

F1 Austrian GP report and **British GP** preview

AUTOSPORT

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6 JULY 2023

British GP preview

Hamilton, Russell and Norris
on their Silverstone chances

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great races there'

LEWIS HAMILTON

BRITISH GP
PREVIEW

PLUS

Verstappen defeats Ferrari
challenge in Austrian GP

BMW wins Spa 24 Hours from 26th

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Dilano van't Hoff 2004-23

Bob Fernley 1953-2023

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Sad reflections before F1 heads back to Silverstone

It's been a sad few days in motorsport. Former team bosses Bob Fernley and Steve Neal died in a short space of time, while Dilano van't Hoff's death in a horrible Formula Regional European crash once again shifted the focus to safety at Spa.

As ever in such circumstances it's not a time for knee-jerk reactions, but it's only right that questions are asked. As Alex Kalinauckas shows on page 12, Formula 1 is already experimenting with possible solutions that could help reduce the risks in the wet.

It was poignant that when the news of Neal's passing came through, many of his friends and colleagues were together at Brands Hatch for the inaugural Super Touring Power, an event celebrating an era in which his Team Dynamics played such a popular role. It was fitting that one of the squad's Nissan Primeras was part of an impromptu tribute on the grid, along with many drivers (p9).

Despite the sombre news, British motorsport now looks to F1's visit to Silverstone, which invariably provides one of the season's highlights. In this week's preview (p30), we talk to Lewis Hamilton, George Russell and Lando Norris about racing at home.

While Hamilton in particular has an incredible record at Silverstone, no one will be under any illusions about who the likely winner will be this weekend. Max Verstappen's dominant display in Austria last weekend underlined just how much work the rest still have to do to catch Red Bull. Look out for our in-depth coverage of how close anyone got to the RB19 in next week's issue (13 July).



Kevin Turner

Kevin Turner
Chief Editor

kevin.turner@autosport.com

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Autosport p60



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Tragedy at Spa as 18-year-old Dutch talent dies in Formula Regional crash

FORMULA REGIONAL

Eighteen-year-old Dilano van't Hoff died during the second of the two Formula Regional European Championship by Alpine races at Spa last weekend.

The MP Motorsport driver succumbed to his injuries sustained in an accident on what was scheduled to be the penultimate lap of the race held on Saturday morning ahead of the Spa 24 Hours round of the GT World Challenge Europe. His death was announced by FRECA approximately two hours after the end of a race that was red-flagged immediately following a multi-car incident.

The short statement from FRECA offered

no details of the accident. The FIA has been contacted about the crash, which happened in one of its certified categories.

The accident happened on the Kemmel Straight after the Eau Rouge/Raidillon sequence in wet and worsening conditions on the first green-flag lap after a short safety car period. Details are sketchy because the accident was not shown on the TV feed, but it appears that it was triggered by second-placed Tim Tramnitz spinning at the top of Raidillon in his R-ace GP entry.

Van't Hoff's Tatuus-Renault FR19 hit the barrier on the left of the circuit somewhere around the kink on the straight shortly after the pitlane exit and was then collected by Adam Fitzgerald's

Race Performance Motorsport entry as he spun down the straight.

Similarities with the accident in Formula 2 that claimed the life of Anthoine Hubert in 2019 concern only the fact that van't Hoff was hit by another car after Raidillon. Hubert, whose car was almost stationary, was T-boned by Juan Manuel Correa after crashing in an incident triggered by Giuliano Alesi losing control and hitting the inside barrier at the top of the fast sequence. The barrier has since been moved back to try to militate against such incidents.

But that did not stop Aston Martin Formula 1 driver Lance Stroll criticising the safety of the Spa circuit. Speaking at the Austrian Grand Prix, the Canadian said: "It's not fair what happened. That corner needs to be looked at and changed, because we've lost two young talents in like five years. It needs to be changed, just that corner. We're going to go there in a few weeks [for the Belgian Grand Prix]. It's horrible what happened today, and we lost a member of the racing family. We seriously need to think about what to do with that corner, because it's never fun going through there. Every time we go through there, we put our lives on the line."

"We'll be playing with fire in a couple of weeks' time. Again. And not just us, the F2 kids, F3 kids, everyone that goes through that corner every week. Even if it's dry, and someone loses their car, it's a blind corner,



Fitzgerald is recovering in hospital from injuries

ROZENDAAI/DUTCH PHOTOAGENCY

Van't Hoff in
action at Spa in
Friday's race



ROZENDAAL/DUTCH PHOTO AGENCY

you hit the wall, come back in the middle of the track. A car comes at you at 300-plus kilometres an hour, you're toast."

Two-time world champion Max Verstappen said to Dutch broadcaster Viaplay of the loss of his compatriot: "I saw some images from the race, and it was very wet, so I think it was totally unnecessary to restart that race. On a restart with so much water and spray, you don't see anything."

"We have to find solutions. We have to look at how we can improve the spray and we always have to keep looking at the safety of the cars, but at the moment it's just enormously sad."

Irishman Fitzgerald remained in hospital as Autosport went to press. The 17-year-old has been competing in his rookie FRECA season after finishing 14th in the British Formula 4 Championship in 2022.

RPM boss Keith Donegan said: "He's fairly badly broken up. He has a lot of broken vertebrae, a broken ribcage, and a broken arm he needs surgery on. I think everything is repairable, which is good, but we'll know better in the next few days."

"He only found out the news about Dilano on Monday – we didn't want to tell him anything before because he was still in shock from the crash. He's more upset about Dilano than his own situation. He's telling everyone not to worry about him."

With the next FRECA round taking place this weekend at Mugello, some teams had been lobbying for its postponement so that the drivers – some of whom are only 16 or 17 – could fully process the tragedy before they get back behind the wheel, but it is understood that the event will take place as planned.

GARY WATKINS & MARCUS SIMMONS

Dilano van't Hoff 2004-2023

OBITUARY

Dilano van't Hoff was a terrific talent who was on the rebound from a historic karting injury when he suffered the tragic accident that claimed his life at Spa last weekend.

A damaged left shoulder had not proved much of a problem in his rookie season of car racing in 2021. He was pipped to the UAE Formula 4 title by one point, then dominated the Spanish F4 Championship with MP Motorsport, while current FIA F3 runner-up Pepe Marti was third.

Van't Hoff stepped up to the Formula Regional European Championship by Alpine in late 2021 with MP in preparation for a full campaign in 2022, but the physical demands of the FRECA car's heavy steering proved too much for his injury, and he was forced to sit out the middle part of the 2022 season.

Former Red Bull and Lotus F1 junior Callan O'Keeffe, who worked with van't Hoff from early 2022 via his School of Send business that looks after young drivers, says: "It got to the point where he couldn't turn the steering wheel because he was in so much pain. The kid was a real fighter in every sense of the word. He would never give up, he would never show that he was in pain, and literally it would be to the point where he couldn't drive anymore before he took the time away."

O'Keeffe called in his friend Simon Fitchett, who worked with David

Coulthard, Sergio Perez and Jerome D'Ambrosio in Formula 1, to work on van't Hoff's injury, and from then until last weekend it was Fitchett who accompanied the young Dutchman to races. "Dilano didn't really need a driving coach, he needed let's call it a performance coach," explains O'Keeffe. "Simon did an amazing job bringing Dilano back to full health after all the injuries."

Van't Hoff claimed a front-row starting position and third in the race in a late-season round at Barcelona, and was regarded as a driver to watch for 2023, when he remained with MP. He scored points at Imola and the Hungaroring and the breakthrough appeared to be a matter of time.

"He had a great deal of natural ability," says O'Keeffe. "He was what I would call a raw old-school racing driver. He just got in the car and made it go as fast as it would go. He was seat of the pants, drive it to the limit. That was really refreshing – I think it's quite rare nowadays."

And his loss has had a big impact on those around him. "He had that hard exterior, but when he let you in and understood that you were there to help and there was that trust, he had a heart of gold," says O'Keeffe. "He would do anything for the people that he loved. My thoughts are with the family and the team – I can't imagine what it's like."

MARCUS SIMMONS



VAN DER LAAN/DUTCH PHOTO AGENCY

Austrian chiefs rejected call for gravel traps

FORMULA 1

Last weekend's Austrian Grand Prix farce surrounding track limits could have been avoided had circuit chiefs not rejected a recommendation from Formula 1 race director Niels Wittich to instal gravel traps on the exit of the final two corners. It has transpired that Wittich made the proposal directly after the 2022 F1 race, in which 43 lap times were deleted for drivers straying beyond the painted white lines.

It was decided to keep the same configuration of kerbs and run-offs, largely to allow the Red Bull Ring to meet the demands of hosting MotoGP. As a result, no fewer than 83 laps were discounted for track limits in last weekend's GP. This tally came after the FIA had sifted through more than 1200 potential cases to delay the final classification

from being declared by almost five hours.

The FIA acknowledged that it did not have the capacity to handle the "unprecedented situation" within the 71-lap duration of the race, as drivers repeatedly pushed their luck through Turns 9 and 10. Alpine driver Esteban Ocon was the worst offender. He exceeded track limits on 10 occasions during an 11-lap window to cop a total penalty hit of 30 seconds.

But the governing body was at pains to stress that it had previously lobbied for the installation of gravel traps, like those used on the exit of the slower Turns 4 and 5. As part of the FIA's formal post-race report that evaluates each GP, Wittich wrote to track bosses in 2022 to suggest that small gravel traps be added for the final corners to act as a natural deterrent to drivers.



In light of the trouble last weekend, the FIA will almost certainly increase the pressure on the circuit officials to act on this recommendation for 2024 and ask that it finds a solution that works for both

F1 and motorbike racing. A further three-year deal with F1, which was confirmed last weekend, has cemented the circuit's position on the world championship calendar to cover 2028-30.

JONATHAN NOBLE

New name for AlphaTauri; plus new 'old' driver?

FORMULA 1

AlphaTauri is set to be rebranded for the 2024 Formula 1 season. A return to its old Toro Rosso identity is improbable since a lucrative title sponsorship deal will likely decide all. But the squad could turn back the clock in another way by rehiring Daniel Ricciardo if none of the Red Bull junior drivers are considered ready for the job.

Following the late-2022 death of Red Bull co-founder Dietrich Mateschitz, new

management has ruled that the Faenza-based team has not done enough to boost the profile of the fashion brand from which it takes its name. The renaming for next year is part of a drive to make the squad more financially sustainable.

Team principal Franz Tost ruled out a return to its 2006-19 Toro Rosso moniker. "I think there's another possibility to get more money out of it," he said. "The title sponsor is a very attractive one, and we will see what the negotiations will bring.

We are talking to different companies. Fortunately, there is a big interest."

Meanwhile, the pressure on Nyck de Vries is not relenting. Red Bull advisor Helmut Marko has revealed that Red Bull team boss Christian Horner was against the signing and paddock rumours suggest he has, at best, half a dozen races to save his seat. Liam Lawson, who shares reserve duties with Ricciardo, is the leading candidate. The 21-year-old Kiwi is starring in Super Formula and sits second in the points.

If eight-time grand prix winner Ricciardo cannot find a seat higher up the grid when his current one-year Red Bull deal ends, his experience may make him too good to overlook for 2024. Tost, who will leave the team to be replaced by Ferrari's Laurent Mekies, said: "The philosophy is quite clear: the performance decides. Of course, the team philosophy is to educate young drivers. But if young drivers are not currently there then maybe we have to find another solution."

ADAM COOPER & MATT KEW



Ferrari given weight and power hits

WEC

Ferrari has been handed a double Balance of Performance hit for this weekend's Monza round of the World Endurance Championship. The Le Mans 24 Hours-winning 499P Le Mans Hypercar will have to run heavier and with less power than at the French enduro last month.

The minimum weight of the 499P has been increased by a further 5kg above the 24kg it received ahead of Le Mans, while the maximum power output allowed from its hybrid powertrain has been reduced by 12kW (16bhp) for Sunday's Monza 6 Hours. Toyota's GR010 HYBRID LMH, which ran Ferrari close at Le Mans, will race at an unchanged weight of 1080kg, though with power decreased by 5kW (6.7bhp).

The manufacturer BoP in the Hypercar class for the remaining rounds of the series has been announced pre-Monza as scheduled in the original framework of the new system laid down for this season. But there is a twist: separate tables have been



laid down for each of the three races at Monza, Fuji and in Bahrain, but that doesn't mean they should be regarded as separate BoPs. Rather, they reflect the varying characteristics of the three circuits. This is because the adjustments made "assign different values to all three of the circuits remaining on the schedule", according a statement put out by the FIA.

Ferrari's 499P will also run heavier and with less power at Fuji and Bahrain. The weight of the Toyota will be unchanged over

the remainder of the season, but it will get increased power for Fuji and Bahrain.

Cadillac's V-Series.R LMDh will run at a lower minimum weight than at Le Mans in all three of the remaining WEC races. It has been reduced from 1064kg by 14kg for Monza, 7kg for Fuji and 9kg for Bahrain. But the car will run reduced power, its maximum coming down by 15, 9 and 8kW.

The Glickenhaus-Pipo 007 LMH is the only car with an unchanged BoP.

GARY WATKINS

Porsche says it gained no benefit on performance

Porsche drops Glen appeal

IMSA

BMW's first win with the M Hybrid LMDh at the Watkins Glen 6 Hours IMSA SportsCar Championship round last month has been confirmed. Porsche's attempt to overturn the disqualification of the 963 that crossed the line first was thrown out and it has decided not to continue its appeal.

The Porsche Penske Motorsport car shared by Nick Tandy and Mathieu Jaminet was thrown out after the underfloor skid plank was found to be worn beyond the minimum tolerance. That handed the win to the BMW driven

by Nick Yelloly and Connor De Phillippi.

Porsche Motorsport boss Thomas Laudenbach said: "We have to accept the decision because there was too much wear even if it was minor. But what is important to say is that we never intended to gain a performance benefit by running low or to take a risk by running on the limit. We were surprised by the wear, but after talking to IMSA we have to accept the disqualification. It hurts a lot."

Porsche argued that the wear was the result of damage sustained by the car during the race, which caused "aerodynamic instability bouncing".

GARY WATKINS

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GRUPPEC/FERRARI

Nurburgring classic joins IGTC schedule for 2024

NURBURGRING 24 HOURS

The Nurburgring 24 Hours will become a round of the Intercontinental GT Challenge next year. It means that all the big GT3 enduros will finally be on the IGTC calendar next season when it joins the Spa 24 Hours and the Bathurst 12 Hours.

IGTC boss Stephane Ratel explained that the idea of bringing the Nordschleife event into the IGTC had first been floated by BMW M Motorsport boss Andreas Roos during this year's Kyalami round, which attracted just 13 cars. He admitted that he had been sceptical because the Nurburgring 24 Hours "is such a German affair", but he said that victory for the new Ferrari 296 GT3 in this year's race changed his mind.

"Victory for Ferrari [above] was like a present from the sky," said Ratel. "Suddenly I thought it was not so German, so I contacted them [race organiser the ADAC Nordrhein] and we did a deal."

A second event on a single continent breaks with the tradition of the IGTC, which was established in 2016. Ratel admitted the change in philosophy, but stressed that it made sense "to bring the biggest races together".

The Nurburgring 24 Hours will continue to operate as in the past, which means it will run its own down-specced variation of the GT3 rules, which resulted from the death of a spectator when a car vaulted the barriers in 2015, and its own Balance of Performance. It will also continue to allow

multiple tyre manufacturers, whereas other IGTC rounds will run on one-make Pirelli rubber. "I have always said that the IGTC is not a championship, it is a challenge made up of individual events," said Ratel.

The 52nd running of the Nurburgring 24 Hours will take place next year on 1-2 June, pushed back from 11-12 May to avoid a clash with the World Endurance Championship and Formula E. The 2024 IGTC will begin with Bathurst on 18 February, continue after the 'Ring with Spa on 29-30 June and then make its annual trip to North America for the Indianapolis 8 Hours on 6 October.

Ratel hasn't ruled out adding a fifth round in Asia and will consult the manufacturers on their opinions.

GARY WATKINS

Toyota boss Latvala joins line-up for Finland



MCKLEIN

WRC

Jari-Matti Latvala is to return to the top flight of the World Rally Championship as a driver on Rally Finland next month.

The 18-time WRC rally winner will forsake his role as Toyota WRC team principal for the gravel event to pilot the fourth GR Yaris alongside reigning world champion Kalle Rovanperä, Elfyn Evans and Takamoto Katsuta.

It will be the 38-year-old Finn's first rally behind the wheel of a Rally1 car and his first WRC event since Rally Sweden in 2020, when he drove a privately run Toyota Yaris with Juho Hanninen as

co-driver. Toyota test pilot Hanninen will once again occupy the co-driver seat next month. Latvala has remained active as a driver, competing in historic rallies since retiring from full-time driving in the WRC in 2019 before moving into team management in 2021.

Toyota chairman Akio Toyoda is to take up the team principal role in Finland. "I have to say that it feels a little bit unreal and I start to be slightly nervous," said Latvala. "I know that it's going to be difficult to get any top result because this is my first time with a Rally1 car. The idea is to enjoy and have a good time."

TOM HOWARD



Steve Neal 1940-2023

OBITUARY

Steve Neal, who has died aged 82 after illness, was best known as the founder and principal of long-time British Touring Car Championship giant Team Dynamics, but was also a leading driver in the series in his own right.

The ebullient and ever-cheerful Midlander, the father of three-time BTCC champion Matt Neal, raced initially in Formula Junior, but it was in Minis that he came to prominence in the late 1960s. He drove for the factory Cooper team's 1300cc-class effort in 1968 alongside John Rhodes, scoring an outright British Saloon Car Championship race win at Crystal Palace where the smaller classes formed a separate grid, then moved to the Britax Cooper squad in 1969, paired with Gordon Spice.

Neal's driving career wound down after he suffered an eye injury when he crashed on oil at Brands Hatch, and he

returned to what was now known as the BTCC in 1992 with his own Rimstock Racing team, running a BMW M3 for his son. He co-founded Team Dynamics for 1993 with Ray Bellm, and the team went on to become the powerhouse of the independents' division, running BMWs, self-developed Ford Mondeos and then, thanks to Neal's friendship with fellow Mini ace and 1969 BSCC champion Alec Poole, who headed up Nissan's European motorsport programme, the famous Primera in which Neal Jr won BTCC races overall.

From 2004-22, Dynamics fielded Honda machinery, for many years as the official Honda UK team. Neal Jr claimed overall BTCC titles in 2005, 2006 and 2011, before Gordon Shedden added three more in 2012, 2015 and 2016.

"Steve and Matt gave me my chance in touring cars in 2006," said Shedden, who went on to match Neal Jr's tally of 52 BTCC race wins with Dynamics. "It was Steve's vision to take me as a young upstart and put me in a championship-winning team, and to pair me with Eddie Hinckley as engineer. I owe everything to Steve. It was his belief in me that gave me everything."

"He was an absolute character. I only spoke to Steve three times on the phone in my life, and he fired me each of those three times! Any other time Steve phoned me, I'd call Matt instead and ask, 'What's going on?' You've never met anyone so driven by success in your life. He was a workaholic, unbelievably passionate about everything he was doing. You knew exactly where you stood with him."

Neal Jr, while also overseeing the driving careers of sons Henry and Will, had already taken over as principal of Dynamics when he stood down from driving in the BTCC at the end of 2020.

"Matt idolised his dad, and it hurts to think what he's going through," continued Shedden. "Steve is an icon of the championship. There aren't many who put their money where their mouth is through Super Touring, BTC Touring to NGTC, supporting other drivers. He was a visionary who looked for every angle and supported the championship through thick and thin regardless."

MARCUS SIMMONS



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FORMULA WINTER SERIES





Bob Fernley 1953-2023

OBITUARY

Former Force India deputy team principal Bob Fernley has died aged 70.

A close associate of team owner Vijay Mallya, Fernley held the role at the Silverstone squad from its first season under the Force India name in 2008 until the summer of 2018, when Lawrence Stroll bought the assets and relaunched the team as Racing Point.

The son of a joiner, Fernley was proud of his humble origins in Lancashire. At one point a career in football beckoned, but after contact with scouts from Manchester United and Bolton Wanderers that dream faded.

After school he studied engineering in technical college. That led to working in car dealerships and an association with Bob Howlings, whose AMCO organisation sold second-hand F1 cars via ads in this magazine, and had close links with Ensign. One of AMCO's customers was Mallya, who bought an Ensign. Fernley agreed to run the car in India, and a friendship that lasted four decades began.

Now with a taste of operating a team, Fernley helped Jim Crawford to the 1982 British F1 title with an Ensign. Later that year he switched his focus to the US and the Can-Am series. Crawford finished runner-up in the converted Ensign in 1983, and again with a March the following year. In 1985 Fernley moved into Indycars with Crawford, earning fourth on his team's debut at Long Beach. Later he ran cars for Jacques Villeneuve Sr, Ed Pimm and Derek Daly, but his US racing

exploits fizzled out after a 1988 Indy 500 campaign with veteran Pancho Carter that featured two major crashes in qualifying.

Fernley then worked outside motorsport before Mallya brought him back to the sport after the Indian businessman bought the then-Spyker team in late 2007. Fernley served as Mallya's eyes and ears at the track and in the Silverstone factory, and he was largely responsible for the team's dealings with the FIA, Bernie Ecclestone and the media, his easy-going charm and bubbly personality lending itself to the figurehead role.

Under Fernley and chief operating officer Otmar Szafnauer, the team made steady progress and outperformed rivals with bigger budgets, reaching fourth place in 2016 and 2017. But funding was getting tighter and, with Mallya involved in legal problems in his home country, the team reached a crisis point in the summer of 2018. Fernley's involvement ended as soon as Stroll took over.

In 2019 he made an unsuccessful return to the Indy 500 with McLaren's entry for Fernando Alonso. Later Fernley had a spell as the head of the FIA's Single Seater Commission, replacing Stefano Domenicali. He was also involved in promoting young engineering talent through an association with the National Centre for Motorsport Engineering at the University of Bolton. In 2019 the establishment awarded him an honorary doctorate for services to engineering.

Autosport offers its condolences to Fernley's wife Audrey, family and friends.

ADAM COOPER

DALY IN AS PAGENAUD FLIPS

Conor Daly was called up as a substitute to replace Simon Pagenaud in last weekend's IndyCar round at Mid-Ohio. The Frenchman suffered brake failure in Saturday morning practice and a high-speed barrel roll, and was not cleared to race his Meyer Shank Racing car. Daly, who recently lost his ride with Ed Carpenter Racing, finished 20th.

KANAAN'S McLAREN ROLE

IndyCar champion and Indy 500 winner Tony Kanaan has joined Arrow McLaren in a special advisor role. The 48-year-old Brazilian, who hung up his helmet after racing a fourth car for McLaren in this year's 500, has joined to provide guidance and strategy for on and off-track advancement. He will travel with the team to races and tests, serving as a driver mentor while also working with the commercial partnerships and business development.

DACIA TO DAKAR WITH LOEB

Romanian manufacturer Dacia is to enter the Dakar Rally from 2025 with World Rally legend Sebastien Loeb and his Extreme E co-driver Cristina Gutierrez as its two factory pilots. The news, which came in an online presentation on Monday, confirmed rumours that Dacia parent company Renault had been working on returning to an event it won in 1982. No information was provided as to which vehicle will form the base of Dacia's Dakar challenger.

CRESSWELL'S F3 DEBUT

GB3 racer McKenzie Cresswell made his FIA F3 debut at the Red Bull Ring last weekend. The Briton replaced Piotr Wisnicky at PHM Racing by Charouz. He qualified 23rd and took a best race finish of 17th.

MASERATI UNVEILS GT2

Maserati unveiled its new GT2 contender at last weekend's Spa 24 Hours. The car, logically named the Maserati GT2, is powered by the 621bhp Nettuno V6 engine and is scheduled to make its competition debut later this year in the GT2 European Series.





F1's next step to avoid tragedy

After motorsport's latest fatality, safety again takes centre stage. The FIA just happens to be poised to carry out a groundbreaking test that could transform racing in the wet

ALEX KALINAUCKAS

The accident that claimed Dilano van't Hoff's life happened nearly 600 miles from the Red Bull Ring. But the Formula 1 drivers were united in their reaction last weekend. Any motorsport fatality is terrible and requires proper investigation and assessment. But, with F1 heading back to Spa in three weeks' time and the memories of Anthoine Hubert's death there in 2019 still so fresh, that track is now under a specific focus.

The F1 drivers had three overarching reactions to van't Hoff's death, all aimed at ensuring the same conversations aren't required again, at least any time soon. They cover three areas for further improvement that would benefit categories across the sport: barrier placement, race control decision-making in wet races, and the visibility problem in those conditions. Spa has taken steps already, conducting major run-off extension, barrier adjustments and gravel trap addition work following Hubert's death. But van't Hoff's occurred further down the course on the Kemmel Straight, which suggests there is still work to do among the tricky, elevated forest location of that section of Spa.

Max Verstappen sagely pointed out that the barrier positioning issue isn't unique to Spa and that it can cause problems for drivers in other ways. "We're also going to Jeddah in sector one [there] and that, for me, is probably more dangerous," he explained. "It's all blind. You don't know what's coming."

"Inevitably, there will be discussions about the aesthetic appeal of the new devices"

Verstappen also said it was "unfair to just blame it on the track" in the case of van't Hoff's death, as he feels that the Formula Regional European Championship by Alpine race shouldn't have been restarted in such heavily wet circumstances. Regarding Spa, it's not just a case of ensuring races are only held when track conditions dictate they can be, because the accident that claimed Hubert started with another driver going off at Eau Rouge in dry conditions. But the run-off changes to that area completed in time for 2022 were aimed at minimising the risk of that happening again.

There have been some massive crashes at the same spot in the years since 2019, and until last weekend none were fatal. But they have all involved cars racing in other categories – mainly sportscars. This has led to suggestions that a more fundamental

change is required – perhaps just for single-seaters at Spa. Maybe a completely different homologated layout for these machines, where they cannot take Eau Rouge at full pelt and are slower either at the foot of the hill or somewhere on it. Traditionalists might not agree, but such a change should, at the very least, now be considered. But there is a plan already in the works that would help with the spray issue on modern single-seaters – an issue not just common at Spa.

The FIA is already taking steps to try to fix this issue, and a test after the British Grand Prix will hopefully provide more clues as to how successful its plan will one day be when the mudguard-like wheelarch parts it is currently developing with the assistance of F1 teams will be trialled on a real car for the first time.

On 13 July, Mercedes and McLaren will take part in a test on the Silverstone National circuit, which will involve soaking the Wellington Straight and then sending a W14 and an MCL60 around. Only the Mercedes will be fitted with the new devices, which will sit over the front and rear wheels. The McLaren is there to provide a back-to-back assessment of how the spray is distributed with nothing over its wheels. The test will be studied by the FIA's researchers, who are also set to gather aerodynamic data on how the arches impact airflow to cars following behind.

These have been designed by the FIA and put into production by Mercedes – although if they are eventually allowed into F1 no aerodynamic development would be allowed.

It is understood that there are plans to trial lights similar to the rain and energy harvesting warning variety added to modern rear wings on the arches, as well as headlights – although these would be more to aid drivers spotting other cars in their mirrors in the wet, rather than illuminating the track ahead. The arches won't be detachable in the in-race sense. If they are required, a race would either be delayed while they are fitted – in the case of extreme wet weather near the start time, such as in Singapore last year. Or if a downpour breaks out – as in Japan 2022 – the race would be stopped and the devices added as part of the red flag requirements to fit full wet tyres.

If races then dry during green flag action, the arches would be left in place to the finish. And in quickly drying, or mixed, conditions such as the Austria sprint race, it is understood that they wouldn't be fitted at all. Eventually, if they prove to be safe, reliable and effective, it stands to reason they will become mandatory in other single-seater categories as well.

Inevitably, there will be discussions about the aesthetic appeal of the new devices. But, just as that got tedious very fast with the cockpit halo device, any attempt to avoid such devastating news coming out from Spa once again at any track around the world should be welcomed. 🍀



Another step towards the F1 dream

The British Racing Drivers' Club SuperStars' Formula 2 ace on his rookie season so far and hopes for the rest of 2023

OLLIE BEARMAN

I expected my debut season in Formula 3 in 2022 to be one of learning, building and focusing, but it didn't end up being that way. After Silverstone, which was round four, I had a turning point and I started to get some good results. At the end of the year, I was only seven points off the championship, which subsequently was enough to get me up to F2.

Being with Prema for F3, if you get a decent result there's almost always a seat for you in F2. I am quite confident in my management, Ferrari and Prema, in that whatever decision we took would be the right one. When I found out that I had the drive in F2, it was a surprise, but a very good one.

This season started with testing in Bahrain, which was successful, but the racing was difficult. We went to Jeddah, and I was on the front row. Ever since then I have had no doubt in my ability to put a lap together and the team's ability to give me a car capable of being up there. That weekend still came with its challenges as we had a DNF in the sprint race, which was completely out of my control, and I made a mistake in the feature race and threw away my first chance at a podium.

The management of races is something that has taken me a bit longer to come up to speed with. Compared to F3, there is a lot more happening. For example, knowing when to push and when to save your tyres. The F2 car punishes every mistake you make, so you need to be super-disciplined.

From Baku (in April) onwards I felt at ease with the car. You only get that kind of feeling when you know you're going to be fast. Whenever I do have that feeling with the track and the balance, I know it's going to be a decent weekend. In qualifying I made a mistake but managed to put a lap in for my first pole position, which was amazing. Throughout the rest of the weekend, I stuck to the basics and executed two clean races, especially in race two, where I controlled the field. Another bonus was that I made history by being the first driver to top every session over the weekend.

Monaco was a tough one. You want to impress, and I had a good feeling going into the weekend, but during free practice I made a small error into the entry of Portier, which came with a big consequence. This made qualifying difficult, having missed most of free practice, and during the feature race we were unlucky with red flags as we were one of the quickest on track. It was a reminder that you need to be super-sharp, and any mistakes and any loss of track time comes at a huge price.

I was confident heading to Barcelona as I knew we could potentially be up there, but I wasn't expecting pole position. That was a really nice result and it makes your life much easier when you can lead into Turn 1. The sprint was my first time racing in the wet, but the whole weekend was another good



GALLOWAY/MOTORSPORT IMAGES

result and good momentum for the team.

Austria last weekend was tough as qualifying and race one didn't go our way, and everything was overshadowed by the news from Spa. I wish to send my thoughts and sympathies to the van't Hoff family. Race two was a good recovery drive and I was happy with the car, so I know what I need to work on, and it's clear going into Silverstone that with a better Friday, we can keep scoring some good points.

Trying to define my expectations for my debut F2 season is a tough one because I do feel a bit of pressure from the outside. I had a good year in F3, and I was one of the highest scoring rookies, so the expectations from fans and the media were always going to be high. I try to focus on learning, which is how I approached my F3 season. I have no doubt that if I perform at a high enough level then we will have enough to fight at the front.

It's a privilege to be part of the BRDC SuperStars. When you look at the history of the programme and see the names who have been on it, you realise that you're part of something special and I'm proud to represent the club as a Young Driver. It's useful to know that if I need some help, advice, or just want to talk to someone outside of my circle, that I have that support network there.

I am very excited to be racing at my home track this weekend for the British Grand Prix. Firstly, because I'm the only British driver on the grid, which is an honour, and secondly, because in F2 the drivers are better known, it enhances your experience and means I can enjoy the weekend even more.

I've got a lot of family and sponsors coming to watch and it's one of the best tracks on the calendar, as well as my favourite track, so I'm super-excited. We had a good weekend there last year so I'm confident we can have a good one in front of the home fans and give them something to celebrate.🏁

 **P48 RED BULL RING F2 REPORT**

RACE CENTRE

HONE

Feisty Leclerc tried his damndest with two outside-line lunges on Verstappen



AUSTRIAN GP

FERRARI GAMBLE CAN'T STOP THE VERSTAPPEN STEAMROLLER

The Italian team's decision to pit both drivers under the VSC resulted in a red car fleetingly leading a grand prix, but Red Bull had it all under control

ALEX KALINAUCKAS

PHOTOGRAPHY



motorsport
IMAGES



Really, the thing that went most wrong for Red Bull last Sunday at the Austrian Grand Prix was its pre-race jetpack demonstration. After blasting at irritating volume around the track pointlessly wasting energy, one pilot lost control between the two final corners of the Red Bull Ring and wiped out on the course. But he was soon back on his feet and waving to the crowd.

Much the same could be said of Max Verstappen having to chase down and pass Ferrari's Charles Leclerc to take his fifth successive win. The Dutchman's fifth victory at his team's home track provided another homage to the late Dietrich Mateschitz and was sealed in front of the Red Bull co-founder's son Mark and the company's new marketer-in-chief Oliver Mintzlaff.

It may only have been a minor inconvenience to lose 10 seconds against Ferrari's virtual safety car pitstop, but that situation for Verstappen actually made last Sunday's event the most strategically interesting of any so far in 2023.

It started with Verstappen having to fend off Leclerc's attentions at the start, a phase Leclerc made slightly harder for himself by leaving at least a full wheel rotation gap to his grid box front limit. Nevertheless, as both launched well, the Red Bull quickly chopped across the Ferrari's bows to seal off the route to the inside of Turn 1. Leclerc stayed on it though, surging to Verstappen's outside in an audacious move at the steeply uphill Turn 3 right. They came very close to contact as Verstappen shifted left, but Leclerc got through the exit without having to take to the run-off, having been allowed more space there than Sergio Perez the previous day (see page 18).

Leclerc then powered towards the outside of Verstappen again at the swinging downhill right of Turn 4, actually getting his front wheels ahead as they turned in. But he was never going to make it past against a defender of Verstappen's calibre, and Leclerc's subsequent deep moment meant he slipped back into the clutches of team-mate Carlos Sainz. But Ferrari's inevitable problem over team orders would have to wait. The race was neutralised after just 10 corners due to debris strewn across Turn 1 – the result of Yuki Tsunoda wiping off his front wing's left-side endplate against Esteban Ocon.

The pack was sent through the pitlane as marshals tidied up, with the race resuming at the start of lap four of 71. But by that point Verstappen had already completed the crucial moment of his first stint, dropping Leclerc as they approached the rise leading to the final two corners and surging clear to lead the Ferrari by 0.6s as green flag conditions returned.

By the end of the restart lap, Verstappen's lead was 1.3s and soon he was pulling well ahead. Meanwhile, Leclerc still had Sainz on his tail armed with DRS, which meant the Spaniard could easily hang onto his team-mate. Sainz didn't insist he was quicker, but the meaning of his lap nine "I think you can see" pace query response just before he was told to hold station was still pretty plain. Ferrari, however, was adamant that it made no sense to swap its drivers as Leclerc would soon get the same DRS benefit and the cycle would play out again.



"As per the plan that we had decided before, if we had the chance to be second and third after a couple of corners, we would do the first stint without attacking ourselves," Ferrari team boss Fred Vasseur said afterwards. "Just to protect from P4 and to try to pull away."

The picture then changed completely on lap 14, when Nico Hulkenberg had to end another subplot star weekend with his Haas's Ferrari engine smoking in the Turn 3 run-off. He'd just pitted to discard the medium tyres, which all of the top 10 bar Aston Martin's Fernando Alonso had plumped for from the off.

Verstappen was in the final corners when Hulkenberg stopped, the Ferraris approaching them. By the time the VSC was activated, all three were basically beyond the pit entry and so the two red cars had no chance to be called in. But as the neutralisation was still in place the next time they went by, Ferrari decided to bank the 10s gain of a VSC stop versus the 21s typical pitlane loss here. Both cars came in, Sainz dropping back from Leclerc and escaping the 'unsportsmanlike conduct' penalty Lando Norris drew in Canada for the same thing because Sainz didn't hold up anyone in the process.

Both of Ferrari's services were around two seconds slower than usual, not helped by a slow left-front change on Leclerc's car. This,



QUALIFYING



It proved to be a temporary pause given what happened to Charles Leclerc in Saturday's sprint shootout qualifying (see page 18), but Ferrari finally shook off its shambolic streak in grid-setting sessions last Friday evening in Austria.

It had looked like business as usual after the first runs in Q3, as Max Verstappen led by a margin of 0.206 seconds, but over Leclerc and not Sergio Perez. Perez hadn't adjusted his approach to the final corners in Q2, losing three laps as a result of twice going too wide in Turn 9 and once doing likewise at the final corner, and getting dumped out without a representative time established. Verstappen had also been pinged for the same Turn 9 infraction on his first Q2 run, where he claimed he was actually "not on the limit" and simply "ran out of road". The Dutchman then spent the rest of qualifying being "a bit more aware of where to put the car not to risk being looked into".

The drivers went from collecting 165 track limits lap deletions in the weekend's sole practice session earlier on Friday afternoon to 47 in qualifying. But come Q3 only Lance Stroll, Alex Albon and Carlos Sainz had issues – Albon's not actually costing him a place higher than 10th. Stroll and Sainz went on to set quicker times in sixth and third.

Verstappen also found time, having built in a greater margin for error through the plunging final corner. His first Q3 run had yielded a 1m04.503s, his second was a 1m04.391s. That was good enough for pole, but only by 0.048s over Leclerc.

With the Ferrari driver feeling happier with the high-speed performance of his SF-23 after Ferrari's front wing and floor updates introduced for this round, he was on a mission and back to his Red Bull-bothering best. Leclerc charged on his final attempt deep in Verstappen's wake. He ended up rueing a call to increase his front-wing angle as "it probably was a tiny bit too much" and he ended up with "quite a bit of snaps" putting the power down exiting Turn 1. Then at Turn 3 he had to wrestle the car to the apex.

But Leclerc, having recognised that the final corners were his "weakness for Q1 and Q2", certainly went for it. He chucked his car in and stayed within the critical white line limit, but a tiny exit wiggle proved costly. It meant he headed team-mate Sainz but not Verstappen.

Aside from Perez, the session's other big faller was George Russell, knocked out in Q2 in 11th and missing the cut as he lacked confidence with the rear of his Mercedes to attack sufficiently.

"THE VSC GAVE US SUCH AN OFFSET THAT WE WERE ACTUALLY SURPRISED SO MANY CARS PITTED ON THAT VSC"

plus his dropping back to avoid a double-stack delay, meant Sainz fell behind the McLaren of Norris when he rejoined on a second set of medium tyres, the same strategy as Leclerc.

"It was a bit on the edge and we were a bit unlucky because they put the VSC on when we crossed the line at the pit entry the first time and they removed it when we were into the pitlane [the second time]," said Vasseur. "It was either five seconds too late or five seconds too early."

Red Bull had passed up its second chance for a VSC stop with Verstappen, who insisted "I wasn't really worried about it" because "it made sense to just go because we had good tyre life".

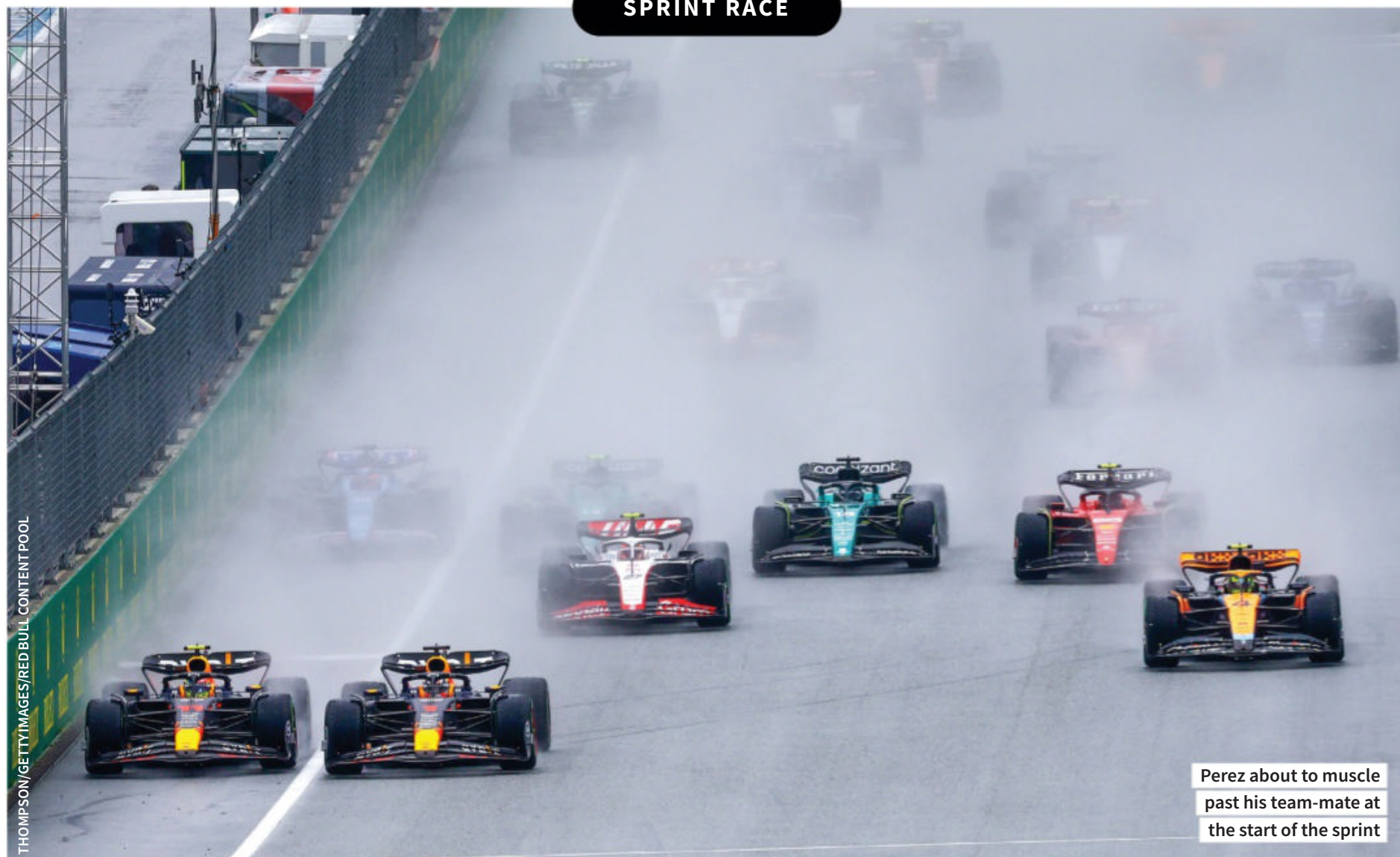
In fact, Red Bull viewed not pitting under the VSC as a net benefit, despite the time it would gift Leclerc. This was because, said team principal Christian Horner, coming in when the Ferraris did "was still pretty early on a two-stop", and Verstappen would therefore be able to press on harder and faster than his rivals thereafter once he'd built a tyre-age offset.

"If it had been a full safety car we would have pitted," Horner added. "But the VSC gave us such an offset that while it put us effectively on a slightly different race to the cars that we were competing with, we were actually so surprised so many cars pitted on that VSC."

After racing resumed on lap 16, Verstappen led Leclerc by 17.8s, which the Ferrari driver eroded by 4.1s over the next seven tours. His fresher medium tyres meant he could lap comfortably in the 1m09s bracket while Verstappen could not, the leader generally maintaining the low 1m10s pace he'd had before the VSC. Leclerc had been at the upper end of the 1m10s before his stop.

The race's second true phase ended when Red Bull finally called Verstappen in to switch to the hard tyres on lap 24. He emerged just behind Sainz but quickly dispatched him on lap 26, using DRS >>

SPRINT RACE



THOMPSON/GETTY IMAGES/REDBULL CONTENT POOL

Perez about to muscle past his team-mate at the start of the sprint

"I haven't lost it. You don't go from winning races to all of a sudden being a very bad driver."

Illness wasn't holding Sergio Perez back from speaking his mind after the Austrian Grand Prix sprint race. Neither did it stop the Mexican being just as brutal in attack and defence against Max Verstappen as was the Dutchman against him. Their scrap ultimately decided the outcome in the championship leader's favour, in what was a wet-to-dry thriller for almost everyone else.

Perez had finally reached Q3 for the first time in five attempts, and he joined Verstappen on the sprint front row, albeit 0.5 seconds slower. Lando Norris and Nico Hulkenberg

had brilliantly nipped ahead of the Ferrari pair, with Charles Leclerc forced to start ninth as punishment for impeding Oscar Piastri in Q1. Leclerc had been unable to match his Friday qualifying speed, missing confidence in the afternoon's earlier mixed conditions.

Mercedes suffered a shootout qualifying disaster, Lewis Hamilton losing his best Q1 time for running too wide at Turn 10, then unable to set another after a bizarre clash with Verstappen where each appeared to impede the other in separate incidents. They weren't investigated because neither team reported it to the FIA. A hydraulics issue impacting George Russell's steering meant

"Verstappen's 'it's wet, so you cannot drive on the normal line' explanation didn't hold water"

he would start the sprint 15th.

Rain falling steadily ahead of the 24-lap affair meant the drivers all started on intermediate tyres, although Valtteri Bottas needed to pit on the formation lap to switch from mediums. When the lights went out, Verstappen got "a lot of wheelspin, oscillations" after the launch and Perez pounced, seizing the lead on the inside line at Turn 1.

Then he moved over on Verstappen and forced his team-mate to check up with two wheels on the grass heading up the hill to Turn 3. There Verstappen locked up making a late dive to the inside from very far back, which sent a watchful Perez into the run-off and bunched Norris up so much that his anti-stall kicked in and he fell to 10th. Verstappen's later "it's wet, so you cannot drive on the normal line" explanation didn't hold water. Verstappen then saw off a Perez outside line attack at Turn 4, which allowed Nico Hulkenberg through to run second.

Verstappen was unbothered

from there, eventually winning by 21.0s over Perez. The second Red Bull took 11 tours to repass Hulkenberg when the Haas's inters wore, while Carlos Sainz moved into third a lap later and he chased Perez home.

Hulkenberg pitted for slicks two laps after George Russell had started that trend for 10 others in the pack, after both he and Hamilton had gained massively from superb launches and Turn 1 boldness in the spray-affected pack.

Hulkenberg dropped to 12th but roared back to finish sixth on the medium tyres – 1.2s behind the inters-shod Aston Martin battle headed by Lance Stroll.

Russell rose from 11th before he pitted to take the final point. He just missed out on seventh, 0.009s behind non-stopper Esteban Ocon in a photo finish.

Norris came home well ahead of Hamilton's slicks charge after the older Briton had pitted two laps after Russell. He finished in front of a late scrap between Piastri, Leclerc and Alex Albon – the Ferrari driver had battled Ocon and Norris behind Albon in the early stages, after the Williams driver had made a great start.

ALEX KALINAUCKAS



Hulkenberg cashed in on battle of the Red Bulls to run second

TEE

to shoot ahead into Turn 4. The next time by Verstappen had already taken a second from Leclerc's previous lead of 6.8s.

Over the next seven laps, despite immediately feeling "that [hard] tyre was not the better tyre", Verstappen tore into Leclerc's advantage. His pace was 0.7s better each time through during this sequence. Verstappen wouldn't be drawn on exactly how hard he was pushing, saying only that "the way you manage your stint I was just naturally closing in on Charles because of my tyre life advantage and just a general pace advantage".

On lap 34, Verstappen was within DRS range, but he only had a half-look at an outside Turn 4 attack. The next time by, the race was decided at the third corner. Leclerc stayed oddly wide on the outside line, almost inviting Verstappen into a move he didn't seem ready to make. But the world champion, enjoying "a lot more grip and traction", was easily able to get to the apex ahead once Leclerc had committed to such a position.

Was the Ferrari driver trying to allow the Red Bull through to get DRS for the long, downhill run to Turn 4, just as this pair both brilliantly did in Bahrain and Jeddah last year? "To be honest, yes and no," Leclerc later answered. "At that point I knew that it was a matter of time. Max had much fresher tyres. They are also quicker whenever we had the same tyres, so it's not like I tried to push like crazy.

"I knew it was crucial for me to lose as little time as possible in this battle and this is why I wasn't as aggressive as I've been in all the times when we were fighting for real positions."

Such is the rather relentlessly realistic way in 2023. But, before the race was over, F1 witnessed another theme of this season – Verstappen refusing to cede even a solitary element to team-mate Perez. This time, it concerned the fastest lap bonus point that the Mexican held approaching the closing stages.

Verstappen eased clear of Leclerc with his continued pace in the 1m09s bracket that the Ferrari driver – who firmly avoided considering a three-stop strategy when Verstappen was bearing down – couldn't match. The lead had reached 13.3s when Leclerc stopped to fit the hard tyres on lap 47, and any hopes of strategic variation then playing out to the finish were dashed when Verstappen stopped again on lap 49 to go back to the mediums.

Nearly 20 laps later, Verstappen was aware that his lead over Leclerc was approaching 24s – enough to stop for a third time and still maintain the position. Red Bull had suggested he cool his mediums – the rubber never given a breather at this venue with its short straights – even if that meant allowing Pierre Gasly to unlap himself. Verstappen retorted that "this is just silly" and he'd "prefer to box".

"NO SECRETS, WE STILL NEED TO WORK EXTREMELY HARD TO CATCH RED BULL, WHO ARE STILL QUITE A LOT FASTER"



Sainz briefly ran behind Hamilton-Norris battle after VSC

"There was a bit of a discussion of risk versus reward," Horner said of his team's thinking at this stage. "We thought, 'Let's cool the tyres down and do it the easier way' – of not taking the risk of a pitstop during which 400 things can go wrong. And then Max was making his opinion quite clear that tyres were f*****. So, do we take the risk on a below-par set of tyres? Or is it actually less risk to take the pitstop and put on a set of softs? In the end, we said, 'Look, let's take the risk.'"

Verstappen duly blitzed to the fastest lap on the final tour, a 1m07.012s that didn't feature a track limits risk, with Verstappen losing just a single lap time all afternoon (Leclerc lost only two) as part of the saga that dominated the rest of the race.

Verstappen had "loved all the articles" about his reduced margin of victory in Canada, where Red Bull had struggled to generate sufficient tyre temperature to be at its commanding best. This time, he felt "we did a really good job and then naturally the gap is a bit bigger".

Horner agreed, saying: "The engineering team did a great job, as they only had one [practice] session and we put more emphasis on the race than perhaps we did on quali. That showed on Friday [with Leclerc's 0.048s deficit to pole] but it paid dividends [in the races]."

Leclerc was left to reflect that Ferrari's front wing and front floor upgrades introduced here had improved race stint tyre wear. But, he acknowledged, "no secrets, we still need to work extremely hard to catch Red Bull, who are still quite a lot faster on race day".

"If you compare this with the beginning of the season," Vasseur rather boldly asserted, "I think that almost three or four [events], Max was able to win with one lap on everybody. Today, before the last pitstop, he was just 20 seconds ahead."

Verstappen and Leclerc were joined on the podium by Perez, who climbed from his 15th-place starting spot to finally end his shocking streak of defeats since May's Miami GP.

At the start, Perez was actually passed by Tsunoda at Turn 3, before the AlphaTauri's long gravel trip at the next corner. But Perez then got stuck into climbing the order after the safety car, making good >>



Leclerc conceded it was just "a matter of time" before Verstappen got past

TRACKSIDE VIEW



PICS: KALINAUCKAS

Irksome flare left to burn itself out; Norris takes to Turn 10 run-off

The Red Bull Ring is a terrific place to see the new generation of Formula 1 cars in action. It's just such a shame that some idiots are intent on ruining the spectacle by still bringing banned flares into the circuit, which then end up either imperilling the action or spoiling the view.

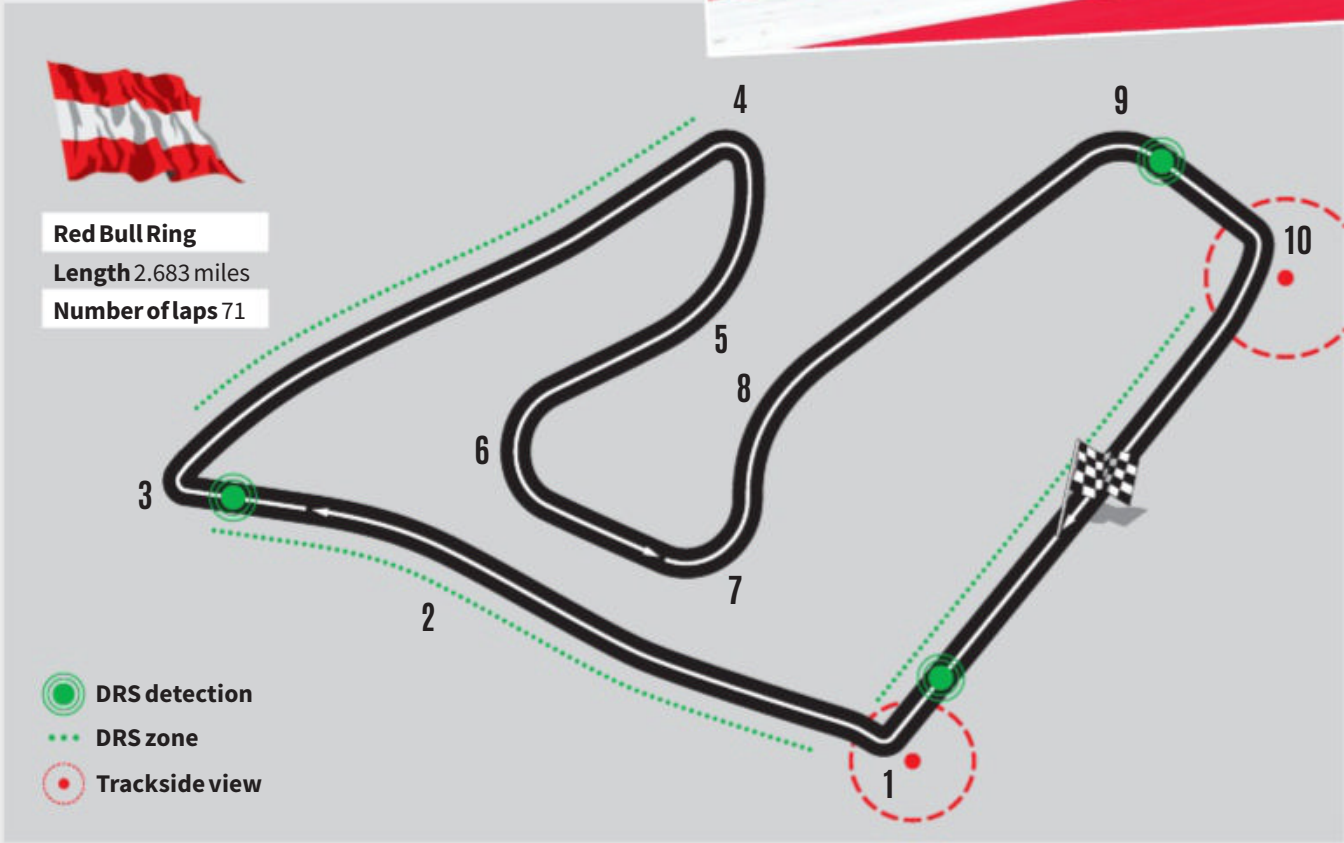
Autosport gets a good view of both aspects at Red Bull's home race in the sole practice session. For the start of Friday afternoon's one-hour period, we've walked to the final corner – the critical plunging right-hander and its heavily policed hefty exit kerb.

Immediately it's clear again how hard this section is, with the drivers having to rapidly adjust from shooting wide out of the penultimate corner up ahead of us and then hit their preferred lines for the last turn. There is a variety in approach here, plus different ways of getting things wrong.

Max Verstappen is cutting across the exit kerbs heavily when on push



Ferrari drivers flirt with Turn 1 sausage kerbs



laps, his Red Bull audibly slapping through the apex compression as the dramatically downhill inside line meets the flatter, wide remainder of the corner. Oscar Piastri and Pierre Gasly are doing likewise. Lewis Hamilton, however, takes things differently, turning in from wider for a faster sweep, albeit one that means he is regularly close to the monitored track-limit exit line. Charles Leclerc tackles this challenge somewhat in between, his Ferrari rotating rapidly as the rears bite the track past the apex and he shoots onto the pitstraight, getting snappier as more rubber goes down.

It's clear what happens here as the tyres age, Leclerc, Esteban Ocon and Lando Norris having identical

moments losing their rears and having to slink across the run-off. Fernando Alonso later needs multiple steering movements to get his Aston Martin's nose swinging through the apex, while at one point the closely following Logan Sargeant gets a dose of understeer in the Spaniard's wake and slides wide over the exit kerbs. Approaching one-third distance, an orange flare ends up on the grass opposite the Turn 10 apex, its smoke billowing back towards the grandstand it was either dropped or chucked from. Totally unnecessary, needlessly dangerous. But no flag signals are sent out to the drivers who blast past – including Piastri, Carlos Sainz and Sergio Perez – because unless

“Leclerc, Ocon and Norris have identical moments losing their rears and have to slink across the run-off”

the smoke or flare reaches the track, the officials reckon it best just to let them blow out and leave them be. Autosport then heads uphill to finish practice observing the Turn 1 exit and its massive yellow sausage kerb. The Ferrari and Mercedes drivers shimmy on and off when pushing late on soft tyres, while the Red Bull cars calmly avoid it. Verstappen's late run to top spot is warmly applauded, thankfully with no extra flare heat added.

ALEX KALINAUCKAS



All smiles on Red Bull home turf for 1-3 finish and Verstappen's fifth consecutive win

use of Red Bull's typical straightline speed prowess against the midfield at a track where overtaking is very possible and, for once, DRS trains where a non-topic.

Perez had briefly run third when six cars in front of him, including Sainz, stopped under the VSC. After that, the Mexican was left out for another nine tours, during which Sainz made an easy DRS-assisted pass on the outside line at Turn 4.

By the time of his first service, Perez was risking a track-limits penalty that never came, just in front of the Lewis Hamilton and Norris battle, which the soon-to-be-enraged Mercedes driver had led since stealing in front of the McLaren with an outside line attack at Turn 1. They'd fallen sufficiently adrift of the Ferrari pair in the early stages as Hamilton struggled for grip, due to a lower front-wing angle thought necessary to improve rear-end stability, that Sainz was able to create his gap for the double-stack pitstop.

After Perez had repassed Alex Albon and George Russell while running the medium tyres in his middle stint – Red Bull split its strategy options across its cars – he had Norris and Hamilton (with the McLaren back in front after making an easy DRS-assisted pass into Turn 4 on lap 28 after harrying Hamilton) pit out of his way before he put in a Turn 3 swoop on Alonso for a net sixth.



“THAT IS WHAT WE KNEW HE WAS CAPABLE OF. HE REDEEMED HIMSELF WITH A GOOD DRIVE”

When Perez rejoined from his second stop for hard tyres on lap 50, he only had to pass Norris, as Hamilton had been delayed serving his in-race track-limits penalty. On lap 56, Perez nailed Norris at Turn 4 after the Briton had locked up and slid deep at the top of the hill.

Here, Perez was already within DRS range of Sainz, who'd also served a five-second penalty at his second stop. Now the battle of the race played out. Four times Perez was obliged to take the outside of Turn 3, and the pair nearly traded blows in the second attempt, shortly after Sainz locked up at Turn 4 and gave Perez a sniff into Turn 6. Sainz was regularly able to dip behind before the Turn 3 DRS detection point and then power ahead with his rear wing open on the run to Turn 4. On lap 58, he did so with both cars using DRS, as Sainz led the lapping of Kevin Magnussen.

But on the fourth time of asking, Perez (with Sainz bizarrely calling his rival's driving “intimidating”) stayed behind on the approach to Turn 3 and was able to use DRS to finally shoot ahead on the outside path into Turn 4. The whole battle allowed Leclerc to eke out an additional three seconds to run 12.9s ahead of Perez by the time the second Red Bull was past the second Ferrari. But no final charge was forthcoming and the gap remained pretty static.

Perez's battling drive came despite his feverish weekend illness fatigue that had caused him to skip the pre-event media day.

“That is what we knew he was capable of,” Horner concluded. “The analytics from the race show his pace was very strong and he redeemed himself with a good drive. But he didn't need to have it anywhere near as hard as that. He did a good job [in the sprint] and a good job today. It was his Friday that was frustrating.”

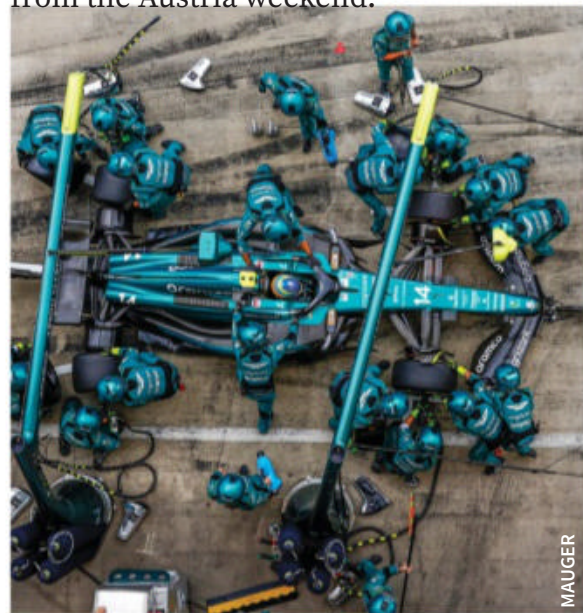
**NEXT
F1 REPORT**
British Grand Prix
13 July issue

ASTON MARTIN THWARTED BY EARLY PITSTOPS

Aston Martin's fortunes at the Red Bull Ring were largely hampered by the timing of the virtual safety car between laps 14-16, which cut short Fernando Alonso's plans to run long on the hard-compound tyres and hurled Lance Stroll well down the order from a position among the points.

Attempting an alternate strategy to his rivals towards the front, Alonso had anticipated settling in and extending his stint deeper into the race in a bid to claw his way up the order, but the VSC period forced Aston Martin's hand and he had to cut his stint short. He therefore had to complete the rest of his race on two sets of medium tyres, completing nearly 30 laps on a used set between pitstops.

Stroll's time loss was more egregious. The VSC period came to an end while he was in the pits, and the resumption of green-flag running shuffled him down from seventh to 15th. This forced Stroll into recovery mode, and Aston switched him to a three-stopper to give him free rein and push on towards the points. His clearance of Alex Albon with 10 laps remaining yielded 10th place, before Pierre Gasly's track-limits penalty allowed Stroll to increase his haul from the Austria weekend.



Key figures hit out at 'super-frustrating' track-limits farce

Over 1200 reports of track-limits violations were recorded by the FIA over the 71 laps of the Austrian Grand Prix.

While track-limits strikes for going over the white line at Turns 9 and 10 were handed out, and penalties dished out accordingly, the result at the time of the chequered flag was conspicuously provisional. Aston Martin protested the result, suggesting that the FIA had missed more run-off exploration in the final two corners, and the team's protest was subsequently upheld. The FIA handed out 12 further penalties in its post-race investigation.

Throughout the race, multiple drivers resorted to reporting the driver ahead in a bid to get the FIA involved with investigating any potential transgressions; Lewis Hamilton and Lando Norris in particular were vocal in their

assertions that the other was taking liberties with the bounds of the circuit. "I think they need to find a new solution for this track," Hamilton said. "Years ago, when we didn't have the track-limit thing, the track was much more enjoyable to drive. It's strange to be driving and have to almost comment on the car ahead. Because that's what the team wants you to do. That's not racing, right?"

"Surely for the fans and spectators, and for the teams, the drivers, it's super-frustrating to keep those penalties coming," added Mercedes boss Toto Wolff. "There's only two solutions: either you come back to sausage kerbs and break the drivers and the cars, or remove them overall and you let them race the fastest line. We want to achieve the same: a spectacular race that's not influenced by penalties that are given for the right reasons because the rules exist."

“HE’S RACING FOR HIS FUTURE AND IS MAYBE IN A BIT OF A DESPERATE SITUATION”

Kevin Magnussen on Nyck de Vries, exercising patience after being pushed off by the Dutchman for the second race in a row.



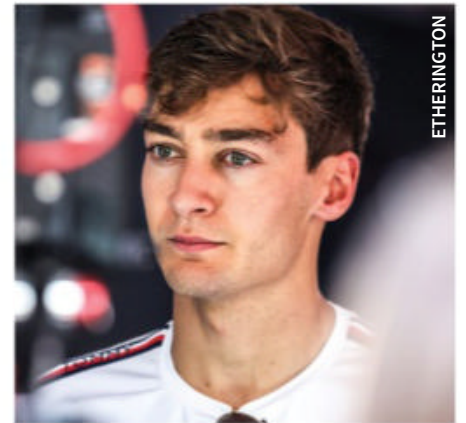
Hulkenberg scores in sprint before being denied in GP

Nico Hulkenberg was unable to double up on his impressive sprint race performance when he suffered an early retirement from the Austrian Grand Prix, grinding to a halt on his 13th lap with smoke pluming from his Haas.

An apparent Ferrari power unit failure forced the German to pull up at Turn 3, producing the race's second virtual safety car period. Hulkenberg had not long

pitted for the hard tyres – his early successful efforts to cling onto seventh place came at the cost of tyre life, a factor Haas has struggled with in 2023.

"Thankfully we got some points [on Saturday] when we had the opportunity," mused team principal Guenther Steiner. Hulkenberg's sixth place in the sprint race (he ran as high as second) yielded three points from the Red Bull Ring weekend.



ETHERINGTON

MERCEDES SLIPS BACK AT RED BULL RING

George Russell reckoned that Mercedes' performance at the Austrian Grand Prix felt like a "big step backwards" as the team struggled for race pace throughout the weekend despite its continued work with its far-reaching W14 upgrades.

The Briton suffered misery in both qualifying sessions, failing to break out of Q2 in either. His running in sprint qualifying was hindered by a "freak issue" with his hydraulics. He became the first to switch onto slick tyres in the sprint and earned a point with eighth place for his efforts.

During the grand prix, Russell spent much of the early stages battling with Alex Albon, but moved past once the second VSC period had cleared and cycled into the top 10 once everyone had completed their first set of stops. But progress was slow and Russell eventually settled in eighth on the road, moving up to seventh after team-mate Lewis Hamilton was shifted down a position with a penalty.

"The pace was really not where we expected it to be – a lot to understand because we took a big step backwards and Lando [Norris] and McLaren were a big surprise for us," Russell said. "So they clearly got it right. We have a fast car in certain circumstances and we just need to understand why we didn't this weekend."



SUTTON

Q&A

LANDO NORRIS McLAREN DRIVER

McLaren's new upgrades look decent...

Yes, it's true. I was a bit nervous coming into the race, that the race pace was going to let us down today, but actually it was better than I was expecting, which was a good surprise. Still not great, Fernando [Alonso] was clearly quicker, a chunk every lap, and I am almost crashing in every corner. But to be fifth [which became fourth] shows we've made a good step forward.

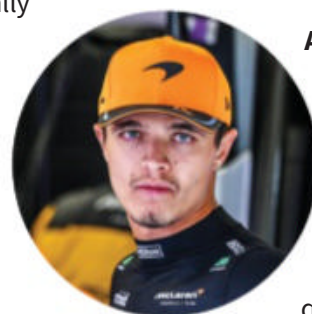
Do you still feel uncomfortable with the overall car?

You've just got to do what the car can do on the next level. The car just goes quicker around every corner but

the way you have to drive is exactly the same, which is our next issue to tackle. Things that we've been complaining about all year that are still the same but just at a higher level. So I feel I can be really confident if we can tackle these issues."

Complaining about Lewis Hamilton's track limits?

I didn't complain, I was stating facts! I was only behind Lewis and I feel for him because in his position he has a 'slower' car behind – I can't describe what he must be feeling at that point. Of course, it makes us look a bit silly from the outside but it's also life, it's the rules and we have to stick to it.



Does something have to be done with track limits?

I don't know. It feels the same as last year – there's no reason people should be doing it more this year compared to last year.

Are you surprised to be quicker than the Mercedes?

Mercedes no, which is a nice thing to say. Did I expect to be quicker than the Astons? I'd probably say

no. They've also not looked super-quick on one-lap pace all weekend but their race pace was very strong. We were just quick enough and could build up a big enough gap early in the stint that they didn't catch me up enough to get past.



THE RACER

Pit talk from the HRDC



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NEW NOSE HELPS BOOST FERRARI...

Ferrari has endured a somewhat inconsistent season so far in 2023, partly due to its struggles with tyre management, but an improved performance at the Red Bull Ring yielded its second podium finish of the season.

Following on from the team's Spanish Grand Prix upgrade, Ferrari introduced a new front-wing design to help unlock the new package. The upper wing flap had been reworked, featuring a more gradual incline to the trailing edge. The mainplane also received a few minor tweaks, particularly at the point around the nose, which

now features a slightly more spoon-shaped leading edge (old arrangement right).

Ferrari stated in its pre-event technical notes that "the aim of this front wing update is to reduce further aero structure losses and their impact downstream, together with more flexibility on aero balance adjustment". It also features a tiny fin attached to the inside of the front-wing endplate, which can generate a small degree of vorticity to assist with the transit of airflow outwards around the front wheels.

JAKE BOXALL-LEGGE



...WHICH ALSO REVISES ENDPLATE DESIGN

The team also introduced an overall change to the front-wing-endplate profile, curving the upper edge. The attachment points show the changes in wing chord size; the mainplane length has been shortened and the next element is longer, and the rear two elements have their attachment points shifted further back.

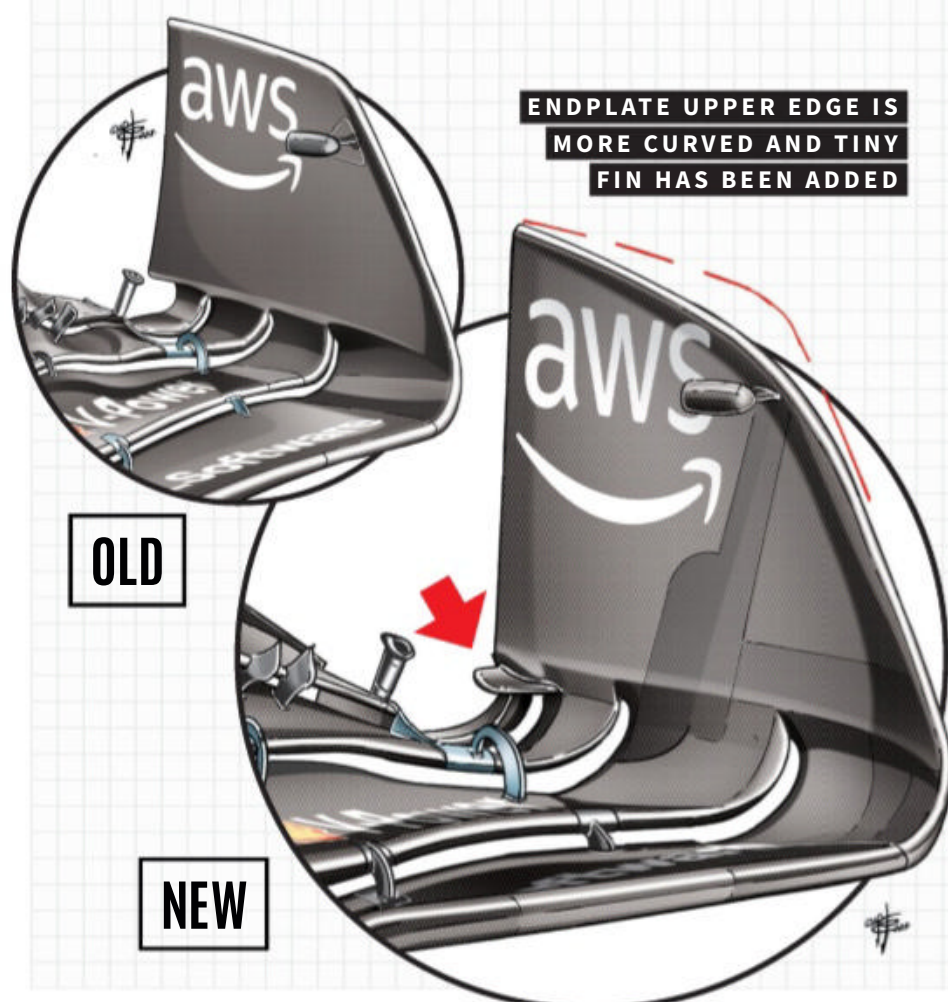
This pairs with a floor upgrade, with new front floor fences and edges, along with additional tweaks to the floor and diffuser sidewall. The team noted that "the floor topology has been revised focusing on mainly losses management and load distribution, which translates into a car efficiency increase".

Team principal Fred Vasseur suggested that the team had

already got onto the right track for development in Montreal, stating "it is nothing specific because I think it was already the case in Montreal, we were already in the right direction. Montreal was probably a bit less obvious because we didn't do a good quali and we were starting from the back, but the race pace was the good one."

Although Ferrari's developments had been slightly lower-key than Mercedes' and Aston Martin's over the preceding rounds, it does appear that the team has tentatively turned the corner with the SF-23. The British Grand Prix this weekend will, however, offer a much greater test of how the upgraded machinery will perform in its array higher-speed corners.

JAKE BOXALL-LEGGE



20 de Vries #21
1m05.974s

19 Magnussen #20
1m05.971s

18 Sargeant #2
1m05.948s

17 Zhou #24
1m05.818s

16 Tsunoda #22
1m05.784s

15 Perez #11
2m06.688s

14 Bottas #77
1m05.680s

13 Piastri #81
1m05.605s

12 Ocon #31
1m05.453s

11 Russell #63
1m05.428s

| FREE PRACTICE | | |
|---------------|------------|-----------|
| POS | DRIVER | TIME |
| 1 | Verstappen | 1m05.742s |
| 2 | Sainz | 1m05.983s |
| 3 | Leclerc | 1m06.012s |
| 4 | Hamilton | 1m06.251s |
| 5 | Perez | 1m06.262s |
| 6 | Stroll | 1m06.340s |
| 7 | Magnussen | 1m06.497s |
| 8 | Alonso | 1m06.656s |
| 9 | Russell | 1m06.696s |
| 10 | Zhou | 1m06.780s |
| 11 | Albon | 1m06.794s |
| 12 | Piastri | 1m06.809s |
| 13 | Hulkenberg | 1m06.846s |
| 14 | Bottas | 1m06.847s |
| 15 | Tsunoda | 1m06.985s |
| 16 | de Vries | 1m07.017s |
| 17 | Sargeant | 1m07.018s |
| 18 | Ocon | 1m07.202s |
| 19 | Gasly | 1m07.287s |
| 20 | Norris | 1m07.368s |

WEATHER Sunny, air 29-32C
track 49-52C

| RACE QUALIFYING | | |
|-----------------|------------|-----------|
| POS | DRIVER | TIME |
| Q3 1 | Verstappen | 1m04.391s |
| 2 | Leclerc | 1m04.439s |
| 3 | Sainz | 1m04.581s |
| 4 | Norris | 1m04.658s |
| 5 | Hamilton | 1m04.819s |
| 6 | Stroll | 1m04.893s |
| 7 | Alonso | 1m04.911s |
| 8 | Hulkenberg | 1m05.090s |
| 9 | Gasly | 1m05.170s |
| 10 | Albon | 1m05.823s |
| Q2 11 | Russell | 1m05.428s |
| 12 | Ocon | 1m05.453s |
| 13 | Piastri | 1m05.605s |
| 14 | Bottas | 1m05.680s |
| 15 | Perez | 2m06.688s |
| Q1 16 | Tsunoda | 1m05.784s |
| 17 | Zhou | 1m05.818s |
| 18 | Sargeant | 1m05.948s |
| 19 | Magnussen | 1m05.971s |
| 20 | de Vries | 1m05.974s |

WEATHER Cloudy, air 27-30C
track 38-43C

| SPRINT QUALIFYING | | |
|-------------------|------------|-----------|
| POS | DRIVER | TIME |
| Q3 1 | Verstappen | 1m04.440s |
| 2 | Perez | 1m04.933s |
| 3 | Norris | 1m05.010s |
| 4 | Hulkenberg | 1m05.084s |
| 5 | Sainz | 1m05.136s |
| 6 | Leclerc | 1m05.245s |
| 7 | Alonso | 1m05.258s |
| 8 | Stroll | 1m05.347s |
| 9 | Ocon | 1m05.366s |
| 10 | Magnussen | 1m05.912s |
| Q2 11 | Albon | 1m06.152s |
| 12 | Gasly | 1m06.360s |
| 13 | Tsunoda | 1m06.369s |
| 14 | de Vries | 1m06.593s |
| 15 | Russell | no time |
| Q1 16 | Zhou | 1m07.062s |
| 17 | Piastri | 1m07.106s |
| 18 | Hamilton | 1m07.282s |
| 19 | Bottas | 1m07.291s |
| 20 | Sargeant | 1m07.426s |

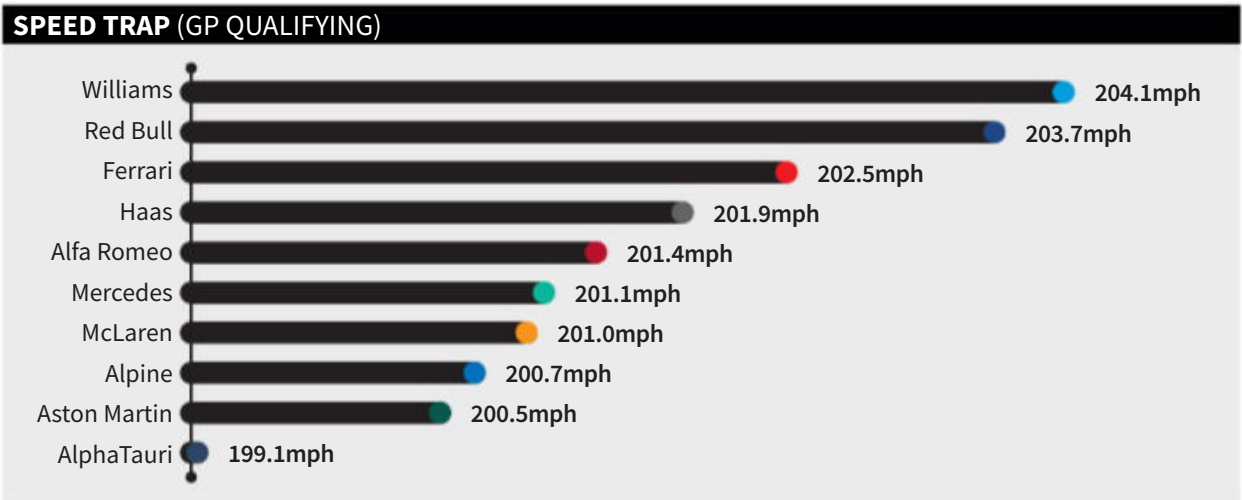
WEATHER Overcast, air 18-19C
track 22-23C

| SPRINT RACE 24 LAPS – 64.32 MILES | | | | | |
|-----------------------------------|------------|------------|-----|------|--------------|
| POS | DRIVER | FINISHTIME | LED | TYRE | FASTEST LAPS |
| 1 | Verstappen | 30m26.730s | 24 | In | 1m14.292s |
| 2 | Perez | +21.048s | | In | 1m15.492s |
| 3 | Sainz | +23.088s | | In | 1m15.457s |
| 4 | Stroll | +29.703s | | In | 1m15.531s |
| 5 | Alonso | +30.109s | | In | 1m14.978s |
| 6 | Hulkenberg | +31.297s | | In,M | 1m10.180s |
| 7 | Ocon | +36.602s | | In | 1m15.512s |
| 8 | Russell | +36.611s | | In,S | 1m10.385s |
| 9 | Norris | +38.608s | | In | 1m15.627s |
| 10 | Hamilton | +46.375s | | In,S | 1m10.775s |
| 11 | Piastri | +49.807s | | In,S | 1m10.274s |
| 12 | Leclerc | +50.789s | | In,M | 1m10.686s |
| 13 | Albon | +52.848s | | In,M | 1m11.635s |
| 14 | Magnussen | +56.593s | | In,M | 1m10.539s |
| 15 | Gasly | +57.652s | | In | 1m16.109s |
| 16 | Tsunoda | +1m04.822s | | In,S | 1m11.363s |
| 17 | de Vries | +1m05.617s | | In | 1m11.701s |
| 18 | Sargeant | +1m06.059s | | In,M | 1m11.829s |
| 19 | Zhou | +1m10.825s | | In,S | 1m11.305s |
| 20 | Bottas | +1m16.435s | | In | 1m16.758s |



WEATHER Wet then overcast, air 16-17C
track 21-22C

WINNER'S AVERAGE SPEED 126.749mph
FASTEST LAP Hulkenberg
1m10.180s, 137.633mph



| SEASON STATS | | | |
|-----------------------|-----|-------------|-----------|
| DRIVERS' CHAMPIONSHIP | PTS | BEST FINISH | BEST QUAL |
| 1 Verstappen | 229 | 1 | 1 |
| 2 Perez | 148 | 1 | 1 |
| 3 Alonso | 131 | 2 | 2 |
| 4 Hamilton | 106 | 2 | 3 |
| 5 Sainz | 82 | 4 | 2 |
| 6 Leclerc | 72 | 2 | 1 |
| 7 Russell | 72 | 3 | 2 |
| 8 Stroll | 44 | 4 | 6 |
| 9 Ocon | 31 | 3 | 4 |
| 10 Norris | 24 | 4 | 3 |
| 11 Gasly | 16 | 7 | 4 |
| 12 Hulkenberg | 9 | 7 | 2 |
| 13 Albon | 7 | 7 | 8 |
| 14 Piastri | 5 | 8 | 9 |
| 15 Bottas | 5 | 8 | 10 |
| 16 Zhou | 4 | 9 | 12 |
| 17 Tsunoda | 2 | 10 | 8 |
| 18 Magnussen | 2 | 10 | 4 |
| 19 Sargeant | 0 | 12 | 15 |
| 20 de Vries | 0 | 12 | 12 |

| CONSTRUCTORS' CHAMPIONSHIP | | PTS |
|----------------------------|--|-----|
| 1 Red Bull | | 377 |
| 2 Mercedes | | 178 |
| 3 Aston Martin | | 175 |
| 4 Ferrari | | 154 |
| 5 Alpine | | 47 |
| 6 McLaren | | 29 |
| 7 Haas | | 11 |
| 8 Alfa Romeo | | 9 |
| 9 Williams | | 7 |
| 10 AlphaTauri | | 2 |

| QUALIFYING BATTLE | | | |
|-------------------|---|---|------------|
| Verstappen | 7 | 1 | Perez |
| Leclerc | 5 | 4 | Sainz |
| Hamilton | 5 | 4 | Russell |
| Gasly | 4 | 5 | Ocon |
| Norris | 8 | 1 | Piastri |
| Zhou | 3 | 6 | Bottas |
| Alonso | 7 | 2 | Stroll |
| Magnussen | 2 | 7 | Hulkenberg |
| de Vries | 2 | 7 | Tsunoda |
| Sargeant | 0 | 9 | Albon |

Events removed when one driver in a team could not record a representative time for reasons outside their control.
Excludes sprint qualifying/shootout

| WINS | | POLE POSITIONS | |
|------------|---|----------------|---|
| Verstappen | 7 | Verstappen | 6 |
| Perez | 2 | Perez | 2 |
| | | Leclerc | 1 |

| FASTEST LAPS | | Pole scores taken based on qualifying results, not the result of any sprint races or qualifying |
|--------------|---|---|
| Verstappen | 4 | |
| Perez | 2 | |
| Hamilton | 1 | |
| Russell | 1 | |
| Zhou | 1 | |

STARTING GRID

10 Albon #23
1m05.823s

9 Gasly #10
1m05.170s

8 Hulkenberg #27
1m05.090s

7 Alonso #14
1m04.911s

6 Stroll #18
1m04.893s

5 Hamilton #44
1m04.819s

4 Norris #4
1m04.658s

3 Sainz #55
1m04.581s

2 Leclerc #16
1m04.439s

1 Verstappen #1
1m04.391s

| RESULTS ROUND 9/22 (71 LAPS – 190.42 MILES) | | | | | | FASTEST LAPS | | | | |
|---|-----------------------|-----------------------|--------------------|-----|----------------|--------------|------------|-----------|---------|-----|
| POS | DRIVER | TEAM | FINISHTIME | LED | TYRES | POS | DRIVER | TIME | GAP | LAP |
| 1 | MaxVerstappen (NLD) | Red Bull-Honda RBPT | 1h25m33.607s | 61 | Mn, Hn, Mn, Su | 1 | Verstappen | 1m07.012s | - | 71 |
| 2 | Charles Leclerc (MCO) | Ferrari | +5.155s | 10 | Mn, Mn, Hn | 2 | Perez | 1m08.111s | +1.099s | 52 |
| 3 | Sergio Perez (MEX) | Red Bull-Honda RBPT | +17.188s | | Mn, Mn, Hn | 3 | Stroll | 1m08.463s | +1.451s | 57 |
| 4 | Lando Norris (GBR) | McLaren-Mercedes | +26.327s | | Mn, Hn, Hn | 4 | Norris | 1m08.739s | +1.727s | 48 |
| 5 | Fernando Alonso (ESP) | Aston Martin-Mercedes | +30.317s | | Hn, Mu, Mn | 5 | Leclerc | 1m08.820s | +1.808s | 51 |
| 6 | Carlos Sainz (ESP) | Ferrari | +31.377s | | Mn, Mn, Hn | 6 | Sainz | 1m08.880s | +1.868s | 50 |
| 7 | George Russell (GBR) | Mercedes | +48.403s | | Mn, Hn, Mn | 7 | Gasly | 1m09.046s | +2.034s | 48 |
| 8 | Lewis Hamilton (GBR) | Mercedes | +49.196s | | Mn, Hn, Mn | 8 | Alonso | 1m09.108s | +2.096s | 54 |
| 9 | Lance Stroll (CAN) | Aston Martin-Mercedes | +59.043s | | Mn, Hu, Hn, Mn | 9 | Hamilton | 1m09.160s | +2.148s | 48 |
| 10 | Pierre Gasly (FRA) | Alpine-Renault | +1m07.667s | | Mn, Hn, Mn | 10 | Russell | 1m09.283s | +2.271s | 49 |
| 11 | Alexander Albon (THA) | Williams-Mercedes | +1m19.767s | | Mn, Hn, Hn | 11 | Albon | 1m09.560s | +2.548s | 53 |
| 12 | Zhou Guanyu (CHN) | Alfa Romeo-Ferrari | -1 lap/+24.633s | | Mn, Hn, Hn | 12 | Sargeant | 1m09.611s | +2.599s | 45 |
| 13 | Logan Sargeant (USA) | Williams-Mercedes | -1 lap/+31.384s | | Mn, Hn, Hn | 13 | Tsunoda | 1m09.620s | +2.608s | 45 |
| 14 | Esteban Ocon (FRA) | Alpine-Renault | -1 lap/+42.140s | | Mn, Hn, Hn | 14 | Zhou | 1m09.786s | +2.774s | 46 |
| 15 | Valtteri Bottas (FIN) | Alfa Romeo-Ferrari | -1 lap/+42.777s | | Hn, Mn, Hn | 15 | Ocon | 1m09.797s | +2.785s | 50 |
| 16 | Oscar Piastri (AUS) | McLaren-Mercedes | -1 lap/+46.569s | | Mn, Hn, Hn, Mn | 16 | de Vries | 1m09.852s | +2.840s | 46 |
| 17 | Nyck de Vries (NLD) | AlphaTauri-Honda RBPT | -1 lap/+49.703s | | Mn, Hn, Mn | 17 | Piastri | 1m09.862s | +2.850s | 46 |
| 18 | Kevin Magnussen (DNK) | Haas-Ferrari | -1 lap/+56.653s | | Hn, Mn, Hn, Hu | 18 | Bottas | 1m09.940s | +2.928s | 49 |
| 19 | Yuki Tsunoda (JPN) | AlphaTauri-Honda RBPT | -1 lap/+59.873s | | Mn, Hn, Hn, Mn | 19 | Magnussen | 1m10.176s | +3.164s | 37 |
| R | Nico Hulkenberg (DEU) | Haas-Ferrari | 12 laps-power unit | | Mu, Hn | 20 | Hulkenberg | 1m11.066s | +4.054s | 7 |

WEATHER Cloudy, air 23-25C track 30-35C

WINNER'S AVERAGE SPEED 133.534mph FASTEST LAP AVERAGE SPEED 144.139mph









TYRES

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

HARD

MEDIUM

SOFT



C0

C1

C2

C3

C4

C5

INTERMEDIATE

WET

RACE BRIEFING

SPRINT GRID PENALTIES

LECLERC Three-pace penalty for impeding Piastri

GP GRID PENALTIES

MAGNUSSEN and DE VRIES required to start from pitlane – cars modified

under parc ferme conditions

GP PENALTIES

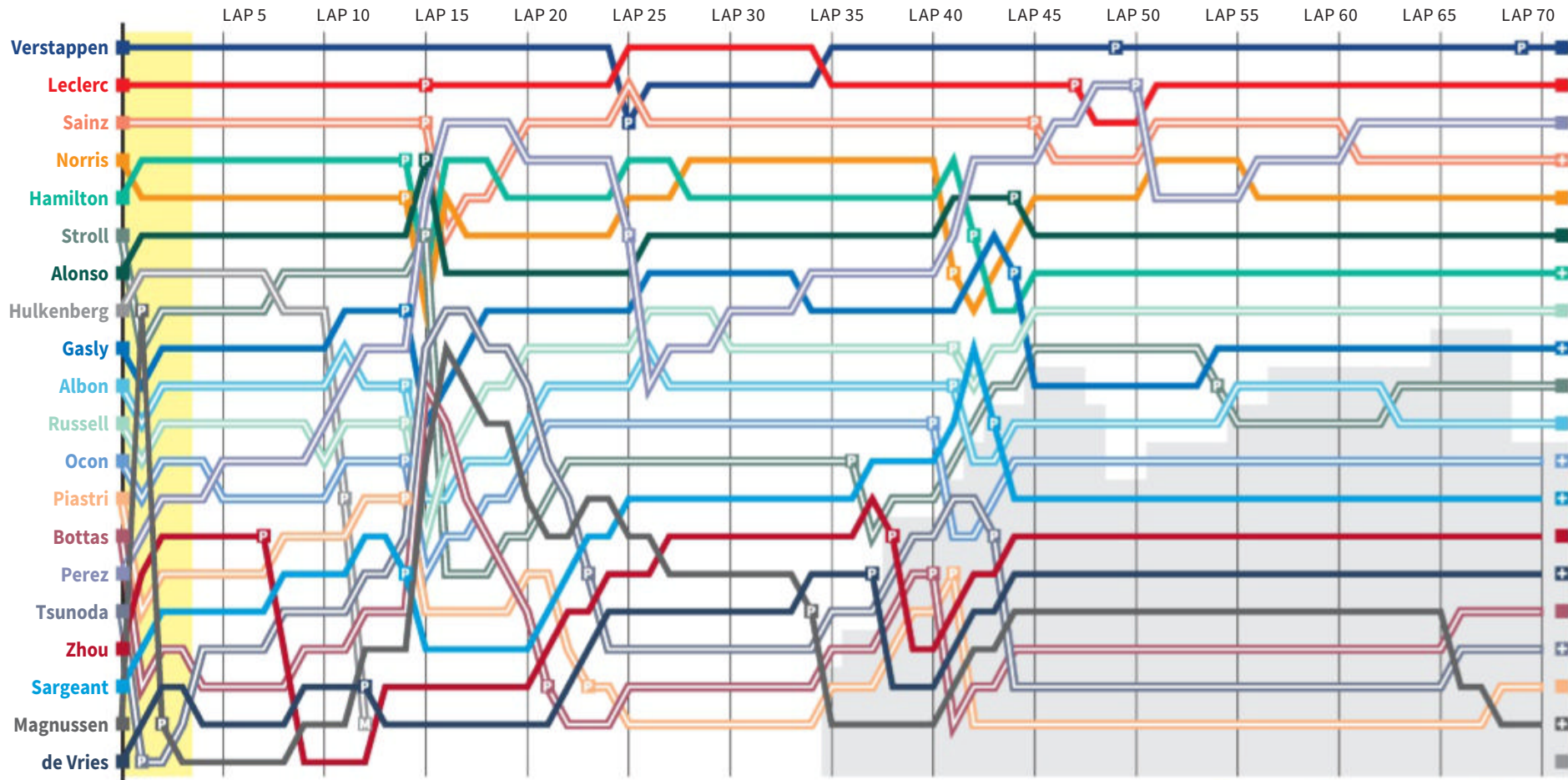
DE VRIES Five-second penalty and two licence points for forcing Magnussen off track

OCON 5s penalty for

unsafe release

Total track limits penalties as follows: OCON 30s, TSUNODA 20s, GASLY 15s, ALBON 15s, SARGEANT 15s, SAINZ 15s, HAMILTON 15s, DE VRIES 15s, MAGNUSSEN 5s

LAP CHART



P Pitstop

C Crash

M Mechanical failure

S Spin

Penalty

Car lapped

Safety car

Virtual Safety car

Red flag

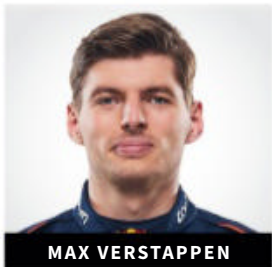
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AUSTRIAN GRAND PRIX DRIVER RATINGS

There's no performance worthy of full marks at the Red Bull Ring – the podium finishers get closest, as does Norris after a star drive

JAKE BOXALL-LEGGE

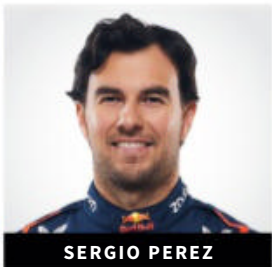
RED BULL



MAX VERSTAPPEN

Started **1st** — Result **1st**

9 Came under heavy fire from Leclerc on the first lap. Lost the lead after Ferrari's decision to use VSC to pit both drivers, but caught and passed them after his own stop to reclaim control. From there, he could respond to whatever Ferrari did in the pits, and made risky fastest lap bid work.



SERGIO PEREZ

Started **15th** — Result **3rd**

9 In our old system, qualifying would have knocked his score down a fair bit. But fighting through the field while shrugging off effects of illness redeemed that, although he was certainly helped by Red Bull's supremacy. Lost too much time battling Sainz to catch Leclerc, but one of his strongest drives of 2023.

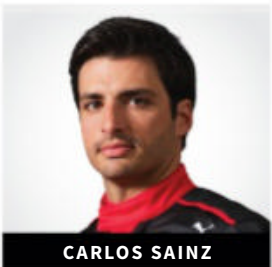
FERRARI



CHARLES LECLERC

Started **2nd** — Result **2nd**

9 Had opportunity to surprise Verstappen with early effort to take the lead but was resisted. Retained good pace in opening stint to ensure that, with VSC pit offset, he could take the lead and hold it for 10 laps until the Red Bull loomed large in his mirrors. Didn't fight Verstappen too hard in eventual pass.



CARLOS SAINZ

Started **3rd** — Result **6th**

7 Track-limits penalties cost positions and score, but was still exemplary in Austria. Disagreed with early decision to hold station behind Leclerc, and slow double-stack put him behind Norris. Fightback brought him back into podium contention and battled for all his worth against Perez.

MERCEDES



LEWIS HAMILTON

Started **5th** — Result **8th**

5 Decided if he was going to get track-limits penalties, everyone else was. Lack of pace frustrated him, and radio comments prompted Toto Wolff to say: "Please drive the car." Lightning start carried him into fourth, and hard-tyre pace looked better as fuel burned off, but penalties cost him.

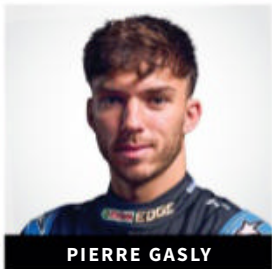


GEORGE RUSSELL

Started **11th** — Result **7th**

5 Admitted things weren't "clicking" ahead of grand prix, and form appears to continue to elude him. Early battles to break into points positions weren't as easy as he'd hoped, slowing progress up the order. Gained no track-limits strikes and moved ahead of Hamilton in the final race results.

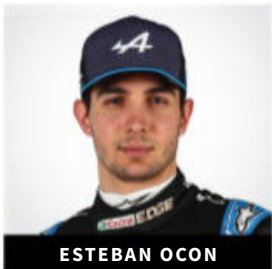
ALPINE



PIERRE GASLY

Started **9th** — Result **10th**

6 Impressive battles in opening phases of the race, but track-limits penalties began to bite, particularly when trying to chase Alonso. Fell back into a rhythm in battling for minor points placings, and held off the charging Stroll until post-race deductions kicked in to swap them around.

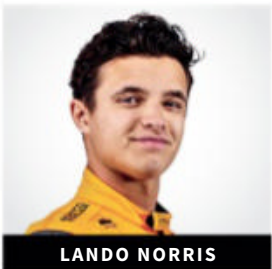


ESTEBAN OCON

Started **12th** — Result **14th**

3 Has been impressive of late, but this was more reminiscent of his Bahrain horror show. Off-colour performance kept him only on periphery of points, before track-limits and unsafe-release penalty hoarding affected his race. Slapped with 30s added to race time in penalties after the race.

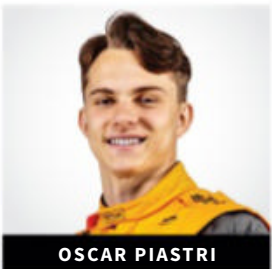
McLAREN



LANDO NORRIS

Started **4th** — Result **4th**

9 Fifth was best finish of the year anyway, before Sainz's post-race penalties sweetened the pot. No repeat of sprint-race start ills, and later won battle against Hamilton after losing a place on lap one. Sat on Sainz's coat-tails until Perez disrupted the battle, as McLaren upgrades appeared to work.



OSCAR PIASTR

Started **13th** — Result **16th**

4 A three felt too harsh, since his difficult day was not of his own making. His race was noticeably hindered by the accordion effect in Turn 3 that caused him to break his front wing against Magnussen on lap 22. From there, was lumbered with an unwanted three-stop strategy and could do little to stop the rot.

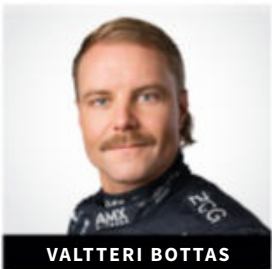
ALFA ROMEO



ZHOU GUANYU

Started **17th** — Result **12th**

6 Was stymied with too much wing on a circuit heavily reliant on top speed and acceleration. Had to pit early with tear-off stuck in brake duct a few laps before the second VSC, prompting damage limitation over the rest of the race. Like Russell, did not once invoke the fury of the track-limits monitors.



VALTTERI BOTTAS

Started **14th** — Result **15th**

4 Broken front wing hampered early progress, and he reckoned it was impossible to recover from there. Managed to keep his nose relatively clean thereafter, but damage was done. Enjoyed robust battles with fellow lower midfielders in a bid to reclaim some pride but otherwise anonymous.

Norris made the most of McLaren's upgrades to take best 2023 result

HONE
motorsport
IMAGES



ASTON MARTIN



FERNANDO ALONSO

Started **7th** — Result **5th**

7 A quiet race from the Spanish veteran, but one that showed plenty of guile. Knew Aston Martin package didn't suit Austria, but discipline ensured that he could gain from other drivers' track-limits misfortune. Won battle against Hamilton, but efforts on opening hard-tyre stint nixed by early VSC.



LANCE STROLL

Started **6th** — Result **9th**

6 Progress largely hampered by timing of pitstop under VSC, and green-flag running resumed when he was in the pits. From there it was a case of damage limitation and trying to find an offset to work his way through traffic. Climbed back into the points, and clean race earned more places amid penalties.

HAAS



KEVIN MAGNUSSEN

Started **19th** - Result **18th**

4 Had to start GP from the pitlane, which rather set the tone. Decision to change tyres and switch back under VSC was a tilt at a different strategy, but lamented his complete lack of pace. Largely blameless in de Vries incident, which Magnussen reckoned could have caused floor damage.



NICO HULKENBERG

Started **8th** — Result **R**

5 Moved up to seventh at start before Haas's familiar tyre-shredding antics came into play. Stopped three laps before VSC came into play, but this proved irrelevant when power-unit issue claimed him a lap later. Things had been at least somewhat promising before the stoppage.

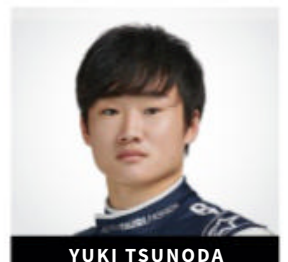
ALPHATAURI



NYCK DE VRIES

Started **20th** - Result **17th**

3 When pressure is on, de Vries demonstrated how not to respond. Overdriving in battle with Magnussen caused him to push the Haas off and claim a time penalty, and then hoovered up another 15s post-race following track-limits violations. His only saving grace was that his team-mate had a worse day...

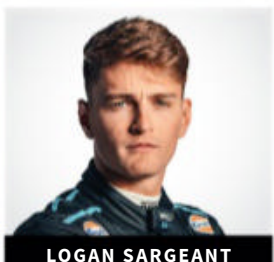


YUKI TSUNODA

Started **16th** - Result **19th**

3 Broke front wing against Ocon. Braked too late into Turn 4 and skittered across gravel. Collected first track-limits penalty of race. Pootled around at the back, collected another track-limits violation. Battles against understeer largely of his own making, but didn't regret his aggressive approach.

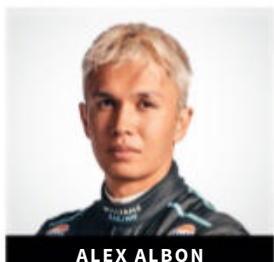
WILLIAMS



LOGAN SARGEANT

Started **18th** Result **13th**

5 After a bruising few rounds, a solid race was finally in the bag. Good progress before second VSC lifted him into 14th, before falling back in VSC pitstop. Once initial stops had shaken out, briefly looked to be a points contender before second phase of stops and track-limits violations kicked in.

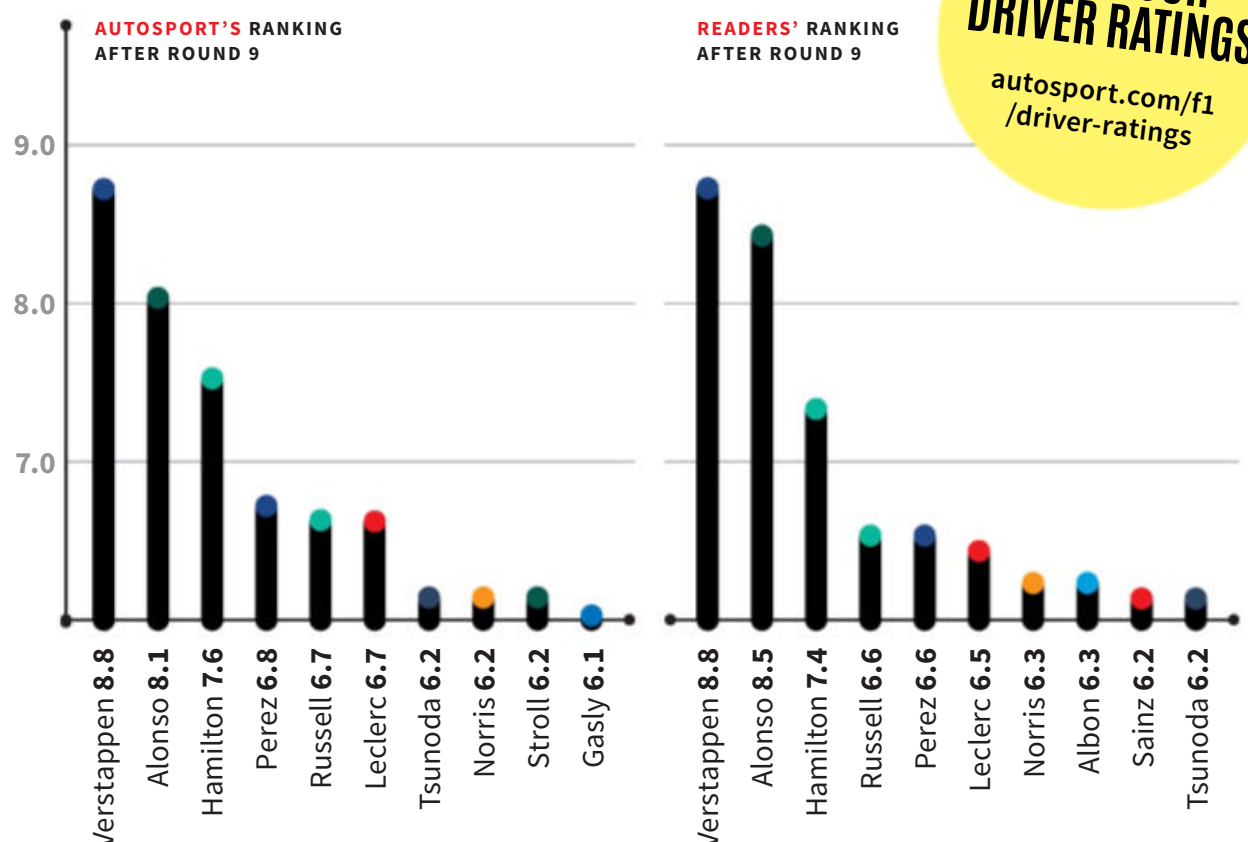


ALEX ALBON

Started **10th** - Result **11th**

6 Without track-limits penalties, further points were possible two weeks after his stunning Canadian GP. Defended well to stay within points-paying positions, holding Russell at bay, but VSC pitstop shuffled them around. Was in top 10 until lap 63 of 71, when Stroll's pass knocked him out of the points.

TOP 10 AVERAGE RATINGS



GIVE YOUR DRIVER RATINGS
autosport.com/f1/driver-ratings



Every crowd is the Silver lining

While the run of form may not favour a British GP win for Hamilton, Russell or Norris, the fans know they're in for a spectacle to savour while their enthusiasm and support guarantees to energise their home heroes

ALEX KALINAUCKAS & JAKE BOXALL-LEGGE





For those either enfeebled by the post-Glastonbury blues, or those wanting to indulge in their own soundtrack of growling V6 turbo-hybrids, the British Grand Prix is set to deliver its yearly festival atmosphere to another sell-out crowd. Expect the aroma of burning fuel to coalesce with the umami wafts of smoke from the myriad barbecues peppered around the circuit's vast campsites, as thousands of disciples make the pilgrimage to Northamptonshire to soak up the Great British summer.

It's a great time to be a Formula 1 fan. The championship's continuing surge of popularity escalates to stratospheric heights, and the home support for the Brits on the grid will be just as rambunctious as it ever was. The 2023 edition of the F1 championship race has been one-way traffic, with Max Verstappen tapping into a new vein of dominance this season after steamrolling his way to a second title in 2022. While the title appears off the table, each of the three drivers racing under the Union Flag arrive on home shores under improving fortunes.

Mercedes' extensive upgrades to address the problems faced by its W14 appear to have dulled some of its most egregious bugbears, but Lewis Hamilton and George Russell continue with machinery still some way off challenging Red Bull for victories this season. McLaren endured an even more difficult start to 2023 after making a late decision to move its MCL60 development in a different direction, but the fruits of the Woking squad's labour are starting to become more visible, and Lando Norris seeks to maximise his points haul from his home race.

So, how will each of the home interests fare at this year's British Grand Prix? We assess their strengths coming into the weekend, and what their seasons so far can tell us about their fortunes... **JBL**

TIMETABLE

FRIDAY 7 JULY

| | |
|-----------|--------------------------------|
| 0845-0930 | Formula 3 free practice |
| 1005-1050 | Formula 2 free practice |
| 1230-1330 | Formula 1 free practice |
| 1410-1440 | Formula 3 qualifying |
| 1505-1535 | Formula 2 qualifying |
| 1600-1700 | Formula 1 free practice |
| 1740-1825 | Porsche Supercup free practice |

SATURDAY 8 JULY

| | |
|-----------|-----------------------------|
| 0920 | Formula 3 sprint race |
| 1130-1230 | Formula 1 free practice |
| 1315 | Formula 2 sprint race |
| 1500-1600 | Formula 1 qualifying |
| 1645-1715 | Porsche Supercup qualifying |

SUNDAY 9 JULY

| | |
|------|------------------------|
| 0820 | Formula 3 feature race |
| 0955 | Formula 2 feature race |
| 1155 | Porsche Supercup race |
| 1500 | British Grand Prix |





VINET/SUTTON
motorsport
IMAGES



Hamilton says his team is
buzzing with renewed
energy and purpose

JIRI KRENEK FOR MERCEDES-BENZ GRAND PRIX LTD.



SEBASTIAN KAWKA FOR MERCEDES-BENZ GRAND PRIX LTD.



STEPHEN REUSS FOR MERCEDES-BENZ GRAND PRIX LTD.

Lewis Hamilton

Age **38**

Silverstone GP starts **17**

Silverstone GP wins **8**

2023 championship pos **4th** (106 points)

“I t’s right up there with all the best circuits, but it has the best layout.” As an eight-time winner of the British Grand Prix, Lewis Hamilton’s love for Silverstone is clear. That it’s his home race, in front of passionate, knowledgeable and loyal fans, is always worth an extra tenth or two. But after his dramatic win here in 2021, the Mercedes driver has endured a frustrating start to Formula 1’s new ground effect era. That ethereal home boost will be the help he needs behind the wheel of a W14 in 2023...

That car, returned to the black paint scheme Hamilton used in his 2020 and 2021 Silverstone wins to save weight, isn’t as bad as its predecessor. This year, Mercedes has not had to solve the major porpoising dramas of 2022, which didn’t really occur on Silverstone’s smooth, flowing layout in any case. But the team with which Hamilton is conducting another contract extension has had plenty of technical work to complete so far in 2023.

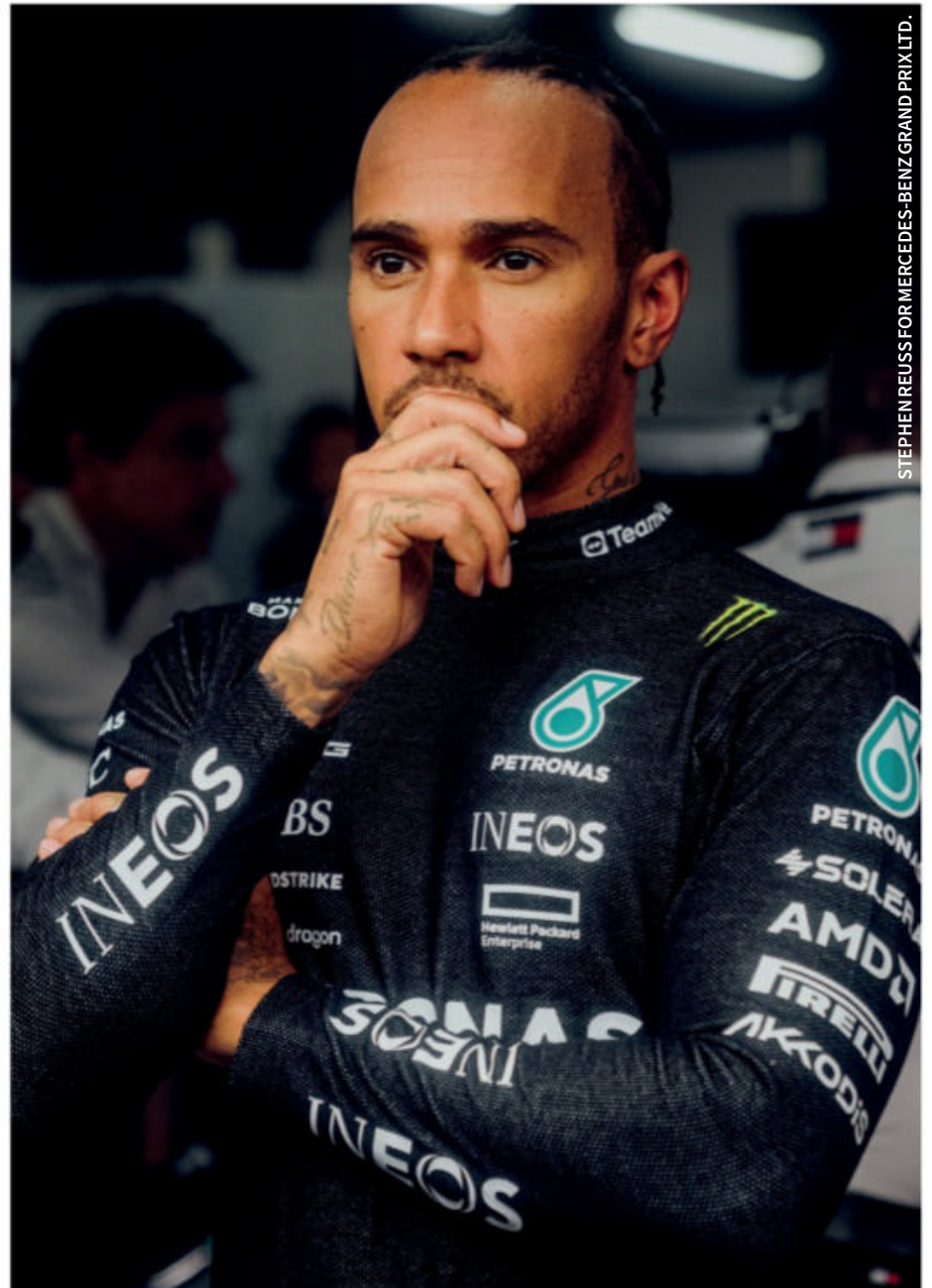
Having realised how far off Red Bull’s leading pace it was in pre-season testing and the opening round in Bahrain, Mercedes is now four GPs into operating with the W14 running more traditional sidepods, as part of a major update to its upper aerodynamic surfaces introduced in Monaco in May but only really assessed in the subsequent races in Spain and Canada. A second, “larger” upgrade package will be introduced this weekend, according to team boss Toto Wolff.

“In truth, it doesn’t feel a huge difference to the beginning of the year,” Hamilton says of the W14’s changes. “There are some elements which do feel different. With the upgrade, it’s just having a little more downforce. It’s definitely not the car, characteristic-wise, that’s going to be able to beat the Red Bull just yet.”

The W14 has been on average 0.623% slower than Red Bull through the opening eight rounds of the season – using the supertimes calculation where the fastest lap of each team from a race weekend is expressed as a percentage. Max Verstappen’s car advantage and dominant form mean it’s rather unlikely that Hamilton will add to his seven Silverstone poles and record victory tally. But qualifying rain and a late safety car period did shake the pack up here a year ago – circumstances in which the vastly experienced seven-time world champion and his operationally nimble Mercedes squad would be expected to seize any chance.

Hamilton may have been slightly pessimistic in his assessment of Mercedes’ form after following Verstappen and Fernando Alonso home in Canada, but it was the feeling that he and his squad took from the Barcelona race two weeks earlier that matters more concerning Silverstone. Here, Hamilton headed team-mate George Russell behind Verstappen, with the pair particularly

“It’s one that all the drivers look forward to because we have great races there”



STEPHEN REUSS FOR MERCEDES-BENZ GRAND PRIX LTD.

satisfied with how their race pace compared to Aston Martin and Ferrari. Lower temperatures in the Spanish GP had helped Mercedes, but the Barcelona track’s series of fast corners, smooth surface and higher tyre load all played to the W14’s strengths, with its added downforce and new suspension.

All these factors are present at Silverstone too, which raises the prospect of both Hamilton and Russell being in serious contention for further podium places, if not leading the fight for them. “We’ve all been buzzing [after Spain],” says Hamilton. “Back at the factory the team has a new energy and kind of feels like we’ve got a North Star. We know where we’re going; we know how to get there.”

While Verstappen may appear to have things sewn up on paper, there are additional considerations that will heighten the sense of possibility for Hamilton and Mercedes this weekend. The first is that Silverstone represents the first truly high-speed course on the 2023 F1 schedule, and it lacks the bumps that unsettle the W14. It’s also the type of circuit where Sergio Perez’s pace difference to Verstappen is often particularly exposed, which means there may be daylight between the Red Bull drivers for the chasers to exploit.

The second factor is more important, and concerns the tyres the teams will be using this weekend. These are now a strong construction, which was initially expected to come in for 2024 before Pirelli clocked that the cars were already hitting speeds targeted for the end of 2023. Red Bull has form on occasionally getting things wrong on tyres – that was a major factor in Mercedes’ most recent win, Russell’s 2022 Brazilian triumph – and Hamilton is a master of making the rubber work best. Even with one tyre burst, as was the case at Silverstone three years ago.

But even if there’s no repeat this time of his previous Silverstone glory or such drama, it’s certain that Hamilton will be relishing racing on his home circuit. “It’s just such a great race track for us all,” he says. “It’s one that all the drivers look forward to because we have great races there. That’s actual real overtaking, and you have crazy high-speed corners.” **AK**



GRANT
motorsport
IMAGES



STEPHEN REUSS FOR MERCEDES-BENZ GRAND PRIX LTD.



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Russell is in a really good place personally – “and that does translate into performance”

SBLOXHAM/MOTORSPORT IMAGES

George Russell

Age **25**

Silverstone GP starts **5**

Best Silverstone GP finish **12th**

2023 championship pos **7th** (72 points)

You really do expect Formula 1 drivers to be enjoying themselves, living life at 200mph, travelling the world, being adored. But that's not always obvious – not for hyper-competitive athletes often frustrated with media and sponsor engagements taking them away from what they truly love: racing.

But in George Russell in 2023, there is a clear sense of a driver thriving, even amid recent tough moments. His second season at Mercedes currently features a respectable 4-5 team-mate head-to-head qualifying record against F1 legend Lewis Hamilton, plus another podium appearance coming after a brilliant drive in Spain.

Without his engine failure in Australia, which followed Russell sensationally blasting past polesitter Max Verstappen before he lost out with unfortunate red flag pitstop timing, he'd be much closer to Hamilton (they're so far fourth and seventh in the drivers' standings on 106 and 72 points respectively). And his Canada crash is the only real blot on Russell's season after his Barcelona qualifying clash with Hamilton was brushed off as the result of unfortunate communication problems from Mercedes itself. Russell has also been struggling to reach the confidence levels he had at the beginning of the season in qualifying of late – saying in Austria he'd "taken a step backwards compared to the rest of the field" – but he's vowed to hit back at his home race this weekend.

"Probably the happiest period I've had in my life, to be honest," Russell sums up. "I'm settled with my home life [Russell moved to Monaco late last year], I'm settled with the team around me, with my engineers. I feel in a very comfortable place in a personal regard. And I think that does translate into performance.

"I think it has been a really strong start to the season."

Part of the reason for Russell's flourish in 2023 stems from the season being smoother – on multiple fronts – for Mercedes. The team's W14 package may still not be anywhere close to being a match for Red Bull's class-leading RB19, but it hasn't suffered the porpoising issues that plagued Mercedes' 2022 season with the W13.

Hamilton has led the line in terms of results – he chased Verstappen home in Australia and Spain after Mercedes had been as shocked as Ferrari by Aston Martin's progress up the grid during the early rounds. But both he and Russell have been buoyed by the improvements to the W14 that arrived a few weeks ago in Monaco.

The car still isn't at its best riding bumps, something the Red Bull does very well with its anti-dive-boosting suspension arrangement. But that issue should be negated this weekend by Silverstone's smooth surface. Mercedes also seemingly can't yet match Aston on traction or braking stability, but the W14

"When you put the work in with the engineers, with the simulator, you see that reward on track"



FINN POMEROY FOR MERCEDES-BENZ GRAND PRIX LTD.

generally takes care of its tyres better than the Ferrari SF-23 – another area where Hamilton still has a slight edge over Russell, judging by their typical end-of-stint speeds.

But developing a Mercedes car was a key element Russell was keen to assist with following his move from Williams for 2022. Now that the team no longer has to work on addressing regular ride issues, the 25-year-old is able to feel the full might of its engineering corps on more typical car development tasks. "I'm really enjoying the technical aspect of working on the car," he explains. "There's a lot of little details on the Mercedes – more than I've been used to in the past – that, if you get it in the right window you can really find a lot of lap time.

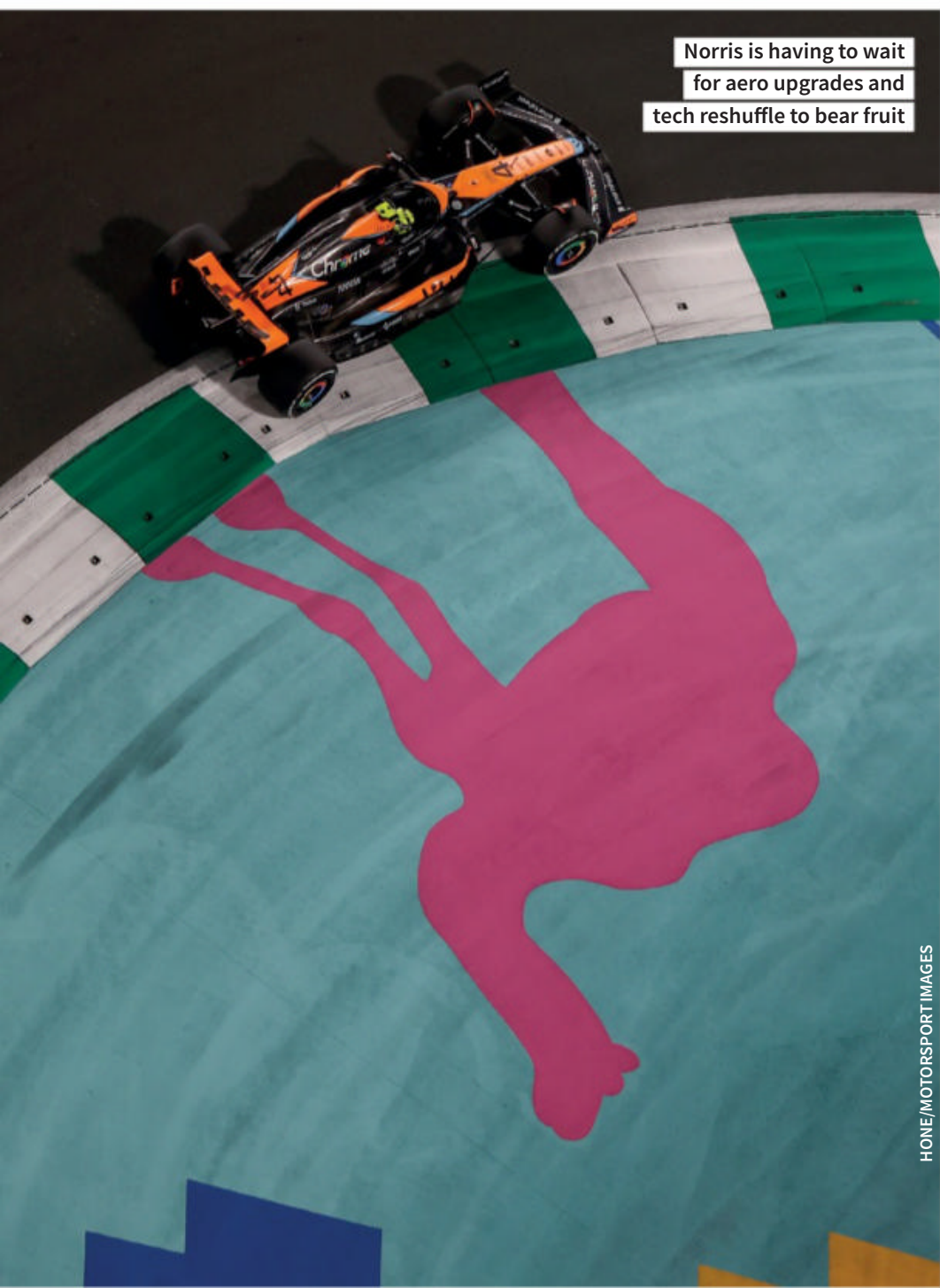
"So, that is quite rewarding, that when you put the work in with the engineers, with the simulator, you see that reward on track. And I think I felt like at least that has been a contributing factor to having some good personal performances this year. Just managing to maximise everything. Whereas this time last year, throughout all of last year, we had the porpoising, which was just such a challenging problem. And we didn't really know how to solve it. Now, it's been more of a normal race car, with normal limitations that you have to try and engineer around."

Russell's 2022 British GP was over before it ever really got going thanks to the dramatic crash involving Alfa Romeo's Zhou Guanyu. That incident led to Silverstone removing the gravel trap at Abbey corner, where Zhou ended up trapped between a tyre barrier and the debris fence, for this year's event. But, encouraged by Mercedes' showing last month in Spain, Russell is quietly hopeful that he and Hamilton will once again be able to put on a positive show for their home fans.

"Silverstone has been a strong circuit for the team historically," Russell concludes. "We were strong there last year. But obviously with the additional energy we've all got [from the Silverstone spectators] – Lewis and I have got a lot of experience at Silverstone as well – hopefully that comes to the fore." **AK**



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Norris is having to wait
for aero upgrades and
tech reshuffle to bear fruit

HONE/MOTORSPORT IMAGES



TEE/MOTORSPORT IMAGES



FERRARO/MOTORSPORT IMAGES

Lando Norris

Age **23**

Silverstone GP starts **5**

Best Silverstone GP finish **4th**

2023 championship pos **10th** (24 points)

The Bristol flyer has needed to exercise much in the way of patience so far in 2023. McLaren understood that, while its MCL60 chassis was in development in the latter half of last season, there were serious deficiencies in its current philosophy that needed a change of course. Norris, who had got agonisingly close to his first F1 win in 2021, instead had to sit tight for another year while McLaren plotted a new course in its bid to remain semi-competitive in the short term.

Rather than succumb to the frustration, Norris has diligently gone about his business and mucked in with trying to help the team turn the tide with its troubled machinery. His fourth place in Austria became his headline result having soared above an ultra-competitive midfield, as fast-tracked upgrades offered a surge in competitiveness at the Red Bull Ring.

Fine races in Spain and Canada did not earn points as Norris came off worse in a lap one scratch against Lewis Hamilton's Mercedes at Barcelona and he received a five-second penalty for "unsportsmanlike conduct" having apparently slowed too much under the virtual safety car in Montreal. Regardless, Norris claimed Canada as his "best race of the year" so far.

While McLaren continues to ring the changes on its 2023 car, as part of a three-race back-to-back overhaul across the Austrian, British and Hungarian GP weekends, team principal Andrea Stella reckons that "pretty much every single aerodynamic part" will change. This, plus its technical reshuffle to bring David Sanchez and Rob Marshall on board, should stand the team in good stead if it can get the formula right.

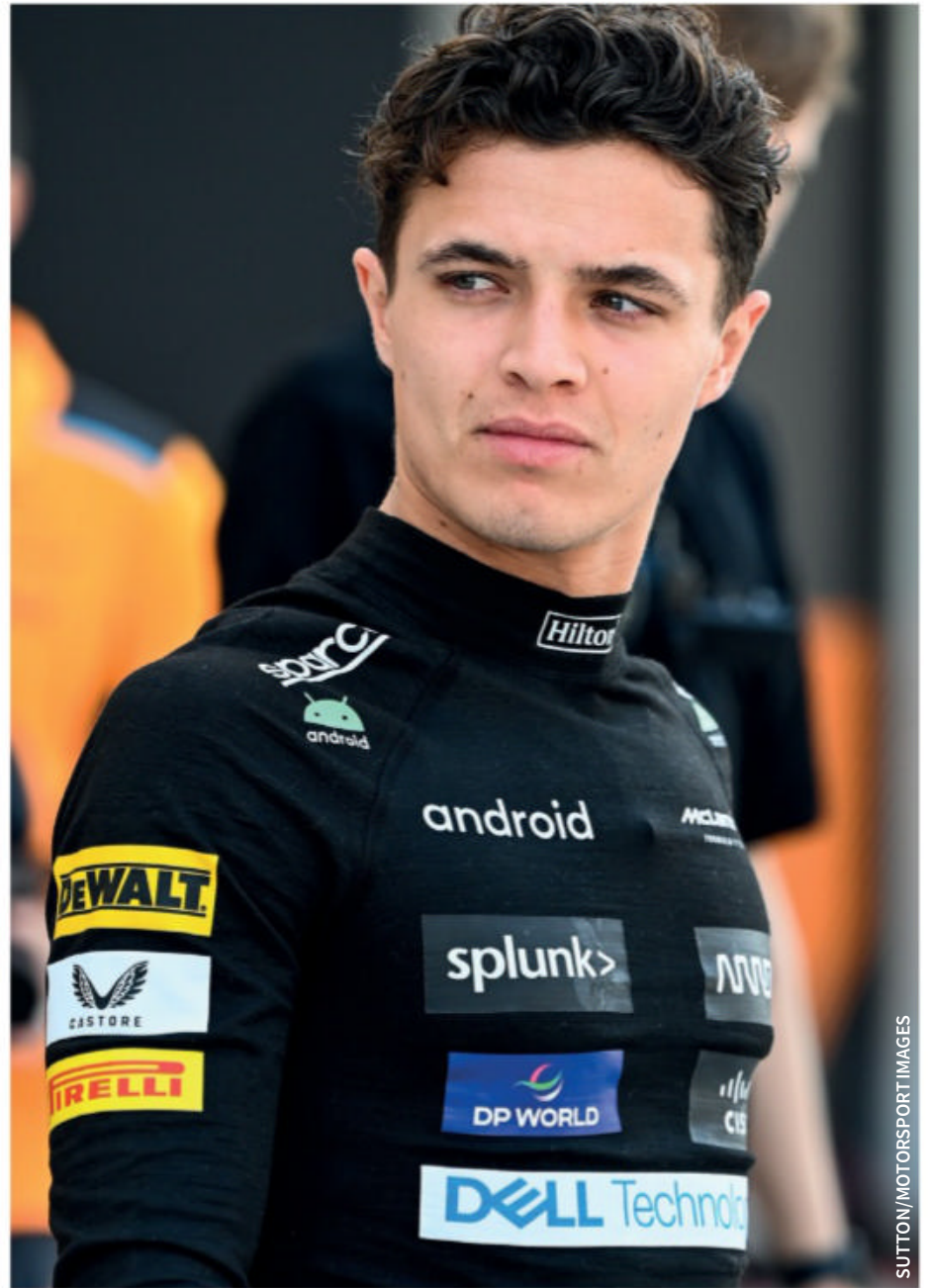
Norris's immediate thoughts are on getting a good result at home. Many drivers have played down the positives of racing at home over the years, but Norris doesn't entirely subscribe to the "just another race" mentality.

"It gives you a big energy boost; it feels like it has even more meaning and you feel like you want to do the home fans proud," he reckons. "It just puts a smile on your face, as soon as you come into the track, and you start to see people in your shirts and in British flags. Because of that, you just feel happier and have more energy. That's what makes it so special."

How McLaren performs at Silverstone will depend on whether it can switch its new upgrades on and cover off some of the key weaknesses inherent in the MCL60; while strong in high-speed corners, which the former RAF airfield has in spades, the car struggles in the lower-speed turns and its top speed has been a persistent problem at circuits such as Baku.

Of the Silverstone circuit, and how it might highlight his

"It gives you a big energy boost. You want to do the home fans proud. It's what makes it special"



SUTTON/MOTORSPORT IMAGES

own machinery's strengths and weaknesses, Norris points out: "It's very high speed, so [you need to be] confident in the high-speed corners. You have people who are very good in slow-speed corners or very good technically, but then struggle a bit more in the high speed."

"In Maggotts-Becketts, the long straight into Stowe, there's Copse as well, it's just about commitment. Commitment is one of the biggest things, in every category, if it's GTs or F3, F2; the high-speed nature makes it so special. And it's also, I would say, the trickiest part."

"We're actually pretty competitive in very high-speed corners. From that side of it, those parts of the track are very good for us. But certain corners, like Brooklands and Luffield is, let's say, our worst definition of corner. And long straights, we're very poor in."

"Maybe by the time we get there, some things will change and maybe we're a bit more competitive. But there's some very good parts of the track for us and then some much trickier, weaker parts of the track."

The McLaren driver isn't going to be a frontrunner overnight but, if the work at Woking is able to bear fruit, he will be one of many in the hunt for a strong haul of points. But the cut-off between leaving a circuit with points or with nothing is ever more precarious in 2023, and McLaren must ensure that its own steps forward far exceed the trajectory of its immediate rivals.

In Norris, McLaren has the driver to make things happen if the car is strong enough, and he has his own pedigree at the circuit to show it. In MSA Formula and the old F3 European Championship, Norris won at Silverstone, and has finished on the podium there in everything he's raced... except F1.

How he'll wish that this weekend will yield the opportunity to extend his rostrum-visiting exploits at his home race. But he might need to rely on something out of the ordinary to make that happen. **JBL**

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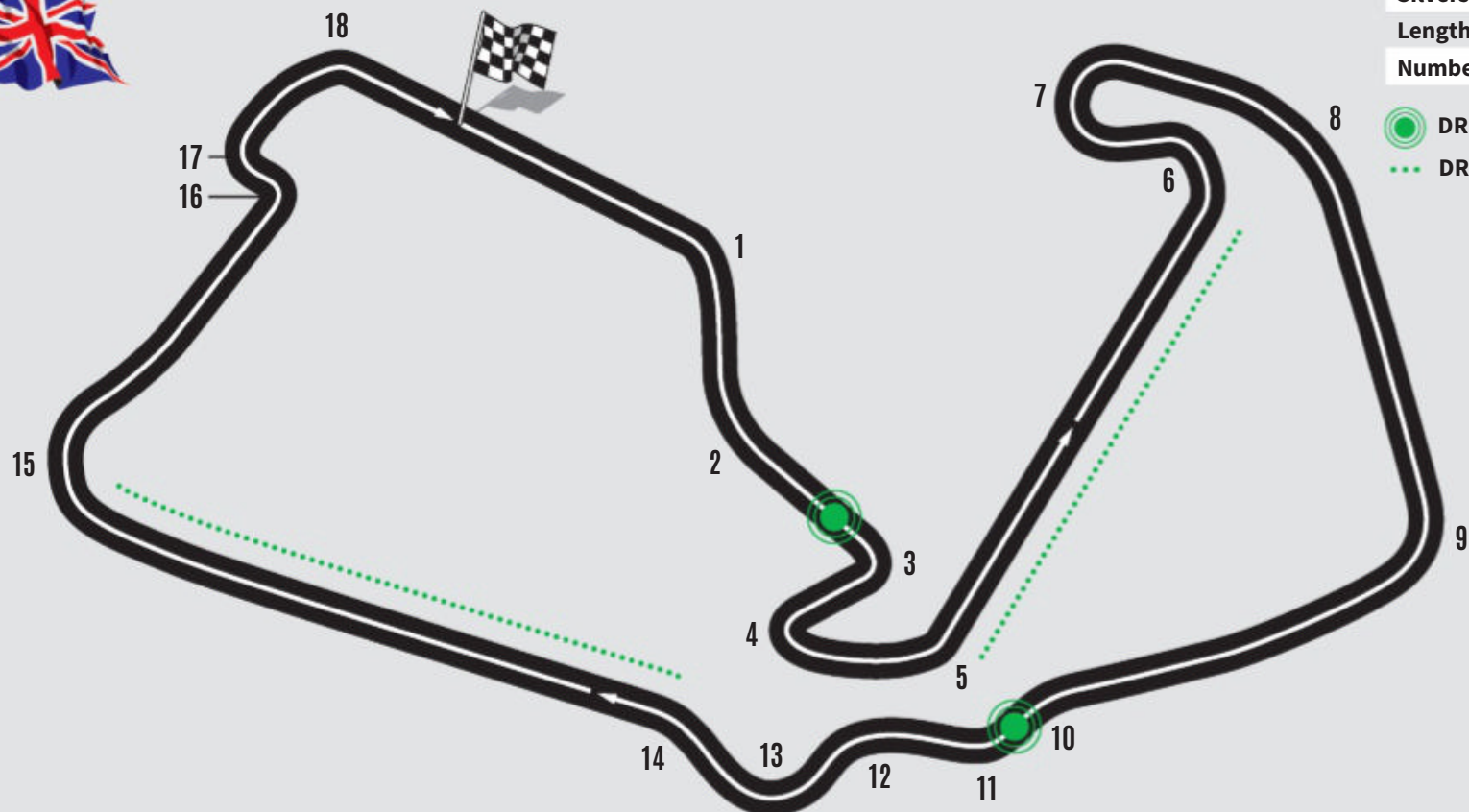
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F1 BRITISH GRAND PRIX PREVIEW



PHOTOGRAPHY



Silverstone

Length 3.660 miles

Number of laps 52

DRS detection

DRS zone

UK START TIMES

Friday 7 July

FP1 1230 FP2 1600

Saturday 8 July

FP3 1130

QUALIFYING 1500

Sunday 9 July

RACE 1500

CATCH THE RACE LIVE

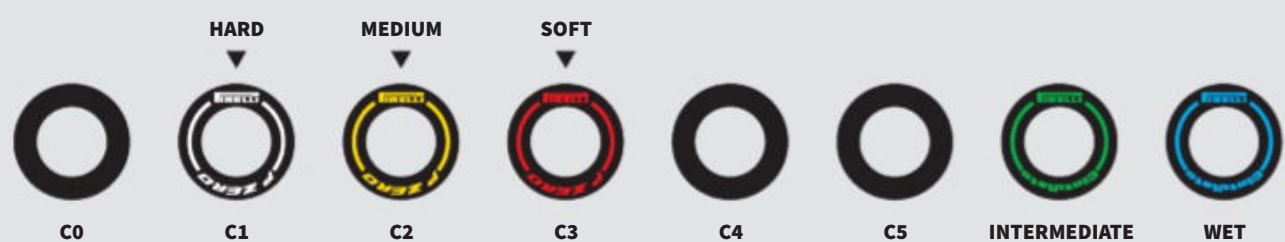
CHANNEL 4

SKY SPORTS F1

TV Highlights

CHANNEL 4 2350

TYRE ALLOCATION



CHAMPIONSHIP POSITIONS

Drivers

| | | |
|---|------------|-----|
| 1 | Verstappen | 229 |
| 2 | Perez | 148 |
| 3 | Alonso | 131 |
| 4 | Hamilton | 106 |
| 5 | Sainz | 82 |

Constructors

| | | |
|---|--------------|-----|
| 1 | Red Bull | 377 |
| 2 | Mercedes | 178 |
| 3 | Aston Martin | 175 |
| 4 | Ferrari | 154 |
| 5 | Alpine | 47 |



SILVERSTONE STATS

Previous winners

| | | |
|------|------------------|----------|
| 2022 | Carlos Sainz | Ferrari |
| 2021 | Lewis Hamilton | Mercedes |
| 2020 | Max Verstappen | Red Bull |
| 2020 | Lewis Hamilton | Mercedes |
| 2019 | Lewis Hamilton | Mercedes |
| 2018 | Sebastian Vettel | Ferrari |
| 2017 | Lewis Hamilton | Mercedes |
| 2016 | Lewis Hamilton | Mercedes |
| 2015 | Lewis Hamilton | Mercedes |
| 2014 | Lewis Hamilton | Mercedes |

2022 POLE POSITION

Carlos Sainz

1m40.983s

POLE LAP RECORD

Lewis Hamilton

1m24.303s (2020)

RACE LAP RECORD

Max Verstappen

1m27.097s (2020)



Laps led

| | |
|--------------------|-----|
| Lewis Hamilton | 352 |
| Jim Clark | 210 |
| Alberto Ascari | 175 |
| Alain Prost | 159 |
| Fernando Alonso | 155 |
| Sebastian Vettel | 155 |
| Froilan Gonzalez | 149 |
| Michael Schumacher | 147 |
| Nigel Mansell | 146 |
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SPA 24 HOURS

BMW starts from 26th to take 25th win in 24H

Nick Yelloly, Marco Wittmann and Philipp Eng's Rowe Racing M4 GT3 staged a remarkable turnaround to take victory in Belgium's blue-riband enduro

GARY WATKINS



BMW had the fastest car in the all-important closing stages of the Spa 24 Hours last weekend. Nick Yelloly, Marco Wittmann and Philipp Eng always looked in control over the final four hours or so as they swept to victory in the blue-riband round of the GT World Challenge Europe. Yet the Rowe Racing crew and their BMW M4 GT3 didn't look like potential winners early in the race.

A car that had started down in 26th after rain jumbled the order in first qualifying on Thursday night failed to take on the correct amount of fuel at either of its first two pitstops. Suddenly, the BMW was a lap down and round three of the Endurance Cup segment of the GTWCE had barely got going. Rowe got creative in the caution that began early in the third hour. It managed to get the M4 in and out of the pits while the safety car was out on track but crucially not yet with its roof-top lights ablaze as it sought to pick up the race leader. That allowed the team to successfully argue that the pits were not closed at the time of its stop, and the Rowe BMW was back in the

fray and bidding for big points in both the GTWCE and the Intercontinental GT Challenge, of which Spa was round three.

Status quo had been restored for Yelloly, Wittmann and Eng after the early glitches caused by a problem with the connector on the end of the fuel hose and then what the team described as a "personnel issue": it appeared to have been human error. It would be wrong, however, to suggest that they were suddenly among the favourites in this, the 75th edition of the Belgian enduro, or in any way on course to give BMW its 25th victory in the race. There were plenty of other cars that appeared to have shorter odds through the first three quarters or so of the 24 hours.

Yet as the clock clicked towards midday on Sunday, Rowe looked to be in the pound seats. The car was out of sequence after the team had brought the M4 in during a short Full Course Yellow virtual safety car that ended just as it was entering the pits. It meant that Yelloly was sitting at the front of the field the next time the race went yellow for what turned out to be the final time with four hours to go. This was

Winning BMW thrived on a track surface well rubbered in by the spec Pirelli tyres

Wittmann, Yelloly and Eng do the pointy finger victory pose

always going to be a longer neutralisation — an FCY followed by a full safety car — and all the cars at the sharp end pitted.

Yelloly handed over to Wittmann, who had both track position and the fastest car. He was able to pull away from Kelvin van der Linde in the Audi R8 LMS GT3 Evo II run by the former Phoenix team now known as Scherer Sport PHX. The BMW driver's task was aided by the South African coming under pressure from another Audi, the factory-backed Attempto Tresor car with Ricardo Feller at the wheel.

Rowe got more help, as if it needed it, when Raffaele Marciello jumped to second in the Auto Sport Promotion Mercedes-AMG GT3 after the next round of stops. Now it was Nicki Thiim in the Scherer car who was putting him under pressure, allowing the BMW to edge away from the Mercedes into a lead of 20-odd seconds.

The superiority of the BMW in the crucial stages of the race »

FROM DISASTER TO PRO-AM GLORY WITH BORROWED CAR AND DRIVER

The SunEnergy1 Mercedes didn't look a likely class winner at Spa on Thursday evening. Kenny Habul was in hospital with back injuries that required surgery, and the Haupt-run car had been rendered *hors de combat* in the team boss's high-speed accident at Raidillon in final free practice. That the team claimed the Pro-Am Cup victory owed much to the rival GetSpeed team.

Not only did the German squad loan Haupt a chassis for the race, but its boss Adam Osieka ended up stepping in to race the car, even though his operation was running three Mercs itself. He came into the line-up as one of the two mandated bronzes alongside Nicky Catsburg, Chaz Mostert and Martin Konrad when the original replacement for Habul, Liam Talbot, couldn't make it over from Australia in time.

"When Kenny asked me if I wanted to race with the team here, I really thought we had a good chance of going for the win," said Catsburg, a former overall winner at Spa. "But obviously I wasn't thinking that way on Thursday night."

Catsburg paid tribute to Osieka, an International GT Open regular with his team, after he had completed the eight hours of driving required by each Bronze: "He did a hell of a job. It wasn't easy to come straight in, but he kept it clean and didn't

make any mistakes."

The SunEnergy1 Merc took class honours by just 14s from the Car Collection Motorsport Porsche 911 GT3-R shared by Alex Fontana, Nico Menzel, Niki Leutwiler and Ivan Jacoma despite a couple of penalties – one for pitlane speeding, one for track limits – and losing a minute during the so-called technical pitstop during which the teams change brakes.

Catsburg had come under pressure from Menzel in the closing stages, but was able to edge away over the final hour to secure the victory. "Nico was amazingly fast; he was flying," said Catsburg. "I remember thinking that it was going to be tough to keep him back."

Bronze Cup honours went to Porsche, the Huber

"I thought we had a good chance of going for the win. But I wasn't thinking that on Thursday night"

Motorsport car in which Matteo Cairoli had taken overall pole claiming the victory. He was teamed with Jannes Fittje, Antares Au and Tim Heinemann. The last-named, who has graduated to the DTM this year after twice winning its GT4 support series, held fastest race lap for a while on Sunday morning on his Spa debut.

SunEnergy1 was lent a Merc chassis by GetSpeed

PECKS/JVIER/SRO



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Marciello/Boguslavskiy/Gounon
Mercedes “didn’t have the pace”,
so crew happy with second place

appeared to be a mixture of car set-up and the M4 just liking a well-rubbered-in circuit. “We definitely set the car up to be quick at the end of the race,” said Yelloly. Team boss Hans-Peter Naundorf reckoned it was more about the layers of rubber from the spec Pirelli going down on the 4.35-mile Circuit de Spa-Francorchamps. “It was the same with the old M6 [the car with which Rowe scored its first Spa victory back in 2016] – the weight balance front to rear means the car isn’t so good in low-grip situations,” he explained. “The more rubber that goes down, the more the track comes to us.”

The race never really came to 2022 winner ASP and its Merc in which Marciello and Jules Gounon were this time joined by Timur Boguslavskiy. The German car was running 15kg heavier under the Balance of Performance than 12 months ago, and each of its engine air restrictors was 0.5mm smaller in diameter.

Hanging on to claim second from the Scherer car in which Luca Engstler joined Thiim and van der Linde was a decent result, reckoned Gounon, who crossed the line 11s behind Eng. “We didn’t have the pace, but we didn’t make any mistakes and we got the most out of the car,” said Gounon, who along with Marciello drove over 10 hours as a result of the slower Boguslavskiy only completing three



Engstler/van der
Linde/Thiim Audi R8
took final podium spot



PECKS/IVIER/SRO

“The balance was perfect in the night. I thought we were going to be able to fight for the victory”

stints. “We can’t win every race, so we can’t be unhappy with second.”

Gounon’s task at the end was made easier when Thiim came under pressure from Kevin Estre in the Manthey EMA Porsche 911 GT3-R. The new-for-2023 992-shape GT3 contender – both the EMA entry and the Rutronik Racing squad’s example – was quick in the night, but they both definitely lost something in terms of pace on Sunday morning that neither team could quite put its finger on.

Estre, who shared Australian entrant EMA’s car with Laurens Vanthoor and Julien Andlauer, lost something else in the closing stages – his rear diffuser. That made his assault on Thiim all the more remarkable. But, he said, “at least I didn’t have understeer anymore”.

EMA had a messy race, with a couple of penalties and two unscheduled pitstops, one for a puncture and another when excessive tyre pick-up resulted in a vibration. Even so, it still looked like a victory contender during the hours of darkness. “The balance was perfect in the night,” said Estre. “I really thought we were going to be able to fight for the victory, but as daylight came we lost support at the rear.”

The best-placed Porsche was less than a second from a podium position at the chequered flag. Estre’s late charge took him away from the Rutronik car driven by Thomas Preining, Dennis Olsen and Laurin Heinrich, which ended up 37s back in fifth position.

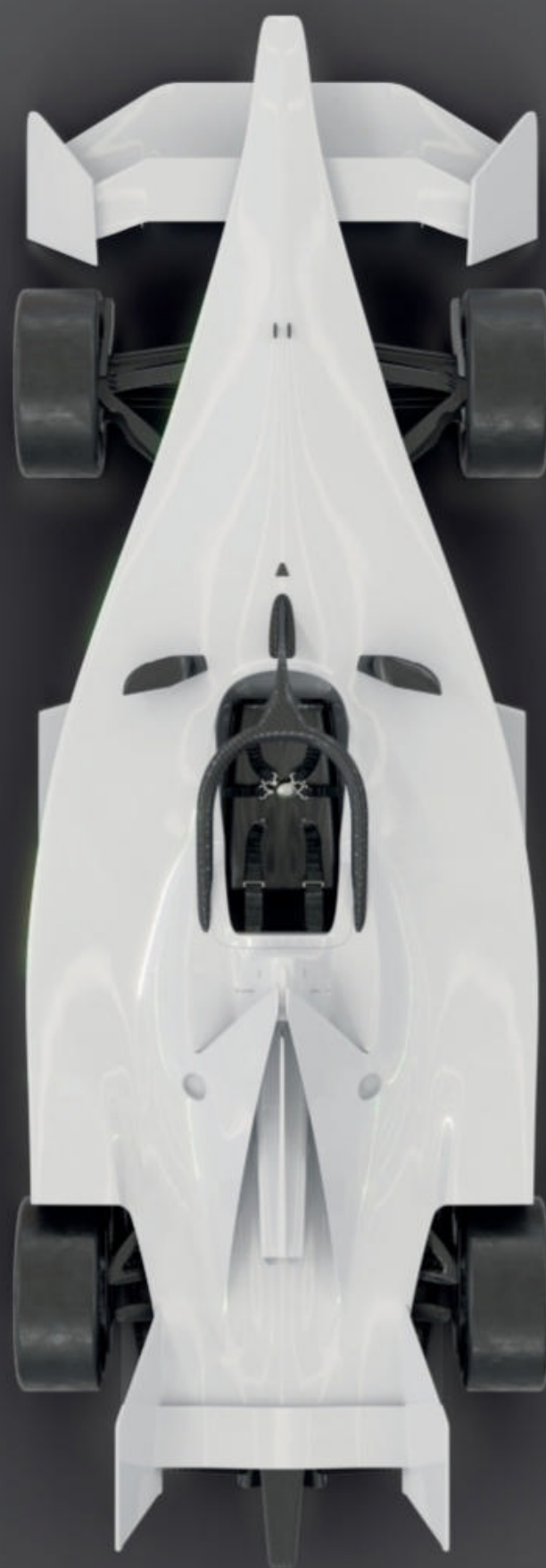
Bike racing legend Valentino Rossi took sixth on his second Spa campaign together with regular Endurance Cup team-mates Maxime Martin and Augusto Farfus at WRT. Given how battled-scarred their BMW was at the finish, it was a decent result for a car that wasn’t – and surely couldn’t be given its state – on the pace of the winning Rowe entry. Martin lost a dive plane or two in his opening stint after a spun Lamborghini rolled into his path on the exit of La Source, and the car continued to gather more damage from there on in.

If the Belgian team, twice a winner of the Spa enduro, wasn’t too >>

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disappointed that its superstar driver wasn't a contender in the biggest round of the championship, it wasn't happy that its lead BMW went out of the race in bizarre circumstances at the midway point. Charles Weerts was running fifth in a car that had been on top of the order at six hours when the first tranche of points were awarded, when he was hit up the rear on the Kemmel Straight by the second Rowe BMW driven by Neil Verhagen. An FCY in which an 80km/h (50mph) speed limit is enforced had just been called, or maybe hadn't, or actually maybe had!

There was confusion on the messages coming from race control, Weerts got on the brakes to come down to 80km/h and the closely following Verhagen didn't. The result was two badly damaged M4s and the need for significant barrier repairs over the course of a two-hour safety car period. "When you have a really competitive car that can win the race and you or your drivers don't make any mistakes, then it's a nightmare," said WRT boss Vincent Vosse. "We have to be disappointed."

"Ferrari's bid for a clean sweep of victories in the major European 24-hour races was unsuccessful"

The Attempto Tresor Audi, in which Feller, Mattia Drudi and Dennis Marschall had been at the top of the order at 12 hours when the second batch of points were dished out, crossed the line in seventh, but was handed a 30s penalty for a series of late track-limits violations that was added to its race time. That dropped it behind the Comtoyou R8 driven by Christopher Haase, Frederic Vervisch and Gilles Magnus.

McLaren took 10th position and the victory in the Gold Cup class with the 720S GT3 Evo shared by Tom Gamble, Charlie Fagg, Dean Macdonald and Sam De Haan. The car dropped a lap down early doors, got it back and appeared to be an outside contender for a top-six until it fell off the lead lap with four hours to go.

Ferrari's bid for a clean sweep of wins in the major European 24-hour races after its Nurburgring and Le Mans victories was unsuccessful. The best-placed of the factory AF Corse-run 296 GT3s finished 11th in the hands of Daniel Serra, Antonio Fuoco and Davide Rigon, the car dropping off the lead lap with five hours



HECQ/SRO

to go. The sister car shared by Alessio Rovera, Robert Shwartzman and Nicklas Nielsen was leading the race on Saturday evening when the first-named pitted with a puncture. The car subsequently lost time when one of its fuel pumps required changing and, when the problem reoccurred on the second pump, the car was parked.

Lamborghini has never won the Spa 24 Hours, and never looked like putting that right last weekend despite having 10 Huracan EVO2s in the race. Eight of the cars failed to finish, the Italian marque salvaging something from the weekend with a class victory in the Silver Cup for the Grasser Racing Team car shared by Clemens Schmid, Glenn van Berlo and Benja Hites. They finished 17th as the first Lambo home, an honour that looked like it was going to go to the K-PAX entry shared factory drivers Sandy Mitchell, Franck Perera and Marco Mapelli. They were running in the top 10 when a loose wire in the electrical system cost them seven laps and dropped them to 29th at the finish. 🏆



BENICHO/SRO/TWENTY-ONE CREATION

| RESULTS SPA 24 HOURS, GT WORLD CHALLENGE EUROPE ENDURANCE CUP ROUND 3/5, SPA (BEL), 1-2 JULY (537 LAPS – 2337.069 MILES) | | | |
|--|--|---|--------------------------|
| POS | DRIVERS | TEAM / CAR | TIME |
| 1 | Philipp Eng (AUT) Marco Wittmann (DEU) Nick Yelloly (GBR) | Rowe Racing/BMW M4 GT3 | 24h01m15.423s |
| 2 | Raffaele Marciello (ITA) Timur Boguslavskiy (RUS) Jules Gounon (FRA) | Auto Sport Promotion/Mercedes-AMG GT3 | +11.129s |
| 3 | Luca Engstler (DEU) Kelvin van der Linde (ZAF) Nicki Thiim (DNK) | Scherer Sport PHX/Audi R8 LMS GT3 Evo II | +12.296s |
| 4 | Laurens Vanthoor (BEL) Kevin Estre (FRA) Julien Andlauer (FRA) | Manthey EMA/Porsche 911 GT3-R | +13.175s |
| 5 | Thomas Preining (AUT) Laurin Heinrich (DEU) Dennis Olsen (NOR) | Rutronik Racing/Porsche 911 GT3-R | +50.301s |
| 6 | Maxime Martin (BEL) Valentino Rossi (ITA) Augusto Farfus (BRA) | Team WRT/BMW M4 GT3 | +1m25.074s |
| 7 | Christopher Haase (DEU) Gilles Magnus (BEL) Frederic Vervisch (BEL) | Comtoyou Racing/Audi R8 LMS GT3 Evo II | +1m33.949s |
| 8 | Ricardo Feller (CHE) Mattia Drudi (ITA) Dennis Marschall (DEU) | Tresor Orange1 (Attempto)/Audi R8 LMS GT3 Evo II | +2m03.639s |
| 9 | Lucas Auer (AUT) Luca Stolz (DEU) Fabian Schiller (DEU) | Mercedes-AMG Team AlManar (GetSpeed)/Mercedes-AMG GT3 | -1lap |
| 10 | Charlie Fagg (GBR) Sam De Haan (GBR) Dean Macdonald (GBR) Tom Gamble (GBR) | Optimum Motorsport/McLaren 720S GT3 Evo | -1lap |
| 11 | Daniel Serra (BRA) Davide Rigon (ITA) Antonio Fuoco (ITA) | AF Corse/Ferrari 296 GT3 | -1lap |
| 12 | Ayhancan Guven (TUR) Sven Muller (DEU) Christian Engelhart (DEU) | Dinamic GT Huber Racing/Porsche 911 GT3-R | -2laps |
| 13 | Antares Au (CHN) Tim Heinemann (DEU) Jannes Fittje (DEU) Matteo Cairoli (ITA) | Huber Motorsport/Porsche 911 GT3-R | -2laps |
| 14 | Jean-Baptiste Simmenauer (FRA) Calan Williams (AUS) Niklas Krutten (DEU) | Team WRT/BMW M4 GT3 | -2laps |
| 15 | Klaus Bachler (AUT) Alex Malykhin (BLR) Joel Sturm (DEU) Marco Seefried (DEU) | Pure Rxcing/Porsche 911 GT3-R | -2laps |
| 16 | Christopher Mies (DEU) Patric Niederhauser (CHE) Simon Gachet (FRA) | Sainteloc Junior Team/Audi R8 LMS GT3 Evo II | -2laps |
| 17 | Glenn van Berlo (NLD) Benja Hites (CHL) Clemens Schmid (AUT) | GRT Grasser Racing Team/Lamborghini Huracan GT3 EVO2 | -3laps |
| 18 | Eddie Cheever (ITA) Jonathan Hui (CHN) Chris Froggatt (GBR) Jeffrey Schmidt (CHE) | Sky Tempesta Racing/McLaren 720S GT3 Evo | -3laps |
| 19 | Loris Hezemans (NLD) Sam Dejonghe (BEL) Finlay Hutchison (GBR) Lucas Legeret (CHE) | Comtoyou Racing/Audi R8 LMS GT3 Evo II | -3laps |
| 20 | Steven Palette (FRA) Clement Mateu (FRA) Frederic Makowiecki (FRA) Hugo Chevalier (FRA) | CLRT/Porsche 911 GT3-R | -3laps |
| 21 | Max Hofer (AUT) Nicolas Baert (BEL) Maxime Soulet (BEL) | Comtoyou Racing/Audi R8 LMS GT3 Evo II | -3laps |
| 22 | Adam Osieka (DEU) Chaz Mostert (AUS) Martin Konrad (AUT) Nicky Catsburg (NLD) | SunEnergy1 Racing (Haupt)/Mercedes-AMG GT3 | -4laps |
| 23 | Niki Leutwiler (CHE) Ivan Jacoma (CHE) Alex Fontana (CHE) Nico Menzel (DEU) | Car Collection Motorsport/Porsche 911 GT3-R | -4laps |
| 24 | Arjun Maini (IND) Sebastien Baud (FRA) Hubert Haupt (DEU) Jordan Love (AUS) | Haupt Racing Team/Mercedes-AMG GT3 | -4laps |
| 25 | Adam Carroll (GBR) Lewis Proctor (GBR) Tim Whale (GBR) | Team WRT/BMW M4 GT3 | -5laps |
| 26 | Louis Machiels (BEL) Jef Machiels (BEL) Andrea Bertolini (ITA) Lilou Wadoux (FRA) | AF Corse/Ferrari 488 GT3 | -5laps |
| 27 | Ralf Bohn (DEU) Alfred Renauer (DEU) Robert Renauer (DEU) Kay van Berlo (NLD) | Herberth Motorsport/Porsche 911 GT3-R | -5laps |
| 28 | Andrey Mukovoz (RUS) Kikko Galbiati (ITA) Dylan Pereira (LUX) Sean Hudspeth (SGP) | Tresor Attempto Racing/Audi R8 LMS GT3 Evo II | -6laps |
| 29 | Sandy Mitchell (GBR) Marco Mapelli (ITA) Franck Perera (FRA) | K-PAX Racing/Lamborghini Huracan GT3 EVO2 | -7laps |
| 30 | Erwan Bastard (FRA) Gregoire Demoustier (FRA) Paul Evrard (FRA) Antoine Doquin (FRA) | Sainteloc Junior Team/Audi R8 LMS GT3 Evo II | -8laps |
| 31 | Tanart Sathienthirakul (THA) Jop Rappange (NLD) Daniele Di Amato (ITA) Adrien De Leener (BEL) | Dinamic GT Huber Racing/Porsche 911 GT3-R | -8laps |
| 32 | Florian Scholze (DEU) Kenneth Heyer (DEU) Patrick Assenheimer (DEU) Alex Peroni (AUS) | GetSpeed Performance/Mercedes-AMG GT3 | -8laps |
| 33 | Derek Pierce (GBR) Kiern Jewiss (GBR) Andy Meyrick (GBR) Xavier Maassen (NLD) | Team Parker Racing/Porsche 911 GT3-R | -10laps |
| 34 | Henrique Chaves (PRT) Miguel Ramos (PRT) Louis Prette (MCO) Conrad Grunewald (USA) | Garage 59/McLaren 720S GT3 Evo | -11laps |
| 35 | Erwin Creed (FRA) Jean Glorieux (BEL) Casper Stevenson (GBR) Arthur Rougier (FRA) | CSA Racing/Audi R8 LMS GT3 Evo II | -13laps |
| 36 | Francis Tjia (NLD) John Shen (CAN) Benny Simonsen (DNK) Mathias Beche (CHE) | Modena Motorsport/Porsche 911 GT3-R | -15laps |
| 37 | Adderly Fong (CHN) Rio Ma (CHN) He Xiao Le (CHN) Junlin Pan (CHN) | Uno Racing Team/Audi R8 LMS GT3 Evo II | -17laps |
| 38 | Russell Ward (USA) Indy Dontje (NLD) Philip Ellis (GBR) | Winward Racing/Mercedes-AMG GT3 | -18laps |
| 39 | Magnus Gustavsen (NOR) Alexey Nesov (RUS) Ezequiel Perez Companc (ARG) Jesse Salmenautio (FIN) | Madpanda Motorsport/Mercedes-AMG GT3 | -18laps |
| 40 | Jeffrey Kingsley (CAN) Jacob Riegel (DEU) Romain Leroux (FRA) Ruben del Sartre (GBR) | Bullitt Racing/Aston Martin Vantage AMR GT3 | -19laps |
| 41 | Ian James (GBR) Felipe Fraga (BRA) George Kurtz (USA) Colin Braun (USA) | CrowdStrike Racing by Riley/Mercedes-AMG GT3 | -21laps |
| 42 | Adam Eteki (FRA) Alberto Di Folco (ITA) Aurelien Panis (FRA) Thomas Laurent (FRA) | Boutsen VDS/Audi R8 LMS GT3 Evo II | -27laps |
| 43 | Simon Mann (USA) Ulysse de Pauw (BEL) Nico Varrone (ARG) Julien Piguet (FRA) | AF Corse/Ferrari 296 GT3 | -62laps |
| 44 | Alessio Rovera (ITA) Robert Schwartzman (RUS) Nicklas Nielsen (DNK) | AF Corse - Francorchamps Motors/Ferrari 296 GT3 | 455laps-fuel pump |
| 45 | Stephen Grove (AUS) Brenton Grove (AUS) Earl Bamber (NZL) Anton De Pasquale (AUS) | Grove Racing/Porsche 911 GT3-R | -97laps |
| 46 | James Kell (GBR) Anders Buchardt (NOR) Thomas Neubauer (FRA) Bailey Voisin (GBR) | Walkenhorst Motorsport/BMW M4 GT3 | 431laps-DNF |
| 47 | Lorenzo Patrese (ITA) Pietro Delli Guanti (ITA) Alex Arkin Aka (TUR) | Tresor Orange1 (Attempto)/Audi R8 LMS GT3 Evo II | 429laps-wheel |
| 48 | Philipp Sager (AUT) Marius Nakken (NOR) Ben Barker (GBR) Christopher Zochling (AUT) | Dinamic GT Huber Racing/Porsche 911 GT3-R | 396laps-gearbox/diffuser |
| 49 | Luis Michael Dorrbecker (MEX) Baptiste Moulin (BEL) Marcus Paverud (NOR) Artem Petrov (RUS) | VSR/Lamborghini Huracan GT3 EVO2 | 393laps-gearbox |
| R | Bruno Baptista (BRA) Adalberto Baptista (BRA) Rodrigo Baptista (BRA) Alan Hellmeister (BRA) | Auto Sport Promotion/Mercedes-AMG GT3 | 353laps-engine |
| R | Maro Engel (DEU) Mikael Grenier (CAN) Daniel Juncadella (ESP) | Mercedes-AMG Team GruppeM Racing/Mercedes-AMG GT3 | 331laps-wheel-bearing |
| R | Matt Bell (GBR) Naveen Rao (USA) James Cottingham (GBR) Frank Bird (GBR) | Haupt Racing Team/Mercedes-AMG GT3 | 308laps-DNF |
| R | Lorenzo Ferrari (ITA) Thomas Drouet (FRA) Maximilian Gotz (DEU) | Auto Sport Promotion/Mercedes-AMG GT3 | 304laps-radiator |
| R | Leonardo Pulcini (ITA) Michele Beretta (ITA) Rolf Ineichen (CHE) | Iron Lynx/Lamborghini Huracan GT3 EVO2 | 278laps-accident |
| R | Leonardo Gorini (ITA) Antonin Borga (CHE) Nicolas Jamin (FRA) | AGS Events/Lamborghini Huracan GT3 EVO2 | 272laps-DNF |
| R | Dries Vanthoor (BEL) Sheldon van der Linde (ZAF) Charles Weerts (BEL) | Team WRT/BMW M4 GT3 | 250laps-accident |
| R | Dan Harper (GBR) Neil Verhagen (USA) Max Hesse (DEU) | Rowe Racing/BMW M4 GT3 | 250laps-accident |
| R | Miklas Born (CHE) David Schumacher (DEU) Marius Zug (DEU) | Winward Racing/Mercedes-AMG GT3 | 238laps-accident damage |
| R | Nicolai Kjaergaard (DNK) Benjamin Goethe (DNK) Marvin Kirchhofer (DEU) | Garage 59/McLaren 720S GT3 Evo | 208laps-brakes |
| R | Alain Valente (CHE) Reema Juffali (SAU) Ralf Aron (EST) Yannick Mettler (CHE) | Theeba Motorsport/Mercedes-AMG GT3 | 200laps-accident |
| R | Isaac Tutumlu (ESP) Samantha Tan (CAN) Jon Miller (USA) Leo Weiss (DEU) | ST Racing with Rinaldi/Ferrari 296 GT3 | 192laps-accident |
| R | Fabrizio Crestani (ITA) Sam Neary (GBR) Gerhard Tweraser (AUT) Ricky Capo (AUS) | GRT Grasser Racing Team/Lamborghini Huracan GT3 EVO2 | 188laps-mechanical |
| R | Cesar Gazeau (FRA) Roei Meyuhas (ISR) Andrea Cola (ITA) Loris Cabirou (FRA) | Boutsen VDS/Audi R8 LMS GT3 Evo II | 186laps-accident damage |
| R | Gerhard Watzinger (USA) Brendon Leitch (NZL) Kerong Li (USA) Jon Brunot (USA) | Leipert Motorsport/Lamborghini Huracan GT3 EVO2 | 184laps-accident |
| R | Mirko Bortolotti (ITA) Andrea Caldarelli (ITA) Jordan Pepper (ZAF) | Iron Lynx/Lamborghini Huracan GT3 EVO2 | 180laps-brakes |
| R | Rob Collard (GBR) Dennis Lind (DNK) Bashar Mardini (ARE) Patrick Kujala (FIN) | Barwell Motorsport/Lamborghini Huracan GT3 EVO2 | 173laps-throttle/stone |
| R | Lance Bergstein (USA) Andrzej Lewandowski (POL) Aaron Walker (GBR) Lewis Williamson (GBR) | GetSpeed Performance/Mercedes-AMG GT3 | 162laps-accident damage |
| R | Rahel Frey (CHE) Sarah Bovy (BEL) Michelle Gattling (DNK) Doriane Pin (FRA) | Iron Dames/Lamborghini Huracan GT3 EVO2 | 151laps-accident |
| R | Brendan Iribe (USA) Ollie Millroy (GBR) Fran Rueda (ESP) Frederik Schandorff (DNK) | Inception Racing (Optimum)/McLaren 720S GT3 Evo | 74laps-electronics |
| R | Kyle Washington (USA) James Sofronas (USA) Jeroen Bleekemolen (NLD) Patrick Long (USA) | Car Collection Motorsport/Porsche 911 GT3-R | 2laps-accident |

In each car, first-named driver started the race. **Winner's average speed** 97.292mph. **Fastest lap** Heinemann 2m17.087s, 114.288mph.

SUPERPOLE 1 Cairoli 2m16.880s; 2 Rovera 2m16.996s; 3 Bachler 2m17.232s; 4 Perera 2m17.243s; 5 Macdonald 2m17.249s; 6 Feller 2m17.293s; 7 Crestani 2m17.365s; 8 Makowiecki 2m17.399s; 9 van der Linde 2m17.496s; 10 Panis 2m17.530s; 11 Legeret 2m17.624s; 12 Pin 2m17.739s; 13 Vervisch 2m17.784s; 14 Andlauer 2m17.791s; 15 R Renauer 2m17.835s; 16 Engel 2m17.941s; 17 Bamber 2m17.997s; 18 Maini 2m18.330s; 19 Lind 2m18.388s; 20 Paverud 2m19.359s.

CHAMPIONSHIP 1 Eng/Yelloly/Wittmann 76; 2 Gounon/Boguslavskiy/Marciello 68; 3 Hesse/Harper/Verhagen 33; 4 Engel 31; 5 Drudi/Marschall/Feller 30; 6 Schiller/Stolz 27; 7 Niederhauser/Gachet/Mies 27; 8 K van der Linde/Engstler/Thiim 24; 9 Weerts/S van der Linde/D Vanthoor 20; 10 Estre/Andlauer/L Vanthoor 20.

Overall GTWCE 1 Marciello/Boguslavskiy 90; 2 Wittmann/Eng/Yelloly 76; 3 Gounon 68; 4 Drudi/Feller 58.5; 5 D Vanthoor/Weerts 39; 6 Verhagen/Harper/Hesse 33.



Palou blows them all away yet again

INDYCAR
MID-OHIO (USA)
2 JULY
ROUND 9/17

The IndyCar paddock is facing a superlatives crisis to describe the current form of Alex Palou, who at Mid-Ohio scored his third consecutive race win in what's supposed to be the most competitive open-wheel series on the planet.

As at Road America, the Chip Ganassi Racing star's closest challenger was Andretti Autosport's Colton Herta, and once more his bid for a first victory of the year fell apart in the pitlane. This time it was finger trouble on the steering wheel, after Herta suffered a huge slide at pit entry, which resulted in a speeding penalty that consigned him to finish 11th. Not that he truly had the race pace to beat Palou anyway...

Palou started 'only' fourth on the grid, after failing to match Herta's pace on the same primary-tyred strategy in Fast Six qualifying – proving he is fallible. But he battled his way past Long Beach winner Kyle Kirkwood just before one-quarter distance, Kirkwood spinning as Palou didn't give him an inch at the apex of Turn 4, in a move that shows the points dominator can race with his elbows out.

"It was key to pass [Kirkwood] when we did," he said later. "He was losing pace. Herta had also opened a gap to Graham [Rahal in second]. I think if I wouldn't have overtaken him, I would not have been able to overcut them on the first stop, and then I'd have just run in traffic."

Palou, who started on the harder primary tyres with his rivals on alternates, reeled in race leader Herta and Rahal, who was enjoying a strong return to form with his family-run team after a trying season.

Palou smartly switched to fuel-saving mode in their wake, to not only run longer than them before making his first pitstop but require less gas when he pitted.

Suddenly, Palou assumed his accustomed lead after the first pitstop cycle and, now on the softer alternate rubber, he tore away from Herta to an 8.4-seconds advantage, utterly demoralising his pursuer. Rahal suffered a slow fuel hose engagement in the pits and slumped to seventh, as wily campaigners Scott Dixon (Ganassi) and Will Power (Team Penske) ran longer than everyone and reaped third and fourth places with their overcuts.

Palou's only hindrance from here was AJ Foyt's rookie driver Benjamin Pedersen, who not only refused to be lapped but seemed willing to take Palou to the margins to keep him behind. Palou finally had to bundle his way past around the outside of Turn 5 and force the issue at Turn 6, but his lead was slashed by 5s.

"You are using more fuel, you are using more tyres, and you're not able to do the race you want just because of a backmarker car that wants to stay on the lead lap," said Palou. "It's really frustrating when you are leading."

Once released, he flew in clear air, extending his advantage over Herta to 8.5s before making his final stop on lap 53 of 80.

Herta pitted a lap later but his race came undone with a big slide at pit entry, after which he appeared to get his fingers in a muddle on the pitlane speed limiter. IndyCar's speed gun didn't miss, and the



Pitlane speeding penalty cost Herta dear, first win of 2023 remaining elusive

DOLE



resultant drive-through penalty consigned him to a miserable 11th-place finish.

“Disappointing day today,” Herta understated. “We just seemed to move backwards during the race and unfortunately we had a pitlane incident – I didn’t quite get the pitlane speed limit which gave us a drive-through penalty that threw us back. It’s difficult to process the results of this race after starting P1.”

That promoted Dixon to second, to make it a 1-2 for Ganassi, ahead of Power and the first Rahal Letterman Lanigan Racing car of Christian Lundgaard. Scott McLaughlin (Penske) and David Malukas were next up, both having found themselves ‘Pedersen-ed’ and threatening revenge next time they see him on track. For Malukas, sixth was a terrific result after a poor season to date in his Dale Coyne Racing entry.

Rahal was seventh, after his left-rear wheelgun failed in his second pitstop to add to his pitlane woes, while Pato O’Ward bounced back from a disastrous qualifying with a barnstorming charge to eighth on a three-stop strategy for Arrow McLaren. “There wasn’t one lap that we weren’t pushing to the absolute maximum,” the Mexican said.

Palou’s points lead, which is now up to 110, was exaggerated when his closest challenger coming into this race, teammate Marcus Ericsson, was forced out after a clumsy opening-lap collision with McLaren’s Felix Rosenqvist that caused the race’s only full-course caution.

CHARLES BRADLEY



RESULTS ROUND 9/17, MID-OHIO (USA), 2 JULY (80 LAPS – 180.640 MILES)

| POS | DRIVER | TEAM/CAR | TIME |
|-----|---------------------------|--|------------------------------|
| 1 | Alex Palou (ESP) | Chip Ganassi Racing / Dallara-Honda | 1h37m31.9887s |
| 2 | Scott Dixon (NZL) | Chip Ganassi Racing / Dallara-Honda | +5.0242s |
| 3 | Will Power (AUS) | Team Penske / Dallara-Chevrolet | +18.3585s |
| 4 | Christian Lundgaard (DNK) | Rahal Letterman Lanigan Racing / Dallara-Honda | +19.0828s |
| 5 | Scott McLaughlin (NZL) | Team Penske / Dallara-Chevrolet | +20.5280s |
| 6 | David Malukas (USA) | Dale Coyne Racing with HMD / Dallara-Honda | +27.1534s |
| 7 | Graham Rahal (USA) | Rahal Letterman Lanigan Racing / Dallara-Honda | +27.8852s |
| 8 | Pato O’Ward (MEX) | Arrow McLaren / Dallara-Chevrolet | +28.5119s |
| 9 | Marcus Armstrong (NZL) | Chip Ganassi Racing / Dallara-Honda | +42.4021s |
| 10 | Alexander Rossi (USA) | Arrow McLaren / Dallara-Chevrolet | +49.1483s |
| 11 | Colton Herta (USA) | Andretti Autosport with Curb-Agajanian / Dallara-Honda | +55.5968s |
| 12 | Josef Newgarden (USA) | Team Penske / Dallara-Chevrolet | +56.1804s |
| 13 | Romain Grosjean (FRA) | Andretti Autosport / Dallara-Honda | +1m00.3705s |
| 14 | Devlin DeFrancesco (CAN) | Andretti Steinbrenner Autosport / Dallara-Honda | +1m02.8906s |
| 15 | Rinus van Kalmthout (NLD) | Ed Carpenter Racing / Dallara-Chevrolet | +1m03.4295s |
| 16 | Callum Ilott (GBR) | Juncos Hollinger Racing / Dallara-Chevrolet | +1m03.8682s |
| 17 | Kyle Kirkwood (USA) | Andretti Autosport / Dallara-Honda | +1m04.4020s |
| 18 | Jack Harvey (GBR) | Rahal Letterman Lanigan Racing / Dallara-Honda | +1m08.0817s |
| 19 | Ryan Hunter-Reay (USA) | Ed Carpenter Racing / Dallara-Chevrolet | +1m09.3717s |
| 20 | Conor Daly (USA) | Meyer Shank Racing / Dallara-Honda | +1m10.1361s |
| 21 | Helio Castroneves (BRA) | Meyer Shank Racing / Dallara-Honda | -1 lap |
| 22 | Sting Ray Robb (USA) | Dale Coyne Racing with RWR / Dallara-Honda | -1 lap |
| 23 | Agustin Canapino (ARG) | Juncos Hollinger Racing / Dallara-Chevrolet | -1 lap |
| 24 | Santino Ferrucci (USA) | AJ Foyt Enterprises / Dallara-Chevrolet | -1 lap |
| 25 | Felix Rosenqvist (SWE) | Arrow McLaren / Dallara-Chevrolet | -1 lap |
| 26 | Benjamin Pedersen (DNK) | AJ Foyt Enterprises / Dallara-Chevrolet | -1 lap |
| 27 | Marcus Ericsson (SWE) | Chip Ganassi Racing / Dallara-Honda | 5 laps-acc damage/suspension |
| NS | Simon Pagenaud (FRA) | Meyer Shank Racing / Dallara-Honda | accident |

Winner’s average speed 111.125mph. Fastest lap Rosenqvist 1m07.9419s, 119.643mph.

| | |
|---|---|
| Q3 1 Herta 1m06.3096s; 2 Rahal 1m06.3528s; 3 Kirkwood 1m06.3693s; 4 Palou 1m06.4166s; 5 Lundgaard 1m06.6277s; 6 Dixon 1m06.9281s. | 1m07.0095s; 19 Castroneves 1m07.0503s; 21 Canapino 1m07.0816s; 23 Pedersen 1m07.3960s; 25 O’Ward 1m11.3655s. |
| Q2 Herta 1m05.8576s; Lundgaard 1m05.8883s; Rahal 1m05.9336s; Kirkwood 1m05.9493s; Dixon 1m05.9787s; Palou 1m05.9845s; 7 Power 1m06.1121s; 8 McLaughlin 1m06.1926s; 9 Ericsson 1m06.2289s; 10 Rosenqvist 1m06.2455s; 11 Harvey 1m06.7309s; 12 Malukas 1m06.7596s. | Q1 – GROUP 2 Kirkwood 1m05.7240s; Dixon 1m05.7760s; Herta 1m05.8599s; Lundgaard 1m05.8933s; Power 1m05.9838s; Rahal 1m06.0306s; 14 Grosjean 1m06.1870s; 16 van Kalmthout 1m06.2891s; 18 Armstrong 1m06.2915s; 20 Ilott 1m06.3487s; 22 Robb 1m06.5157s; 24 DeFrancesco 1m06.5834s; 26 Ferrucci 1m07.2807s; NS Pagenaud no time. |
| Q1 – GROUP 1 Ericsson 1m05.9252s; Palou 1m06.0357s; Rosenqvist 1m06.1887s; McLaughlin 1m06.2026s; Harvey 1m06.2900s; Malukas 1m06.5621s; 13 Rossi 1m06.6010s; 15 Newgarden 1m06.6307s; 17 Hunter-Reay | CHAMPIONSHIP 1 Palou 377; 2 Dixon 267; 3 Newgarden 261; 4 Ericsson 255; 5 O’Ward 250; 6 McLaughlin 229; 7 Power 226; 8 Rossi 216; 9 Herta 204; 10 Lundgaard 194. |



Verschoor and team chief van Amersfoort celebrate with Iwasa (left) and Vesti (right)

Last-gasp victor Verschoor dedicates triumph to van't Hoff

FORMULA 2
RED BULL RING (AUT)
1-2 JULY
ROUND 7/13

Richard Verschoor took a stunning Formula 2 victory in the feature race in Austria when a well-timed safety car played into his hands while on the alternate strategy. The Dutchman gave Van Amersfoort Racing its first F2 win after lining up 11th on the grid on the soft Pirelli – the harder of the two compounds used over the weekend.

Verschoor dedicated the win to compatriot Dilano van't Hoff, the 18-year-old Formula Regional driver who died at Spa on Saturday and who the victor counted as a good friend.

Championship leader Frederik Vesti seemed in control of the 40-lap feature race in his Prema Racing machine after getting ahead of poleman Victor Martins at the start. The Danish Mercedes F1 protege led the first 10 laps before discarding his supersoft tyres for the softs, but a safety car with 12 laps remaining allowed Verschoor,

who had run long on the softs, to make a well-timed stop for supersofts.

Verschoor and Red Bull-backed DAMS ace Ayumu Iwasa rejoined fifth and sixth respectively, and took full advantage of their fresher rubber to carve through the pack. With three laps to go the leading quartet of Vesti, Jack Doohan, Verschoor and Iwasa were together. Verschoor and Iwasa passed Vesti on the penultimate lap, and the victor held on by under half a second after the Japanese threatened over the final tour.

Vesti had led main title rival Theo Pourchaire (ART) in the early stages, with Doohan third in his Virtuosi car and Kush Maini (Campos Racing) also getting ahead of Martins. Once they had all pitted, Enzo Fittipaldi held a long-time lead as the top runner on the alternate strategy.

But the safety car was deployed after Arthur Leclerc lost a wheel on the out-lap after his stop and was forced to park trackside. This came too late for Fittipaldi, who had to complete another lap at reduced pace before pitting his Rodin Carlin car while the others on the alternate strategy dived into the pits.

Fittipaldi nevertheless mounted his own charge to sixth behind fourth-placed Doohan and Ollie Bearman – the Prema-run Ferrari junior was another on the supersofts after qualifying 19th, and charged from 12th to fifth after the restart. ART pair Pourchaire and Martins faded to seventh and ninth respectively.

Jak Crawford took his maiden F2 win in the sprint race. The American Red Bull Junior started on reversed-grid pole, but



Sprint winner Crawford leads from Correa

WEEKEND WINNERS

FORMULA 2
RED BULL RING (AUT)
Race 1 Jak Crawford
Hitech GP
Race 2 Richard Verschoor
Van Amersfoort Racing

FORMULA 3
RED BULL RING (AUT)
Race 1 Paul Aron
Prema Racing
Race 2 Zak O'Sullivan
Prema Racing



For full results visit motorsportstats.com

his Hitech car initially fell to sixth on slick tyres in the slippery conditions, while those on wet-weather rubber profited.

A safety car, prompted by Doohan and Jehan Daruvala both being beached in the gravel in separate incidents, eradicated the advantage of those on wets. And at the restart Verschoor, running second behind Leclerc, spun into the wall, causing another interruption.

By now the game was up for those on wets. While they pitted, Crawford emerged in front from VAR driver Juan Manuel Correa and Martins. At half-distance Martins claimed second, and Correa lost further positions over the next few laps to Clement Novalak and Isack Hadjar.

Novalak hung on from fellow Frenchman Hadjar for third, but his Trident car was excluded when it was found that his rear tyres were illegally underpressured, promoting Hadjar to third.

MEGAN WHITE

O’Sullivan storms to the front for Austrian win

FORMULA 3
RED BULL RING (AUT)
1-2 JULY
ROUND 5/9

Briton Zak O’Sullivan stormed from fifth to first in a blistering mid-race spell in Austria to take his third race win in the FIA Formula 3 Championship – and his first in a feature race.

Williams F1 junior O’Sullivan lined his Prema Racing car up sixth and made up a place on the first lap before an early safety car, caused by title contender Gabriele Mini running off at Turn 4 after making contact with the rear of Hitech team-mate Luke Browning.

From the restart, ART Grand Prix-run poleman Gregoire Saucy led from Prema’s Dino Beganovic, series leader Gabriel Bortoleto’s Trident car, and Saturday race winner Paul Aron in his Prema machine, while 2021 Aston Martin Autosport BRDC Young Driver of the Year O’Sullivan closed in. Ferrari protege Beganovic then passed Saucy for the lead, while Mercedes-backed Aron got ahead of Bortoleto. Very light contact at Turn 3 then damaged Aron’s front wing and handed Saucy a right-rear puncture, dropping the Estonian and Swiss out of contention.

Beganovic had already reported that his tyres were fading, and Bortoleto became the third different leader when he moved in front on lap 13 at Turn 4, before O’Sullivan moved into second place next time round.

O’Sullivan then closed on Bortoleto before taking the lead on lap 15 at Turn 3, while his Williams stablemate Franco Colapinto moved his MP Motorsport car into third at Turn 4 on the following lap as Beganovic’s tyre woes continued. Van Amersfoort Racing’s Caio Collet



was the next to pass the Swede.

Hitech driver Sebastian Montoya was on a charge, and a brave move around the outside at Turns 6 and 7 carried the Red Bull Junior past Beganovic, despite dropping two wheels into the gravel as he did so! He then closed in on Collet to grab fourth. Next on Montoya’s target list was Colapinto, but contact at Turn 6 on the final lap allowed Collet ahead of both and into third, with Colapinto fourth ahead of Beganovic and Jonny Edgar. Montoya finished ninth, but a 10-second penalty for the clash dropped him way down the order.

O’Sullivan beat Bortoleto home by 0.844 seconds, giving Prema a weekend clean sweep after Aron’s Saturday triumph – his first in F3.

Aron’s win was also a little bit upside-down. He set the quickest lap in qualifying, but lost the lap to track limits. That relegated him to fourth, but he made up one spot on the top-12 reversed grid to start eighth due to a

penalty to O’Sullivan for impeding.

On a wet track, Aron jumped all the way up to third on the opening lap, while poleman Pepe Marti held onto the lead ahead of Kaylen Frederick. Aron then made his move past the American ART driver to claim second spot on lap eight at Turn 4.

Aron now began slicing chunks out of Campos Racing driver Marti’s lead, only for the safety car to appear.

The restart brought Aron hot onto Marti’s gearbox. With three laps to go he got the cutback on the Spaniard out of Turn 1, only for Mini in turn to tow both of them and sneak down the inside at Turn 3. The Sicilian led for a split-second, but Aron had the momentum on corner exit and pulled away to win by 1.469s.

Collet then made it past the fading Marti for third, before O’Sullivan and MP Motorsport driver Edgar also made it through, leaving Marti to finish sixth.

MEGAN WHITE



Van Gisbergen scores stunning debut victory

NASCAR CUP
CHICAGO (USA)
2 JULY
ROUND 18/36

NASCAR's newest Cup Series star could be an international one after Shane van Gisbergen took a shocking victory on his debut last Sunday in the inaugural Chicago Street Race. With NASCAR celebrating its 75th anniversary, the win by New Zealand's three-time Supercars champion put an exclamation point on NASCAR's global motorsport reach.

With darkness looming over the 2.2-mile, 12-turn course traversing the Grant Park area in downtown Chicago, NASCAR shortened the originally scheduled 100-lap event to 75. Running 16-lap fresher tyres than leader Justin Haley, van Gisbergen ran him down to take the lead late in the race, but a late caution for a two-car wreck set up a two-lap overtime.

Van Gisbergen got an excellent restart and had little trouble holding off Haley by 1.259 seconds to claim victory. The Kiwi then did a traditional burnout on the frontstretch in his Trackhouse Racing Chevrolet to the roar of the crowd.

Van Gisbergen's drive was courtesy of



HARRELSON / NKP/MOTORSPORT IMAGES

Trackhouse Racing's Project 91, which provides rides to international motorsport stars so they can try their hand at Cup racing. Asked if he thought a victory was even possible in his first series start, he said: "No, of course not but you always dream of it. This was so cool. Hopefully, I can come and do more."

Could a NASCAR Cup career be in his future? "I'm doing one more year in Oz and then I'd love to come over here," he added.

Van Gisbergen looked to be a contender all weekend. He was fastest in Saturday's practice, then came up just short in qualifying for the pole and started third. As one of final lead-lap drivers to pit for new tyres and fuel to make it to the finish after

NASCAR announced the new race length, van Gisbergen was at times more than a second per lap quicker than the leaders.

Behind Haley's Kaulig Racing Chevy, in third was Chase Elliott, who started the race in a back-up Hendrick Chevy from the rear of the field. Kyle Larson was fourth ahead of Kyle Busch, whose car had to be pulled out of the tyre barriers earlier in the race but rebounded to claim fifth.

Jenson Button qualified eighth in his Rick Ware Racing Ford and ran in the top 10 in the wet early going. But the 2009 Formula 1 world champion lost time when he was spun around as he entered the pits and eventually finished 21st.

JIM UTTER

Foster snatches win thanks to brilliant move

INDY NXT
MID-OHIO (USA)
2 JULY
ROUND 6/12

Brit Louis Foster scored his maiden Indy NXT victory with Andretti Autosport at Mid-Ohio thanks to a stunning pass on polesitter Christian Rasmussen.

The reigning Indy Pro 2000 series champion, son of former BTCC racer Nick Foster, started from second on the grid after Rasmussen had snatched pole by 0.01s. After leading Foster from the start, Rasmussen got spooked when rain intensified with 10 laps to go. Foster got alongside going into Turn 4, where he made an audacious later-braking move

around the outside. "It was starting to rain a little bit, so it was slippery around the back [of the track]," said Foster. "That made Christian make a mistake, and the move was good but it destroyed my front-right tyre."

Foster pulled away despite his flatspot – "Going down the straights for the last eight laps the car was shaking" – and his dental bill was saved by a full-course caution for series leader Nolan Siegel spinning into the grass at Turn 11.

The race restarted for a four-lap sprint to the finish, with Kyffin Simpson barging past Rasmussen to grab second at the Keyhole. "It was a tough move, but that was my only chance so I had to take it when I got the opportunity," he said.

Simpson chased down Foster, who held on to win by 0.4s. Fellow Brits Enaam Ahmed and Jamie Chadwick finished eighth and 10th respectively after banging wheels earlier at Turn 5.

CHARLES BRADLEY



SKIBINSKI/PEC

Kristoffersson unbeatable on home ground

WORLD RALLYCROSS
HOLJES (SWE)
2 JULY
ROUND 3/8

Johan Kristoffersson continued his unbeaten start to the World Rallycross Championship season on home soil in Sweden, taking his third clean-sweep in a row and a 38th career victory.

He was untouchable in both dry and wet conditions across the two days at the ‘magic weekend’ event, which began with him topping Superpole. After triumphing in every heat, five-time champion Kristoffersson lined up at the front in the first of the semi-finals. He led away at the start in his Volkswagen RX1e from Timmy Hansen’s Peugeot 208, while the Lancia of Guerlain Chicherit came out on top in a feisty three-way battle behind with Niclas Gronholm and Klara Andersson, who was forced off track before taking her joker lap.

Kristoffersson pulled clear of Hansen for a comfortable victory, while Chicherit qualified for his first final of the season in third in the Delta. Gronholm passed



team-mate Andersson for fourth in the closing stages, but both missed out on the final in their PW1 RX1e machines.

Hansen’s brother Kevin won the second semi-final ahead of Ole Christian Veiby and Timo Scheider, the trio all completing their joker laps late on and emerging in front of nine-time World Rally champion Sebastien Loeb, who failed to make the final in his Lancia. Also failing to progress was Volkswagen driver Gustav Bergstrom.

Kristoffersson started from the front in the final and immediately broke away from his team-mate Veiby, while Kevin Hansen used his joker lap early but brushed a

barrier in the process and lost time, eventually finishing in fourth.

After their clash at the previous round, Timmy Hansen and Veiby were involved in another close battle, this time avoiding contact. Veiby ran wide in the closing stages and conceded second, with the pair both scoring their first podiums of the season. Neither had any answer to Kristoffersson, who finished over four seconds clear.

Scheider suffered a late puncture in his SEAT Ibiza, while Chicherit pulled off with an issue and retired.

STEVE WHITFIELD

Another festival for van der Ende

GT4 EUROPEAN SERIES
SPA (BEL)
30 JUNE-1 JULY
ROUND 3/7

Ex-Formula Ford Festival winner Ricardo van der Ende claimed a dramatic victory in the GT4 European Series at Spa.

The Dutchman took over the BMW M4 GT4 started by Benjamin Lessennes in third place, and a safety car moved him onto the tail of the leading duo. Among this pair, Julien Briche had taken the lead at the start before handing his Aston Martin over to son Florian, and Christophe Hamon was at the wheel of the Sainteloc Audi qualified



on pole by Gregory Guilvert.

In a brilliant move, van der Ende swept ahead of Hamon and Briche after the restart to take the lead. Gabriele Piana was also on the move in the BMW started by Michael Schrey and fought through to second. Hamon finished third, while a track-limits penalty for the Briches moved Aston pair Jamie Day and Ruben del Sarte up to fourth.

After fine weather on Friday, the following day’s race on the morning of the 24 Hours kick-off took place in wet conditions. Etienne Cheli, son of ex-F3000 and F3 racer Eric, had started the Xswift Toyota from 11th on the grid, but the car was properly in contention by the time acknowledged rainmaster Antoine Potty was at the wheel. The local man then soared from third, passing the Borusan Otomotiv BMW of Northern Irish youngster Tom Edgar for the lead.

Edgar, in the car started by Berkay Besler, finished third behind Speedcar Audi pairing Benjamin Lariche and Robert Consani.

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WEEKEND WINNERS

NASCAR CUP
CHICAGO (USA)
Shane van Gisbergen
Trackhouse Racing (Chevrolet Camaro)

INDY NXT
MID-OHIO (USA)
Louis Foster
Andretti Autosport

WORLD RALLYCROSS
HOLJES (SWE)
Johan Kristoffersson
Kristoffersson Motorsport (VW Polo RX1e)

GT4 EUROPEAN SERIES
SPA (BEL)
Race 1 Ricardo van der Ende/
Benjamin Lessennes
L’Espace Bienvenue
(BMW M4 GT4)
Race 2 Antoine Potty/Etienne Cheli
Xswift Racing Events
(Toyota GR Supra GT4 Evo)

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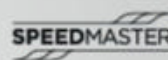
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Camara and Antonelli amid sadness at Spa

**FORMULA REGIONAL EUROPEAN
SPA (BEL)
30 JUNE-1 JULY
ROUND 4/10**

Rafael Camara and Andrea Kimi Antonelli claimed maiden Formula Regional European Championship by Alpine victories on a sad weekend for the series. Eighteen-year-old Dilano van't Hoff was killed on Saturday morning in the second of the two races on the bill of the Spa 24 Hours.

Prema driver Camara took a lights-to-flag victory in a processional opening race on Friday, controlling affairs through two safety cars to take the win by a shade under 0.8 seconds. The Brazilian Ferrari protege converted pole into the lead from fellow front-row starter Tim Tramnitz, and edged away by more than a second from the R-ace GP driver before each of the cautions.

Championship leader Martinus Stenshorne took third in his R-ace car, a further second back on his team-mate. Antonelli and Prema stablemate Lorenzo Fluxa claimed fourth and fifth at the end of a race in which there were no place changes in the top five.

Most of the overtaking involved Maya Weug. She dropped from sixth on the grid to eighth in her KIC Motorsport entry before fighting back to her starting position, but then lost out to RPM's Maceo Capietto.

Antonelli jumped from third on the grid to second behind pole winner Tramnitz at the start of Saturday's race, held in wet conditions. The Mercedes F1 junior trailed the German for the first four laps and fell



as much as a second back, but with the conditions worsening he made quick progress up to the gearbox of his rival. After one attempt to make the pass at Les Fagnes, he made it to the front through Stavelot.

A safety car was almost immediately called before the race went green for what should have been a two-lap sprint to the flag. Tramnitz went off at the top of Raidillon on the 11th lap, his spin causing a multi-car incident in which van't Hoff's MP Motorsport car hit the barriers and was then collected by RPM driver Adam Fitzgerald (see *Pit & Paddock*, p4).

Speaking before the implications of

the accident became clear, Antonelli said: "The conditions were really difficult, because it was getting wetter and wetter. I'd been trying different lines to see what worked and used that to get past him after a good fight."

Tramnitz was classified second on countback after the result was declared at nine laps, while Arden driver Joshua Durksen was classified 0.9s behind in third. Hadrien David, subbing for the unwell Charlie Wurz at ART, and Camara took fourth and fifth respectively, while Weug made it into the top six for the first time.

GARY WATKINS

Buus edges out ten Voorde

**PORSCHE SUPERCUP
RED BULL RING (AUT)
2 JULY
ROUND 2/7**

Bastian Buus edged out two-time champion Larry ten Voorde at the Red Bull Ring to take over from Harry King at the top of the Supercup standings.

After a wet qualifying session created a jumbled-up grid, Buus and ten Voorde enjoyed a largely private battle at the front of the field, with the pair exchanging positions on numerous occasions across the 18-lap duration. The decisive move came on the penultimate lap, when 20-year-old Danish talent Buus fired his Lechner Racing Porsche to the inside of Turn 3 and offered his Team GP Elite rival no chance of defending.

This allowed Monaco winner King

the chance to close the gap and join the fight on the closing lap, no mean feat given he had dropped to 16th from his 11th grid slot early doors.

"We were both at the limit but that's part of the Supercup," said ten Voorde. "I just wasn't fast enough today and, to be honest, I was a little surprised that I was able to keep Bastian behind me for so long. I fought like a lion."

Two post-race penalties for contact cost King a total of 15 seconds and dropped him to 10th in the results. That elevated Leon Kohler into a podium position, with Dorian Boccolacci fourth.

South African Keagan Masters struggled as he dropped from second on the grid after a wet qualifying to 18th at the flag, his progress severely hampered by a crash into the barriers on lap three.

SAM HALL

WEEKEND WINNERS

**FORMULA REGIONAL EUROPEAN
SPA (BEL)**

Race 1 Rafael Camara
Prema Racing

Race 2 Andrea Kimi Antonelli
Prema Racing

**PORSCHE SUPERCUP
RED BULL RING (AUT)**

Bastian Buus
Lechner Racing



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Bathurst legends Murphy and Richards make Brands debuts

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Murphy and Richards plot Brands return after debut

SUPER TOURERS

Bathurst legends Greg Murphy and Steven Richards contested the Super Touring races at Brands Hatch last weekend and hope to return for future events.

Four-time Bathurst 1000 winner Murphy drove an ex-Team Dynamics Nissan Primera at Super Touring Power, while five-time victor Richards raced the Volvo S40 campaigned by his father Jim Richards in Australia in 1998.

Murphy qualified seventh in the 20-car field for his circuit debut on Saturday and finished race one in the same spot with the Peter Sturgeon-owned Nissan. Richards finished fifth in his first race on the Grand Prix layout before going one place better in race two, from which Murphy retired.

On the Indy circuit on Sunday, Richards qualified fifth and Murphy sixth. Murphy beat Richards's Lindsay O'Donnell-owned Volvo to sixth by 0.4 seconds in race three but retired in the finale, in which Richards was fourth.

"It's been a wonderful event – it looks like a raging success," said 50-year-old Murphy, who also demonstrated his 2008-09 Australian Supercars Holden Commodore and set times comparable to the Super Touring frontrunners. "The cars resonate with people and there are a lot of memories. They're a lot of fun to drive and mean a lot to me – a special place in my heart and lots of people feel the same way. I'd love to come back and be a bit more competitive. Getting to drive an old Supercar on the GP and the Indy circuits was a highlight."

Richards, 50, who also demonstrated a Ford Falcon, added: "It's been fantastic. You just have to see the crowd that's turned out to see what Super Touring meant to people. It's a great spectacle and a big level of commitment from the organisers. Hopefully they'll invite me back for another one."

"Sometimes we get caught up in being a racing driver and only later in life reflect on some of those nice things you get to do. It's been cool to share the weekend with Murph."

Fellow New Zealander Paul Radisich was reunited with his 1994 Ford Mondeo, owned by Kiwi businessman Scott O'Donnell, and scored a best result of seventh. "I'd forgotten the enthusiasm and love for the drivers and the cars," said the 60-year-old. "It's lovely to be wanted."

KEVIN TURNER & TOM HOWARD

➔ P65 OPINION



TRIPLE EIGHT VAUXHALL ASTRA BACK ON TRACK

SUPER TOURERS

All three British Touring Car Championship Vauxhall Astra Sport Hatches, fielded by the works team in 2005-06, are set to return to the track in the coming months following a recommissioning project by Philip Morgan's MDA Wheels specialist car commissioner.

The cars were built by Triple Eight Race Engineering to replace the ultra-successful Astra Coupes that dominated the BTCC in the post-Super Touring era of 2001-04. Raced by the likes of Yvan Muller, Colin Turkington and Fabrizio Giovanardi, the Sport Hatch scored 10 race wins, with Muller finishing second to Matt Neal in the 2005 standings, before it was replaced by the Vauxhall Vectra for 2007.

Two cars were privately run by Arkas Racing in 2007-08 before they were bought – along with the third in pieces following Gavin Smith's Brands Hatch shunt in 2006 – by three-time British Rally champion Mark Higgins for his rally school. But they did not go into service and were acquired by Morgan, father of 2013 Renault UK Clio Cup runner-up and TCR driver Alex Morgan.

The cars have been rebuilt over the past 18 months by Power Maxed Racing, led by former Triple Eight engineer Martin Broadhurst.

The first to be completed – Turkington's 2005 chassis, also raced by Tom Chilton in 2006 – made its race return in Morgan Jr's hands at Brands Hatch last weekend in the Super Tourers category, where he took three top-six finishes.

"The handling felt amazing, bearing in mind we've not done any testing and we've got a base set-up," he said. "We've got no data, so it's difficult to know what direction we can go with certain things, but what we started with as a base was very, very good."

The team plans to rebuild the ex-Smith car around a spare shell and race at Croft next month.

MARK PAULSON



INGRAM WOWS AT CASTLE COMBE RALLY DAY British rally ace Chris Ingram was the star of the annual Rally Day at Castle Combe last Saturday. Fresh from finishing a mighty second on the Ypres Rally a week earlier, Ingram wowed the fans by driving the Toyota Celica GT4 (below) of Nicky Grist on the feature rally stage at the Wiltshire track. Other stars included Jimmy McRae, Stig Blomqvist and Louise Aitken-Walker, while star cars included an ex-Colin McRae Ford Focus WRC and two Subaru Impreza WRCs previously driven by McRae and Juha Kankkunen. Ingram said: "I've got massive respect for the heritage of the sport. For me, the 02 Focus was iconic because that's when I started watching rallying when I was eight years old." **Photographs by Paul Lawrence**



Ex-Rouse 1989 Ford Sierra RS500 'found'

HISTORICS

The Ford Sierra RS500 raced by four-time British Touring Car champion Andy Rouse during the 1989 season has been put up for auction having been 'lost' for more than 30 years.

Rouse took the car to six wins during the 1989 season and finished third overall in the standings as well as winning Class A, before the RS500 competed in the Group A Saloon Car race in support of the Macau Grand Prix later that year.

It was then sold to a Japanese team that used it for seven races across the next two years, before it is believed to have been sold to a private collector.

Recently acquired by a new owner, the car was then sent to Andy Rouse



Engineering, where it was confirmed by Rouse himself to be the same car with original engine. Having been fully restored and driven by Rouse during a trackday at Silverstone, the RS500 will now go up for auction at the Silverstone Festival in August.

Harry Whale of Silverstone Auctions said: "Arriving fresh to market having been effectively 'lost' for almost 30

years, this really is an unrepeatable opportunity to acquire a significant piece of British motorsport history.

"Pleasingly, it's accompanied by a letter of authenticity from Andy Rouse offering rock solid provenance from the car's original builder and driver and someone who was one of the most respected preparers and drivers in British motorsport."



Ultimate BMW race to return with new destination at Brands Hatch

BMW CAR CLUB

The BMW Car Club will run another Ultimate BMW race this summer, which is open to all closed-wheel models from the German manufacturer, and this year's will be held at Brands Hatch.

The non-championship race was run for the first time at Donington Park last August and attracted 27 entries. The 40-minute contest is specially designed for those who have cars that do not conform to the club's regular championship, and they can run on any tyres. Organisers intend for the race to be an annual feature that moves around different venues, with this year's Brands event set for 26 August.

"It's going to be the same format as last year but we might bring in a few different trophies," said BMW Car Club coordinator

Neil McDonald. "Currently, it's built around people who don't like rules. There's a lot of people who go out racing and don't like people telling them what they can and can't do. It's all meant to be fun – so much motorsport gets too serious. Brands Hatch is a different circuit and we're expecting some pretty powerful cars but it's open to anything."

Prior to Brands, the next rounds of the regular championship at Croft this weekend will again feature the Russ Cockburn memorial race. "Russ was like a second father to most of us," said McDonald, adding that Croft is the perfect venue at which to remember Yorkshireman Cockburn, who died in 2020. "He told it as it was, and he was a great supporter of the championship."

STEPHEN LICKORISH

Simon Arron Trophy set for Gold Cup

HISTORICS

A new race named in honour of respected journalist and motorsport enthusiast Simon Arron will be held at this year's Oulton Park Gold Cup.

The Simon Arron Trophy will feature a combined grid of Historic and Classic Formula Ford machinery and will replace the Historic Sports Car Club's Thundersports category at the 28-30 July meeting.

Arron died in November 2022 and was a lifelong supporter of Oulton Park as well as Formula Ford, and it's hoped a capacity grid of 34 cars will compete in the races.

Andy Dee-Crowne, CEO of the HSCC, said: "I'm delighted that we've been able to introduce Historic and Classic Formula Ford into the Gold Cup programme. To have the races named in memory of

Simon Arron makes it particularly special for everyone. Simon was a good friend of the Club, and I'm sure he would have approved of these races being named in his memory."

The HSCC will oversee the meeting, which will include series from several clubs, including the Historic Racing Drivers Club, Classic Sports Car Club and Motor Racing Legends among others.

SPA RETURN FOR BRITISH GT

The British GT Championship will return to Spa next year having left the Belgium venue off the calendar this season. The two-hour race will take place on 23 June, with the 2024 calendar consisting of six other meetings. These include the season-opener at Oulton Park for two one-hour races, three-hour races at Silverstone and Donington Park, and further visits to Snetterton, Brands Hatch and Donington again – the season-finale date currently listed as TBC.

FAMILY AFFAIR IN GTSCC

No fewer than 11 racing dynasties are among 25 teams set to compete in Saturday's 75-minute GT & Sports Car Cup race at Donington Park. They include husbands and wives (Brian/Barbara Lambert and Mike Thorne/Sarah Bennett-Baggs), mother and son (Beverley/Oliver Phillips) and father and daughter (Richard/Alice Locke). Brothers John and Gary Pearson will also be joined for the first time by sisters Arabella and Emily Welch.

A SERIES OF UPS AND DOWNS

Motorbase Performance founder Dave Bartrum had an eventful debut in his self-built Ford Sierra RS500 at Brands Hatch. Racing in the Blue Oval Saloons Series, he qualified eighth on the Grand Prix circuit but failed to start after his car began to overheat. He drove to ninth in race two, then planted the 1988 Dick Johnson-liveried machine on pole for Sunday's Indy circuit races. Bartrum, who hasn't raced regularly since winning the 1998 Ford Saloon Championship, stalled on the grid and dropped to last, but recovered to fifth and took fourth in the finale.

MIA AWARD FOR GRANT

John Grant, vice-president of the British Racing Drivers' Club, has been presented with the Motorsport Industry Association's Outstanding Contribution to the Motorsport Industry award. Grant received his accolade at the House of Lords last week (below).



Nicholson loses out as Wallace wins again

BRITISH DRAG RACING

The Wallace Motorsport Pro Modified juggernaut thundered on as Bobby Wallace added another win to his tally last weekend. He has now reached five final rounds in a row and won three of them, his two defeats dealt by Sweden's all-conquering European champion Jan Ericsson in Santa Pod's combined FIA/Motorsport UK races in September and May.

But last weekend, the third round of the 2023 Motorsport UK British Drag Racing Championship, he 'ran the table' by scoring pole position, clocking the lowest elapsed time and top speed of the event (5.861s/246.37mph), and then winning it.

Wallace's final-round opponent was Wayne Nicholson, who faced off for the second time this season. Nicholson's Yorkshire team had failed to register a time in Saturday's first two qualifying sessions and only squeaked into the field at the third and last attempt.



Eight-time champion Andy Robinson's disappointing year continued. Despite qualifying second, Robinson jumped the lights in the opening round against the lower-qualified Nicholson and was eliminated. Pro Mod newcomer David Smith qualified third and reached his first semi-final, where the rampant Wallace beat him.

The small Wallace family team from Bedford is making inroads using an unfashionable powerplant. The V8 in the team's Camaro is a naturally aspirated

petrol-burner with cavernous internal dimensions (14.8 litres) and nitrous oxide injection. These were the original engine types when Pro Mod emerged as a class in the 1980s. Since Pro Mod became the UK's primary class in 2007, only once has a supercharged car failed to secure the crown, when Roger Moore's nitrous machine won in 2012. At the halfway point this season, Wallace holds a healthy points lead that will be hard to narrow for his rivals.

ROBIN JACKSON

MotoGP line-up confirmed for Festival of Speed



GOODWOOD

Reigning MotoGP champion Francesco Bagnaia will be joined by nine of his rivals for this year's Goodwood Festival of Speed event.

The Ducati rider will take to the hill on 13-16 July, as will fellow MotoGP riders Lorenzo

Savadori, Raul Fernandez, Miguel Oliveira, Enea Bastianini, Michele Pirro, Augusto Fernandez, Pol Espargaro, Brad Binder and Mika Kallio.

The event is set to be the biggest FoS celebration of the two-wheeled championship, with six MotoGP teams attending including Aprilia, Ducati,

Honda and KTM.

Legends of MotoGP will also be present, including Alex Criville, Casey Stoner, Freddie Spencer, Giacomo Agostini, Kenny Roberts Jr, Kevin Schwantz, Mick Doohan, Randy Mamola and Wayne Gardner, who combined hold 35 world championships between them.

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Super idea too good *not* to repeat

Brands Hatch's evocation of one of the greatest eras of tin-top racing was a nostalgic sensation for fans, drivers and event organisers. Can we do it again next year?

KEVIN TURNER

Super Touring cars were amazingly sophisticated and expensive, which helps to explain why getting a consistently strong grid of them for a historic championship has always been a challenge. But it is possible to relive one of the true heydays of tin-top competition, as last weekend's Brands Hatch Super Touring Power event proved.

A fine field of 20 cars qualified for the first race on the Grand Prix layout on Saturday, and 15 lined up for the fourth and final contest on the Indy circuit on Saturday. The races were short and sharp – sensible given the exotic machinery – but long enough to make the right sights and sounds, and evoke many memories.

The celebration went far beyond that, with displays and on-track demonstrations that included more Super Tourers and other impressive tin-tops. Seeing Alain Menu's 1997 British Touring Car Championship-winning Renault Laguna on track with Ash Sutton's current NGTC Ford Focus and a 2008 Holden Commodore driven (quickly) by Greg Murphy was a highlight even though they weren't racing. And then there were the myriad other attractions, including the chance to play the original TOCA and TOCA 2 video games that so helped increase the profile of the BTCC in the late 1990s.

But perhaps the biggest draw was the period stars, who were swamped for autographs. Menu found himself signing *five* of

“Perhaps the biggest draw was the period stars, who were swamped for autographs”

his old overalls owned by one fan and twice joined Autosport on the Super Touring Power stand to reminisce about a golden era of touring cars. Jeff Allam, Tim Harvey, Murphy, Paul Radisich, Anthony Reid, Steven Richards, Andy Rouse, Steve Soper and Patrick Watts did likewise over the two days, while Jake Hill – who showed his class on track by winning all four races in the ex-Laurent Aiello Nissan Primera – also joined in. All seemed to enjoy it, with Menu even staging a minor invasion of our interview with his former team-mate and sparring partner Reid...

Reid said the weekend “exceeded expectations” and that summed up the general feeling. There were certainly plenty of fans – official figures weren't put out but it's safe to say it was closer to a contemporary BTCC crowd than to a ‘normal’ clubbie.

It provided a feel-good factor for MSV group motorsport event

manager David Willey, who worked closely with Classic Touring Car Racing Club chairman Stuart Caie, Peter Still and MSV's Tom Arron to make it happen.

“I met with Stuart at Easter last year,” says Willey. “They've been doing a tremendous job with the Super Tourers and we thought we'd really push an event at Brands. We discussed some ideas and it was one of those moments when all the stars seemed to align. We thought, ‘What was at those events?’ As a teenager, I spent hours on TOCA 2 and a few colleagues said they still had the game, so we ended up getting four PlayStations and old games, and a tent...”

Reaction to a TOCA 2 social media post showed they were on the right track. “We've put a huge amount of promotion and investment behind it,” adds Willey. “We put our heart and soul into this. The love for the period has just been amazing. What's blown me away is how approachable the legendary drivers have been and to hear how happy they are to be here.”

It wasn't just about Super Touring, either. Although that was the headline, the CTCRC's other series charted the history of tin-tops right back to the start, with its usual pre-1966/1983/1993/2003 and Classic Thunder divisions – and plenty of spectators stayed trackside to watch them. “It's been an amazing race weekend and the entries have been fantastic,” confirms Willey.

It led many to ask about a repeat in 2024. “I would love to say we're going to do this next year and we're open to it, but it's been such a success how on earth are we going to top this?” asks Willey. “We have to be mindful about how we take this forward.”

Fortunately, there is scope for more. Watts is thinking about racing his Peugeot 406, John Cleland – who couldn't make it this year – would be an obvious draw. Then there's 1998 champion Rickard Rydell (busy last weekend at the Red Bull Ring), plus Frank Biela and Yvan Muller (both potential attendees until getting Le Mans Classic gigs).

There were no Audis or BMWs in the Super Touring races, either – that's not a criticism, merely a point to aim for next time. There are already murmurings that other cars could reappear.

Some of the drivers hadn't seen each other in 20 years so there was a kind of reunion atmosphere. And their thoughts also turned to who else should come – Menu suggested 1993 champ Jo Winkelhock, while Hill reckoned other current BTCC racers should come along.

Willey was understandably cautious about committing to doing the event again, but this felt like the start of something, not a one-off. Let's get a date in the 2024 diary sooner rather than later... ❧

➔ P70 BRANDS HATCH REPORT



Record-breaking crowd watches the action get under way with the venerable pre-war machines of Plateau 1

A grand celebration of 100 years

LE MANS CLASSIC PETER AUTO 1-2 JULY

Jointly organised by Peter Auto and the Automobile Club de l'Ouest, the 2023 Le Mans Classic continued the 24 Hours centenary celebrations set in motion just a few weeks ago when Ferrari scored a dramatic comeback win at the famous Circuit de la Sarthe.

The 11th edition of the Classic featured

six age-related Plateaux (grids), each grid racing three times over 24 hours, and six 'support' races. It attracted a record-breaking crowd of 235,000, despite heavy rain and prolonged drizzle early on before sunny conditions took over on Saturday.

The Endurance Racing Legends, featuring the most modern machines of the 1990s and 2000s, kicked things off and attracted nearly 80 cars, including the likes of Porsche 911 GT1 Evo, Bentley Speed 8, McLaren F1 GTR, Lola-MG EX257,

Aston Martin DBR9, TVR Tuscan 400R and Audi R8.

The Group C field had the smallest grid of 'only' 33 starters, with most races featuring entries in the sixties and seventies.

Tennis legend Rafael Nadal waved the ceremonial flag to get things under way and winning marques over the weekend – which featured star drivers in all sorts of machines – included Jaguar, Ford, Porsche, Peugeot and Toyota.

PETER BAKER



WALLACE AND JAGUAR WIN AT LE MANS AGAIN Thirty-five years after he won the 24 Hours in a Jaguar XJR-9, Andy Wallace was the man to beat in the Plateau 3 races for 1957-61 machines in this D-type. He won two of the three races, while Jaguars dominated the Plateau 2 races for 1949-56 cars.



WEEKEND WINNERS

PLATEAU 1 (1923-39)

Races 1, 2 & 3 Gareth Burnett/Michael Birch (Talbot AV105)

Combined Burnett/Birch

PLATEAU 2 (1949-56)

Races 1 & 3 Niklas Halusa/Lukas Halusa (Jaguar D-type)

Race 2 Nigel Webb/Chris Ward (Jaguar C-type)

Combined Halusa/Halusa

PLATEAU 3 (1957-61)

Races 1 & 2 Andy Wallace (Jaguar D-type)

Race 3 Hans Hugenholtz/Emanuele Pirro (Lister-Jaguar Costin)

Combined Wallace

PLATEAU 4 (1962-65)

Race 1 Christian Glasel/Seb Perez (Ford GT40)

Races 2 & 3 Diogo Ferrao (Ford GT40)

Combined Ferrao

PLATEAU 5 (1966-71)

Race 1 Steve Brooks (Lola T70 Mk3B)

Races 2 & 3 David Hart/Olivier Hart (Lola T70 Mk3B)

Combined Hart/Hart

PLATEAU 6 (1972-81)

Races 1 & 3 Maxime Guenat (Lola T286)

Race 2 Yves Scemama (TOJ SC304)

Combined Guenat

ENDURANCE RACING LEGENDS

Race 1 Emmanuel Collard (Pescarolo C60)

Race 2 Francois Perrodo (Toyota GT-One)

GROUP C

Race 1 Erik Maris (Peugeot 905 Evo 1 Bis)

Race 2 Ralf Kelleners (Porsche 962C)

PORSCHE CLASSIC RACE LE MANS

Dominique Guenat/Maxime Guenat (Porsche 935)

BENJAFIELD'S RACING CLUB

Clive Morley (Bentley 4.5L)

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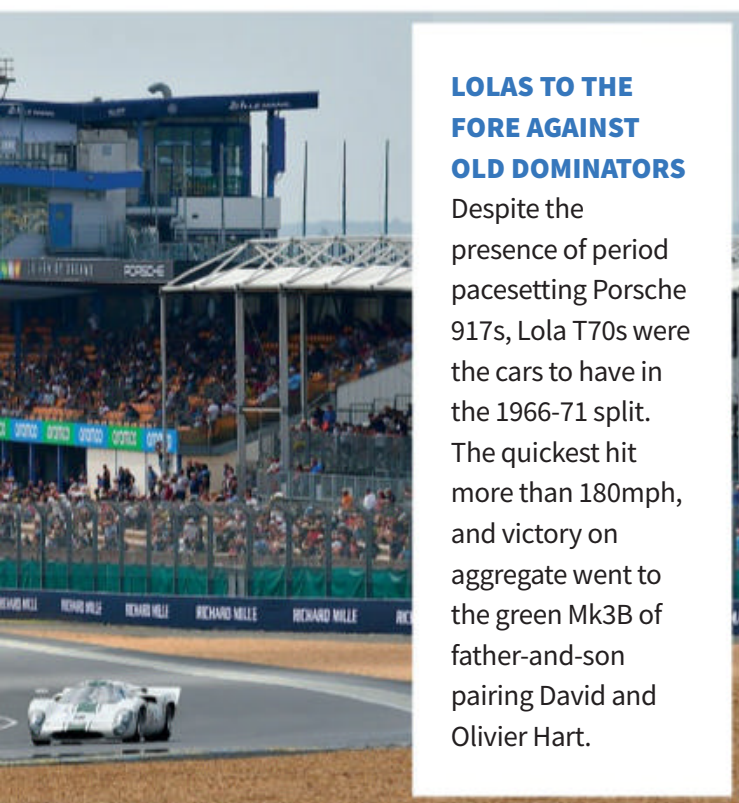
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PORSCHE CONTEST TOPPED BY 935 The bewinged 1977 935 of Dominique Guenat and Maxime Guenat won the Porsche Classic support race after starting from row three. Experienced GT pedaller Johnny Mowlem was third driving a 1974 911 RSR in a contest dominated by turbocharged machines.



PEUGEOT 905 RELIVES FORMER GLORIES The V10-engined Peugeot 905 was the car to beat at the end of the Group C era, winning Le Mans in 1992 and 1993. Erik Maris took his Evo 1 Bis version to victory in the first Group C clash, though he was pushed back to sixth in the second.



LOLAS TO THE FORE AGAINST OLD DOMINATORS

Despite the presence of period pacesetter Porsche 917s, Lola T70s were the cars to have in the 1966-71 split. The quickest hit more than 180mph, and victory on aggregate went to the green Mk3B of father-and-son pairing David and Olivier Hart.



TOYOTA GT-ONE FINALLY WINS AT LE MANS Famously thwarted twice in the 24 Hours, the Toyota GT-One finally scored a victory at Le Mans. After finishing second to Emmanuel Collard's Pescarolo C60 in the first Endurance Racing Legends event, Francois Perrodo went one better in race two.

A CELEBRATION OF BENTLEY AND LE MANS

For members of the Benjafield's Racing Club, a recent journey across to France marked a symbolic anniversary

STEVE HINDLE

In May 1923, a lone Bentley left London and headed for the ferry en route to France. Canadian John Duff was at the wheel and sitting alongside was fellow racer Frank Clement, while behind, cramped together with tools and spares, perched mechanics Arthur Saunders and Jack Besant. Their destination: Le Mans – the first edition of a new race for production cars to be held over 24 hours.

One hundred years later, the same #8 machine was back in London, standing proudly at the head of an assembled group of over 30 others, all members of the Benjafield's Racing Club, ready to remake the crossing and return to France.

Duff and Clement had been the sole British entry in 1923, and remarkably finished fourth overall after losing time to a ruptured fuel tank, requiring Duff to run the three miles back to the pits, where Clement – equipped with petrol – borrowed a gendarme's bicycle, rode against the traffic and plugged the leak to keep them in the race.

It was the combination of belief in his engines and drivers, together with a better understanding of how to prepare cars for

endurance racing, that convinced WO Bentley to offer full factory support a year later. On their return and in a much-changed car, Duff and Clement took the first of five pre-Second World War victories for Bentley. Yet despite the significance of the early triumph, and the hat-trick of wins by Woolf Barnato (who remains the only driver with a 100% record of three from three), it's the 1927 winning pairing of Dudley Benjafield and Sammy Davis whose heroics continue to inspire the current generation of enthusiasts.

Davis, a journalist and accomplished racer, and Benjafield, a doctor with a passion for speed, were the crew of one of three Bentleys that year. And all three were involved in the infamous White House crash. Approaching the blind turn at Maison Blanche as night began to fall, Davis noticed something was not quite right ahead and braked early before rounding the bend, where he saw the tangled wreckage of his team-mates and others strewn across the road. After throwing his car sideways in an effort to spare the engine, he hit one of the stricken cars hard, bending a wheel, an axle, the chassis, and the right-front wing. After making sure that all others were

Morley gives chase to Overington in the Benjafield's Racing Club race at the Le Mans Classic

STEVE HINDLE



The #3 Bentley carried on
after White House crash

safe, he coaxed the #3 machine slowly back to the pits.

Regulations stated that only the driver could work on the car, using tools carried onboard. Davis toiled for minutes, then hours, choosing initially not to hand over to Benjafield, before he took a leap of faith with the damaged machine and continued. As the race progressed through the dark, both Davis and Benjafield were repeatedly forced to make running repairs, yet carried enough speed to reduce the deficit to the leading Aries, the engine of which was slowly failing before conking out altogether with less than two hours remaining.

Bentley's unlikely victory put Le Mans on the map. Subsequently, Benjafield founded the British Racing Drivers' Club and, in later years, his love of competition and *bon vivre* became the founding principles of another club; the one that now bears his name.

Nearly 100 years on from the first Le Mans adventure, as centenary celebrations of the world's greatest endurance race were planned, the Benjafield's Racing Club set about organising its own – a standalone race at the Le Mans Classic for over 70 outstanding examples of pre-war cars. Wanting to ensure continuity, the club didn't only turn to its stalwarts, but chose to encourage a new generation of devotees as well. Hence, over three weekends earlier this year, a dozen or so cars, mostly sporting novice crosses, took to the track in order to prepare some new and occasional racers for what would become the greatest gathering of racing Bentleys ever.

These races allowed competitors to gain licence upgrades as well as for experienced club members to guide participants in club etiquette: understanding the importance of good manners when racing, and genial hospitality when not. This might sound dated, but these cars are rarities, worth hundreds of thousands of pounds – to keep them racing, owners must be satisfied that those around them share likeminded values.

And so, on Tuesday 27 June, those who had shed their novice crosses joined others to be flagged-off by HRH Prince Michael of Kent as the convoy headed towards France. Once there, their ranks were swollen further by cars arriving from all over the world, ready to take on the challenges of one of the greatest circuits.

Clive Morley, in his much-developed 1926 car, claimed pole



Benjafield (far right) alongside
Davis won Le Mans in 1927



Duff and Clement's #8
Bentley that began it all

“These cars are rarities – owners must be satisfied that those around them share likeminded values”

position for the 45-minute encounter, which began with the once traditional dash across the start/finish straight. Morley led away, while behind, 70 others jostled into position. Cars were sometimes three and four abreast but, out at the front, it was mostly a two-car duel between Morley and Martin Overington in the 1929 Blower, the latter stretching its legs along the straights but Morley gaining time through the turns. They were joined briefly by the three-litre machine of Mike and Alistair Littlewood. All three traded places for a lap until Morley and Overington broke free, the two cars hustling through the Dunlop chicane as they jockeyed for position.

Successive fastest sectors from Morley meant Overington pushed to respond but, as the laps counted down, wisps of smoke from the Blower suggested that all might not be right. With just seconds remaining before the pit window closed, Morley made his mandatory stop, but Overington stayed out. With the smoking continuing, Overington backed off, leaving Morley to treat the crowd to a series of drifts as he scythed through traffic before taking the flag.

The famous #8 machine that began the Bentley journey 100 years ago finished a respectable 52nd with Jonathan Turner at the wheel, while four spots behind was Adrian Stevens in a 1923 saloon, once owned by Benjafield and used by him to see patients as he made his rounds!

It was a worthy end to a remarkable adventure and, while the racing will always be important, to the Benjafield's members it's the taking part that truly counts. 🏁



Super Tourer field springs into action with BTCC star Hill (left) and Whyte at the front

King of the Hill as BTCC star shines in ex-Aiello Nissan

BRANDS HATCH
MSVR SUPER TOURING POWER
1-2 JULY

Current British Touring Car Championship star Jake Hill was just five years old when he watched Laurent Aiello win the BTCC title in 1999, but Hill himself became a Super Touring winner by securing a clean sweep at the inaugural Super Touring Power meeting.

The 20-car Super Tourers entry, including five machines from New Zealand, contested a pair of races on both of Brands Hatch's Grand Prix and Indy layouts, with Hill, at the wheel of Richard Wheeler's ex-Aiello Nissan Primera, pipped to Saturday pole by Stewart Whyte's ex-Tom Kristensen Honda Accord.

But the eight-time BTCC race winner led from the rolling start and was barely headed for the rest of the weekend, although Whyte came closest to usurping him. The former SEAT Cupra racer exerted

pressure in the opener but lost time in traffic, before his lower tyre pressure strategy in the rematch was hindered by a safety car, as Hill nursed a gearbox glitch.

Second again in race three, Whyte jumped Hill at the start of the finale but, as Hill threatened to make a move at McLaren, the Honda's back end snapped and spat Whyte into the gravel.

Hill held off Jason Hughes (Vauxhall Vectra) and period star Anthony Reid (1998 Primera) to complete his quartet. "It's a real privilege to be here," Hill enthused. While Reid battled electrical gremlins across the weekend, Hughes completed the podium in the first and third races. Surprise package James Kellett, the Porsche Carrera Cup racer in Allan Scott's 1995 Mazda 323, scored a GP circuit podium after qualifying fourth fastest.

Multiple Bathurst 1000 winners Steven Richards (Volvo S40) and Greg Murphy (ex-Matt Neal Nissan Primera) enjoyed the challenging GP circuit on their Brands

debut. Richards claimed a fourth position on each layout while Murphy's best was sixth after battling myriad issues in an ill-handling car. Fellow GP circuit novice Wheeler thrived on the more familiar short track, charging from ninth to fourth in Sunday's opener before spinning into the gravel later on.

The Classic Touring Car Racing Club's other seven championships enthralled with massive grids and close racing. Grant Williams's ex-Roy Salvadori 1959 Jaguar Mk1 twice bettered Mini maestro Ian Curley in Sunday's classic Pre-'66 Touring Car contests, the opening bout a real thriller as the pair traded the lead while Nick Paddy (Mini) kept a watching brief.

The Mini pair had earlier shared category honours on Saturday when combined with the Pre-'83 field. Both races were won outright by Charles Rainford at the wheel of the Lovell brothers' newly acquired Faberge Ford Capri. Rainford's second was a touch fortunate, after Jonathan Corker's beached Datsun 510 brought a halt to proceedings after Rainford's own oil had spat him into the gravel following head-gasket failure.

With Rainford sidelined, Will Davison (BMW E30), who split Saturday's minor podium places with Stephen Primett (Ford Escort Mk1), triumphed twice when the Pre-'83 field joined Pre-'93 Touring Cars a day later. Davison passed Corker, who had lost fifth gear, in the closing stages for his first success. Then, with Corker sidelined, Davison held off Primett in the weekend's fourth thrash. Points leader Stuart Waite was denied a quartet of Pre-'93 wins by suspension failure on Saturday, with Ian Bower's similar M3 E30 the beneficiary.



Williams's Jag twice got the better of Curley's Mini

ALL PHOTOGRAPHY: GARY HAWKINS

WEEKEND WINNERS

SUPER TOURERS

Races 1, 2, 3 & 4 Jake Hill (Nissan Primera GT)

PRE-'66 TOURING CARS

Races 1 & 2 Grant Williams (Jaguar Mk1)

PRE-'66 & PRE-'83 TOURING CARS

Races 1 & 2 Charles Rainford (Ford Capri Mk3)

PRE-'83 & PRE-'93 TOURING CARS

Races 1 & 2 Stuart Waite (BMW M3 E36)

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

Race 1 Paul Mensley (Ford Sierra RS500, below)

Race 2 Martin Reynolds (Ford Escort Mk2)

PRE-'03 TOURING CARS/BOSS

Races 1 & 2 Paul Mensley (Ford Sierra RS500)

CLASSIC THUNDER/JAGUAR CHALLENGE

Races 1 & 3 Sam Wilson (Aston Martin V8 Vantage)

Race 2 Alex Sidwell (Holden Commodore VF)

Race 4 Nick Vaughan (Audi A3)

MX-5 CUP

Races 1 & 2 Ben Short

UNITED FORMULA FORD

Lucas Romanek (Van Diemen JL13)

TRACKDAY CHAMPIONSHIP

John Lamaster (Lotus Elise 135R)



For full results visit: tsl-timing.com

CTCRC first-timer Paul Mensley took a Blue Oval Saloons hat-trick. Unused to standing starts, his polesitting Sierra RS500 was swamped before charging back through to win the opener. He lost out to 2021 champion Martin Reynolds's Escort Mk2 and was pipped to second by Colin Tester (RS500) later that day, but twice held off Reynolds on Sunday.

Sam Wilson, piloting Rikki Cann's wild Aston Martin V8 Vantage, secured a maiden overall win in Classic Thunder by passing Bryan Bransom's BMW E46 on the final lap. Alex Sidwell, who pipped Bransom to second, then powered his Holden Commodore VF to victory over Bransom in the sequel with Wilson sidelined. The Aston bounced back with a second win on Sunday before Nick Vaughan's Audi A3 claimed a maiden victory.

Jaguar Challenge honours went to the XJSs of Guy Connew and Colin Philpott, while in Pre-'03 Gary Prebble took three wins to Chris Southcott's one.

MARK PAULSON



A RETURN HOME WITH HOLDEN Four-time Bathurst 1000 winner Greg Murphy piloted Peter Sturgeon's ex-Matt Neal Nissan Primera in the Super Tourers races, but was more comfortable demonstrating the Holden Commodore VE he had driven in Australian V8 Supercars in 2008-09. "The boys here have done a wonderful job because it's perfect," he said of the car owned by Alex Sidwell. "It feels the same, it feels right. Round here, it's just gorgeous."



RADISICH BACK IN MONDEO The Andy Rouse Engineering-built Ford Mondeo 94M 003 won the 1994 Touring Car World Cup at Donington Park in the hands of Paul Radisich, and he was back behind the wheel at Brands. Racing at the venue where he took the Mondeo's first win – and Ford's 200th BTCC success – in the original 1993 model, Radisich's best finish last weekend was seventh. "It's way better than it was in the day because it's got power steering," he said. "That's the only thing that's changed."



BLAST FROM THE PAST Among the high-speed demos and showcasing 26 years of evolution was the Williams-built Renault Laguna that Alain Menu used in the latter stages of his 1997 title-winning season. Joined by current BTCC points leader Ash Sutton in his NAPA Racing Ford Focus, and with Menu watching on, ace preparer Geoff Page gave the Laguna its first British outing since the 2006 Goodwood Festival of Speed ahead of a full overhaul.

Drivers tackle races across 24 hours of action

ANGLESEY
CSCC 24 HOURS
1-2 JULY

The Classic Sports Car Club held its first 24-hour race meeting last weekend using a format of four races per category, all of which featured compulsory pitstops, with the final results determined by the aggregate times.

The opening race featuring Tin Tops, Puma Cup and Turbo Tin Tops did not exactly promise 24 hours of exciting action, though, with numerous cars either retiring or losing time due to problems. Adam Brown and Andrew Windmill encountered issues even before the rolling start, handed penalties for overtaking under yellow flags during qualifying. Both recovered well, but Windmill was one of those who had their race compromised by reliability issues and he retired his Honda Civic Type R.

Brown, meanwhile, won by almost 29 seconds in his Ford Fiesta ST from the SEAT Leon of Phill Briggs, before Brown doubled up in the sequel with an even greater margin of victory, while Briggs lost out on second by just over 0.1s from Manoj Patel's Civic Type R.

Brown's dominance came to an end in the third race when he suffered an oil leak that forced his retirement during the night and Briggs came out on top. With Brown out of action, and with his Civic repaired, Windmill claimed victory in the final race, 8s ahead of Patel. With a podium across all four races, Patel claimed combined honours from Briggs.

The Swinging 60s Group 1 sported the most entries for the weekend with a grid that varied from the humble Hillman Imp to



Brown won opening two races but Patel (112) took overall combined victory

more exotic Alfa Romeo GTV. James Hughes controlled from the front to take the win in his Austin-Healey Frogeye Sprite. Ian Burgin trailed by over 11s in his Sprite Mk1, with Matthew Howell's Mini third.

There was a thrilling climax to the second race after an early safety car was called when the Ford Cortina Mk1 GT of Richard Rowlands/Alan Hassell spun off. Howell stormed ahead at the restart, but faded and Sam Polley in his Mini Marcos closed in to challenge for the lead. With less than five minutes to go Polley hit the front, but Hughes was on a charge and ultimately snatched victory on the penultimate corner of the race.

A third victory, again ahead of Polley, put Hughes on the brink of winning on overall combined times, but a non-finish in the

final race would ultimately prove decisive. Polley took the spoils, John Moon just held onto second in his Lenham GT, and Burgin took his second podium of the weekend in third. Burgin's consistency meant he took victory on combined times, while Polley's win in the final encounter ensured he claimed the runner-up spot.

There was a hat-trick of wins for the Talbot Sunbeam Lotus of Geoff Beale in the Modern and Future Classics races, but finishing two laps down in the third race after a broken wheel cost him the chance of a combined victory. That honour instead went to Nick and Roger Hamilton, who at the wheel of their Ginetta G20 had finished runner-up to Beale on all three occasions the Sunbeam driver stood on the top step, albeit some distance behind. The Hamilton pairing then took victory in the third race even with a 30s penalty for a pitstop infringement.

Jeremy Adams was never headed in his Caterham 420R and took a clean sweep of wins in the Magnificent 7s class. In the concurrent New Millennium category, James Collins and Andrew Robey came out on top and finished second overall on combined times in their BMW M3 E46.

In the Classic K/Swinging 60s Group 2 races, Stephen Pickering's Sunbeam Tiger proved the machine to beat as he won three times and claimed the spoils on aggregate time. In the final race of the weekend, though, he was bested by the Datsun 240Z of Dave Roberts, who had earlier taken a further two podiums but retired from the second race with just three laps left.

STEPHEN MOSLEY



Beale lost out on the combined win after a wheel failure

Lengthy barrier repairs curtail GT Cup action

OULTON PARK
MSVR
1 JULY

A three-hour delay to repair a damaged barrier dramatically shortened the action at Oulton Park on Saturday, but it didn't stop the venue becoming the 'backyard of billionaires' with thousands of supercars heading to the circuit for the Supercar Pageant.

In what was originally billed as two 40-minute races, the headlining GT Cup Championship was only able to complete two laps of race one and a reduced 30-minute sprint at the end of the day. The pivotal moment in the opening race, and ultimately the entire meeting, came as conditions worsened and the left-rear of Richard Mason's Lamborghini Huracan GT3 touched the grass on the exit of Druids.

The loss of control speared him into the barrier under the Warwick Bridge on the other side of the circuit. Mason was able to walk but admitted "he was a bit sore" after being given the all-clear by medical crew. The red flag and declaration of results handed the win to Sacha Kakad in the Audi R8 he was due to share with Hugo Cook.

Once racing resumed several hours later, it was former Mazda MX-5 rivals Simon Orange and Tom Roche who secured the race two win – their third overall victory of the season in the Orange Racing



Lovell took a brace of wins in Porsche Boxster Cup

OLLIEREAD

McLaren 720S. Orange had started in second behind Dan de Zille's Ferrari 488, but quickly passed the AF Corse-run car to pull out a 15-second lead by the time the pit window opened and Roche took the wheel. The gap might have been lower but for a heroic defensive display by de Zille, who kept Kakad behind him until a pass at Lodge moved the R8 into second a minute before the pit window opened.

When Cook took over for the second stint in the R8, he managed to reduce the gap to 12s, but it was too much to catch Roche. They finished ahead of Andre Borodin and Ed Pead (McLaren 720S).

First to take to the track after the lengthy barrier repair was the Porsche Boxster Cup, but they produced a series of races disrupted by red flags and safety cars in which Jon Lovell added another two wins to his previous five. In the Porsche Club Championship, Mark McAleer took a clean sweep in his 997.

DOM D'ANGELILLO



GT Cup victory went to Kakad/Cook in Audi R8

OLLIEREAD

WEEKEND WINNERS

ANGLESEY

TIN TOPS/PUMA CUP/TURBO TIN TOPS

Races 1 & 2 Adam Brown (Ford Fiesta ST150)
Race 3 Phill Briggs (SEAT Leon)
Race 4 Andrew Windmill (Honda Civic Type R)
Combined Manoj Patel (Honda Civic Type R)

SWINGING 60s – GROUP 1

Races 1, 2 & 3 James Hughes (Austin-Healey Frogeye Sprite)
Race 4 Sam Polley (Mini Marcos)
Combined Ian Burgin (Austin-Healey Sprite Mk1)

MODERN CLASSICS/FUTURE CLASSICS

Races 1, 3 & 4 Geoff Beale (Talbot Sunbeam Lotus)
Race 2 Nick Hamilton/Roger Hamilton (Ginetta G20)
Combined Hamilton/Hamilton

MAGNIFICENT SEVENS/SLICKS SERIES/NEW MILLENNIUM/OPEN SERIES

Races 1, 2, 3 & 4 Jeremy Adams (Caterham 420R)
Combined Adams

CLASSIC K/SWINGING 60s – GROUP 2

Races 1, 2 & 3 Stephen Pickering (Sunbeam Tiger)
Race 4 Dave Roberts (Datsun 240Z)
Combined Pickering

OULTON PARK

GT CUP CHAMPIONSHIP

Race 1 Sacha Kakad (Audi R8 GT3)
Race 2 Simon Orange/Tom Roche (McLaren 720S GT3)

PORSCHE BOXSTER CUP

Races 1 & 2 Jonathan Lovell

PORSCHE CLUB CHAMPIONSHIP

Races 1 & 2 Mark McAleer (997)

FOCUS CUP CHAMPIONSHIP

Race 1 Lewis Clark
Race 2 Ian Mitchell

PORSCHE OPEN CUP/911 CHALLENGE

Archie Hamilton (992)

For full results visit: tsl-timing.com

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Ryder secured another win at Harewood, a year after his first BHC victory

Menzies and Ryder share the spoils as drivers battle tricky conditions

**HAREWOOD
BRITISH HILLCLIMB
1-2 JULY**

A year after his maiden British Hillclimb Championship victory, Matthew Ryder was back on top in the second run-off at Harewood last Sunday.

On a day when changeable weather conditions and a course lacking in grip caused numerous moments, Ryder rose to the occasion on the very last run of the weekend to take victory.

Earlier in the afternoon, reigning champion Wallace Menzies had won the first run-off with a typically classy performance, and it was Menzies and Ryder who locked out the top two positions at the Yorkshire hill during each round. Scott Moran, Alex Summers and Sean Gould packed out the rest of the top five.

It was a weekend when both Moran and Summers were left struggling to find the right balance for their cars, as a relatively low ambient temperature and a brisk wind made conditions tricky.

Menzies showed his class by winning the first run-off with a 47.80s to eclipse Ryder by 0.22s. A further half a second behind, Moran was third in his similar Gould GR59 with a fresh set of rubber not helping him to find the pace he was seeking. Summers battled into fourth in the DJ Firestorm but had spent Saturday chasing a differential problem and was never comfortable with the car.

In the opening salvo Trevor Willis, back in his own car after engine dramas, and Will Hall broke the 50s mark to complete the top seven, but Ryder's year-old hill record of 46.39s was never under threat.

At the end of the afternoon, Summers was quick at the midway point but then had to catch a monster slide into Quarry and then catch it again as the Firestorm tried to pitch him off. The end result left him in fifth, over a second off Ryder's time.

Menzies dipped to 48.04s and Ryder, who had qualified fastest and so was last to run, knew what he had to do. Sure enough, with a great performance he fired in a 47.70s climb to take victory.

"I'm really happy with that at one of my favourite tracks," said Ryder. "But the track doesn't feel like it did last year and you could really feel the wind when you were braking into the last corner and turning into Country Corner."

Menzies was quick to acknowledge his young rival. "He thoroughly deserves it," said Menzies of Ryder. "He's been quick all weekend, full respect. It's been a hard shift this weekend working through car changes with the wind and the temperature going up and down."

Gould wrapped up a good weekend for

WEEKEND WINNERS

ROUND 15

1 Wallace Menzies (3300cc Gould-Cosworth GR59M) 47.80s; 2 Matthew Ryder (4000cc Gould-Judd GR59JB) 48.02s; 3 Scott Moran (4000cc Gould-Judd GR59J) 48.52s; 4 Alex Summers (2650cc DJ-Cosworth Firestorm) 49.07s; 5 Sean Gould (4000cc Gould-Judd GR59JB) 49.22s; 6 Trevor Willis (3200cc OMS 28-RTE) 49.41s; 7 Will Hall (4000cc Gould-Judd GR59) 49.44s; 8 Richard Spedding (1600cc GWR-Hayabusa Raptor 2) 50.86s; 9 Paul Haimes (1300t Gould-Suzuki GR59) 50.96s; 10 David Warburton (1600cc Gould-Suzuki GR59) 50.98s.

ROUND 16

1 Ryder 47.70s; 2 Menzies 48.04s; 3 Gould 48.71s; 4 Moran 48.74s; 5 Summers 48.75s; 6 Willis 48.76s; 7 Hall 49.22s; 8 Jack Cottrill (2650cc DJ-Cosworth Dallara) 49.80s; 9 Warburton 50.03s; 10 Haimes 50.34s.

POINTS

1 Menzies 147; 2 Ryder 119; 3 Moran 117; 4 Summers 99; 5 Gould 84; 6 Hall 68.

For full results visit: britishhillclimb.co.uk

the car he shares with Ryder with third, a fraction quicker than Moran, Summers and Willis as just 0.05s split four cars.

Those to make their mark in small-engined cars included Richard Spedding, Paul Haimes and David Warburton, while Jack Cottrill was an encouraging eighth in the second run-off behind Hall.

The weekend also featured the inaugural event in the British Hillclimb Championship for the Tin Top Challenge, with the fastest closed-cockpit cars having their own run-offs. Ultimately, the spectacular Subaru Legacy shared by Damien Bradley and Steven Darley set a fierce pace and honours were even between the two friends and rivals.

PAUL LAWRENCE



A win and second place for Menzies

NATIONAL FOCUS

SHINING A LIGHT ON THE WORK OF THE BRITISH MOTORSPORT TRUST

For over 45 years, the organisation has been helping to fund training and safety initiatives, but a recent rebrand is designed to raise awareness so it can support even more clubs

STEPHEN LICKORISH

PHOTOGRAPHY JEP



motorsport
IMAGES

For a charitable organisation that has been helping support UK motorsport for over 45 years, the British Motorsport Training Trust has not exactly been a well-known name. Every year it gives grants totalling six-figure sums to fund training and safety initiatives, and yet it has been operating somewhat behind the scenes. Until now, that is. A rebrand to become the British Motorsport Trust, in addition to highlighting its work outside of the training sphere, is being used to help raise awareness of its important duties and enable it to assist more clubs and organisations.

“Originally the trust was set up to train people, particularly in safety,” explains current chairman Rod Parkin, an experienced clerk of the course and steward. “But the remit has, for quite a while now, extended beyond that so we thought taking ‘training’ out of the title was appropriate, so people don’t think we’re only giving grants for training. British Motorsport Trust gives us a very wide remit.

“The rebrand was also to make sure people are aware of us. Like with other charities, we can only spend money if we bring it in, so we’re trying to increase awareness of what we do to see if we can attract some more funding.”

Although training may no longer be part of the organisation’s name, education remains one of its three core pillars – it’s been an essential element of the trust since it was founded in 1977. Back then, very little training of volunteers and officials was carried out, whereas nowadays the trust helps governing body Motorsport UK deliver a comprehensive national programme. “Motorsport UK have invested a lot of money in training people so they can deliver training courses and we support them to enable that to flourish,” says Parkin. “But we also give grants to individual organisations that want to run a training day, for example on being the first on a scene of a crash.”


Parkin says helping to support such in-person events is still invaluable in the post-pandemic world where so much is now

carried out online, although he does believe the virtual gatherings have an important role to play as well, particularly given their potential to help a “wider audience”.

Away from training, another key pillar of the trust for many years has been safety. It helps to fund items and initiatives that improve the safety of venues or help to ensure a club’s events run smoothly. “Typically, the safety applications would be for rescue units to replace equipment or even help to buy a rescue unit,” says Parkin. “There’s a lot of equipment now coming to the end of its life so we’re getting a lot of applications for new pieces of medical equipment or heavy cutting gear, for example. There’s also applications from venues – race circuits or kart circuits – to apply for funding for safety barriers. We will look at anything that helps make venues safer.”

Training volunteers has
always been a key aim





The trust put forward some of the funding for new light panels at UK circuits


An area in which the trust has been increasingly active in recent years has been closed-road rallies. These events have become popular with competitors but can sometimes be organised by very small clubs that need assistance even with basic items such as plastic tape barriers to keep spectators in certain places. “We’re very happy to receive applications for any safety equipment they need,” states Parkin. “It sounds trivial but running an event is very expensive, particularly for smaller motor clubs.”


But perhaps the most obvious example of an area the British Motorsport Trust has supported in recent years comes with the installation of light panels at various circuits around the country. Working alongside venue owners and Motorsport UK to fund them, Parkin says 74 new light panels have been installed to date, and the

“The rebrand was to make sure people are aware of us – we can only spend money if we bring it in”

trust’s contribution to these has come from its new special projects pillar, which caters for larger initiatives than the organisation has traditionally handled. Parkin describes the panels as “incredible” and believes they are a major step forward when it comes to safety. “We can put them where they’re most visible to a driver and you can put them in a place where you wouldn’t put a marshal because it’s not safe – they’ve been a tremendous help,” he says.

Not all of the schemes the trust supports are quite so wide-reaching, but Parkin estimates that it spends in the region of £200,000 per year on various grants, although that figure can more than double in some seasons. All applications are assessed by an independent panel that decides how much funding they should receive, but Parkin says they very rarely reject anyone. “We try to distribute the funds as fairly as we can,” he explains. “The smaller clubs don’t have the resources to be able to fund things, but that’s not to say the bigger clubs don’t need help as well.” And, although it works very closely with Motorsport UK, it’s important to stress that the organisation is completely independent and makes its own decisions on funding.

With the rebrand taking effect, and a donate button on its website allowing anyone to contribute to the trust’s work, Parkin is optimistic of helping more people in the future. “If anyone is able to contribute to the sport by giving any amount of funding, we will spend it as sensibly as we can,” he adds. It’s a noble cause, and perhaps now the British Motorsport Trust will break out from the shadows and finally become a better-known part of the UK motorsport scene. 



The organisation increasingly supports closed-road rallies

FINISHING STRAIGHT

How good is the Silverstone Museum for families?

SILVERSTONE MUSEUM

As the spouse of an Autosport staffer, motorsport is a big part of our lives. But, try as I might, it's not really my cup of tea. However, keen to show willing, the kids and I gamely agreed to visit the Silverstone Museum and to give our perspective as people who don't know our BTCC from your British GT.

The museum offers a range of exhibits covering the history of the site as an abbey in the 12th century, the connection to Stowe House, and its use as an airfield in the Second World War – all aspects of its past represented in the names of the corners of the track.

The exhibits were well designed to offer something to everyone. There are ample interactive things for children (and keen adults) to do, from designing a 500cc Formula 3 car (one of our kids was very pleased with the result, the other learned a lesson after a wheel failure at the first corner!), to taking photos on a podium and having a go at being a marshal. The history of the area, the development of the site and the sport overall were also covered for those who want to learn more. Information was available in multiple formats, including impressive boards, listening stations, videos and interactive educational games.

The museum also houses an impressive collection of cars and bikes from the circuit's history. The journey through the building is clear, leading you down through the exhibits to the vehicles, cafe, gift shop and access to the heritage walk on the



ground floor. On the day that we visited, we were able to go trackside and watch some British GT action, which was a great and unexpected bonus – the racing calendar is worth factoring into your trip.

For the kids, the highlight of the visit was the immersive film shown at the end, where visitors feel like they are driving a lap of Silverstone, as famous racing moments happen around you. They enjoyed the interactive elements of the museum – with special mentions to the Wellington bomber game and the Tech Lab, which offers great STEM learning opportunities covering materials used in motor racing, the physics of slicks, aerodynamics, braking in a road car versus a Formula 1 and lots more.

The staff were lovely and welcoming,

the facilities clean and well looked after. The cafe was spacious and offered family-friendly options. One thing that we didn't enjoy was the entry to the exhibition space via a dark room with video and sound. This might be a bit overwhelming for those with sensory issues.

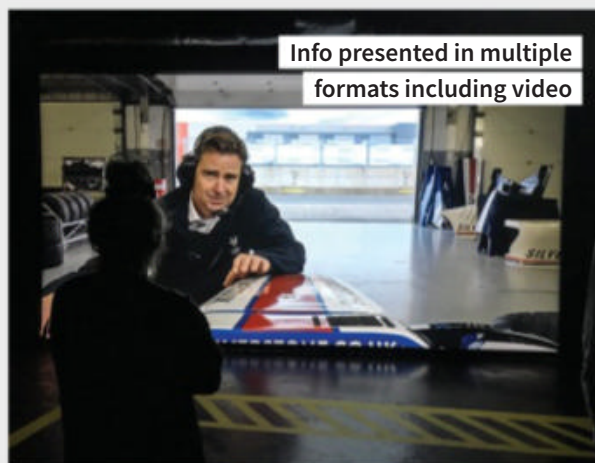
The gift shop has a great range of items at pocket-money level up to collectible models and team merchandise. Even the inexpensive things had a nice feel to them, and it seemed like care had been taken. We bought a Silverstone Museum water bottle, a mobile phone eraser and two bouncy balls as, to quote my nine-year-old, "Who wouldn't want a bouncy ball?"

There is enough on offer to keep children of all ages entertained. Toddlers will enjoy the cars and some of the button-pushing/flap-lifting even if they don't really engage with the content. For primary-aged children, they will do the same, and also be able to learn and do some of the more complex exhibits, such as the interactive pitstop. For older children and teenagers there are more complex interactive screens and stations, the cars and the track itself.

The next few weeks should be a great time to visit thanks to the Summer of F1 exhibition. From Saturday (8 July) visitors will be able to see cars driven by some of the F1 legends – including Ayrton



Posing on the podium for a perfect photo op





Cars and bikes as much of a draw for young newbies as those who saw them race in period



Museum's interactive elements a hands-on hit

Senna's world championship-winning 1991 McLaren MP4/6, Alain Prost's victorious 1990 British GP Ferrari 641 and Nigel Mansell's dominant Williams FW14B, among others and a range of racing memorabilia.

From a non-motorsport-loving perspective, this was a good family day out. It didn't feel too large or overwhelming and there was enough to see and do to keep us all engaged. I'll give the final say to my seven-year-old son, who took the post-visit interview very seriously. When asked if he'd want to go again, he said: "Yes, definitely, a thousand times!"

ALEXA KELLOW

TICKET INFORMATION

If bought in advance online: under-fives free, five-15-year-olds £13.50, adults £22.50 (compared to £25 on the day). Tickets include free repeat visits for 12 months. There are also school trip options, Sim Racing add-ons, group discounts, corporate packages and annual pass holder options.

For more information, visit:

silverstonemuseum.co.uk

WHAT'S ON

British Grand Prix

Formula 1 World Championship
Round 10/22

Silverstone, UK

9 July

TV Live

Sky Sports F1, Sun 1455,
Channel 4, Sun 1430

TV Highlights

Sky Sports F1, Sun 2030,
Channel 4, Sun 2350

Formula 2

Round 8/13

Silverstone, UK

8-9 July

TV Live Sky Sports F1,
Sat 1310, Sun 0950

Formula 3

Round 6/9

Silverstone, UK

8-9 July

TV Live Sky Sports F1,
Sat 0915, Sun 0815

Porsche Supercup

Round 3/7

Silverstone, UK

9 July

TV Live Sky Sports F1,
Sun 1150

World Endurance

Round 5/7

Monza, Italy

9 July

TV Live Eurosport 2,
Sun 1100

IMSA Sportscar

Round 6/11

Mosport, Canada

9 July

TV Live Viaplay, Sun 1700

Formula Regional European

Round 5/10

Mugello, Italy

8-9 July

TV Live Viaplay, Sat 1245,
Sun 1515

DTM

Round 3/8

Norisring, Germany

8-9 July

TV Live Viaplay, Sat 1215,
Sun 1215

Australian Supercars

Round 6/12

Townsville, Australia

8-9 July

TV Live BT Sport 1, Sat 0515,
BT Sport 3, Sun 0515

24 Hour Series

Round 4/6

Estoril 12 Hours, Portugal

8 July

TV Livestream on
Motorsport.tv, Sat 0900

NASCAR Cup Series

Round 19/36

Atlanta, USA

9 July

TV Live Viaplay, Sun 2330

NASCAR Xfinity Series

Round 17/33

Atlanta, USA

9 July

TV Live Viaplay, Sun 0030

NASCAR Truck Series

Round 14/23

Mid-Ohio, USA

8 July

TV Live Viaplay, Sat 1800

Extreme E

Round 3/5

Sardinia, Italy

8-9 July

UK MOTORSPORT

Donington Park
MSVR/Equipe

8 July

BCV8s, Equipe 70s, Equipe
GTS, Equipe Libre, Equipe
Pre '63s/'50s, GT & Sports
Car Cup

Brands Hatch MSVR

8 July

Bell Sport Challenge,
Bernie's V8s & Historic
Outlaws/CALM Porsche,
CMMC Southern Series,
Monoposto, Roadsports

Oulton Park BARC

8 July

2CVs, Caterham Academy,
Sports Saloons, JSCC,
Track Attack

Thruxton BARC

8-9 July

British Trucks, Caterham
Graduates (Sigma 135/
Sigma 150/Sigmax),
Hyundai Coupe Cup,
Kumho BMWs, MGOC,
Mini Challenge
Clubsport, Pickups

TV Livestream

via barc.net

Cadwell Park 750MC

8-9 July

750 Formula, Alfa Romeos,
Classic Stock Hatch,
Historic 750 Formula,
Hot Hatch, Ma7das,
Mighty Minis, Sport
Specials, Sports 1000,
Type R Trophy

Knockhill SMRC

8-9 July

Ferrari Classic, Scottish
C1s, Scottish Classics,
Scottish Fiesta STs,
Scottish Legends,
Super Lap Scotland

Croft DDMC

8-9 July

BMW Car Club, Northern
Saloons & Sports Cars

Mondello Park MPSC

8-9 July

7 Race Series, BOSS, Fiesta
STs, Fiesta Zetecs, Formula
Vee, Future Classics, Irish
Legends, Junior Mini
Challenge, Strykers,
SEAT Supercup/ITCC

Donington Park VSCC

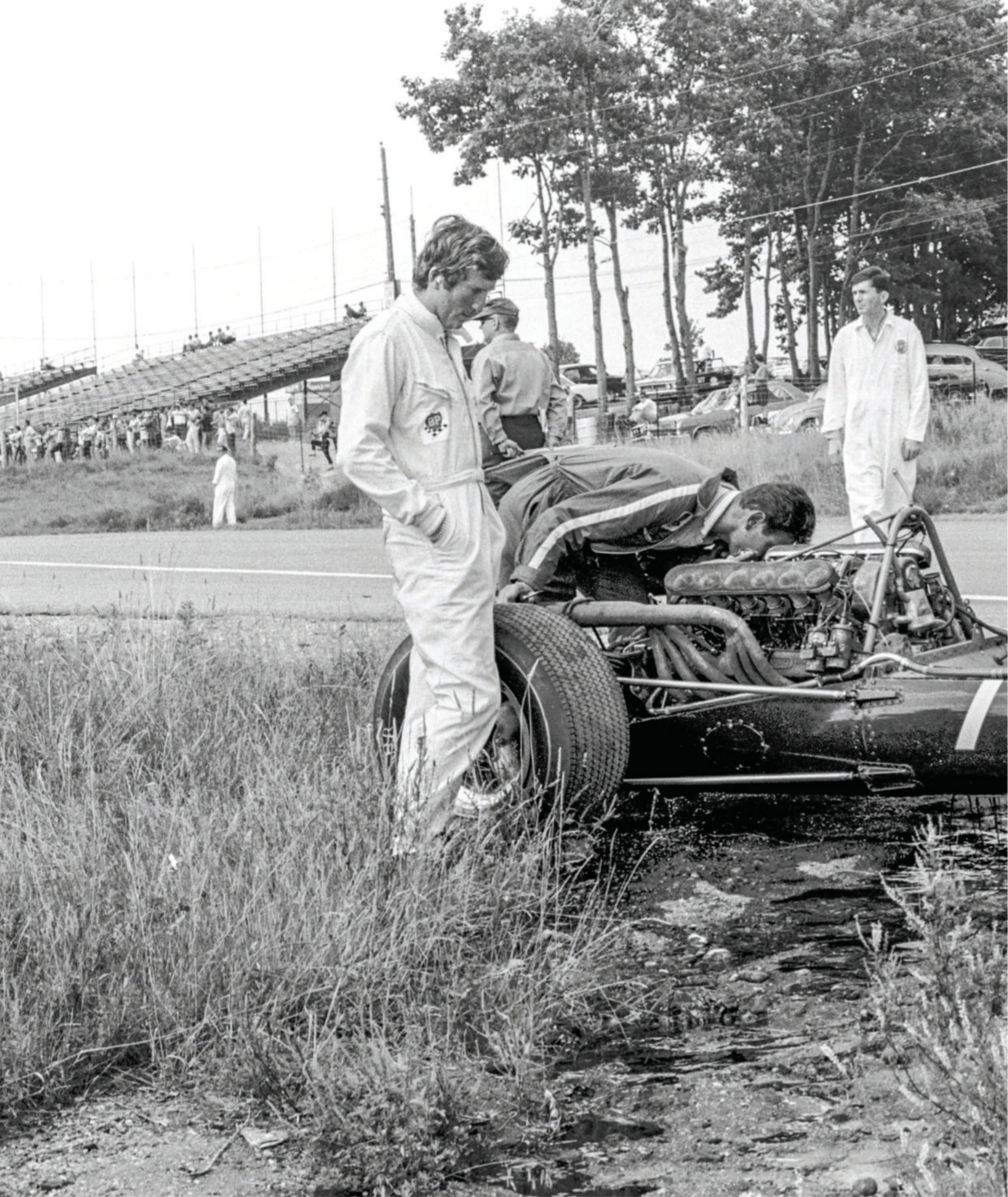
9 July

Allcomers, Handicap,
GT/Production Cars,
Pre-'55 Sports Cars,
Pre-'66 Racing Cars,
Pre-War, Scratch,
VSCC Specials



British Grand Prix

JEP/MOTORSPORT IMAGES



FROM THE ARCHIVE

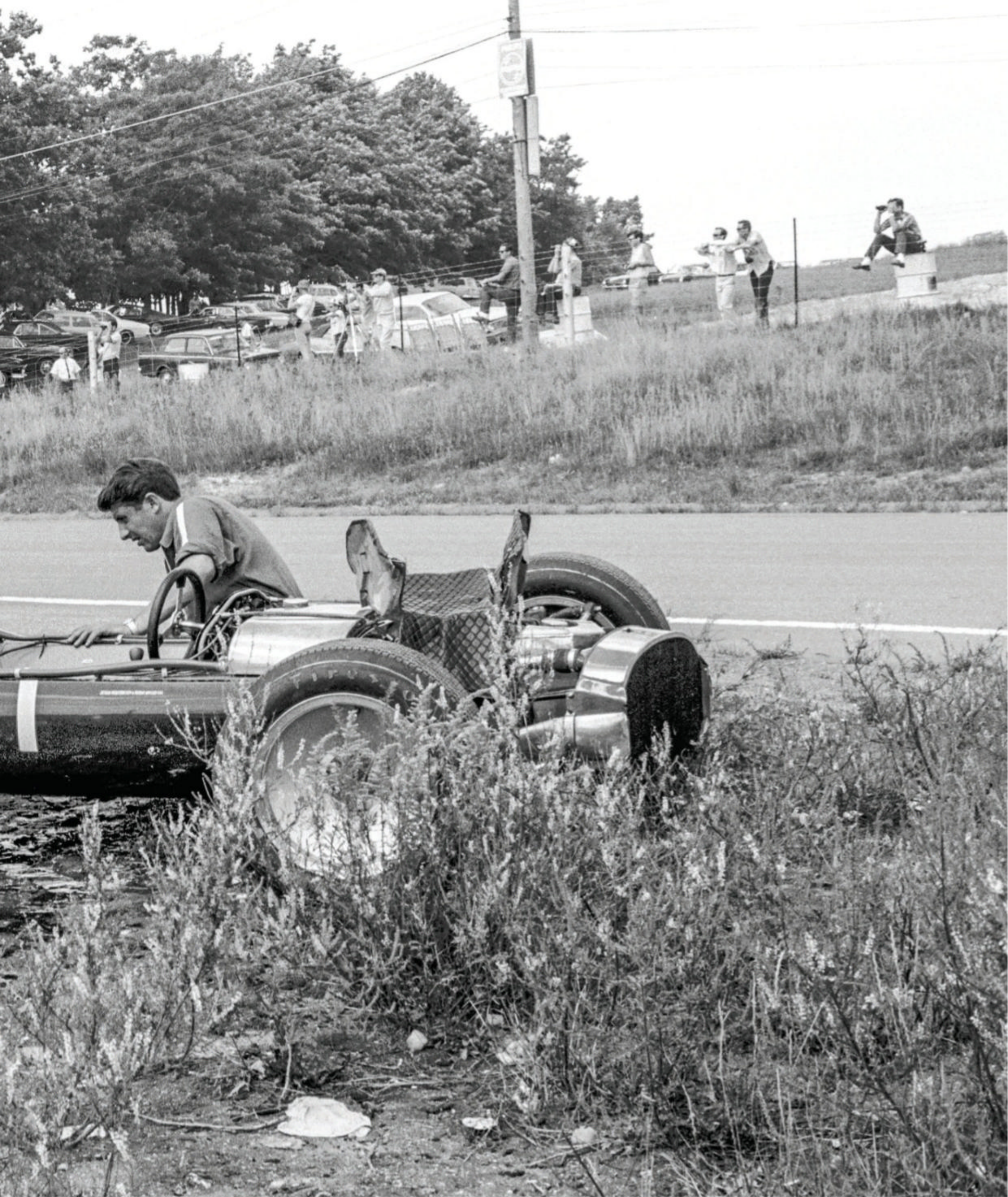
Jochen Rindt stands by as his mechanics examine his Cooper-Maserati T81, stranded by a serious fuel leak – liquid appearing to pool beneath the car – during Friday

practice for the 1967 Canadian Grand Prix at Mosport Park. With a new engine fitted, the next day the Austrian secured eighth place on the grid, but come Sunday's rain-affected race couldn't make it further than four

laps when his car failed to restart after an early pitstop due to moisture in the ignition. The race was won by Jack Brabham (Brabham-Repco BT24), who finished more than a minute ahead of team-mate Denny Hulme.



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Aston Martin DBR9

Tomas Enge’s long stint as part of Prodrive’s sportscar operation yielded great success, including a Le Mans GTS class win with the Ferrari 550 Maranello and Le Mans Series title with the Lola-Aston Martin B09/60 LMP1. Two fourth places in the FIA GT1 World Championship and a Petit Le Mans class win with the Aston Martin DBR9 aren’t as weighty in the history books, but it’s not a difficult decision for the Czech to select it as his favourite car.

Enge describes the Aston that first appeared in 2005 as “a step higher than the Ferrari” in terms of refinement. After taking the similarly V12-motivated Ferrari to class pole position at Le Mans every year from 2002 to 2004, Enge continued the run with the Aston in 2005 and 2006. To that tally he added a remarkable sixth pole in 2010 after two years aboard the Lola. He only missed out on a perfect set in 2007 due to a Thursday shower that meant Christophe Bouchut’s Wednesday time held.

“The 550 was fast, clearly, but the Aston much easier to drive, centre of gravity, the stiffness of the chassis was better,” he explains. “Obviously the car wasn’t faster than the Ferrari because every year we got a smaller and smaller air restrictor. But the handling of the car, the seat position, the comfort around [was better], except we didn’t have any airflow in 2005!”



After that infamous Le Mans in “massively hot” conditions that almost cooked the drivers and components too – “It was so hot that the radio failed,” Enge recalls – the ergonomics were improved. Three LMS wins in 2008 with Team Modena alongside Antonio Garcia ought to have yielded the GT1 crown, but for fuel pick-up problems at Barcelona.

Racing the Lola only increased Enge’s appreciation for the DBR9 – “I didn’t like to be on the front axle and having such a long, heavy rear” – upon his return to the car for 2010, and he was only denied victory in that year’s Silverstone Tourist Trophy by an overly worn skidplank at scrutineering. Seven years on from its introduction, Enge bowed out from the DBR9 with two qualification race wins in 2011, but had to settle for runner-up in the TT after winning the sprint.

JAMES NEWBOLD



IN NEXT WEEK’S ISSUE

British Grand Prix

WHO WILL FLY HIGH AT SILVERSTONE?



Motorsport Network Media UK Ltd, The Power House, Isleworth, London, TW7 6QG
Email autosport@autosport.com
Individual email firstname.surname@autosport.com
Website www.autosport.com **Twitter** @autosport

SUBSCRIPTIONS
UK +44 (0) 344 848 8817 **Overseas** +44 (0) 1604 251451
Email help@asm.secureorder.co.uk **Back issues** 0344 8488817

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james.robinson@motorsport.com

ADVERTISING PRODUCTION
autosport@tandemmedia.co.uk
Tel +44 (0) 1233 220247

Autosport, ISSN number 0269946X, is published weekly by Motorsport Network Media UK Ltd, The Power House, Isleworth, TW7 6QG, United Kingdom. Air freight and mailing in the USA by World Container Inc., 150-15, 183rd Street, Jamaica, NY 11413, USA. Periodicals postage paid at Brooklyn, NY 11256. Subscription records maintained at Motorsport Network Media UK Ltd, The Power House, Isleworth, TW7 6QG. Air Business Ltd is acting as our mailing agent.
POSTMASTER: Send address changes to Autosport, Air Business Ltd, c/o World Container Inc., 150-15, 183rd St, Jamaica, NY 11413, USA.

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Seymour Distribution Ltd, 2 East Poultry Avenue, London, EC1A 9PT.
Tel: +44 (0) 20 7429 4000.
Printed by William Gibbons & Sons Ltd, 28 Planetary Road, Willenhall, Wolverhampton WV13 3XT.
ISSN 0269-946X. Autosport is published weekly by Motorsport Network Media UK Ltd, The Power House, Isleworth, London, TW7 6QG.

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