers one of the best opportunities to race in competitive, affordable one-make racing in the UK."

The growth of lower-cost championships is a topical theme for the event.

The 750 Motor Club has an array of series to suit all budgets, from the modern Clio Sport Championship to its Historic 750 Formula. The club has chosen to expand its presence at MotorsportDays LIVE with a display that will span four of the vast Formula 1 garages in the Silverstone Wing. The club will invite drivers to join its innovative Foundation Programme, which offers a freshly built race car bundled with discounted entry, registration and


750 MOTOR CLUB

PRAGA

membership fees (plus race kit and ARDS for novices) to make it even easier and more cost-effective for drivers to get on the grid.

James Winstanley, communications manager at 750 Motor Club, explains the reason for making a greater investment in the show: “MotorsportDays LIVE helps us boost visibility in the racing community at a show where everyone is directly involved in motorsport, so every conversation is an opportunity, whether an experienced club racer is looking for their next formula, or helping assist a novice onto a 750 Motor Club grid for the first time.”

With championships from well-established promoters such as the British Automobile Racing Club, MotorSport Vision Racing, British Racing & Sports Car Club and the British Drift Championship, it’s a rare opportunity to meet the UK’s leading clubs together in one venue.

Some of the fastest UK categories will light up the track, with three of the most innovative prototype manufacturers in the world – Praga, Radical and Revolution – committing to the show. Praga’s lightweight, turbocharged R1 featured in a successful one-make Cup at top UK circuits this year. Radical is one of the largest producers of racing cars in the world, selling more than 2000 cars over the past two decades, and will continue its

25th anniversary celebrations at the event, demonstrating an impressive racing ladder from entry-level SR1 to the turbocharged SR10.

Revolution launched its first car, the Revolution A-One, at the inaugural MotorsportDays LIVE show in 2018. Its fastest car, the Revolution A-One 500SC, is a 500bhp supercharged racer with high downforce and, like Praga and Radical, Revolution will be offering potential customers the chance to sample the speed at Silverstone.

It’s not just about car constructors, though. One of many brands at the show is Quaife Engineering, making its MotorsportDays LIVE debut. The company has manufactured gearboxes, differentials and drivetrain components since 1965. Today, it employs 80 skilled engineers, works with more than 200 distributors, and trades in 26 countries.

WHERE THE NATIONAL MOTORSPORT INDUSTRY MEETS

Above the pitlane, the Silverstone Wing will feature a wide range of motorsport companies. Each exhibit will be showcasing the latest products and sharing their industry experience with those looking to enter the world of motorsport.

The Wing provides a warm and welcoming

area for championships, exhibitors and drivers to network and start shopping for the new season. Furthermore, the new bridge offers a covered walkway from the outside of the circuit and will be accessible to MotorsportDays LIVE guests for the first time.

Motorsport UK will have a large presence in the exhibition area and will be on hand to provide support to drivers renewing their licence before next season. It’s an opportunity regardless of experience to explore options for the following year and chat with teams, championships and other drivers. MotorsportDays LIVE is a chance for guests to engage with Motorsport UK to get a better understanding of the array of racing opportunities available in the UK.

MotorsportDays LIVE event director Ben Whibley said: “In the time we have been running the show, it has become the place where the new season starts early. No other event brings together such a vast range of championships, with most offering the chance to test cars to the limit at the home of the British Grand Prix.

“It’s an unmissable event for drivers, teams and newcomers to the sport.”

KEY DETAILS FOR THIS YEAR’S MOTORSPORTDAYS LIVE

HOW TO REGISTER

It’s free to attend if you register in advance at www.motorsportdays.live. Test drives should be booked directly with the exhibitor.

DATES AND TIMES

Friday 4 November 0830–1700
Saturday 5 November 0830–1600





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motorsport
NETWORK



Moreno raced Van Diemen RF80 at the 2021 Festival but will be in a 2016 Ray this year

Moreno to Festival in modern car

FORMULA FORD FESTIVAL

Ex-Formula 1 driver Roberto Moreno will once again return to the Formula Ford Festival at Brands Hatch this weekend, but at the wheel of modern machinery.

The 63-year-old Brazilian, who competed at 75 grand prix weekends and scored one podium, raced at the end-of-season FF1600 event in 2021 for its 50th edition. He drove a Van Diemen RF80 – a similar model of car to the one he used to win the blue-riband event in 1980 – at last year's event, but was knocked out in his heat and the last progression race. This time, he will drive a 2016 Ray run by Graham Brunton Racing.

“Obviously running the Canadian Scholarship cars this year, we're quite honoured to be doing that – I wouldn't say he [Moreno] is the icing on the cake but it's just a really exciting thing,” said team boss Graham Brunton, who will also run Canadians Kevin Foster and Jake Cowden.

“I remember when he spoke at the annual dinner last year, and to hear his struggles first-hand and all these years later hear the passion that he has... Our aim is that he will be in the final.”

Moreno, who will test the car for the first time tomorrow (Friday), is not the only former winner making a comeback. Belgian Marc Goossens will also be competing, the



The 2021 Formula Ford Festival winner: Sharp

1991 Festival victor at the wheel of an RF80 run by Kejan Engineering. B-M Racing will field 2021 victor Jamie Sharp and 2020 top dog Rory Smith in Medina Sport JL17 and JL18 respectively, while multiple victors Niall Murray (Van Diemen BD22) and Joey Foster (Firman RFR20) are entered too.

Max Esterson, runner-up in 2021, will also return to FF1600 after spending this season in GB3, where he scored one win and finished seventh in the standings. The American will drive a Ray GR18 with Ammonite Motorsport, the team with which he won last year's Walter Hayes Trophy.

“I wanted to do it, especially after finishing second last year,” said Esterson, who will also race at the Hayes next month at Silverstone. “It was pretty weird [going back to FF1600 for a test at Snetterton]. There was just no load on the steering and I'm glad I did the test. It would have been a bit much just to go into the event.”

STEFAN MACKLEY



Esterson (leading) was second last year at Festival and is hoping to go one better

Spa and Zandvoort headline GB3's 2023 calendar

GB3

The GB3 Championship has announced an eight-round calendar for the 2023 season that will include two overseas trips for the first time, at Spa and Zandvoort.

It means that four rounds will be held at current Formula 1 locations next year, including two visits to Silverstone, while the addition of a second overseas event means the championship is seeking FIA International Series status.

Five of the events will run alongside British GT: the

season-opening Oulton Park fixture (8-10 April), Silverstone (6-7 May), Snetterton (17-18 June), Brands Hatch (9-10 September) and the season finale at Donington Park (21-22 October).

With no visit to Spa for British GT in 2023, GB3 will instead support the Spa Euro Race weekend on 2-4 June, while the trip to the Netherlands will be on the undercard of GT World Challenge Europe on 13-15 October. The standalone second visit to Silverstone will take place on 29-30 July.

The additional overseas round has been welcomed by many in the paddock, with team bosses consulted on the changes to next year's calendar and the majority in favour of Zandvoort.

"It's exactly what we wanted," said Elite Motorsport team boss Eddie Ives. "We are over the moon that they have taken the plunge. Four out of eight circuits are on the F1 calendar and, for me, GB3 has got to be put in the same position as European Formula Regional."

Team owner Chris Dittmann added: "It's a big plus, I think, for the championship. It adds

to the profile of the championship having another F1 circuit. I think some people are getting a bit frustrated with FRECA, the car has never been well received but using F1 tracks was the big factor in why it's so popular."

The new-for-2022 Tatuus MSV-022 GB3 chassis is due for some modifications ahead of next year, with suspension and parts of the engine and gearbox to be upgraded to help with the reliability and life of the cars rather than boost the overall performance.

STEFAN MACKLEY

McNeilly and Fox Motorsport join GB4 ahead of new season

GB4

Fox Motorsport will join the 2023 GB4 Championship grid, with Ginetta Junior race winner Liam McNeilly the first driver to be confirmed for the season.

The squad is better known for its success in British GT – it won in GT3 at Spa this season – and title-winning campaigns in the Ginetta GT5 Challenge and Ginetta GT4 Supercup.

The entry into GB4 represents the first single-seater campaign for the squad, which intends to run at least a second car in the series alongside McNeilly, third in this year's Ginetta

Junior standings. "We're very excited to join the GB4 Championship for 2023 for our first proper assault on a single-seater series," said McNeilly's father, Fox team principal Paul.

"GB4 will serve as an accessible learning platform for drivers to progress from our Ginetta Junior team. A year or two in GB4 should leave a driver more than ready to compete in GT4 or GT3, where we've raced successfully for many years.

"We're going in with high targets. We aim to compete at the front straight away and win races. We've won at every level we've competed, and I don't see



Fox and McNeilly will race in GB4 next season

why we should expect any less in GB4."

The 2023 calendar has also been announced and features seven rounds, one fewer than its inaugural season, all of which are in the UK with six alongside GB3. A prize fund of at least £50,000 is again expected to be given to the winner of the 2023 title to help them progress up the single-seater ladder.

Leung won on GT3 debut
alongside Sims in Century
BMW at Donington



JEP/MOTORSPORTIMAGES

More British GT races an option for Leung after debut victory

BRITISH GT

Darren Leung is weighing up further races in the British GT Championship after winning on his debut in the Donington Park season finale last weekend.

The 35-year-old only started racing last year in the Ginetta GT Academy before graduating to the marque's GT4 Supercup this season. He scored a number of G56 Am class wins, before joining sportscar racing star and ex-Formula E racer Alexander Sims in a Century Motorsport BMW M4 GT3 at Donington.

Leung, who had never raced a GT3 car, stayed out of trouble in the opening stint and moved from fourth on the grid into the

lead just before the pitstops. Sims rejoined in front and went on to take victory, his first in British GT since 2015, as well as Century's maiden GT3 success.

"It's a bit mad, I don't know how to process it," said Leung. "It's a bit easy to get carried away, I just want to enjoy it for what it is, then look at the finer details."

"My options are open for next year. I really enjoyed my racing and the big thing for me is I wanted to try a few different things. It's all about progressing and learning something new."

"It's been quite hard work adapting to the car and the aero. I made sure I put in a couple of test days before this weekend."

STEFAN MACKLEY

Miata Trophy launched for Mazdas

MAZDA MX-5s

A new championship for Mazda MX-5 Mk1 and Mk3 machines has been launched by MotorSport Vision Trackdays for 2023.

The Miata Trophy is expected to take place across a 12-race calendar, with six single-day rounds at venues including the Brands Hatch Grand Prix circuit, Donington Park, Cadwell Park, Oulton

Park, Snetterton and Anglesey.

There will be two classes: one for NA Mk1 chassis, and another for the NC Mk3 and 3.5 models, with the overall champion coming from either.

Each round will feature a 'SuperPole', where the 10 fastest qualifiers will battle for pole, a format already used in other MSVT series.

"We've created the Miata Trophy in direct response to the strong demand from

competitors in our existing championships and series," said MSVT's Daniel Bennell.

"An ever-increasing number of MX-5s have joined the MSVT grids over the past couple of seasons, particularly Trackday Trophy, where entries have typically hit capacity many weeks in advance. Giving the MX-5s a dedicated grid of their own was the logical progression."

STEFAN MACKLEY

IN THE HEADLINES

INGRAM'S C1 OUTING

New British Touring Car champion Tom Ingram became the latest BTCC star to sample the C1 Endurance series at Snetterton. Ingram was invited by former British GT racer Ron Johnson to join him in the OPC-PR team. He qualified the car 11th of 55 entries and the team finished 19th in Saturday's race. Ingram was running sixth in Sunday's three-hour encounter when the car ran out of fuel with 10 minutes left.

MAZDA DRIVE FOR WATTS

C1 Endurance regular Aimee Watts made her rear-wheel-drive debut in the Mazda MX-5 Championship at Snetterton last weekend. Driving one of Martin Tolley's Go4It Racing MX-5 Mk1s, Watts – whose father Patrick won the original manufacturer-backed one-make series for the model in 1990 – scored a best finish of 22nd from 31 starters. She plans to contest the full championship next year.

SILVERSTONE SIX HOURS

A one-off six-hour race will be held at Silverstone next season by Britcar, with the organiser's goal to eventually bring back its 24-hour race to the venue. The event will provisionally be held on 22-23 July, with competitors from the British Endurance Championship and Britcar Trophy eligible.

PRAGA CUP UK FINALE

The inaugural Praga Cup UK champions and winner of an R1 are set to be decided at this weekend's season finale at Donington Park. Gordie Mutch and Jimmy Broadbent lead the way, 19 points clear of Scott Mittell and Charles Hall (below) – currently the highest-placed non-factory entrant and therefore in line to win the R1 machine. The RAW Motorsports pairing of Rob Wheldon and Ben Stone, and Idola Motorsport's Ed and Chris Bridle are also in contention.



JEP



PORSCHE

Porsche Cayman series joins BTCC bill for all six rounds

PORSCHE SPRINT CHALLENGE GB

The Porsche Sprint Challenge GB will race solely on the British Touring Car package next year after announcing a six-round calendar for 2023 in a move that organisers believe could trigger much larger grids.

The one-make category for 718 Cayman GT4 Clubsport cars was launched in 2020 and appeared across British GT, BTCC and Porsche Club fixtures. But it faced a difficult start against the backdrop of the coronavirus pandemic, and entries have struggled to rise beyond low double figures.

With Ginetta announcing last month that its championships would only race on the British GT bill, there was no longer room for the Sprint Challenge at GT events and a three-year deal has instead been struck with BTCC organiser TOCA.

The series will appear in place of the sister Carrera Cup GB category at the Snetterton and Croft rounds, while

both Porsche competitions will feature at the two Donington Park events, Silverstone and the Brands Hatch finale.

Porsche GB assistant motorsport manager Ian Fletcher says there has been a surge in interest since the plans were announced last Friday, adding that the changes effectively mean a new version of the championship is being launched next year.

“There’s a lot of interest at this stage but the hard work starts now in converting those people into registrations,” said Fletcher. “The platform we’re moving to we’ve seen for 20 years with Carrera Cup [what it brings] – 1.5 million watching on TV, 40,000 people on the ground is going to attract drivers who rely on sponsorship. It just elevates the championship a little bit, but it’s not going to step on the Carrera Cup’s toes. We will have separate hospitality for each – there’s a clear pathway and distinction between the two.

“We’ve enjoyed our time with British GT

but, since the opportunity arose to move across, the interest is very broad and that’s important. There’s everything from drivers fresh out of junior racing all the way up to businessmen out of other championships in the TOCA paddock. It’s a real shot in the arm for the championship and the feedback has been overwhelming from existing teams and teams that want to join.”

Redline Racing team principal Simon Leonard described it as a “fantastic move”. “It’s what it needs,” he said. “For us, it’s perfect timing – I must have had 15 enquiries so far.”

Team Parker Racing team manager Barry Horne added: “It was needed, with numbers down this year. We’ve got some serious interest now. I think it will be a strong championship next year. With the motorsport pyramid that Porsche does, the Caymans are going to be a good feeder series for the Carrera Cup.”

STEPHEN LICKORISH & STEVE WHITFIELD

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IN THE HEADLINES

GOODWOOD REVEALS DATES

Goodwood has announced the dates for its flagship motorsport events for next season. After the 80th Members' Meeting was already revealed as taking place on the 15-16 April, the Festival of Speed has now been pencilled in for 13-16 July and the Revival on 8-10 September. The Duke of Richmond said: "2023 is already set to be very special as we celebrate 75 years of motorsport at Goodwood, encompassing 25 years of the Goodwood Road Racing Club, 30 years of the Festival of Speed and 25 years of Revival – it's certainly going to be an unmissable year."

DOUG SIMMEN

Tributes have been paid to regular Classic Sports Car Club competitor Doug Simmen, who died recently. Simmen was a long-standing fixture of the club's Modern Classics grid, sharing a BMW E36 M3 with his cousin Roland Jones and enjoying much success. "We were both looking forward to racing at Daytona next year and I hope to be able to race there in Doug's white M3 BMW in his honour," said Jones.

BUCKTON MAKES DEBUT

Three days after his 16th birthday, Oliver Buckton made his race debut at Silverstone last weekend in an Elden Mk8 in Historic Formula Ford 1600. The car is owned and run by his family's Mk8 Motorsport operation and Oliver is the grandson of Derek and the nephew of James, both experienced racers. He achieved his aim of two finishes at Silverstone and hopes to race more regularly in 2023.



Bartholomew, Martin and Malin (l-r) celebrate with Richardson crew

Richardson hails team effort after taking Carrera Cup title

PORSCHE CARRERA CUP GB

Richardson Racing plans to expand its Porsche presence next season after an "incredible team effort" netted the squad this year's Carrera Cup GB teams' crown.

Richardson enjoyed a 41-point lead heading into Brands Hatch's final round earlier this month – ahead of rivals with far more Porsche experience – thanks to the efforts of Will Martin and Jack Bartholomew. Josh Malin also drove while Bartholomew was recovering from a serious cycling crash.

But it was a nervy end to the season in Kent after Martin was sent crashing into the barriers exiting Paddock Hill Bend in the first race. Then, with Martin's Porsche impressively repaired for race two, Bartholomew was also taken out. That left

Martin's charge from 11th to sixth to seal Richardson the title by nine points.

Team boss Gwyn Richardson paid tribute to the drivers, mechanics and sponsors that played a role. "It's a real team effort, including our supersub Josh, to get where we did," he said. "It means a lot – we dropped everything else and focused completely on Carrera Cup this year."

Richardson described getting Martin's car repaired for race two as "unbelievable". "I expected to see the car completely wrecked," he admitted. "But the car just held up; it's testament to the strength of the car. The guys were determined to get two cars out and they wanted the championship as much as anybody – we're very proud of them. And of Will for getting back in and going again after the crash."

STEPHEN LICKORISH

Everard targets international events in uprated E30

CLASSIC TOURING CARS

Classic Touring Car racer James Everard is eyeing international events with his Group A-spec BMW M3 E30 (right) after a successful debut for the uprated car at Snetterton last month.

Everard bought the M3 from long-time owner Roger Stanford and campaigned it in the Classic Touring Car Racing Club's Pre-'93 championship last year. It has since been completely

rebuilt to full Group A specification by Dutch specialist Vink Motorsport, with its engine reconfigured into a 2.3-litre by Bosch Performance.

"We ended up buying another shell, stitching a whole new front end into it, so everything except the chassis rails from the bulkhead [forward] is new," said Everard, who will also continue competing in Pre-'93 Touring Cars. "At Group A we can run it in the DTM Classics.

I've always wanted to do the Spa summer classics and we'll probably do Nurburgring with it."

Melting pistons had prevented the car racing earlier in the season. But remapping to a richer fuel mixture while testing at Meppen in Germany the week before the Snetterton event helped Everard to win the opening race from pole, before a differential failure while comfortably leading race two.

MARK PAULSON



IN THE HEADLINES

BUSY BARLOWS OUT ON MULL

While Stephen Barlow was winning the Classic Formula 3 title at Silverstone last weekend, his sons Fergus and Craig were competing on the Mull Rally in a Subaru Impreza. Stephen lives in Oban and travels long distances to race his Ralt RT3 with Graham Brunton Racing while Fergus lives in Tobermory on Mull and always contests his local rally. Craig flew in from his home in New Zealand to co-drive but they retired after suffering turbo problems.

HIRST CLAIMS WELSH TITLE

Matthew Hirst and Declan Dear secured the Welsh Rally title with a resounding victory during the penultimate round, last Saturday's Wydean Stages in the Forest of Dean. In their Ford Fiesta R5, Hirst and Dear put the title beyond doubt with one round left to run, having set the pace from the beginning of the season. The Wydean event was the first stage rally in the Forest of Dean since 2019 and drew a capacity 90 entries for seven special stages.

HISTORIC RALLY FESTIVAL

The second edition of the Historic Rally Festival ran over the weekend, with demonstration special stages at Weston Park and the Ironbridge power station from a base in Telford. Though there was no element of competition, around 45 period rally cars, ranging from the early 1960s to late 1990s, entertained a large crowd in an event promoter Warner Lewis plans to develop in future years.

MORGANS DEBUT MUSTANG

Father and son Russell and Adam Morgan debuted a historic Ford Mustang (below) at Silverstone, which they plan to race on spare weekends away from Adam's British Touring Car campaign. "It was built two or three years ago, and we've had it since April," said Adam, "but we've only tested it once at Oulton Park." For Russell, it was his first race for about 25 years. Adam took second in the tin-top opener.



PAULLAWRENCE

BRX leader O'Donovan (r) gets stuck in against French opposition



BRITISH RX

O'Donovan leads the way as BRX joins French series at Dreux

BRITISH RALLYCROSS

The French Rallycross Championship is widely regarded as the strongest domestic rallycross series in the world, so competitors from the British Rallycross Championship 5 Nations Trophy faced a substantial challenge when the two series aligned at Dreux last weekend.

Eight 5 Nations BRX drivers joined the event, as part of a 34-strong Supercar entry but, for six-time champion Julian Godfrey, his weekend never got under way, as he was ruled out by issues in technical scrutineering.

It was instead left to reigning champion Derek Tohill and current series leader Patrick O'Donovan to head the charge against the French contingent, and it was rising star O'Donovan who again turned heads, claiming top British honours before progressing into the latter stages of the event.

With the two series run together on track, the British Championship extracted its drivers from both the intermediate and final results to allocate points. At the Intermediate Classification, despite a puncture in heat two and a transmission problem in heat four, O'Donovan topped the 5 Nations BRX order, in 14th overall, in part thanks to a strong drive in the heat-three night race, held late on Saturday evening, with the fifth best time.

Tohill, meanwhile, missed practice while

his PFCRX team resolved a scrutineering issue on his Ford Fiesta, but the Irishman was fastest of the 5 Nations contenders in heats two and four. Disqualification from heat three, however, for a joker merge incident, meant he didn't join O'Donovan in the semi-finals, but did finish second of the British series runners to keep his title hopes alive. Tristan Ovenden was third, while Ollie O'Donovan, Steve Hill, Dominic Flitney and Michael Sellar completed the list of 5 Nations finishers.

It was then all eyes on O'Donovan, who from the rear of the grid in the eight-car semi-finals climbed to third during the race, in Team RX Racing's ageing – compared to the competition – Fiesta and made it into the final. In the last race of the weekend, as Samuel Peu confirmed the defence of his French crown with victory, O'Donovan finished an impressive fifth.

Ovenden watches on as Rodolphe Audran rolls ahead



BRITISH RX

Blackwell-Chambers took
the Supercup title to go
with his Mk1 crowns

RICHARD STYLES



Mazda champions crowned after stunning action

SNETTERTON
BRSCC
15-16 OCTOBER

New champions were crowned at Snetterton in each of the British Racing & Sports Car Club's Mazda MX-5 championships.

The closest contest came in the Supercup for Mk3 machines, where Will Blackwell-Chambers added to his previous Mk1 crowns. He won Saturday's opener after Ali Bray lost a maiden victory when his car failed technical scrutineering for non-compliant cam timing, but Bray has subsequently appealed the decision. Title challenger Colin Bysouth could only manage fourth as he struggled with understeer.

New tyres ditched, and with further set-up tweaks, Bysouth's car was transformed as he won race two. Starting sixth, he had overcome polesitter Blackwell-Chambers for the lead by half-distance. Seventh for the partially reversed finale, and with nine points to make up, Bysouth's chances looked over when first-corner contact pitched him off.

As Blackwell-Chambers battled Nic Grindrod and Michael Knibbs for the lead, Bysouth charged from outside the top 20 to fifth by the penultimate lap. While Grindrod beat Knibbs for a maiden win, Blackwell-Chambers slipped behind Mk1 graduate Jack Brewer, but fended off Bysouth for the title.

Having wrapped up another 750 Motor Club MX-5 Cup title, Ben Short returned to the BRSCC's Mk1 championship as a guest driver and claimed a commanding hat-trick. Steve Foden battled for three second places but couldn't deny Fraser Fenwick the championship. With a healthy

pre-weekend points lead, 19-year-old Fenwick avoided trouble on his way to a third and two fifth places. Sebastian Fisher twice edged Callum Greatrex to the podium.

In the MX-5 Clubman Championship, Jon Pethick passed Declan McDonnell to claim the opener as Chris Dawkins was penalised for track-limits offences, dropping him from first to third. Dawkins made amends to hold off Jack Warry's charge later in the day, while McDonnell clinched the title with a cautious drive to fifth.

An end-of-season 40-minute mini-enduro featured cars from each category, as well as the fledgling MX-5 Trophy for Mk4 models. Showcasing the Mk4, Brian Chandler was a comfortable victor over the similar car of Ben Taylor. Tom Seldon teamed up with team boss Luke Herbert – the three-time champion making his first MX-5 appearance for two years – to take third in their Mk3.

Alex Sidwell took his Holden Commodore V8 Supercar to two Super Saloons wins. Starting third, Sidwell's path was cleared by wheel bearing failure preventing Mark De'Ath's Subaru Impreza from starting and damage to Rod Birley's Ford Escort WRC after he ran into a hole exiting Wilson. Having gone home to borrow a replacement from his road car, De'Ath cut through the field in the sequel but couldn't stop Sidwell.

Emax Motorsport's father-and-son pairing of James and Jake Little made it four consecutive C1 Endurance wins with another double in the three-hour races. JW Bird's Phil House and Nick Beaumont also repeated their pair of runner-up finishes from Croft.

MARK PAULSON

WEEKEND WINNERS

MAZDA MX-5 SUPERCUP

Race 1 Will Blackwell-Chambers

Race 2 Colin Bysouth

Race 3 Nic Grindrod

MAZDA MX-5 CHAMPIONSHIP

Races 1, 2 & 3 Ben Short

MAZDA MX-5 CLUBMAN

Race 1 Jon Pethick

Race 2 Chris Dawkins

MAZDA ENDURANCE

Brian Chandler (MX-5 Mk4)

CMMC SUPER SALOONS/TIN TOPS

Races 1 & 2 Alex Sidwell
(Holden Commodore VF, below)

C1 ENDURANCE SERIES

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



RICHARD STYLES

For full results visit: tsl-timing.com

Loggie lands GT3 title despite spin as Sims and Leung win

DONINGTON PARK
BRITISH GT
15-16 OCTOBER

Two off-track excursions in the opening minutes of the British GT season finale at Donington Park for Ian Loggie's RAM Racing Mercedes briefly put the destination of the GT3 title in doubt. But a gritty comeback, some luck and an unlikely podium meant the Scot finally secured the coveted crown.

It had been a challenging weekend from the outset, with the points leader and team-mate Jules Gounon on the back foot after qualifying, when a heavy rain shower just moments into the session meant only half the field completed a lap in the dry.

It consigned the RAM Racing duo to starting 10th, the only consolation being that all three of Loggie's title rivals would start around him and with the nearest of those – Adam Balon and Sandy Mitchell (Barwell Lamborghini) in ninth – already 24.5 points behind before the meeting with a maximum of 37.5 points available to the winners of the two-hour race.



Loggie (c) celebrates with Gounon and Callum Macleod

Things were soon turned on their head at the opening corner when Morgan Tillbrook's Enduro Motorsport McLaren, which was also mathematically in title contention, ran into the back of British GT debutant Darren Leung in the Century Motorsport BMW. Tillbrook was sent into a spin, while Balon and Loggie took avoiding action through the gravel.

All rejoined, with Loggie now last of the GT3 runners and his day went from bad to worse on lap four when he spun exiting Goddards trying to regain lost time. While Balon and Tillbrook (who served a drivethrough penalty for the Turn 1 incident) had also lost out, the biggest gainers out of the championship contenders were James Cottingham/Lewis Williamson in the 2 Seas Mercedes, which jumped six places into fifth with only victory good enough to stand any chance of the title.

But they soon fell out of contention following the first of two safety car periods, which had been deployed approaching the 30-minute mark to retrieve debris from the Fogarty Esses – the legacy of a clash between the McLarens of Mark Smith



Leung won on GT3 debut with Sims and Century



Despite two off-track moments, Loggie and Gounon came second

(Paddock Motorsport) and Stewart Proctor (Greystone GT), with the former handed a penalty and the latter retiring.

On the restart, Cottingham ran wide at the Old Hairpin and collected an advertising board, which required a pitstop to remove, while the bunching of the pack had allowed Loggie to make up ground.

By the time the pit window opened just past the hour mark, Loggie was running seventh and still within touching distance of his main rivals. With no success penalty to serve in comparison to 20 seconds and 15s for the Enduro and Barwell crews respectively, Gounon rejoined *just* in front of Mitchell (in for Balon) and Marcus Clutton (in for Tillbrook).

Not only that, but he had incredibly moved into second overall behind Alexander Sims, who had taken over the Century BMW from Leung and became the third different race leader. Richard Neary's Abba Racing Mercedes had initially led from pole and held a comfortable lead of several

WILLIAMS AND FIELDING TURN THE TABLES TO SECURE GT4 CROWN

Richard Williams and Sennan Fielding overcame a points deficit heading into the final round to end the season as overall GT4 champions at the wheel of their Steller Motorsport Audi.

The duo trailed Matt Topham/Darren Turner (Newbridge Aston Martin) by 12.5 points, as well as needing to serve longer in the pits courtesy of being an all-Silver crew compared to their Pro-Am rivals. Therefore, to stand any chance, they would need to be ahead when the pitstop window opened before the hour mark.

But they were almost thwarted by a safety car in the opening 30 minutes to retrieve debris

following a GT3 clash at the Fogarty Esses, negating a healthy gap Williams had over Topham.

Williams had circulated in second during the opening stint, trailing the polesitting Toyota of Tom Edgar and Jordan Collard, which the former used to good effect to pull out a healthy lead once racing resumed.

The duo were never truly threatened all afternoon despite losing the lead briefly to the R Racing Aston Martin of Jamie Day once the pitstops had taken place. Day and team-mate Josh Miller had a mathematical chance at the title before the meeting and had put themselves in a position to win it after staying out longer

once the pit window opened.

Fielding, in for Williams, had rejoined only fourth but soon set about gaining places, disposing of Moh Ritson's Paddock McLaren at Copice with 30 minutes left, before moving ahead of Day on the exit of Goddards as they were being lapped by the race leaders – enough for the title.

"I just wanted to enjoy today," said Fielding. "I thought we were on the back foot with the success penalties, we knew it was going to be a challenge but I think a little bit of lady luck [came our way]. Richard did the best first stint ever, he made my life so much easier."

Topham/Turner failed to feature, the former



seconds before pulling off at the bottom of the Craner Curves on the 50-minute mark, a loss of drive attributed to a gearbox issue.

It left newly crowned GT Cup champion Simon Orange at the head of the field, the British GT debutant sharing a McLaren alongside Michael O’Brien and having qualified on the front row. Orange withstood pressure from Leung and Graham Davidson – at the wheel of the second 2 Seas Mercedes – prior to the pitstops, but any chance of victory was lost by problems refuelling and with a wheelgun.

It left them seventh once all the GT3 crews had made their mandatory stops, while Aaron Walker replaced Davidson but also lost places and was now fifth.

Another safety car was deployed with just over 45 minutes left, again to retrieve debris, but not before Clutton had moved ahead of Mitchell after minor contact at the Melbourne Hairpin.

Once the racing resumed, Sims kept Gounon at arm’s length to record his

first British GT win since 2015 and Leung’s first on his debut (see News). But second and the GT3 title went to Loggie.

“I never thought it was going to turn out like that after being in the gravel at Turn 1,” he said. “I thought I got a decent start and I was going to make up some places and the next thing you’re in the gravel.

“We just ground away, got it together, made up some places. Amazing pitstop, that was just fantastic and we got in front of the Lamborghini and the McLaren.”

Clutton held onto third while O’Brien had moved the Orange McLaren into fourth by the flag having demoted Mitchell, with fifth still enough for him and Balon to finish as GT3 runners-up.

Mia Flewitt/Euan Hankey (7TSIX McLaren) went under the radar to finish sixth, while Andrew Howard and Lewis Proctor finished seventh and Silver-Am winners on the return of the Beechdean Aston Martin.

STEFAN MACKLEY

circulating down the order during the opening stint, and pitting nearly 25 seconds behind Williams. A brake fire was the least of the team’s worries during the pitstop because a safety car restart infringement by Topham meant the car had to serve a drivethrough penalty.

Turner rejoined well down the order needing to finish at least fifth in order to take the title. But the Le Mans 24 Hours class winner struggled to make headway, only passing Jack Brown’s Century BMW into the Melbourne Hairpin for seventh in the final two minutes, meaning he and Topham fell short by 5.5 points.

STEFAN MACKLEY



RACE RESULTS

GT3

(76 laps) 1 Darren Leung/Alexander Sims (BMW M4); 2 Ian Loggie/Jules Gounon (Mercedes-AMG) +0.558s; 3 Morgan Tillbrook/Marcus Clutton (McLaren 720S); 4 Simon Orange/Michael O’Brien (McLaren); 5 Adam Balon/Sandy Mitchell (Lamborghini Huracan); 6 Mia Flewitt/Euan Hankey (McLaren). **Fastest lap** O’Brien 1m27.419s (102.43mph). **Pole** Richard and Sam Neary (Mercedes). **Starters** 15. **Points** 1 **Loggie 162;** 2 Balon/Mitchell 128.5; 3 Tillbrook/Clutton 123.5; 4 James Cottingham/Lewis Williamson (Mercedes) 114; 5 Gounon 92.5; 6 Alex Malykhin/James Dorlin (Lamborghini) 82.

GT4

(71 laps) 1 Tom Edgar/Jordan Collard (Toyota GR Supra); 2 Richard Williams/Sennan Fielding (Audi R8 LMS, below) +16.902s; 3 Josh Miller/Jamie Day (Aston Martin Vantage); 4 Kavi Jundu/Moh Ritson (McLaren 570S); 5 Tom Rawlings/Chris Salkeld (BMW M4); 6 Adam Knight/Benji Hetherington (Porsche 718 Cayman). **FL** Edgar 1m35.170s (94.08mph). **P** Edgar/Collard. **S** 14. **Points** 1 **Williams/Fielding 168.5;** 2 Matt Topham/Darren Turner (Aston Martin) 163; 3 Miller/Day 156; 4 Edgar 127; 5 Collard 111; 6 Jack Brown/Will Burns (BMW M4) 107.



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

Browning bags GB3 title after battling display

DONINGTON PARK
BRSCC
15-16 OCTOBER

An impressive performance at Donington Park last weekend ensured that Luke Browning became the first driver to obtain both the GB3 Championship and the British Formula 4 titles.

The Briton headed into the final meeting with a 16.5-point lead over title rival Joel Granfors, but both failed to feature at the top of the times in qualifying. Damp but improving conditions meant they remained on their used slick rubber, rather than pitting for fresh tyres, to avoid falling foul of any potential red flag. But this restricted the pair to only fifth and eighth for the opener.

There were no such problems for Carlin's Callum Voisin, who took a double pole and converted the first of those into victory, having got the jump on fellow front-row starter Tom Lebbon. The Elite Motorsport driver threatened on the last lap through the final corners, but couldn't find a way past as Voisin recorded his third win of the season.

Browning, meanwhile, disposed of team-mate Bryce Aron at the start, before getting the better of Elite's John Bennett on a safety car restart around the outside at Redgate. A track-limits penalty demoted Lebbon to fourth – promoting Browning and Bennett – but crucially still placed him ahead of Granfors in fifth, which handed more points to Browning and meant the Hitech GP driver only needed to outscore his title rival by six in Sunday's opener.

Browning started fifth again for race two, one spot behind the Fortec Motorsports driver, with both title protagonists and most of the field using wet tyres on a damp but quickly drying track.

Granfors gave himself the best chance of taking the title fight to the final race by surging into the lead, sweeping around



Two second places were enough to hand Browning the GB3 title at Donington

the outside of Lebbon into Redgate while Browning dropped to sixth. With the track quickly drying, Granfors soon found himself under pressure, though, Lebbon eventually moving into the lead around the outside of the Melbourne Hairpin on lap three of 13 as Granfors struggled with oversteer.

As Granfors dropped back, Browning was on the rise and had moved into third having benefited from a collision between Voisin and Bennett at the Melbourne Hairpin, which put the latter out. Voisin recovered back to third and demoted Granfors into the Fogarty Esses on lap five, with Browning making a late dive to the inside at Goddards to move ahead of his title rival.

Granfors began to drop further back and eventually finished 13th, while Browning passed Voisin with a neat switchback into Redgate on lap eight to take second behind Lebbon and secure the title. "It's difficult when you work so hard for something, and it works out, for it all to sink in," he said. "We're a double British champion!"

Aron completed the podium having dropped down the order initially on slicks, with one more lap potentially putting him in with a shot of victory.

Hillspeed's Nick Gilkes took his maiden GB3 win from the front in the full reversed-grid race from Cian Shields (Hitech) and Alex Connor (Arden). Browning and Granfors finished in seventh and fifth.

A three-way fight for the Ginetta GT5 Challenge title was provisionally decided in controversial circumstances. Mikey Doble won race one to take over the points lead from Harley Haughton, who retired with suspension damage. Will Jenkins was dropped from third to fifth having received a penalty for a collision. Haughton then recovered from a poor start to finish second behind Jenkins in race two, as Doble slipped to fourth after making an early mistake.

Jenkins took a further comfortable triumph in the final contest, as Doble prevailed over Haughton in a fierce fight for second to claim the title on the road. Haughton slipped back to fifth late on, but Jenkins was handed the championship in the officials' room after Doble was demoted to fifth for overtaking Haughton under yellow flags on lap one. That decision is now being appealed to the National Court.

Harry Foster had a near-perfect weekend to seal the Porsche Sprint Challenge crown. He took victory ahead of nearest rivals and Team Parker Racing team-mates Charles Clark and Matt Armstrong in the opener.

Armstrong dropped to fourth into Redgate at the start of race two, and then crashed a lap later on his own fluid, having suffered a broken radiator in a collision with Toby Trice. Foster resisted fellow title contender Steve Roberts to finish first on the road again but a penalty for repassing Roberts under yellow flags, when the Redline driver briefly edged ahead earlier in the race, demoted him to second. It was still enough to wrap up the title before the finale, which he duly won ahead of Roberts.

STEFAN MACKLEY & STEVE WHITFIELD



Jenkins was handed GT5 title in the stewards' room after Doble was demoted



ALL PHOTOGRAPHY: JEP

WEEKEND WINNERS

GB3

Race 1 (14 laps) 1 Callum Voisin; 2 Luke Browning +2.036s; 3 John Bennett; 4 Tom Lebbon; 5 Joel Granfors; 6 Bryce Aron. **Fastest lap** Lebbon 1m23.620s (107.08mph). **Pole** Voisin. **Starters** 20.

Race 2 (13 laps) 1 Lebbon; 2 Browning +1.952s; 3 Aron; 4 McKenzie Cresswell; 5 Cian Shields; 6 Matthew Rees. **FL** Rees 1m27.540s (102.28mph). **P** Voisin. **S** 20.

Race 3 (13 laps) 1 Nick Gilkes; 2 Shields +0.903s; 3 Alex Connor; 4 Nico Christodoulou; 5 Granfors; 6 Ayato Iwasaki. **FL** Christodoulou 1m24.046s (106.54mph). **P** Gilkes. **S** 20.

Points 1 Browning 507; 2 Granfors 460.5; 3 Lebbon 363.5; 4 Voisin 359; 5 Roberto Faria 316.5; 6 Rees 310.5.

GB4

Race 1 Tom Mills

Races 2 & 3 Jarrod Waberski

GINETTA GT5 CHALLENGE

Race 1 Mikey Doble

Races 2 & 3 Will Jenkins

PORSCHE SPRINT CHALLENGE GB

Races 1 & 3 Harry Foster

Race 2 Steve Roberts

GINETTA GT ACADEMY

Races 1 & 2 Leo Karavasili (below)

Race 3 Marc Warren



For full results visit: tsl-timing.com

TAYLOR TRIUMPHS IN GB4 TITLE DECIDER

The maiden GB4 Championship season drew to a close at Donington Park, with Nikolas Taylor wrapping up the title. Continuing his fast but inconsistent form from the previous seven rounds, the Fortec Motorsports driver did things the hard way after a heavy shunt exiting Old Hairpin in qualifying.

With his car repaired, Taylor lined up third for race one, and gained a spot before the start when Elite Motorsport's polesitter Jack Sherwood slid into the gravel on the formation lap at Coppice.

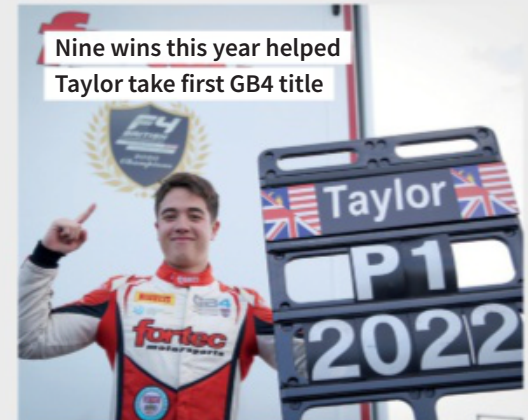
That left Tom Mills alone on the front row, and the Kevin Mills Racing driver went on to narrowly take his second win of the season ahead of Taylor and team-mate Jarrod Waberski. Ginetta Junior graduate Aqil Alibhai with Scorpio Motorsport claimed fourth on their debuts.

Needing only to finish eighth to clinch the championship, Taylor dived with danger in the early stages of race two. A feisty opening-lap scrap with Mills allowed Waberski to slip up the inside of the pair into the lead, with Taylor then losing out to Hillspeed returnee Oliver Clarke. Taylor had another scare when he was pushed onto the grass by Ginetta Junior runner-up William Macintyre exiting Redgate.

Waberski pulled clear to take victory, while Macintyre profited from a late collision between Mills and Clarke at the Melbourne Hairpin to finish second.

Mills was involved in a second incident at McLeans with Hillspeed's Megan Gilkes, which put the pair out and caused the race to finish behind the safety car. Clarke took third ahead of Taylor, who was relieved to seal the crown.

"I didn't make it easy for myself," said Taylor, who is hoping to make the step up to GB3 with Fortec next year having claimed £50,000 for winning the title. "It's a relief. On the in-lap I could finally



Nine wins this year helped Taylor take first GB4 title

breathe. The team did a mega job fixing the car before race one. I owe them every race because the hard work they do is amazing."

Max Marzorati, Taylor's closest title rival heading into the meeting, made a lightning getaway from fourth to lead the fully-reversed grid finale, as Clarke and Graham Brunton Racing's Chloe Grant tangled at Redgate and retired on the spot.

After a brief safety car period, Waberski made a crucial pass on Marzorati, his rival for runner-up in the standings, exiting the Melbourne Hairpin before pulling clear to take his second win of the day and complete a clean sweep for KMR.

"It's been an exceptional season," said Waberski. "I wasn't even meant to do this championship and did no testing."

Macintyre came home second ahead of Taylor, while Marzorati collided with team-mate Gilkes at the Melbourne Hairpin, which dropped him to eighth, consigning him to third in the standings and ending Hillspeed's hopes of the teams' title, which went the way of KMR.

"I can't believe it," said eponymous team owner Kevin Mills. "The last three meetings we have shown more pace. We'd never done slicks-and-wings before this year, so it's been a massively steep learning curve."

STEVE WHITFIELD



Taylor's (l) path to glory wasn't straightforward

Nuttall's Guards Trophy title bid ended with engine failure when battling Jackson (r)



Champions crowned at Silverstone finals

SILVERSTONE HSCC 15-16 OCTOBER

Peter de la Roche's Guards Trophy title aspirations may have dwindled alarmingly when his Lotus 23B spun into the Luffield gravel bed and was hit by Dan Balfour's Chevron B8, damaging its steering. With joint second-placed John Davison absent, a class win for Stephen Nuttall would equal de la Roche's score, but his B8's engine blew spectacularly, reprieving Peter, one of five Historic Sports Car Club champions crowned on its Silverstone finals weekend.

Four Lenhams in the top six at the flag

was unprecedented, Simon Jackson winning from Rob and Ben Tusting. Ross Hyett's Ginetta G4R topped the GTs.

De la Roche had won Saturday's pre-1961 Formula Junior race from Ray Mallock (U2), Andrew Hibberd (Lola Mk2) and new double champion Nic Carlton-Smith (Kieft). Graham Barron (Gemini Mk2) led the front-engined championship into Sunday's decider, but diff failure at the start meant 'Il Barrone Rampante' could only watch as Mallock (71) used his guile to defeat de la Roche and snatch the title.

A broken carb float stopped Jack Moody's Lotus Cortina under the strain of keeping Neil Wood's pristine Ford Anglia in check

in the Touring Car opener. Beating British Touring Car racer Adam Morgan, debuting dad Russell's Mustang, was a proud moment for Wood. Young Harry Barton (BMW 1800Ti) sealed the title with a careful class win, then pipped Nick Paddy (Cooper S) to third behind Wood and Lukas Halusa (Alfa Romeo GTA) on Sunday.

Craig Dolby was leading the Classic F3 opener in Ian Ingram's Ralt-VW RT3 when it was red-flagged with title aspirant Stephen Barlow's RT3 in the gravel at Luffield and Richard Trott's ex-John Lewis/Barrie Pusey Chevron B43 parked, having jumped out of gear. Dolby's engine overheated before the restart, won by Trott from the Argos of Paul Dibden (ex-David Sears JM6) and Louis Hanjoul (JM1). Trott's retirement from the finale left Dibden and Barlow, then Richard Cooke and Hanjoul running in pairs. Only by setting fastest lap near the end did Barlow outpoint Dibden, rewarding Graham Brunton's team, which had repaired the ex-Neto Jochamowitz Ralt after Stephen bent a front corner in testing.

Second in a frenetic B-Sport (Formula Ford 1600-engined) division to rival Clive Wood was sufficient for Tom Muirhead to retain his Classic Clubmans crown. Wood, Muirhead and Barry Webb's arrival at Becketts abreast on one lap was sensational! Mark Charteris and John Harrison lapped the rest in their 1700cc A-Sport cars.

Enjoying his ex-Bill Gowdy Ralt, Marc

Glover (l) led Aurora Trophy opener before wheel came loose



ALL PHOTOGRAPHY: MICK WALKER



Mallock (l) landed Formula Junior crown after de la Roche tussle



Fennymore and Simms again battled for FF2000 honours



Wood's Anglia (r) took Touring Car double when Moody's Cortina faltered

Mercer harassed Neil Glover in Saturday's Aurora Trophy race, until a loose wheel prompted Glover – carrying a 10-second jump start penalty – to park his F5000 Chevron after Copse, triggering reds. Rory Smith (Ralt RT4) and Matt Wrigley – giving his ex-Giacomo Agostini Chevron-BMW B42 an outing – led the chase. "On a mission", Glover charged from the back to win Sunday's twice safety-car-disrupted sequel, from Mercer and Martin Wood.

With 20 Reynards among 30 Historic FF2000s – and designer Adrian Reynard in the thick of the fight – two stirring races fell to the past two years' outstanding combatants. Outgoing champion Graham Fennymore and successor Benn Simms each beat the other in tight, clean, duels. Simms made the score nine-six on Sunday, when he removed his car's nose undertray and gurney flaps to meet 2023 regs, and set another fastest lap! Ian Pearson (Royale RP30) and Ollie Roberts (SF79) led the chase, but seventh and fifth secured third in the table for grafter Lee Bankhurst (RP30).

Runaway Historic Formula Ford champion Samuel Harrison imperiously chalked his eighth and ninth round victories onto the class's blackboard. Saturday's margin was exacerbated by the lapped Zoe Newall, between Harrison and chasers Sam Mitchell and Rob Smith (Merlyns) during a full-course caution. Having not linked the crocodile, Newall was dilatory at the green,

which cost them several seconds. Mitchell was almost 18s adrift at the chequer, clear of Matt Wrigley, Simon Toyne and Smith. Sunday's race followed Saturday's pattern, but Mitchell and Wrigley were penalised five seconds for exceeding track limits, promoting Smith and feisty Scot Ross Drybrough (March 709) to second and third.

As understudy to British GT racer Michael O'Brien, competing at Donington Park, teenager Harrison hopped into SpeedSport's Brabham BT6 and won both Formula Junior rear-engined races on an impressive class debut. Alex Ames (ex-Mike Hailwood BT6) forged ahead briefly on Sunday, and kept the Yorkshireman honest as his seasonal tally eclipsed 20 wins. Without first gear, Sam Wilson started his ex-Gerard Racing/John Taylor T59 from the back, catching third-placed Andrew Hibberd (Lotus 22) on Saturday and grabbing the place on day two. Benn Simms (Caravelle) dominated his division.

The Classic FF1600 races reminded onlookers of period BRDC aces, with Richard Tarling playing (the spectating) David Wheeler in an SDC Royale RP26, 2021-22 conqueror Jordan Harrison taking 1978 champion Peter Morgan's Lola T540 role and Rick Morris as himself in a Royale RP29 liveried per his original. Tarling won the opener from Harrison and Morris, and Sunday's mesmerising thriller finished similarly, before Tarling was protested

for exceeding track limits at Copse and Becketts and fell to third.

Julian Barter battled past Andrew Wenman – whose Morgan +8 retired – to win the 70s Road Sports round in his TVR 3000M from Nic Strong (Marcos 3000GT) and William Pratt (Morgan). Jim Dean hammered past Howard Payne in their Lotus Europa Class C duel after pacemaker Will Leverett's Elan fell. The best dice featured Gary Thomas (Lotus 7) and David Tomkinson (TVR Vixen) inches apart disputing Class E before the latter spun at 100mph exiting Copse.

'KeKi' Kivlochan's AC Cobra repelled a phalanx of five Morgans – initially Will Plant, Oliver Pratt, Peter Garland, John Shaw and Wenman – to snare Historic Road Sports gold from the first four Moggie men, with Robert Rowe a fine sixth in Larry Kennedy's Elan S1. Johan Denekamp (TVR Tuscan) is provisionally champion.

MARCUS PYE

WEEKEND WINNERS

GUARDS TROPHY

Simon Jackson (Lenham P70)

HISTORIC FORMULA JUNIOR FRONT-ENGINE

Race 1 Peter de la Roche (Lola Mk2)

Race 2 Ray Mallock (U2 Mk2)

HISTORIC TOURING CARS

Races 1 & 2 Neil Wood (Ford Anglia 105E)

CLASSIC F3

Race 1 Richard Trott (Chevron-Toyota B43)

Race 2 Paul Dibden (Argo-Toyota JM6)

CLASSIC CLUBMANS

Mark Charteris (Mallock Mk20/21)

AURORA TROPHY

Race 1 Marc Mercer (Ralt-BDG RT1)

Race 2 Neil Glover (Chevron-Chevrolet B37)

HISTORIC FF2000

Race 1 Graham Fennymore (Reynard SF81)

Race 2 Benn Simms (Reynard SF77)

HISTORIC FF1600

Races 1 & 2 Samuel Harrison (Merlyn Mk20)

HISTORIC FORMULA JUNIOR REAR-ENGINE

Races 1 & 2 Samuel Harrison (Brabham BT6)

CLASSIC FF1600

Race 1 Richard Tarling (Royale RP26)

Race 2 Jordan Harrison (Lola T540)

70s ROAD SPORTS

Julian Barter (TVR 3000M)

HISTORIC ROAD SPORTS

Kevin Kivlochan (AC Cobra)

For full results visit: tsl-timing.com



Newman and Lower had continual Roadsport battles

Newman on a high as Lower misses out on glory

SILVERSTONE
BRSCC
15-16 OCTOBER

With 151 cars split across just four of its club grids, the British Racing & Sports Car Club's Super-Finale Weekend around Silverstone's International Circuit was destined to be an entertaining, if sometimes frantic, affair. Yet, despite the prominence of cars from France, Germany and Japan, it was two timeless classics, whose lines were penned over 60 years ago, that stole the show.

A brace of wins from Charlie Lower was not enough to prise Caterham's Roadsport crown away from championship leader Geoff Newman. Arriving for the triple-header, Newman held a narrow advantage on dropped scores but, with Lower having used a previous DNF, the maths suggested that Newman's margin might be more secure.

Lower got away well in race one, the tricky

conditions allowing the lead group to quickly get ahead. For a while, Newman appeared happy to let his rival manage the pace but, when Freddie Chiddicks and James Cook mounted pressure, he responded with a stunning penultimate (fastest) lap, which put him right on Lower's tail. But a squirm under braking at the crest of Stowe caused a loss of momentum and the chance of the win.

With the points gap narrowed, Lower still had plenty to do in race two. Starting from pole, he was soon under threat as Newman swept into the narrowest of leads on the drag along the Hangar Straight, the first four cars crossing the line at the end of the opening tour as one. With Lower, Chiddicks and Marc Jones in pursuit, these four were barely ever tenths apart, line-abreast through Stowe, and conjoined through Vale. Only Club could separate them briefly before battle resumed.

Newman was as tenacious as he was

quick, for which Lower had no response. By the final lap, the four had become six, Lower's momentum promoting him to the front through Abbey but, with pressure mounting, he took the tightest line into Stowe, which allowed Chiddicks and Newman to draw alongside in a three-way sprint down to Club. Newman now held the inside, Chiddicks alongside him. Newman locked up briefly while Lower, seeking a way through, hit the kerb hard and sent Jones into the gravel. The win crowned Newman champion with a race to spare, Lower later winning the finale.

Both Mini 7 Racing Club grids also had championships to settle. Despite absences due to work commitments, Andrew Jordan remained this year's most winning Miglia driver and was keen to add to his tally. But Jordan soon found himself trailing Kane Astin, who had hoped to lead a breakaway until thwarted by a wayward move from Jeff Smith. This left Jordan, title contenders Aaron Smith and Rupert Deeth, and a fast-charging Dan Lewis to fight for the spoils. The lead changed on every lap, almost at every corner, but Jordan timed his final run perfectly to win.

Aaron Smith and Deeth were firmly at the heart of the race-two action. Jordan and Astin were in there too, but it was the battle between the contenders that mattered most. Astin took advantage of others' caution to push to get ahead while Deeth found speed where Smith could not. When Astin made a last-lap bid for the lead, Deeth followed to bring his car home in second to regain his crown.

The other Jordan (Mike) was both the pacesetter and a contender in the Mini Se7ens. But a broken driveshaft in race



The CityCar Cup attracted a large field, but was always headed by Lettis (right)

WEEKEND WINNERS

CATERHAM ROADSPORT

Races 1 & 3 Charlie Lower

Race 2 Geoff Newman

MINI MIGLIA

Race 1 Andrew Jordan

Race 2 Kane Astin

MINI SE7EN

Races 1 & 2 Connor O'Brien

CATERHAM ACADEMY

White Group Tom McEwing

Green Group Simon Sabin

CITYCAR CUP

Races 1, 2 & 3 Elliot Lettis (Peugeot 107)

CATERHAM AUTUMN TROPHY

Duncan Mallett

CLUBSPORT TROPHY

Simon Tomlinson (SEAT Cupra)

BMW COMPACT CUP

Races 1 & 2 Lee Dendy-Sadler (below)

Race 3 Guy Davis

TRACK ATTACK RACE CLUB

Race 1 Ken Lark (VW Corrado)

Race 2 Tony Hunter (Renault Clio)

For full results visit: tsl-timing.com

one, followed by a failed rocker arm in race two, gave Connor O'Brien the green light to earn not only a well-deserved double win but also the title.

While the 'Green' Caterham Academy grid had already crowned its champion at Knockhill, the 'White' group was still to be settled. Tom McEwing led the way on paper but had to work hard to get past rival Ben Timmons, then stay ahead, the margin at the line being less than a tenth.

A final, honourable mention goes to the 40 cars of the CityCar Cup. They might not be fast, nor really that furious, but they're fun and affordable for anyone wanting to try their hand at racing. Elliot Lettis scored a hat-trick of wins in his Peugeot 107 while the Student Motorsport Challenge entry of Richard Jepp was never more than a second behind in the runner-up spot.

STEVE HINDLE

FOR THE LOVE OF MINIS: ANDREW AND MIKE JORDAN



The younger of the Jordans was in the thick of Miglia action

The pounding beats of Eminem's *Lose Yourself* set a stark contrast to the laughs and smiles in the Silverstone garage. Mike and Andrew Jordan are reflecting on an afternoon of mixed fortunes. It's been a familiar routine for the past 16 years, starting when Mike raced in the British Touring Car Championship and Andrew on the support package with SEAT.

Two years later, Andrew joined the Eurotech squad for his rookie season in the BTCC. It was the first time a father and son had raced together in the championship and, though the teenager's season was hampered by unreliability, he scored points on his debut, podiums at Oulton Park and Knockhill, and finished one place ahead of his dad in the standings.

Since then, Mike has been a visible presence, not only overseeing Andrew's career but also taking a leading role in the engineering of his cars, pivotally guiding him to the independents' crown in 2012, followed by the overall drivers' title one year later.

In more recent times, the Jordans have forged an enviable reputation for their work in building and preparing historic race cars, while Andrew has gone on to become one of the finest professional drivers of the genre. But this was no

accident. Mike Jordan is not only an exceptional racer, he's a talented engineer and savvy businessman to boot. He sold Eurotech at precisely the right time and has invested his money well, skilfully developing the Jordan Racing Team into a formidable presence in the paddock.

But, as every racer knows, what's good for business doesn't always feed the soul – which is why, on rare weekends, they can be found either behind the wheel or under the bonnet of their abiding passion, a Mini.

"It started for me when Dad raced on the Power Tour," said Jordan Jr. "Nick and Joe Tandy were hammering around, taking incredible lines and carrying ridiculous amounts of speed, and I wanted to be just like them.

"When things started to go sour in touring cars, I told Dad that if I wasn't going to race for a living, it had to be for fun, so I went out and bought this [Miglia]. A Mini was my first competition car [in junior rallycross] and I knew it would be the perfect remedy.

"This championship is brilliant. But there was a piece missing. I wanted to thank Dad for everything he's done, and for holding me together during the touring car years so, after I got mine, I bought him this [patting a bright orange Mini Se7en].

"I really should have gone to see it first," he laughed, "but it was just as much fun putting it together as it has been seeing him race it."

They're a remarkable combination. Strong and fast. They don't always win; even meticulous preparation can't always prevent a breakage, but equally, a breakage doesn't stop them from smiling all the way home.

STEVE HINDLE

Jordan Jr bought his father a Mini Se7en



Bold last-lap move doesn't cost Dear

MALLORY PARK
750MC
16 OCTOBER

Diving around the outside of Devil's Elbow and sneaking into the lead through the narrowest of gaps is a bold move at any time. When it's on the final lap of the penultimate race of the season, with the title on the line, and you're already beating your main competitor, it's even more of a gamble. But it paid off handsomely for Chris Dear in Classic Stock Hatch at Mallory Park last weekend.

The Peugeot 205 driver got a brilliant run out of Shaw's hairpin to make the dramatic pass on Lee Scott's Ford Fiesta and win a thrilling first race by just 0.05 seconds – and take a massive step towards sealing the championship in a winner-takes-all final meeting against Pete Morgan.

"I had a plan," admitted Dear. "We caught a backmarker down the back straight and I got a run on Lee and made him defend. He was then on the oil and he gave me a car's width and a fag paper and that's all I needed!"

Dear had qualified on pole but lost out to Scott on the first lap, Dear admitting



Dear fends off Scott during great Classic Stock Hatch scraps, while Morgan (behind) missed out on title

he was too cautious with the oil on track as Scott went around the outside of Shaw's and then had the inside for Devil's Elbow. Dear spent the next 14 laps trying to retaliate, getting close on several occasions, before that dramatic final-corner flourish. Morgan, meanwhile, was third after starting down in fifth, meaning his title chances were looking slim.

But Fiesta XR2 driver Morgan certainly put up a fight in race two, as he sought to emulate son Ryan's championship success last year. When Scott passed Dear at Gerard's on lap two, Morgan then dived up the inside of the Esses. And he was soon

putting Scott under serious pressure for the lead, before suddenly slowing. He had been losing oil pressure in the engine before a broken lifter put him out and his bid was over.

Dear could now relax but instead wanted to seal the crown with a victory. He put Scott under intense pressure, while also mindful of the rapidly closing 205 of James Haslehurst behind, but could not quite squeeze ahead this time. "He wasn't going to fall for it again!" said the new champion.

Elsewhere, it was doubles all round in the other categories, which had already crowned their overall champions ahead

More podiums net Woolfitt the CNC Heads title

OULTON PARK
BARC
15 OCTOBER

Jon Woolfitt clinched the CNC Heads Sports and Saloons title at Oulton Park last weekend in his Spire GTR, following up his dominant race-one win with a solid third in the finale.

After damp qualifying, the grid was fairly mixed up for the first race, which was led initially by Roddie Paterson's Caterham, before Woolfitt powered

ahead on the first lap. Ric Wood's Holden Commodore was soon into second, but had to give best to the MG Midget Lenham of Andrew Southcott at Old Hall on lap six.

But the race was red-flagged at this point, when Piers Grange's fifth-placed Ford Escort crashed heavily approaching Cascades, after contact with Julian Wood's Kia Optima.

Paterson was then a lights-to-flag winner in race two, with Garry Wardle (SEAT Cupra TCR) a solitary second after Oliver Thomas spun his Subaru at Shell.

Ben Winrow and Stephen Clark shared the Caterham Graduates Sigma 150 victory spoils. Winrow, Clark, Harry Cramer and Jamie Ellwood all had spells in front in the first race. Winrow and Clark finally managed to escape from lap nine of 13, with Winrow in control. When Cramer slowed and retired to the pits, Toby Clowes claimed third, with Ellwood heading a four-car train for fourth.

Once Clark had ousted Ellwood on the third lap of race two, his lead began to grow

until Cramer split the pair three laps later. It was nose to tail for the next few tours, with Cramer briefly ahead. But his last-lap effort to wrest the lead back from Clark failed and left him third at the flag behind Ellwood, with Winrow a distant fourth.

Not even a second-lap excursion could stop Harry Senior from taking a comfortable win in the Sigmax/Sigma 135s. Andy Molsom led the chase until he was caught out on the last lap, which left Stephen Arnell just holding off Sigma 135 winner Jamie Winrow.

Senior was in charge of race two from the opening lap, taking win number two by over 37 seconds from an equally comfortable Max Haynes, with Molsom completing the podium. Winrow won his class again in fourth overall.

After chasing Bryan Bransom's M3 E46 for six laps, Russell Dack edged away to secure the first Kumho BMW win in his E36, with James Card on his own in third. There was no catching Jason West in race two, though, once he had fought his way



Senior overcame tricky conditions to win twice

BOURNE PHOTO

STEVE JONES



STEVE JONES

Cowley put Collett under pressure in 750 Formula

of their visit to Mallory.

Paul Collingwood's Eclipse briefly lost out to Lewis Ward's Westfield in Sport Specials but blasted back ahead around the outside of the Esses to claim the opening win, before leading throughout race two.

Oliver Collett (Racekits Falcon) headed every 750 Formula lap but came under attack from Bill Cowley. Cowley's efforts resulted in him running wide at the Esses and he later retired, promoting champion Peter Bove. Cowley had another go in race two but outbraked himself at the hairpin.

Things were set to be closer in Historic 750 Formula with Christian Pedersen and

John Village separated by just 0.07s in qualifying. But Village comfortably won both races. Pedersen only completed a lap of the opener before electrical issues and then a misfire halted his Austin 7. His steed was repaired for race two only to falter again with three laps to go while leading.

Craig Pollard signed off the Formula Vee season in style, enjoying the lack of pressure after already sewing up the championship to take a brace and break the series' lap record. The large entry meant the field was split into three groups, each competing twice, and Daniel Hands won the other race.

STEPHEN LICKORISH

past Card on lap three. Card retained second, with Dack a close third.

Sam Moss managed to build an early lead in the Super Series Superkarts Division 1 and F250s, as Carl Hulme, Andy Gulliford and Matt Robinson battled for second. Gulliford not only shook off his closest contenders but, within a couple of laps, had the lead, which had grown to 18s by the flag. Robinson just held onto second as Lee Harpham closed in, while Hulme held off Moss to complete the top four, with Sam Hempshall taking class success.

It was a comfortable triumph for Robinson in race two, which also netted him the title, having led from the opening lap. While Harpham was a clear second, Gulliford pipped Hulme for third late on.

Paul Platt and scholarship award winner Luke Clemson's F250s had a close duel in race three, until Lee Plain split them on lap five of seven. Despite running close for the remainder, Plain had to settle for second while Platt took the spoils, with Tom Hatfield in third.

PETER SCHERER

WEEKEND WINNERS

MALLORY PARK

CLASSIC STOCK HATCH

Race 1 Chris Dear (Peugeot 205 GTI)

Race 2 Lee Scott (Ford Fiesta XR2i)

SPORT SPECIALS

Races 1 & 2 Paul Collingwood (Eclipse SM1)

750 FORMULA

Races 1 & 2 Oliver Collett (Racekits Falcon)

HISTORIC 750 FORMULA

Races 1 & 2 John Village (Village V2)

FORMULA VEE

Races 1 & 3 Craig Pollard (WEV)

Race 2 Daniel Hands (AHS Dominator Mk2)

For full results visit: 750mc.co.uk

OULTON PARK

CNC HEADS SPORTS AND SALOONS

Race 1 Jon Woolfitt (Spire GTR)

Race 2 Roddie Paterson (Caterham C400)

CATERHAM GRADUATES – SIGMA 150

Race 1 Ben Winrow

Race 2 Stephen Clark

CATERHAM GRADUATES – SIGMAX/SIGMA 135

Races 1 & 2 Harry Senior (Sigmax)

KUMHO BMWs

Race 1 Russell Dack (E46 M3, below)

Race 2 Jason West (E46 M3)

SUPER SERIES SUPERKARTS

Race 1 Andy Gulliford (Anderson/VM)

Race 2 Matt Robinson
Anderson/Redspeed VM)

Race 3 Paul Platt (PVP/Gas Gas)



BOURNE PHOTO

For full results visit: tsl-timing.com

Dominant win followed by steady third place gave Woolfitt the title

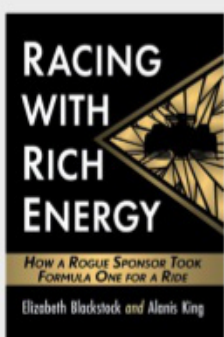


BOURNE PHOTO

FINISHING STRAIGHT

Rich Energy's title sponsorship deal with Haas was terminated after 14 races

An unforgettable F1 sponsorship saga



BOOK REVIEW

RACING WITH RICH ENERGY

Elizabeth Blackstock and Alanis King
RRP £26

The saga surrounding Rich Energy and its short-lived foray into

Formula 1 with Haas in 2019 stands as one of the championship's more bizarre sponsorship stories. Through its repeated claims that it would beat Red Bull on-track to announcing on Twitter that it was cutting ties with Haas, Rich Energy and its CEO, William Storey, never did things conventionally.

More than three years have passed since Rich Energy's F1 exit, yet it remains deep within F1 fans' consciousness thanks to its showcasing in Netflix's *Drive to Survive*, and Storey's continued presence on Twitter, with regular vows of a return to the grid that remain unrealised.

It makes *Racing with Rich Energy* by Elizabeth Blackstock and Alanis King a book that will resonate with those still fascinated by the case. Originating from a longform feature about Rich Energy, the book delves deep into the brand's confusing past, its turbulent time in F1, and the somewhat-inevitable fallout with Haas.

Given the Rich Energy story is one many new F1 fans will be aware of, it's great the authors explain a lot of historical detail and even minutiae of acronyms, like DNF, that

we here at Autosport might take as assumed knowledge. There is a whole chapter dedicated to sponsorship controversies across F1 and wider motorsport that stands as one of the book's highlights.

But what really makes the book so strong is the painstaking level of research that Blackstock and King went into. There does not appear to be any available company information, court document or typo-laden tweet that they have not managed to uncover to tell the full story of Rich Energy. It brings fresh light to the case that even those within the F1 paddock may have been unaware of, such as the brand's Croatian origins or Storey's claim that he once made an appearance for football club Queens Park Rangers.

Storey's social media pushes along the narrative of the book, reaching far beyond

the end of the Haas fallout and delving into the brand's continued presence in motorsport, such as in British Superbikes with OMG Racing (which, since the book was finished, has also fallen apart). It makes for a wild, chaotic ride at times, but Blackstock and King do well to keep you on-track and follow things along. There is some good input from those in touch with the current F1 zeitgeist, such as YouTubers and sim racers, that fits the book well.

One of the big things missing from the book is up-to-date interviews with the main players involved. The most recent interview between the authors and Storey is from 2019, with contact in the meantime instead being conducted in fits and spurts over email. Often, questions put to Storey went without reply, meaning there isn't a dive into some background topics that





Storey's F1 foray remains deep in fans' consciousness

KLYNSMITH/DUNBAR

would have given some more colour. To their credit, it's something Blackstock and King acknowledge, and include an appendix with questions they put to Storey that he did not answer.

The same goes for Haas. Perhaps understandably, the team has kept a distance from the whole Rich Energy story ever since cutting ties in the autumn of 2019. The greatest detail from within the team comes anonymously from ex-employees, who sum up the unease that was felt as things fell apart. Many of those who previously worked with Rich Energy in other areas are also tight-lipped, which in itself says plenty.

It's unlikely anyone could have dug much deeper into the case than Blackstock and King do here. They manage to tie together all the key sources from throughout the saga in a way that all makes sense before underpinning it with their own research and interviews, as well as injecting some excellent historical detail and even some zinging one-liners.

Racing with Rich Energy stands as the definitive explainer of an F1 sponsorship story unlike any other, and is necessary reading for anyone with a keen interest in the series' modern-day landscape.

LUKE SMITH



youtube.com/AUTOSPORTdotcom



Ferrari's top 10 F1 drivers of all time

Ferrari tops all the major Formula 1 statistics, and by some margin. It has more race wins, more drivers' titles and more constructors' crowns than any other team. That means picking out the top 10 Ferrari F1 drivers is no easy task. Chief Editor Kevin Turner presents Autosport's picks, assessed on their success at Ferrari, the impact they had on the team and the circumstances of their time at Maranello.

WHAT'S ON

INTERNATIONAL MOTORSPORT

United States Grand Prix

F1 World Championship
Round 19/22
Austin, USA
23 October

TV Live Sky Sports F1, Sun 1955
TV Highlights Sky Sports F1, Sun 2330, Channel 4, Mon 0030

Rally Spain

World Rally Championship
Round 12/13
Salou, Spain
20-23 October
TV Live BT Sport 4, Sat 1500, BT Sport 1, Sun 0700, BT Sport 2, Sun 1100

TV Highlights BT Sport 3, Fri 2145, BT Sport 2, Sat 2230, Sun 2145, Red Bull TV, Fri 2100, Sat 2100, Sun 2100, ITV4, Tue 2200

ADAC GT Masters

Round 7/7
Hockenheim, Germany
22-23 October
TV Livestream on Motorsport.tv, Sat 0755, Sat 1150, Sun 0755, Sun 1150

Formula Reg Euro

Round 10/10
Mugello, Italy
22-23 October
TV Livestream on Motorsport.tv, Sat 1305, Sun 1340

NASCAR Cup

Round 34/36
Homestead, USA
23 October
TV Live Premier Sports 2, Sun 1900

NASCAR Xfinity
Round 31/33
Homestead, USA
22 October

NASCAR Truck Series

Round 22/23

Homestead, USA
22 October

MotoGP

Round 19/20
Sepang, Malaysia
23 October
TV Live BT Sport 2, Sun 0730
TV Highlights ITV4, Mon 2000

UK MOTORSPORT

Brands Hatch BRSCC

22-23 October
Formula Ford Festival, CMMC, Fiesta, Fiesta Junior, Modified Fords
TV Livestream via brscc.co.uk

Oulton Park BRSCC

22 October
Fun Cup, Northern FF1600/Super Classic, ST-XR Challenge

Silverstone MSVR

22-23 October
Gerry Marshall Trophy, GT Allcomers, Historic Touring Car Challenge, HRDC Allstars/Classic Alfa Challenge, HRDC Jack Sears Trophy, Jaguar Classic Challenge, Pall Mall Cup, Woodcote/Stirling Moss Trophy

Donington Park BARC

22-23 October
British Endurance, Britcar Trophy, CTCRC (BOSS/Thunder/Jaguars, Pre-'66, Pre-'83, Pre-'93/Pre-'03/Super Tourers), Mini Challenge Trophy, Praga Cup
TV Livestream via barc.net

Snetterton CTA

23 October
Civic Cup, TCR UK, Time Attack



THE RACER



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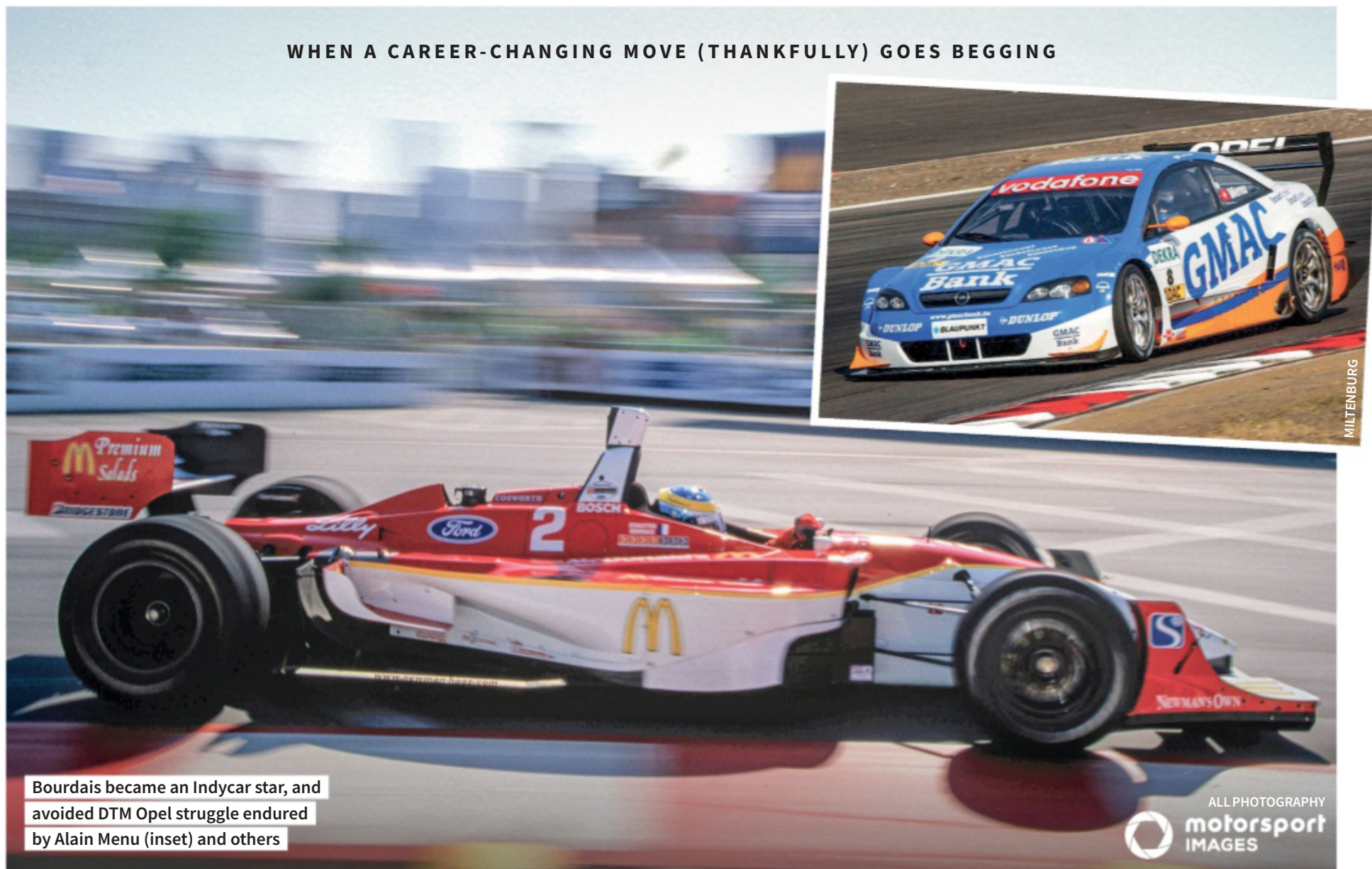
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WHAT COULD HAVE BEEN

WHEN A CAREER-CHANGING MOVE (THANKFULLY) GOES BEGGING



BOURDAIS IN THE DTM

Sebastien Bourdais and Newman-Haas Racing were an unstoppable force in Indycar racing prior to the Frenchman joining Toro Rosso in Formula 1 for 2008. After impressing in his 2003 Champ Car rookie season with a debut pole and three wins, he romped to four consecutive titles between 2004 and 2007, amassing a further 28 victories on the way.

But in a parallel reality, Bourdais could have spent 2003 in the DTM fighting a losing battle for competitiveness with Opel.

Bourdais had claimed the 2002 Formula 3000 championship for the Super Nova team owned by his manager, David Sears, but that mattered little when it came to securing an F1 berth for 2003. True, he had support from Renault in 2002, but relations between Bourdais and the French car maker's F1 boss Flavio Briatore were frosty after the young gun

had turned down a management contract that he says provided no assurances about any future race seat. His best chance therefore lay with Arrows. He had impressed in a two-day test at Valencia, but the team's collapse left the door to F1 firmly closed.

"I knew I wasn't going to have an opportunity at Renault, so when Arrows fell through we didn't have any other options," explains Bourdais, today part of Cadillac's IMSA GTP operation. "It was, 'Sorry bud, but you're going to end up in cars with roofs and doors'. I was still going to make a living out of it, but my F1 aspirations at that point were gone. So I had to go with Volker Strycek in the Opel DTM programme. I had a test there, they really liked me and they signed me."

But Sears had crucially negotiated a clause in the contract that would allow Bourdais to exit the deal in the event of interest from an F1 or Indycar team. Sears also managed 2002 CART runner-up Bruno Junqueira, and brokered his move from Chip Ganassi Racing to NHR when both its incumbent drivers headed for the exit — champion Cristiano da Matta for F1 with Toyota and veteran Christian Fittipaldi in an ill-fated switch to NASCAR.

When Justin Wilson elected to focus on securing an F1 seat with Minardi and pulled out of a test for the seat alongside Junqueira, Sears recommended Bourdais. The result



"IT WAS, 'SORRY BUD, BUT YOU'RE GOING TO END UP IN CARS WITH ROOFS AND DOORS'"

was an offer of a drive that got him out of Opel, even if it did mean a significant pay cut. "David did really good for me and that allowed me to take the Newman/Haas opportunity," he says. "Funnily enough, I had a €250,000 deal with Opel and then I turned it down to go and drive for Carl and Paul for \$70,000!"

You'd say it was probably worth it...

JAMES NEWBOLD



FROM THE ARCHIVE

Jacques Laffite brings his Ligier-Matra JS7 to a halt by the Anderstorp pitwall to enjoy an ecstatic reception after delivering the Gallic squad its maiden win – and his own breakthrough result

– in the 1977 Swedish Grand Prix. Laffite had qualified in eighth place, and at one point ran as far back as 11th, but as the race progressed he picked up steam and worked his way through the field, culminating in a

five-lap spurt that took him from sixth to second behind the dominant Lotus-Ford 78 of Mario Andretti. And when the American was forced to pit two laps from home due to a fuel metering issue, the race was Laffite's.



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MAIN: HUTSON; INSET: LEVITT



While six-time Indy 500 polesitter Rick Mears says that for qualifying, Indianapolis Motor Speedway is his favourite track, for racing he picks the Milwaukee Mile – the 1.015-mile oval at Wisconsin State Fair Park in West Allis, Wisconsin, which has just nine degrees of banking in the turns, like IMS.

In his 18 Indycar races there, Mears scored three wins, nine other top-three finishes, and took five pole positions. It was the site of his first top-five finish, driving a McLaren M16C/D for Teddy Yip's Theodore team in 1977, and where he took his first win the following year, once he had transferred to Team Penske.

"If you talk about qualifying and racing, it was the short tracks I loved," says Mears. "At Phoenix and Milwaukee, the driver made a difference in terms of throttle and, in my early days there, brake, particularly into Turn 1 at Milwaukee."

"By being so flat, Milwaukee offered more options in terms of what you could do with the placement of the car. Back

then, the tyres would go off quicker, particularly the rears, and when that happened at Milwaukee, I couldn't get back to full throttle until I was out by the wall at the exit of the turn, if I were to try to run my normal

arc. Eventually you max out your tools, but at Milwaukee, that's when I'd start diamonding the turns – keep the throttle on deep into the turn, then brake harder but keep most of the lateral load off until you've bled off enough speed to over-rotate the car, and straightline the exit. So I'm not breaking the rear loose and hurting the tyres even more and I'm back at full throttle from way back.

"At Milwaukee, you had enough usable track to take a conventional line, take that extreme line, and every point in between. It just gave you more options than any other track and having those options made it fun racing."

"In fact, if you weren't thinking about points and championship consequences, it would have been fun to start last on those tracks!"

DAVID MALSHER-LOPEZ



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