

What **Ricciardo move** means for Hamilton, Leclerc, Norris

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Red Bull shuffles the pack – who will get the best hand?

Sebastian Vettel described Nyck de Vries’s sacking as “brutal”, and it’s hard not to feel sorry for the Dutchman. Ten races for AlphaTauri is not really enough, particularly as the AT04 is far from the team’s best.

On the other hand, it’s nice to see Daniel Ricciardo back on the grid. One of Formula 1’s happier souls, Ricciardo’s time at McLaren did not do his talent justice and, *if* he really has rediscovered his mojo, we’ll again be able to enjoy watching a proven grand prix winner.

The move has kicked off much intrigue in the F1 driver market. Sergio Perez’s recent struggles at Red Bull raise the possibility that maybe, just maybe, Ricciardo could end up as Max Verstappen’s team-mate, a position he gave up at the end of 2018. Alex Kalinauckas takes a look on page 18 at what has to happen for Ricciardo to return to a Red Bull race seat, and also ponders where Lando Norris, Lewis Hamilton, Charles Leclerc and Lance Stroll could end up (p24).

One of Britain’s best drivers outside F1 now looks set to take the Formula E crown. Jake Dennis will head to the London finale later this month with a healthy lead following a fine performance in Rome, the scene of a major accident and an error by title rival Mitch Evans that also took out championship contender Nick Cassidy (p26).

- This week’s issue was going to focus on Fernando Alonso and Aston Martin, but the plan got overtaken by events at AlphaTauri. Watch out for our look at the Spanish double world champion and the green team later in the year.



Kevin Turner

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PIT + PADDOCK



Lamborghini unveils its Le Mans

WEC/IMSA

“It looks like a Lamborghini!” That was the proclamation of the Italian marque’s top brass when the covers came off its new LMDh prototype last week. Anyone who got to see the car that will race in both the World Endurance Championship and the IMSA SportsCar Championship next year following its unveiling at the Goodwood Festival of Speed would probably find it hard to disagree.

The first ever Lambo factory prototype, which will be known as the SC63, exploits the freedoms in the LMDh rulebook that allow a manufacturer to impart its styling code on the car. Giorgio Sanna, head of the in-house Squadra Corse motorsport

division responsible for the car, revealed that a stylist from Lamborghini’s Centro Stile department was embedded in the design team.

Mitja Borkert, head of design at Centro Stile, explained that the brief was “to create a car that is immediately recognisable as Lamborghini”. He revealed that the NACA ducts on the side of the car developed in conjunction with Ligier Automotive were inspired by the Countach supercar introduced in 1974.

The derivation of the name of the new hybrid racer is simple: SC stands for Squadra Corse; 63 refers to the year of the establishment of Lamborghini (1963). It’s a number well known to Lambo fans – factory-backed Huracan GT3s have raced

as #63 in the GT World Challenge Europe, the DTM and beyond.

The key technical details announced at Goodwood concerned the internal combustion component of the hybrid powertrain, which is billed as the first bespoke racing powerplant to be built by Squadra Corse. The twin-turbo V8 has been developed in conjunction with Autotecnica Motori in Italy, which was also the partner on the road-based V10 in the EVO and EVO2 updates of the Huracan GT3. It is 3.8 litres in capacity, with the turbos mounted either side of the engine rather than in a hot vee configuration.

The car revealed at Goodwood was a show car. The development SC63 is currently nearing completion and is due for a first test at the start of next month. An intensive programme is planned between now and the scheduled first race for the car with the Iron Lynx team at the Qatar WEC opener early next March. The first car will test exclusively in Europe before a move to the US on the completion of the second chassis.

Lamborghini also confirmed that Iron Lynx, under whose banner the cars will be run by sister operation Prema, will be the only team to run the SC63 over its four-year lifecycle. There are no plans for customer cars, or to expand its representation with an additional factory-backed operation.

“We were not looking to have more than one team for the simple reason that to approach LMDh in a customer racing way



JEP



CHARLIE MAGEE PHOTOGRAPHY/LAMBORGHINI

hypercar

like we are doing in GT3, or like some other manufacturers like Porsche are doing, you need an organisation that today is not the one of Squadra Corse,” said Sanna. “At the moment we prefer to keep focused on one team whether we are managing one car, two cars, four cars.”

The Iron Lynx programme, which will involve one full-season car in the WEC and one entered in the IMSA North American Endurance Cup rounds at Sebring, Watkins Glen and Road Atlanta next year, is likely to expand in 2025. “That is something we are already exploring,” said Sanna.

The most likely scenario is for the WEC team to grow to two cars and the IMSA programme to incorporate all rounds of the championship with a single SC63. That is likely to expand to two cars at the season-opening Daytona 24 Hours, with one of the WEC entries joining the attack in the same way as the IMSA car will bolster the Lamborghini campaign at the Le Mans 24 Hours next year.

The focus at Goodwood was on the car, so there were no further names added to the roster of drivers already announced. But Sanna did reveal that the two remaining berths in what will be a six-strong line-up have been filled. An announcement of who will be joining Mirko Bortolotti, Andrea Caldarelli, Romain Grosjean and Daniil Kvyat will be made before the end of this year.

GARY WATKINS

Domenicali pins faith in new fuel to take F1 back to basics

FORMULA 1

Lighter, simpler, louder and more powerful. These are the traits that Formula 1 boss Stefano Domenicali has towards the top of his shopping list for the championship’s future engines. While a continuation of the 1.6-litre turbo hybrids for 2026 has already been set in stone, the Italian hopes the series’ pioneering use of sustainable fuels will allow it to eventually move away from electrified powertrains and heavy battery cells.

Domenicali told Autosport: “If we can be effective in the study and production of sustainable fuel, we will be able to think about the next generation of power units, focusing on lightness. We want a competitive engine, with many horsepower and also with a great sound – 99.9% of people want to hear a Formula 1 sound on track again. That’s something we’ve put on the table. Today we are in a transition phase, where large manufacturers need to develop hybrid and electric technologies since they are part of their sales portfolio. But I believe if we do a good job with sustainable fuels, we will be able to have simplified engines in a few years with a lower impact on weight.”

An arguably less convincing idea from F1 top brass is to create a special ‘Grand Slam’ award, which would be bestowed on any driver who snares pole position and wins both a sprint race and main grand prix during a weekend. It is thought unlikely that adoption of a ‘Grand Slam’ prize would lead to extra championship points being awarded, but it could result in a special trophy or other reward.

At the Belgian GP later this month, teams are also set to discuss whether



SUTTON/MOTORSPORTIMAGES

the format for the six sprint weekends should be refined for next year. Areas being looked at include the tyre allocation or parc ferme rules, and whether the flow of the weekends should be once again shaken up to better build momentum towards Sunday’s GP. One idea is for Friday qualifying to decide the grid for the sprint race, which would then take place on Saturday morning rather than in the afternoon. Then Saturday afternoon would be devoted to qualifying for the actual GP.

“We have analysed this point – I believe that the risk is more related to loyal viewers, who have their own habits, rather than to new fans, who are much more open to change,” said Domenicali, who also told Autosport that he reckons future cost cap breaches should be punished via sporting penalties.

MATT KEW, JONATHAN NOBLE
& ROBERTO CHINCHERO



Madrid GP chief says contract is nearing

FORMULA 1

The boss of the proposed Madrid Grand Prix venue reckons a date is now in the diary to sign a contract with Formula 1 top brass. That said, series CEO Stefano Domenicali has poured cold water on the chances of a European nation hosting more than one race per season.

Jose Vicente de los Mozos is president of the executive committee of the IFEMA fairgrounds and convention centre located to the north-east of the Spanish capital. Since March, IFEMA has been home to the officially sanctioned F1 Exhibition display. De los Mozos reckons this gig has helped stake a claim for a second Spanish round, for which the paperwork will supposedly soon be signed. Should it get the green light, the event is forecasted to

generate €500million for the region and would be “not a race, but an experience – the best in Europe.”

As reported by *Europa Press*, de los Mozos said: “I know when we’re going to sign it and when we’re going to do it. We have followed the process indicated to us. The Spanish Automobile Federation has been informed from the first moment, we have signed exclusivity, and now we are advancing with the contract.”

The current Barcelona deal to run the Spanish GP doesn’t expire until 2026, although a new event might run under its own Madrid GP label. But speaking to F1’s own *Beyond the Grid* podcast recently, Domenicali was much less emphatic about the city’s chances of joining the calendar. “It is true that Madrid wants to host a race in the future,” he said. “No decision has been taken



so far. That’s another great sign of the state of the health of F1.

“But we need to remember that we still have years of contract with Barcelona, and we are really very, very happy with the way that

Barcelona is handling the future because, of course, this has helped them to react, to push for the improvement that is needed at all levels, everywhere.”

ADAM COOPER & JOSE CARLOS DE CELIS

Macron reckons French GP return is a Nice idea

FORMULA 1

French president Emmanuel Macron has written that he ‘fully shares the ambition’ of restoring the French Grand Prix to the Formula 1 calendar, with a street race in Nice touted. After the contract with Paul Ricard wasn’t renewed, the country dropped off the schedule for this season after a 2018-22 stint at the lesser-celebrated venue. Nice had recently emerged as a successor although some believe that this

supposed plan was a ruse to help resolve ongoing contract negotiations with neighbouring Monaco.

According to newspaper *Nice-Matin*, city mayor Christian Estrosi, a top-flight motorcycle racer who failed to qualify for the 1984 Monaco GP Formula 3 support race, has written to Macron asking for his support and stressing the importance of the French GP. The president responded favourably and gave Estrosi and FFSA president Nicolas Deschaux the

responsibility of dealing with F1, its owner Liberty Media and launching a feasibility study for the return of the race. Both helped get the event to Paul Ricard.

Macron wrote: “Be sure that I fully share your ambition. Indeed, as you point out, our country must be able, like the other major international sporting events it organises every year, to reconnect with F1, for the pleasure of all. It is an issue of attractiveness for our country, the influence of our automotive industry and innovation to support the decarbonisation of this sector.”

Macron’s backing is significant, since current Paul Ricard boss and F1 cult hero Jean Alesi believes that the circuit’s disappearance from the calendar was hastened by a lack of political support. An F1 source noted that the championship is open to discussions with Macron’s team to run the race in “an iconic French location”.

ADAM COOPER & BASILE DAVOINE

➔ P72 NICE FROM THE ARCHIVE



Ricciardo could replace Perez, but only in 2025

FORMULA 1

Daniel Ricciardo will use his front-line Formula 1 return with AlphaTauri in this weekend's Hungarian Grand Prix to convince Red Bull to give him Sergio Perez's seat for 2025.

After his demoralising stint at McLaren, Ricciardo is "not scared of anything" ahead of his comeback. He supposedly has no set targets as he replaces Nyck de Vries, plus he acknowledges the challenge of pedalling the AT04 machine, which has the Faenza squad rooted to the bottom of the table.

That relaxed brief may be true for the short term, but Red Bull team boss Christian Horner says eight-time GP winner Ricciardo has his eyes on a longer-term prize. Speaking to the *F1 Nation* podcast, he said: "At the moment, there's only something in place until the end of the season, so there are no thoughts or expectations beyond that. We've loaned him to AlphaTauri until the end of the year. Obviously, our drivers are going to be Max [Verstappen] and Checo again next year, but it's always good



Ricciardo with Horner at his Red Bull test last week

P18 COVER STORY

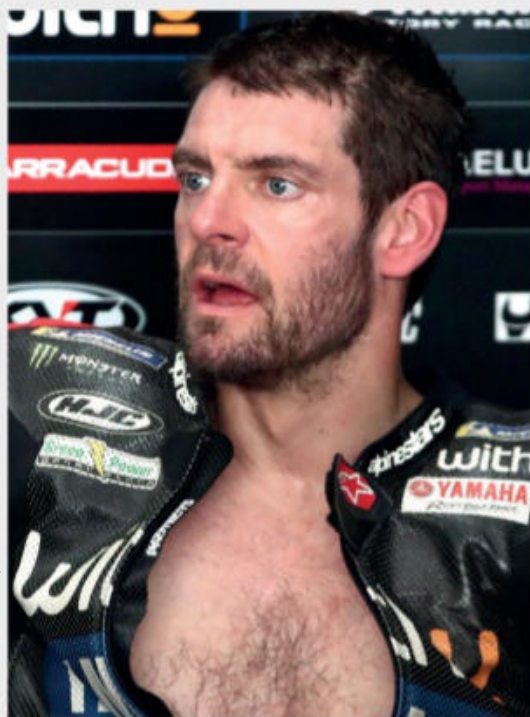
to have talent in reserve.

"[Ricciardo] firmly wants to be pitching for that 2025 Red Bull seat [when Perez's contract expires]. That is his goal and objective and, by going to AlphaTauri, I think he sees that as his best route of stating his case for 2025."

Horner added that it would have been "unfair" to put Red Bull junior Liam Lawson into the seat over the experienced Ricciardo. That has left the Kiwi to keep plying his trade in Super Formula, where he trails

leader Ritomo Miyata by one point. Lawson plans to prove his F1 worth by starring in the notoriously competitive Japanese series: "I always wanted to complete the season here [in Super Formula]. Any shot I have at F1 rides on how I do here. So, I have to complete the year in the best way possible, and try to win this championship, which is what will give me the chance. Then, if it doesn't happen, I can say there's nothing more I could have done."

JONATHAN NOBLE & JAMIE KLEIN



GOLD AND GOOSE/MOTORSPORT IMAGES

Crutchlow back on grid at Motegi

MOTOGP

British MotoGP race winner Cal Crutchlow is set to return to the series this season in a wildcard appearance for Yamaha at the Japanese Grand Prix.

Crutchlow became Yamaha's official test rider upon retiring from full-time competition at the end of 2020, after winning three grands prix in a premier class career that began in 2011.

He has raced sporadically since then, replacing the injured Franco Morbidelli at Petronas SRT in 2021 before standing in for the ousted Maverick Vinales at the factory Yamaha squad. He completed

the final six rounds of 2022 in place of the retired Andrea Dovizioso.

Yamaha has struggled for form in 2023, with 2021 world champion Fabio Quartararo scoring just one podium in eight GPs, while Yamaha sits last in the constructors' standings.

Speaking to Autosport's sister website Motorsport-Total, Yamaha team director Massimo Meregalli confirmed that Crutchlow could compete in a second wildcard. Convention would dictate that this would either be at Misano or Valencia ahead of a crucial day of testing after each round.

LEWIS DUNCAN

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Austin is back on WEC schedule in 2024 for the first time since 2020

Penske wants Indy to host US World Enduro round

WEC

Roger Penske has hopes of hosting a round of the World Endurance Championship at Indianapolis in the future. He has reiterated his desire to bring the WEC to a circuit he bought along with the IndyCar Series in 2019, despite the US fixture moving from Sebring to Austin for 2024.

Penske last year outlined a desire to hold a major sportscar enduro on the 2.60-mile road course at Indy, home of the US Grand Prix in 2000-07. The so-called Battle of the Bricks IMSA SportsCar Championship round introduced for this year is, for 2024, scheduled to be increased in length from its initial duration of two hours and 40 minutes,

and Penske wants the domestic fixture to be part of a double-header with WEC.

"We want to use that track for big events, international events – this is what WEC would bring to us," said Penske. "We certainly would love to see it at Indianapolis and it would be great to have them [IMSA and WEC] on the same weekend."

Penske confirmed that he entered into negotiations with WEC promoter the Automobile Club de l'Ouest about 2024. Scheduling difficulties, he stated, meant that no deal could be done, which explains why the series is returning to the Circuit of The Americas on what is understood to be a one-year contract. "They saw what we had and we had some good discussions," he

said. "We were down the road, but because IMSA was already committed to their dates and TV [it couldn't happen]."

The 2023 Indy IMSA round has been slotted into the calendar on 17 September. Penske's comments presuppose that it will be on the corresponding weekend in 2024 when the WEC returns to Austin for the first time since 2020 on 1 September. The US fixture falls two weeks before the long-standing Fuji event on 15 September.

WEC boss Frederic Lequien wouldn't discuss the prospects of Indianapolis joining the WEC in 2025. "We need to concentrate on 2024 and build a great event, and then we will see for the future," he said.

GARY WATKINS

Blomqvist 'devastated' by debut crash

INDYCAR

Tom Blomqvist's audition for a seat with Meyer Shank Racing's IndyCar team for 2024 ended at the first corner at Toronto last Sunday, when he was pushed into a concrete wall in a multi-car pileup.

Blomqvist, the reigning IMSA champion with Meyer Shank, impressed in qualifying on his series debut as he subbed for Simon Pagenaud, who is yet to be cleared by IndyCar's medical

team after his massive shunt in practice at Mid-Ohio. The 29-year-old was 10th fastest in his qualifying group in wet conditions, which meant he started 20th on the 27-car grid.

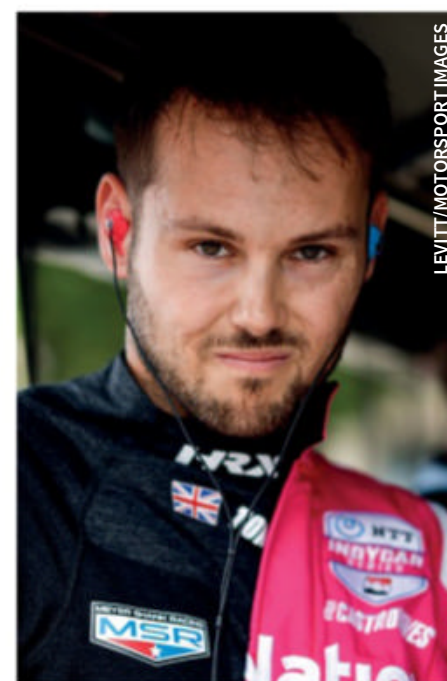
But a brush of wheels between Jack Harvey and Ryan Hunter-Reay pushed him into the Turn 1 wall, breaking his suspension, and he was forced to retire on the spot.

"This was the last thing I wanted to happen today," said Blomqvist. "I was on the outside

of the corner, I knew it was a risk looking at the race from last year, so I didn't want to be there but I had no choice at the time. Unfortunately the guys on my inside pushed me into the wall.

"I'm pretty furious, because I wasn't out there fighting for anything, I just wanted to get a race distance under my belt. Pretty devastated. It's been a good opportunity for me to be here, and to not even get one racing lap is so frustrating."

CHARLES BRADLEY



LEVITT/MOTORSPORT IMAGES



Reeves Callaway 1947-2023

OBITUARY

Few in Europe knew much about Reeves Callaway and his line of high-performance Chevrolet Corvettes prior to the Le Mans 24 Hours in 1994. But when Boris Said put one on the GT2 class pole for the French enduro, everyone – class rivals Porsche and Honda included – was forced to take notice.

Callaway, who has died suddenly aged 75, had been building specials in the US for nearly 20 years when the SuperNatural LM Corvette arrived on the scene in 1994. He had linked up with German preparation expert Ernst Wöhr to create Callaway Competition near Stuttgart and a new 'Vette for the burgeoning European GT scene.

The car was only finished in the paddock at the Le Mans Test Day in April, but come the race in June it might have won its class. Said, Frank Jelinski and Michel Maisonrouge were holding their own in a battle with the Larbre Porsche 911 Carrera RSR that took victory when the last-named missed a signal to pit and ran out of fuel. His efforts to get the car back to the pits subsequently earned disqualification.

The SuperNatural would rack up the results over the second half of the season, however. There were class wins and overall podiums at Vallelunga and then Spa, one of a series of races run by the

new BPR Organisation. Orders for customer cars followed and Callaway became a fixture in what became the Global Endurance GT Series run by BPR.

Said describes racing for Callaway as “some of the best times of my life” and the Le Mans pole “as our biggest achievement”. “Reeves was an artist,” he said. “He built these masterpieces that probably didn’t make him a lot of money, but he did it because he loved designing, building and racing.”

Callaway stepped up to GT1 in 1996 with the carbon-chassis C7-R that never delivered on its potential. Two generations of GT3 car built by Callaway Competition subsequently won titles in the FIA GT3 European Championship and ADAC GT Masters, the last coming in 2017 with Jules Gounon driving.

GARY WATKINS



CALLAWAY COMPETITION

ROMA WITH M-SPORT

Two-time Dakar Rally winner Nani Roma will lead M-Sport’s attack as its challenger for the 2024 event makes its international competitive debut on the Baja Spain Aragon Rally this weekend. Roma, who won the Dakar on a bike in 2004 and on four wheels in 2014, joins Gareth Woolridge in the line-up of newly developed Ford Ranger T1+ machines. The Spaniard has been a key member of M-Sport’s Dakar development programme over 10,000 kilometres of testing. Orders are set to open to customers for the M-Sport/Neil Woolridge Motorsport-developed Ranger T1+ next month, with an all-new Ranger for Ford’s full factory tilt at the Dakar from 2025.

SHIN LEGS IT INTO F3

South Korean Michael Shin is the subject of the latest of the weekly driver changes in the FIA Formula 3 Championship. He will take the PHM Racing by Charouz seat occupied for the past two events by fellow GB3 racer McKenzie Cresswell for the final three rounds. Shin makes his debut at the Hungaroring this weekend.

FRONT ROWE FOR THE TITLE

Myles Rowe is closing in on the title in USF Pro 2000, the third rung of the IndyCar support ladder, following his fifth win of the season in Toronto last weekend with Pabst Racing. The African-American is a protégé of Roger Penske’s Force Indy Race for Equality and Change initiative. The series has enjoyed a strong European element in 2023. German ex-Formula 2 racer Lirim Zendeli scored a second and a third in Canada, while last year’s GB3 runner-up, Swede Joel Granfors, scored a best result of fourth.

DALE BREDE 1974-2023

Ex-V8 Supercars racer Dale Brede has died suddenly at the age of 48. The Canberran had one full-time season in the top flight of the Australian series in 2004 with an underfunded team, but had other seasons as a co-driver in the enduros. He went on to run Suzuki’s factory Australian Superbike team, and worked as a stunt driver from his Queensland base.

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Powell's split with One prompts BTCC reshuffle

BTCC

A mid-season switcharound in the British Touring Car Championship has culminated in the removal of Will Powell from the grid, a team change for Jade Edwards, and the arrival of a potentially exciting talent in the form of 17-year-old Radical and Britcar ace Daryl DeLeon.

Powell (top) arrived at the Honda team formerly known as BTC Racing during the winter when it acquired his Motus One GT squad and was renamed as One Motorsport. This allowed the Brackley operation to expand into British GT and the new McLaren Trophy. Powell, who took his first BTCC steps as a driver last season with Team Hard, took the wheel of One's third Civic Type R, as well as being named as the team's marketing and commercial director.

But in a brief communique last Thursday, One confirmed that it "can today announce that as of the 30 June 2023, it has dismissed Will Powell from the team in all commercial and driver roles. No further comment can be made at this time."

Powell took to social media in the aftermath. "I won't be talking in detail about the last nine months, as tends to be the way in business disputes like this, and I wouldn't be posting about it at all normally, as I prefer to stay professional," he wrote. "It's disappointing and I will tell the story when the time is right. For now, I simply want to say thanks to all the amazing guys who work on the shop floor at the team – you all know who you are."



Into the breach comes Edwards (above), who raced a BTC Honda in 2021-22 and now slots in alongside Josh Cook and Aiden Moffat after a tough half-season with a Team Hard Cupra. The Civics are different to the ones she left, since One now has the ex-Dynamics cars with bespoke powerplants from Neil Brown Engineering. Edwards will race the ex-Cammish/Rowbottom machine.

DeLeon replaces Edwards at Hard. The British-Filipino ex-karting ace excelled in the recent Donington Tyre Test on his first shot at BTCC level. He has raced an NGTC car – the old Audi S3 – with Hard in the British Endurance Championship and since then has been sweeping up in his class in one of the squad's Porsches, as well as winning races for Radical sports-prototypes, including on the BTCC undercard.

MARCUS SIMMONS

Truex ends jinx after rain delay

NASCAR CUP

Martin Truex Jr was finally able to turn a dominant performance at New Hampshire Motor Speedway into a victory on Monday in the rain-delayed NASCAR Cup round.

In the previous nine Cup races at the one-mile oval, Truex had led an impressive 768 laps – including winning the pole last year – but had never finished better than third. This time, after Sunday's heavy rains and flooding, Truex and his Joe Gibbs Racing Toyota were dominant. After starting second, he grabbed the lead of the race on lap two of 301 and led 254 tours.

Closing out the win was not easy, however. After what had been a tame race, Truex had to navigate three restarts in the final 23 laps. On the final one with nine laps to go, he quickly cleared Joey Logano's Penske Ford and held him off by 0.394 seconds for the victory.

The win is the third of the 2023 season for Truex (below), 34th of his career and, most importantly for him, his first at the Loudon track. In his last 10 Cup races here, the 43-year-old has led 1022 laps.

"What we've been able to do here over the years is pretty remarkable, and to not win was really getting frustrating," said Truex. "James [Small, crew chief] and I talked about it many times. We thought about it all weekend, talked about it with Christopher [Bell, team-mate] before the race. He's like, 'Man, you've led more laps here than I've even raced in Cup'.

"What a race car we had today. Just proud of the whole team. Pitstops were flawless. Race car was unbelievable."

Kyle Larson ended up third, with Kevin Harvick and Brad Keselowski next up.

JIM UTTER





Ricardo Feller, shown leading at this year's Zandvoort DTM round, is one of those looking for a new job

Audi cans factory GT programme

GT

Audi will end its factory involvement in the GT3 arena at the end of this year as its customer racing department is downscaled. Production of the GT3, GT2 and GT4 versions of the R8 LMS, as well as the RS3 LMS TCR tin-top, will end next year.

The decision, made at board level last week, means that Audi will not support customers running its cars in series such as the DTM and the GT World Challenge

Europe. Its 14-strong roster of factory drivers, which includes Markus Winkelhock and Christopher Mies, will become surplus to requirements at the end of 2023.

Supporting teams with the technical assistance and the loan of factory drivers was a key tenet of the Audi R8 programme, which began in 2009. Victories on the marque's CV with two generations of the R8 include six at the Nurburgring 24 Hours and four at the Spa 24 Hours.

The customer department at Neckarsulm

will remain open beyond next year, however. It will continue to make parts available for its cars until 2032. It is estimated that there are 600 in regular use.

The move is part of a refocusing of Audi's motorsport activity on its Formula 1 entry in 2026. Last year it cancelled its return to the prototype ranks with an LMDh, which leaves its Dakar Rally programme with the RS Q e-tron as Audi's only factory motorsport prior to its arrival on the F1 grid.

GARY WATKINS

Rovanpera and Evans join Tanak for Rally Finland warm-up

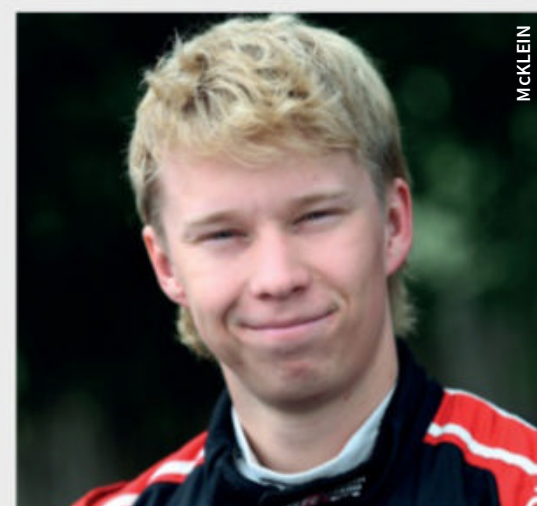
WRC

Toyota clearly means business on next month's Rally Finland. It has entered reigning World Rally champion Kalle Rovanpera (right) and team-mate Elfyn Evans for next week's Hyacenter Rally in preparation for the blue-riband WRC event.

WRC teams have elected to enter local rallies this season following the FIA's implementation of new testing restrictions to clamp down on costs. As a result, manufacturer teams are limited to 21 days (a maximum of seven per driver) instead of 28.

Hyundai and M-Sport Ford have all chosen to enter their Rally1 machines in national rallies this year to recover the lost test mileage, but until now Toyota has only participated in a local rally once, when it fielded Takamoto Katsuta in the Kuopio round of the Finnish Rally Championship in February, prior to Rally Sweden.

The Hyacenter Rally, held in Tampere, Finland across 28-29 July, follows this weekend's WRC round in Estonia and is just a matter of days before the start of Rally Finland. M-Sport has also entered Ott Tanak for his third national rally start in a Ford Puma Rally1 this year. It means that Rovanpera, Evans and Tanak will be



taking part in rallies over three consecutive weekends.

The Hyacenter Rally features eight stage comprising 80 kilometres, with some of the roads used in previous editions of Rally Finland.

TOM HOWARD



DUBAI 3 HOUR

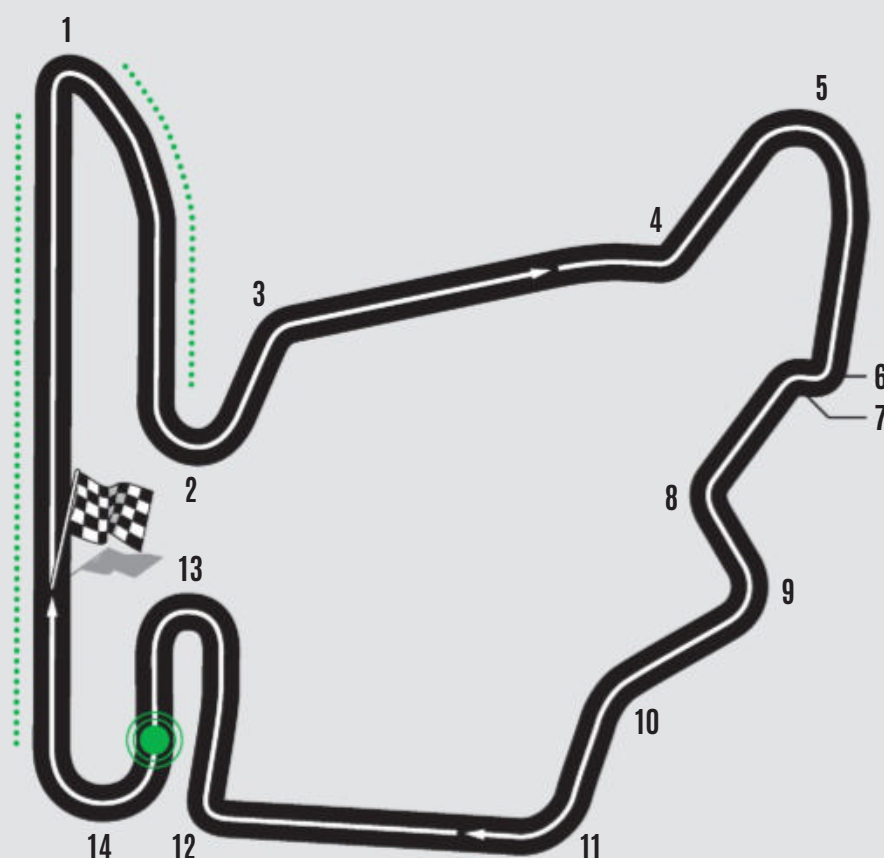
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F1 HUNGARIAN GRAND PRIX PREVIEW



Hungaroring

Length 2.722 miles

Number of laps 70

DRS detection

DRS zone

UK START TIMES

Friday 21 July

FP1 1230 FP2 1600

Saturday 22 July

FP3 1130

QUALIFYING 1500

Sunday 23 July

RACE 1400

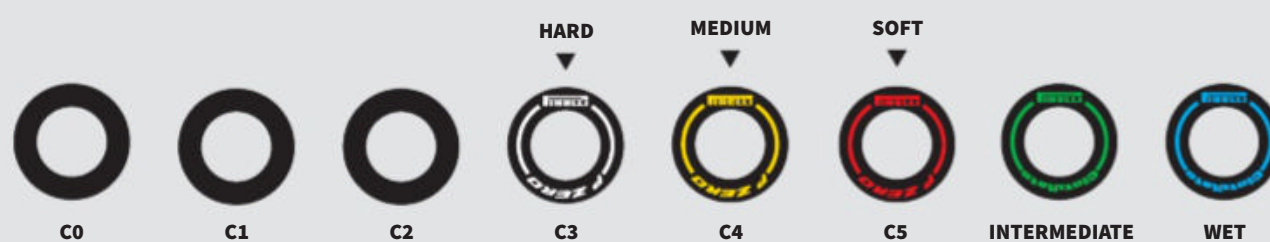
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TYRE ALLOCATION



CHAMPIONSHIP POSITIONS

Drivers

1	Verstappen	255
2	Perez	156
3	Alonso	137
4	Hamilton	121
5	Sainz	83

Constructors

1	Red Bull	411
2	Mercedes	203
3	Aston Martin	181
4	Ferrari	157
5	McLaren	59



HUNGARORING STATS

Previous winners

2022	Max Verstappen	Red Bull
2021	Esteban Ocon	Alpine
2020	Lewis Hamilton	Mercedes
2019	Lewis Hamilton	Mercedes
2018	Lewis Hamilton	Mercedes
2017	Sebastian Vettel	Ferrari
2016	Lewis Hamilton	Mercedes
2015	Sebastian Vettel	Ferrari
2014	Daniel Ricciardo	Red Bull
2013	Lewis Hamilton	Mercedes

2022 POLE POSITION

George Russell
1m17.377s

POLE LAP RECORD

Lewis Hamilton
1m13.447s (2020)

RACE LAP RECORD

Lewis Hamilton
1m16.627s (2020)



Laps led

Lewis Hamilton	487
Michael Schumacher	296
Damon Hill	233
Ayrton Senna	229
Mika Hakkinen	199
Sebastian Vettel	171
Fernando Alonso	143
Nigel Mansell	90
Riccardo Patrese	90
Max Verstappen	89



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Drivers losing team-mate battles

As the Formula 1 season nears its halfway point, three drivers in particular who aren't stacking up against their team-mates need to target a turnaround

ALEX KALINAUCKAS

For the first time since 2016 (not counting the disrupted 2020 campaign), this weekend's Hungarian Grand Prix doesn't lead into F1's summer break. But its position as 2023's halfway stage nevertheless provides a handy reference point for assessing how the drivers have been performing so far. There are intriguing driver performance subplots across the grid, even away from those that usually capture the most attention.

At Aston Martin, which heads to the Hungaroring knowing in theory that its low-speed layout should favour the AMR23, the focus has been upon Fernando Alonso's impressive start to life in green. Across the garage, Lance Stroll is yet to stand on a 2023 podium. The Canadian became one of the biggest stories in pre-season, when his cycling crash fractured both his wrists and a toe. He returned to F1 action at the first race and delivered a remarkable sixth place. Then he was running well in Jeddah before an energy recovery issue problem put him out. But since Miami, round five, Stroll's gap to Alonso has become something of an issue for Aston – points-wise at least.

Autosport understands that it took until the following round in Monaco for him to be fully healed, but Stroll's points gap to Alonso has barely improved in the four races since he crashed repeatedly and retired in the late rain that could have meant a

“Where other drivers fill their toolboxes, learn about the car – these are things he didn't have”

victory for his team-mate had Aston nailed its tyre strategy call.

The points percentage balance between team-mates provides a good benchmark for seeing how drivers really stack up at a squad. On this, Ferrari leads the way with Charles Leclerc having 89.2% of Carlos Sainz's points. Stroll, though, has just 32.1% of Alonso's total, which is the main reason why Mercedes has snuck ahead in the constructors' standings.

Aston has struggled on the higher-speed circuits F1 has visited of late, where McLaren has excelled. His penalty for colliding with Pierre Gasly at Silverstone was also costly, but Stroll's 2023 problems centre on his qualifying performances. He's missed Q3 four times with various tyre preparation problems, and has been 0.603% slower than Alonso on average in qualifying using the supertimes calculation. This has all led to several impressive

fightbacks, but that they're necessary at all is the issue. Aston team principal Mike Krack has a theory for why Stroll has struggled relative to Alonso even after his recovery: “We should always keep in mind now that there was a three-day test in Bahrain where he did zero laps. Where other drivers fill their toolboxes, learn about the car – these are things he didn't have.”

The 2023 campaign is one of growing for Aston. Its investment demands an aim of being a serious F1 player. And, although it might be awkward given that Stroll's father Lawrence chairs Aston, if these gaps to Alonso persist, calls for a change will grow.

But Stroll's points balance average isn't the worst on the grid. Excluding those teams where the second driver is yet to score (AlphaTauri and Williams, which we'll get to), Kevin Magnussen's 22.2% of Nico Hulkenberg's nine points for Haas is the lowest. Hulkenberg has also produced the team's highest-profile moments but, despite it being the new arrival making the waves, there's less focus on Magnussen's position than there was with Mick Schumacher a year ago. This is because there hasn't been anything like the same major crash damage bill to worry about. But, in any case, Haas's financial health has been massively improved by the signing of title sponsor MoneyGram. There is just a focused, unruffled atmosphere at the team now, as it concentrates on solving its awful tyre degradation issue when the VF-23 becomes unsettled while running in traffic.

Magnussen had the most recent example of Haas's engine unreliability at Silverstone, but the goal for the second half of 2023 would be to recapture the battling drives of Jeddah (against Yuki Tsunoda) and Miami (against Leclerc), and pair that resilience with clean weekends overall.

At Williams, Logan Sargeant has yet to score. Other than his Melbourne restart gaffe and Baku sprint qualifying crash, he has since not been piling up mistakes that can be chalked down to inexperience or a complete lack of ability at the top level. At Silverstone he showed good race pace on his way to 11th, and he's got public support from new Williams team principal James Vowles. While the Hungaroring's twisty nature might make life harder for the blue squad this weekend, Spa's upcoming long straights will be tantalising.

It has since been revealed that Williams was running on lighter fuel loads during its starring practice results at Silverstone, but Albon still took the FW45 to a great race result there, albeit aided by the timing of the safety car. If Sargeant can also score on the days when Williams gets big chances, he'll finally provide a points balance to a team-mate who in recent days has been the subject of speculation linking him to a possible Ferrari future... ❄️

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Challenge of increasing speeds

The multi-car crash during Saturday's Formula E race in Rome spotlights the need to constantly reassess safety-impacting issues as the series cranks up the power levels

STEFAN MACKLEY

The temperature went up drastically last weekend in Rome, both on and off the track, as the Formula E title battle reached fever pitch when championship rivals and childhood friends Mitch Evans and Nick Cassidy collided. The dramatic incident paved the way for Jake Dennis to put one hand on the title ahead of the London E-Prix double-header at the end of this month, a 24-point lead placing him firmly in the pound seats. The events of Sunday and their title ramifications somewhat overshadowed what had happened the day before when, for a few seconds, everyone held a collective breath following the biggest crash in Formula E history.

The wide eyes and heavy breathing captured by the onboard camera on Edoardo Mortara's car, just seconds after his huge head-on impact with the stricken machine of Sam Bird, made it clear for everyone to see what immense forces the Maserati MSG driver and others had endured. Over the following minutes the full scale of the crash soon began to emerge with six cars – four of which were essentially put in the bin – eliminated, while a further four machines were repaired under the red flag and able to form up for the subsequent restart.

Thankfully, and almost incredibly, all drivers were able to walk away unharmed, but it had been a close call. Mortara's big impact with Bird took place just slightly behind the Jaguar's safety cell and not quite at a 90-degree angle, although the incident instantly brought flashbacks to the crash that claimed the life of Dilano van't Hoff recently, albeit in somewhat different circumstances.

And there was no doubt that the halo protected Antonio Felix da Costa from serious injury when his Porsche went underneath Sebastien Buemi's car. The Envision Racing driver was the first on the scene and hit Bird after the Briton had lost control on the high-speed, left sweep of Turn 6 and finished broadside across the track. The incident was not the first to take place along that part of the track, which is a blind, uphill section that is notoriously bumpy – it had already claimed Andre Lotterer earlier in the race and Jake Hughes in qualifying.

With emotions understandably high after the pile-up, there were calls for changes to be made to the circuit, with Bird describing the bumps and raised drain covers as “too much” and that modifications needed to be made ahead of next year. But do the drivers have a point? The current configuration of the Circuito Cittadino dell'EUR street circuit in Rome has been used since 2021 and, while bumps along that section have always been noticeable, they've never posed a significant problem until now.

While the circuit has remained unchanged over the past three years, what have altered are the cars, with the new-for-2023 Gen3 machine quicker than its predecessor. It means that certain

corners once taken flat-out now pose a greater challenge, as was the case with Turn 6 in Rome, where drivers needed to blend off the throttle heading into the bend before getting back to full power. Bird also pointed out that the Hankook tyres, which are new for this season, have a harder sidewall structure, meaning “every time you hit a bump it sort of pings the car up in the air a little bit more”.

There are certainly no plans to slow the cars down, with

“Thankfully, all drivers were able to walk away unharmed, but it had been a close call”

the tender for the Gen4 machines that was opened last month indicating that power levels are set to almost double from 350kW to a maximum of 600kW when implemented for 2026. With cars only set to get quicker, it means a greater focus is needed on evaluating whether specific corners on the calendar remain suitable given the higher speeds. Although all the tracks are subject to rigorous tests and evaluations before being approved by the FIA, it's certainly not to say that improvements can't be made to ensure accidents like this do not become more frequent.

The most obvious solution for the Rome circuit is to at least smooth out some of the bumps along the track's fastest section. The corner will remain a challenge, but less of a lottery with regards to how the cars react over the bumps. The FIA already stated in the aftermath of the crash that it would “review the track layout ahead of next year's event based on potential new learnings and feedback from drivers”.

The incident also highlighted growing calls to introduce either spotters or a GPS livetracking system to alert drivers of dangers ahead. Armchair critics were quick to criticise drivers on social media for not slowing down, but replays showed that most cars were already into the unsighted accident zone before any yellow flags were deployed. As Buemi stated, “when something like that happens it's difficult to avoid”.

The incident left many mechanics with the task of rebuilding new cars overnight. That's a job that would normally take more than a day to complete, but all 22 drivers were able to start on Sunday. They, like many, will be hoping such multi-car crashes do not become a more regular occurrence. ❄

➔ **P26 FORMULA E REPORT**

YOUR SAY

It's hard to believe that it's 50 years since the death of Roger Williamson, surely one of the most tragic deaths even in an era when fatalities were all too common

ALAN CLARKE



Roger Williamson the present leader in the 1970 Hepolite/Glacier Saloon Car Championship. (Photograph by Lynton Money)

It's garageman versus panel basher!

Two 22-year-olds fight for the Hepolite/Glacier Championship lead

With only six of the 19 rounds to run, leadership of the 1970 Hepolite/Glacier Saloon Car Championship stands at a critical stage. Both Roger Williamson and Rob Mason, who have dominated their respective classes, are now battling it out for the overall lead. A mere two points separate them. Two rounds take place over this August Bank Holiday weekend—the 14th was at Oulton Park on Saturday and the 15th is at Mallory Park today—and tension between these 22-year-old rivals is at an all-time high. Both drivers have similar attitudes to motor racing. They are quiet, determined and are keen to progress in the sport. Each is anxious

9

from August 1970 [for the record, it's for the BRSCC's Birmingham Motoring Festival Trophy Meeting at Mallory Park – ed]. It's hard to believe that later this month is 50 years since the death of Roger Williamson, surely one of the most senseless and tragic deaths even in an era when fatalities were all too common. Even now I cannot watch that footage without shedding a tear. But the programme from just three years earlier shows Roger in his Ford Anglia days, optimistically searching for sponsorship to move on.

This kind of article is a reminder of why I have kept these programmes all these years, and to me at least are invaluable!

Alan Clarke

By email

Roger Williamson's legacy

I'm disappointed to see there's been no acknowledgement of Roger Williamson's death 50 years ago. Although many Formula 1 followers may not be familiar with Roger's story, the fact that his tragically fatal accident was widely broadcast helped bring to public attention the pitiful safety arrangements for the drivers and helped promote their improvement.

Additionally, two matters raised in the accident report brought changes still relevant to today's racing. Firstly, changing the starting grid to a two by two formation although not staggered initially; and secondly, the implementation of the safety car. Sometimes a look backwards helps acknowledge what we have now.

Kevin Skoyles

By email

Clarification

We found out after our LMP2 report from Monza (13 July) went to press that the reason for the #31 WRT ORECA's longer final pit visit, which ultimately handed the lead to the winning Jota crew, was not due to needing more fuel but to top up oil following the diagnosis of engine issues that ultimately put it out of the race.

Programme's poignant memory

A few months ago [Autosport, 12 January] you had a discussion about the pros and cons of printed programmes against virtual ones. Being of a certain age and having kept every programme I ever bought since first visiting a meeting in 1967, you may suppose I am a fan of the former!

I recently came across the article above in a programme

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Ricciardo settles into the seat of the Red Bull RB19 during post-British GP tyre test

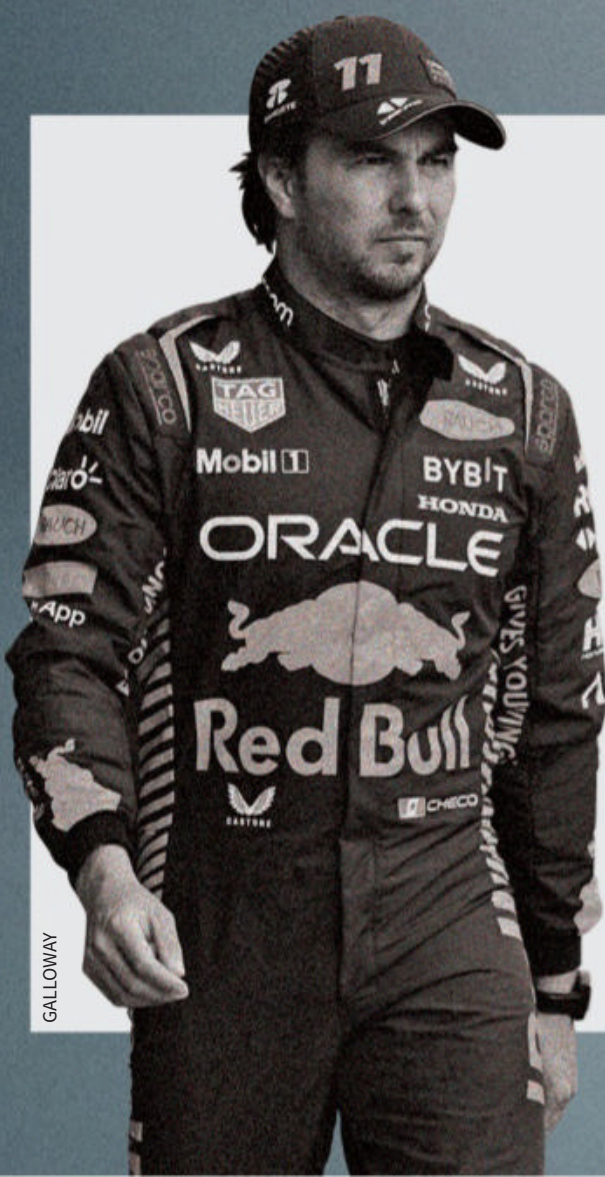
And now for Perez?

F1
DRIVER
MARKET
SPECIAL

Daniel Ricciardo's shock return to the Formula 1 grid at the expense of Nyck de Vries follows a familiar, ruthless pattern for Red Bull. And it's clear that the Australian wants this to be a step back towards a seat at the top team

ALEX KALINAUCKAS

PHOTOGRAPHY RED BULL AND  **motorsport**
IMAGES



GALLOWAY

Christian Klien, Scott Speed, Sebastien Bourdais, Daniil Kvyat, Pierre Gasly.

And now, Nyck de Vries. All six have felt the famously brutal Helmut Marko-wielded axe swing on their Red Bull-contracted Formula 1 seats mid-season.

These changes have been made in addition to the ruthless season-ending jettisoning of talents such as Sebastian Buemi and Jean-Eric Vergne. A move before the season is over – in de Vries's case even before the 2023 summer break – is something else.

Enter Daniel Ricciardo, back at the AlphaTauri squad he last raced for as Toro Rosso in 2013, ahead of this weekend's Hungarian Grand Prix. Red Bull's prodigal son returns, so the lazy comparison goes. He's certainly back on the path to the seat he vacated in 2018 that kicked off the second act of Marko signing savagery, but there's plenty more at play than simply the Australian wanting to make amends for that decision.

Everything does, however, start with de Vries's shockingly short F1 career. It's not necessarily over for the Dutchman, but the fact that no F1 squad had interest after he clinched the 2019 Formula 2 title says a lot, even if that was before he impressed in becoming Formula E's first world champion and in his World Endurance Championship races. That his brilliant performance in replacing the appendicitis-addled Alex Albon for Williams at last year's 2022 Italian GP apparently led to Marko deciding there and then to sign him to replace Gasly at AlphaTauri is also an important factor in deciphering why the Austrian 1971 Le Mans winner has been so similarly quick-minded in dropping de Vries now. >>



De Vries dropped the ball at Silverstone, Baku and Miami

SUTTON



GALLOWAY
ETHERINGTON



Team's expectation of at least equalling Tsunoda was not met

SUTTON
SUTTON



Marko: "It makes no sense to get rid of Perez now." The final word is telling

SUTTON



Ricciardo's lap times at Pirelli tyre test were pivotal to his return

MARK THOMPSON/GETTY IMAGES

De Vries's 2023 season got off to an underwhelming start with a failure to escape Q1 in three of his first six GP attempts. And then there were the crashes. He was very unlucky to be taken out by Logan Sargeant in the farcical late restart in Melbourne, but then he clashed with team-mate Yuki Tsunoda in the Baku sprint and crashed out of the main race, having also shunted in Friday qualifying. Then there was a Sargeant-esque rear-of-the-pack start shunt, admittedly with smaller consequences, into Lando Norris in Miami. In Spain, his qualifying spins and radio "what am I doing wrong there?" plea betrayed a driver who was struggling. By early May, rumours of Marko's dissatisfaction were spiralling.

Alongside all this, Ricciardo was impressing Red Bull, having rejoined as a sometime simulator and reserve driver for this year. This also meant he needed a seat made at AlphaTauri in mid-May, which added much fuel to the blazing speculative fire considering de Vries's F1 future.

Rolled out in his additional duty as ever-smiling PR darling, Ricciardo said at the RB19 livery launch that his attitude was: "If I'm not racing F1 then I really just do want to give myself that break." That meant an extended period staying with family and friends riding dirt bikes in Australia over the northern hemisphere winter, then indulging in his interests away from F1. Ricciardo also embraced his spot on the sidelines, signing up to commentate in a telecast production with actor and F1 fan Will Arnett for ESPN for the Canadian GP (his further two appearances for Austin and Las Vegas have obviously been canned).

At the same New York event back in February, where Red Bull announced Ford as its 2026 engine partner, Ricciardo also said: "I'm definitely more looking towards figuring out how everything goes this year and see what's up for 2024, and really for now I'm kind of like 'F1 or nothing'." This meant that, alongside finding his mental break from the stresses of underperforming at McLaren (other than winning at Monza in 2021), Ricciardo would have to do well in his non-racing Red Bull roles.

Team principal Christian Horner said at April's Australian GP – the first time Ricciardo had returned to the paddock since departing McLaren – that he was "getting his mojo back". Then, more recently in Austria, Horner added that Ricciardo was "now extremely competitive in what he's doing in the virtual world".

But there was a bigger picture overhanging all of this, which concerned AlphaTauri. Back in pre-season testing, respected German publication *Auto Motor und Sport* reported that the larger Red Bull empire was considering selling its smaller F1 team. This was dismissed initially as "rumours" by Marko, although an evaluation process did then take place. The team is now set for a second rebrand in five years for 2024, following its rebirth as Toro Rosso in the ashes of Minardi in 2006 and becoming an (unsuccessful) vehicle to promote Red Bull's in-house fashion label for 2020.

The thrust behind the potential and actual AlphaTauri changes – which now include the departure of team boss Franz Tost, who firmly believes a driver should be given three years to demonstrate their F1 capabilities – stemmed from the recent wider Red Bull management reshuffle. This followed the demise of company co-founder Dietrich Mateschitz last October, with Oliver Mintzlaff, the former CEO of Red Bull's Leipzig football team, brought on board effectively as Red Bull's new marketer-in-chief and therefore responsible for its two F1 teams.

Marko gave an interview to the *Speedweek* website in March, which was considered extraordinary given that it is owned by Red Bull, in which he bemoaned "Didi was a visionary... I am not seeing that anymore" in not having a direct line to Mintzlaff after F1 track sessions. The new boss (Mintzlaff is one of three CEO-level directors running Red Bull) has a reputation for not being a passionate F1 fan, but he did at least attend Max Verstappen's recent victory in the team's home Austrian GP, where Autosport even spied him helping to repair Sergio Perez's third-place trophy after it got knocked over as the team's celebration photograph was organised.

But it's not hard to interpret the source of the 2023 pressure on AlphaTauri, with Marko acknowledging when the sale story first surfaced that, "if you have a team that wins the world championship

and the other one is only around ninth place, the synergies don't seem to work properly".

Ultimately, with Red Bull's success and sponsor influx – its Oracle title sponsorship deal is thought to be worth \$500million – the main team essentially takes care of itself. AlphaTauri is in a more perilous position, having lost around \$30m in its plunge from sixth in the 2021 constructors' table to ninth in 2022.

Change has followed, with long-serving team principal Tost about to exit and be replaced by Peter Bayer (former FIA secretary general for sport) and Laurent Mekies (currently Ferrari's sporting manager and former Toro Rosso chief engineer), as CEO and team principal respectively. AlphaTauri's main operations base will continue to be Minardi's old Faenza facility, but its existing aerodynamics office in Bicester will be expanded so it can benefit more, within F1's transferable components rules, from the Red Bull "synergies"

"Ricciardo has much bigger aspirations than just tooling around with a team where he made it clear late last year he didn't want to drive in 2023"

that Marko and co so often highlight.

A new identity is coming for 2024, but it is thought likely that the name change will be tied to a new title sponsor deal. Having Ricciardo, a far more recognisable star than de Vries or Tsunoda, on board would be a big help in cashing in on such a change.

Ricciardo, however, has much bigger aspirations than just tooling around with a team where – alongside Haas and Williams – he made it clear late last year he didn't want to drive in 2023. Speaking to ESPN in June, Ricciardo admitted "the fairytale ending [is] to finish my career here [at Red Bull]". He added: "I'll probably have to work my way up a little bit but it's really nice to be back here."

That work started in Red Bull's Milton Keynes simulator, but carried on into what can now be viewed as a pivotal Pirelli tyre test at Silverstone following the British GP, where Tsunoda and de Vries had claimed rather anonymous 16th and 17th positions, as the last-running finishers. In Ricciardo's action at the wheel of the RB19, his first in 2023, Marko saw enough to make his latest massive driver call.

"Ricciardo's lap times were competitive during the tyre test, on three different tyre sets," he told Dutch newspaper *De Telegraaf*. "If Ricciardo had not had the speed, we would have needed to consider something else. But AlphaTauri is not in a good position right now and is last in the constructors' standings, so we had to do something to change that."

Of de Vries, Marko explained: "Unfortunately, he didn't do one super lap that really amazed us."

So, for Marko, the AlphaTauri issue is 'solved' for now. But Red Bull's driver issues aren't fully fixed when looking across its two teams. And, again, Ricciardo is an important element in how they might be – as he's already explained, he'd be a willing problem solver.

The issue is the main team's driver points imbalance. Perez has just 61% of Verstappen's 255-point total and is only 19 points ahead of Aston Martin's Fernando Alonso, despite having what is by a big margin the best and quickest car on the grid.

Marko says "Checo is second in the world championship, so it would make no sense at all to get rid of him now", but that final word 'now' is damning. Horner also highlighted Perez's current place in the standings, but said after Silverstone: "We've got a good car but we've got to make sure that we've got both cars in contention."

Red Bull, for all its caution against complacency, knows it's got both 2023 world titles sewn up. But it fears its cost cap penalty finally biting in terms of car performance against the rest when it comes to 2024's RB20, and the reduced development time it has to work on that design alongside fettling the RB19 until the end of October.

If Perez is still unable to get anywhere near Verstappen against >>



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proper opposition in the future, Red Bull worries that this will cost it the constructors' championship. It happened in 2021 against Mercedes. Therefore, if Ricciardo can shine for AlphaTauri, it makes sense to think that Red Bull would be prepared to move him back to the main team and oust Perez. There's nearly 20 years of evidence in terms of its driver treatment to support this theory.

Ricciardo's aim is clear. And Red Bull is clearly happy to let him start down the path he acknowledges he must tread – the same one he did after those exploratory 11 races for HRT in 2011. But if Ricciardo is to get back to where he left in 2018, with a race-winning car at his command, there are five key challenges to surpass.

First, and most importantly, he has to shine in the AT04. And this is a big problem, because the AlphaTauri has the same braking/corner-entry instability weakness that Ricciardo so struggled with in his two years at McLaren. The rear ride height rises when braking,

“Ricciardo needs to rehabilitate his image, to banish the memories of his McLaren misery and recapture the stunning overtaking form of old”

What next for de Vries?

Can Nyck de Vries further his Formula 1 career, one where he has tested for four different teams in two years and raced for two?

The man who instinctively promoted him to AlphaTauri, against Christian Horner's wishes, and then savagely jettisoned him last week had this to say on the matter. “That will be difficult, I think,” stated Helmut Marko. “But, at the same time, I do think he saw this coming. I think he can build a nice career in endurance racing.”

That would be the most likely career move for de Vries, who was close to replacing Jose Maria Lopez in the #7 crew of Toyota's World Endurance Championship line-up. He impressed Toyota in testing, as well as while racing in LMP2. Then there's his Formula E pedigree. He might not have Toto Wolff's backing with the Mercedes team where he won four races and the 2021 title because that squad is now owned and run by McLaren (which dropped him as a junior back in 2019), but de Vries impressed enough people in the electric series' paddock to be worthy at least of consideration in the 2024 silly season. Reports suggest the Envision and Andretti squads may have vacancies.

At the time of writing, de Vries is yet to comment officially on his AlphaTauri exit, of which Marko has explained further. “We contracted Nyck because he performed great at Monza last year,” he said. “We expected him to be at least equal to his team-mate Yuki Tsunoda this year, but that was not the case. Actually, he was always three tenths of a second slower than Yuki. We saw no improvement.

“He is 28, has a lot of experience and has also been able to gain a lot



which sheds downforce. AlphaTauri has kicked off a major redevelopment push, but it has had little impact so far.

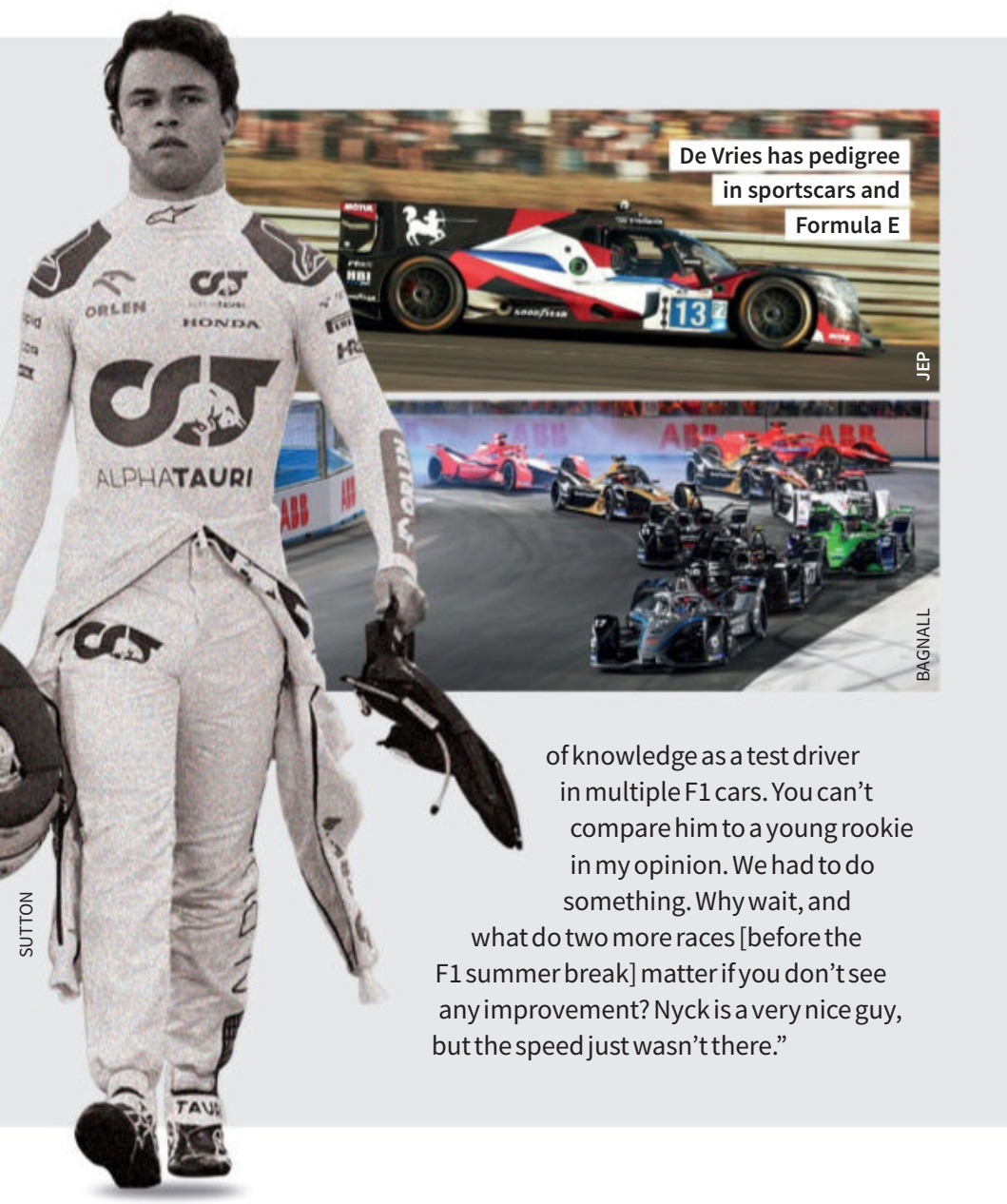
Ricciardo also needs to rehabilitate his image, to banish the memories of his McLaren misery and recapture the stunning overtaking form of old. Given AlphaTauri's backmarker status, his chances will be few and far between, but Marko has already suggested "one super lap" is of significance – although you'd imagine that stretches to one super qualifying or race performance for Ricciardo from now on.

Tsunoda has shown that's possible on occasion this year. Therefore, beating the Japanese third-year driver in the 2023 points standings is another key Ricciardo aim over the next 12 races they'll contest together.

He must also hope that Perez continues his poor form. If the Mexican can match Verstappen over the rest of 2023, then Red Bull's bigger problem rather goes away.

But perhaps the largest barrier to a Red Bull return for Ricciardo is the driver setting the standard for Perez. Why would Verstappen's team risk upsetting its star, given Ricciardo proved he could operate closer to the Dutchman than any of the three replacements Red Bull has tried in his place in the past five years?

It seems that Red Bull's ultimate Ricciardo replacement is... Ricciardo. But that, perhaps, isn't quite the flawless solution that it appears to be. ❧

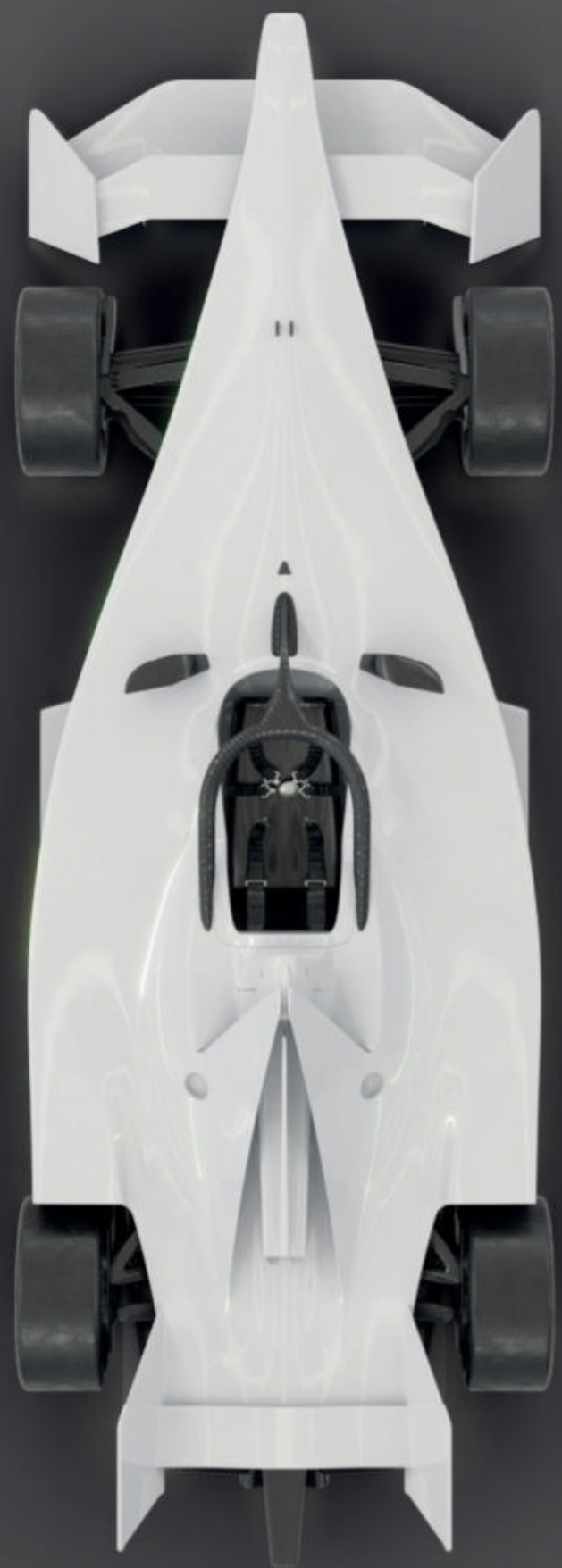


of knowledge as a test driver in multiple F1 cars. You can't compare him to a young rookie in my opinion. We had to do something. Why wait, and what do two more races [before the F1 summer break] matter if you don't see any improvement? Nyck is a very nice guy, but the speed just wasn't there."

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F1 DRIVER MARKET SPECIAL



More driver market moves

Daniel Ricciardo's Red Bull/AlphaTauri return represents the first act of the coming driver market shake-up. Who could be next?

ALEX KALINAUCKAS

PHOTOGRAPHY  motorsport
IMAGES

Lando Norris

Norris is contracted to McLaren until the end of 2025, so Daniel Ricciardo's re-entry to the Red Bull fold doesn't have an immediate impact on the Briton's future. But it could well be a big factor further down the line – especially if his former McLaren team-mate does well enough at AlphaTauri to earn a Red Bull recall, in place of the struggling Sergio Perez.

Norris is close with Max Verstappen, considered the Dutchman's best friend among the drivers in the paddock, and their ease with each other is clear to spot whenever they appear together in front of the media. Red Bull is also a big Norris fan, and came close to signing him to the Toro Rosso/AlphaTauri path back in 2018. He was also linked with a move to its main squad in 2022 before signing his latest McLaren deal.

But if Ricciardo represents an upgrade on Perez without getting close to Verstappen's position as Red Bull's top star, it would be logical to expect that Norris could threaten given he had the Australian well beaten in tricky McLaren packages in 2021 and 2022. Perhaps that lowers the chance that Red Bull might make an audacious move for Norris.

Audi's 2026 arrival is regularly mentioned as a possible alternative Norris destination. Comments such as, "we do have a poor car, and when I say poor, I would say pretty terrible, in the low-speed corners" after Norris finished second at Silverstone stood out. That was one of several pointed, risky remarks following the MCL60's tough birth that suggest the 23-year-old might not be as firmly set on seeing out all his days in orange as would have previously been assumed.



Lewis Hamilton

It's actually the Nyck de Vries element of the Daniel Ricciardo return story that has the biggest implication regarding Lewis Hamilton, because it serves as a reminder that F1 contracts can be flimsy if one side is keen to exit a deal. And, in any, case Hamilton still doesn't have one with Mercedes beyond 2023.

Back in early June, it was thought that negotiations were nearly complete, with Mercedes team boss Toto Wolff saying at New York's Forbes Iconoclast Summit before the Canadian GP that it was a matter of "days, not weeks". But this has dragged on, with legal wrangling over details such as sponsorship commitments thought to be behind the delay.

But, if that turns out to be spin covering a more fundamental difference, there's always the slim chance that Hamilton would consider jumping ship, a shift potentially exacerbated by the reworked W14 proving to be no better than Mercedes' previous 'zeropod' iteration.

Balanced against this is the understanding that Hamilton was united with Wolff in pushing for that change, and he's too experienced an F1 campaigner to misunderstand that the real result of such a big technical change will not come until 2024. Add in how closely producer Hamilton has tied Mercedes to Apple's upcoming F1 film, as was revealed at Silverstone, and it appears even less likely that he would want to be promoting another team by the time of its release.

Charles Leclerc

Should the unlikely come to pass and Mercedes and Lewis Hamilton part ways, the Black Arrows squad would surely move quickly to line up a move for the grid's other megastar-in-waiting, Charles Leclerc, given team boss Toto Wolff's previous comments that he is "a super guy and, for the long-term future, someone you need to always have on your radar".

The Monegasque has been unable to hide his frustration over Ferrari's recent qualifying strategy errors, although its race tactics have actually improved of late. He is also still clearly lacking confidence in the SF-23 package, even with its own recent Red Bull-style upgrades, which has led to overdriving. This resulted in his early-season Melbourne and Miami crashes, and contributed to his Spain and Austria (sprint) qualifying early exits, because his aggressive style didn't gel with the Ferrari getting its tyres in the required operating window.

While there's currently no spot to be had elsewhere, Leclerc revealed that he and Ferrari are "slowly" starting to "speak about it [a new deal after 2024]" when asked at this month's Austrian GP for an update on his contractual standings.



Hamilton *still* hasn't signed his new contract, while Leclerc is "always" on Mercedes' radar

ETHERINGTON

Lance Stroll

It was at the Red Bull Ring earlier this month where a whisper was detected regarding the possibility of Aston Martin being a possible alternative home for Charles Leclerc. And here we enter the realm of speculation most deeply, since the green team's driver line-up looks ever more set with every Fernando Alonso radio message in praise of team-mate Lance Stroll.

Yet Aston is another team with a driver imbalance, Stroll possessing just 32% of Alonso's 137 points. This is why Mercedes has edged ahead in second in the constructors' championship, and has led to the wisdom of keeping Stroll on board being openly questioned.

Aston's position is that he remains just 24 years old (although a veteran of 132 F1 starts) and is now being compared to a multiple world champion showing few of the signs of diminished potential that blotted the final years of Sebastian Vettel's career. And the Stroll doubters often overlook his impressive performances with wrist and toe fractures in the early rounds of 2023.

With Alonso on a multi-year deal, the focus is heightened on Stroll's position. Changing that would, however, still require a massive change of heart from his team-owning father Lawrence. And no matter how seemingly easily big calls can be made at other teams, he will surely want to see the results of his huge infrastructure upgrades before making such a similarly ruthless call to those seen at AlphaTauri this month.



Stroll is in Alonso's shadow, but line-up at Aston does appear secure

MAUGER



Eyes on the prize: Dennis celebrates victory, cementing strong points lead

FORMULA E

Dennis conquers in Rome to put title in reach

Mitch Evans seemed set to stamp his authority in Italy, only for an error to hand the initiative to his title rival

STEFAN MACKLEY

PHOTOGRAPHY



On a weekend when Formula E championship rivals collided, a multi-car accident wiped out nearly half the field, and a clear title favourite emerged after a virtuoso performance, it was fitting that, with its gladiatorial heritage,

Rome should prove to be the venue.

While Jake Dennis has not claimed this year's title just yet, the Briton firmly placed one hand on the crown with his performance across the scorching Rome E-Prix double-header, despite at one stage losing the championship lead he held coming into the event. That typified a frenetic weekend of racing in Italy where the balance of the championship swung in several directions before landing in favour of the Andretti Autosport Porsche driver, who had to wait until Sunday's second race of the weekend before unleashing his true potential.

Even before that race, Dennis had signalled his intent by beating new championship leader Nick Cassidy to pole position in the final qualifying duel, as well as surviving a post-session investigation for an alleged incident of impeding, which the stewards dismissed. Apart from being a vital confidence boost and the obvious advantage of starting at the front, pole more importantly gifted an extra three points to Dennis, which trimmed Cassidy's lead from five points down to just two even before the race got under way.

After holding the lead off the line, Dennis headed Cassidy and fellow championship challenger Mitch Evans, the trio covered by only 20 points prior to the race and seemingly set to battle for the duration of the scheduled 24-lap encounter. But it wasn't to be. Under braking for the 90-degree left of Turn 7 on the second tour, Evans locked up his Jaguar's rear axle, lost control and dramatically clattered into fellow Kiwi Cassidy's Envision Jaguar directly in front. The impact launched Evans through the air before he landed against the barrier, while Cassidy took to the escape road in a moment that could well have decided the destination of the title.

Incredibly, both were able to rejoin at the back of the field while a safety car was deployed to retrieve debris shed in the incident. Evans headed to the pits for a new front wing but, although he resumed, the decision was taken to retire the car three laps later due to suspension damage suffered in the heavy impact.

"Just a really s*** situation," said Evans, who leaves Rome now 44 points behind Dennis. "Obviously I've got to take it on the chin and I've got to put my hands up, but it's not like I was doing anything weird or trying to do anything dirty. I've barely touched a car the whole year. I just feel bad for taking me out of the race for my team as well. Probably more so for Nick because he did nothing wrong and with Jake winning it's >>



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Impressive Guenther joins Evans and Cassidy on race-one podium

really damaged his chances.”

Remarkably, Cassidy was able to continue despite suffering damage to his roll hoop and halo in the collision. But he struggled to make headway over the remaining laps – in stark contrast to other Formula E races this year, overtaking was at a premium due to the flat-out nature and tight confines of the Rome circuit.

While Cassidy remained mired in the pack, eventually finishing 14th via a last-lap collision with Andretti’s Andre Lotterer that earned the Envision Racing driver a five-second penalty from the stewards, Dennis seized the opportunity at the head of the field once racing resumed after one lap behind the safety car.

Dennis had been fortunate not to be hit by the out-of-control Evans in the incident – he was just inches further ahead – and fate once again smiled on the Andretti driver on lap six. Nissan’s Norman Nato was running second after starting third, and made a half-hearted attempt to take the lead into the left-hand Turn 17, the front of his car hitting Dennis’s left-rear tyre. Dennis emerged unscathed from the altercation, but Nato suffered front-wing damage that was to have a lasting impact on proceedings.

Both drivers took two minutes of Attack Mode on lap eight, with Dennis resuming in the lead while Nato dropped behind the Jaguar of Sam Bird. After letting Evans beat him, per team orders, in both of the weekend’s qualifying sessions, and with his team-mate now out, Bird was given instruction by Jaguar to go after Dennis and limit his points haul.

The older Briton immediately began to probe at Dennis’s defences, with his best attempt coming on lap 12 into Turn 7. Bird



“Unfortunate that Mitch and Nick DNF’d but I felt we still had the pace to win even with them there”

pulled alongside his countryman but was unable to force a way ahead on the outside line, before slotting back in behind.

The first of his two Attack Modes a lap later dropped Bird down to fourth behind Nato and the Envision machine of Sebastien Buemi and, although he was able to move back into third on the next lap, the delay allowed Nato to resume in second once he and Dennis activated the second of their Attack Modes.

This proved crucial because, with a damaged front wing and overheating rear tyres, Nato began to drop away from Dennis as his attention turned to keeping Bird behind. Dennis held a three-second margin at the chequered flag to take his second win of the season – his last victory came at the opening round in Mexico – while Nato kept ahead of Bird, who despite having significantly more energy was unable to force his way into second.

“Obviously unfortunate that Mitch and Nick DNF’d but I felt like we still had the pace to win the race even with them there,” said 2012 McLaren Autosport BRDC Award winner Dennis, who now leads Cassidy by 24 points after the Kiwi failed to score. “I think it was a good race as a whole and the team can be really proud of what they did overnight with the improvements, and we delivered the perfect result.”

The Warwickshire ace’s mood was in stark contrast to 24 hours earlier, when he was left feeling dejected after not only losing out on a podium, but also the lead in the championship to Cassidy. It could have been worse for Dennis, though, who had to put in a robust defence over the final laps against DS Penske’s Jean-Eric Vergne and Abt Cupra’s Nico Muller to hold onto fourth.

Despite starting down in seventh, things began positively for Dennis, and by the midway point he had moved ahead of Evans for second with a move into Turn 3, before a lap later taking the lead from the Nissan of Sacha Fenestraz. He still led once the leading runners had all taken both of their Attack Mode activations but, crucially, his Andretti team had miscalculated how many laps the race would run to, with an additional two laps being added to the total following a safety car and red flag.

With 3% less energy than Evans, it unsurprisingly meant that »



Formula E's biggest crash yet?
Marshals recover wreckage
in wake of race-one shunt

Dennis was a sitting duck when the Jaguar swept into the lead five laps from the end heading along the straight before Turn 7. This was despite a “small scare” when Evans missed his second Attack Mode activation and meant he had to run out wide again the following lap.

Evans's Saturday victory in Rome – the scene of his double success last year and fourth there in total – propelled him firmly back into the championship battle, just 20 points behind Cassidy at that stage of the weekend. Cassidy took second after climbing from ninth on the grid, and 1.6s separated them at the finish.

Under normal circumstances Evans's victory would have been the main talking point, but the focus after race one was instead on team-mate Bird, who triggered arguably the biggest crash in Formula E history through the blind, high-speed sweep of Turn 6.

Bird had initially started alongside Evans on the front row and took the lead into the first corner, but had slipped down to fourth at the time of the accident on lap nine. After losing control over the bumps and drain covers on one of the fastest and narrowest parts of the circuit, Bird bounced off the wall and was only just avoided by the closely following Dennis, Cassidy and Maximilian Guenther. He came to a stop broadside across the circuit. The unsighted Buemi glanced off the stricken Jaguar and the impact brought Bird's car further onto the racing line, with the DS Penske of Stoffel Vandoorne hitting the wall on the outside in avoidance. Maserati's Edoardo Mortara was unable to avoid Bird, and made heavy head-on contact with the stricken Jaguar, while the chaos also eliminated Antonio Felix da Costa (Porsche), Lucas di Grassi (Mahindra) and Robin Frijns (Abt Mahindra).



Cassidy held the lead of
the championship after the
first race. It didn't last long

“It's too quick to have drains and bumps like that, which can send you into a wall in a moment”

The race was immediately red flagged and all drivers were able to extract themselves from the wreckage unhurt, with Bird later calling for changes to be made to that section of track, which had already claimed Lotterer earlier in the race. “They need to adjust the drains and address the smoothness of that section – it's too quick to have drains and bumps like that, which can send you into a wall at a moment's notice,” complained Bird, whose podium the following day was made even more impressive after his team spent all night building a new car.

Racing resumed after a lengthy delay with a standing start and Fenestraz held the lead from Evans, but the Nissan driver quickly began to exceed his energy target and dropped back, at that stage leaving Dennis ahead of Evans and Cassidy before both Kiwis demoted Dennis over the final laps.

Guenther was also able to pass Dennis and complete the podium after an impressive drive, and the Maserati driver collected another strong result the next day by finishing sixth. His team-mate Mortara bounced back strongly from his heavy race-one accident to finish fourth, the pair separated by Buemi, with the Envision driver one of the last to use both Attack Mode activations.

The weekend all but signified the end of Pascal Wehrlein's title challenge. The Porsche racer he trails Dennis by 49 points with only 58 still available, despite finishing both Rome races in the points via numerous incidents.

After failing to progress through to the duels on Saturday, Wehrlein damaged his front wing on the opening lap, which required a pitstop, and suffered suspension damage in the multi-car crash that was repaired under the red flag. After finishing seventh, he was demoted to ninth by the stewards when he was found to have driven too quickly under the red flag. His fortunes failed to improve much on Sunday, when a starting position of 15th consigned him to seventh again at the flag.

The London E-Prix double-header at the end of this month will decide the destination of this year's title and, with Dennis having won at the venue over the past two seasons and holding a strong points lead, it will surely take the same amount of drama seen in Rome to deny the 28-year-old. 🏆

RAST’S PAGE THWARTED

Rene Rast was forced to retire from race one after running as high as third before suffering a software issue. The McLaren driver started fifth and was running in the final podium position at the time of the red flag before pulling into the pits shortly after the restart. He could only manage 13th on Sunday.

HUGHES OUT AFTER SHUNT

McLaren’s Jake Hughes was forced to miss Saturday’s race after crashing at Turn 6 in the second qualifying group while sitting third at the time of the incident. The team took the decision to build a new car overnight and he took 11th the next day.

EPIC CAR REBUILDS

As well as McLaren, four other teams were required to use new tubs for Sunday following the multi-car crash that halted the opening race. This included Sam Bird (Jaguar), Edoardo Mortara (Maserati MSG), Antonio Felix da Costa (Porsche) and Sebastien Buemi (Envision Racing), with all 22 drivers able to start the second race.

BAD LUCK FOR FENESTRAZ

After a strong showing on Saturday, qualifying third and leading at one stage before slipping back to 10th at the finish, Sacha Fenestraz was unable to set a time in either practice or qualifying on Sunday due to a battery issue. The Nissan driver started at the back for the race after a battery change, but finished a lap down in 16th after incidents.

DRUGOVICH ON TOP AGAIN

Aston Martin and McLaren Formula 1 reserve driver Felipe Drugovich (below) returned to the wheel of Maserati MSG’s Gen3 Formula E machine to top the rookie test held on Friday afternoon. The reigning F2 champion, who was also fastest in the Berlin rookie test in April, posted a 1m43.736s to finish 0.312s ahead of Jaguar’s Sheldon van der Linde.



RESULTS ROUND 10/11, ROME (ITA), 15-16 JULY (27 LAPS – 58.450 MILES)			
POS	DRIVER	TEAM/CAR	TIME
1	Mitch Evans (NZL)	Jaguar Racing / Jaguar I-Type 6	1h37m02.976s
2	Nick Cassidy (NZL)	Envision Racing / Jaguar I-Type 6	+1.639s
3	Maximilian Guenther (DEU)	Maserati / Maserati Tipo Folgore	+9.126s
4	Jake Dennis (GBR)	Andretti / Porsche 99X Electric Gen3	+21.010s
5	Jean-Eric Vergne (FRA)	DS Penske / DSE-TENSE FE23	+21.482s
6	Nico Muller (CHE)	Abt / Mahindra M9Electro	+21.858s
7	Norman Nato (FRA)	Nissan / Nissan e-4ORCE 04	+24.071s
8	Sergio Sette Camara (BRA)	NIO 333 / NIO 333 ER9	+25.427s
9	Pascal Wehrlein (DEU)	Porsche / Porsche 99X Electric Gen3	+28.582s
10	Sacha Fenestraz (FRA)	Nissan / Nissan e-4ORCE 04	+30.342s
11	Stoffel Vandoorne (BEL)	DS Penske / DSE-TENSE FE23	+44.961s
12	Roberto Merhi (ESP)	Mahindra Racing / Mahindra M9Electro	+1m05.048s
13	Dan Ticktum (GBR)	NIO 333 / NIO 333 ER9	+1m34.800s
R	Rene Rast (DEU)	McLaren / Nissan e-4ORCE 04	15 laps-software
R	Sam Bird (GBR)	Jaguar Racing / Jaguar I-Type 6	8 laps-accident
R	Sebastien Buemi (CHE)	Envision Racing / Jaguar I-Type 6	8 laps-accident
R	Antonio Felix da Costa (PRT)	Porsche / Porsche 99X Electric Gen3	8 laps-accident
R	Edoardo Mortara (CHE)	Maserati / Maserati Tipo Folgore	8 laps-accident
R	Lucas di Grassi (BRA)	Mahindra Racing / Mahindra M9Electro	8 laps-accident
R	Robin Frijns (NLD)	Abt / Mahindra M9Electro	8 laps-accident
R	Andre Lotterer (DEU)	Andretti / Porsche 99X Electric Gen3	2 laps-accident
NS	Jake Hughes (GBR)	McLaren / Nissan e-4ORCE 04	qualifying crash

Winner’s average speed 36.136mph. Fastest lap Evans 1m41.694s, 74.348mph.

QUALIFYING 1 Evans 1m39.089s; 2 Bird 1m40.985s; 3 Fenestraz 1m39.807s; 4 Buemi 1m40.470s; 5 Rast 1m38.861s; 6 Mortara 1m38.900s; 7 Dennis 1m39.266s; 8 Guenther 1m39.315s; 9 Cassidy 1m39.630s; 10 Wehrlein 1m39.447s; 11 Nato 1m39.968s; 12 Vandoorne 1m39.601s; 13 da Costa 1m40.149s; 14 Muller 1m39.664s; 15 di Grassi 1m40.424s; 16 Vergne 1m39.701s; 17 Frijns 1m40.485s; 18 Ticktum 1m39.729s; 19 Merhi 1m41.956s; 20 Lotterer 1m39.931s; 21 Sette Camara 1m41.159s; 22 Hughes 1m39.494s.

RACE 2 (24 LAPS – 52.149 MILES)

1 Dennis 45m04.323s; 2 Nato +3.105s; 3 Bird +3.633s; 4 Mortara +4.357s; 5 Buemi +5.004s; 6 Guenther +5.403s; 7 Wehrlein +11.586s; 8 Vandoorne +11.951s; 9 Ticktum +12.563s; 10 Muller +13.313s; 11 Hughes +14.507s; 12 da Costa +18.034s; 13 Rast +21.029s; 14 Cassidy +28.475s; 15 Vergne +1m26.623s; 16 Fenestraz -1 lap; R Lotterer 23 laps-accident; R Sette Camara 23 laps-overheating/debris; R Frijns 18 laps; R Merhi 12 laps; R di Grassi 12 laps-accident damage; R Evans 4 laps-accident damage.

Winner’s average speed 69.421mph. Fastest lap Vergne 1m40.264s, 75.409mph.

QUALIFYING 1 Dennis 1m37.986s; 2 Cassidy 1m38.057s; 3 Nato 1m38.203s; 4 Evans 1m38.322s; 5 Bird 1m38.445s; 6 Guenther 1m38.655s; 7 Ticktum 1m38.720s; 8 Buemi 1m51.464s; 9 Mortara 1m38.598s; 10 da Costa 1m38.976s; 11 Hughes 1m38.677s; 12 Vergne 1m39.128s; 13 Rast 1m38.825s; 14 di Grassi 1m39.318s; 15 Wehrlein 1m38.842s; 16 Sette Camara 1m39.365s; 17 Lotterer 1m38.932s; 18 Vandoorne 1m39.366s; 19 Muller 1m39.125s; 20 Frijns 1m39.536s; 21 Merhi 1m40.289s; 22 Fenestraz no time.

CHAMPIONSHIP 1 Dennis 195; 2 Cassidy 171; 3 Evans 151; 4 Wehrlein 146; 5 Vergne 107; 6 Guenther 101; 7 da Costa 93; 8 Buemi 82; 9 Bird 77; 10 Nato 47.



Lundgaard:
“I knew we had
a fast car, but I wasn’t
expecting to be
this fast”

INDYCAR

Viking warrior Lundgaard raids Toronto’s streets

The Dane scored his maiden IndyCar victory, but it wasn’t all plain pillaging in a multi-strategy battle against rivals

CHARLES BRADLEY

PHOTOGRAPHY



The bare facts of Christian Lundgaard’s maiden IndyCar Series victory for Rahal Letterman Lanigan Racing on the streets of Toronto were that he qualified on pole by over three tenths of a second, led the most laps and won the race by over 11 seconds. But none of that reflects the manner of how it was achieved.

Qualifying was a mad scramble, as rain arrived towards the end of Lundgaard’s Q1 session, which he ended third. In Q2, which was fully wet, he just beat the chequered flag for one final lap and jumped from 11th to the top of the times. In the top-six shootout, which required slicks on a treacherously damp surface, he once again pulled out a stunning final tour to jump from sixth place to score his second career pole.

“In Denmark, we didn’t have wet tyres for mini-karts,” revealed the 21-year old. “I was driving around on the slicks in the wet, and I’ve just always been fast.”

After a harsh winter, Toronto’s 11-turn, 1.786-mile circuit around Exhibition Place was bumpier than ever. It meant the inch-perfect driving required to excel was even tougher than usual, and that the field didn’t all make it around Turn 1 on race day was no surprise.

Rahal’s Jack Harvey and Ryan Hunter-Reay (Ed Carpenter Racing) brushed wheels, just enough to send the American into series debutant Tom Blomqvist (subbing for the unfit Simon Pagenaud at Meyer Shank Racing), who bounced off the wall and rebounded Hunter-Reay into Alexander Rossi (starting at the back after his Arrow McLaren’s steering wheel drowned in Q1), while AJ Foyt Racing pair Santino Ferrucci and Benjamin Pedersen connected thanks to being shoved into the mess by Graham Rahal. With the track blocked, Rahal had the incredible presence of mind to quickly select reverse and take the Turn 1 run-off loop that goes underneath Princes’ Gate and rejoins at Turn 2, so he didn’t go a lap down.

It took 10 laps to clean up the mess, Blomqvist in particular



Pact with best mate
meant tache had to
go in Victory Lane

rueing that it was “the last thing I wanted to happen” since he was auditioning for a 2024 ride.

Lundgaard, who started on the softer alternate tyre, streaked away in the lead from Scott McLaughlin on primaries, followed by Pato O’Ward (McLaren) and Ganassi duo Marcus Ericsson and Scott Dixon, the Kiwi veteran having gained two spots on the original start. Andretti’s Kyle Kirkwood was also an early mover, demoting the McLaren car of Felix Rosenqvist from sixth at Turn 3.

From 14th and 15th on the grid, after losing out in the lottery of qualifying, the out-of-position Colton Herta (Andretti) and series dominator Alex Palou (Ganassi) both gained a couple of spots at the start. They switched positions straight after the restart, but Palou then clipped Romain Grosjean’s Andretti car at Turn 3 and dropped back behind Herta, who quickly jumped ahead of Grosjean and Marcus Armstrong (Ganassi) on successive laps to run 10th by the end of lap 14 of 85.

Before the race, Lundgaard had been upbeat about his car’s pace in dry conditions – he didn’t expect it to be *the* best car but at least one of the fastest – but he was flying. He extended a 4s lead before pitting for primaries on lap 19. After a slight delay getting his right-front corner changed, he was back on his way – but mired amid the long-running primary starters.

As Penske star McLaughlin stayed out, with Ericsson, Dixon and Will Power (Penske) in pursuit, Lundgaard fell to the back end of the top 10. His fresh rubber helped him pass most stragglers but Rinus VeeKay was in no mood to let him past for eighth. It led to a few anxious moments, but at least Lundgaard’s pace was in the same ballpark as McLaughlin’s divergent strategy.

Grosjean triggered the primary-tired starters’ pitstop cycle just after one-third distance, straight after a charging Palou had pulled a great move on him at Turn 5 for sixth place.

McLaughlin had built a 6.4s lead over Ericsson before he made his first pitstop on lap 35, while Lundgaard finally got past VeeKay and had O’Ward looming behind him. Dixon, Power and Palou went two laps longer, with Power beating Dixon out of the lane.

As the race approached half distance it all appeared to be

“In Denmark, we didn’t have wet tyres for mini-karts. I drove around on the slicks in the wet”

plain sailing for Lundgaard, who was now back in front – but this is IndyCar, so nothing is ever straightforward. Grosjean’s car suddenly speared into the wall at Turn 10, hard enough to move the concrete blocks, but he climbed out without injury, complaining that the steering wheel had simply been ripped out of his hands over the bumps.

The Andretti cars of Kirkwood and Herta dived into the pits, along with Palou, gambling that some more laps under yellow could mean this was their final stop. The restart that followed was chaotic and the race went yellow again within seconds, as Kirkwood – eager to press home his advantage – slammed into the rear of a tardy Helio Castroneves, sending him spinning into Palou, who also hit the wall trying to avoid the four-time Indy 500 winner. Crucially, the impact with the barrier damaged Palou’s front wing but he elected to continue, as his strategy was to run non-stop to the finish.

The timing of this caution opened the door for those who hadn’t pitted again to do so, but McLaughlin, Dixon and VeeKay all gambled on staying out on their alternate rubber, consigning them to another stop later.

Lundgaard only just beat O’Ward out of the pits, but the McLaren driver had suffered a refuelling issue that would not only relegate him from the lead fight but send him tumbling down the order in the closing stages.

This restart, with 33 laps remaining, surprisingly proved to be the final one. Again it didn’t go cleanly for Kirkwood, who’d get a penalty for his clash with Castroneves, as he locked up and ran wide. Meantime, Palou pounced on Herta, who was struggling with tyre warm-up, getting a two-for-one on Andretti cars as Kirkwood headed pitwards after a clash with Armstrong. >>



On the charge were Lundgaard and (not for long) O'Ward, who briefly went three wide with Herta into Turn 3. With his fresher rubber and fuel to burn, Lundgaard pulled smart moves on Herta at Turn 5, and then Palou with an even better move around the outside of Turn 3 and into Turn 4 a few laps later.

Those were the crucial manoeuvres to ensure his victory. While McLaughlin, Dixon and VeeKay all pitted again under green, Lundgaard sprinted away to a memorable 11.8s victory.

The next focus of attention wasn't whether Palou would finish second, but whether he'd finish at all. Lap by lap, his damaged nose section, which holds the front wing, peeled away more and more to make the front wing scrub along the ground. Despite the fear of the wing flying off or getting trapped underneath the car, Palou heroically soldiered on to finish second. "The right side started disappearing, and the left side started coming up, and I was like, 'Oh, man, that's not good,'" related the Spaniard. "I could feel it dragging. I was trying to avoid some kerbs, but I was under a bit of pressure from Colton. And I was concerned about fuel."

After the race Palou examined the damage for himself: "I think it was only the vinyl, like, the stickers that were holding it on, because there's nothing else there."

Herta exerted as much heat as he could muster, given his

critical fuel status, but he couldn't find a way ahead and settled for third. "We were really tanking on the tyres early on," admitted Herta. "But in the last stint it kinda came back alive. We made our strategy work, and some guys didn't."

Palou held him off, falling one position short in his quest to win a ridiculous four races on the trot, but not bad from 15th on the grid. Herta admitted it was a "little embarrassing" for him to take until race 10 to score a podium finish this season. His car quickly spluttered a halt, out of gas, after the finish line.

Despite his stop under green, Dixon stormed his way back to fourth, aided by Ericsson and Power being forced into last-lap pitstops as their Grade-A teams got their fuel numbers in a muddle. Ericsson salvaged 11th with Power falling to 14th.

"We're going to review all that, but I could have quite easily made a much bigger [fuel] number earlier," said Power. "I'm not sure what happened there. I had no idea we were going to run out. If I didn't get the numbers and attacked too hard, too soon then my fault. I was trying to put the pressure on the two guys in front to run them out of fuel, probably not watching mine close enough."

Josef Newgarden was stout all day on his way for fifth for Penske, apart from overshooting his pitbox, but was glad he'd done some extra fuel saving early in the final stint: "We've must've had some fuel error issue, the calculations are usually spot-on so something got messed up today."

A frustrated McLaughlin finished sixth, ahead of Armstrong and O'Ward. The Mexican was furious about his late-race plummet, having arguably got closer than anyone to Lundgaard all day. "We just keep making the same mistakes that don't help our races go forward," said O'Ward. "We need to look into what the issues have been and fix those because they're obviously valuable points that we're just throwing away."

At the other end of the scale, Lundgaard and his strategist (and Rahal's team manager) Ricardo Nault were utterly faultless all day. The winner was shorn of his famously terrible moustache in Victory Lane, which he'd made a pact to do with his best pal upon victory – and who just happened to be in Toronto for the weekend.

"I knew we had a fast car, but I wasn't expecting to be this fast and just kind of drive around and win," Lundgaard said. "I think it was only a matter of time before we had a win, I just didn't expect it to be here." ❧



PUTTING THE SPRING BACK IN RAHAL'S STEP



Bobby Rahal's IndyCar team hadn't won a race since the 2020 Indianapolis 500, so Christian Lundgaard's trip to Victory Lane in Toronto was a much-needed tonic to one of the series' greatest racers and team owners.

It comes two months after Rahal's disastrous Indy 500, where son Graham didn't even make the field in one of his cars as it struggled woefully off the pace. Rahal Sr opened up last Sunday, admitting that experience had genuinely sickened him.

"I'm 70 years old, and the month of May took a real toll on me," he said. "I wasn't sleeping well at night. We're not here to fricking play around or to be part of it. We're here to win."

"I just said right after that, we're going to create and instil and initiate the Indy recovery plan, which we're in the process of doing, which is all about looking into why we performed so poorly and fixing those issues so that next May we're fighting for the pole, and that's our goal."

Rahal turned to his brains trust of longtime team manager Ricardo Nault, ex-HPD executive Steve Eriksen and Stefano Sordo, the former McLaren and Red Bull F1 engineer, to get things back on track.

"Indy kind of shook us to our core I think, but I have to say, frankly, the race that maybe had a bigger negative affect was Detroit because we were not good at all," added Rahal. "That's when we decided to make the changes that we made internally. I think we've seen the results of that change."

"We've had great events since then. There's I think a very good vibe within the team. Of course, this helps that immensely. Nothing like winning, right?"



Palou held off Herta, who finally secured a podium in 2023

RESULTS ROUND 10/17, TORONTO (CAN), 16 JULY (85 LAPS - 151.810 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	Christian Lundgaard (DNK)	Rahal Letterman Lanigan Racing / Dallara-Honda	1h41m55.8001s
2	Alex Palou (ESP)	Chip Ganassi Racing / Dallara-Honda	+11.7893s
3	Colton Herta (USA)	Andretti Autosport with Curb-Agajanian / Dallara-Honda	+15.0599s
4	Scott Dixon (NZL)	Chip Ganassi Racing / Dallara-Honda	+15.7600s
5	Josef Newgarden (USA)	Team Penske / Dallara-Chevrolet	+19.2421s
6	Scott McLaughlin (NZL)	Team Penske / Dallara-Chevrolet	+19.4798s
7	Marcus Armstrong (NZL)	Chip Ganassi Racing / Dallara-Honda	+22.8005s
8	Pato O'Ward (MEX)	Arrow McLaren / Dallara-Chevrolet	+23.9982s
9	Graham Rahal (USA)	Rahal Letterman Lanigan Racing / Dallara-Honda	+26.6884s
10	Felix Rosenqvist (SWE)	Arrow McLaren / Dallara-Chevrolet	+28.6024s
11	Marcus Ericsson (SWE)	Chip Ganassi Racing / Dallara-Honda	+33.5625s
12	Agustin Canapino (ARG)	Juncos Hollinger Racing / Dallara-Chevrolet	+35.2616s
13	Rinus van Kalmthout (NLD)	Ed Carpenter Racing / Dallara-Chevrolet	+35.6375s
14	Will Power (AUS)	Team Penske / Dallara-Chevrolet	+36.3467s
15	Kyle Kirkwood (USA)	Andretti Autosport / Dallara-Honda	+37.1611s
16	Alexander Rossi (USA)	Arrow McLaren / Dallara-Chevrolet	-1 lap
17	Santino Ferrucci (USA)	AJ Foyt Enterprises / Dallara-Chevrolet	-3 laps
18	Callum Ilott (GBR)	Juncos Hollinger Racing / Dallara-Chevrolet	81 laps-accident
19	Sting Ray Robb (USA)	Dale Coyne Racing with RWR / Dallara-Honda	-4 laps
20	David Malukas (USA)	Dale Coyne Racing with HMD / Dallara-Honda	69 laps-accident damage
21	Helio Castroneves (BRA)	Meyer Shank Racing / Dallara-Honda	45 laps-accident
22	Romain Grosjean (FRA)	Andretti Autosport / Dallara-Honda	41 laps-accident
23	Devlin DeFrancesco (CAN)	Andretti Steinbrenner Autosport / Dallara-Honda	10 laps-brakes
24	Jack Harvey (GBR)	Rahal Letterman Lanigan Racing / Dallara-Honda	0 laps-accident
25	Tom Blomqvist (GBR)	Meyer Shank Racing / Dallara-Honda	0 laps-accident
26	Ryan Hunter-Reay (USA)	Ed Carpenter Racing / Dallara-Chevrolet	0 laps-accident
27	Benjamin Pedersen (DNK)	AJ Foyt Enterprises / Dallara-Chevrolet	0 laps-accident

Winner's average speed 89.361mph. **Fastest lap** Lundgaard 1m01.2182s, 105.028mph.

Q3 1 Lundgaard 1m04.1567s; 2 McLaughlin 1m04.4790s; 3 O'Ward 1m04.5500s; 4 Ericsson 1m04.9091s; 5 Rosenqvist 1m04.9423s; 6 Power 1m05.0703s.

Q2 O'Ward 1m11.3448s; Lundgaard 1m11.6498s; Rosenqvist 1m11.7609s; McLaughlin 1m12.0354s; Ericsson 1m12.1818s; Power 1m12.1995s; 7 Dixon 1m12.3123s; 8 Kirkwood 1m12.3316s; 9 Grosjean 1m12.5611s; 10 Armstrong 1m13.5600s; 11 Newgarden 1m13.6353s; 12 van Kalmthout 1m15.0226s.

Q1 - GROUP 1 Kirkwood 1m00.6453s; van Kalmthout 1m01.1978s; Lundgaard 1m01.2205s; Power 1m01.3766s; Dixon 1m01.4546s; McLaughlin 1m01.4651s; 13 Castroneves 1m01.5325s; 15 Palou 1m01.6340s; 17 Malukas 1m02.0296s; 19 Harvey 1m02.2035s;

21 Hunter-Reay 1m02.2554s; 23 Robb 1m02.3978s; 25 Pedersen 1m02.6538s.

Q1 - GROUP 2 Grosjean 1m14.0454s; Ericsson 1m14.0931s; Newgarden 1m14.2781s; Rosenqvist 1m14.4562s; O'Ward 1m14.6156s; Armstrong 1m14.8143s; 14 Herta 1m14.8356s; 16 Ilott 1m14.8759s; 18 Canapino 1m15.4540s; 20 Blomqvist 1m16.0415s; 22 DeFrancesco 1m16.0598s; 24 Ferrucci 1m16.2870s; 26 Rossi 1m18.9856s; 27 Rahal 1m29.3774s.

CHAMPIONSHIP

1 Palou 417; **2** Dixon 300; **3** Newgarden 291; **4** Ericsson 275; **5** O'Ward 274; **6** McLaughlin 258; **7** Lundgaard 248; **8** Power 242; **9** Herta 239; **10** Rossi 230.



Vettel
entertains with
his ex-Senna
McLaren MP4/8,
which now runs on
synthetic fuels

GOODWOOD FESTIVAL OF SPEED

Saturday storm can't dull the Festival stars

The weather didn't play ball, but there were still great cars and drivers to enjoy as Goodwood's house party celebrated its 30th birthday

MARK PAULSON

PHOTOGRAPHY  **motorsport**
IMAGES

The 30th edition of the Goodwood Festival of Speed may have been hit by bad weather – after Friday's heavy rain, forecasts of strong winds led to the unprecedented cancellation of Saturday's activity on safety grounds – but its star quality shone as brightly as ever.

Alongside Goodwood's own anniversary theme, also taking in 75 years of motorsport on the estate since the motor circuit opened in 1948, a number of other

significant milestones were celebrated. The pace of motorsport's post-war boom was further evidenced by commemorating 75 years of NASCAR, Lotus and Porsche too.

Sixty years of McLaren were embraced by the current iteration of Bruce McLaren's eponymous marque via a terrific array of standout cars and star names, including double world champion Mika Hakkinen and current Formula 1 star Oscar Piastri. Sebastian Vettel was another mounted in McLaren (and Williams) machinery, while Goodwood regulars Jenson Button, Damon

Hill and Jackie Stewart also took to the hill.

The Le Mans 24 Hours' centenary was marked by swathes of significant cars and drivers from the world's most prestigious enduro. All three Rally1 manufacturers brought along their steeds for action, 50 years after the World Rally Championship was inaugurated. And no clashing MotoGP round allowed for an increased presence of current bikes and riders, headlined by the latest factory MotoGP machinery of Aprilia, KTM and Ducati, whose reigning champion Francesco Bagnaia led the cast.



VETTEL STARS WITH NEW TAKE ON OLD LEGENDS

Postponed from Saturday, Sebastian Vettel's appearance on the balcony of Goodwood House became a climax to the weekend. After completing the first public run of his McLaren MP4/8 – the last model that Ayrton Senna drove for the team with which he is most associated – with a series of donuts, the four-time world champion was swamped as he edged through the crowd to join the Duke of Richmond.

"I guess to most of us here, Ayrton is a big, big name and means a lot," Vettel told the assembled throng. "So to touch his steering wheel, to sit in his seat and to drive his car is really incredible."

Since retiring from Formula 1, Vettel has been able to devote more time to social and environmental causes. Explaining the Race Without Trace initiative that has converted the McLaren and his ex-Nigel Mansell Williams FW14B (right) to run on synthetic fuels, he said: "It would be a shame if these cars were locked up and not allowed to breathe some air."

"I love motorsport, and it would be a shame if events like this, or motorsport as a whole, would be at threat or were to disappear. So that's why I really would like to protect it. I want us to be ahead of the wave, before we really face that threat."



MILESTONE MOMENTS FOR MCLAREN

McLaren celebrated its 60th anniversary in style. Current Formula 1 star Oscar Piastri was on hand along with such heroes as JJ Lehto, Gil de Ferran and Emanuele Pirro to drive the array of machinery it brought to Goodwood. Stars among the cars, arranged either side of a 2023 Mercedes-powered MCL60 in the triple crown livery raced at the Monaco and Spanish Grands Prix, were three machines newly restored for the diamond jubilee.

Fittingly, one was the McLaren-Offenhauser M16C in which Johnny Rutherford scored what the British team counts as its first triple crown victory at the 1974 Indianapolis 500. The marque's first win at the Brickyard, remember, was notched by a Penske Racing-run M16 driven by Mark Donohue two years before.

Chassis #05 came back into McLaren's hands in



2018 after a peripatetic existence over the past 50-odd years and has been subject to a 15-month restoration at McLaren Heritage. Now a runner again, it was entrusted to 2003 Indy winner de Ferran, back at McLaren as a consultant.

The unique C-spec M7 has also been restored to its former glories, high wings and all. Former European Touring Car Championship racer and historic car dealer James Hanson drove the Cosworth-engined racer (below) in bewinged form in which team founder Bruce McLaren finished second in the 1969 Spanish GP at Montjuic.

Piastri got to drive the third newly restored car in the McLaren fleet, the M26 in which James Hunt won the British and US GPs in 1977 — and should have triumphed in Canada, too, but for a misunderstanding while lapping team-mate Jochen Mass. Warren Hughes, a regular instructor on the Pure McLaren programme, sampled the car too, a rare outing in an F1 car more than 20 years on from a run in a Williams-BMW FW22.

McLaren's set of triple crown winners was completed by a TAG-powered MP4/2, the car in which Alain Prost notched up the first of McLaren's record 15 Monaco victories in 1984, and, on display only, the 1995 Le Mans 24 Hours-winning Kokusai Kaihatsu Racing F1 GTR run by the Lanzante team in conjunction with the factory.

GARY WATKINS



Hakkinen returned to a McLaren cockpit...

JAMES ROBERTS

WRC CELEBRATED BY ICONS PAST AND PRESENT

The Hannu Mikkola-designed Forest Rally Stage offers a chance to demonstrate rally cars in a more natural environment. This year it played host to the latest Rally1 machinery for the first time.

All three World Rally Championship manufacturers brought one of their top-line cars, although only Toyota's GR Yaris and the Hyundai i20 N — each making their UK debuts — ran through the woods. Thierry Neuville claimed first bragging rights for Hyundai on Friday with a best time of 2m59.6s over the slippery, chalk-based 1.9-mile test, 13 seconds clear of eight-time world

champion Sebastien Ogier in a Toyota.

Toyota team boss Jari-Matti Latvala switched from the new Yaris Rally2 to take Ogier's seat on Sunday and, on a drier surface, managed 2m34.1s. But Hyundai was still on top when Esapekka Lappi clocked a weekend-best 2m29.6s, despite indicating he wasn't "taking it too seriously". As the manufacturers also squeezed in runs up the hill, veteran Roger Duckworth's Subaru Impreza WRC2000 won the official shootout, combining Friday and Sunday runs.

M-Sport's Ford Puma Rally1 Hybrid, seen

in action on these shores at the Malcolm Wilson Rally in March, was confined to blasts up the hill with Ott Tanak and Adrien Fourmaux. Welsh hero Elfyn Evans (Toyota) also stuck to the sealed surface, while Saturday's cancellation meant that M-Sport chief Malcolm Wilson's intended run in the car sadly didn't happen.

The stage provided ample opportunity to witness past greats too, with exhilarating runs from the Group 4, Group B and Group A eras as well as World Rally Cars. The past and present were brought together by British rallying's first family as four members of the McRae dynasty, spanning three generations, enjoyed a thrash around the tricky stage. Patriarch Jimmy McRae piloted his late world champion son Colin's 1991 Subaru Legacy RS. Colin's brother Alister, British champion in 1995, and nephew Max — competing this year with an Opel Corsa Rally4 in the European championship's junior section — also had a go in the Legacy. Daughter Hollie was treated to passenger rides, including up the hill alongside Karun Chandhok in Prodrive's 1996 Subaru Impreza 555.

Alister also relived his front-wheel-drive pomp by piloting his 1994 Nissan Sunny GTI, now owned by Ryan Champion. But both he and son Max most enjoyed their runs up the hill in the ex-Stig Blomqvist Ford RS200 Evo. "It's a cool car — it's so fast," concluded Jr.



Toyota appeared on hill as well as rally stage

JEP



...while Piastri
tried M26

JEP



M16C got McLaren's
triple crown effort
going with Indy win

DOMGIBBONSPHOTO/JEP



Duckworth Subaru
took the rally
shootout spoils

NASCAR MAKES SOME BIRTHDAY NOISE



JEP

Even without a direct clash with the Cup round in New Hampshire, NASCAR's very busy schedule would have made it difficult for those directly involved with the series to join Goodwood's celebration of the category's 75 years. But more than a dozen cars, spanning a 1969 Dodge Daytona – complete with wooden dash – to last year's Chevrolet Camaro, provided a strong flavour of NASCAR history.

They were joined by Hendrick Motorsports' two 2023 Camaro ZL1s that fulfilled NASCAR's Garage 56 entry in the Le Mans 24 Hours; the car that impressed by outpacing the GT entry was on static display, while Jenson Button and Mike Rockenfeller demoed the spare (above).

Overseeing the operation was Hendrick's legendary crew chief and current vice-president of competition, Chad Knaus. "It's definitely a large amount of time that I'm taking away from where we're supposed to be right now," he admitted. "But this project was pretty important. It was very successful so I felt like coming over here to be with it was important."

"Blown away" by the event in general, Knaus's immersion in NASCAR could have left him ambivalent towards the US stock car content. "There's some that bring back memories, for sure," contended the 51-year-old. "The cars are from a different array of suppliers, they're all unique, so it's kind of interesting to see that. You got Dale Earnhardt Sr's car, and one of the old #48 cars, and a Jeff Gordon race car – it's pretty fantastic to see all that."

Paul Yorkshire's ex-Ricky Rudd 1992 Chevrolet Lumina (below) would have been fielded by Hendrick when Knaus was just embarking on a career with the team. "The guys did a good job on that one, so that's pretty impressive," he said. "They have good fun with it too, which I think is really important."

"This project was very successful so I felt like coming over here to be with it was important"



JEP

LE MANS WINNERS TO THE FORE

Only four cars have won the Le Mans 24 Hours twice. Incredibly, all four – including two Porsches – were at Goodwood for its Le Mans celebrations.

The feat was first achieved within a decade of the inaugural edition in 1923. Bentley Boys Woolf Barnato and Henry Birkin took the Speed Six to victory in 1929 before Barnato teamed up with Glen Kidston for a repeat success – in the same car – a year later. ‘Old Number One’ was on static display in the paddock just a few yards from the stirring sight of Rob Walton’s Gulf-liveried Ford GT40 chassis 1075 that triumphed in 1968 and 1969 with different crews.

More than a dozen other Le Mans-winning chassis – supplemented by sister cars of further victors – brought further gold dust, with the majority taking to the hill. Among them was the Matra-Simca MS670C that carried Henri Pescarolo and Gerard Larrousse to their second success as a pairing in 1974. It was a success that inspired 12-year-old future five-time Le Mans winner and Goodwood regular Emanuele Pirro in his youth.

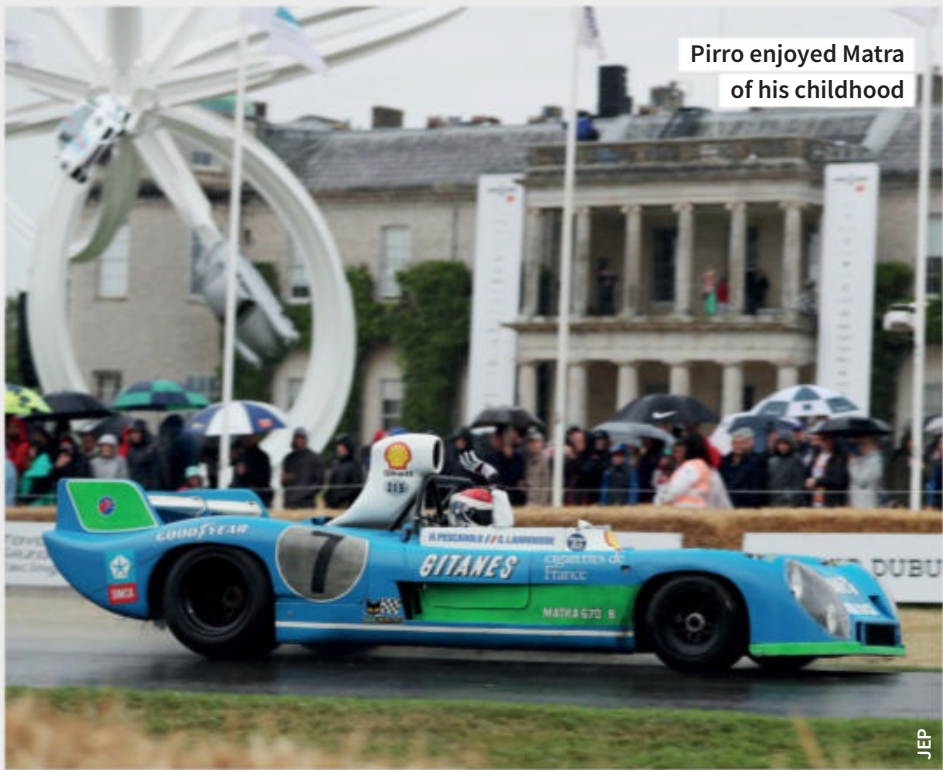
“The Matras were very advanced cars. And I never drove a Matra before so it’s very emotional”

“You tend to love the motorsport era that triggered your emotion,” said the Italian, who shared all his victories with Frank Biela.

“The Matras were very advanced cars at the time. And I never drove a Matra before so it’s very emotional. Gerard Larrousse and Henri Pescarolo are two great people and great friends so it’s been a real treat to drive it.”

It was also a rare treat to see Johnny Herbert back at the wheel of his victorious rotary-engined Mazda 787B. So rare, in fact, that it was only Herbert’s second time in the car since partnering Bertrand Gachot and Volker Weidler in 1991 to the first win for a Japanese manufacturer.

Tom Kristensen and Benoit Treluyer were reunited with their victorious Audis R8 and R18 respectively, while Rinaldo Capelli piloted an R10 similar to his 2008-winning steed. Bringing the set up to date, the recent winning cars of Toyota (2021 GR010) and Ferrari (499P) were on display, complete with La Sarthe dirt, representing the hypercar era.



Pirro enjoyed Matra of his childhood



Mike Wilds piloted iconic Jag XJR-9LM

PORSCHE TAKES CENTRE STAGE



TK loved 1970 917K

On its 75th anniversary, Porsche was the subject of Gerry Judah’s latest central feature for the fourth time in Festival of Speed history. Six cars – including the latest 963 Le Mans challenger, Group C 962 and 801 Formula 1 car – adorned the huge artwork on the lawn outside Goodwood House.

The Stuttgart marque is still the most successful manufacturer in Le Mans history, with 19 overall wins, so a strong presence of victors was fitting. They included both two-time winning Porsches, the 956 (chassis 117) of 1984-85 and the WSC95 (001) of 1996-97, which were both run at Le Mans by Joest Racing before the team began its successful Audi era in the 21st century.

The common denominator on driving strength in the mid-1980s triumphs was Klaus Ludwig. But the German veteran left weekend driving duties of the New Man-sponsored Group C machine to car owner Shaun Lynn and his son Max. Instead, Ludwig climbed the hill in the outlandish

Jagermeister-liveried 935 K3 Group 5 car, in the same form as he took to Deutsche Rennsport Meisterschaft glory in 1979.

The triumphant WSC95 famously started life as a Jaguar XJR-14 (one of which was also present, with period driver David Brabham) before being converted into an open-top prototype. Its second success was also significant for being the first win (of nine) for the most successful driver in Le Mans history, Tom Kristensen, who stepped back into the car at Goodwood. But it was Porsche’s first-ever Le Mans winner that Kristensen was more interested in. “It’s one of the most beautiful cars ever,” he said, in awe of the Porsche Salzburg 917K that was victorious in 1970 with Richard Attwood and Hans Herrmann on driving duties. “What Richard and Hans did back in the day is very amazing. It was a lovely machine, but when you look around, built in 1969, all the ‘carbon fibre’ around is not really carbon. The lovely tubes

V10 McLAREN BEATS PASTRANA IN SHOOTOUT

After last year’s EV dominance, petrol power returned to the fore in the weekend’s competitive element: the Sunday Shootout. Despite limited dry running, Goodwood debutant Marvin Kirchhofer took victory in the new McLaren Solus GT.

Last year’s victor and new track record holder, the McMurtry Speirling driven by Max Chilton, was not competing against the clock this time, leaving the way clear for a different winner. McLaren’s new track-only Solus GT filled that gap as Kirchhofer had a tidy run to a time of 45.34 seconds over the 1.1-mile course. While more than 6s shy of Chilton’s 2022 benchmark, Kirchhofer could not be toppled by the rest. Travis Pastrana’s returning Subaru GL ‘Family Huckster’ came closest but was still a second shy after a thrilling run filled with drifting and sideways moments, including on the final bend.

The Solus GT is a lightweight, mid-engined, low-volume, track-only car. It is powered by a 5.2-litre V10 engine based on a Judd sportscar block that generates around 830bhp and features a seven-speed sequential gearbox. A carbon monocoque, ground-effect underbody and aerodynamic bodywork clothed around the single, central seat, and wishbone suspension all contribute to the car’s impressive performance.



“That’s back to the guys in the factory,” said Kirchhofer. “They’ve built that car. I had the honour to drive it. I’m super-delighted. I’m actually quite speechless because I did not expect that. I have to say first of all, amazing run from Travis Pastrana. It was just lovely to watch – the car control he has, it’s absolutely stunning.”

“The last turn, I was like, ‘I can do it flat, I can do it flat’, and it started going sideways...” admitted Pastrana. Third-placed Michael Lyons topped the conventional single-seaters in his McLaren M26. “Travis’s lap looked pretty impressive at the end there,” he concurred. “That’s the first time I’ve had it hop just before the flint wall, so I knew I was trying!”

The ever-spectacular Adam Smalley (Porsche 911 GT3 Cup) and Jake Hill (Nissan Skyline GT-R R32) completed the top five, Hill setting a new tin-top record in Ric Wood’s Calsonic machine.

The wet conditions of Friday afternoon’s practice runs had suited the rally machinery. Ott Tanak (Ford Puma Rally1) was fastest, with Thierry Neuville (Hyundai i20 N Rally1) third. But, come Sunday, with a dry track and their team-mates taking over, Adrien Fourmaux and Esapekka Lappi could manage only eighth and 14th respectively.



As usual, Pastrana put on a show



Hill added to his 2023 success with Skyline

are very fine and very thin, and in that sense you have to know exactly where you put the cars from back in the day, and big respect for the speeds we do or did at Le Mans.”

The ever-modest Attwood, who drove the car up the hill, downplayed his role. “I’ve always considered Le Mans as a manufacturers’ championship really,” said the 83-year-old.

The 936/77 (1977), 911 GT1-98 (1998) – which lost its rear wing in a Sunday prang – and 919 Hybrid (2017) completed Porsche’s cast of Le Mans winners. But the celebration was about more than just the 24-hour race. Ferdinand Porsche, great-grandson of the marque founder by the same name, drove the 550, Porsche’s first sports-racer, on his first visit to the festival.

“It was a lot of fun,” he said. “The sound was epic. Watching everybody and the spectators and the cars in front was really something I will remember.”



Allen charges down

Deletraz for win with Lynn

Winning Algarve Pro ORECA heads Duqueine and Inter Europol machines



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EUROPEAN LE MANS SERIES

PAUL RICARD (FRA)

16 JULY

ROUND 2/6

Algarve Pro Racing's James Allen ran third overall in the 4 Hours of Le Castellet with just 30 minutes left on the clock. Half an hour of drama later, the Australian crossed the line to win the second European Le Mans Series round of the season along with Alex Lynn and Kyffin Simpson.

The series returned from a three-month hiatus when the green flag dropped at a blazing hot Circuit Paul Ricard on Sunday afternoon – following the Barcelona race in April. Delayed track work at Imola forced the cancellation of that event in favour of a double-header finale at Portimao.

As the action got under way, it was the polesitting Cool Racing ORECA that led the early going in the hands of Vlad Lomko. The Russian initially pulled out a decent gap over the chasing Algarve Pro ORECA

with Simpson at the wheel. The Barbadian brought the gap back down in the latter stages of their double stint, which then allowed Lynn to leapfrog the Cool car during the second round of pitstops and emerge on track ahead of Reshad de Gerus.

The Cadillac WEC star retained the gap through a mid-race safety car, but the Portuguese-run ORECA faded from the lead when Allen was installed for the final stint. As the final sequence of stops was completed, it appeared that IDEC Sport had played the strategy game the best. Paul-Loup Chatin looked in prime position to deliver victory on home soil, with Racing Team Turkey's Louis Deletraz running in second ahead of Allen.

That all changed when Chatin pitted with a suspected puncture with just 23 minutes to go. Suddenly, the TF Sport-run Racing Team Turkey trio of Deletraz, Charlie Eastwood and Salih Yoluc had a second straight overall win within grasp, were it not for a charging Allen. He rapidly

chipped away at Deletraz's lead and, with just seven minutes to go, he slipped up the inside at Virage du Pont. Side by side they raced down into Turn 1, where Allen held firm and captured the lead en route to his fifth win in the series. Co-drivers Lynn and Simpson took their maiden ELMS wins.

Duqueine Team trio Nico Pino, Rene Binder and Neel Jani finished second after Jani charged past Deletraz at Signes in the closing stages, although Deletraz, Yoluc and Eastwood extended their Pro-Am points advantage with two class wins from two races while also completing the overall podium. Inter Europol Competition finished fourth with Jonathan Aberdein, Olli Caldwell and Rui Andrade, while Cool's Lomko, de Gerus and Jose Maria Lopez rounded out the overall top five.

In LMP3, the Racing Spirit of Lemans Ligier took victory with Jacques Wolff, Jean-Ludovic Foubert and Antoine Doquin. It was Doquin who laid the groundwork for victory by overtaking Leonard Weiss in the polesitting WTM by Rinaldi Racing Duqueine with just over an hour to go. The Duqueine dominated early on, but its lead was slashed by the race's only safety car.

Porsche took a 1-2 in the GTE class, with Proton Competition trio Julien Andlauer, Christian Ried and Giammarco Levorato converting pole position to victory ahead of the Iron Lynx car of Matteo Cairoli, Matteo Cressoni and Claudio Schiavoni. Third were Jonny Adam, Ben Tuck and John Hartshorne in their TF Aston Martin.

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Proton Porsche was
on top in GTE class



JEP/MOTORSPORT IMAGES

Rossi guides BMW to glory at home

**GT WORLD CHALLENGE EUROPE
SPRINT CUP
MISANO (ITA)
15-16 JULY
ROUND 2/5**

As Valentino Rossi crossed the finish line to claim his maiden GT World Challenge Europe victory at Misano, the emotions were clear to see. On home soil, at the circuit where he won three times in MotoGP, 'The Doctor' had finally triumphed in his new career.

Rossi, alongside Team WRT BMW team-mate Maxime Martin, had enjoyed a small amount of luck in Sunday's second one-hour encounter of the weekend – the sister WRT BMW of Dries Vanthoor and Charles Weerts dropped 13 seconds and the race lead in a disastrous pitstop. But make no mistake, Rossi not only maintained his margin at the head of the field but produced arguably his most composed and impressive drive to comfortably pull away from Lucas LeGERet's chasing Audi and come out on top.

"We knew that we could make a good race, but P1 is P1, and it is completely different!" beamed a jubilant Rossi post-race.

Team-mate Martin could barely watch in the garage after handing over the reins to his nine-time world champion partner. "It's an amazing feeling for him to win here in his home race, and for us to win our first race of the season it's amazing," reckoned the Belgian.

After they'd finished eighth in Saturday's race, Martin started third on the grid and maintained position behind leader Vanthoor and Patric

SRO/PECKS I VIER



Niederhauser's Audi. Vanthoor and Martin pitted at the earliest opportunity, but things turned sour for Vanthoor and Weerts – the dominant forces at Misano in recent years – to allow Rossi ahead. Niederhauser stayed out longer, but the Sainteloc Racing R8 emerged from the pits behind Rossi, and then reigning GT4 champion Erwan Bastard struggled in his stint and dropped back.

That left Rossi in the clear by four seconds from LeGERet, who had taken over from Christopher Haase in their Comtoyou Audi. LeGERet, for all that he tried, could not keep pace with the BMW, and Rossi was duly welcomed home amid ubiquitous fluorescent yellow flares and deafening airhorns to take a popular victory. Another WRT BMW, that of Thomas Neubauer/Jean-Baptiste Simmenauer, was third, while Raffaele Marciello wrestled his ASP Mercedes up to fourth following Timur Boguslavskiy's opening stint, ahead of the Emil Frey Racing Ferraris.

Bastard came home seventh, with Vanthoor down in ninth after his delay.

On Saturday, Marciello had taken pole in the morning and maintained his lead either side of an opening-lap safety car. He then pulled away from Giacomo Altoe's EFR Ferrari before the pitstops, but it was the battle of the second drivers that proved decisive – Boguslavskiy had the measure of Altoe's team-mate Konsta Lappalainen to take the win by over seven seconds.

Weerts and Vanthoor were third from Comtoyou Audi pair Frederic Vervisch and Nicolas Baert.

Brands Hatch winners and pre-event points leaders Ricardo Feller and Mattia

WEEKEND WINNERS

EUROPEAN LE MANS SERIES

PAUL RICARD (FRA)

LMP2 Alex Lynn/James Allen/
Kyffin Simpson

Algarve Pro Racing (ORECA 07)

LMP3 Antoine Doquin/Jacques Wolff/
Jean-Ludovic Foubert

Racing Spirit of Lemans (Ligier JSP320)

GTE Julien Andlauer/Christian Ried/
Giammarco Levorato

Proton Comp (Porsche 911 RSR)

GT WORLD CHALLENGE EUROPE SPRINT CUP

MISANO (ITA)

Race 1 Raffaele Marciello/Timur Boguslavskiy
ASP (Mercedes-AMG GT3 Evo)

Race 2 Maxime Martin/Valentino Rossi
Team WRT (BMW M4 GT3)

LE MANS CUP

PAUL RICARD (FRA)

Julien Gerbi/Gillian Henrion

Team Virage (Ligier JSP320)

EUROCUP-3

ZANDVOORT (NLD)

Races 1 & 2 Esteban Masson
Campos Racing

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Boguslavskiy crosses the line to win on Saturday



SRO/HECQ

Drudi had a tough weekend. Their Attempto Audi qualified 18th on Saturday, but recovered well to 10th. They lined up eighth the following day, but failed to finish. Marciello and Boguslavskiy now lead by 16.5 points from the tied Rossi/Martin and Vanthoor/Weerts.

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Lawson wins again to close gap to Miyata

SUPER FORMULA
FUJI (JPN)
16 JULY
ROUND 5/7

Red Bull Formula 1 aspirant Liam Lawson made it three Super Formula wins in six attempts with a serene drive to victory at Fuji. From second on the grid, Lawson jumped poleman Tadasuke Makino at the pitstop phase and wasn't seriously challenged thereafter.

The foundation of Lawson's latest win was his front-row starting spot, which matched his best qualifying effort of the season, and Team Mugen's decision to commit to an early pit strategy that put early leader Makino (Dandelion Racing) on the back foot. Lawson pitted on lap 11 of 41, prompting Makino to come in next time by. But a lightning-fast out-lap for Lawson meant Makino had no defence against the Kiwi when he approached on already-warmed tyres, sweeping by at the Turn 3 left-hander.

From there, Lawson cruised to a 4.5-second win, while fellow Honda-



Lawson deprived Makino
(chasing) of maiden
Super Formula win

powered driver Makino couldn't hide his frustration at missing a chance to earn a long-awaited first Super Formula victory.

Ritomo Miyata claimed third from fifth on the grid, with a late pass on Ren Sato (Nakajima Racing) allowing the TOM'S Toyota pilot to hang onto the championship lead by a single point from Lawson with three races to go.

Sato found himself demoted one more place by an inspired Ryo Hirakawa at the final corner of the last lap. Team Impul man Hirakawa came all the way from 20th on the grid to finish fourth – he was the last driver to pit, and used his fresh tyres to pick off four cars in the final 10 laps. Among those he passed was Tomoki Nojiri,

who recorded his worst finish since 2020 in eighth place behind Dandelion rookie Kakunoshin Ota and Naoki Yamamoto in the second Nakajima car. Nojiri now sits 25 points behind Miyata with 69 left on the table.

Toshiki Oyu sat out the race entirely after breaking his collarbone playing squash on the Monday prior to the race. Hiroki Otsu took his place at TGM Grand Prix and was on course for ninth until his front-left wheel mysteriously fell off in the closing stages.

JAMIE KLEIN

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Edgar scores breakthrough victory

GT4 EUROPEAN SERIES
MISANO (ITA)
15-16 JULY
ROUND 4/7

Northern Irishman Tom Edgar took his first GT4 European Series victory at a baking hot Misano to consolidate second place in the drivers' standings.

In oppressive heat during Sunday's second race, when temperatures reached nearly 40C, the son of ex-FF1600 star Michael Edgar kept his metaphorical cool amid waves of pressure late on to prevail



Irish-Turkish duo was
supreme in the heat

in his Borusan Otomotiv Motorsport BMW alongside Berkay Besler.

The pair had finished fourth in Saturday's opener as championship leaders Gabriele Piana and Michael Schrey took their second win of the year, and Besler started alongside BMW stablemate Piana on the grid for race two. A bold move to the inside of Turn 2 by Besler gave the turquoise BMW M4 GT4 the lead on the opening lap, and the Turk remained in front until the pitstops.

Edgar took over and just about held onto the lead by chopping across the bow of Schrey under braking for Turn 4, before hanging on to win by just under half a second. "I had no radio at all during my stint, so it was all a bit lonely," said Edgar. "But I managed the pressure well and kept my mistakes to a minimum."

Piana and Schrey extended their margin to Edgar and Besler over the weekend thanks to their dramatic victory on Saturday. Benjamin Lariche and Robert Consani had dominated the one-hour race, but a mistake from Consani on the final lap allowed Piana to pounce on the Audi at Turn 6.

STEPHEN BRUNSDON

WEEKEND WINNERS

SUPER FORMULA
FUJI (JPN)
Liam Lawson (below)
Team Mugen (Dallara-Honda)

GT4 EUROPEAN SERIES
MISANO (ITA)
Race 1 Michael Schrey/Gabriele Piana
Bonk Motorsport (BMW M4 GT4)
Race 2 Berkay Besler/Tom Edgar
Borusan Otomotiv (BMW M4 GT4)

SUPER FORMULA LIGHTS
FUJI (JPN)
Races 1 & 3 Enzo Trulli
TOM'S (Dallara-Toyota)
Race 2 Syun Koide
Toda Racing (Dallara-Spiess)



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- Good understanding of MBS (preference Dymola)
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Equipment and Applications:

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- Coordinate with suppliers

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- Ensure the health and reliability of the car
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- Reporting to the Head of Programme Management, the successful applicant will have excellent communication and management skills. Planning and organisational skills with prior knowledge of complex BoM structures and parts management are desired. Epicor business system knowledge and experience is essential.

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Your Profile

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Ginetta moves across to BRSCC roster

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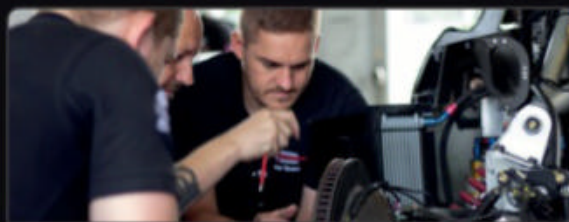
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The three Ginetta categories will move from BARC to BRSCC control

Ginetta joins BRSCC's roster for 2024

BRSCC

Ginetta has decided to join forces with the British Racing & Sports Car Club from next season, with its suite of one-make manufacturer-backed championships moving away from the British Automobile Racing Club's administration.

The Yorkshire-based car maker has enjoyed a relationship with the BARC dating back to when Lawrence Tomlinson bought the company ahead of the 2006 season. But now Ginetta is switching allegiances a year after leaving the BARC-administered British Touring Car Championship support bill and focusing

on BRSCC-run British GT events.

"We want to keep Ginetta at the forefront of UK racing, as well as continuing our expansion into new markets globally," said Ginetta head of motorsport Mike Simpson. "Joining the BRSCC from 2024 will further guarantee that our teams and drivers will experience great customer service and professionalism from start to finish."

BRSCC sporting manager Luke Souch added: "Having had the opportunity to work with Ginetta and its championships since it joined SRO's support package for British GT at the beginning of this year, this is really positive news and demonstrates the BRSCC's aptitude in providing professional race

services for commercial championships.

"We are heavily focused on delivering great race meetings for our customers and, as we enter into this new partnership with Ginetta, we look forward to supporting its championships at British GT events and organising the 2024 G-Fest."

As well as departing the BTCC support package, Ginetta also streamlined its portfolio of championships for this year. Alongside the popular Ginetta Junior series and entry-level GT Academy, a new Ginetta GT championship was created that encompassed the old GT5 Challenge division as well as a new class for G56s, while the old GT4 Supercup was axed.

Ramos to tackle his home British GT round

BRITISH GT

Former International GT Open champion and FIA GT frontrunner Miguel Ramos will tackle his local round of British GT at the Algarve circuit in Portugal this weekend with the Garage 59 McLaren squad.

Ramos is currently driving for the team in the GT World Challenge Europe, and for British GT's overseas round

he replaces Alex West alongside Marvin Kirchhofer. The team withdrew from the previous race at Snetterton when West picked up a grid penalty for a collision.

Ramos is far from the only tweak to the GT3 ranks for the event, with Nicki Thiim and Phil Keen confirmed for British GT returns with the Beechdean Aston Martin and 2 Seas Mercedes squads respectively.



The Portuguese takes West's place at Garage 59

Also rejoining the fray is due to be 7TSIX, which is set to field a Mercedes for GTWCE regular Konsta Lappalainen and former Porsche Sprint Challenge GB racer Timothy Creswick. Other changes

include Enduro Motorsport ditching its McLarens to instead run a GT3 Aston Martin and Mercedes GT4, while Team Parker Racing has swapped to a McLaren Artura GT4 from its Porsche Cayman.

Comas's Nissan R390 takes centre stage

GOODWOOD FESTIVAL OF SPEED

A 1998 Nissan R390 long-tail owned by ex-Formula 1 driver Erik Comas took centre stage on the Cartier Style et Luxe Lawn at the Goodwood Festival of Speed last weekend.

It even caught the eye of the judges and was picked as best in class from among the Road to Le Mans GT1 homologation specials.

The road-registered R390, chassis #R8 that finished fifth at the Le Mans 24 Hours in 1998, is the culmination of a 25-year dream for long-time factory Nissan driver Comas. He fell in love with the initial version of the R390 developed for the French enduro in 1997 by TWR, and cut a deal to waive his fee for driving in exchange for one of the planned run of road cars.

When Nissan opted against pushing ahead with producing more than the one road car required for homologation, Comas was given an option to buy a race car. Only 20 years later did he finally take it up.

"I was dreaming of owning this beautiful Japanese supercar," said Comas, who started



59 grands prix for Ligier and Larrousse. "When it wasn't possible, we came up with a deal for me to be able to buy my race car."

Comas hasn't ended up with the chassis he raced at Le Mans in 1998 together with Jan Lammers and Andrea Montermini, but rather the car that finished one place ahead in the hands of John Nielsen, Michael Krumm and Franck Lagorce.

"The car that finished third with the Japanese drivers [Aguri Suzuki, Kazuyoshi Hoshino and Masahiko Kageyama] is in the museum and all the other cars except this

one had been modified in some way," he explained. "My car is on the wall at NISMO!"

"I wanted a car that was untouched. This one was as it finished Le Mans."

Maintaining the car's originality was paramount in the restoration by Andrea Chiavenuto in Italy and the minor modifications necessary for road use are all reversible, but Comas has no plans to race the R390. "I did maybe 25,000 or 30,000km in the R390 in 1997-98, and back then Nissan was paying the bills," he said.

GARY WATKINS

Harrison victorious as Hoosier tyres evaluated



HISTORIC FF2000

Classic Formula Ford champion Jordan Harrison's first Historic FF2000 victory at Brands Hatch last weekend was achieved on American Hoosier tyres, evaluated due to the phasing out of British Avon rubber.

Not claiming points for the purposes of the trial, Harrison was third on the road in the twice red-flagged Grand Prix circuit race, but was promoted when reigning champion Graham Fennymore and Ben Glasswell were penalised for weaving on the warm-up lap.

"Back-to-back, the performance of the Hoosiers appears to be very close to the Avons the championship has always used, as little as a tenth of a second a lap," said HFF2000 chairman Alan Morgan. "The sizes are very similar."

MARCUS PYE

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500cc F3 drivers tackle Brands Hatch in reverse during Superprix

500CC F3

Formula 3 cars of the 500cc motorcycle-engined era tackled Brands Hatch's short circuit in an anti-clockwise direction for the first time in 70 years on Saturday during a special demonstration session under a Motorsport UK permit within the Historic Sports Car Club's Superprix.

The Half-Litre Car Club, promoter of the category in Britain, paid £12,000 to surface the original kidney-shaped circuit for the 1950 season. Races for the cars were run that way for four seasons, the change to clockwise coming when the Druids loop was added in 1954.

The amphitheatre circuit, with its startline located behind what is now the pit complex, featured right-left curves through the modern Graham

Hill Bend to the foot of Paddock Hill Bend, then rose steeply, arcing left over the brow onto the top straight.

Future Autosport British champion Don Parker won the inaugural Brands race in his CFS-based Parker Special-JAP, while other 1950 winners included Stirling Moss and George Wicken (Cooper MkIVs).

Survivors from Friday's 500 Owners' Association double-header races – won by George Shackleton (Cooper-Norton Mk10) from reigning champion Alex Wilson (Martin-JAP) – were joined by numerous others for the special anniversary celebration in the lunchbreak.

This included 1974 Brabham F1 driver Richard Robarts (Cooper-JAP Mk11) and Historic F5000 Lola T400 racer Edwin Jowsey with the Jack Moor-built Wasp.

MARCUS PYE

Littlewood wins young driver award

MOTORSPORT UK

British Kart Championships competitor Marcus Littlewood has been named as the 2023 Motorsport UK Young Driver of the Year after impressing in a series of assessments earlier this month.

The award is contested between standout performers on the second year of Motorsport UK Academy's Enhanced Diploma in

Sporting Excellence course, and Senior X30 karter Littlewood was up against Mini Challenge frontrunner Will Orton, Britcar Trophy driver Jack Meakin and C1 Endurance racer George Davis.

Littlewood stood out from a range of simulator assessments at the iZone facility at Silverstone, as well as in fitness tests and when giving a presentation about his time on the DiSE programme.

"I feel extremely happy and honoured to win and I cannot thank Motorsport UK enough for this award," said Littlewood. "We were tested in all areas and it was extremely close. All of us had a strong chance of winning after the incredible efforts we put in."

As part of his prize for winning the award, Littlewood will receive a bespoke driver development programme at iZone.

POWER CUT DELAY

MotorSport Vision Racing had to hastily reorganise last Sunday's races at Donington Park after a local power cut threatened to severely delay the timetable. Lighting boards around the circuit, as well as officials' live CCTV pictures and timing screens, were all down while the problem was fixed. Despite the meeting starting approximately two hours late, races for Historic and Duratec Sports 2000s, Clubmans Sports Prototypes and EnduroKa were run to their full duration.

WERRELL'S WEARY DAY

Mark Werrell divided his time providing live YouTube and Facebook commentary for the Mini 7 Racing Club action at Zandvoort in the Netherlands as well as participating in Sunday's five-hour EnduroKa race at Donington Park. With commentary duties done, Werrell was able to join the EnduroKa race, finishing 11th in a car shared with Tom Valentine and Andy Burton.

STOCKTON BACK ON TRACK

Ex-British Touring Car racer Chris Stockton ended a nine-year layoff from racing to join the Historic Formula Ford 2000 grid at Brands Hatch last weekend, at the wheel of Reynard SF81. "In 2014 I tested the works Bentley GT car for M-Sport and then I broke my ankle badly and couldn't do anything for about a year," he said. "I just never got back into it." The Brands FF2000 races were 23 years on from when his last single-seater race, and he opened his FF2000 campaign with front-running pace and a podium finish before being involved in a finale clash.

LUCKY ESCAPE FOR MORRIS

Elated at finishing second in the Historic F2 race in his March 782 earlier in the afternoon, Brian Morris's Brands Hatch Superprix meeting ended dramatically when his Lola T202 rolled out of the Historic Formula Ford contest following contact with Chris Porritt's Titan Mk6 at Druids (below). Morris, who was due to race his FF2000 Reynard in Saturday's programme closer, escaped serious injury.



Munnich joins record BRX Supercar grid

BRITISH RALLYCROSS

A two-car entry from World Rallycross squad Munnich Motorsport has helped contribute to a record Supercar field for this weekend's British Rallycross round at Lydden Hill, when it supports the world series.

The German squad's founder Rene Munnich will join fellow European Rallycross competitor Mandie August at the wheel of a pair of SEAT Ibizas in Kent, adding to its regular WRX entry for two-time DTM champion Timo Scheider.

"We as a team enjoy racing at Lydden Hill, as the team has been since 2009," said Munnich Motorsport team manager Dominik Greiner. "It will be fun for Rene and Mandie to experience the new-look circuit in our SEAT Ibiza RX1s. With our programme in World RX, it makes sense for Rene and Mandie to join the 5 Nations BRX grid for the weekend and we are all looking forward to it."

Munnich and August are part of an expected 18-car line-up for the top-tier



Pair of Munnich-run SEATs are among the 18-car Lydden entry

BRITISH RALLYCROSS

Supercar category this weekend. Past BRX champions Julian Godfrey and Patrick and Ollie O'Donovan will be looking to defeat current points leader Tristan Ovenden, while cycling legend Sir Chris Hoy is making a BRX return and a small Irish contingent have also helped to boost the numbers.

"We have worked hard to support the World RX event at Lydden with a strong entry from 5 Nations BRX and it is a pleasure to reveal this Supercar entry list," said BRX championship manager Drew

Furlong. "It's fantastic to have some new and returning drivers join a strong line-up of our regular contingent and we are looking forward to the weekend's action. It's great for Lydden Hill to be returning to the World RX scene, and to be part of this special event will live long in the memory of drivers, teams and spectators alike I'm sure."

Alongside the WRX – the series is making a Lydden appearance for the first time in six years – and BRX action, there is also due to be a display of retro rallycross machinery.

Star cars and drivers to Shelsley Walsh celebration

CLASSIC NOSTALGIA

McLarens, Minis, British Touring Car machinery and rally cars are all set to be part of what promises to be the best Classic Nostalgia to date at Shelsley Walsh this weekend.

The Worcestershire hillclimb is due to host two days of competition from classic cars as well as a raft of star cars and drivers. Notable celebrations are commemorating 60 years of McLaren, 60 years of the Mini Cooper S and 65 years of the BTCC, while period

rally cars from the Ralli22 movement will take to the hill.

Several Can-Am McLarens, including a mighty M8E, will run up the hill, while marque founder Bruce McLaren will be honoured by the Cooper T62 in which he won the 1962 Australian Grand Prix. Legendary McLaren designer John Barnard is also due to be in attendance.

John Fitzpatrick, Stuart Graham and Ian Flux will represent the BTCC, with a range of former race cars in action. Meanwhile, rally legend Stig Blomqvist will be at the wheel of a freshly built Audi Quattro A2, one of more than 20 rally cars on hand.

The winner of the dedicated 30-strong Mini class will be presented with a trophy in honour of the late Steve Neal, a successful Mini racer of the 1960s. Period Mini pilots Jonathan Buncombe, Anita Taylor and Warwick Banks will all be on hand, and Taylor will be reunited with the Mini she raced in the 1964 British Saloon Car Championship.

PAUL LAWRENCE



Crowds will be treated to an eclectic mix of cars

PAUL LAWRENCE



REMEMBERING DIZ A special memorial service was held to honour long-standing Formula Ford 1600 coordinator Ian 'Diz' Smith at Oulton Park last weekend, following his death in January. His ashes were scattered at the Cheshire circuit, a venue that, along with Aintree, was close to the heart of Smith, who grew up nearby. Last weekend's race meeting was chosen because the Super Classic Pre-'99 FF1600 series, which Smith masterminded in its previous Northern guise, was among the categories in action. British Racing & Sports Car Club officials paid tribute in front of an assembled crowd that included his family. **Photograph by Rachel Bourne**

Mike Dixon 1940-2023

OBITUARY

We regret to record the death last weekend of Mike Dixon, Autosport's eyes and ears at Snetterton from 1966-88. He was 83 and had been battling cancer.

Dixon attended races there from the 1950s, always with camera to hand, becoming the circuit magazine's photographer. He reported on and photographed countless East Anglian events and was instrumental in attracting rallycross in 1974.

Since the 1990s, Mike had served as a British Racing & Sports Car Club event and MSA/Motorsport UK steward, roles in which his pragmatism and common sense were unfailing. Universally respected, he took pride in mentoring the next generation of senior officials. A minute's silence will be held in his memory at this Saturday's BRSCC meeting at Snetterton.

During a long career with Norwich Union, Dixon made many business trips to the USA, enabling him to indulge and develop his passion for American racing, particularly NASCAR.

He leaves a wife Stella, a daughter, two sons and their families. His vast archive of photographs will be an indelible legacy.

ANDY KITSON & MARCUS PYE



IRISH RALLYING FATALITIES

Tributes have been paid to Irish rally competitor Gene McDonald and his co-driver Daire Maguire after they were killed in an accident on the Sligo Stages Rally in Ireland last weekend. Ford Escort Mk2 driver McDonald was a member of the Cavan Motor Club, and the pair were described by the club as "highly regarded in the sport" and that their "friendly manner knew no bounds". Motorsport Ireland has launched an investigation into the crash on the Irish National Rally contest.

MORLEY'S SUPERKART WINS

Liam Morley won two Superkart races in bizarre circumstances at Donington Park last weekend. After winning the opener, he was leading race two when he slowed exiting the chicane for safety car signals, only for them to be withdrawn. Those behind – with better sight of the sudden green lights – powered past, notably Matt Robinson, who led onto the final lap. But Robinson's kart ran dry of fuel, advantaging Morley. Robinson took the third victory, when his choice of wet tyres proved correct.

WARBURTON TRIES P4t

Leading hillclimber David Warburton will drive the one-off P4t car, built by Alex Summers, at Wiscombe Park next weekend. Warburton normally shares a Gould GR59 with his father Allan, but changes to the dates of the Channel Islands trip and Allan's holiday plans mean the Gould will still be in the Channel Islands. Instead, Warburton Jr has accepted an offer from Summers to try the P4t.

LENHAMS STAR AT BRANDS

The battle between Cam Jackson and Ben Tusting in Ford twin-cam-powered Lenham Spiders (below) was a highlight of last Sunday's Guards Trophy round at Brands Hatch, and earned them a 1-2 finish, third and fourth overall behind the Thundersports leaders. The Lenham Motor Company's short runs of distinctive sports-racers in Kent in the late 1960s and early 1970s starred in Ray Calcutt's hands in period, and four often compete in Guards races.



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Gambling on innovation

The Classic Sports Car Club isn't afraid to try something different. Although, after the success of its February season starter, its 24-hour experiment left mixed feelings

STEPHEN LICKORISH

For a sport that takes place at a frenetic pace, the speed of change in motorsport can be remarkably slow at times. Traditions are well established and are often religiously stuck to with very few daring to break the mould. Yet trying something new is important to keep offering fresh ideas for competitors – although such innovation can be tricky at a time of financial uncertainty, like at present, when many are battenning down the hatches and keeping things simple.

One organiser that has not been afraid to innovate over recent years has been the Classic Sports Car Club. Rather than simply sticking to the most popular circuits, it recognises the importance of spreading the joy and includes a wide variety of venues on its calendars. And another example of it going against the grain is with its 24-hour event at Anglesey earlier this month. Very few UK club organisers tackle such an undertaking and the CSCC opted to mix things up by not just running a conventional continuous twice-round-the-clock enduro for the same teams, but instead have a sequence of shorter races one after the other over a 24-hour period, a format that is already used at existing events further afield such as the Le Mans and Daytona Classics.

Particularly when it comes to historic cars, such an approach brings clear merits. It means less wear and tear on the ageing machinery and is also less demanding on amateur drivers who

“The Anglesey experience has certainly not dissuaded the CSCC from innovating”

may not always be best-placed to cope with the physical challenge of a 24-hour contest. So far, so good. But, sadly, the CSCC's 24-hour event over the first weekend of July was not exactly overwhelmed with entries.

While the combined Tin Tops and Turbo Tin Tops grid and the Swinging Sixties Group 1 field were strong, in the high 20s for their races – each set having four 40-minute contests plus a half-hour night familiarisation session over the 24 hours – the same could not be said for all of the others. Take the combined Magnificent Sevens, Open Series, New Millennium and Slicks Series grouping that attracted just 10 crews despite comprising four of the CSCC's regular categories. Therefore, there were fewer than 100 starters when adding all of the Welsh entries together – disappointing considering the effort and money

that went into creating the event, including its livestreaming.

There are plenty of legitimate reasons for that relatively low turnout. Despite its picturesque setting, Anglesey is not exactly on the doorstep of many club racers and some will have been reluctant to make the trek – although it is one of the tiny number of UK venues that permits 24-hour racing. Plus, although the CSCC had worked to keep entry fees excellent value, the fact the meeting essentially encompassed almost four regular club events would mean more consumable costs for the drivers – fuel, tyres and the like. And then the Super Touring Power event at Brands Hatch, which featured an array of tin-top categories for cars also eligible for the CSCC divisions, was also held on the same weekend and caused a calendar clash for some.

However, there were plenty of positives to emerge from the event. “It left us feeling really mixed,” says CSCC director David Smitheram, who is keen to express his gratitude to the Anglesey circuit staff who made it all happen. “It was something different – some people have done 24-hour races before but not like that. Everybody who attended has been glowing and buzzing about it and that includes the officials and marshals. We've had more emails of thanks and ‘hope you do it again’ than from any meeting we've run in recent years. But the numbers didn't stack up.”

Given the positive comments from those who actually took part, Smitheram says it is possible the 24-hour race could return. Yet, without greater interest, it could not realistically become an annual fixture of the CSCC schedule. Ironically, the club's next event at Donington Park – the scene of some extraordinarily large CSCC fields in recent years – is looking much stronger, with two grids already into reserves with three weeks to go.

And the Anglesey experience has certainly not dissuaded the CSCC from innovating. After all, it was just a few months ago that Autosport was applauding its decision to break with tradition and run its season-opening fixture at Silverstone in February (Autosport, 2 March). That single-day event attracted almost 170 cars, a very impressive achievement considering many simply would not have been ready for such an early start, and even the weather stayed fine to help make it a success. “Silverstone at the beginning of the year paid off, Anglesey didn't work,” summarises Smitheram of the club's ground-breaking events.

It is certainly important to bear in mind that there is no guarantee such gambles will be rewarded – but that should not put off organisers from trying. Whether it is visiting an unusual venue, launching a radical new series or experimenting with event formats, unless it is attempted – with careful planning and assessment beforehand – no one truly knows what the outcome will be. After all, with no innovation, the sport would never move forward and evolve. 🏁

Harrison screams to glory in 1000cc F3's renaissance



The Brabham BT21B of Harrison leads the large Historic F3 pack

BRANDS HATCH HSCC 14-16 JULY

Even the most optimistic of soothsayers would not have predicted the seismic turnaround in Historic Formula 3, despite stalwart supporters' efforts, a slowburner since Monaco's 2010 call-up. As momentum behind the 1000cc category of 1964-70 is refocused by next year's 60th anniversary, a sensational field of 31 'screamers' was the largest of the Legends of Brands Hatch Superprix weekend! That Samuel Harrison proved uncatchable in Speedsport's ex-Peter Westbury Brabham BT21B was no surprise, but the howling pack is closing.

Harrison may not find the opportunities merited by period stars but, with talent mentored by Mike O'Brien, is the current yardstick. On pole by two seconds, Harrison was kept honest in Saturday's opener by the highly skilled Andrew Hibberd (ex-Chris Irwin BT18) and HF3 newcomer Peter de la Roche (Alexis Mk17). The Timms cousins, Jeremy (Chevron B17) and Jason (BT21), shuffled them back to fourth and fifth on Sunday as Frenchman Francois Derossi (B17) and Swiss Christoph Widmer (BT18A) again topped an eight-strong visiting contingent.

F3 of the previous 500cc motorcycle-engined era made a wonderful spectacle on a wet Indy circuit on Friday. George

Shackleton (Cooper-Norton Mk11) and reigning champion Alex Wilson, in a newly restored Martin-JAP, slithered ahead intrepidly, exchanging places before Shackleton made his power advantage stick. Richard de la Roche (Peter's dad, in a Cooper-JAP Mk5) took third, while Wilson's brother James (Cooper-Norton Mk10) and their father Chris (Mackson-Norton MS001) were third and fourth in the second stanza.

Historic F2 grids have waned with post-Brexit travel complications but Matthew Watts's mastery is undiminished. His Sunday best 1m25.300s (102.69mph) lap in the ex-Norman Dickson March-BMW 772 was the event's quickest. Brian Morris (ex-Piercarlo Ghinzani March-BMW 782) and FAtlantic standout Keith White (March 76B) pursued him on Saturday, but attrition decimated Sunday numbers.

Saturday's Aurora Trophy race, a mini Race of Champions retrospective, embroiled Neil Glover's gruff F5000 Chevron B37 and Peter Williams's wailing F1 LEC-Cosworth CRP1. Williams locked his brakes passing Glover into Druids, but their tussle was defused when the LEC – way quicker through the Sheene speed trap – survived two lurid grassy moments there. Without Williams, Glover let Mike Bletsoe-Brown's F2 Chevron close in on Sunday, only for BB to go quarrying at Paddock.

Two Royale-BDG RP17s headed Saturday's Thundersports/Guards Trophy grid, delighting Alan Cornock, who took



Williams's LEC dives past Glover's Chevron prior to his Sheene strife



Wainwright was one of two
Royale Thundersports victors



Davison heads the battle
of Road Sports champions



Shackleton was a double winner
of entertaining 500cc F3 bouts

over the marque from founder Bob King in the 1970s. Debuting Mark Halstead's, restorer Dan Eagling led Rob Wainwright in Gwyn Pollard's 'up-specced' RP6 when an electrical misfire forced retirement. Wainwright beat period Thundersports racer Robert Parker (Osella-BMW PA5) and Paul Cope (March-BDG 75S) home.

Ben Tusting was top Guardsman in fourth, split from Simon Jackson's similar Lenham Spider by Steve Nuttall (Chevron B8). John Davison (TVR Griffith) topped the GT set from Eddie Powell (Lotus Elan) after Horatio Fitz-Simon's and Cam Jackson's Elans wilted. The Jacksons swapped steeds on Sunday, when Cam and old Historic FF1600 battler Tusting were inseparable, trading places throughout. When head gasket failure stopped Cope, Jackson and Tusting claimed third and fourth behind Eagling and Parker. Davison beat Fitz-Simon to GT gold by 1.958s.

A Historic FF2000 quadruple-header, with two races per circuit, should have been a seasonal highlight. Alas, aggressive driving left its mark with safety cars and a finale stoppage with the Reynards of ex-British Touring Car racer Chris Stockton and Richard Coleman – eager to improve on thirds – in the barrier at Hawthorns.

Runaway points leader Graham Fennymore won the first three from Ollie Roberts, Marc Mercer and Ben Glasswell respectively. Fennymore also took the fourth's chequer, with Jordan Harrison

– running Hoosier tyres experimentally on his Lola T580 – in tow, when it was red-lighted inside two laps. But 5s penalties for Fennymore and Glasswell for weaving on the green-flag lap meant Harrison was declared the winner, emulating the late Peter Morgan's maiden contemporary victory in a sister Lola here in April 1979.

Callum Grant's Historic Formula Ford triple crown aspirations strengthened with two more intense wins in his Merlyn Mk20A over Linton Stutely (Royale RP3) and robust returnee Richard Tarling (Jamun T2). Benn Simms had led Saturday's opener before his Jomo skittered into the gravel at Paddock. From the back, Simms was fourth on Sunday when a plug lead detached. Ted Pearson shaded Ross Drybrough among the Over 50s.

Wowed by a short Friday test in Simon Hadfield's 1968 Titan Mk4, Cam Jackson snared Classic FF1600 pole and blitzed both races against cars more than a decade younger. Joe Ahrens (Royale RP26) and Ben Tinkler (Van Diemen RF80) chased Jackson after a restart. Tinkler and Rick Morris (Royale RP29) completed the sequel's podium, Jackson's 1m37.992s (89.39mph) lap an FF1600 weekend best.

Straight-six power prevailed in the photogenic Griffiths Haig Trophy races recalling the Historic Sports Car Club's roots. Martin Hunt drove his HWM-Jaguar beautifully to deny John Chisholm's agile Lola-Climax Mk1. Behind them, Hunt's

son Theo handled his Frazer Nash Le Mans Replica with youthful bravado, tricycling it through Surtees to even the score with Jonathan Cobb (Cooper-Bristol).

Three champions dominated Historic Road Sports. Once poleman John Davison had given Kevin Kivlochan's Cobra the slip, he shot clear in his Elan S1. With grip and brakes fading, 'KeKi' lost class honours to Poole pirate John Shaw (Morgan +8). Frazer Gibney (Elan) finished fourth, but forfeited three places with a jumped-start penalty.

Historic Modsports/Special Saloons victor Nigel Reuben's TVR Griffith pulled 140mph over the timing line in dropping Myles Castaldini's two-litre Davrian-Ford and Paul Sibley's MG Midget. Andy Willis's Ford V8-powered tubeframe Austin 'A302' was the sole SS survivor. Invitee John Davison was top '70s Road Sport, debuting father 'Fireball's' Elan S4. John Williams (Porsche 911) and Mark Leverett (Elan) bagged the points.

Two safety car interludes derailed the Historic Formula Junior race's continuity, if not the intensity of the lead scrap between Horatio Fitz-Simon and Clive Richards in Lotus 22s, Fitz-Simon winning by a tenth.

MARCUS PYE

WEEKEND WINNERS

HISTORIC F3

Races 1 & 2 Samuel Harrison (Brabham BT21)

500cc F3

Races 1 & 2 George Shackleton
(Cooper-Norton Mk11)

HISTORIC F2

Races 1 & 2 Matthew Watts (March-BMW 772)

AURORA TROPHY/CLASSIC F3

Races 1 & 2 Neil Glover (Chevron-Chevrolet B37)

THUNDERSPORTS/GUARDS TROPHY

Race 1 Robert Wainwright (Royale-BDG RP6/17)

Race 2 Dan Eagling (Royale-BDG RP17)

HISTORIC FF2000

Races 1, 2 & 3 Graham Fennymore
(Reynard SF81)

Race 4 Jordan Harrison (Lola T580)

HISTORIC FF1600

Races 1 & 2 Callum Grant (Merlyn Mk20A)

CLASSIC FF1600

Races 1 & 2 Cam Jackson (Titan Mk4)

GRIFFITHS HAIG TROPHY

Races 1 & 2 Martin Hunt (HWM-Jaguar)

HISTORIC ROAD SPORTS

John Davison (Lotus Elan S1)

HISTORIC MODSPORTS/SPECIAL SALOONS/'70s ROAD SPORTS

Nigel Reuben (TVR Griffith)

HISTORIC FORMULA JUNIOR

Horatio Fitz-Simon (Lotus-Ford 22)

For full results visit: tsl-timing.com

Law defends his case for Sports 2000 double

DONINGTON PARK
MSVR
15-16 JULY

Joshua Law had to drive “the most defensive corner you can imagine” against the rapidly closing Michael Gibbins to ensure back-to-back Duratec Sports 2000 wins in a rain-affected MotorSport Vision Racing meeting at Donington Park.

Law, starting from pole, won the opening race by more than three seconds as Gibbins, just 0.211s adrift in qualifying, gradually fell away in second place as fluid started to leak onto his tyres. Patrick Sherrington took third ahead of Richard Johnson and David Houghton as MCR S2n machinery locked out the top five spots. Paul Trayhurn (Gunn TS11) had been among them until retiring after a tangle with Johnson, which caused a red flag.

“I should be a bit stronger in race two,” said Gibbins – and he was true to his word as he stuck with Law during the early dry running before losing time with an error at Coppice. But it was not over yet.

Rain then started to fall and Gibbins quickly hauled Law back in. Exiting Coppice on the final lap, he got a better run and was able to attack, albeit to no avail, into and out of the chicane, the pair taking the chequered flag almost as one. “Michael was up alongside me at the line – he’d have probably been past me into Redgate if the flag hadn’t been waved,” said Law.

Behind, the tussle for third was just as exciting as, after several laps of trying, Houghton finally nosed ahead of Johnson



Reigning champion Law (r)
just kept Gibbins at bay



Hyett defends from Williams
in older Historic Sports 2000s

on the run to the line to steal the place by 0.048s. Tim Tudor, who’d held the position early on, took fifth in the MCR S2n used by Sherrington in race one. “It was very greasy on slicks but I put Richard on the defensive into the chicane and knew he’d be a bit slower coming out,” grinned a satisfied Houghton.

It was a case of unlucky 13 for James Clarke in the Clubmans Sports Prototypes triple-header. After demolishing the opposition in his Phantom PR22 in races one and two, he was doing the same again in the third encounter only for his car to

slow and retire with an electrical fault. It would have been his 13th victory in a row but it did not prevent him already claiming the championship!

Clarke’s strife meant Spencer McCarthy (Mallock Mk20B/21) took up the cudgels for his first win in the category but was pushed all the way by Michelle Hayward, who at one stage brought the gap between them down from 5s to just over 2s in her Phantom P79. Second position earned her a first outright podium result and a maiden win in the CSP1 class.

Graham Wilson (Mallock Mk30PR)



Tester and Quinn took
Trackday Trophy spoils

ALL PHOTOGRAPHY: MICK WALKER

WEEKEND WINNERS

SPORTS 2000 DURATEC

Races 1 & 2 Joshua Law (MCR S2n)

CLUBMANS SPORTS PROTOTYPES

Races 1 & 2 James Clarke (Phantom PR22, below)

Race 3 Spencer McCarthy (Mallock Mk20B/21)

SPORTS 2000 HISTORIC

Races 1 & 2 Charlie Hyett (Lola T87/90)

TRACKDAY TROPHY

Colin Tester/Ronan Quinn (Porsche Boxster S)

MIATA TROPHY

Race 1 Declan Lee

Race 2 Alex Miller

ENDUROKA

Windgat Racing (Leon Bidgway/
Matthew Weymouth/Mike Marais)

SUPERKARTS

Races 1 & 2 Liam Morley (Anderson/VM)

Race 3 Matthew Robinson
(Anderson/Redspeed VM)



For full results visit: tsl-timing.com

finished in third after he and Mathieu Gauthier-Thornton (Phantom P94) twice traded places on the last lap. Steve Dickens (Mallock Mk29), runner-up to Clarke in the first two races, could have been a contender for the outright win but retired with mechanical problems.

Charlie Hyett took a pair of Historic Sports 2000 wins in his Lola T87/90. Nik Johnson (Lola T592S) had qualified on pole but soon retired from the opening race with a loose wheelnut. Hyett was already in the lead but damp conditions enabled the nimble Lola T492 of David Williams to close to within 0.535s at the flag.

Paul Streat (T87/90) then led on Sunday as his decision to fit slick tyres on a drying track enabled him to surge to the front, only for his engine to cruelly blow three laps from home. Hyett thus led again from the menacing Williams but both were on wet-weather tyres and the rapidly closing Clive Steeper, his Tiga SC80 on slicks, was able to split them with a move past the latter at McLeans on the final tour.

Colin Tester and Ronan Quinn (Porsche Boxster S) backed up their qualifying form to win the 45-minute Trackday Trophy race by over 15s from Michael Rawlings (BMW 328i), who took second just ahead of Aidan Hills (Ginetta G40 GT5) and Ben Grewcock (Caterham 7) after a sort out as they lapped slower cars towards the end.

CARL MCKELLAR

THRILLER MILLER LUCKS IN AS MIATA TITLE RIVALS CLASH



Miller was delighted to pounce on final lap

In spite of a misdemeanour behind the safety car, Declan Lee still took a comfortable win in the first of two Miata Trophy races at Donington Park before a dramatic tangle with John Langridge on the final lap denied him a possible victory in the second, much to the joy of the following Alex Miller.

Lee won the opener by over four seconds – a gap he'd created by lapping a slower car after the safety car boards had been shown which, in fairness, had slashed the earlier advantage he'd built. As Lee bolted at the restart, his pursuers were still following the backmarker to the start/finish line before passing, Miller eventually taking second from Langridge, Daniel Parrans-Smith and Steve Kite.

"I thought the backmarker would unlap itself from behind the safety car – I genuinely didn't know what to do," said Lee, who was allowed to keep the win but was penalised for the pass with a five-place grid drop for race two's start.

This didn't deter him, however, and from sixth on the grid he was leading at the end of the opening lap after passing Langridge and Miller into Coppice following their tangle at McLeans. Langridge was quick to

regain first position but his hopes of making a break were dashed by a grassy moment exiting the chicane, which allowed Lee and Miller to repass him.

As this trio tripped over one another, Simon Fleet, Parrans-Smith and Roan Lundy closed in to make it six for the lead before a crossed-up Miller cost them and himself time at the chicane. Lee and Langridge, who had already exchanged the lead twice more, were quick to scarper up front and, after circulating nose to tail for a good five minutes, it all came down to the final lap.

Entering McLeans, Langridge went for the inside, contact was made and both spun into the gravel. Miller, who had recovered from fifth to regain third, gratefully swept past into the lead to win as Langridge continued to finish second. Miller beamed: "It was frustrating to have lost touch with them and then at McLeans I just couldn't believe they were off together – I thought, 'I'll have some of that!'"

Langridge reckoned: "I don't think Declan knew I was that far alongside – in my book, it's a racing incident", while Lee reflected: "John and I are pals and we'd given each other plenty of space until then so there was no malice as far as I'm concerned."

In further drama behind, Parrans-Smith spun away what became third on the final lap at the Old Hairpin, meaning Lundy took the position by just 0.252s ahead of Fleet with Lee, who had done well to extricate himself from the gravel, a similarly small distance behind in fifth. "What a way to get your first podium," said a jubilant Lundy, who'd had to start in 18th after a race-one off.

CARL MCKELLAR



Lee won the opener despite some safety-car confusion

Romanek ends the Fisher/Cooper Combe FF1600 stranglehold

CASTLE COMBE
CCRC
15 JULY

Felix Fisher maintained his slender lead over Luke Cooper in the Castle Combe Formula Ford 1600 championship at the Combe Carnival last weekend, but the duo's winning streak was broken by Lucas Romanek.

Having shared the spoils across the season's previous six races, the pair were upstaged by Oldfield Motorsport driver Romanek, who took a commanding victory from pole in a damp opener. Cooper edged Fisher to second after both made final-lap passes on 2020 Festival winner Rory Smith, making his first Combe appearance in five years.

Heavy rain made for a contrasting

second bout, with Romanek suffering wheelspin off the line and slipping to fourth, while Fisher gained two spots to run second behind Smith's Medina. A slight error from Smith exiting Camp allowed Fisher's Ray to take the lead into Avon Rise and he held off Smith and Cooper until the finish for his fifth win of 2023, while Romanek struggled behind them.

Dylan Popovic took a dominant win in his Ginetta G50 in the Mark Sutton Memorial race, held in tribute to the recently departed 2020 Combe Saloons champion. Sutton's famous green MG ZR was piloted by son Nathan, who finished sixth alongside relay partner Michael Good in a Vauxhall Corsa. John McMillan made swift progress from the back of the grid to take second in a Renault Megane ahead of David Marcussen's BMW in the 30-minute encounter.

The Saloon contest was won by Gary Prebble after a frenetic battle with his brother Adam. A slow start left Gary second early on in his SEAT Leon before a better exit from Camp allowed him to snatch the lead from Adam at Folley. Having driven around the outside to reclaim the advantage once more, Adam ran wide while lapping traffic, with Gary moving back ahead and pulling out an 8.5-second



Romanek leads the FF1600 pack away from pole en route to victory



Popovic's Ginetta headed Mark Sutton Memorial race

OLLIEREAD

advantage by the finish. Dave Spiller came home a close third behind Adam's Vauxhall Astra, having kept pace with the squabbling siblings in his improved Audi TT.

Doug Watson took a comfortable brace in the two GT races in his striking yellow Ferrari 488. Reigning champion Kevin Bird qualified ahead for the opener but, having lost the lead at the start, eventually slowed and retired his Porsche 991. Bird's son, Charles Hyde-Andrews-Bird, took over for the sequel and briefly led before losing

Olympian stars again on autumnal Fun Cup stage

OULTON PARK
BRSCC
15 JULY

In what was billed as the British Racing & Sports Car Club's Summer race weekend, Oulton Park was seemingly transported into late autumn, with strong winds, sporadic showers and cold temperatures setting the scene for the action in the north west.

It fell to the Fun Cup Championship to battle the elements for the majority

of the day, with the four-hour enduro headlining the action. It was a race won by the Team Olympian car of Chris Dovell, Riley Phillips and Kristian Rose, making it their third win from five races this season.

The race looked poised to be a battle between the Olympian crew, drawn in 13th on the grid, and the Team UVio/Hofmann's Motorsport machine of Scott Fitzgerald and Fabio Randaccio – who, as winners of the previous race, started from the rear.

However, the scrap only lasted

a single lap when the UVio car got caught up in the rear of a braking concertina, and was forced to pit to repair the front end and radiator. While UVio could eventually return to the track, it was 16 laps down and took a significant hit in the championship battle.

"We had our own strategy and it was purely about sticking to that," said Phillips after taking victory. "We weren't bothered about our rivals, we just had to let the race come to us."

And it did. Stint by stint, Team Olympian exchanged drivers and gradually made its way through the pack before taking the lead in the second hour at the hands of the blisteringly quick Phillips.

At this point, Team Viking (Mark Holme/Colin Kingsnorth) was also jockeying for the lead having started from 14th. The battle between Holme and Rose, who had taken over from Dovell, was a frantic half hour, both admitting it was "proper respectful racing".

While Team Olympian pitted as soon



Bilimoria's repaired car had close battle with Audi

RACHEL BOURNE



touch with Watson during a late rain shower and finished almost 40s behind.

Shaun Goverd overcame two safety-car restarts to take another Hot Hatch triumph in his unstoppable Citroen AX ahead of Joe Dorrington's Honda Civic, while Geoffrey Ryall stormed from 22nd on the grid to steal third on the final lap in a Peugeot 106.

Two sports-prototype races were held to honour another fallen hero, Norman Lackford, with the field mostly filled with Radicals similar to those that Lackford

raced in the latter part of his career. But it was the nimble Praga R1T piloted by Darcy Smith that led for most of the opener before being passed by eventual victor Andy Fido at Bobbies and then retiring on the penultimate lap with gear downshift issues. Fido held off fellow Radical SR3 driver John Gillman to win the sequel by less than a second, while continued gearbox gremlins put Smith out once more.

STEVE WHITFIELD



as the final window opened to give Phillips maximum time behind the wheel, Team Viking kept Holme out as long as possible, both squads trying to gain an advantage. But it was the former that was triumphant, taking victory by nearly 27 seconds, and claiming a narrow championship lead.

After a monster front-end rebuild following a Donington Park shunt in June, Phiroze Bilimoria returned to Oulton Park and celebrated a second victory at the Cheshire circuit this season in the Clubsport Trophy. The 45-minute endurance race looked like a comfortable

win, but Bilimoria had to navigate his VW Scirocco through from eighth, after admitting he was "a little cautious" in qualifying following the extensive mechanical work that had gone into the car to get it ready.

The lead had ebbed back and forth between Bilimoria and the Audi TT shared by Richard Bliss and Andrew Dyer before the pit window opened and, while Bilimoria opted to box early, the later stop for the TT resulted in the loss of an additional place, settling for third behind the Honda Civic of Ben Griffiths.

WEEKEND WINNERS



CASTLE COMBE

CCRC FORMULA FORD 1600

Race 1 Lucas Romanek (Van Diemen JL13)

Race 2 Felix Fisher (Ray GR05)

MARK SUTTON REMEMBRANCE RACE

Dylan Popovic (Ginetta G50)

CCRC SALOONS

Gary Prebble (SEAT Leon Cupra, above)

CCRC GT

Races 1 & 2 Doug Watson
(Ferrari 488 Challenge)

CCRC HOT HATCH

Shaun Goverd (Citroen AX)

NORMAN LACKFORD MEMORIAL TROPHY

Races 1 & 2 Andy Fido (Radical SR3)

OULTON PARK

FUN CUP

Team Olympian (Chris Dovell/
Riley Phillips/Kristian Rose)

CLUBSPORT TROPHY

Phiroze Bilimoria (VW Scirocco)

SUPER CLASSIC PRE-'99 FORMULA FORD

Races 1 & 2 Morgan Dempsey
(Van Diemen RF92)

MODIFIED FORDS

Races 1 & 2 Jason Davies
(Sapphire Cosworth, below)




For full results visit: tsl-timing.com

"It's great to get back with a win, I tried to build my lead as much as possible because it looked like it might rain but, when it didn't, I decided to ease up just in case," said Bilimoria following the almost 5s victory.

There were only two other winners in the remaining four races of the weekend with Morgan Dempsey (Van Diemen RF92) taking both victories in the Super Classic Pre-'99 Formula Ford Championship and the Sapphire Cosworth of Jason Davies twice prevailing in Modified Fords.

DOM D'ANGELILLO



Current McLaren F1 star Norris was the first winner of an FIA F4 race in Britain

BRITISH F4

THE MOST MEMORABLE MOMENTS FROM BRITISH F4'S FIRST 250 RACES

The junior single-seater series celebrated a milestone at Oulton Park last month and, from punch-ups to unbelievable finales, there's been plenty of unforgettable races

STEPHEN LICKORISH

PHOTOGRAPHY JEP 

Norris becomes new series' first winner

**4 APRIL 2015
RACE 1**

Of the 70 different drivers who have won British Formula 4 races to date, it's perhaps fitting that the category's most successful graduate so far, Lando Norris, was triumphant in the very first contest.

That opening event at Brands Hatch in 2015 – when the series was called MSA Formula prior to formally adopting the British F4 name part-way through the following year, after BRDC F4 acquired the British F3 title – set the tone for the inaugural season. While Carlin racer Norris did not qualify on pole, he was on the front row, and he impressively remained there throughout the year, never dropping below second quickest as he showed signs of the F1 star he would become.

In that maiden F4 bout, Norris grabbed the lead when polesitter Daniel Baybutt ran wide, and never looked back to claim the first of eight wins that year en route to becoming the series' first champion.





Ticktum's moment of madness

27 SEPTEMBER 2015
RACE 27

While Norris was the star of that maiden 2015 season, it's sadly better remembered for an unnecessary act of aggression from Dan Ticktum.

The Fortec Motorsport driver was in his first year of car racing and demonstrated some impressive pace, but completely lost his cool in the third Silverstone race. After early contact with Ricky Collard left him down the order, he blasted past 10 rivals behind the safety car before cannoning into Collard at Luffield. Ticktum was excluded and subsequently banned for a year.

In a statement issued in the days after the crash, he said: "The red mist I saw at the weekend has lifted and I'm feeling devastated. I have been a fool and I intend to learn the important lessons I need to from this weekend."

He rebuilt his career after that setback, although could never emulate Norris and reach the sport's very highest level – and that Silverstone red-mist moment is still held against him today by some. It was not his first controversial clash of 2015, either – he had earlier been thrown out of the Croft meeting after contact with Norris.



Carlin drivers' Knockhill punch-up

14 AUGUST 2016
RACE 50

There's nothing particularly unusual about team-mates tangling on track in junior single-seater categories. But what made the collision between Carlin stablemates Petru Florescu and Devlin DeFrancesco across the start/finish line at Knockhill in 2016 more memorable was Florescu getting out of his car and punching his rival!

Unsurprisingly, the officials took a dim view of the incident and Florescu was excluded from the meeting while DeFrancesco, who now races in IndyCar, was given a 10-place grid penalty for causing the contact.

The Canadian admitted fault to Autosport afterwards, saying: "I made a little mistake and didn't give him quite enough room." He added he "wasn't expecting" his team-mate's response, however!

It proved to be a turning point in their seasons as well. Florescu arrived in Scotland as the championship leader but slumped to sixth in the final reckoning, while DeFrancesco – who headed the standings at the time of the crash – fell to fifth. Karma, perhaps?

Monger's horrible crash

16 APRIL 2017
RACE 66

Some of these key moments from British F4's history are memorable for the wrong reasons. And Billy Monger's devastating accident at Donington Park in 2017 is certainly one of those.

The JHR Developments driver was in his second F4 season, looking to push on from a mixed first campaign, when his life changed forever.

Monger was completely unsighted when he headed through Schwantz Curve on the fourth lap of the third race that weekend. With other cars in front jinking out of the way at the last moment, he had no idea Patrik Pasma's Carlin machine was in strife on the racing line ahead. Monger ploughed

into the car at unabated speed and it was instantly clear how serious the accident was.

"I was awake after the crash for about 45 minutes and was seeing all the doctors," Monger told Autosport later in 2017. "Pretty much straight away I knew the crash was bad, but the first few minutes I felt OK because the adrenalin kicked in."

The teenager was carefully extracted from the car and taken to hospital. Ultimately, he had both of his legs amputated following the injuries he suffered.

Yet the story had a positive ending. Monger inspirationally returned to the cockpit the following year in a specially adapted car in BRDC British F3, and has subsequently launched a new career as a TV pundit and podcast host.





Caroline's history-making treble

7 MAY 2017
RACE 69

There was still a sense of shock around the paddock following Billy Monger's terrible accident when the series continued at Thruxton three weeks later. Away from the racing, a charity walk was attended by thousands on Saturday evening, and there was positive news that Monger had been released from hospital. But what the series really needed was a feel-good story on the track. And it certainly got it.

Jamie Caroline made history in Hampshire by becoming the first British F4 driver to win all three races in a weekend. It was a masterful display

from the Carlin racer in three highly entertaining contests. Things got off to a tricky start when he fell to seventh in race one, before bouncing back to win – including a triple pass exiting the Club chicane. He then jumped from sixth to first leaving the Complex in race two – “I just saw a gap and went for it,” Caroline said – and later repassed Linus Lundqvist in a close battle, before winning the finale more comfortably.

It was all the more poignant because Caroline is good friends with Monger, the hat-trick hero admitting he “shed a tear for Billy” on the in-lap. But his memorable masterclass (and only three drivers have subsequently repeated the treble) was just the tonic the championship needed.



Red Bulls can collide in F4, too

12 AUGUST 2018
RACE 111

Who can forget the sight of Sebastian Vettel's and Mark Webber's Red Bulls spectacularly colliding in Turkey in 2010? Or the Baku bash between Daniel Ricciardo and Max Verstappen in 2018? OK, it wasn't so dramatic, but two Red Bull-liveried cars had their own clumsy contact in F4 at Rockingham in 2018.

Both Dennis Hauger and Jack Doohan (who later went on to finish 1-2 in the 2021 FIA F3 points) were frontrunners for Arden that year, but things didn't always go to plan. And the third race at Rockingham was the most notable example.

The pair were fighting over second when Hauger made the fateful attempt into the Deene hairpin on the opening lap, but succeeded only in clattering into his team-mate and causing them both to retire to the pits. “I just tried to get on the inside, but it was a bit damp,” Hauger (below, left) admitted to Autosport – and, with refreshing honesty and having apologised to Doohan, he added: “It was a pretty dumb move from me.”

It certainly hampered any faint title hopes the pair were still harbouring. Hauger ultimately pipped Doohan to fourth in the standings by a single point, over 100 adrift of champion Kiern Jewiss.



Clash sets up close 2019 finale

29 SEPTEMBER 2019
RACE 147

A collision that was perhaps more significant than the Red Bull Arden drivers' foolishness was one between Zane Maloney and Sebastian Alvarez in the third race at Silverstone the following year.

Halfway through the season, Carlin driver Maloney had been leading the championship comfortably, with Double R's Alvarez 77 points behind. But the Mexican whittled that advantage down to nothing over the rounds leading up to the pair's Luffield tangle.

Alvarez was furious: “I tried overtaking him round the outside [of Brooklands], then he just tried running me off the road. I was on the paint, I lost control and I went straight into him at the next corner.”

The clash meant the pair headed to the finale level on points and with tempers simmering. Maloney emerged as the winner, taking victory in the final race as Alvarez's season came to a smoky end.



The most incredible title showdown

15 NOVEMBER 2020
RACE 176

Think of recent remarkable title deciders and Lewis Hamilton's last-gasp F1 glory in 2008 or defeat in 2021 come to mind. And the 2020 British F4 showdown was certainly in that league when it comes to dramatic finales.

Like with Maloney and Alvarez the year before, Carlin's Zak O'Sullivan and Fortec's Luke Browning headed to Brands Hatch tied. But Browning had eked out a 16-point lead come the final race, which featured a barely believable set of circumstances.

O'Sullivan powered past Browning into the lead at the start, before the pair both went off on oil at Clark Curve. While O'Sullivan quickly regained first place, Browning had spun and was languishing in 10th, all meaning the Carlin driver was on course for the crown. Yet there was to be one final twist as the threatening clouds finally burst, leaving the race red-flagged and with no time for a restart.

Carlin started celebrating but, with less than half the race completed, half points were awarded and Browning had won by four. "I was at the bottom of the world on the first lap," a disbelieving Browning told Autosport. "But then the rain saved me!"



O'Sullivan was understandably annoyed and hit out at officials: "There was no need to red flag it – you have a safety car for a reason."

It was a truly unforgettable race – the only shame being there were no fans in Kent to share the twists and turns, lockdown restrictions leaving the grandstands and spectator banks empty.



Dunne on top as new era begins

23 APRIL 2022
RACE 207

It was all change for British F4 at the start of 2022. Governing body Motorsport UK had replaced the long-serving RacingLine as promoter, while a new second-generation, halo-equipped Tatuus car was introduced, powered by an Abarth engine, to usurp the old Mygale-Ford.

And there was no disputing who the star of the new era was. As polesitting birthday boy Ugo Ugochukwu faltered off the line, Irishman Alex Dunne blasted clear in his Hitech machine and took a comfortable first win of the season. He may have only been a late entry – and provisionally just for that opening Donington Park weekend, with an Italian F4 campaign the priority – but he quickly established himself as the driver to beat.

Dunne went on to surge from ninth to second in the partially reversed-grid race before winning the finale too. He never looked back from there, becoming the series' most dominant champion to date.

Sharp's remarkable victory from 20th

23 APRIL 2023
RACE 238

Out of British F4's first 250 races, you could make the case that Louis Sharp's triumph in the second contest at Donington Park earlier this year was the most remarkable. After all, the Rodin Carlin driver had stormed through from 20th on the reversed grid to win in a race lasting just 20 minutes!

Yes, tricky wet conditions aided the Kiwi's climb, and he was also helped by a safety-car period and Sonny Smith's botched restart. But it was still a terrific triumph and one that will live long in the memory. "Coming into the race, I wasn't thinking about a podium – I didn't expect a points finish – so it's unreal [to win]," Sharp said about the "crazy" race.

There was one final twist to come afterwards when Sharp was initially handed a draconian 30-second penalty for overlapping other cars on the restart. But this was rightfully rescinded when Smith's inconsistent speed was highlighted.



FINISHING STRAIGHT

We know Wolff smashed his headphones, but there's no great insight



ETHERINGTON

motorsport
IMAGES

Two hours offer little F1 reward

TV
SECRETS OF SUCCESS
Sky Documentaries

There's a lot said for not revealing your hand in a review at the very start, but this is one of those rare occasions where this is not applicable.

For sports fans in general, *Secrets of Success* makes for engaging viewing, with a wide range of high-profile personalities from different disciplines explaining the challenges of reaching the top in their fields.

But despite only featuring for a total of 15 seconds in the trailer, the 2021 conflict between rival team principals Toto Wolff (Mercedes) and Christian Horner (Red Bull) looked set to take centre stage. In reality, this is not the case, with only a handful of minutes devoted to the topic towards the end, Horner expressing how he knew Wolff was feeling the pressure when the Austrian smashed his headphones on the desk.

Asked if he would have done the same had the positions been reversed, Horner's answer reveals a key difference between the leadership techniques of the pair.

There is no deep dive into how Wolff was able to pick his Mercedes team up after such a dramatic defeat, there's no consideration of how Horner had held his team together during the Abu Dhabi race when defeat looked inevitable. The whole assessment of arguably the most dramatic championship-deciding race in Formula 1's history is essentially boiled down to: this happened, how did you feel when you smashed/saw

Wolff smash his headphones.

Beyond this, Wolff's willingness to accommodate Lewis Hamilton's extracurricular activities – fashion being specifically referenced – is briefly discussed, as are the respective reactions within the two teams to when something goes wrong.

Brazil 2022 and the team orders controversy between Max Verstappen and Sergio Perez gets its own large header, much to this reviewer's excitement, but what follows is merely Horner explaining that it's impossible to keep both drivers happy all of the time. There is a vague mention of a discussion having taken place in the aftermath, something that is well known, but no new details emerge.

Sorry to disappoint, but beyond these fleeting topics that total around 19 minutes of the run time, there is no greater insight into either team principal.

Then we come to the feel of the production, and the reading is not going to get much better. 'By the numbers' is

definitely an adequate description.

There is a familiar blend of archive and behind-the-scenes shots but, even when the majority of the time is spent looking at the individual talking, you will get a sense of déjà vu, as the stock clips are played on repeat.

If you enjoy seeing Ben Stokes and Jonny Bairstow hit sixes, this is less likely to frustrate you.

Each voice is introduced with the same card with their name, what they are famous for, and their major achievements. These are never refreshed and, for some names, it gets to the stage where you could recite them from memory.

Speaking of reciting things from memory, it very quickly becomes clear that presenter Nasser Hussain attended each interview with only a handful of questions – what were your first impressions when you took the role? How would/do you handle a maverick? How do you motivate your players/drivers?

In all honesty, this documentary would have worked far better as a series of individual interviews. Had this been the case, fans of each sport could have tuned in to listen to the voices that they want to hear. Instead, those only interested in one or two contributions are obliged to listen to tales about golf, cycling and endless amounts of cricket.

For a sports fan, this is not a problem. But if you want to hear from Wolff and Horner, scrolling for a YouTube video will yield more content and prove far more insightful.

SAM HALL



WHAT'S ON

INTERNATIONAL MOTORSPORT

Hungarian Grand Prix
F1 World Championship**Round 11/22**

Hungaroring, Hungary

23 July**TV Live** Sky Sports F1, Sun 1355**TV Highlights**

Channel 4, Sun 1830, Sky Sports F1, Sun 1730

Formula 2**Round 9/13**

Hungaroring, Hungary

22-23 July**TV Live** Sky Sports F1, Sat 1310, Sun 0900**Formula 3****Round 7/9**

Hungaroring, Hungary

22-23 July**TV Live** Sky Sports F1, Sat 0845, Sun 0720**Porsche Supercup****Round 4/7**

Hungaroring, Hungary

23 July**TV Live** Sky Sports F1, Sun 1100**Rally Estonia****World Rally Championship****Round 8/13**

Tartu, Estonia

20-23 July**TV Live** BT Sport 2, Thur 1800, BT Sport 2, Fri 0700, 1230, 1515, BT Sport 2, Sat 0900, BT Sport 3, Sat 1245, 1400, 1545, 1700, 1815, BT Sport 1, Sun 0600, 0700, 1100**TV Highlights** BT Sport 3, Fri 2300, Sat 2145, BT

Sport 4, Sun 1930, Red Bull TV, Fri 2000, Sat 2000, Sun 2000

IndyCar Series**Round 11/16**

Iowa Speedway, USA

22-23 July**TV Live** Sky Sports F1, Sat 2000, Sun 1900**IndyCar NXT****Round 7/12**

Iowa Speedway, USA

22 July**Formula Regional European****Round 6/10**

Paul Ricard, France

22-23 July**TV Livestream** via YouTube, Sat 1445, Sun 1515**Euroformula Open****Round 4/8**

Paul Ricard, France

22-23 July**TV Livestream** via Motorsport.tv, Sat 1335, Sun 0955, 1710**International GT Open****Round 4/7**

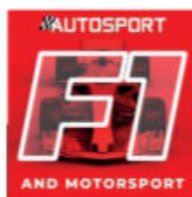
Paul Ricard, France

22-23 July**TV Livestream** via Motorsport.tv, Sat 1200, Sun 1235**IMSA SportsCar****Round 7/11**

Lime Rock Park, USA

22 July**TV Live** Viaplay, Sat 1700**NASCAR Cup Series****Round 21/36**

Pocono, USA

23 July**TV Live** Viaplay, Sun 1900

autosport.com/podcast

**Shhh, don't mention the Renault 19. Actually, we did!**

Tom Howard, Marcus Simmons, Kevin Turner and Martyn Lee hosted the Autosport fan stage at the recent Brands Hatch Super Touring Power event. We're delighted to bring you one of our interview sessions with two title-winning drivers – Alain Menu and Tim Harvey.

NASCAR Xfinity Series**Round 19/33**

Pocono, USA

22 July**TV Live** Viaplay, Sat 2200**NASCAR Truck Series****Round 15/23**

Pocono, USA

22 July**TV Live** Viaplay, Sat 1630**World Rallycross****Round 4/8**

Lydden Hill, UK

22-23 July**UK MOTORSPORT****British GT****Round 5/7**

Portimao, Portugal

23 July**TV Livestream** via britishgt.com**Donington Park BARC****22 July**

Britcar

TV Livestream

via britcar-endurance.com

Oulton Park CTA**22 July**

Racing Hondas

Knockhill BRSCC**22-23 July**

Audi TT Cup, BMW Compact Cup, Civic Cup, Evolution Trophy, Fiesta Juniors, Fiesta ST150s, Fiesta ST240s, Knockhill Modsports, TCR UK

TV Livestream via brscc.co.uk**Snetterton BRSCC****22-23 July**

C1 Endurance, CityCar Cup, Mazda MX-5 (Championship, Clubman, Supercup), Supersport Endurance Cup

TV Livestream

via brscc.co.uk

Cadwell Park BARC**22-23 July**

Ginetta Academy, Ginetta GT Championship, Ginetta Junior

TV Livestream

via barc.net

British Hillclimb Championship**Round 9/14**

Val des Terres

22 July**British Drag Racing Championship**

Santa Pod

22-23 July**British Rallycross Championship**

Lydden Hill

22-23 July

Hungarian Grand Prix



TCR UK returns to Knockhill after five years



FROM THE ARCHIVE

Jean-Pierre Wimille (#6 Alfa Romeo Monza) leads the similarly mounted Guy Moll (#8), the Bugatti T51s of Marcel Lehoux (#10) and Achille Varzi (#22) and the #2 Maserati 8CM of

Tazio Nuvolari at the start of the Nice Grand Prix on 6 August 1933. Polesitter Nuvolari was back at the head of the pack by the end of the first lap, but faced a spirited challenge from home hero Philippe

Etancelin (Alfa Romeo), the pair swapping places before a spin by the latter, then his retirement, allowed the Italian a straightforward run to the flag, ahead of Rene Dreyfus (#14 Bugatti) and Moll.



For classic motorsport DVDs and downloads head to dukevideo.com





David Leslie

Anthony Reid was undoubtedly one of the stars of the British Touring Car Championship's golden Super Touring era. He was fortunate enough to drive the Nissan Primera and Ford Mondeo – two of the period's most successful cars – and twice finished runner-up in the standings.

Reid also had the chance to race alongside a roll call of tin-top greats. Alain Menu and Rickard Rydell were his team-mates at Ford, while he later drove for MG with Colin Turkington. But it's his Nissan team-mate from 1997-98, the late David Leslie, who Reid picks as his favourite.

"I think the relationship I had with David was a very good one – we worked together well and we liked the car set up really quite similarly," says Reid. "Alain Menu and I wanted different things from our cars, and the same with Rickard, so it wasn't such a gelling relationship."

The Reid-and-Leslie partnership propelled the RML-run Nissan squad to the 1998 manufacturers' title and they had "quite a bit of fun" together. One example was when they were driving in convoy to Croft. "I overshot a turning and saw a petrol station, which I turned into," remembers Reid. "I didn't want to go up to the way out, as we were late, so I pulled the handbrake, cut across the verge and showered David with grass."



The garage owner turned up at the circuit and was annoyed. I was in the back of the truck and this garage owner asked, 'Who went over the grass?' David pointed at me. We had to give him free tickets!"

Reid says the duo were nearly team-mates years beforehand in Group C sportscars in 1990 when one of his regular Convector Porsche 962 stablemates was unavailable and the team initially considered Leslie to deputise.

Although it may not have been until 1997 that they lined up together, they had known each other since their single-seater forays in the 1980s. "We did driving days for manufacturers in the Ian Taylor [racing school] days so we got to know each other really well," says Reid. "We both got breaks at the right point and ended up being team-mates."

STEPHEN LICKORISH



IN NEXT WEEK'S ISSUE

Red Bull to break McLaren record?

...UNLESS ALONSO CAN STAR ON TWISTY HUNGARORING



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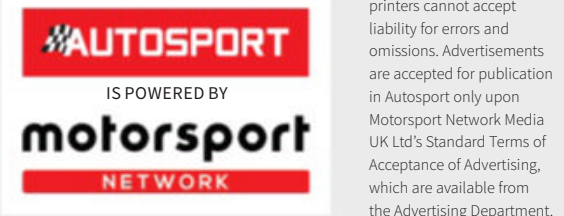
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