

# F1 Is engine equalisation set to return?

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HUNGARIAN GP

## RECORD BREAKER

How Verstappen's Red Bull surpassed Senna/Prost McLaren

# 12

wins in a row  
is incredible'

MAX  
VERSTAPPEN

PLUS

F1 How the RB19 compares to the greats

WRC Roovanpera untouchable in Estonia

IndyCar Newgarden does the double







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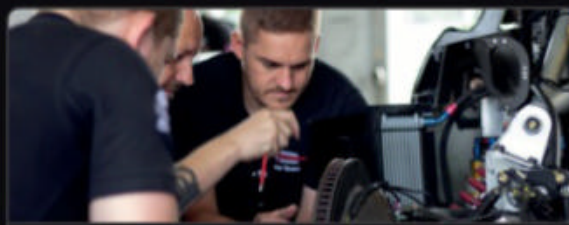
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# Kudos to the top performers who set the standard

Qualifying gave the impression that the Hungarian Grand Prix could be close, but there was only ever going to be one winner last weekend. Once he had overcome polesitter (for the 104th time) Lewis Hamilton, Max Verstappen was in total control at the Hungaroring.

While all but the most hardcore of Red Bull fans would surely like to see more Formula 1 competition at the front of the field, Red Bull deserves its new world championship record of 12 consecutive victories. Not only has it produced a brilliant car, its work in the pitlane shows that it has all bases covered, with the possible exception of the second car. Despite a combative race drive, Sergio Perez once again finished third in a car essentially on another level to the rest and must aim to at least be second at Spa this weekend.

As well as explaining how Red Bull broke McLaren's 35-year-old record (page 18), Jake Boxall-Legge takes a look at where the RB19 ranks compared to the other dominant cars in F1 history (p15). It's a question that won't fully be answered until the end of the season but, halfway through 2023, it is already part of the debate.

Also on another level last weekend was Kalle Rovanpera on Rally Estonia. The young (at 22 he's three years younger than Verstappen!) Toyota star demolished his World Rally Championship opposition in a way reminiscent to Sebastiens Loeb and Ogier (p34). IndyCar's Josef Newgarden did something similar in the double-header in Iowa (p40). Domination doesn't always offer the best action, but it's worth admiring those completely on top of their game.



*Kevin Turner*

**Kevin Turner**  
Chief Editor

kevin.turner@autosport.com

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# PIT + PADDOCK



## F1 to discuss a return to the idea of engine

### FORMULA 1

Engine equalisation could return to Formula 1, with teams due to discuss the need to resolve any performance disparity between powertrain manufacturers. This topic – along with the potential ban on tyre blankets, further changes to the sprint race format and whether the FIA should adjust cost cap exclusions to allow teams to upgrade their infrastructure – is on the agenda for the F1 Commission meeting at this weekend's Belgian Grand Prix.

The FIA has conducted analysis of the competitiveness of the engines, which has largely been fuelled by concerns from Alpine that its Renault unit is a not a match for rivals. That's despite Viry engineers

targeting power, at the expense of durability, with the 2022 powerplant knowing that only changes to improve reliability would be permitted under the current engine freeze. However, sources suggest the Renault could be up to 30bhp behind the 1.6-litre turbo hybrid set-ups from Honda, Ferrari and Mercedes.

Team principal Otmar Szafnauer notes his cars are "significantly down". With the field being so tight at present – just 1.1 seconds covered all 20 cars in Q1 in Hungary – such a power deficit could be seriously blunting the Alpine attack.

Engine equalisation was used during the V8 era in 2007 to close the field after some manufacturers exploited reliability changes to boost power. Incidentally, Renault was

thought to again be 30bhp short of puff back then. By way of a resolution, in 2009 the FIA looked at reining in the better-performing engines. But no agreement was reached and the matter faded away.

Ahead of the current engine freeze rules, which are in place until 2025, it was decided there would be no framework within the regulations to allow for equalisation because it was felt the performance levels were close enough already. Red Bull is partly responsible for the current lock-in, as it wanted to futureproof its stockpile of engines after Honda's withdrawal. Team boss Christian Horner said: "If there is a deficit under homologation, then it's something that we should be sensible about. I wouldn't be averse to a sensible discussion."

### MORE COST CAP MURMURINGS

While one wing of the FIA has been studying engine performance data, the arm tasked with completing the F1 cost cap review for 2022 insists it will not be rushed into handing out compliance certificates. That's despite calls for the governing body to hurry up. It was not until the Brazilian GP last season that Red Bull was formally found to have broken the 2021 budget.

The Budapest paddock was awash with rumours that some teams had already been found to have exceeded the spending limits. But the FIA strongly denies this.



Domenicali wants to quash cost-cap rumours

TEE





# equalisation

F1 CEO Stefano Domenicali expressed an eagerness for the investigation to be completed. “Control is in the hands of the FIA,” he said. “What I have asked is to anticipate as soon as possible the publication of the investigations made by the staff of the FIA. But I say this only because, in this way, it does not give rise to speculation and comments that are not good for anyone.”

But the governing body is instead focusing on being as thorough as possible with each financial submission. An FIA statement read: “The auditing fieldwork is still ongoing and is scheduled to conclude in the upcoming weeks, after which there will be a period required for the finalisation of the review. There is not, and has never been, a specific deadline for certification, and any suggestions of delays to this process or potential breaches are completely unfounded. The Cost Cap Administration will formally communicate its findings according to the procedure set out in the Financial Regulations. The timeframe is intentionally not fixed in order not to prejudice the robustness and the effectiveness of the review.”

It is understood that several teams were last week requested to answer fresh questions about their spending. But this is being viewed as a positive indicator of the rigour of the FIA process rather than raising alarm bells of several breaches.

JONATHAN NOBLE & MATT KEW

## Porsche commits to Formula E future until end of 2026

### FORMULA E

Porsche has committed to the Formula E championship until the end of the 2026 season.

The German manufacturer first joined the all-electric championship in 2019 with an initial plan to remain in the category for five years, taking its involvement up until the end of the 2023-24 season. But on Monday it was announced Porsche would extend its commitment to the championship for at least an additional two years, up until the end of the 2025-26 campaign.

“We want to showcase innovative technologies and more sustainability in motor racing and be on the leading edge of new developments,” said Thomas Laudenbach, vice-president of Porsche Motorsport. “Formula E plays a major role in this. The competition in this series is exceptionally high and enables us to provide important impetus for future production models.”

“With such top-level and enthralling races, it excites people around the globe about electric mobility. We’re pleased to contribute to this in the future as well. We want to help shape Formula E in the long term.”

Porsche is having its best campaign to date in Formula E. It sits second in the teams’ championship having taken four wins so far across the season with Pascal Wehrlein and Antonio Felix da Costa. It is 14 points behind Envision Racing, which uses Jaguar powertrains.

Three-time victor Wehrlein is also still mathematically in contention for the drivers’ championship ahead of this



weekend’s double-header season-finale at the London E-Prix. He sits 49 points behind leader Jake Dennis, who drives for the Andretti Autosport team that is a customer outfit of Porsche, with 58 points up for grabs. Jaguar-powered Nick Cassidy (24 behind) and Mitch Evans (44) are the other drivers in contention for the crown.

Alejandro Agag, founder and chairman of Formula E, added: “Porsche has been a valued and influential team since joining Formula E and we are excited that this will continue.”

“The championship is enabling Porsche to accelerate development of the innovative EV technologies we see in their road cars, while the team is an active member of the group, driving the development of the next generation of Formula E cars to arrive in season 13.”

Porsche’s commitment as it stands will come to an end just before Formula E introduces its Gen4 machine ahead of the 2026-27 season.

STEFAN MACKLEY





# Glickenhaus World Enduro future in doubt

## WEC

The future of the Glickenhaus Racing squad in the World Endurance Championship appears to be in doubt after a decision to skip the next round at Fuji in September.

Team founder Jim Glickenhaus has stuck to his vow not to continue in the series this year with his Pipo-engined 007 Le Mans Hypercar without sponsorship.

No funding was forthcoming before the freight left by sea last week for the Asian leg of the WEC comprising the Fuji 6 Hours on 10 September and then the eight-hour fixture in Bahrain on 4 November. Glickenhaus hasn't ruled out airfreighting his solo full-season entry to the season finale, but he appeared pessimistic that sponsorship can be found in time.

"I've said that unless we find serious sponsorship that would allow us to continue this year in a good way and then



go on into next year, then it makes no sense for us to continue," he said. "Bahrain is still a possibility for us because we are still talking to people. But if we don't get something in place for then, I'd say it's very unlikely that we'd get something for next year, though it's not over 'til it's over."

Glickenhaus suggested that the influx of major car manufacturers into the Hypercar class of the WEC means the "days of the privateer are numbered". He said that without the funds to develop the 007 and

take advantage of at least some of the five "evo jokers" allowed over the lifespan of the Hypercar class the team would remain "cannon fodder" for Toyota and Ferrari.

Last year the team missed Fuji and Bahrain and didn't confirm its intention to file one full season-entry and another for Le Mans until December.

A return to the Nurburgring 24 Hours with its Scuderia Cameron Glickenhaus 004C GT racer is on the cards for 2024.

**GARY WATKINS**

# Dallara strengthens wheels after Indy 500 crash

## INDYCAR

IndyCar and its technical partner Dallara have provided an update to improve the overall strength and retention of wheel hubs following Kyle Kirkwood's flying wheel incident at the Indianapolis 500.

The updated rear-wheel bearing retaining nut was distributed to all IndyCar entrants for last weekend's double-header oval event at Iowa Speedway, where its use was mandatory. The strength of the part has increased by 60% over the previous design.

Revisions to the component came after a review of the Indy 500 incident, where the left-rear wheel assembly of Kirkwood's Andretti Autosport car became detached, after he clipped Felix Rosenqvist's spinning Arrow McLaren



entry at high speed, and flew over the debris fencing. It didn't hit anyone, but the wheel did inflict serious damage to a road car in a lot positioned between the grandstands on the outside of Turn 2. Indianapolis Motor Speedway gifted the owner of the damaged car, Robin Matthews, a brand-new Chevrolet Equinox following the incident.

"Dallara's thorough review process of the incident began immediately and included an extensive recreation at their headquarters in Italy," said IndyCar president Jay Frye. "IndyCar takes safety very seriously. This update is an important step in making sure an incident like this does not happen again."

It was determined that

the wheel tether system, using high-performance Zylon material, did not fail in the 28 May incident.

"It is Dallara's mission, along with IndyCar and all of the racing series we work with, to maintain and continuously improve safety based upon the highest standards," said Dallara CEO Stefano dePonti. "After completing a detailed analysis of the accident during this year's Indy 500, together with IndyCar we have reached the conclusion that the outcome was the consequence of an unusual set of circumstances."

"Nevertheless, we have produced new components that will increase the strength of the corner in case the unlikely sequence of events repeats itself."

**CHARLES BRADLEY**

**P40 IOWA REPORT**





SAUBERMOTORSPORTAG

**FORMULA 1** No, a mechanic hasn't knocked over a tin of flow-vis. This is the special livery that Alfa Romeo will use to decorate its C43 for this weekend's Belgian Grand Prix. The neon green flashes on the front and rear wings, sidepods and wheel covers come courtesy of a 2023 partnership with gaming live-streaming platform Kick. Drivers Valtteri Bottas and Zhou Guanyu will hope the recent Silverstone upgrade package, which helped both cars progress into Q3 last time out in Hungary, will be similarly effective at Spa to lift the Sauber squad beyond ninth in the constructors' standings.

## Inter Europol keeps LMP2 victory as Le Mans results confirmed

### LE MANS 24 HOURS

The results of the 2023 Le Mans 24 Hours have become final nearly six weeks after the race. The classification was set in stone last week with the completion of technical checks on six cars from the double-points World Endurance Championship round.

Parts were taken from the top three overall and the best-finishing car in the Hypercar class from Porsche and Peugeot, as well as the LMP2-winning Inter Europol Competition ORECA-Gibson. A technical bulletin stated that "after deep analysis, all cars were found in compliance with their respective regulations".

It is understood that the delay in finalising the classification resulted from

an investigation into the Inter Europol ORECA. The Hypercar teams revealed at the first post-Le Mans WEC round at Monza earlier this month that they had been given a clean bill of health.

The Polish team confirmed that the Cosworth ECU (engine control unit), the steering wheel and IPS (intelligent power switch) had been returned and ran on the car at Monza. The part that had not been returned at that stage was the wiring loom.

It issued a statement on the finalisation of the results pointing out the "innuendo and speculation" about its victory. It said that its win had been achieved through "hard work and endeavour" and that it never had any doubts about its legality.

**GARY WATKINS**



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WRC bosses want drivers to push more. No need to tell M-Sport's Ott Tanak...



McKLEIN

## Fan-friendly rule changes to discourage 'cruising'

### WRC

Sunday format changes, a new points structure and even a fan grid walk are among the ideas being discussed by the World Rally Championship and FIA that could be introduced next year.

The WRC is currently undergoing an extensive review in a bid to improve its appeal following recent criticism from drivers, teams and fans. A list of ideas put forward by stakeholders has been collated following several meetings over the past two months. The WRC Promoter and FIA are now working on a proposal of changes for 2024 to be tabled to the FIA World Motor Sport Council later this year.

Improving its Sunday format is at the

top of its agenda as crews are often cruising to save tyres before the rally-ending Power Stage, where bonus points are up for grabs.

WRC senior sporting director Peter Thul has revealed that one idea under discussion to improve the show is to develop a new points structure. "We would like to have Sunday as a proper finale, and that's not because nothing happens on Friday and Saturday," said Thul. "We would like to avoid cruising. There was a discussion about whether a fresh set of tyres would help. A large group of the drivers said no. There is not a 100% proper solution.

"We are thinking and discussing, without any finalisation so far, whether a certain smart points system would help to make them go faster on Sunday. This would mean

that someone who has had to rejoin under Super Rally [rules] could get more points, which would be worth more for the driver to invest in. The winner should get the most points and clearly those who finish the rally must have a benefit for that or we devalue the days before. We have to make it not too complicated for the audience."

Shortening WRC events, the introduction of a qualifying stage to determine road order, a fan grid walk prior to the Power Stage and more interactive services are also among the ideas being discussed for 2024.

A proposal from hybrid supplier Compact Dynamics is also being evaluated by the FIA and WRC stockholders that will be key to the formalisation of the 2025 rules.

**TOM HOWARD**

## De Silvestro back to Bathurst with young gun



WOOD/MOTORSPORT IMAGES

### SUPERCARS

Simona de Silvestro will return to Supercars at this year's Bathurst 1000, sharing a Dick Johnson Racing Ford Mustang with Kai Allen.

Ex-IndyCar and Formula E driver de Silvestro was a Supercars regular between 2017 and 2019, scoring a best result of seventh. She will contest the series' blue-riband event in October alongside 18-year-old rising star Allen in a wildcard entry.

"Four years has been too long but who would have thought in 2019 that I would not be able to travel to Australia for such a long time," said the 34-year-old Swiss. "I am looking forward to teaming up with Kai and I am sure we will make a great team."

Allen, who scored a breakthrough first Super2 win earlier this month, is thought to be a considered a long-term prospect for DJR.

"I'm really looking forward to working with such a knowledgeable and well-respected team," said Allen. "Co-driving with Simona will no doubt be a highlight of the year and I can't wait to learn from her, as she is such an experienced driver."

**ANDREW VAN LEEUWEN**





## Supercar stars head to NASCAR

### NASCAR CUP

Supercars stars Shane van Gisbergen and Brodie Kostecki will join Jenson Button and Kamui Kobayashi on the NASCAR Cup grid at Indianapolis next month.

Three-time Supercars champion van Gisbergen will return following his debut victory in Chicago earlier this month (above), rejoining Trackhouse Racing for the 13 August event. Current Supercars title contender Kostecki will make his series bow in the same race, driving a third Richard Childress Chevrolet (below).

Rumours persist that van Gisbergen, who currently lies fourth in the Supercars standings – two spots behind Kostecki – could make a full-time switch to NASCAR in 2024 or 2025. “I never dreamed this could have all rolled out this way,” said the 34-year-old Kiwi. “Just getting to race in NASCAR is an opportunity I never thought I would get, but then to win and get another chance this year is beyond anything I imagined.

“Everyone in NASCAR welcomed me to Chicago and it’s been awesome to see how big the reception from that race has been around the world.”

Australian Kostecki, 25, will link up

with RCR team-mates Austin Dillon and two-time NASCAR Cup champion Kyle Busch as part of an alliance of sorts between Kostecki’s Erebus team in Australia and RCR, Kostecki having been part of an Erebus delegation that visited the States earlier this year.

“I am thrilled to be making my NASCAR Cup debut at the Brickyard,” said Kostecki, who spent part of his childhood in the US and two seasons in the K&N Pro (now ARCA East) Series in 2013-14. “It’s an honour to compete at such an iconic venue and against some of the biggest names in motorsport. I’m incredibly grateful to RCR for giving me this opportunity and I’m determined to make the most of it.”

**NICK DEGROOT & ANDREW VAN LEEUWEN**



### MERC MAN TO FERRARI

The Ferrari Formula 1 team has attracted Mercedes performance director Loic Serra as part of boss Fred Vasseur’s restructure. However, tyre and suspension specialist Serra’s lengthy Silver Arrows contract means he won’t punch in until 2025 as an early release hasn’t been granted.

### ROSSI OUT, KRIEF IN

Laurent Rossi, the outspoken CEO of the Alpine road car and F1 operation, has been moved aside to work on “special projects”. His replacement is former Alfa Romeo and Ferrari engineer Philippe Krief, who joined the organisation in March. But he will delegate motorsport matters to Bruno Famin.

### LATIFI’S NEXT MOVE

Ex-Williams F1 driver Nicholas Latifi has signed up to study an MBA at London Business School and has therefore temporarily hung up his helmet. The Canadian has steered clear of social media since losing his race seat at the end of 2022 but last week posted that he had brought forward his racing retirement.

### SUPERBIKER TO MOTOGP

Factory Honda World Superbike rider Iker Lecuona will deputise for the injured Alex Rins at LCR at the British Grand Prix next month. Rins has been out of action since badly breaking his right leg in a crash during the sprint race at Mugello.

### DALY SUBS FOR PAGENAUD

Conor Daly again subbed for the injured Simon Pagenaud in Meyer Shank Racing’s IndyCar team at Iowa last weekend. Pagenaud was still suffering from concussion-like symptoms following his Mid-Ohio crash, leaving Daly to finish 21st and 17th in the two races.

### EURO VICTORY FOR NODA

Japanese Juju Noda became the first woman to win in Spanish F3/ Euroformula Open when she took victory in the opening Euroformula Open encounter at Paul Ricard last weekend with Noda Racing.

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## GT teams criticise Audi withdrawal

### GT/TCR

Audi has come under fire for its decision to heavily curtail its customer racing activities from 2024, including the end of factory-supported programmes in GT3 championships.

Audi's customer racing division will be downsized next year, with the German manufacturer ending the production of R8 LMS GT3 and other racing models within its range, as well as disbanding its pool of 14 works drivers (Autosport, 20 July). Teams that are accustomed to receiving financial support from the brand will also be affected.

A number of teams have reacted poorly to the news, with heavy criticism being directed at Audi CEO Markus Duesmann, who is understood to have directed all of its resources to its upcoming Formula 1 project in 2026 at the cost of its existing motorsport programmes.

Former boss of the Phoenix Racing team Ernst Moser, whose works-backed squad won two DTM titles and claimed four Nurburgring 24 Hours wins for Audi, said: "That was the flagship of Audi Sport and [its slogan] *Vorsprung durch Technik*. For me, this is also a personal issue of certain people in the upper decision-making circles: before he leaves, someone wants to do everything so that the F1 commitment has to be implemented.

"You could have let it continue with small budgets, because the customers and their partners pay for almost everything themselves."

WRT team boss Vincent Vosse, who

switched to BMW with his squad last year after enjoying scoring multiple titles and race wins with Audi, also hit out at Duesmann's decision to cut its involvement in customer racing: "When Markus Duesmann started, he decided to get out of the Class 1 DTM. That was the first step. But very quickly he also decided to stop motorsport in general and put all his efforts into F1.

"If they win in Formula 1, everyone will forget very quickly what happened. But I have my doubts."

Vosse also believes a double programme was possible, as Mercedes has proved by winning eight consecutive titles in F1 while continuing to feature in GT3 racing.

It is believed Audi was originally planning to shut down its customer racing arm entirely, but a decision was later made to continue to provide technical support and spare parts until 2032, ensuring teams can race its cars across GT3, GT4 and TCR categories.

Asked if that gave some hope, WRT's Vosse said: "I hope so, I hope for them [the employees]. But of course, not closing completely, they have to respect at least the customers they have. They still have to sell parts."

Duesmann will step down as the CEO of Audi from 1 September, with his place to be taken by Gernot Dollner.

Audi continues to fund its factory entry in the Dakar Rally, but it is expected that its rally-raid programme with the RS Q e-tron could come to a close at the end of the 2024 season.

**SVEN HAIDINGER**

## THOMPSON OUT OF BTCC AS CREES RETURNS TO HARD

### BTCC

Team Hard last week made its second driver change of the British Touring Car summer break, and it's the Kent squad's highest-placed driver in the standings who's now gone.

After winning last year's Jack Sears Trophy title, Bobby Thompson had been further increasing his reputation this season with strong drives in his Hard Cupra Leon, enjoying the association with his new engineer, ex-Team Dynamics technical chief Barry Plowman. But the requirement to bring in more funding than Thompson was originally tasked with finding has ended his campaign.

"It's the ever-growing costs in touring cars up and down the grid – what we're going through in the real world, it's hard to bring that money in," said Thompson, who stressed that he had stayed up to date with his financial obligations.

"It's not that we ran out of money. I was paying for a subsidised drive, which I really appreciate from Team Hard. I fought tooth and nail to find more money, to go above and beyond, but the team couldn't afford for the car to do the second half of the year unless they found a large sum.

"I feel that touring cars is unfinished business – it was David and Goliath, but I finally got a car and a team around me where I could attack for wins, and now it's gone."

Into the breach has come 2020 JST champion Michael Crees, who makes another BTCC comeback with the team with which he undertook his rookie season in 2019.

**MARCUS SIMMONS**







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## F1 BELGIAN GRAND PRIX PREVIEW



## Spa

Length 4.352 miles

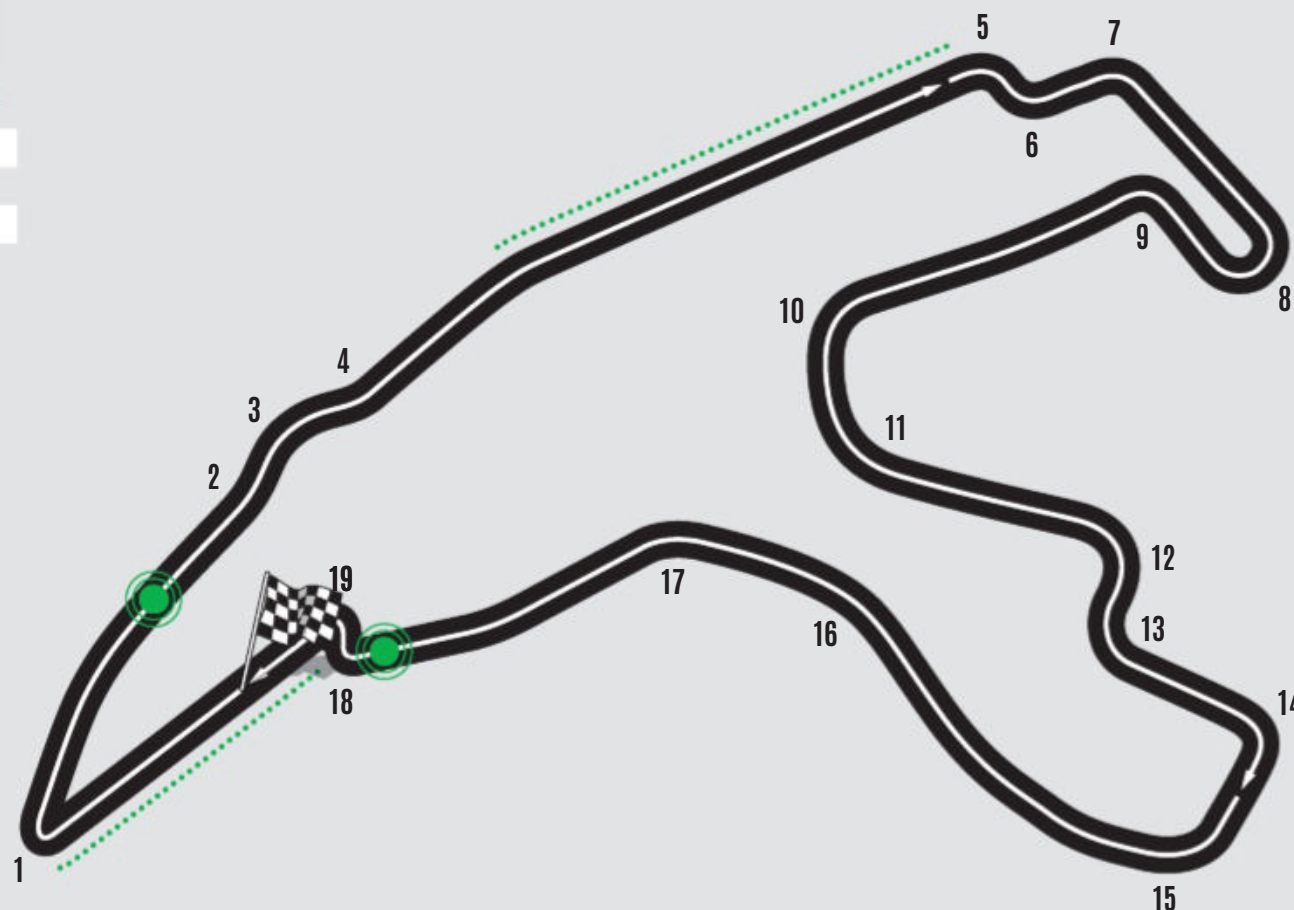
Number of laps 44



DRS detection



DRS zone



## UK START TIMES

Friday 28 July

FP 1230 QUALIFYING 1600

Saturday 29 July

SPRINT QUALIFYING 1100

SPRINT 1530

Sunday 30 July

RACE 1400

CATCH THE RACE LIVE

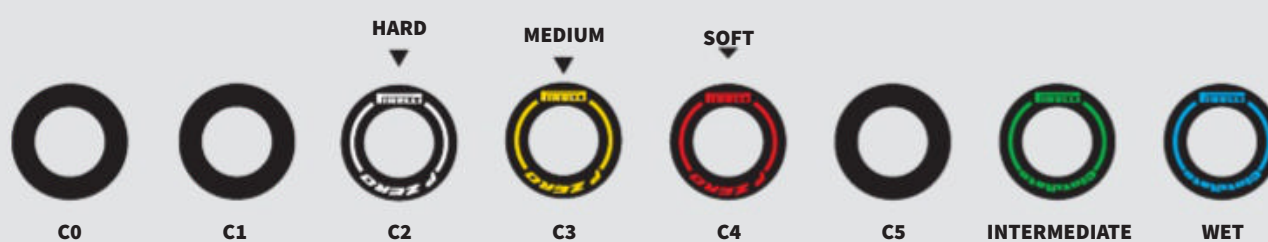
SKY SPORTS F1

BBC RADIO 5 LIVE

TV Highlights

CHANNEL 4 1830

## TYRE ALLOCATION



## CHAMPIONSHIP POSITIONS

## Drivers

1	Verstappen	281
2	Perez	171
3	Alonso	139
4	Hamilton	133
5	Russell	90

## Constructors

1	Red Bull	452
2	Mercedes	223
3	Aston Martin	184
4	Ferrari	167
5	McLaren	87



Can Hamilton steal third place from Alonso?

SUTTON

## SPA STATS

## Previous winners

2022	Max Verstappen	Red Bull
2021	Max Verstappen	Red Bull
2020	Lewis Hamilton	Mercedes
2019	Charles Leclerc	Ferrari
2018	Sebastian Vettel	Ferrari
2017	Lewis Hamilton	Mercedes
2016	Nico Rosberg	Mercedes
2015	Lewis Hamilton	Mercedes
2014	Daniel Ricciardo	Red Bull
2013	Sebastian Vettel	Red Bull

## 2022 POLE POSITION

Carlos Sainz

1m44.297s

## POLE LAP RECORD

Lewis Hamilton

1m41.252s (2020)

## RACE LAP RECORD

Valtteri Bottas

1m46.286s (2018)



Bruce McLaren gave his team its first GP win at Spa in 1968

## Laps led

Michael Schumacher	259
Ayrton Senna	211
Lewis Hamilton	180
Kimi Raikkonen	153
Sebastian Vettel	133
Juan Manuel Fangio	111
Jim Clark	101
Alain Prost	85
David Coulthard	60
Alberto Ascari	58





# How good this return really was

*Daniel Ricciardo's strong performance in Hungary proved the faith placed in him by Helmut Marko was justified. Now he just has to follow it up at Spa*

ALEX KALINAUCKAS

**I**t was nearly the most underwhelming ending to a story that had captivated the Formula 1 news cycle for almost two weeks. Daniel Ricciardo back racing at the top level of single-seaters.

Following its role in the Zhou Guanyu-caused first-corner melee, the remarkably undamaged AT04 was still stuck behind Logan Sargeant on lap 13 of 70, when the Williams pitted for the first time. This was Ricciardo's first chance to run in clear air and it marked a turning point for his race. But then AlphaTauri pitted him in turn at the end of lap 18 to switch from medium tyres to hards, which put Ricciardo back into the train behind Sargeant and right at the back of the field. The undercut's power was clear and, with Ricciardo coming in five laps later, it was obvious a return to the status quo would follow.

Having recognised that, early in his second stint while running the hard tyres, Ricciardo suggested, "Let's have a think to give me clear air... because it's so hard to pass". AlphaTauri acquiesced and soon requested his feedback for a final stint compound – the team indicating the mediums would be the best option. If he could keep them alive. On lap 29, AlphaTauri made its move – cutting short Ricciardo's middle stint on the more durable rubber. It set him quite the challenge. First to be fast enough out of the pits to ward off a possible covering pitstop from Kevin Magnussen, at that point running two places ahead, then pull

**“His pace on a tyre AlphaTauri wasn't sure would make the finish was really impressive”**

off a 40-lap final stint – the longest for any driver last Sunday.

After attacking the kerbs through the twisty second sector much harder than before, Ricciardo eased back when it was clear Haas wasn't pulling Magnussen in – there's no way that package can consider mammoth race stints. AlphaTauri, having examined both sets of Ricciardo's tyres used thus far, then set up the remaining task. "Pace has been good and deg has been low," Ricciardo was told by engineer Pierre Hamelin. "So, keep doing your things and we make it work."

That he did. Ricciardo's pace on the mediums was so strong he'd soon undercut Sargeant, Zhou, Nico Hulkenberg and team-mate Yuki Tsunoda, and would remain a small chunk behind the Alex Albon/Valtteri Bottas battle on the wrong side of the points edge to the finish. He sounded slightly despondent afterwards,

little of that trademark upbeat, chipper demeanour. But Hamelin made the key point: "A lot to look forward to." This is because of the manner in which Ricciardo delivered that final stint, which got him finishing ahead of Tsunoda – a feat Nyck de Vries only managed twice in 10 races before Helmut Marko's axe swung.

He was far from pushing flat out but, with little tangible reward on the table, this was still an important time. He'd had no previous 2023 testing in this car and could now fully assess its race pace potential, even in circumstances that demanded strict tyre-preservation driving. AlphaTauri still didn't know if its gamble would pay off. But heading into the final 15 the situation remained stable. Ricciardo was still just adrift of Bottas but pulling away from Hulkenberg. Verstappen made his second appearance to lap his former team-mate on lap 56 – the two times this occurred around the leader's final stop the only reason why Ricciardo fell out of the metronomic pace in the 1m24s bracket he'd been able to hold since his second stop. But for Ricciardo, with Hulkenberg behind being lapped by Lando Norris as well, AlphaTauri reckoned he could risk pushing "one step more if you think there is something in the tyres" over the remaining five laps.

He did, reaching the 1m23s bracket and his personal best race lap, a 1m23.934s set on 38-lap-old mediums. That stint length is critical in assessing Ricciardo's pace when it really mattered last Sunday. He heads the only driver to complete similar mileage, Albon on the more robust hards, by 0.074s each time. In fact, Ricciardo is not too far off Lance Stroll's pace in a much quicker Aston Martin (a 1m24.370s average versus 1m24.099s). He's got 0.1s in hand over Tsunoda, whose stint was 15 laps shorter. He'd qualified ahead of the Japanese driver too – Ricciardo starting 13th to Tsunoda's 17th, with the difference between them, other than the Q1 exit barrier, down to Ricciardo braking much later at Turn 1 and gaining 0.6s when comparing their quickest laps.

Ricciardo's pace and consistency on a tyre AlphaTauri wasn't sure would make the finish was really impressive. He didn't pull up to the Albon/Bottas battle (he finished 6.2s adrift) and had the benefit of clean air others didn't. But that was his key call.

Also in his way of potential points surely would've been the Alpines too, had they not been bowled out of proceedings, but Ricciardo feeling "we could have really fought for a points finish" without the lap-one shunt is exactly the hunger Red Bull wants. And in delivering what Ricciardo did last Sunday he has surely shown Marko, who claimed de Vries "didn't do one super lap that really amazed us", his decision has been vindicated. If one lap was all the Austrian desired, one epic stint from Ricciardo could be all it takes to at least alleviate the inevitable Red Bull driver juggling pressure. Now, the challenge is backing that up. And, helpfully, this weekend's race at Spa is fast approaching. 🌟





# The RB19 against the greats

*Following Red Bull's record-breaking achievement in the Hungarian GP, how does its dominance compare to other icons in F1 history?*

JAKE BOXALL-LEGGE

**R**ecords are meant to be broken eventually. It was probably inconceivable for many that a team could beat the 11-win streak that McLaren managed in 1988 with its MP4/4, especially after Mercedes' dominance in the mid-to-late 2010s could not match it. But Red Bull has achieved the unthinkable.

Max Verstappen's win at Abu Dhabi last year began the streak, which has persisted in the first half of the 2023 season to bring the Red Bull squad up to 12 wins on the trot. And it managed to do so among one of the most competitive fields for years, where Red Bull's RB19 has been tested, and sometimes beaten, in qualifying. But how does the RB19's dominance stack up against that of some of F1's greatest cars? For that, the supertimes metric can explain how far ahead the leading team was relative to the next-fastest competitor in raw pace terms, based on the fastest single lap by each car at each race weekend. This is expressed as a percentage of the fastest single lap overall (100.000%) and averaged over the season, although this tends to skew results towards qualifying.

Regardless, Red Bull holds a 0.238% advantage over the next fastest team in Ferrari, as the resurgence in McLaren's form has yet to swing the averages given its problematic start to 2023. Out of context, this is not a particularly impressive margin, but that shows the closeness of the field over a single lap this season.

However, the RB19's race pace is nothing short of relentless and this has turned the tide in battle on any occasions where a different team has managed to take pole. Take the Hungarian Grand Prix, for example. Lewis Hamilton took his 104th F1 pole, albeit by only 0.003 seconds, but Verstappen's final margin over the Briton was 39.134s. So how does that 0.238% advantage stack up against the other icons of F1's most dominant eras?

The biggest supertime advantage ever between the two fastest cars was 3.682%, in 1952 between Ferrari and Gordini. At the time the world championship was run to Formula 2 regulations, and the Ferrari 500 was by far the best product of those rules as it picked up wins in every race except the Indianapolis 500 – which then counted towards the championship. Alberto Ascari won every 'regular' F1 race he entered that year, having missed the Bremgarten season opener to prepare for his US racing exploits two weeks later. With the 500 excluded, both Ferrari in 1952 and Alfa Romeo in 1950 would have claimed 100% win records in those seasons, albeit a lot shorter than today's 22-race behemoth.

In 1967, counting only races where the Lotus 49 raced – the Dutch GP onwards – Lotus would have a pace advantage of 1.217% over Brabham. For the overall season, where both the Lotus 43 and 33 raced in the respective opening rounds at Kyalami and Monaco, it falls to a 0.915% advantage. Nonetheless, both percentages are impressive until you note that Lotus won

neither drivers' nor constructors' crowns! Owing to reliability issues and cars being less precise in handling, displays of dominance did not often replicate an apparent pace advantage until the McLaren MP4/4 came along. Had Nigel Mansell never become enfeebled by chickenpox, it's very realistic that McLaren's win-streak in 1988 would have covered all 16 races.

The MP4/4's pace advantage over the Ferrari F1/87/88C stood tall at 1.511%, F1's biggest pace advantage at that point since

**“The Ferrari F2004 was (like the RB19) far more potent in the races than in qualifying”**

1956, when Ferrari had 1.964% over Maserati. Taking that McLaren advantage and applying it to Ayrton Senna's 1m53.718s pole time at the Belgian GP, Ferrari would be expected to qualify with a 1m55.436s. That Gerhard Berger was almost a second quicker than the expected margin is testament to his performance. Of course, the MP4/4 never made it past 11 wins in a row, as Ayrton Senna's sure-fire win at Monza was famously derailed by Mansell stand-in Jean-Louis Schlesser...

In 1992 and 1993, Williams enjoyed huge advantages over the rest of the field. The FW14B was putty in Mansell's hands and the car had 1.492% of an advantage over that year's McLaren MP4/6B and MP4/7A. But much of the advantage was down to the driver and car combination, as Mansell had a 0.999% advantage over team-mate Riccardo Patrese as the Italian's driving style didn't mesh particularly well with the active suspension. Mansell's near two-second advantage over Patrese in qualifying for the British GP demonstrated the gulf between them that year. The following FW15C, festooned with all the bells and whistles of driver aids, yielded a 1.706% advantage over the McLaren MP4/8 as the latter team lost its Honda deal and had to settle for a Ford customer engine a couple of steps behind the 'works' Benetton outfit.

Although many consider the Ferrari F2004 to be one of the best cars in F1 history, it was (like the RB19) far more potent in the races than in qualifying. Its advantage over the BAR 006 stood at just 0.218% in one-lap pace, but it managed 15 of the 18 victories available that year. Ferrari's dominance then and Red Bull's this year are testament to the fact that, although qualifying can be important, consistency in race trim is a far more potent quality. 🏁

➔ **P18 HUNGARIAN GP REPORT**





## Apology to Welch Motorsport

On 30 March 2023, Autosport published a feature article, *An Embarrassment of Riches*. The article includes statements that impute that Welch Motorsport, Dan and John Welch are deliberate cheats. After publication, we received information that shows that those statements and imputations are false and insupportable. As a result, Autosport removed the online version of the article from the website and digital version of the magazine.

Autosport acknowledges the serious harm to the reputations of Welch Motorsport, Dan and John that the article may have caused. John is a former British and European Rallycross championship driver and British Rallycross champion, who went on to establish as owner and principal the Welch Motorsport racing team, with Dan as a driver. Together, Welch Motorsport, John and Dan have participated in seven British Touring Car Championship seasons and other national and international series. During a motorsport career of more than 50 years, John has earned a reputation for his sportsmanship, competitiveness and integrity.

Autosport retracts all statements and imputations about deliberate cheating. Autosport is sorry for the harm that the article has caused and for any upset or

distress it has caused John, Dan, their families and many friends inside and outside motorsport, and Welch Motorsport's drivers, investors, sponsors, partners, employees and team members.

Peter Riches has withdrawn his statements and, by this article, makes his own unreserved apology to Welch Motorsport, Dan and John: "I apologise for any hurt caused and trust we can put all aspects of this matter behind us."

In response, John commented: "At no time during our participation in motorsports has Welch Motorsport, Dan or myself cheated. At all times during more than five decades of motorsport, I have participated with an ambition to win on merit with honour but never, at any time, to win at the risk of the loss of my integrity or the loss of the respect of my fellow competitors and fans of the sport."

"In the BTCC, we tried our best and the facts show that we tolerated what came our way with good grace and in good faith, in the interests of the series. Suffice to say we demonstrated our commitment and contribution to the 'show', our lack of ego, our forbearance and our intent to progress by skill and effort to compete on merit."



# YOUR SAY

*F1 seems to have woken up to what a lot of fans have been saying for years, that the current cars have become far too big and far too heavy*

**MICHAEL SKEET**

## The appeal of F1 going back to basics

Fernando Alonso's run in his old Renault R25 V10 a few years ago at a full Formula 1 event [it was the Abu Dhabi Grand Prix in 2020 – ed] brought back the thrill of a high-revving, naturally aspirated engine and showed what has been missing since the start of the turbo hybrid era, a spectacle that had everyone, including team members, running to the fences to witness something special.

With Sebastian Vettel bringing his personal collection of F1 cars out to play and running them on fully sustainable fuels, it has finally started a conversation that these amazing engines could, potentially, make a comeback.

Stefano Domenicali's comments (Pit + Paddock, 20 July) seem to show that F1 has woken up to what a lot of fans have been saying for years, that the current cars have become far too big and far too heavy, look cumbersome rather than dramatic when driven at the limit and sound terrible.

A much smaller, lighter car, with a high-revving naturally aspirated engine, even if they are a few seconds a lap slower than a current car, would make for a much better overall spectacle for the fans, and I'm sure the drivers would welcome it, as some have already hinted.

Such an engine would also be vastly cheaper than the current power units, which would make it viable for an independent engine manufacturer (such as a Cosworth) to enter, thus reducing any effect of a major manufacturer pulling out for some reason.

So come on F1, let's bring back that noise.

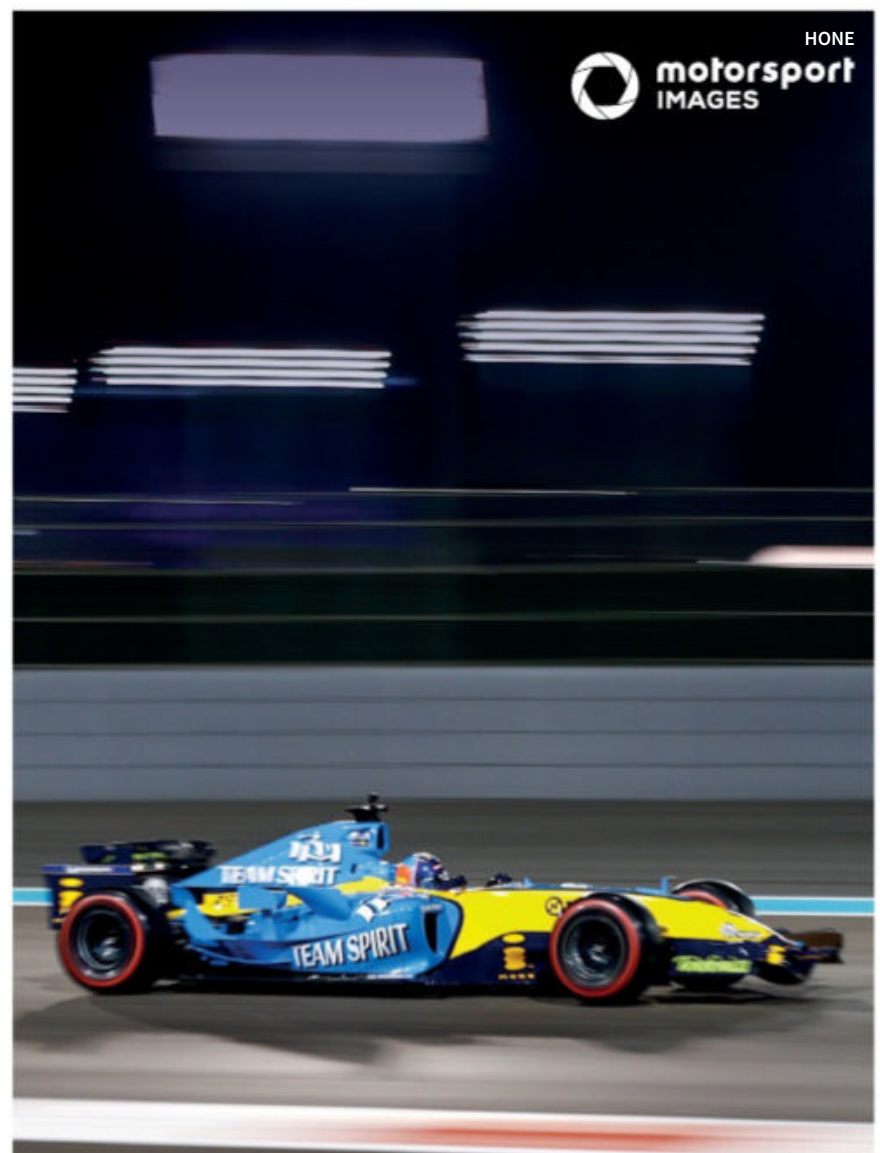
**Michael Skeet**

**Lordswood, Southampton**

## Unimpressed by Hungary tyre trial

The trial of the new tyre format in Hungary was a joke. If the cost of providing the tyres in Formula 1 needs to be restricted, why not just have two compounds on offer per grand prix, whether they be hard/medium or medium/soft? The important thing is to give the drivers enough tyres in order to do their job.

If excessive tyre wear becomes a problem, then the cars



will need to do extra pitstops. That alone can create more excitement for the TV companies and, in the meantime, save costs on tyres.

Alternatively, just go back to the 'Tyre Wars' era and let the tyre companies stand the cost of providing the necessary tyres.

**Nik Bateman**

**Bordon, Hampshire**

## Have your say, get in touch

**Autosport editorial**  
Autosport Media UK Ltd  
The Power House  
Isleworth  
TW7 6QG

@  
**E-mail**  
autosport@  
autosport.com

  
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# RACE CENTRE





FORMULA 1

# MAX MAKES IT LOOK EASY ON RECORD RUN

*Qualifying had given the hope of a close race, but Red Bull's domination was clear as Verstappen broke a 35-year-old F1 record*

JAKE BOXALL-LEGGE

PHOTOGRAPHY  motorsport  
IMAGES

In a class of his own: Verstappen heads for Red Bull's 12th successive win





Polesitter  
Hamilton swiftly  
deposed by  
strong-starting  
Verstappen

**T**he outcome of the Hungarian Grand Prix all boiled down to one event: what happened in the first corner. Largely dormant since 2021, the Lewis Hamilton-Max Verstappen rivalry resurfaced as the two locked out the front row, where Hamilton claimed his first Formula 1 pole since the two did battle amid the final year of the previous generation of cars.

If Verstappen suffered a repeat of his opening salvo in the British Grand Prix two weeks prior, Hamilton could theoretically employ the solid race pace present in the Mercedes, and realistically make life more difficult for Red Bull. Conversely, should the Dutchman get the upper hand into the tight opening corner, his hopes of delivering a 12th successive win for the Red Bull squad to break McLaren's record-holding 11-race streak from 1988 would increase exponentially.

Naturally, with the way that 2023 has gone so far, it was no surprise that Verstappen collected the lead into the first corner and began his customary ride into the sunset.

In the end, it was almost too easy for Verstappen. When he crossed the line after 70 laps of the relentless Hungaroring – 12 miles north-east of Budapest – we had to wait 33.7 seconds before Lando Norris swept past the chequered flag for second. It represented Verstappen's biggest margin of victory in a season that has yielded unprecedented dominance for him and his team.

Among the paddock, the hopes of a somewhat interesting race and a tete-a-tete battle were balanced precariously on that opening lap. Perhaps it was unrealistic, given the flaws that remain present in the Mercedes W14, to expect Hamilton to challenge Verstappen over the course of the full race, but a good getaway could at least account for a few laps of sabre-rattling before the inevitable struck. As it happened, Verstappen's slam dunk took about five to six seconds after the race kicked off, as he got away strongly and

drew level with Hamilton down the inside into the first corner.

"As soon as I released the clutch, I immediately felt like I had no wheelspin, not like I had at Silverstone," Verstappen explained of his start. "I got a good run. Then I knew of course I had the inside, so I knew that was going to be my corner in Turn 1, we braked quite late. But then I just did my thing through Turn 2 as well."

Hamilton, for his part, did not get a particularly clean start, giving Verstappen licence to exploit his own good getaway. The polesitter explained that he "got a bit of wheelspin" that left him "a bit compromised after that", something of an understatement as he also lost position to both McLarens in the opening corners.

Norris attempted to track Verstappen and Hamilton ahead but was forced into lockstep with them on the outer reaches of the circuit, as they hit the brakes for the tight right-hand Turn 1. With plenty of free space on the inside to occupy, Oscar Piastri gamely placed his car close to the apex and came up for air with second place. The moment of misery for Hamilton continued as Norris launched his McLaren around the outside into Turn 2, sitting pretty to slink past ahead of the subsequent right-hand bend.

Explaining the move, Norris revealed that he made two clicks on his steering wheel to adjust his brake balance in anticipation of an assault, hoping for a reprieve after the first corner. "I had a decent start, and kind of went with Max and Lewis, but I couldn't go to the right," the Bristolian reflected. "I had a big slipstream, so I came pretty much halfway alongside Lewis. It's tough to know what to do: if I brake early, then it's easy for the people to go on the inside of me. I just kind of had to brake where I wanted to brake and I tried to turn in but, every time I tried to turn in, Max was trying to turn in, Lewis was trying to turn in, and I got caught out – as simple as that. Oscar got through, which was great, but Lewis got through, which was frustrating. But then I managed to stay on the outside, and I was a bit surprised because I would've thought he'd run me a bit wider. But he didn't..."

It mattered little to Verstappen who, despite the efforts of





DUNBAR

Piastrì to cling on, could build enough of a gap without really breaking a sweat in the 29C heat, and diligently cleared DRS range before the end of the second lap. This offered the young Australian little chance of continuing his sudden burst of progress; Verstappen hadn't quite sauntered away in the opening flurry of laps, but saw fit to maintain the buffer while he set about drawing out his first stint on the medium compound. He eased into the race with the gait of a tennis champion taking on an unseeded hopeful at the first round of Wimbledon, batting away speculative groundstrokes from the baseline and seldom having to rush forward to the net.

By the close of the 17th lap, Verstappen was over eight seconds clear of Piastrì and continuing to run unabated. With Piastrì notionally in pursuit, McLaren elected to pit Norris and switch him onto the hard tyre, largely to cover the threat of a Hamilton undercut once Mercedes had called in the seven-time world champion a lap prior. Piastrì's call for hard tyres thus came a lap after Norris had visited the pitlane, the consequence of which offered the Briton a chance to undercut his younger stablemate. And lo, it came to pass at the start of lap 19: despite Piastrì's two-second-dead stop, Norris cruised past into the opening corner and usurped track position at the expense of his team-mate.

McLaren team principal Andrea Stella underlined that the team did not set out to enact a swap between drivers, but that Norris's out-lap was simply "super, super quick" – too much for Piastrì to combat. As Norris racked up more laps with impressive pace having made the most of his new tyres,

**“AS SOON AS I RELEASED THE CLUTCH, I IMMEDIATELY FELT LIKE I HAD NO WHEELSPIN, NOT LIKE SILVERSTONE”**



Early second-place man  
Piastrì had to watch  
the leader ease away

NAUGER

he had cut the arrears down to Verstappen to 5.2s once the leader enacted his own switch to hards.

It took two laps for Verstappen to get the hard tyres properly fired up but, once they'd come into the right working range, the reigning champion began to rebuild his advantage as Norris settled in and started to manage his stint.

At this juncture, Verstappen was starting to feel very comfortable, in a stark difference to his frustrations with the balance of his RB19 24 hours prior. In qualifying, Verstappen had been less than pleased with how his Red Bull felt, stating that it was "all over the shop" in his efforts to secure a sixth successive pole. His leisurely Sunday afternoon drive was in direct contrast to that, and he suggested that the missing pieces over one timed lap had played in his favour over 70.

"We tried a few different things with the car in terms of set-up in qualifying, which probably worked very well for today," he noted. "But we tried so many things throughout the whole >>





Hamilton's opening lap gets worse as he falls behind both McLarens

weekend, and it never worked on one lap. So it might have also been that we just didn't make our tyres work well over one lap.

"In the race, everything heats up and it runs hotter for a long period of time. You need probably a very different balance for that and basically yesterday it was understeering a lot. Today it's warmer, ambient and track, so probably it all came to me anyway. And that's why I probably had such a nice balance today."

"It's a trait that has been there this year that we perhaps focus more on the race than on qualifying," proposed Red Bull team boss Christian Horner. "We've seen that at Silverstone, it was very, very tight with McLaren for pole. At Monaco and other slow speed circuits, only an outstanding lap from Max got us that pole that day. But the race pace on the Sunday has been very, very strong. That's where obviously the points are. And that's what we focus on."

After half-distance, Verstappen's lead was now looking cushy at 11s, and circulating around a second per lap faster than his nearest rival. The race was against himself, and he continued to add to his increasingly unassailable lead while pushing the hard-tyre stint as far as it could go. Thanks to those efforts he hung it out until lap 51 before retreating to the pitlane to begin his final stint, much later than the cars that had once occupied the same postcode. On his return to the medium tyre, Verstappen got them fired up in short order. It was almost like entering a cheat code to wrap up the spoils early, and he threw down a 1m20.504s following his out-lap to bolt three seconds onto his lead in one fell swoop.

Picking up from where he left off on his middle stint, Verstappen was largely guaranteed a free hand to stick a second onto his buffer out in front for each following lap. The earlier tours had perhaps been conservative, but the Red Bull was now in its pomp and Verstappen's dominance over proceedings in Hungary had built up considerably. Nobody had an answer, not even the vastly improved McLaren, and the Woking team could only claim ringside seats to watch Verstappen dispatch

## "IT IS A PHENOMENAL ACHIEVEMENT AND ONE THAT THE WHOLE TEAM CAN BE JUST IMMENSELY PROUD OF"

its 1988 record of 11 consecutive wins with consummate ease.

"We achieved history today, which is something very special for the whole team to achieve the record of 12 consecutive grand prix victories," Horner crooned after the race. "It has taken 35 years, but we are a team that has managed to break that. Particularly with the quality of the opposition that we're racing against, it is a phenomenal achievement and one that the whole team can be just immensely proud of. It's just the way that the team is working. I think that it's all about the details and I think we're leaving no stone unturned at the moment."

When Norris was no longer considered a threat, McLaren had been looking to preserve a 2-3 finish in its desire to flank the surefire winner on the podium. The consensus among the field was to conduct a two-stop strategy, and Norris was asked about his preferred choice of tyre for the final stint by engineer Jose Manuel Lopez – thinly veiled as Plan A and Plan C over the radio. Having felt that the hard tyre was "not too bad, but not that great", he pitted at the end of the 44th lap to claim a lightly used set of the medium compound.

This was in response to the ensuing battle behind him, as Sergio Perez's alternate strategy had brought him well and truly into the fight for the podium. The Mexican had started from ninth on the hard tyre and, after demoting the Ferraris, had made his way onto Hamilton's tail during his second stint. His medium tyre versus Hamilton's hard tyre was working well, but the polesitter was willing to defend for all his worth.

The two were also reeling in Piastri, prompting the McLaren



QUALIFYING



Alternate strategy brought Perez back into play after ninth-place start

DUNBAR



Norris pleasantly surprised to enjoy such a strong race

POTTS



Hamilton couldn't quite reach podium; a 7-8 finish for Ferrari

ETHERINGTON

driver to pit for mediums on lap 42. Perez followed him in, attempting to secure the undercut on Hamilton, who persisted with the hard compound. Piastri emerged ahead, but Red Bull's 1.9s service on Perez's car very much left the 2021 F2 champion vulnerable. Perez made his way through on the 47th tour at Turn 1, despite Piastri's efforts to fight back that left him briefly flailing around on the outside kerb at Turn 2.

Explaining Piastri's drop in pace, Stella said that damage to his charge's MCL60 was sapping rear downforce and producing greater tyre wear that had to be managed through the final stint. In the meantime, Perez had collected fourth – which became third when Hamilton eventually pitted – and was conscientiously closing the gap to Norris in his efforts to secure a Red Bull 1-2.

Lapped traffic then came into play, much to Norris's consternation. Upset at Yuki Tsunoda's apparent inertia in responding to blue flags, Norris watched his gap over Perez shrink from over eight seconds to just over three. Clearing the AlphaTauri helped Norris to stabilise, however, and the AT04's >>



ETHERINGTON

"Even though it's my 104th, it feels like it's the first. It's hard to explain just how special it feels," Lewis Hamilton declared, having roared to a slightly unexpected pole position for the Hungarian Grand Prix at the expense of Max Verstappen.

Amid the new 'alternative tyre allocation' rules that were being trialled at the Hungaroring – hards being mandated for Q1, mediums for Q2 and softs for Q3 – each layer of qualifying was presented with a thick dollop of drama that culminated in a thrilling three-way shootout for pole at the death of the session.

Verstappen had thrown down the gauntlet with his first flying lap in Q3, setting the benchmark with a 1m16.612s for the other nine runners to beat once the last-orders bell had sounded. It was a time that Verstappen himself couldn't beat, complaining that "every time I got to the apex of the corner, [the car] was just not gripping up" as he fell short of his own high-water mark the second time around.

Lando Norris had been brimming with confidence after topping Q2, and got close to overturning the man he'd shared the front row with at Silverstone. He fell just 0.082s shy of Verstappen, who'd weathered much of the storm – until Hamilton embarked on his final lap. "I just had to send it and hope I stayed on track," Hamilton recalled. His tenacity was rewarded as he crossed the line with just 0.003s in hand over Verstappen, while Norris secured third to join an all-McLaren second row next to team-mate Oscar Piastri.

Zhou Guanyu, who had headed a thrilling Q1, bagged his best F1 grid slot with fifth and outqualified Charles Leclerc and Alfa Romeo team-mate Valtteri Bottas as the C43 delivered on the glimmers of pace it had shown in practice.

Hamilton's Mercedes team-mate George Russell, meanwhile, had been Q1's biggest scalp. The tyre allocation change meant that hard tyres were mandated for the first part of qualifying, which shook things up considerably as drivers were in the rare situation of taking the white-walled compound into the realms of an all-or-nothing single lap. In attempting to queue up at the final corner for space on track for one last roll of the dice, Russell was gazumped by a host of other cars and found his last shot at making Q2 was heavily compromised. "I'm not going to blame any of the drivers," he mourned. "We're all fighting for ourselves. As a team, we should have done a much better job."

Carlos Sainz was taken out of the picture in the medium tyre-run Q2, having been knocked into the elimination zone by Bottas and team-mate Leclerc as the clock struck zero, feeling he "paid the price" for F1's willingness to shake up the format.



TRACKSIDE VIEW

Stroll had to catch a big moment exiting Turn 13



BOXALL-LEGGE

BOXALL-LEGGE

Norris follows Ocon through Turn 2

The TV cameras don't quite do the elevation change around the Turn 2 left-hander justice. Autosport parks up at the second corner of the Hungaroring circuit, clutching a coat in the event that the heavy grey clouds dump their payload around the circuit 20km north-east of the historic city of Budapest.

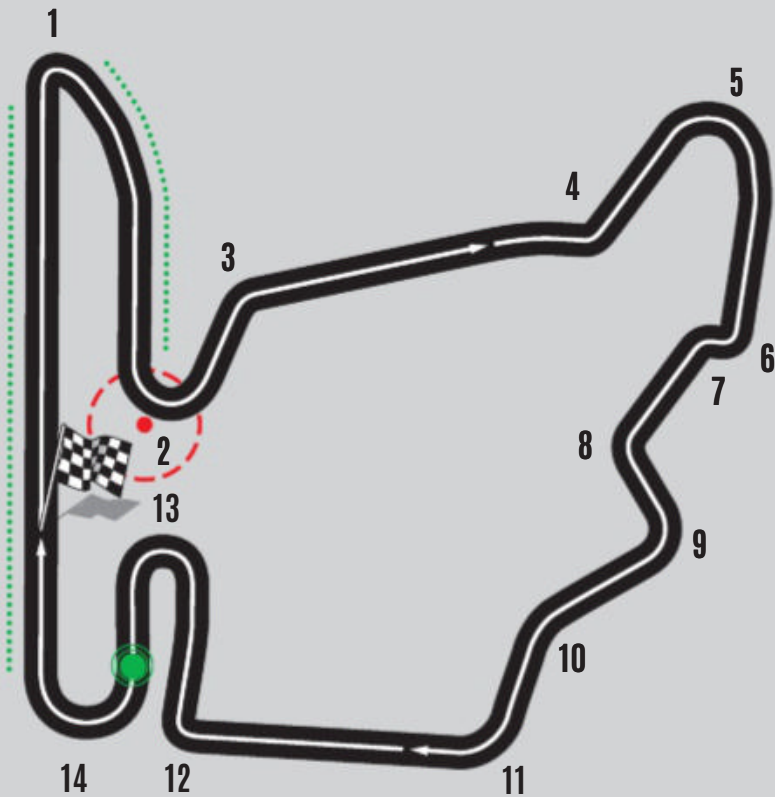
The first takers to the track draw closer after the tight Turn 1 and load up on downforce to sweep into the next corner. Zhou Guanyu's Alfa Romeo has subtle aero rakes, while the Alpines of Pierre Gasly and Esteban Ocon seem to bottom out slightly as they bounce through the corner. The AlphaTauris and Red Bulls then emerge, the Honda-designed turbocharger whining as they disappear into the distance to take the fast-right Turn 3. One of them, Sergio Perez, is in the wall two corners later as he clunks into the barrier at Turn 5, prompting a pause in running.

Then the rain comes. Coat fastened, hood up, we eagerly await the end of the red flag. The circuit isn't too saturated by the time the cars emerge, bearing dry tyres for sighter laps, but they soon retreat as the droplets of precipitation intensify. Lewis Hamilton is first to go for a single exploratory lap on intermediates, as does Ocon and the Ferraris. But their appearances are fleeting, so we use the opportunity to switch to Turn 13 as the heavens creak



**Hungaroring**  
**Length** 2.722 miles  
**Number of laps** 70

 **DRS detection**  
 **DRS zone**  
 **Trackside view**



**“Another red flag. A few moments later, Carlos Sainz appears sheepishly with a broken front wing”**

open wider. The marshals here have set up a blue tarpaulin to shield themselves from the rain, and they invite Autosport to join them as the circuit gets progressively wetter. The drivers tentatively return to the track only when the drizzle dies down. Rooster tails emerge in the

distance as Gasly draws near, and he takes the ‘karting line’ through Turn 13 and waits patiently to apply the throttle. The McLarens flash past too, but the trio quickly return to the drier, warmer climes of their garage. It's up to Valtteri Bottas and the Williams pair to provide the next splash of entertainment; Alex Albon buzzes the limiter on the exit of the corner but catches any wayward behaviour from his FW45 and picks up the throttle at the right time. Logan Sargeant, meanwhile, is marginally wide and manages to avoid aquaplaning on

the yellow paint on the corner exit. Just as the action mounts, another red flag interrupts the fun. A few moments later, Carlos Sainz appears sheepishly with a broken front wing, having been momentarily beached down on the exit of Turn 3. It's a quick clean-up and the action resumes, and the drivers get braver with the throttle pedal on the Turn 13 exit – Lance Stroll having the biggest moment among them. But he holds it – after all, the Canadian's a dab hand in this kind of weather...  
**JAKE BOXALL-LEGGE**





It'll be more than half a minute before the runner-up to Verstappen appears

dirty air stopped Perez from making further inroads. There was perhaps an audible sigh of relief in the Norris camp when his gap started to pick up once again as Perez tried to navigate the backmarkers, which was just enough to preserve second place.

"I don't think we expected to be here this weekend, especially in P2," Norris admitted after the race. "Both Red Bulls are way quicker. So the expectation to be ahead of them is, like, basically a zero straight away. Mercedes were on pole here last year, and their car has been pretty good. I know Lewis complains a lot of how amazing our car is and how bad [the Mercedes] is, but they don't have a bad car."

Having stopped seven laps later than Piastri, Hamilton had fresher mediums to take the fight to the second McLaren and dispatched him on lap 57. When Perez came across the lapped runners, Hamilton enjoyed a sudden flurry of progress and proceeded to hack away at the gap in the hope of securing a last-gasp podium.

Of course, Hamilton soon came across the traffic himself, but the Mercedes was shining in the late-game and he was seemingly able to clear it with far greater ease than Perez ahead. With two laps remaining, Hamilton was 1.9s behind Perez and still catching, but the final second-and-a-bit proved the hardest to overcome – and, despite his best attempt, it

## "I KNOW LEWIS COMPLAINS A LOT OF HOW AMAZING OUR CAR IS, BUT THEY DON'T HAVE A BAD CAR"

proved insurmountable and Perez kept his place on the podium.

Mercedes boss Toto Wolff reckoned that more could have been on the cards for Hamilton, but explained that the team's overcautious approach to bringing the tyres up to temperature left time on the table.

"I think we were too careful in bringing them in," the Austrian mused. "After the stops, we lost a lot of time, and it paid off towards the end of the stint because we were miles quicker than everybody else. But it's always a balance and I believe the balance was a little bit too much in terms of bringing them in. You can see that in the second stint as well, where we lost a lot of time at the beginning and gained massive chunks back at the end. But that's a balance we need to look at, to strike that balance right."

Remarking on Verstappen's triumph, Wolff reckoned that it was equivalent to an F1 car battling against the rest of the "F2" field, but conceded that it was a "meritocracy" and that the job Red Bull had done should be acknowledged by the rest of the teams. He was right; that Red Bull could clinch its 12th successive win and continue its monopoly on victories in 2023 underlines the excellence in engineering that persists within the Milton Keynes factory.

For a driver to win by over 33 seconds is pure, unadulterated dominance. That Red Bull can pull out that kind of an advantage in a ruleset that's never been more tightly regulated, however, is something that far transcends simple dominance. McLaren's streak in 1988 was ended by Ayrton Senna's tangle with Jean-Louis Schlesser at Monza; it would have secured a full house otherwise. Once again, force majeure seems to be the only factor that can stop Red Bull. ❄



Good mates Norris and Verstappen relaxed in post-race press conference

**NEXT  
F1 REPORT**

Belgian Grand Prix  
3 August issue



## FERRARI WOES BOOST RUSSELL'S RECOVERY

A penalty for speeding in the pitlane earned Charles Leclerc an extra five seconds, which when applied post-race boosted Mercedes driver George Russell to sixth – capping the Briton's impressive rise from his lowly 18th on the grid.

Leclerc was the quicker Ferrari driver on Sunday, despite having early pressure from soft tyre-shod team-mate Carlos Sainz. Leclerc, on the mediums, eventually pulled away in stint one but couldn't stay with Lewis Hamilton ahead in fourth. When a wheelgun problem delayed the change of his left-rear medium by seven seconds, he emerged in net seventh behind Sainz. He caught his team-mate, with both Ferraris now on the hards, then was given the first of their second stops and undercut ahead. But as he came in late on the brakes he was just above the pitlane speed limit.

Russell had made nearly all his lap-one gains passing the Turn 1 shunt, then used the contra hard-starting strategy to overcut many rivals after his traffic problem in qualifying. He caught Sainz late in the final stint and got ahead with a rapid pitstraight run on lap 65, having taken the final corner on a neat wider line. From there he ate into a 5.4s gap to Leclerc to seal the final point without needing to pass.

"The three-stop [strategy] was potentially on the cards for a few teams," Russell said afterwards. "I was almost calling for it at the end."



ETHERINGTON



ETHERINGTON

## Spot of 'bowling' leaves both Alpines skittled at Turn 1

Alpine team principal Otmar Szafnauer said the Turn 1 incident that eliminated his drivers Pierre Gasly and Esteban Ocon from the Hungarian race was "like bowling", with the incident kicked off by Alfa Romeo driver Zhou Guanyu.

Zhou, a qualifying star starting fifth on the grid, had a shocking getaway from well ahead of the Alpine pair. Zhou reported his initial problem in the car as a clutch issue that Alfa later claimed was really brake software trouble. Then he outbraked himself at Turn 1 and tapped Daniel Ricciardo into Ocon, who in turn was sent climbing over Gasly – at this point attacking nicely in the other A523 on the right-hander's outside.

All four cars escaped the run-off, with Zhou and Ricciardo apparently suffering minimal damage. The former was handed a five-second penalty and two licence points for causing the incident, then couldn't regain ground from the back.

Ricciardo rallied and, after AlphaTauri had shortened his middle stint on the hards, used the clear air to great effect as he undercut several rivals and then pulled away from Haas's Nico Hulkenberg to the flag. "I believe we could have really fought for a points finish today," Ricciardo concluded.

Alpine is now staring at a 40-point deficit to McLaren in the constructors' standings after what was effectively its third double DNF of 2023 and second in a row. Gasly limped back to the pits but was retired quickly with severe rear floor and right-side sidepod damage. Ocon stayed out for a further lap but was grappling with a major handling imbalance thanks to damage sustained to his rear suspension that led to his lap-two retirement. Ocon's seat was also broken in two from the impact that followed him taking off "by, I don't know, three metres, four metres on the rear wheels".

**“THE GRID, THE START, THE EMOTION, THE ADRENALINE – I ENJOYED IT ALL”**

Daniel Ricciardo thoroughly relished the first race of his surprise return to F1 with AlphaTauri



POTTS





## BOTTAS LAMENTS ALFA ROMEO'S RACE TROUBLES

Valtteri Bottas reckoned Alfa Romeo lost the promise of its high Budapest starting spots struggling with in-race tyre wear, following the Sauber-run team's disastrous start.

Bottas had to jink around slow-starting team-mate Zhou Guanyu, which meant he got swamped by Carlos Sainz, Fernando Alonso and Sergio Perez at Turn 1. Later on lap one, he was passed by Nico Hulkenberg, Lance Stroll and Yuki Tsunoda. He emerged from a long middle stint on the hard tyres five seconds behind Alex Albon. He quickly caught the Williams but ended up remaining behind on the near 30-lap run to the finish.

"Somehow on a single lap, at this track the car is working," Bottas said of Alfa's imbalanced weekend results. "But as soon as the tyres start to drop in the race, we start to slide more. I don't know why, I've no idea."

## Alonso points to tyre changes to explain Aston Martin dip

Fernando Alonso suggested the recent change of tyre construction by Pirelli has hurt Aston Martin's form, as the green team recorded another low-key result of ninth and 10th last weekend in Hungary.

Alonso had what he called a "lonely race with no threats behind" after losing contact with the Ferrari drivers chasing Lewis Hamilton in stint one. He then had to be waved through by team-mate Lance Stroll, who'd gained with an early undercut stop to swap the softs he'd used to pass Valtteri Bottas with an aggressive outside-line move at Turn 4 on lap one. Stroll eventually claimed the final point, with both Aston Martins headed by George Russell's recovering Mercedes

early in the final stint.

While the Briton spent the rest of the race catching the Ferraris, Alonso ran clear of Stroll to the finish – the Spaniard ending up as the last unlapped runner. It might have been a different story but for Alonso having a bizarre and so far unexplained incident at his final stop, as his AMR23's rear wheels kept spinning after they had been raised off the ground by the jacks and his stop ran at least a second too long.

"It is a coincidence that when the new Pirelli tyres came in Silverstone there are a couple of teams that are struggling more, and a couple of teams that are very happy with the car now," Alonso said cryptically after qualifying eighth.

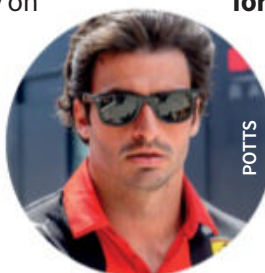


### Q&A

#### CARLOS SAINZ FERRARI DRIVER

**You started on the soft-compound Pirelli tyres. How did that work out?**

Yeah, it definitely paid off at the start and I was obviously on an aggressive position there and it worked well. It looked encouraging at the beginning. Then as soon as we went to the harder tyres, longer stints, our pace settled down a bit and our weaknesses started to appear.



**Why did you take the hard tyres from there?**

Because it was a long [race] stint, so I guess the team preferred the hard tyre.

**Why not take the mediums for the final stint?**

I suggested the mediums because the soft at the beginning of the race was quite good, but in the end they prefer the hards, which is understandable.

Nothing to say, just [on] the hard for me this weekend, the harder the compound the more

difficult it's been, for sure.

**Ferrari has talked about tyre wear a lot this year – was it worse than expected here?**

Clearly we have a fundamental weakness with the car in race pace and especially when we go to a harder compound and the stint, instead of being 15 laps, has to be 30 laps. That's where those last 10 laps of the [third] stint, I think at the end George Russell was 1.5 seconds quicker, which makes also the fighting pretty much worthless because they are so much quicker that we cannot even fight. It's something that we're looking into

every race and we're trying to improve. At the same time, I feel like we have some understanding and we need to develop the car if we want to get it better in these conditions.

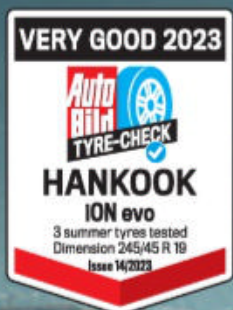
**Is McLaren being ahead again a surprise?**

Yeah definitely, McLaren right now looks like the second team on the road. We looked like that in Austria and suddenly Silverstone and Hungary have put us back a bit [compared to] where we were at the beginning of the year. Very good job done by them, but we need to focus on ourselves.



# iON TYRE RANGE

New, global tyre range for electric vehicles and electric motorsport (iON Race) drives sustainable mobility



**iON evo** **iON evo** SUV

- The first summer tyre in a new product line, specifically designed for electric vehicles
- Greater range per battery charge and more comfortable noise levels
- Efficient new development in sizes from 18 to 22 inches
- A comparison test performed by TÜV Süd<sup>1</sup> showed that the Hankook iON evo, fitted on current premium electric vehicles, is far superior to conventional tyres, particularly in terms of rolling resistance



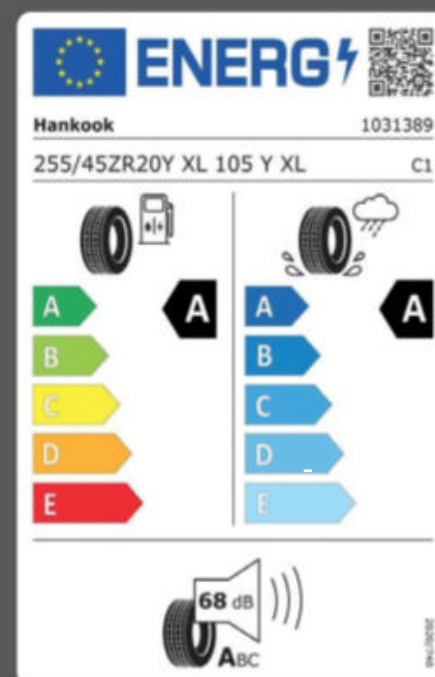
**Drive quietly**  
Soundproof technology



**Charge less, drive more**  
Extended range



**Absolute control**  
Advanced handling



\* EU label grade varies by size

1) TÜV SÜD Tire Test 2022, Report No. 713252186-BM01, -PM01. Test period March 2022. Test performed on the Hankook Ventus iON S with four competitor tyres, in in the size 245/45 ZR19 102Y XL. Test vehicles: Tesla Model S 85, Tesla Model S P100D, Audi Q5 Sportback 40 TDI, VW Tiguan 2.0 TDI. Test location: IDIADA, Papenburg, Neubiberg, Garching. Applies to all further mentions of the TÜV SÜD Tire Test.



# DRAWING BOARD

GIORGIO PIOLA

## RED BULL IMPROVES RB19 BEFORE 2024 SWITCH

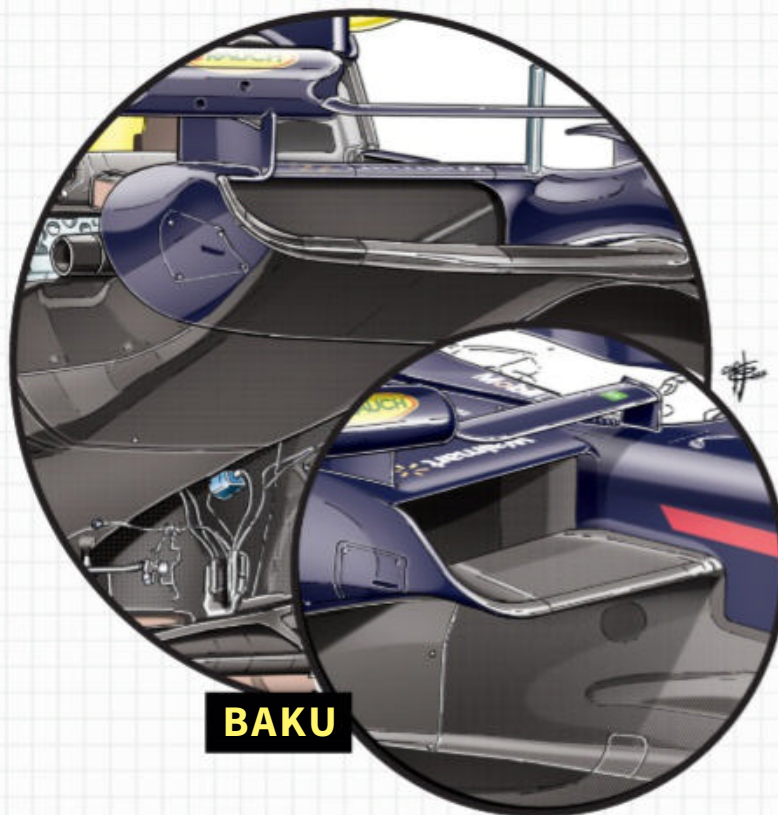
Not content with the current dominance of its RB19, Red Bull introduced a series of upgrades at the Hungarian Grand Prix to further hone its sidepod and floor combination. The most visually notable element of these changes was in its sidepod inlets, which have been made shorter and wider to resemble letterboxes on either side of the car.

According to Red Bull's pre-event technical notes, the change in the inlet's aspect ratio "has improved the pressure at the entry to the radiator duct and therefore the cooling efficiency ahead of one of the more difficult circuits for car cooling". This was not simply a circuit-specific upgrade, however, as it has allowed for further changes that offer improvements in generating load around the car.

The sidepods themselves have been changed to suit the new inlets, with the leading edges now revised to "exploit the inlet improvements" owing to the change in pressure. Red Bull also noted that there are knock-on effects to improving the flow towards the rear of the car, and the modified floor also yields an uptick in downforce.

Red Bull team boss Christian Horner felt that the updates "did what they said on the tin" and, aside from any existing parts already in the pipeline for the next few rounds, the team will start to draw most of its focus onto the 2024 machinery. "Now with the [aero testing] handicap, we have to really swing our focus over to next year," he said. "We have a significant deficit of wind tunnel time compared to our competitors, and we have to be very selective in how we use it."

**JAKE BOXALL-LEGGE**



**BAKU**

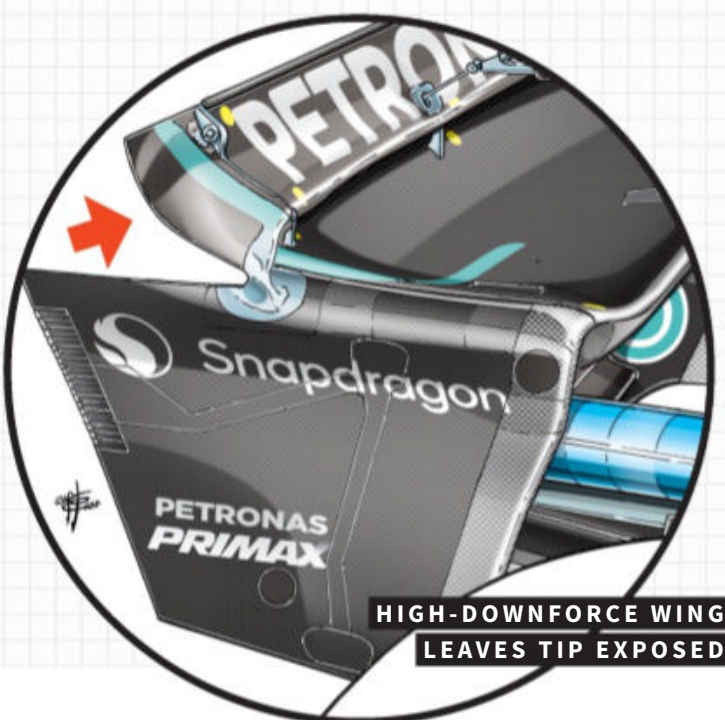


**SHORTER, WIDER INLETS  
IMPROVE COOLING  
EFFICIENCY...**

**MELBOURNE**



**...AND ALLIED SIDEPOD  
AND FLOOR TWEAKS HAVE  
INCREASED DOWNFORCE**



**HIGH-DOWNFORCE WING  
LEAVES TIP EXPOSED**

## MERCEDES BOLTS ON MORE REAR DOWNFORCE

Mercedes introduced a new high-downforce rear wing for the Hungaroring, featuring a distinctly minimal attachment point from the upper element to the mainplane to leave the wing tip largely exposed.

The team noted that the wing, developed for this circuit but that could be employed at other venues where cars rely on more downforce, "increases the mass flow under the wing tip, which increases local downforce and drag".

AlphaTauri introduced a similar design, although the attachments have migrated inwards as much as the regulations allow

to produce a fully exposed wing tip. This increases the generation of tip vortices, which can be fed into the suction behind the beam wing and diffuser, and improve the efficacy of all three downforce-generating devices at the rear.

Although the F1 regulations developed for last season attempted to minimise the strength of vortices shed at the back of the car to allow cars to follow more easily, the engineers tasked with developing the aerodynamic packages are finding ways to sidestep those intentions.

**JAKE BOXALL-LEGGE**



20 Sargeant #2  
1m19.248s

19 Magnussen #20  
1m19.206s

18 Russell #63  
1m19.027s

17 Tsunoda #22  
1m18.919s

16 Albon #23  
1m18.917s

15 Gasly #10  
1m18.217s

14 Stroll #18  
1m18.144s

13 Ricciardo #3  
1m18.002s

12 Ocon #31  
1m17.841s

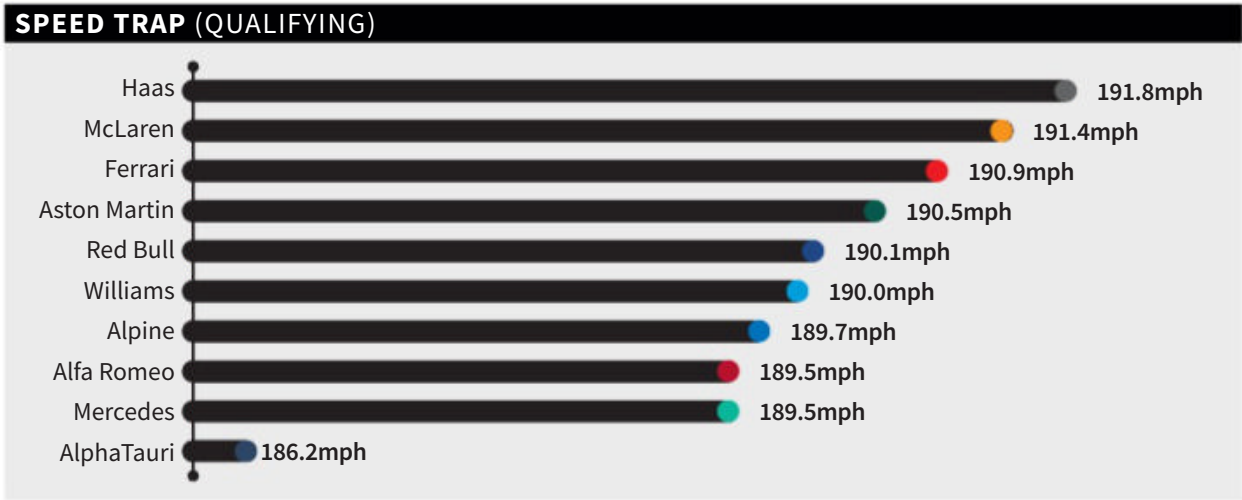
11 Sainz #55  
1m17.703s

FREE PRACTICE 1			FREE PRACTICE 2			FREE PRACTICE 3		
POS	DRIVER	TIME	POS	DRIVER	TIME	POS	DRIVER	TIME
1	Russell	1m38.795s	1	Leclerc	1m17.686s	1	Hamilton	1m17.811s
2	Piastri	1m39.154s	2	Norris	1m17.701s	2	Verstappen	1m18.061s
3	Stroll	1m40.013s	3	Gasly	1m17.918s	3	Perez	1m18.067s
4	Norris	1m40.277s	4	Tsunoda	1m17.934s	4	Hulkenberg	1m18.077s
5	Alonso	1m40.687s	5	Ocon	1m18.045s	5	Norris	1m18.082s
6	Bottas	1m41.032s	6	Hulkenberg	1m18.058s	6	Russell	1m18.119s
7	Leclerc	1m41.142s	7	Bottas	1m18.085s	7	Leclerc	1m18.190s
8	Zhou	1m41.363s	8	Alonso	1m18.105s	8	Sainz	1m18.234s
9	Sargeant	1m41.416s	9	Zhou	1m18.108s	9	Alonso	1m18.350s
10	Hulkenberg	1m42.706s	10	Sainz	1m18.182s	10	Bottas	1m18.489s
11	Magnussen	1m42.906s	11	Verstappen	1m18.279s	11	Stroll	1m18.536s
12	Tsunoda	1m45.575s	12	Stroll	1m18.319s	12	Zhou	1m18.544s
13	Albon	1m47.403s	13	Albon	1m18.377s	13	Albon	1m18.592s
14	Ricciardo	notime	14	Ricciardo	1m18.385s	14	Piastri	1m18.598s
15	Sainz	notime	15	Magnussen	1m18.504s	15	Magnussen	1m18.649s
16	Perez	notime	16	Hamilton	1m18.746s	16	Gasly	1m18.776s
17	Ocon	notime	17	Sargeant	1m18.836s	17	Sargeant	1m18.814s
18	Gasly	notime	18	Perez	1m18.978s	18	Ricciardo	1m18.828s
19	Verstappen	notime	19	Piastri	1m19.117s	19	Ocon	1m18.979s
20	Hamilton	notime	20	Russell	1m19.175s	20	Tsunoda	1m19.156s

WEATHER Wet, air 23-25C track 26-32C

WEATHER Cloudy, air 24-25C track 28-34C

WEATHER Clear, air 26-28C track 45-50C



QUALIFYING 1			QUALIFYING 2			QUALIFYING 3		
POS	DRIVER	TIME	POS	DRIVER	TIME	POS	DRIVER	TIME
1	Zhou	1m18.143s	1	Norris	1m17.328s	1	Hamilton	1m16.609s
2	Verstappen	1m18.318s	2	Hamilton	1m17.427s	2	Verstappen	1m16.612s
3	Perez	1m18.360s	3	Verstappen	1m17.547s	3	Norris	1m16.694s
4	Sainz	1m18.393s	4	Bottas	1m17.563s	4	Piastri	1m16.905s
5	Leclerc	1m18.440s	5	Piastri	1m17.571s	5	Zhou	1m16.971s
6	Piastri	1m18.464s	6	Leclerc	1m17.580s	6	Leclerc	1m16.992s
7	Hamilton	1m18.577s	7	Hulkenberg	1m17.652s	7	Bottas	1m17.034s
8	Alonso	1m18.580s	8	Perez	1m17.675s	8	Alonso	1m17.035s
9	Hulkenberg	1m18.695s	9	Zhou	1m17.700s	9	Perez	1m17.045s
10	Norris	1m18.697s	10	Alonso	1m17.701s	10	Hulkenberg	1m17.186s
11	Gasly	1m18.743s	11	Sainz	1m17.703s			
12	Bottas	1m18.775s	12	Ocon	1m17.841s			
13	Stroll	1m18.782s	13	Ricciardo	1m18.002s			
14	Ocon	1m18.854s	14	Stroll	1m18.144s			
15	Ricciardo	1m18.906s	15	Gasly	1m18.217s			
16	Albon	1m18.917s						
17	Tsunoda	1m18.919s						
18	Russell	1m19.027s						
19	Magnussen	1m19.206s						
20	Sargeant	1m19.248s						

WEATHER Clear, air 28-29C track 45-49C

NEXT RACE

30 July  
Belgian GP  
Spa

SEASON STATS			
DRIVERS' CHAMPIONSHIP	PTS	BEST FINISH	BEST QUAL
1 Verstappen	281	1	1
2 Perez	171	1	1
3 Alonso	139	2	2
4 Hamilton	133	2	1
5 Russell	90	3	2
6 Sainz	87	4	2
7 Leclerc	80	2	1
8 Norris	60	2	2
9 Stroll	45	4	6
10 Ocon	31	3	4
11 Piastri	27	4	3
12 Gasly	16	7	4
13 Albon	11	7	8
14 Hulkenberg	9	7	2
15 Bottas	5	8	7
16 Zhou	4	9	5
17 Tsunoda	2	10	8
18 Magnussen	2	10	4
19 Sargeant	0	11	14
20 deVries	0	12	12
21 Ricciardo	0	13	13

CONSTRUCTORS' CHAMPIONSHIP	PTS
1 Red Bull	452
2 Mercedes	223
3 Aston Martin	184
4 Ferrari	167
5 McLaren	87
6 Alpine	47
7 Williams	11
8 Haas	11
9 Alfa Romeo	9
10 AlphaTauri	2

**QUALIFYING BATTLE**

Verstappen	9	1	Perez
Leclerc	7	4	Sainz
Hamilton	6	5	Russell
Gasly	5	6	Ocon
Norris	10	1	Piastri
Zhou	5	6	Bottas
Alonso	9	2	Stroll
Magnussen	2	9	Hulkenberg
Ricciardo	1	0	Tsunoda
deVries	2	8	Tsunoda
Sargeant	0	11	Albon

Qualifying head-to-head taken from usual Q1/Q2/Q3 session, not the result of sprint qualifying/shootout

WINS	FASTEST LAPS
Verstappen 9	Verstappen 6
Perez 2	Perez 2
	Hamilton 1
	Russell 1
	Zhou 1











**POLE POSITIONS**

Verstappen 7
Perez 2
Leclerc 1
Hamilton 1

Polescores taken based on qualifying results, not the result of any sprint races or qualifying



STARTING GRID

10 Hulkenberg #27 1m17.186s		8 Alonso #14 1m17.035s		6 Leclerc #16 1m16.992s		4 Piastri #81 1m16.905s		2 Verstappen #1 1m16.612s	
	9 Perez #11 1m17.045s		7 Bottas #77 1m17.034s		5 Zhou #24 1m16.971s		3 Norris #4 1m16.694s		1 Hamilton #44 1m16.609s

RESULTS ROUND 11/22 (70 LAPS – 190.53 MILES)

POS	DRIVER	TEAM	FINISHTIME	LED	TYRES
1	MaxVerstappen (NLD)	Red Bull-Honda RBPT	1h38m08.634s	70	Mu, Hn, Mu
2	Lando Norris (GBR)	McLaren-Mercedes	+33.731s		Mn, Hn, Mu
3	Sergio Perez (MEX)	Red Bull-Honda RBPT	+37.603s		Hu, Mu, Mu
4	Lewis Hamilton (GBR)	Mercedes	+39.134s		Mu, Hn, Mu
5	Oscar Piastri (AUS)	McLaren-Mercedes	+1m02.572s		Mu, Hn, Mu
6	George Russell (GBR)	Mercedes	+1m05.825s		Hn, Mn, Mn
7	Charles Leclerc (MCO)	Ferrari	+1m10.317s		Mu, Hn, Hu
8	Carlos Sainz (ESP)	Ferrari	+1m11.073s		Sn, Hn, Hu
9	Fernando Alonso (ESP)	Aston Martin-Mercedes	+1m15.709s		Mu, Hn, Hu
10	Lance Stroll (CAN)	Aston Martin-Mercedes	-1 lap/+14.615s		Sn, Hu, Hu
11	Alexander Albon (THA)	Williams-Mercedes	-1 lap/+29.087s		Mn, Hu, Hn
12	Valtteri Bottas (FIN)	Alfa Romeo-Ferrari	-1 lap/+30.079s		Mu, Hu, Hu
13	Daniel Ricciardo (AUS)	AlphaTauri-Honda RBPT	-1 lap/+36.257s		Mu, Hu, Mu
14	Nico Hulkenberg (DEU)	Haas-Ferrari	-1 lap/+51.298s		Mu, Hu, Hu
15	Yuki Tsunoda (JPN)	AlphaTauri-Honda RBPT	-1 lap/+51.543s		Sn, Hu, Mn
16	Zhou Guanyu (CHN)	Alfa Romeo-Ferrari	-1 lap/+1m00.491s		Mu, Hu, Hu
17	Kevin Magnussen (DNK)	Haas-Ferrari	-1 lap/+1m22.351s		Mn, Hu, Hu
18	Logan Sargeant (USA)	Williams-Mercedes	-3 laps		Mn, Hu, Hn
R	Esteban Ocon (FRA)	Alpine-Renault	2 laps-accident damage		Mu
R	Pierre Gasly (FRA)	Alpine-Renault	1 lap-accident damage		Sn

FASTEST LAPS

POS	DRIVER	TIME	GAP	LAP
1	Verstappen	1m20.504s	-	53
2	Hamilton	1m21.601s	+1.097s	54
3	Russell	1m22.158s	+1.654s	48
4	Norris	1m22.178s	+1.674s	50
5	Perez	1m22.295s	+1.791s	53
6	Leclerc	1m22.469s	+1.965s	50
7	Sainz	1m22.584s	+2.080s	54
8	Piastri	1m22.736s	+2.232s	45
9	Alonso	1m22.745s	+2.241s	51
10	Tsunoda	1m23.269s	+2.765s	68
11	Stroll	1m23.425s	+2.921s	54
12	Sargeant	1m23.496s	+2.992s	36
13	Hulkenberg	1m23.573s	+3.069s	42
14	Bottas	1m23.651s	+3.147s	42
15	Zhou	1m23.743s	+3.239s	12
16	Magnussen	1m23.864s	+3.360s	54
17	Ricciardo	1m23.934s	+3.430s	67
18	Albon	1m24.051s	+3.547s	54

WEATHER Clear, air 29-31C track 49-54C

WINNER'S AVERAGE SPEED 116.480mph FASTEST LAP AVERAGE SPEED 121.733mph.

TYRES

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

HARD

MEDIUM

SOFT



C0

C1

C2

C3

C4

C5

INTERMEDIATE

WET

RACE BRIEFING

**RACE PENALTIES**  
**ZHOU** Five-second penalty and two licence points for causing first-corner collision  
**LECLERC** 5s penalty for pitlane speeding

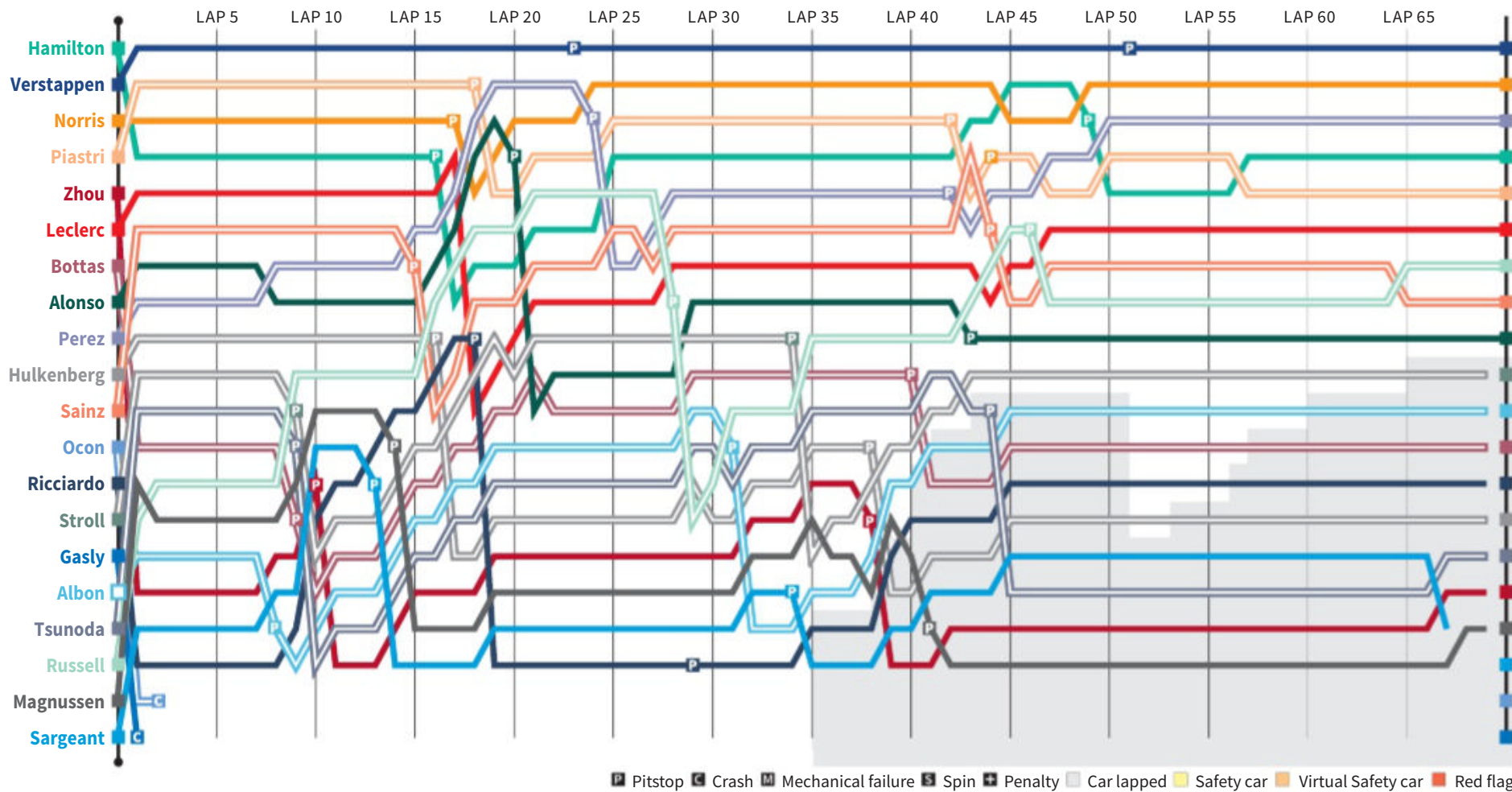
537

Laps led by Verstappen in 2023 – 79% of the laps so far

246

Perez has now started as many F1 races as David Coulthard

LAP CHART



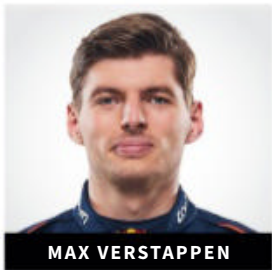


# HUNGARIAN GRAND PRIX DRIVER RATINGS

*Verstappen? Of course. Norris? Oh yes. But who else did we rank highly in our ratings? Please step up, the comeback ‘kid’ in the Red Bull junior team*

ALEX KALINAUCKAS

## RED BULL



MAX VERSTAPPEN

Started **2nd** — Result **1st**

**9** Another crushing drive after a slight qualifying fail with a car set up better for the race. Launched ahead of polesitter Hamilton and braked later at Turn 1 to seal the lead fairly without contact. Took fastest lap by a second. Only not a 10 because he pushed more in other highlight drives this year.



SERGIO PEREZ

Started **9th** — Result **3rd**

**7** Plenty of strong passes, but still lost out to slower car. It was costly shipping eight seconds to Norris by taking six laps to pass Alonso after jumping Bottas and Hulkenberg at the start. Also failed to pass slower Hamilton past half way. That led to short stint two, tyres fading late on, and 3.9s gap to Norris.

## FERRARI



CHARLES LECLERC

Started **6th** — Result **7th**

**6** Strong pace compared to Sainz but made a gaffe, pitlane speeding by 0.4mph at his second stop, which meant Russell nabbed sixth. Dropped Sainz in stint one, but Ferrari’s wheelgun problem cost nearly 10s. Still caught Sainz on hards and undercut ahead at stop two. Had a radio problem all race.



CARLOS SAINZ JR

Started **11th** — Result **8th**

**6** Only Leclerc’s penalty is why they’re matched here, given pace difference in second and third stints. Softs at start paid, then outdragged Alonso. Pressured Leclerc before rubber faded, then struggled more on hards and couldn’t resist the charging Perez or Russell all the way to the end.

## MERCEDES



LEWIS HAMILTON

Started **1st** — Result **4th**

**8** Reacted well to the lights, but wheelspin in the second phase allowed Verstappen alongside. Both raced fairly and avoided contact. Lost out to Norris then hated his car balance on high fuel and in heat, plus had to lift and coast to cool engine. Strong defence and late pace against Perez.

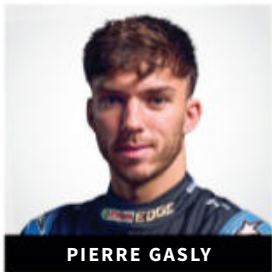


GEORGE RUSSELL

Started **18th** — Result **6th**

**8** Not scored down for Saturday with our focus on the race, which was excellent. All his lap one gains were from the Turn 1 shunt, then rose running long on hard-starting contra strategy. Overcut Alonso, then chased down the Ferraris in final stint, even while lifting and coasting to aid cooling.

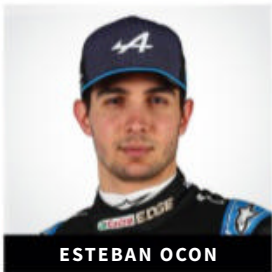
## ALPINE



PIERRE GASLY

Started **15th** — Result **R**

**5** Launched well as he rounded Zhou’s slow Alfa. Put his left-side wheels on the grass, dragging on detritus his peers would soon aim to miss. Braked late at Turn 1’s outside line and was sweeping ahead of Ocon when taken out. At least his seat didn’t break, unlike Ocon’s, but gets the same ‘par’ score.



ESTEBAN OCON

Started **12th** — Result **R**

**5** Neither Alpine driver was at fault for Turn 1 shunt, so we award our default ‘par’ score. Ocon was the lead blue car when the pack braked, but as Gasly swung across his left-front the chain reaction sent him climbing over Gasly’s right-rear and briefly skywards. Retired with suspension damage.

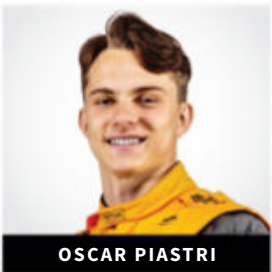
## McLAREN



LANDO NORRIS

Started **3rd** — Result **2nd**

**9** Lost out to Piastri at Turn 1, but there was little he could do. Brilliantly then got Hamilton around Turn 2 before settling down third in stint one. Produced such a rapid out-lap he jumped Piastri after the first stops and then chased Verstappen with enough pace to blunt Perez’s charge.



OSCAR PIASTR

Started **4th** — Result **5th**

**8** Wisely chose to stick to Turn 1’s inside line, to jump Norris and Hamilton. Unfortunate with the undercut’s power at the first stops. Battled Perez bravely later, but his off fighting back and the others that led to his track limits warning damaged his floor and exacerbated his tyre wear.

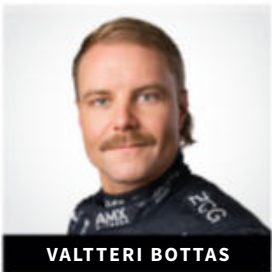
## ALFA ROMEO



ZHOU GUANYU

Started **5th** — Result **16th**

**3** What might have been after great qualifying. He failed to launch, reporting a clutch problem that Alfa later claimed was really a brake software issue. Then triggered Turn 1 shunt by braking too late, earning a penalty. Couldn’t recover from the back, particularly after getting a short first mediums stint.



VALTTERI BOTTAS

Started **7th** — Result **12th**

**5** Jinking around Zhou off the line started his pain as Sainz, Alonso and Perez swamped him at Turn 1. Pinched by Hulkenberg in Turn 3, then Stroll passed at Turn 4 and Tsunoda muscled by at chicane. Late pressure on Albon failed, after Williams undercut ahead at second stops, despite nine-lap tyre life edge.





DUNBAR/MOTORSPORT IMAGES

ASTON MARTIN



Started **8th** — Result **9th**

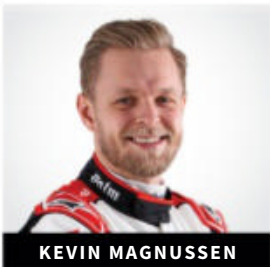
**6** Couldn't stay with Ferraris early on, then battled Perez until it was inevitable he'd lose time against much faster Red Bull. Then in a lonely race until Russell caught up and overcut ahead in third stint, aided by Alonso's long final stop with his rear wheels bizarrely spinning up on the jacks.



Started **14th** - Result **10th**

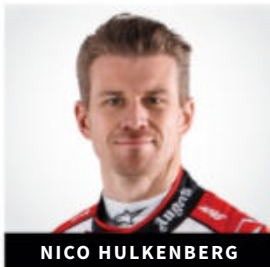
**7** Another softs starter to gain from Turn 1 bowling. Bravely went around Bottas at Turn 4, but was lucky not to get pinged for track limits as he grappled over the exit kerbs. Gained against many medium starters undercutting with a very early stop, played the team game when Alonso came back by.

HAAS



Started **19th** - Result **17th**

**5** Gains a mark for typically feisty opening lap, with his brash chicane pass on Bottas after gaining big time from the Turn 1 crash. Simply lacked pace thereafter – again not a surprise given Haas's weakness on tyre life. But felt really bad on hards he ran for most of race. Regretted not going to three stops.



Started **10th** - Result **14th**

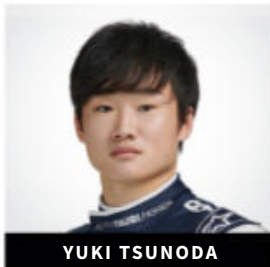
**6** Haas's race stint tyre wear was always going to rear its head in this heat. Not a lot more he could have done. Passed Bottas with a brave Turn 3 outside attack on lap one, then struggled as stints wore on. Worse pace compared to Ricciardo on younger tyres in stint three costs a mark.

ALPHATAURI



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

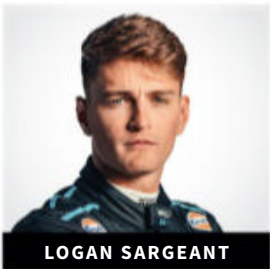
**9** Impressive given no testing, the heat and a hit by Zhou in the Turn 1 melee that sent him into Ocon. That shunt made strategy starting on mediums harder, but result improved by team shortening his middle one on hards and a consistent 40 laps nursing mediums, having undercut up the order.



Started **17th** - Result **15th**

**7** Wasn't happy with pace on the hards in his long middle stint, but race was still pretty good. Used his starting softs to get Albon out of Turn 1, then shoved past Bottas at chicane, where 66 laps later his pressure on Sargeant contributed to the American's spin. Slow left-front change at his first stop was costly.

WILLIAMS



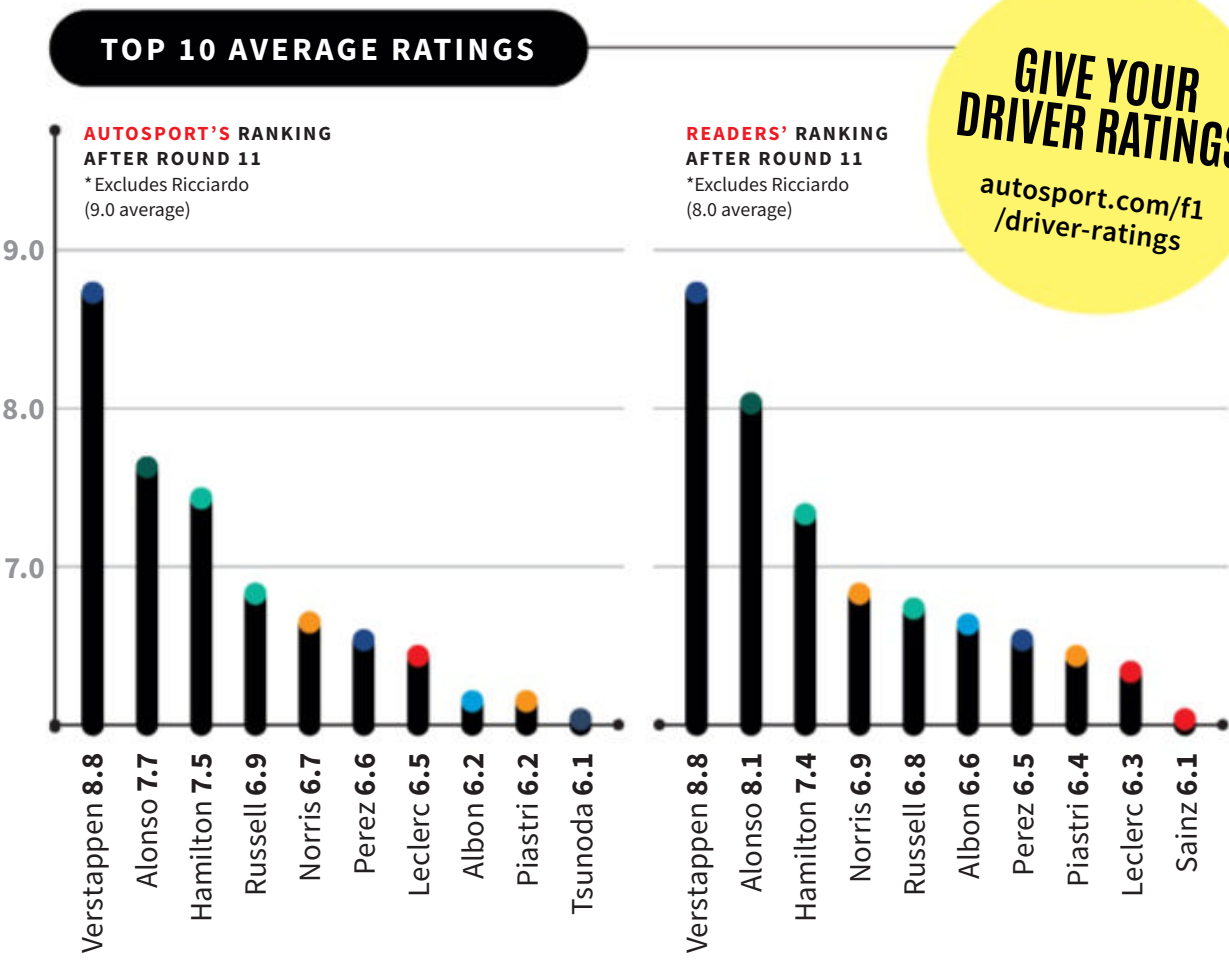
Started **20th** - Result **18th**

**4** Was unlucky his slow right-rear change at his first stop allowed Zhou to get ahead at the pit exit. Given an aggressively short middle stint to gain track position on several rivals ahead. This paid off, but when he spun at the chicane late on under pressure from Tsunoda Williams opted to retire him.



Started **16th** - Result **11th**

**8** Didn't gain much in Turn 1 crash as Tsunoda, Magnussen and Russell came by. But was otherwise excellent, showing strong pace in clean air every time Williams stopped him early to gain undercut track position. Managed his hards well to keep Bottas behind in long final stint.







WRC

# Rovanperä reaches a Loeb-like level

*Toyota's reigning world champion was on another level in Estonia and looks more than ever like the 2023 title winner*

TOM HOWARD

PHOTOGRAPHY MCKLEIN

**F**innish rally legend Markku Alen once uttered the words "I feel if I want to win the stage, I will win the stage" during a period of World Rally Championship dominance 36 years ago. The saying steeped in rally folklore was revived by the WRC's latest flying Finn Kalle Rovanperä, who repeated those famous words en route to the most crushing victory of his career to date at Rally Estonia.

There was no arrogance behind Rovanperä's delivery of Alen's words, just pure fact backed up by the timing screens, and an astonishing streak of 13 consecutive stage wins that left his rivals trailing in his wake. The 22-year-old raised the bar to new heights to become the youngest ever world champion last year, but in Estonia, he and co-driver Jonne Halttunen raised it further.

"I know some of the old sayings from the old guys [in rally] and it is fun when you drive like that, you can choose when to

win the stage – it was funny," said Rovanperä when asked about his imitation of Lancia legend Alen.

Fun and enjoyment was at the core of Rovanperä's total domination. The prospect of Rovanperä standing on the top step of the podium in Estonia was not a surprise. The Toyota driver openly declared the rally as his favourite on the calendar and it is easy to see why. The Baltic nation's fast, smooth gravel roads were the scene of his maiden WRC win in 2021, followed by a triumph 12 months ago. However, the utter domination and the apparent ease at which the latest was delivered was a shock.

Rovanperä's run to a third successive Rally Estonia win was made easier when a nightmare scenario unfolded for the event's poster boy and Estonian national hero Ott Tanak. The 2019 world champion was perhaps the only driver capable of taking the fight to the Toyota star. Event promoters had even gone to the lengths





Rovanperä  
lets fly: his season  
took a while to get  
going. Now he looks  
unstoppable

of billing Rally Estonia as “Ott versus Kalle”. Sadly, for a third year in succession this rally-mad nation breathed a collective sigh as hopes for a fifth Rally Estonia triumph for Tanak were effectively over without a wheel turned in anger.

Tanak’s M-Sport Ford Puma developed a significant engine issue during the pre-event shakedown that necessitated an engine change, triggering a five-minute penalty as stipulated in the FIA sporting regulations. “It is a really frustrating beginning to the rally and possibly the worst start we can have, but that is the

**“It’s getting more and more painful through the day. This was a proper kick in the balls”**

situation we find ourselves in,” said M-Sport team principal Richard Millener. “The biggest disappointment is for Ott and for Martin [Jarveoja, co-driver], his team and I fully appreciate the situation being in their home country and the expectation and the support from their home fans. There is nothing more frustrating about what is going on, but we can’t do much about it.”

Rovanperä summed up the mood, stating the penalty as “harsh” and a “shame” as it denied the head-to-head everyone wanted to see. The pain and disappointment etched over Tanak’s face increased as reality set in. Eighth position appeared to be the best he could hope for lumbered with such a hefty penalty.

Tanak was able to channel the emotions into speed by winning Thursday’s superspecial opener in front of an army of his supporters, but there was no hiding the disappointment: “There is nothing much to say. I would say that the more I have



Tanak stormed day  
one despite his  
deflating penalty

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to go through the day, the more it hurts. It’s getting more and more painful. This was a proper kick in the balls.”

Tanak underlined the extent of the missed opportunity the penalty had caused on Friday. Fired up by the circumstances, the 35-year-old lit up the timing screens, winning five of the day’s seven stages to climb from 48th to 11th overall, despite starting third on the road. It would have resulted in a 13-second rally lead over Rovanperä at the end of the day, had the penalty been avoided, to rub salt to the wounds.

The pace was even more impressive as Tanak wasn’t completely at one with his Puma. “It has been an incredible drive,” said Millener, in awe of the Rally Sweden winner. “It is hard to take as we would be leading the rally, but we can’t look at it that way as it is never going to change. It was aggressive and controlled and it was probably one of his best drives for us, if not the best.” >>





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## “In the end I f\*\*\*\*\* it up myself. I was not expecting these things to happen but it was my mistake”

The actual leader of the rally come the end of Friday was Rovanner, who offered a glimpse into the domination that was to follow. Facing the disadvantage of sweeping the loose gravel roads as championship leader, the Toyota driver appeared to make light work of the handicap. While he admitted he had to push to the limit in places, his reward was two stage wins and, more importantly, a 3s rally lead over Hyundai's Thierry Neuville. It was a feat that left both Rovanner and his Toyota boss Jari-Matti Latvala surprised. “He has been very impressive because opening the roads was not easy in the morning, and in the afternoon there were quite big ruts,” said Latvala. “I didn't think he would be leading and making fastest stage times.”

A strong showing from Hyundai and particularly Neuville was perhaps even more surprising than Rovanner's impressive pace. A year ago the Korean brand was clearly second best to Toyota while Neuville struggled for confidence in taming the i20 N on high-speed gravel rallies. However, the work spent developing the car utilising the team's new Finland test base has paid off. Likewise, the addition of former Toyota driver Esapekka Lappi to the ranks has benefited the Belgian, with the Finn helping develop set-ups that also fit with Neuville's demands from the car.

The result was Neuville's best performance on roads where you have to be fully committed. While he wasn't able to claim a stage



Lappi overcame hybrid trouble to beat Evans to third





Neuville was inspired  
to drive with greater  
confidence in Estonia

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win on Friday, he was consistently clocking top-four stage times.

“The best thing is I felt comfortable in the car and I was able to drive with my usual rhythm,” said Neuville. “The car has evolved and we were far off last year and [former team-mate] Ott was even struggling to be close to the podium. We have a good car and we have been doing lots of testing on Finnish roads, which are similar and I’m getting more used to it. With Esapekka, we work in the same direction and we had the same set-up because the balance, grip and speed we want is the same.”

Lappi ended Friday sitting third, 12.2s adrift, after wrestling the position back from Toyota’s Elfyn Evans (+14.1s), the start of a rally-long battle with the Welshman. Lappi’s day was far from plain sailing, though. A heavy landing from a steep jump on stage two knocked out the car’s hybrid system, which then contributed to a startline confusion with marshals on stage four, who initially refused to allow Lappi to start the stage due to his hybrid unit indicator light not being on.

“It is [frustrating] but in the end I f\*\*\*\*\* it up myself,” said Lappi when asked about the hybrid failure. “I was not expecting these things to happen but it was my mistake. It is frustrating but you just have to forget it and try to minimise the time loss. I really enjoyed the driving.

“I guess my green hybrid indicator light flashed or something and they [the marshals] said I cannot start. I think they got scared or whatever because for a few seconds it was not on.”

Hyundai’s encouraging start was completed by an impressive display from Teemu Suninen, who made his first start in the WRC’s top flight since Rally Monza 2021. Despite an initial shock by the brute power of the 500bhp Rally1 machines compared to his previous Rally2 car, the Finn quickly adapted to his new office to sit fifth ahead of M-Sport’s Pierre-Louis Loubet and Toyota’s Takamoto Katsuta, who was bereft of confidence on the fast roads.

“I am really happy with the car. The speed is crazy with this. I am really enjoying, I really like it,” said Suninen.

However, from here, only one name would appear on top of the timesheets for the remaining 13 stages. Without the disadvantage of starting first on the road, Rovanner was able to showcase the true speed at his disposal and so began a simply remarkable run of 13 consecutive stage wins. It was how relaxed and calm Rovanner was behind the wheel that stunned not only his rivals but everyone watching on. He had found the elusive ‘zone’ that elite athletes strive for and few can ever dream of reaching.

The effect was devastating as Rovanner could seemingly do no wrong. His performances were machine like, as he transformed an overnight 3s lead into 34.9s advantage over Neuville on Saturday. The gap was aided by a slow front right puncture for Neuville on stage 12, but the Hyundai only lost 6.5s to the issue. >>

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"I have not done that [win nine stages in a row] before, for sure," Rovannerp told Autosport. "It is not the main point though, the main point is that it came quite easily. It is relaxing and you don't need to stress about anything. You can just go with the flow and you know all the stages, you know your pace and you can just enjoy the driving."

With Rovannerp in a league of his own and Neuville left to 'watch' the GR Yaris disappear into the distance, an intense battle for third captured attention. Lappi versus Evans was a thrilling contest that ebbed and flowed on Saturday. Evans managed to close to within 0.7s as Lappi admitted "something is missing from my side. The car feels good but I am not on the limit as yesterday."

## "The main point is it came quite easily. It is relaxing and you don't need to stress about anything"

However, Lappi was able to respond as the day progressed to head into Sunday's final four stages with a 7.3s margin over Evans.

The only change on the Rally1 leaderboard was provided by Tanak as his valiant recovery reached a point where he would require problems from his rivals to progress further. Now starting first on the road, he was unable to repeat the stunning stage times of Friday, but his pace was enough to claim eighth overall. Aside from sweeping the road, his biggest problem seemed to be the harshness of the man-made jumps of stages 10 and 12 that left several drivers shaken, and a steering rack issue that required a fix on a road section. "From one ski jump to another ski jump – it's a massive pain to survive. Not a nice one [stage] at all," said Tanak after stage 10, before later adding in the afternoon: "The front wheels were directing who knows where. By the eye I made my own geometry."

Rovannerp could afford to back off on Sunday given his margin but, after winning the day's first stages to extend his streak, he put fear into his rivals again by stating: "That's our pace at the moment with no risks and I cannot be any slower than that, to be honest."

Another fastest stage on the following test prompted the channeling of Alen that will surely be added to Rovannerp's stage-end interviews highlights reel. "We could be a bit faster by pushing and taking risks but the driving is clean and that's why the clock is liking it. If I want to win the stage, I will win the stage."

In trademark Rovannerp style he refused to relent, recording his 10th WRC victory to match the late Richard Burns and Finnish legend Ari Vatanen, with a 15th Power Stage win to claim maximum points. The 13-stage winning streak sparked comparisons to similar feats achieved by rally legend Sebastien



Suninen shone on his graduation back to the WRC's top class

Loeb in his pomp – in Germany 2008, and when the Frenchman won all 12 stages to win Corsica in 2005.

Asked to explain how he achieved such total domination, Rovannerp said: "I think it is really simple. If the car works how you want, then you can do what you want with it. When you know the stages quite well it is all about confidence. I didn't need to push over the limit in places and I drove my speed and it is enough."

Neuville was left to settle as best of the rest, some 52.7s adrift, although he declared: "Actually it feels like a victory because Kalle was out of the competition this weekend."

Lappi won the battle with Evans to claim a double podium for the rapidly improving Hyundai squad, while an emotional Suninen claimed fifth on his Rally1 debut in the car vacated by the late Craig Breen: "It has been a really special feeling, I am sure Craig has been following my speed and it would have been nice to say a podium was for Craig to honour him, but we didn't manage to do it. It's been an emotional rally for me."

There was time for drama on the final stage as Katsuta lost sixth to Loubet by 0.3s, while Tanak took eighth and gave his loyal air horn toting home fans something to cheer by taking two Power Stage bonus points.

Rally Estonia was where Rovannerp stamped his authority on his title defence, now equipped with a 55-point lead with just the 'small matter' of his home rally next up. It seems his rivals are at a loss to understand how to catch Rovannerp.

In the post-event press conference Lappi was asked what needs to happen to match his compatriot. "We need to make him a father," he joked. "But that is the only difference apart from age and stuff – he doesn't have kids." 🐾



Evans is still second in the points – but 55 down on Rovannerp



FIA TO REVIEW WRC  
ENGINE PENALTIES AFTER  
FRUSTRATING TANAK CASE



The FIA will review engine-change penalty regulations in the World Rally Championship following Ott Tanak’s sanction at Rally Estonia.

Under the current regulations, WRC teams are restricted to two engines per chassis across the season as part of cost saving measures with the Rally1 regulations that were introduced last year. The rules also stipulate that if an engine change is required on-event, even if there is still one more power unit in the season allocation, the competitor will receive a five-minute penalty regardless of the timing of the switch.

Tanak is now utilising the second engine of his allotted pool for the season, which will now have to last the remaining five events of the campaign. A further change, if required, will result in another five-minute penalty.

The FIA has confirmed that it will review the regulations following this incident, but insists there must be a penalty in place for drivers if more than two engines are used during a season.

“Every time there is an issue like this we have to review and understand, but clearly there is a clear penalty for when you go above two engines [per season],” said the FIA’s road sport director Andrew Wheatley.

“I think what we need to review is whether that penalty is enough by itself or whether we still need the regulation that says between scrutineering and the start of the rally [you receive a five-minute penalty]. I’m sure we can find a better way to manage that.

“Absolutely 100%, we will review that particular issue, but the fact you get a five-minute penalty if you go above two engines is still going to be there [in the future].

“Obviously I feel desperately sorry for Ott and the rest of the M-Sport team. If an engine blows while you are leading it is a bit different, but if it blows up before the rally it just feels wrong.”

RESULTS RESULTS ROUND 8/13, RALLY ESTONIA, 20-23 JULY

POS	DRIVER / CO-DRIVER	TEAM / CAR	TIME
1	KalleRovanpera (FIN) JonneHalttunen (FIN)	Toyota Gazoo Racing WRT / Toyota GR Yaris Rally1	2h36m03.1s
2	ThierryNeuville (BEL) MartijnWydaeghe (BEL)	Hyundai Shell Mobis WRT / Hyundai i20 N Rally1	+52.7s
3	EsapekkaLappi (FIN) JanneFerm (FIN)	Hyundai Shell Mobis WRT / Hyundai i20 N Rally1	+59.5s
4	ElfynEvans (GBR) ScottMartin (GBR)	Toyota Gazoo Racing WRT / Toyota GR Yaris Rally1	+1m06.8s
5	TeemuSuninen (FIN) MikkoMarkkula (FIN)	Hyundai Shell Mobis WRT / Hyundai i20 N Rally1	+2m21.1s
6	Pierre-LouisLoubet (FRA) NicolasGilsoul (BEL)	M-Sport Ford WRT / Ford Puma Rally1	+3m09.9s
7	TakamotoKatsuta (JPN) AaronJohnston (GBR)	Toyota Gazoo Racing WRT / Toyota GR Yaris Rally1	+3m10.2s
8	OttTanak (EST) MartinJarveoja (EST)	M-Sport Ford WRT / Ford Puma Rally1	+6m25.6s
9	AndreasMikkelsen (NOR) TorsteinEriksen (NOR)	Toksport WRT 3 / Skoda Fabia RS Rally2	+9m54.1s
10	SamiPajari (FIN) EnniMalkonen (FIN)	Toksport WRT / Skoda Fabia RS Rally2	+10m03.8s

STAGE TIMES

STAGE	FASTEST	LEADER	SECOND/THIRD
SS1 Visit Estonia Tartu 1 (2.08 miles)	Tanak 3m02.5s	Lappi & Evans	Rovanpera +0.1s
SS2 Peipsiaare 1 (15.13 miles)	Tanak 13m16.1s	Neuville	Rovanpera +3.2s
SS3 Mustvee 1 (10.62 miles)	Tanak 8m47.4s	Neuville	Rovanpera +3.9s
SS4 Raanitsa 1 (13.33 miles)	Tanak 10m15.0s	Neuville	Rovanpera +6.8s
SS5 Peipsiaare 2 (15.13 miles)	Rovanpera 13m18.7s	Neuville	Rovanpera +2.1s
SS6 Mustvee 2 (10.62 miles)	Rovanpera 8m46.1s	Rovanpera	Neuville +2.3s
SS7 Raanitsa 2 (13.33 miles)	Tanak 10m02.2s	Rovanpera	Neuville +2.2s
SS8 Neeruti (4.72 miles)	Tanak 4m32.1s	Rovanpera	Neuville +3.0s
SS9 Maekula 1 (6.38 miles)	Rovanpera 5m39.3s	Rovanpera	Neuville +4.6s
SS10 Otepaa 1 (6.93 miles)	Rovanpera 5m44.7s	Rovanpera	Neuville +6.6s
SS11 Maekula 2 (6.38 miles)	Rovanpera 5m34.2s	Rovanpera	Neuville +9.4s
SS12 Otepaa 2 (6.93 miles)	Rovanpera 5m37.6s	Rovanpera	Neuville +20.3s
SS13 Elva 1 (7.29 miles)	Rovanpera 5m55.1s	Rovanpera	Neuville +23.9s
SS14 Kanepi 1 (10.24 miles)	Rovanpera 7m58.5s	Rovanpera	Neuville +27.7s
SS15 Elva 2 (7.29 miles)	Rovanpera 5m48.7s	Rovanpera	Neuville +30.9s
SS16 Kanepi 2 (10.24 miles)	Rovanpera 7m49.0s	Rovanpera	Neuville +33.6s
SS17 Toyota Tartu 2 (2.08 miles)	Rovanpera 3m00.0s	Rovanpera	Neuville +34.9s
SS18 Karaski 1 (7.48 miles)	Rovanpera 6m00.0s	Rovanpera	Neuville +40.2s
SS19 Kambja 1 (11.50 miles)	Rovanpera 9m23.6s	Rovanpera	Neuville +45.2s
SS20 Karaski 2 (7.48 miles)	Rovanpera 5m55.3s	Rovanpera	Neuville +46.5s
SS21 Wolf Kambja 2 (Power Stage) (11.50 miles)	Rovanpera 9m14.9s	Rovanpera	Neuville +52.7s



**DRIVERS’ CHAMPIONSHIP**  
1 Rovanpera 170; 2 Evans 115; 3 Neuville 112; 4 Tanak 104; 5 Sebastien Ogier 98; 6 Lappi 87; 7 Dani Sordo 46; 8 Katsuta 41; 9 Loubet 28; 10 Craig Breen 19.

**MANUFACTURERS’ CHAMPIONSHIP**  
1 Toyota Gazoo Racing WRT 331; 2 Hyundai Shell Mobis WRT 274; 3 M-Sport Ford WRT 195.





## 'Mr Iowa' proves unstoppable

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**INDYCAR**  
**IOWA (USA)**  
**22-23 JULY**  
**ROUNDS 11&12/17**

Josef Newgarden once more displayed his 'Mr Iowa' credentials by scoring two comprehensive wins in the double-header at the 7/8-mile speedbowl, situated among the cornfields in America's heartland.

Team Penske's Newgarden extended his streak of oval victories to five, adding this pair to his 2023 Texas and Indianapolis 500 wins and Gateway last year (he also won the first race at Iowa 12 months ago, but crashed out of the second with suspension failure while leading). The lap-leader scores for this weekend spoke volumes: Newgarden: 341; Power: 149; the rest: 10.

"Very gratifying," he said of his win double. "When you show up with a car like this, you've got the pressure to execute and get the job done. And if you don't, you feel

like you've done something wrong."

He felt glum after qualifying, with his two laps 'only' good enough for third and seventh on the grid for the dual races, which were held across the same 250-lap duration.

His main opposition came from teammates Will Power and Scott McLaughlin. Power aced qualifying with two huge laps of over 181mph on the bumpy short track, to head McLaughlin – who quipped he "won Class B" – for both events.

But come the races, Newgarden was almost untouchable. After requiring a set-up tweak at his first pitstop in race one, he passed McLaughlin on lap 95 and Power on lap 121. From there, he vanished into the distance – despite late issues with some backmarkers who were racing him "like it was literally to the death at the end of the Indy 500".

McLaughlin finished second, ahead of a feisty Pato O'Ward (Arrow McLaren) and

Marcus Ericsson (Chip Ganassi Racing).

Power slipped back to fifth, after glancing the wall exiting Turn 4. Newgarden lapped everyone else, including six-time champion Scott Dixon (Ganassi), Kyle Kirkwood (Andretti Autosport) and series dominator Alex Palou (Ganassi) – who admits that short ovals are his weakest suit.

Newgarden had more work to do from seventh on the grid in Sunday's race. After settling an early duel with O'Ward, he made metronomic progress in the opening stint – his hardest pass being Ericsson, with whom he banged wheels off Turn 2.

As Power and McLaughlin battled up front, Newgarden cruised up to them and pulled off a ridiculously easy-looking pass on both – staying low off Turn 2 as they both slid up the track on lap 31.

Multiple caution periods shook the pack on several occasions. The first, for rookie Agustin Canapino slapping the Turn 2 wall, allowed Palou and Felix Rosenqvist (Arrow McLaren) to get their lap back.

Just before half distance, O'Ward's handling deserted him and last year's winner of this event tumbled: "I don't have an explanation, we obviously went the wrong way. The fact I didn't end up in an accident on my own or with someone else felt like a win."

Just after the second round of stops came a terrifying moment when Sting Ray Robb's car was inexplicably allowed to leave the pits with no wheelnut attached to its right-rear corner. The wheel came off at Turn 3 and rolled onto the track across the apex, sending cars in all directions – Newgarden







Palou lapped in race one,  
then finished third...



...while O'Ward finished  
third, then was lapped

being one of them. Miraculously, nobody hit it. Unsurprisingly, Robb was parked in disgrace for the day by IndyCar.

McLaughlin and O'Ward were the only frontrunners to pit under caution, with Dixon and Rosenqvist gratefully accepting the track position. With McLaughlin out of the frame, Power's threat intensified – until he was forced to wait in his pitbox during the final stops for Ericsson to come in next to him, just as he wanted to leave.

Suddenly Rosenqvist was Newgarden's biggest threat but just as he looked poised to attack he was thwarted by lapped cars racing him hard, Graham Rahal and Kirkwood costing him valuable time.

A late-race caution, after Ryan Hunter-Reay spanked the Turn 4 wall, led to a three-lap restart. Newgarden timed his escape to perfection, while Power lunged to Rosenqvist's inside at Turn 1 and ran him up the track: "I felt like Will kinda pushed me up into the marbles," complained Rosenqvist. That dumped the Swede to fifth, but he was able to regain fourth from a struggling McLaughlin on the last lap.

Dixon finished a lapped sixth from Colton Herta (Andretti), David Malukas (Dale Coyne Racing), Ericsson and the crestfallen O'Ward.

As Newgarden held off Power by 0.7s at the finish line for his sixth career victory here, Palou stole a podium finish to limit the damage to his championship lead. Newgarden gained 46 on a double-points weekend at his best track, but he's still 80 behind with only five races remaining.

**CHARLES BRADLEY**

## RESULTS RACE 1, ROUND 11/17, IOWA (USA), 22-23 JULY (250 LAPS – 223.500 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	<b>Josef Newgarden</b> (USA)	Team Penske / Dallara-Chevrolet	1h33m40.4758s
2	<b>Scott McLaughlin</b> (NZL)	Team Penske / Dallara-Chevrolet	+3.3755s
3	<b>Patricio O'Ward</b> (MEX)	Arrow McLaren / Dallara-Chevrolet	+9.6072s
4	<b>Marcus Ericsson</b> (SWE)	Chip Ganassi Racing / Dallara-Honda	+14.6385s
5	<b>Will Power</b> (AUS)	Team Penske / Dallara-Chevrolet	+22.4025s
6	<b>Scott Dixon</b> (NZL)	Chip Ganassi Racing / Dallara-Honda	-1 lap
7	<b>Kyle Kirkwood</b> (USA)	Andretti Autosport / Dallara-Honda	-1 lap
8	<b>Alex Palou</b> (ESP)	Chip Ganassi Racing / Dallara-Honda	-1 lap
9	<b>Takuma Sato</b> (JPN)	Chip Ganassi Racing / Dallara-Honda	-1 lap
10	<b>Alexander Rossi</b> (USA)	Arrow McLaren / Dallara-Chevrolet	-1 lap
11	<b>Romain Grosjean</b> (FRA)	Andretti Autosport / Dallara-Honda	-1 lap
12	<b>David Malukas</b> (USA)	Dale Coyne Racing with HMD / Dallara-Honda	-2 laps
13	<b>Felix Rosenqvist</b> (SWE)	Arrow McLaren / Dallara-Chevrolet	-2 laps
14	<b>Helio Castroneves</b> (BRA)	Meyer Shank Racing / Dallara-Honda	-2 laps
15	<b>Callum Ilott</b> (GBR)	Juncos Hollinger Racing / Dallara-Chevrolet	-3 laps
16	<b>Agustin Canapino</b> (ARG)	Juncos Hollinger Racing / Dallara-Chevrolet	-3 laps
17	<b>Rinus van Kalmthout</b> (NLD)	Ed Carpenter Racing / Dallara-Chevrolet	-3 laps
18	<b>Jack Harvey</b> (GBR)	Rahal Letterman Lanigan Racing / Dallara-Honda	-3 laps
19	<b>Colton Herta</b> (USA)	Andretti Autosport with Curb-Agajanian / Dallara-Honda	-4 laps
20	<b>Christian Lundgaard</b> (DNK)	Rahal Letterman Lanigan Racing / Dallara-Honda	-4 laps
21	<b>Conor Daly</b> (USA)	Meyer Shank Racing / Dallara-Honda	-5 laps
22	<b>Devlin DeFrancesco</b> (CAN)	Andretti Steinbrenner Autosport / Dallara-Honda	-5 laps
23	<b>Ryan Hunter-Reay</b> (USA)	Ed Carpenter Racing / Dallara-Chevrolet	-6 laps
24	<b>Ed Carpenter</b> (USA)	Ed Carpenter Racing / Dallara-Chevrolet	-7 laps
25	<b>Sting Ray Robb</b> (USA)	Dale Coyne Racing with RWR / Dallara-Honda	-8 laps
26	<b>Santino Ferrucci</b> (USA)	AJ Foyt Enterprises / Dallara-Chevrolet	-9 laps
27	<b>Benjamin Pedersen</b> (DNK)	AJ Foyt Enterprises / Dallara-Chevrolet	-15 laps
28	<b>Graham Rahal</b> (USA)	Rahal Letterman Lanigan Racing / Dallara-Honda	149 laps-accident

**Winner's average speed** 143.155mph. **Fastest lap** McLaughlin 18.8622s, 170.627mph.

**Qualifying for race one** 1 Power 181.426mph; 2 McLaughlin 180.334mph; 3 Newgarden 180.081mph; 4 Dixon 178.710mph; 5 O'Ward 178.390mph; 6 Herta 178.270mph; 7 Palou 178.205mph; 8 Grosjean 178.023mph; 9 Malukas 178.001mph; 10 Ericsson 177.930mph; 11 Sato 177.814mph; 12 DeFrancesco 177.530mph; 13 Rahal 177.173mph; 14 Castroneves 177.155mph; 15 Kalmthout 177.004mph; 16 Hunter-Reay 176.775mph; 17 Harvey 176.743mph; 18 Kirkwood 176.706mph; 19 Carpenter 176.605mph; 20 Lundgaard 176.399mph; 21 Rossi 175.864mph; 22 Rosenqvist 175.764mph; 23 Daly 175.630mph; 24 Ilott 175.548mph; 25 Canapino 175.044mph; 26 Ferrucci 174.565mph; 27 Robb 171.442mph; 28 Pedersen no speed.

## RACE 2, ROUND 12/17 (250 LAPS – 223.500 MILES)

1 Newgarden 1h40m25.7356s; 2 Power +0.7050s; 3 Palou +2.6864s; 4 Rosenqvist +4.1167s; 5 McLaughlin +7.8891s; 6 Dixon -1 lap; 7 Herta -1 lap; 8 Malukas -1 lap; 9 Ericsson -1 lap; 10 O'Ward -1 lap; 11 Kirkwood -1 lap; 12 Grosjean -1 lap; 13 Lundgaard -1 lap; 14 Ilott -2 laps; 15 Rossi -2 laps; 16 Castroneves -2 laps; 17 Daly -2 laps; 18 Kalmthout

-2 laps; 19 Harvey -3 laps; 20 Rahal -3 laps; 21 DeFrancesco -4 laps; 22 Ferrucci -5 laps; 23 Carpenter -6 laps; 24 Hunter-Reay 237 laps-accident; 25 Sato -13 laps; 26 Canapino -14 laps; 27 Pedersen -57 laps/DQ; 28 Robb -98 laps/DQ -hazardous mechanical. **Winner's average speed** 133.527mph. **Fastest lap** Power 18.9980s, 169.407mph.

**Qualifying for race two** 1 Power 17.7246s; 2 McLaughlin 17.9163s; 3 Malukas 18.0191s; 4 Carpenter 18.0595s; 5 Herta 18.0783s; 6 Rahal 18.0851s; 7 Newgarden 18.0948s; 8 Castroneves 18.1094s; 9 Dixon 18.1129s; 10 Ericsson 18.1134s; 11 O'Ward 18.1608s; 12 Palou 18.1699s; 13 Sato 18.1830s; 14 Kalmthout 18.1904s; 15 Daly 18.1911s; 16 Rosenqvist 18.1991s; 17 Kirkwood 18.2137s; 18 Rossi 18.2176s; 19 DeFrancesco 18.2284s; 20 Grosjean 18.2463s; 21 Lundgaard 18.2536s; 22 Harvey 18.3033s; 23 Canapino 18.3319s; 24 Ilott 18.3331s; 25 Hunter-Reay 18.4026s; 26 Robb 18.4379s; 27 Ferrucci 18.6701s; 28 Pedersen no time.

**CHAMPIONSHIP** 1 Palou 477; 2 Newgarden 397; 3 Dixon 357; 4 Ericsson 330; 5 McLaughlin 329; 6 O'Ward 329; 7 Power 316; 8 Herta 276; 9 Lundgaard 275; 10 Rossi 265.



Doochan won feature race with ease to claim first victory of the season



FORMULA MOTORSPORT LIMITED

## Doochan in virtuoso form as Vesti extends his points advantage

**FORMULA 2**  
**HUNGARORING (HUN)**  
**22-23 JULY**  
**ROUND 10/13**

Jack Doochan put on a masterclass in Hungary to claim his first win of 2023, bouncing back from a difficult start to the season to dominate the feature race.

The Virtuosi driver led from pole position for the duration, breaking the DRS gap to Frederik Vesti (Prema) by lap seven before building a five-second lead ahead of Vesti's pitstop. Doochan followed suit two laps later and emerged in front, eventually building a nine-second cushion for his first win since the Belgian round last year.

Championship leader Vesti finished second to extend his advantage to 11 points over ART's Theo Pourchaire. Vesti fended off a late challenge from Victor Martins (ART), who took his seventh podium amid a stunning rookie season.

There was action from the off as Vesti and Martins tussled at Turn 1, the more experienced driver emerging ahead.

Up front, Doochan looked imperious as the pitstops began, Zane Maloney the first to swap to the medium tyres for Rodin Carlin. Ayumu Iwasa, who ran the alternate strategy for DAMS, was faster than the leaders at this point, running 0.039s quicker than Doochan on lap eight.

Vesti was closing on Doochan by lap 10, with the gap under a second, but it soon grew again as Isack Hadjar (Hitech) became the first of the top five to stop. Pourchaire, running fourth for ART, came in on lap 13 and hoped for a late podium charge, but was stuck behind Virtuosi's Amaury Cordeel after emerging in 13th.

Vesti pitted on lap 17, with Martins following suit next time around before becoming embroiled in a fight with his team-mate. Pourchaire ran wide at Turn 2, collecting rubber on his fresh tyres and losing time to Martins who powered ahead. Pourchaire then fell behind Hadjar in a blow to his title fight with Vesti. Iwasa soon made it past Pourchaire too, having taken an early stop for the soft tyres, before passing Hadjar on lap 35 to secure fourth.

Dennis Hauger had claimed his second win of 2023 in Saturday's sprint race, fending off a fierce challenge from fellow Red Bull junior Iwasa. The MP Motorsport driver lined up second before taking the lead at Turn 1 from polesitter Kush Maini (Campos). Prema's Ollie Bearman, meanwhile, made a strong start from fourth and also cleared Maini to run third, only for the poleman to take back the position on lap three of 28.

Hauger was 1.5s clear of Iwasa by lap 12,

when the virtual safety car was deployed after contact between Clement Novalak (Trident) and Ralph Boschung (Campos). Novalak attempted a move up the inside of Turn 1 but made contact with the Swiss, with Boschung hitting the barriers, while Arthur Leclerc (DAMS) was also caught up in the tangle before recovering to continue.

Racing resumed on lap 13, as Pourchaire got the jump on Bearman to snatch fourth up the inside of Turn 2. Hauger was 2.6s clear by lap 18 when Iwasa began to push, slashing the gap to just over a second by lap 24 before falling back again.

Pourchaire passed Maini at Turn 1 to take third with brief contact from behind from the Campos driver. Bearman squeezed through at Turn 2 for fourth, demoting Maini two positions in as many corners. Bearman then made it past Pourchaire with two laps remaining to steal the final podium spot.

**MEGAN WHITE**

### WEEKEND WINNERS

**FORMULA 2**  
**HUNGARORING (HUN)**

**Race 1** Dennis Hauger  
MP Motorsport

**Race 2** Jack Doochan  
Virtuosi Racing

**FORMULA 3**  
**HUNGARORING (HUN)**

**Race 1** Gabriele Mini  
Hitech Grand Prix

**Race 2** Zak O'Sullivan  
Prema Racing



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Hauger (second from left) took sprint race honours

FORMULA MOTORSPORT LIMITED



# O’Sullivan triggers late title chase of Bortoleto

**FORMULA 3**  
**HUNGARORING (HUN)**  
**22-23 JULY**  
**ROUND 7/9**

Zak O’Sullivan led a Prema 1-2 to claim a triumphant fourth win of the season in the Hungaroring feature race and jump to second in the standings.

The 2021 Aston Martin Autosport BRDC Young Driver of the Year was supreme in Sunday’s shortened race, leading from pole position to beat rookie team-mate Dino Beganovic by 2.3s. It lifts him to 43 points behind leader Gabriel Bortoleto (Trident) with two rounds to go, at Spa and Monza.

The race was shortened by five laps – from 24 to 19 – for “safety reasons” after a Pirelli recommendation due to the level of tyre wear experienced in Saturday’s sprint race.

The top 10 remained unchanged off the line in a relatively sedate start by F3 standards, while further back Pepe Marti (Campos Racing) took two places by lap two to move into 11th. The Spaniard took 10th on lap four from Nikola Tsolov (ART Grand Prix) while ahead of them, Bortoleto passed Jonny Edgar for seventh in an identical move at Turn 1 with the help of DRS. Marti continued his climb over the next two laps, passing Campos team-mate Christian Mansell and Edgar.

Franco Colapinto (MP Motorsport) took third from Leonardo Fornaroli (Trident) on lap nine at Turn 1, with Oliver Goethe (Trident) holding onto the pair in the podium fight. Goethe then snatched fourth at Turn 2 the following lap before Paul Aron (Prema) also passed Fornaroli two tours later,



O’Sullivan takes the chequer to boost his F3 title hopes

the Italian dropping back as Aron sealed fifth.

By lap 13, O’Sullivan was 4.3s clear of Beganovic, with another 6.5s back to Colapinto in third. Marti made it into sixth on lap 14, past Fornaroli, before Bortoleto and Edgar did the same as tyre struggles began to take affect. Beganovic cut the lead to his team-mate by two seconds, but it was not enough and he settled for second ahead of Colapinto, who was clear of Goethe.

Saturday’s sprint featured Hitech driver Gabriele Mini taking his second win of the season, also from pole position. Having lost the lead to Nikita Bedrin at Turn 1, Mini settled into second behind the Jenzer driver while Mansell, who had taken his maiden podium at Silverstone in the previous round, ran third for Campos. Bortoleto made it past Mansell for third on lap five with the help of DRS into Turn 1,

with Aron repeating the move the following lap but running wide and allowing Mansell to hold fourth. Mini clinched the lead on lap eight with the help of DRS, but Bedrin at this stage looked safe in second with a six-second gap between the leading pair and Bortoleto in third.

The safety car was deployed after Sebastian Montoya (Hitech) came to a stop on track at Turn 13, having earlier made contact with Van Amersfoort driver Tommy Smith, while Roberto Faria spun his PHM-run car. When racing resumed, Aron took fourth at Turn 3 after another fierce fight with Mansell.

Out front, Mini had built a 2.1s lead to Bedrin, who valiantly held off Bortoleto until the final lap, when the Brazilian finally snatched second at the penultimate corner.

**MEGAN WHITE**



Mini won the sprint race from pole on Saturday

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# Fire thwarts top class on UK world return

**WRX**  
**LYDDEN HILL (GBR)**  
**22-23 JULY**  
**ROUND 4/8**

The World RallyCross Championship's return to Lydden Hill for the first time since 2017 was overshadowed by a paddock fire on Friday morning that caused all track running for the RX1e cars to be cancelled.

Investigations into the blaze that destroyed both Special ONE Racing cars of team boss Guerlain Chicherit and Sebastien Loeb, plus a team transporter, were ongoing as Autosport closed for press. No one was injured, but the team will be unable to participate in the final four rounds of the World RX season.

The decision to call off Saturday's RX1e races was made on Friday, before an announcement the following evening that Sunday's running could not proceed until investigations launched by the FIA and supported by battery supplier Kreisel had reached a more advanced stage. An official stewards document



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stated that, from video evidence, it had deduced "that the fire was initiated at the battery of the car while it was in the team area charging, but it is not clear why this happened". The decision to cancel was made on safety grounds, with Kreisel "unable to provide an appropriate level of assurance in the system, pending their investigations".

Hansen Motorsport team boss Kenneth Hansen voiced his support for the decision, stating "the main reason is that safety comes first". The series will reconvene at Mettet in Belgium next month with

Johan Kristoffersson heading the points.

World RX's second-tier RX2e series and the British Rallycross Championship 5 Nations Trophy continued as planned. Finnish newcomer Tommi Hallman was in unstoppable form in RX2e and followed up winning three of his four heats by leading defending champion Viktor Vranckx over the line in both the semi-final and final. Briton Catie Munnings missed out on the final when the Extreme E race winner was thwarted by a puncture in the semi-final.

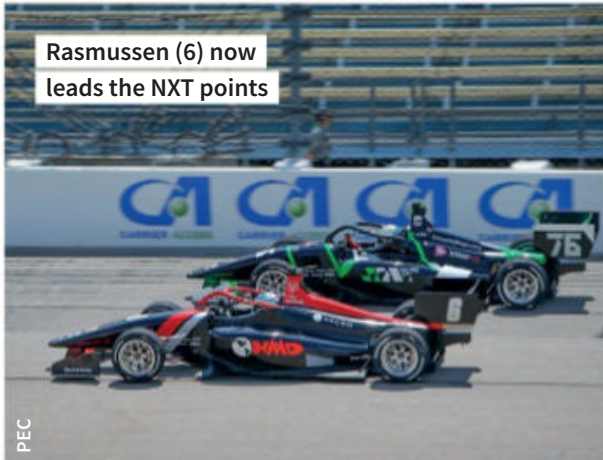
**JAMES NEWBOLD**

# Dane Rasmussen jumps to the top

**INDY NXT**  
**IOWA (USA)**  
**22 JULY**  
**ROUND 7/12**

Christian Rasmussen won the Indy NXT race at Iowa Speedway last Saturday evening by just 0.1227 seconds, taking the championship lead after title rival Nolan Siegel spun.

Jacob Abel led the 16-car field from pole for the 75-lapper around the 7/8-mile short oval, but Rasmussen took little time in passing him for the lead on lap two.



PEC

As he scampered clear, an epic fight for second broke out as they hit lapped traffic. Siegel grabbed second from Abel, who tripped over a lapped car and also lost third to Hunter McElrea.

Rasmussen's lead was now more than 10s as McElrea charged up to challenge Siegel for second. But they touched wheels at Turn 2, sending erstwhile points leader Siegel spinning. He made it back to the pits but, despite the efforts of a mechanic to straighten his left-rear suspension by jumping on it, he went no further and was classified 15th for the second round in succession.

The race turned into a 10-lap shootout, Rasmussen just holding on to win from the charging Abel, having led all laps apart from the first. "I think I used up a little too much tyre at the start," Rasmussen said. "We were super-quick at the start, then the caution came and everybody caught back up."

Rasmus Lindh and Matty Brabham took a hobbled McElrea to finish third and fourth. Josh Pierson was a lapped sixth, ahead of Mid-Ohio winner Louis Foster.

**CHARLES BRADLEY**

## WEEKEND WINNERS

**WRX**  
**LYDDEN HILL (GBR)**  
**RX2e** Tommi Hallman

**INDY NXT**  
**IOWA (USA)**  
Christian Rasmussen  
HMD Motorsports

**TCR EUROPE**  
**PAUL RICARD (FRA)**  
**Race 1** John Filippi  
Comtoy (Audi RS3 LMS)  
**Race 2** Kobe Pauwels (below)  
Comtoy (Audi RS3 LMS)



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# Riberas shows heart as Aston scores a double

**IMSA**  
**LIME ROCK PARK (USA)**  
**22 JULY**  
**ROUND 7/11**

The Heart of Racing Team found the perfect way to celebrate English-born, American-based team principal Ian James' 50th birthday last Saturday at Lime Rock Park. Buckinghamshire's Ross Gunn and Spaniard Alex Riberas bounced back from a disappointing start to their IMSA season to control almost all of the GT showcase event in their GTD Pro Aston Martin Vantage GT3, while team-mates Roman De Angelis, from Canada, and Swede Marco Sorensen combined to secure their second victory of the season in GTD.

With overtaking notoriously difficult on the challenging 1.474-mile circuit, track position was critical as the two-hour-and-40-minute race unfolded. Gunn provided the springboard by snatching a surprise pole position on Friday afternoon. Despite trailing the slim but extremely competitive five-car GTD Pro field in practice, Gunn produced a stunning lap more than a half-second under the old lap record when it mattered. He then showed it was no fluke by inching clear during the opening stint.



Gunn and Riberas delivered for Aston Martin in IMSA's GT-only round

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When Gunn pitted after just 31 laps, the Pfaff Motorsports Porsche team opted to go long. Last year's emphatic winners knew their car was easier on its tyres than its rivals. But while Klaus Bachler immediately began to stretch his lead over GTD polesitter and early pacesetter Mike Skeen (Team Korthoff Motorsports Mercedes-AMG GT3), the strategy was undone by a full-course caution just 10 laps later.

IMSA's procedure of closing the pitlane until all cars have packed up behind the safety car caused the Porsche to fall once again behind its rivals.

The status quo remained as one more caution was cleared in time for a 48-minute

run to the finish, during which Riberas remained under close scrutiny from the Vasser Sullivan Lexus of Jack Hawksworth/Ben Barnicoat. But victory was assured, despite Barnicoat, plus the Corvette of Antonio Garcia/Jordan Taylor and the Bachler/Patrick Pilet Porsche all being blanketed by just 1.138s at the finish.

The sister Aston took control of GTD at the first round of pitstops, with Sorensen just managing to fend off a tremendous charge by the Porsches of Frenchman Julian Andlauer/Alec Udell (Kellymoss with Riley) and Trent Hindman/Alan Brynjolfsson (Wright Motorsports).

**JEREMY SHAW**

# Hamlin shows no favour to old friend Larson

**NASCAR CUP**  
**POCONO (USA)**  
**23 JULY**  
**ROUND 21/36**

Denny Hamlin scored an important but unpopular win at Pocono after moving one of his friends out of the way to do it.

After a final round of stops, Kyle Larson and Hamlin – who both took just two new right-side tyres – battled for the lead on a restart with seven of 160 laps to go.

Hamlin lined up behind Larson in the outside lane and, as the two entered Turn 1, the Toyota dived to the inside of the Chevy. Hamlin then drifted up the track and

nudged his rival into the wall, knocking him off the pace. With the lead in hand, Hamlin then held off Tyler Reddick – who had taken four new tyres – until a last-lap caution secured the victory.

The win is the second of the 2023 season for Hamlin, the 50th of his career and his seventh on the 2.5-mile track. The sold-out crowd began booing Hamlin before his Joe Gibbs Racing car made it back around to the frontstretch.

"Both guys wrecked themselves," Hamlin said of incidents he had with Alex Bowman and Larson. "He [Larson] missed the corner first and evidently he didn't have his right-side tyres clean. You have an option – either hold it wide-open and hit the fence or lift and race it out. I didn't hit either one of them."

"I've been cost a lot of good finishes by him throughout my career," Larson said of his longtime friend, with whom he plays golf. "It is what it is."

**JIM UTTER**



Denny Hamlin took no prisoners at Pocono

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# Antonelli puts heat into title battle at Ricard

**FORMULA REGIONAL EUROPEAN**  
**PAUL RICARD (FRA)**  
**22-23 JULY**  
**ROUND 6/10**

Mercedes Formula 1 junior Andrea Kimi Antonelli leads the Formula Regional European Championship after victory at a scorching Paul Ricard.

Local lad Alessandro Giusti claimed a surprise pole position for himself and G4 Racing, with then-points leader Martinius Stenshorne sharing the race-one front row with him. Antonelli and Esteban Masson qualified fifth and sixth, with practice pacesetter Santiago Ramos down in 14th on the grid.

Giusti converted pole into victory on Saturday, winning by 2.155 seconds over MP Motorsport's Sami Meguetounif. MP had returned to the grid having missed the previous round after Meguetounif's team-mate Dilano van't Hoff died in a crash at Spa.

Meguetounif passed Stenshorne into Turn 1 on the opening lap, and on lap two Charlie Wurz (son of Alex) spun while Enzo Scionti cut across a kerb



Antonelli leads the FRECA pack for Prema in France

NIELS BROEKEMA/DIEDRICK VAN DER LAAN/DUTCH PHOTO AGENCY

and hit Niels Koolen. The safety car was called, and racing resumed on lap four, with Giusti immediately opening a gap to Meguetounif and Stenshorne.

Antonelli pressured Tim Tramnitz for fourth at times but not closely enough to get by, and Laurens van Hoepen – protege of recently sacked F1 driver Nyck de Vries – finished sixth.

The front row for race two was occupied by Antonelli and Masson, with Giusti and Stenshorne back on row three as once again the top 20 were covered by less than a second in qualifying. Kas Haverkort stalled from third on the grid but avoided being hit, as Antonelli raced away and Masson put up a defence against R-ace GP's Tramnitz and Stenshorne.

Antonelli comfortably claimed a third victory of the season, Masson resisted

final-lap pressure from Tramnitz for second and Stenshorne followed them home. Giusti made several passes to finish fifth ahead of Ramos, and Haverkort impressively recovered from 22nd to 11th.

Van Hoepen had been sixth but a mid-race banging of wheels with Joshua Duerken sent him into retirement.

**IDA WOOD**

## WEEKEND WINNERS

- IMSA**  
**LIME ROCK (USA)**  
**GTD Pro** Ross Gunn/Alex Riberas  
Heart of Racing  
(Aston Martin Vantage)  
**GTD** Roman De Angelis/Marco Sorensen  
Heart of Racing  
(Aston Martin Vantage)

- NASCAR CUP**  
**POCONO (USA)**  
Denny Hamlin  
Joe Gibbs Racing (Toyota Camry)

- FORMULA REGIONAL EUROPEAN**  
**PAUL RICARD (FRA)**  
**Race 1** Alessandro Giusti  
G4 Racing  
**Race 2** Andrea Kimi Antonelli  
Prema Racing

- PORSCHE SUPERCUP**  
**HUNGARORING (HUN)**  
Harry King (Lechner Racing)

- EUROFORMULA OPEN**  
**PAUL RICARD (FRA)**  
**Race 1** Juju Noda  
Noda Racing  
**Race 2** Bryce Aron  
Team Motopark  
**Race 3** Cian Shields  
Team Motopark

- INTERNATIONAL GT OPEN**  
**PAUL RICARD (FRA)**  
**Race 1** Sam De Haan/Charlie Fagg  
Optimum Motorsport (McLaren 720S)  
**Race 2** Pierre Louis Chovet/Maximilian Paul  
Oregon Team (Lambo Huracan EVO2)



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# King rules to banish his poor run

**PORSCHE SUPERCUP**  
**HUNGARORING (HUN)**  
**23 JULY**  
**ROUND 4/7**

Harry King bounced back from a pair of disastrous results in Austria and Britain to put his Porsche Supercup challenge back on course with a lights-to-flag victory.

Even with two safety car interventions across the shortened 15-lap distance, Lechner Racing's King proved unflappable. CLRT rookie driver Benjamin Paque made



Harry King revived his title hopes in Hungary

PORSCHEAG/HOCH ZWEIF

an immediate impact from fourth on the grid and challenged the leaders in the opening stages, making early gains before dropping back by the end of the opening lap as the first safety car intervention came.

This interruption was caused by incidents involving Giorgio Amati, Ghislain Cordeel, Gianmarco Quaresmini and Lucas Groeneveld, with the latter pair left stranded on the track.

Dorian Boccolacci tried every trick in the book to distract leader King and, although the Frenchman's efforts failed to yield a result, he continued to finish second and bag his first podium of the season.

One lap after racing had resumed, Alessandro Ghiretti retired with a reliability problem. With Paque taking the flag in fifth, the pair are tied for sixth in the points with Ghiretti ahead by virtue of his third-place finish at Silverstone.

King's victory means he now trails points leader Bastian Buus by seven heading to Spa this weekend.

**SAM HALL**



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- Conduct in-depth analysis of our competitive performance to identify areas for improvement
- Develop and maintain tools and software to enhance these data analysis capabilities
- Collaborate with other departments to ensure that an understanding of relative competitiveness drives performance development
- Analyse car and driver performance data to provide insights and recommendations
- Provide competitor analysis support during race events as part of the factory support team

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**You will be / have:**

- A good understanding of mechanical engineering with a recognised qualification i.e. City and Guilds
- Previous experience working within either a main dealer or busy independent garage ideally with high performance / race spec vehicles
- Full UK driving licence
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- A track record of meeting strict deadlines

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- Be responsible for vehicle bay related activity in accordance to Company housekeeping standards and Health and Safety at Work standards.
- To professionally and conscientiously work as part of the team to contribute to departmental aims.
- Duties will be to conduct vehicle inspections, fault diagnosis, mechanical repair and customer interaction.
- In addition to the duties and responsibilities listed, the jobholder may be required to perform other duties assigned by the Workshop Manager and/or Lead Technician from time to time.

**Team Responsibilities**

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**Drag racing** Wallace dodges the rain for Santa Pod glory

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## **Cottingham and Adam rule overseas**

Merc duo build British GT points lead with away day win



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# Adam may yet race in final round for title

## BRITISH GT

British GT championship leader James Cottingham is optimistic that co-driver Jonny Adam will race in the Donington Park finale if the GT3 title is up for grabs.

The Pro-Am pair now lead the standings by 28 points with two races remaining, the 2 Seas Motorsport crew having won last weekend around the Algarve circuit.

The victory was the Mercedes-AMG drivers' third of the year, having also won the season-opening Oulton Park race and at Donington Park, with the success in Portugal Adam's 19th in British GT – putting him equal with Phil Keen's outright record.

Despite the pairing's success, Adam – who is an Aston Martin factory driver – is

set to be replaced by Keen for October's Donington finale as the four-time overall British GT champion is due to compete in a TF Sport Aston in the European Le Mans Series that weekend in Portimao.

It would mean that, if Cottingham scores at Donington and tops the table, he would take the title alone. Adam lost the 2013 crown in similar circumstances when, due to the Scot receiving a mid-season points penalty for a collision, his Am partner Andrew Howard was officially awarded the title alone.

On Adam being replaced for the finale, Cottingham said last weekend: "We'll see what happens with that, because I'd imagine if we're leading the championship Jonny will make it happen so that he can be in the hunt."

Adam added: "We'll see, we've not had

that conversation yet with Prodrive [which runs the Aston Martin Racing works programme], we'll wait and see. We'll try and get [the next round at] Brands Hatch out the way and see what we could do.

"It's a great place [in the points] for now but we need to keep going with this for Brands and see the way it unfolds for the final round."

Donington is set to lose its spot as the season finale venue next year, with Brands Hatch announced as the final round on the 2024 calendar with an event held on 28-29 September. It marks the first time since 2011 – excluding the 2020 pandemic-hit season – where the campaign will not end with the 'Donington Decider'.

GRAHAM KEILLOH

## Harper brands British GT penalty as 'very harsh'

### BRITISH GT

British GT frontrunner Dan Harper described the 30-second stop/go penalty he received at the Algarve circuit for overtaking under the safety car as "very harsh".

Harper was fighting for victory in last weekend's race in the Century BMW M4 he shares with Darren Leung, but was judged to have passed

two GT4 cars that had just exited the pits during a safety car period.

The BMW recovered to finish fifth, but Leung/Harper, who sit second in the standings, lost ground to championship leaders James Cottingham and Jonny Adam.

Harper said: "We were trying to push as hard as we could to catch the safety car queue. I was doing 270km/h



[170mph], we met just at the apex of Turn 1 and I went round the outside of them.

"It was quite an unfortunate circumstance, where it happened and how, but in the end it was my mistake. We got quite lucky to get fifth after

the penalty and dropping so far back.

"It was, I think, a very harsh penalty because, even if I stand the brakes on, I still would have overtaken them. I was coming that fast."

GRAHAM KEILLOH



# HGPCA to head diverse Gold Cup offering

## HISTORICS

The Historic Grand Prix Cars Association tops the bill for this weekend's Oulton Park Gold Cup meeting, which is set to feature more than a century's worth of cars and will showcase the Cheshire venue's greatest champions across a three-day programme, starting on Friday.

From Maserati 250Fs of the type in which Stirling Moss won the first two Gold Cup events in 1954-55, through Formula 1 Coopers and Lotuses of the race's Jack Brabham and Jim Clark era to British Touring Car BMWs of the 1990s, a feast for enthusiasts is assured.

The HGPCA double-header has been accorded the Historic Gold Cup title. A wondrous entry (plus reserves), encompasses everything from John Gillett's ex-Prince Bira 1934 MG K3 to 1.5-litre V8-engined F1 chassis and powerful pre-1966 Tasman cars.

Pre-event favourites include last



The headline Gold Cup race will be run for HGPCA field

MICK WALKER

year's winner Charlie Martin (Cooper T53), challenger Sam Wilson (Lotus 18) and Justin Maeers (Brabham-Climax BT11A). Two BRM P261s and Bruce McLaren's 1962 Monaco Grand Prix-winning Cooper-Climax T60 are chasing V8 honours.

Historic Formula Juniors also race twice, for the Jim Clark Cup, with young Horatio Fitz-Simon and veteran Clive Richards set to continue their duels in matching Lotus 22s. Swiss racer Philipp Buhofer and Nick Fennell saddle monocoque Lotus 27s in opposition.

Samuel Harrison (Brabham BT21A) sets the standard as drivers from six nations contest the Jackie Stewart Trophy One-Litre F3 races. Italy's Enrico Spaggiari (ex-John Miles Lotus 41X) is set to be a welcome returnee.

Motor Racing Legends's RAC Woodcote/Stirling Moss Trophy races

offer Listers with Jaguar and Chevrolet engines, Jaguar C and D-types, Cooper Monacos and assorted Lotuses on Sunday. Nissan Skylines and Ford Sierra RS500s go head-to-head in Saturday's Historic Touring Car Challenge set.

The Historic Racing Drivers Club's Jack Sears (Saturday) and Gerry Marshall Trophy (Sunday) tin-top fests both bring large fields. Chevrolet Camaro, Rover SD1s, Ford Capri 3.0Ss, Triumph Dolomite Sprints and VW Golf and Scirocco redolent of BSCCs of yore fill the latter.

Historic Touring Cars run twice on Saturday, while two Vintage Sports-Car Club races featuring the hairy aero-engined Parker-GN and the return of the Classic Sports Car Club's Special Saloons and Modsports caricatures should wow onlookers on Sunday.

MARCUS PYE



HRDC is among six clubs with Oulton grids

MICK WALKER



British F4 has been a BTCC fixture since the series began in 2015

JEP/MOTORSPORT IMAGES

## British F4 extends its TOCA deal

### BRITISH F4

British Formula 4 has agreed a deal with British Touring Car organiser TOCA to remain on the tin-top category's support bill until at least the end of the 2026 season.

F4 has been a mainstay of the TOCA package since the single-seater series was launched in 2015 and organisers believe the large trackside audiences and free-to-air

TV deal are still important factors in attracting new drivers.

"Being on the TOCA package is very much part of the DNA of British F4," said championship manager Eve Lake-Grange. "The benefit of the reach and profile of the TOCA package, combined with a festival atmosphere at each and every round is very special."

BTCC chief executive Alan Gow added: "Having

been on the bill since its inception back in 2015, the F4 British Championship has already helped shape some of the talent on the current Formula 1 grid, as well as entertain the millions of fans that have tuned in to watch the action.

"I am sure this will be another hugely successful period ahead and we look forward to continuing our partnership for many years to come."





**WARWICK'S ARROWS REUNION** Derek Warwick was reunited with the 1989 Arrows A11 he raced in period during a get-together organised by the car's owner Jean-Lou Rihon at Donington Park last week. Warwick (centre above) completed a few laps of the Grand Prix circuit, alongside Nick Padmore (right) in the sister chassis, originally raced by Eddie Cheever. Also in attendance were the A11's designer Ross Brawn along with Arrows team co-founder Jackie Oliver (far left). "It was my first time in an F1 car since I retired – it was a lovely experience, really enjoyed it and the team have done a fantastic job with the cars," said Warwick. **Photograph by Peter Scherer**

## Successful squads Elite and Parker combine to run McLaren Artura

### BRITISH GT

Team Parker Racing and Elite Motorsport have formed a combined effort for the rest of the British GT season with Elite's McLaren Artura GT4 replacing Parker's Porsche 718 Cayman.

The partnership between the two multiple champion squads had its first race together last weekend in Portugal,

fielding one of Elite's Arturas from European GT4, but still with Parker pair Zac Meakin and Dan Vaughan driving. Team Parker has had technical woes with the Porsche.

The Artura ran strongly, qualifying third in GT4 then running in that place early in the race. However, the car was seriously delayed when held at a pit exit red light under a safety car and finished eighth.

Parker boss Stuart Parker said: "Two teams came together in essence to create one, and everything went really well. I've known Eddie [Ives, Elite boss] a while. My relationship with Eddie dates from when [ex-Elite Ginetta racer] Harry King did Carrera Cup with us, so it was an easy fit."

Ives added: "We've never before worked with any other team but, if there's any team we'd want to work with and be happy trusting each other, it would be Stuart, so it seemed a bit of a no-brainer. It's me with a couple of staff, and him with a few more staff."

On whether the partnership could extend beyond this season, Parker said: "Who knows? You never rule anything out in this life do you?"

**GRAHAM KEILLOH**



New partnership yielded third place in qualifying

JEP/MOTORSPORT IMAGES

### HOPKINS ADMITS MISTAKE

British GT4 racer Seb Hopkins held his hands up for the clash with Ignazio Zanon's Ginetta that ended Hopkins' charge at the Algarve circuit. R Racing Aston Martin driver Hopkins was chasing down leader Chris Salkeld at the time of the clash, the damage from which forced Hopkins to pit, plus he got a post-race penalty. Hopkins said: "Just catching a backmarker into a corner which I'd made moves before. Clearly there was a bit of a misjudgement and on the apex I spun him round."

### KHERA'S LATE ARRIVAL

Lucky Khera drove his Race Lab GT3 McLaren in British GT's Portuguese round last weekend despite missing all of practice and qualifying due to a family bereavement. Khera only arrived in the country on Saturday evening, and got special permission to start from the back. For much of the weekend it was unknown if Khera would elect to race. His Pro partner Euan Hankey completed practice laps in his absence, before Khera made the decision to compete on Saturday. He was fighting for a podium place before being hit by Matt Topham's Enduro Aston Martin.

### GUINCHARD OUT OF F4

British Formula 4 race winner Daniel Guinchard has revealed he will not be contesting the second half of this year's campaign, which begins at Croft this weekend. The Chris Dittmann racer is 10th in the points, but the former Mercedes junior wrote on social media: "It's with a heavy heart that I announce that I will no longer be competing in British F4. It's hard to take but I hope something will come up for the future."

### LASER TOOLS IN MINIS

The familiar Laser Tools Racing colours will make an appearance in the Mini Challenge later this year as Graves Motorsport driver Nelson King has struck a deal with the firm. The 2022 Cooper class champion's JCW Mini will now run a livery (below) similar to Jake Hill's British Touring Car BMW when the series resumes at Knockhill next month.





# O'Donovan goes back to the top with BRX brace

## BRITISH RALLYCROSS

Reigning champion Patrick O'Donovan dominated the fifth and sixth rounds of the British Rallycross Championship 5 Nations Trophy at Lydden Hill last weekend to climb back into the series lead.

Having won twice in the opening double-header of the season at the same circuit, O'Donovan missed the second event of the year at Mondello Park due to a clash with European Championship commitments.

Having won the Euro RX round in Sweden, O'Donovan returned to the national series and laid down a marker amid a record-breaking 18-car field. Fastest in every session on the opening day, the event was turned into a double-header round on Saturday evening, with the headline World Rallycross category unable to run at the event due to the fire that destroyed the Special One Racing team's Lancia Delta Evo-E RX machines on Friday morning.

With O'Donovan declared the winner, second in two of Saturday's three heats was



No one could get near O'Donovan at Lydden Hill in BRX

TOM BANKS PHOTOGRAPHY/BRITISH RALLYCROSS

fellow Peugeot 208 driver Jack Thorne, who was therefore classified second, while visitor Rene Munnich rounded out the top three with his ERX SEAT Ibiza.

Championship leader entering the event, Tristan Ovenden, had a torrid day, as an engine issue in free practice put him out. The Citroen DS 3 driver repaired the motor overnight, but was again unable to complete a single session on Sunday as O'Donovan stormed to a second dominant triumph.

Thorne again shadowed O'Donovan through qualifying. Having lost the lead of the second semi-final to Oliver Bennett's

BMW Mini at the start, Thorne retook the position later on the opening lap. However, he then retired on the next tour with broken rear suspension. Bennett therefore joined O'Donovan on the front row for the final, the pair accompanied by O'Donovan's father Ollie, and it was an O'Donovan 1-2 in the early stages of the main event.

Bennett challenged early on but dropped out of contention with a puncture, while O'Donovan Sr was passed via the joker lap strategy by debutant Shane Murphy's VW Polo for second, sandwiched between the father-son pairing on the podium.

## Harding returns to racing Civic after concussion



Best result over the weekend was 10th

### CIVIC CUP

Civic Cup frontrunner Jack Harding was back in action last weekend at Knockhill, six weeks after a season-threatening accident left the Leeds driver heavily concussed.

A fundraising effort totalling nearly £3000

enabled Harding and his Ben Sharpe Racing team to repair his car for the trio of races in Scotland.

"It's fair to say that without the help of everyone chipping in, I wouldn't have been able to race this weekend, and maybe for the rest of the year," said Harding. "There

was extra motivation for me to come back out because I wanted to repay the support everyone has shown."

Harding didn't have the best of luck at Knockhill, as he fell ill on Saturday and could only manage a best finish of 10th in race two.

STEPHEN BRUNSDON

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Robinson (l) was  
beaten by Wallace  
in semi-final duel



## Wallace on a roll again at Santa Pod after another victory

### DRAG RACING

Rain washed out last Saturday's three Pro Modified qualifying sessions for the fourth round of the Motorsport UK British Drag Racing Championship, as a single-shot qualifier on Sunday morning set the field for eliminations.

Bobby Wallace's ascendancy has developed a routine quality that belies the intensity and expertise demanded of the small family team, as he has now reached six consecutive Pro Mod finals and won four of them.

His defeated final round opponent, Wayne Nicholson, was contesting his third final this season, having reached just two in the preceding 15.

Retired two-time champion Kevin Slyfield, making a one-off return, actually beat Nicholson to the finish line but grazed the track wall on the way, earning disqualification. Andy Robinson's forlorn season continued, meanwhile, as Wallace delivered the event's quickest pass (5.987s/239.01mph) to dump out the multiple champion in the semi-final.

September's forthcoming round will pit Wallace against the cream of Europe's Pro Mod racers in a combined Motorsport UK/FIA European championship affair. Yet this challenge holds no fear for Wallace as he finished runner-up in the last two combined rounds – only Sweden's European champion Jan Ericsson able to beat him.

ROBIN JACKSON

### NEW BOARD MEMBERS

The 750 Motor Club is currently recruiting new members to its board, with members from a finance or accounting background of particular interest for the voluntary role. The successful applicant would be expected to attend five board meetings a year, which may be online or in person, with directors working alongside the 750MC staff in developing future strategy and specific projects. Anyone interested should email [recruitment@750mc.co.uk](mailto:recruitment@750mc.co.uk) with a CV and covering letter.

### TREHERNE'S RETURN

Stephen Treherne, the 2011 Legends Cars champion, will make his return to the series for the first time in seven years this weekend. Treherne has most recently raced in the FIA Masters Historic Sports Car Championship but will get behind the wheel of Jonty Norman's Legends car at Croft when the category supports the British Touring Car Championship. Treherne said: "I don't know if I'll do more than Croft, I want to see Jonty back in his car for the Knockhill BTCC rounds so we'll see what happens."

### BTCC'S INGRAM BACK IN C1

Reigning British Touring Car champion Tom Ingram made his annual C1 Endurance outing at Snetterton last weekend, sharing a car with ex-British GT racer Ron Johnson and William Hodgson. The trio led the race for a while and finally took the flag seventh after five hours of racing.

### GREER CROWNED CHAMPION

Jonathan Greer secured the Northern Ireland Rally title for the third time in a row on Saturday's Down Rally. With a cautious approach in his Citroen C3 Rally2 (below), Greer finished only fourth overall on the closed-road rally but that was more than enough for him to be crowned champion on the season's final round. The event was won by the Ford Fiesta Rally2 of Cathan McCourt.



## Walker eyes GT Cup Silverstone debut

### GT CUP

Former GB4 frontrunner Alex Walker is set to make his GT Cup debut at Silverstone this weekend in a Paddock Motorsport GT4 McLaren alongside Tim Docker as he continues to pursue a sportscar switch.

Walker did not originally have any racing lined up at the start of this season but contesting the final three

GT Cup events is now his second programme alongside the DTM-supporting BMW M2 Cup – in which he made his debut at Oschersleben in May.

"It's all turned around pretty quickly," said ex-Formula Ford 1600 star Walker. "It will be my first endurance race this weekend and I'm looking forward to it. Tim seems confident and it would be nice to be on the podium early on."

He is also looking forward to

the familiarity of Silverstone, rather than learning the German tracks alongside getting used to GT machinery.

"At least I know Silverstone unlike the others I've been learning on the plane over there!" Walker added. "The M2 was quite hard to get used to and I think the growing pains we've had to endure with that will help with [learning] the McLaren in the GT Cup."

STEPHEN LICKORISH



# THE MASTERS GT TROPHY

For 2007 – 2018 GT4, Challenge & Cup Cars



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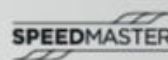


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# Crowds enjoy Shelsley's Classic Nostalgia event

## HISTORICS

Classic Nostalgia at Shelsley Walsh underlined its position as one of the leading events of the genre with a fine weekend of action.

Once a year, the historic Worcestershire hillclimb venue celebrates its heritage and that of the sport in general. Last weekend's edition drew rave reviews from a bumper crowd, who battled Saturday's rain and enjoyed Sunday's sunshine. A big effort from organisers delivered the event's best competition entry to date with a raft of classes to cover a range of pre-1970 cars.

But Classic Nostalgia is not just a competitive hillclimb. A tremendous array of race, hillclimb and rally cars were on hand, with some doing demonstration runs to delight the audience. The noise, spectacle and speed of some absolute gems being put through their paces on the 1000-yard climb made it a very special occasion.



Celebrations included 60 years of McLaren, 60 years of the Mini Cooper S and 65 years of the British Touring Car Championship. Two Cosworth DFV Formula 1 cars of the 1970s added to the occasion, notably Mark Harrison in his ex-Elio de Angelis Shadow DN9. At the other end of the spectrum was the famous ex-Basil Davenport GN Spider from the 1920s, driven with typical brio by Jim Edwards. The Hepworth family's BRM P154 Can-Am car was another highlight.

Two very different Chevrolet-powered machines were among the most popular of the event. Warren Briggs brought his 2003 Chevrolet Monte Carlo NASCAR monster for what was probably a debut for such a car in this unlikely environment. Meanwhile, from the ranks of Ralli 22 was Mick Strafford in his Chevrolet-engined Firenza Can-Am. Both burned rubber and made a big noise to the fans' delight.

In competition terms, Cornishman Derek Kessell used his Maguire spaceframe Mini to win the Mini class and claim the trophy in memory of the late Steve Neal. Best of the classes, however, was the 1960s single-seater category, which was both well supported and very competitive. After two timed runs, Tony Wallen claimed victory in his 1600cc Formula 3 Lotus 69 when he bettered the Formula 2 version of Malcolm Thorne by a tenth of a second. Andrew Tippet's famous Brabham BT30X was third.

PAUL LAWRENCE

## SPORTSCARS TO FESTIVAL...

A bumper grid of GTs and prototypes is expected at the Silverstone Festival at the end of next month, with the Masters Endurance Legends field currently standing at 37 cars. Two races will be held for classic Le Mans machines from 1995 to 2016 and the top class entry is headed by a trio of Peugeot 908s, alongside a pair of Pescarolos, a brace of Dallaras and an Aston Martin DBR1-2 LMP1.

## ...AND DRAGSTERS, TOO

While sportscars are a familiar fixture at the event, a new feature for this year's Silverstone Festival is due to be a collection of dragsters, drifters and Hot Rods. The circuit has a long connection to drag racing and 50 years ago hosted its first international drag contest on the Club straight. Several machines will be in action in the 'Shift & Drift Zone', while stunt driver Terry Grant will also put on a show. "We've really upped the ante with the Shift & Drift Zone – it is without doubt the biggest and best extreme machine show we've ever put on at the Festival," said event director Nick Wigley.

## TROTT TO HISTORIC F3

Richard Trott, once a rising single-seater star, made his Historic Formula 3 debut at Brands Hatch earlier this month. Trott has acquired the Brabham BT28 of Mike Scott. "I hadn't driven it before qualifying at Brands," said Trott, who took a best result of sixth. "Historic F3 gets to go to some good tracks, so we'll see how it goes." In period, Trott was a prolific winner in Formula Ford 2000 and then graduated to British F3 before taking a 20-year break.

## DIXON SNETTERTON TRIBUTE

A minute's silence was held at the Snetterton British Racing & Sports Car Club meeting last weekend to remember Mike Dixon, the former Autosport contributor and steward who died earlier this month. Marshals, volunteers and BRSCC officials were among those to gather on the grid in tribute (below) at the circuit Dixon had been visiting since the 1950s.







## Cottingham/Adam rise to the top amid incidents

**ALGARVE  
BRITISH GT  
23 JULY**

They say it's calm in the eye of a storm, and last weekend's British GT three-hour away-day in Algarve was indeed a stormy affair. Numerous incidents and three safety car interruptions – one of which lasted half an hour – jumbled the order, yet out the other side came the most likely of winners who, amid all the drama, put in a typically calm and classy performance.

Even as the mayhem was going on, the 2 Seas Mercedes-AMG of championship leaders James Cottingham and Jonny Adam was favourite for much of the way, even if the crew had to overcome a 15-second success penalty from the previous round.

The stats underline their status as British GT3's class act this season. It was the pair's third win of the year – no one else has more than one – while the victory meant Adam equalled Phil Keen's mark of most British GT wins with 19.

Even better for Cottingham and Adam, both of their closest challengers in the table – Darren Leung and Dan Harper (Century BMW M4) and Ian Loggie (2 Seas Mercedes) – failed to amass big points following in-race penalties. It meant, in one stroke, Cottingham/Adam's championship lead has stretched from 5.5 points to 28, with only two rounds – and two helpings of 37.5 points – remaining.

Even from the off, Cottingham – starting second – hounded poleman and early leader Miguel Ramos, the multiple GT

champion making his British GT debut in the Garage 59 McLaren 720S. Yet what proved vital to the Cottingham/Adam win followed the half-hour safety car period, which was triggered by Tom Rawlings' Paddock Motorsport McLaren Artura GT4 parking and catching fire.

Competitors pitted in dribs and drabs with some held by a red light at the pit exit, while the safety car had to be replaced as the first one developed a technical problem, further adding to the confusion. In the interim, all were told to proceed at a sedate 80km/h (50mph), with some continuing to lap at this reduced speed even after the new safety car appeared.

It shook up the order and somehow put RAM Racing's John Ferguson into first place. But, when green-flag racing

### THE HERALD OF A NEW CENTURY WINNER

The British GT4 race at the Algarve circuit had even more twists and turns than in GT3, with the dynamic of the race lending itself to Pro-Am duos – their minimum pitstop time 14 seconds shorter than Silver Cup rivals at each of the three scheduled stops.

And so it proved as Michael Johnston and Chris Salkeld took a freshman win in their Century BMW. Salkeld is in his third year of British GT and this year he's been joined by his friend Johnston, with whom he has a mentoring relationship. They've been quietly effective during 2023, and in Portimao they were rewarded with the first British GT win for both of them.

The GT4 pit strategies largely split down the middle during the three-hour race, and it was left until the final stops for things to shake out. While the polesitting R Racing Aston Martin Vantage of Silver duo Josh Miller and Seb Hopkins looked well placed, Johnston/Salkeld kept in range, knowing their final pitstop would be shorter, and were helped even more by the Aston crew having to serve a success penalty from the previous round.

With the stops done, Salkeld was first but with Hopkins just 12s behind as 50 minutes still remained on the clock. Hopkins ate the gap up and it appeared set for a grandstand finish until, with 15 minutes to go, Hopkins hit Ignazio Zanon's Raceway Ginetta when trying to lap him. Hopkins

pitted to repair the damage, rejoined and was classified 10th in GT4 after he got a post-race penalty for the incident.

That left Salkeld free to bring it home, not far ahead of Enduro's Harry George and Darren Burke – newly invigorated after switching to a Mercedes-AMG from a McLaren Artura.

"Pretty unbelievable," Johnston said. "I'm in my second-ever season in racing. The first time I was ever on slick tyres was the start of this year. We've been pretty quick all year and it's not quite come together, so to win outright – what a feeling. We nailed the strategy and we were both quick."

With that result, Johnston and Salkeld jump to second in the table, but some distance behind





Bell just held off Mitchell  
to claim second place



Winners: Adam (l)  
with Cottingham

resumed, the ever-potent Cottingham quickly climbed the order and, in a repeat of the preceding round at Snetterton, tried to take the lead from a stubborn Ferguson.

Yet Cottingham did get past with a brave move around the outside of one of the Algarve circuit's many quick infield turns. In an instant, Ferguson went from foe to friend from Cottingham's point of view, as the Mercedes driver proved to be the cork in the bottle for those chasing as Cottingham made a rapid escape. His advantage sky-rocketed, by as much as 4s a lap and, by the time Cottingham pitted to hand over to Adam for the final stint, his lead was nearly half a minute.

Even after another safety car intervention closed everything up, the 2 Seas win never looked in doubt. "The team's done a great job with the set-up, we changed a few things overnight and it really worked," Adam said. "We're really happy, good place in the championship, nothing much more to ask for really."

"I was a bit nervous [seeing Cottingham battle Ferguson] but, at the same time, his racecraft is very good. One eye on the championship there but his move was epic, probably the best I've seen this year."

About the only time in the three hours that Cottingham/Adam didn't look the most likely for victory was after the first safety

car when Pro drivers took over the wheel. In that stint, Harper in his BMW simply flew and sailed past many rivals including Adam to take a net lead. However, a 30s stop/go penalty awaited Harper (see News) as under the preceding safety car he had passed a number of GT4 cars emerging from the pits at the first turn.

The BMW had a few subsequent cards fall its way, and in fact finished fifth, just 9s from victory. It was one place behind the RAM Mercedes of Ferguson and Raffaele Marciello, which had started down the order and served a 20s success penalty. Loggie in the other 2 Seas Mercedes – this time sharing with Keen as Jules Gounon was racing in IMSA – finished sixth after Loggie picked up a track-limits penalty.

The Optimum McLaren of Mark Radcliffe and Rob Bell was second home. The team employed a contra strategy that went its way, particularly when the final safety car was deployed as the car was making its last pitstop. Bell just held off Sandy Mitchell's Barwell Lamborghini that continued the Huracan EVO2's improved recent form. Barwell, though, was one of many to rue a setback in this one, as a breakdown in radio communications meant the car pitted a lap late under the first caution period and lost several places.

GRAHAM KEILLOH

## RACE RESULTS

### GT3

**(91 laps) 1 James Cottingham/Jonny Adam (Mercedes-AMG);** 2 Mark Radcliffe/Rob Bell (McLaren 720S Evo) +3.274s; 3 Shaun Balfe/Sandy Mitchell (Lamborghini Huracan EVO2); 4 John Ferguson/Raffaele Marciello (Mercedes); 5 Darren Leung/Dan Harper (BMW M4); 6 Ian Loggie/Phil Keen (Mercedes). **Fastest Lap** Marciello 1m42.578s (101.44mph). **Pole** Miguel Ramos/Marvin Kirchhoefer (McLaren). **Starters** 17. **Points** 1 Cottingham/Adam 139.5; 2 Leung/Harper 111.5; 3 Loggie 101.5; 4 Balfe/Mitchell 91.5; 5 Ferguson/Marciello 90; 6 Jules Gounon (Mercedes) 89.5.

### GT4

**(86 laps) 1 Michael Johnston/Chris Salkeld (BMW M4, below);** 2 Harry George/Darren Burke (Mercedes-AMG) +3.290s; 3 Aston Millar/Josh Rowledge (McLaren Artura); 4 Ian Gough/Tom Wrigley (McLaren); 5 James Townsend/Mike Simpson (Ginetta G56); 6 Erik Evans/Matt Cowley (Ford Mustang). **FL** Cowley 1m52.436s (92.55mph). **P** Josh Miller/Seb Hopkins (Aston Martin Vantage). **S** 16. **Points** 1 Jack Brown/Charles Clark (McLaren) 124.5; 2 Johnston/Salkeld 91.5; 3 Gough/Wrigley 90.5; 4 Millar/Rowledge 85.5; 5 Carl Cavers/Lewis Plato (BMW) 73.5; 6 Cowley/Evans 70.5.



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

runaway leaders Jack Brown and Charles Clark. The Optimum McLaren pair had an outside chance of sealing GT4's crown in Portugal, but this prospect was dashed early as the other Century BMW, driven by Carl Cavers, hit it in the rear. The McLaren not only had to pit for repairs, but it wasn't very competitive subsequently in its taped-up state and ninth place was all it could muster.

A lap down in third, Aston Millar and Josh Rowledge completed the podium aboard their DTO-run McLaren, ahead of Ian Gough/Tom Wrigley (Race Lab McLaren) and James Townsend/Mike Simpson (Toro Verde Ginetta).

GRAHAM KEILLOH



First British GT win for  
Salkeld and Johnston



# Boardley brace puts him into TCR points lead

**KNOCKHILL  
BRSCC  
22-23 JULY**

With two wins out of three, Carl Boardley enjoyed almost the perfect weekend as TCR UK returned to Knockhill for the first time since 2018.

Coming into the weekend 29 points adrift of Bruce Winfield at the top of the standings, Boardley knew he needed to turn in a strong performance, particularly with Winfield weighed down by having to carry an extra 40kg for the trio of races.

He duly delivered with a dominant 11-second victory in Saturday's opener before charging through the field in the second race from 10th, only to be denied victory by a track-limits penalty. Having taken pole for the final bout, Boardley stayed true to form to complete a near-perfect outing.

"I'm pretty speechless at the minute to be honest, we've come here and rocked up knowing the car was in a good place," said the Cupra Leon Competicion driver. "The car was pretty much 100% where I wanted it, we made a few little tweaks race-by-race and I was able to just go out there and deliver consistent laps and bring it home."

Not only did Boardley assume the overall lead in the points, but he also takes a handy dropped score advantage heading to the next round at Silverstone in August.

For Winfield, it was a case of what might have been. Starting eighth, he limited the damage with fourth in race one, profiting from track-limits penalties for two drivers in front. Contact and a subsequent puncture at Butchers on the opening lap of the reversed-grid contest, which was won by Area Motorsport's Alex Ley, dashed any hope of gaining on Boardley. Then seventh in race three for the Hyundai i30 driver means Winfield trails Boardley by



36 points before dropped scores.

Youngster Max Edmundson put himself into the mix of an increasingly tight Civic Cup title fight by securing his maiden victory in the final race of the weekend. Pre-event points leader Ali Camp remains in charge in the overall standings but is now tied with race-one winner Dan Thackeray on dropped scores after a meeting blighted by track-limits penalties.

Edmundson also picked up maximum points by finishing second in race two, which was won at a canter by guest entrant Liam McGill. "I have had four seconds this year and never quite got there, so I'm chuffed," said Edmundson of his win.

Knockhill has a long tradition of delivering high-quality Fiesta action and the visiting British Racing & Sports Car Club variations proved no different. The pick of the championships was the ST240 class as good friends John Cooper and Alastair Kellett took a win apiece after some excellent racing.

Cooper won the opener, but only after officials rescinded a 5s penalty for exceeding track limits, while Kellett's superior start gave him the race-two honours. Matt Luff won a red-flagged final encounter as Cooper finished third.

Ahead of the Fiesta ST150 finale, things looked rather gloomy for points leader Matthew Pimlott. But he left Knockhill with his advantage still intact thanks to a second place behind Sam Beckett and a tough third race for Paul Dobson, who earlier collected a pair of maximum scores as guest driver Chris Grimes won twice.

The next generation of Fiesta drivers produced entertainment in their pair of races as Ben Mulryan and Jacob Hodgkiss took the wins. Erstwhile points leader Daniel Lewis had a shocking weekend, only managing a 15th and fifth, allowing Mulryan to hit the top of the standings.

Even with a partially-reversed grid for the second BMW Compact Cup race, few people in the Knockhill paddock really believed there would be any other victor than five-time champion – and Knockhill specialist – Steven Dailly. And so it proved, as the one-make maestro stormed to three sensational, albeit non-scoring, wins. Gareth Claydon, Mike Doble and Richard Sutherland were the 'nearest' challengers, each taking a second across the event.

Richard Forber stormed to a 12s victory in the final Audi TT Cup race, backing up his race-two success after Ross Makar won the opener. In the Knockhill Motor Sports Club Modsports Series, Gordon Duncan was the man to beat in his Radical PR6, taking an easy win in each race.

**STEPHEN BRUNSDON**





Knockhill produced two wins and points lead for Boardley's Cupra



## WEEKEND WINNERS

### TCR UK

**Races 1 & 3** Carl Boardley (Cupra Leon Competicion)  
**Race 2** Alex Ley (Hyundai i30 N)

### CIVIC CUP

**Race 1** Dan Thackeray  
**Race 2** Liam McGill  
**Race 3** Max Edmundson

### FIESTA ST240

**Race 1** John Cooper  
**Race 2** Alastair Kellett  
**Race 3** Matt Luff

### FIESTA ST150 CHALLENGE

**Races 1 & 2** Chris Grimes  
**Race 3** Sam Beckett

### FIESTA JUNIOR

**Race 1** Ben Mulryan (Zetec S)  
**Race 2** Jacob Hodgkiss (Zetec S)

### BMW COMPACT CUP

**Races 1, 2 & 3** Steven Dailly (below)

### AUDI TT CUP

**Race 1** Ross Makar  
**Races 2 & 3** Richard Forber

### KMSC MODSPORTS

**Races 1 & 2** Gordon Duncan (Radical PR6)

### BRSCC EVOLUTION TROPHY

**Races 1, 2 & 3** Tommy Gilham (VW Golf Mk5)



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

## THE EVOLUTIONARY PROVING GROUND FOR NEW SERIES

In the post-COVID-19 era of motorsport in the UK, the grassroots scene has perhaps never held as much importance as it does today. New championships have come and gone as budgets have shrunk, while some have barely made it off the drawing board.

Trying to sell a five-car series to prospective drivers has therefore become something of an impossible task, but the British Racing & Sports Car Club has devised an innovative way of encouraging new blood without breaking the bank.

Launched at the start of this year, the BRSCC Evolution Trophy is a multi-class category that allows emerging series to simultaneously find their feet before eventually developing into a standalone grid once entry sizes increase.

"It's a fairly unique concept we have come up with, based on a history of being approached by people with good ideas for race series," explains Greg Graham, head of formulae development at the BRSCC.

"But a good idea only becomes successful when you've got 14, 15 cars on the grid and you don't ever start with 14 or 15 cars realistically. You start with three or four and it's the same everywhere. We develop our own in-house products, our own championships so we don't rely on the market coming to us with ideas, we actually conceptualise and introduce our own products."

Coming off the back of the club's successful CityCar Cup, the Evolution Trophy has proven popular already, leaving Graham "confident" that the Classic VW class within the Trophy will become the first to graduate to a standalone series by 2025. And that's positive news for those behind other fledgling series that might target joining the likes of the Mazda MX-5 Mk4 Trophy



Cottam took Mazda to a class win

and the Cooksport Renault Cup as part of the evolutionary grid in the future.

"The Classic VW Cup is almost there already with 12, 14, 16 cars but we need to have the comfort of knowing that it'll continue," Graham adds. "We've got a good relationship with the club and we're working together through the winter to tweak the regulations to make it even more attractive for more brands."

"And through our association with Josh Cook, who has dealt with Renaults for a long time, we decided to launch that [Cooksport Renault Cup] and that's growing as well. Everything in the Evolution Trophy is there for a reason and not just picked out of nowhere."

A grid of 14 cars made the trip to Scotland last weekend, admittedly down from the 24 that appeared at Donington Park in June and without the classic Audi TT class, but don't let that detract from the success of the series.

Three races were held at Knockhill, with Tommy Gilham clinching a clean sweep in his Volkswagen Golf Mk5. Guest entry Michael Imrie used his local knowledge to claim two out of three races in the Cooksport Renault division, while Frank Pettitt won the third. Among the Mazdas, Edward Cottam and Ben Taylor shared the victories.

**STEPHEN BRUNSDON**



Gilham leads the Evolution Trophy's Classic VW element





Two wins for Hills in eventful MX-5 bouts

RICHARD STYLES

## Hills back at the MX-5 Supercup summit at Snetterton

**SNETTERTON**  
**BRSCC**  
**22-23 JULY**

Aidan Hills added two more wins to his burgeoning Mazda MX-5 Supercup tally at Snetterton last weekend to further extend his championship lead.

Hills escaped from a three-way battle for second in race one to reel in early pacesetter James Cossins. "I got him into Riches after he had gone sideways through Murrays," said Hills after leading from lap four of eight. Cossins held onto a clear second, with Patrick Fletcher and Fraser Fenwick completing the top four.

Tom Griffiths had escaped from a quartet battling for second when rain arrived in race two. But Ali Bray soon broke clear and managed to oust Griffiths from his lead, before both aquaplaned off at Brundle, handing Hills the advantage from Fletcher and Cossins.

Three laps behind the safety car then made it a one-lap sprint to the flag, with all three podium finishers holding station, despite the best efforts of fourth-placed reigning champion Will Blackwell-Chambers.

It was wet again for the finale, as Blackwell-Chambers and Griffiths led initially, before going straight on at Brundle. Blackwell-Chambers recovered to hold second behind Hills and was about to challenge for the lead when the safety car appeared.

Bray dived into second at Riches from the green flag and led into Murrays with a lap to go. Hills had to settle for third, though, after Blackwell-Chambers snatched second on the last tour, while Cossins was a close fourth.

There were three different winners in the Mk1 Mazda MX-5 Championship. Jack Noller and Adam Sparrow's first-lap break in the opener proved shortlived as

Steve Foden and Luke Pullen closed in. After a super scrap, Sparrow, Pullen and Noller were nose to tail through Coram and three abreast over the line with three laps to go. Pullen led onto the last tour, only to run wide at Riches, which left Sparrow victorious from Noller and the recovering Pullen. Thomas Langford was fourth, after Foden had an off at Hamilton.

Ted Bradbury had his first win of the season in a dramatic second race, after diving ahead of Sparrow into Riches on lap three. As they continued to run closely, Pullen closed in too and onto the final lap it was any one from five.

But Bradbury had a tap at Hamilton and was off, before recovering at the back of the quintet. "Then I just picked them off again and was back to second through Coram, but there was no defence at Murrays and I went through and won," said Bradbury. Foden, Noller, Sparrow and Pullen all followed in close formation.

Foden finally made it 10 wins this season after a lights-to-flag win in race three, with Noller in second from Wilson Hairpin on the opening lap. Bradbury came back strongly, before running wide challenging Noller into Murrays on lap six and came under attack from Sparrow. But both went off at Riches and Oliver Graham and Jason Greatrex instead completed the top four.

Prior to the weekend, Stuart Bliss had one win this season in the CityCar Cup, but came close to leaving on a hat-trick. It was almost synchronised drifting through Turn 3 on the first lap of race one between Bliss's Toyota Aygo and points leader Elliot Lettis's Peugeot 107, with Jack Wheeler's Citroen C1 making it a three-car break. While Bliss held on to take the win, Wheeler pushed



Bliss came close to a perfect CityCar Cup treble

RICHARD STYLES



## WEEKEND WINNERS

**SNETTERTON****MAZDA MX-5 SUPERCUP****Races 1 & 2** Aidan Hills**Race 3** Ali Bray**MAZDA MX-5 CHAMPIONSHIP****Race 1** Adam Sparrow**Race 2** Ted Bradbury**Race 3** Steve Foden**CITYCAR CUP****Races 1 & 2** Stuart Bliss (Toyota Aygo)**Race 3** Elliot Lettis (Peugeot 107)**C1 ENDURANCE**

Emax Motorsport

(Stuart Ratcliff/Jake Little/James Little)

**MAZDA MX-5 CLUBMAN****Race 1** Harry Deane**Race 2** Jordan Pimley**SUPERSPORT ENDURANCE CUP**

Warren Tattersall (SEAT Leon Cupra)

**CADWELL PARK****GINETTA JUNIOR****Races 1 & 2** Freddie Slater**Race 3** Chase Fernandez**GINETTA GT ACADEMY****Races 1 & 3** Ravi Ramyeed**Race 2** Nick White**GINETTA GT CHAMPIONSHIP****Races 1 & 3** Ruben Hage (G56)**Race 2** Luke Reade (G56)**For full results visit:** [tsl-timing.com](https://tsl-timing.com)

him hard over the final laps.

Race two was red flagged and classified after just two laps. Lettis had managed to go from third to lead on lap four, taking Bliss around the outside of Riches. But on countback he not only lost the win, but second too in favour of Wheeler. Lettis finally got win number nine in the finale, after Bliss lost his lead running wide into Oggies on the last lap, while Andrew Dyer's C1 just held off Richard Jepp's 107 for third.

It all came down to the final minutes in the C1 Endurance contest when, after five hours of racing, James Little took his Emax Motorsport car to another win after reeling in Trojon Motorsport's Chris Freeman. Freeman was comfortably ahead, but then had to back off as his fuel light was on for the final 20 minutes. It was the penultimate lap when Little made his move under braking for Brundle, the pair separated by just 0.393 seconds at the flag. Keith Farrance brought Team Brimstone home third, with Jelly Snake fourth, having gone a lap down late on.

The MX-5 Clubman spoils were shared by Harry Deane and Jordan Pimley, while Warren Tattersall's SEAT Leon Cupra won the Supersport Endurance Cup by over two laps.

**PETER SCHERER**

# More wins for Slater but he can't quite seal Junior title



## CADWELL PARK BARC 22-23 JULY

Freddie Slater was denied an early chance to seal the Ginetta Junior title despite taking two more wins at Cadwell Park last weekend.

Having lapped almost two seconds faster than anybody else in qualifying, Slater lined up on pole for Saturday's race – the series' first at the Lincolnshire venue since 2008. The R Racing driver built a 13s advantage in treacherous conditions before spinning off at Gooseneck. He rejoined with a 2s lead, which he doubled by the finish for his 15th win ahead of team-mate Mikey Porter, who passed Alisha Palmowski for second. Slater's nearest rival Hugo Schwarze gained from excursions for Chase Fernandez and Elite's new signing Finn Harrison to finish sixth.

Slater scored another lights-to-flag triumph in Sunday's dry race two while Harrison recovered from opening-lap contact with Porter to climb from sixth to second ahead of Fernandez and Charlie Hart. Harrison's progress was helped by

Porter spinning while trying to pass Palmowski, who eventually finished sixth behind Schwarze.

Slater's hopes of clinching the crown with two rounds to spare were ended by retirement from race three after stalling from pole. Palmowski spun after a collision with Porter and was collected by Schwarze. Harrison led from Reza Seewooruthun, although the pair were carrying 5s track-limits penalties, but a final-lap collision put both off the circuit. Fernandez profited for his third win ahead of Porter and Hart.

Ravi Ramyeed took two more GT Academy wins to close to within two points of title rival Nick White. Ramyeed comfortably won a restarted opener following a crash for Marc Elman, while White slipped back to fourth behind Matt Shaw and Mackenzie Walker. White held off Ramyeed to win race two, with the positions reversed in the finale after Ramyeed made the better start and then defied race-long pressure.

Ruben Hage dominated the Ginetta GT opener ahead of Callum Davies, and looked set for another triumph in race two before Davies crashed and brought out red flags. A rain shower necessitated wet tyres for the restart, with points leader Luke Reade snatching victory from Hage with a better start. A feisty lead battle between the pair went the way of Hage in race three. Ella Lloyd moved to the top of the GT5 Pro standings with two wins, and was denied a third by a penalty for forcing off chief rival Luke Garlick.

**STEVE WHITFIELD**



# Menzies stars again on the Channel Islands

**BOULEY BAY & VAL DES TERRES  
BRITISH HILLCLIMB  
19 & 22 JULY**

Wallace Menzies continued his inexorable progress towards a fourth straight British Hillclimb Championship title with a commanding performance across the annual Channel Islands events.

Menzies and his Gould GR59 won three of the four championship run-offs, sharing the Bouley Bay glory with Scott Moran and then doing a double three days later at Val des Terres. With 11 wins and nine other podiums from 20 rounds to date, it is increasingly hard to see anyone coming between the Scotsman and another crown.

Bouley Bay was its usual slippery self despite a warm and sunny day last Wednesday. This is a hill where power is not the be-all and end-all and the search for grip was evidenced by traction control systems working overtime as the cars climbed steeply up through three low-speed hairpins.

Menzies bagged the first of the Jersey run-offs with a 36.99s ascent, half a second shy of the seven-year-old record held by Trevor Willis. It proved to be the best time of the day and it was Willis who led the chase from a distance of nearly a third of a second. After a run of engine issues, Willis was pleased to be back on the overall podium.

At the end of the afternoon, as the ambient temperature dropped a little, it was Moran who grabbed the glory with a final run in 37.28s to snatch victory away from Menzies by just 0.07s.

Moran said: "Wallace is just so consistent. For the second run-off, we ran new front tyres and used rears and you've just got to trust that it will turn in at the first corner."



It was a fruitful trip to the Channel Islands for Menzies

Menzies was quick to congratulate his rival and added: "My second run wasn't quite as clean but it's such a changeable course and just one small mistake punishes you. But I'm delighted to keep up the momentum in terms of the championship." He also pointed out that finishing the day with the car intact and ready to run again on Guernsey three days later was important.

Recent events have not been kind to Alex Summers in his DJ Firestorm but he arrived in Jersey hopeful that the handling issue that has dogged the car for much of the season had been pinned down. The result was positive as he claimed a brace of podiums on a hill that does not really play to the car's strengths.

From the smaller-engined ranks, it was Richard Spedding who capitalised the most on the relatively low speed Bouley Bay with a brace of fifths,

while David Warburton highlighted the hill's challenge by finding a 1.5s improvement from a new set of rear tyres for the second run-off.

After a short ferry ride, the contenders regrouped at St Peter Port on Guernsey for the Val des Terres event and it was Menzies who took an important double win as well as a bonus point for setting a new hill record. However, his rivals could only marvel at his ability to escape trouble. On his record-breaking run, Menzies crossed the line nearly sideways and hit the low bank after the finish line. The impact knocked the car straight again and the time stood, with only a broken wheel to show for the escape of the season.

Moran again headed the opposition and pared a half-second deficit in the opening run-off to just 0.03s at the end of the day. It had been a good trip for the six-time champion, but even Scott's experience could not quite match Menzies' overall pace.

One of the other heroes of Guernsey was local ace Nick Saunders in his 1.6-litre Reynard-based Reynick special, and fourth and third place finishes were just reward for an attacking performance on his home hill. Will Hall, too, had a better time in Guernsey and matched Saunders with a fourth and a third, while Warburton and Summers packed out the top six.

There is scant time to reprepare as Wiscombe Park looms this weekend for rounds 21 and 22. Menzies has one hand on the title and, on current form, two more wins are well within his reach.

**PAUL LAWRENCE**



Record-holder Willis returned to form with Bouley Bay podium

PAUL LAWRENCE





PAUL LAWRENCE

## HILLCLIMB RESULTS

## ROUND 17 (BOULEY BAY)

**1 Wallace Menzies (3.3 Gould-Cosworth GR59M) 36.99s;** 2 Trevor Willis (3.2 OMS 28-RTE) 37.26s; 3 Alex Summers (2.7 DJ-Cosworth Firestorm) 37.34s; 4 Scott Moran (4.0 Gould-Judd GR59J) 37.50s; 5 Richard Spedding (1.6 GWR-Hayabusa Raptor 2) 37.57s; 6 Matthew Ryder (4.0 Gould-Judd GR59JB) 37.92s; 7 Darren Gumbley (1.6 Force-Suzuki TA) 38.39s; 8 Will Hall (4.0 Gould-Judd GR59) 38.77s; 9 Sean Gould (4.0 Gould-Judd GR59JB) 38.80s; 10 Dave Uren (1.6 Ford-Suzuki TA) 39.36s.

## ROUND 18 (BOULEY BAY)

**1 Moran 37.28s;** 2 Menzies 37.35s; 3 Summers 37.84s; 4 Willis 37.92s; 5 Spedding 37.93s; 6 Hall 38.22s; 7 David Warburton (1.6 Gould-Suzuki GR59) 38.43s; 8 Ryder 38.48s; 9 Gumbley 38.49s; 10 Gould 38.84s.

## ROUND 19 (VAL DES TERRES)

**1 Menzies 26.47s;** 2 Moran 27.05s; 3 Hall 27.53s; 4 Nick Saunders (1.6 Reynick-Hayabusa) 27.55s; 5 Warburton 27.60s; 6 Summers 27.67s; 7 Tim Tulie (1.1 Empire-Suzuki Evo) 28.06s; 8= Paul Haimes (1.3t Gould-Suzuki GR59) 28.30s; 8= Willis 28.30s; 10 Ryder 28.64s.

## ROUND 20 (VAL DES TERRES)

**1 Menzies 26.91s;** 2 Moran 26.94s; 3 Saunders 27.67s; 4 Hall 27.74s; 5 Summers 27.76s; 6 Warburton 28.01s; 7 Tulie 28.13s; 8 Haimes 28.51s; 9 Ryder 28.55s; 10 Gould 28.89s.

## POINTS

**1 Menzies 187;** 2 Moran 152; 3 Ryder 130; 4 Summers 126; 5 Hall 91; 6 Gould 88.

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

# KTM duo focused on Britcar 6 Hours victory

**DONINGTON PARK  
BARC  
22 JULY**

Oppressive low clouds and rain welcomed a subdued crowd to Donington Park for Britcar's 6 Hour race last Saturday. Although the wind held fast, the rain eased during a qualifying session in which the Track Focused KTM GT4 of Mike McCollum and Teddy Wilson stamped its authority, half a second ahead of the 13-car field.

Yet, come the rolling start, it was a closer story and Bobby Trundle at the wheel of the Team Brit McLaren 570S GT4 took the fight to the KTM. He eventually grabbed the lead into Redgate after 20 minutes, only for the KTM to regain its position at the front after the first round of pitstops. Meanwhile, the Sport77 Ginetta circulated in a lonely third place while behind it a monumental tussle was taking place for fourth between the Reflex-entered Ligier and Datum Motorsport's Ginetta.

As the race became more settled, the weather became more changeable, with blustery winds and rain squalls ensuring that the track constantly varied between being fully wet and having a defined dry line throughout the whole six hours. The lone Aston Martin entered by Addison Plant Ltd had a torrid race with two offs, the second of which damaged the diff cooler. After some time in the pits, it rejoined the fray with this removed. At the same time, the SW Engineering Porsche, which had been steadily fading from a



Track Focused KTM duo got the better of Team Brit McLaren

MICK WALKER

third-place start, crept into the pits to retire having lost its coolant. After more than two hours of racing, the ongoing Ligier/Ginetta battle was decided when the two came together on the track, resulting in the former retiring with a broken front upright.

An unexpectedly lengthy safety-car period came in the second half of the race with the Aston Martin's differential finally crying enough and seizing at Coppice. The Aston had just been returned to the paddock when the third-placed Ginetta ground to a halt in the same spot with a broken rear hub. Thankfully, the Dragon Sport Clio managed to limp to the pit entrance, having run out of fuel, avoiding the need for yet another recovery and so the safety car was finally brought in.

Racing got under way again with less than two hours to run. After another caution, the first two cars were now within 4.5s of each other but the McLaren had to make an extra stop. The KTM was therefore left to tick off the last minutes, taking a commanding two-lap win, with the County Classics Porsche 996 securing a commendable third.

**STEPHEN MOSLEY**



Conditions varied during the course of the six hours

MICK WALKER



# FINISHING STRAIGHT

'Uncle Ken'  
and Jackie Stewart  
– a hugely successful  
combination in F1

SCHLEGELMILCH  
motorsport  
IMAGES

## Breathing new life into Tyrrell tale



**BOOK**  
**TYRRELL: THE  
STORY OF THE  
TYRRELL RACING  
ORGANISATION**  
Richard Jenkins  
RRP £90

After its 30-year  
tenure gracing

the Formula 1 grid, the Tyrrell team faded away after a buyout from British American Tobacco in 1998, but its legacy still remains, and its successor evolved and finally delivered success as Mercedes. Although the Tyrrell name was hardly imbued with the romance of Lotus or Ferrari, it remains just as evocative. On the front cover of *Tyrrell: The Story of the Tyrrell Racing Organisation*, a photo of Jackie Stewart's tartan-lined helmet peeking out of a Tyrrell 003 sits atop Jean Alesi's anhedral-winged Tyrrell 019. An image of the six-wheeled P34, piloted by Ronnie Peterson, sits on the rear cover. When you think of Tyrrell, perhaps you consider one of those three cars – alternatively, you think of the craggy, toothy grin of its founder Ken Tyrrell.

Every aspect of the Tyrrell team's history is covered by Richard Jenkins, who had made it his mission to leave no stone unturned in the resulting weighty tome. The book's launch at the Brooklands Museum, accompanied by the appearances and fire-up of Tyrrells 001, 011, and 012, continued the celebration of a team that launched the careers of Sir Jackie Stewart, Martin Brundle, Jean Alesi, and countless others in F1. Many of the team's former personnel were there to indulge in the festivities, and Jenkins has been able to pull a great quantity of ex-drivers and

staff into contributing towards the book. The early years of 'Uncle Ken' taking his first steps into motorsport and team ownership from his woodyard in Ockham follow references more than stories, simply due to the time period involved, although his sons Bob and Kenneth have been able to share tales of their early years and their later involvement with the team bearing their name.

As the story progresses, many of Tyrrell's alumni have been granted the chance to spin their own yarns, with no fewer than 30 ex-Tyrrell drivers lending their voices to add colour to the already prismatic Tyrrell tale. Jenkins begins with Ken's journey from racing to team ownership in the lower categories, before progressing to the Matra years with Stewart and the 1969 title, to its years as a constructor. With thanks to the Keith Boshier Collection, as the ex-Tyrrell mechanic began to keep an extensive library of Tyrrell-related documents and car parts, the story of its path to becoming a constructor is underpinned by rarely seen images of mock-ups and concept art. Roger Finnis and Phil Cant, who also worked for the team, provide other documents – including emails that reveal the occasionally raucous behaviour of the personnel when celebrating

increasingly rarefied good results!

The book is interspersed with profile pieces and tangents that, while these stray outside of the overall narrative, deserve either their own sections or explanations. This includes profiles of designers Derek Gardner, Maurice Philippe, and Harvey Postlethwaite, key personnel such as Boshier and Roger Hill, and a walkthrough of other teams who ran Tyrrell machinery when customer cars were permitted.

After the early successes, the book details Tyrrell's later struggles with finding long-term sponsorship deals and issues adapting to the modernisation of F1. Its reluctant switch to Renault turbo engines in 1985, having long persevered with the naturally aspirated Ford Cosworth DFV and its later derivatives, is one such example of the team's stubbornness to adapt – but this is tempered with its willingness to innovate in the 1990s despite its budget becoming ever more insignificant compared to the might of the bigger teams.

Rather than rehash old stories, Jenkins has been able to breathe new life into the Tyrrell tale with the help of those who were closest to it. There are occasions, albeit few, where the author's own preferences meld into the team's history, but that editorialisation doesn't ever go against the grain and is arguably reflective of the team's opinions at the time – for example, with its 1984 disqualification, which is neatly detailed.

For £90, one would expect *Tyrrell...* to be a definitive history of the British team's time in motorsport, and Jenkins has pulled out all of the stops to ensure it fulfils that brief. If there's a Tyrrell fan in your life, this is a must-have for their bookshelf.

**JAKE BOXALL-LEGGE**





WHAT'S ON

INTERNATIONAL MOTORSPORT

**Belgian Grand Prix**  
F1 World Championship  
Round 12/22  
Spa, Belgium  
30 July

**TV Live** Sky Sports F1,  
Sat 1430, Sun 1355  
**TV Highlights**  
Channel 4, Sun 1830,  
Sky Sports F1, Sun 1730

**Formula E**  
Round 11/11  
London, UK

29-30 July  
**TV Live** Channel 4,  
Sat 1630, Sun 1630,  
Eurosport Sat 1650,  
Sun 1650

**Formula 2**  
Round 10/13  
Spa, Belgium

29-30 July  
**TV Live** Sky Sports F1,  
Sat 1240, Sun 0855

**Formula 3**  
Round 8/9  
Spa, Belgium

29-30 July  
**TV Live** Sky Sports F1,  
Sat 0855, Sun 0725

**F1 Academy**  
Round 6/7  
Paul Ricard, France  
30 July

**GT World Challenge**  
**Endurance Cup**

Round 4/5  
Nurburgring, Germany  
30 July  
**TV Live** via YouTube,  
Sun 1330

**Porsche Supercup**

Round 5/7  
Spa, Belgium  
30 July  
**TV Live** Sky Sports F1,  
Sun 1045

**Australian Supercars**

Round 7/12  
Sydney, Australia  
29-30 July  
**TV Live** TNT Sports 2,  
Sat 1015, Sun 0615

**NASCAR Cup**

Round 22/36  
Richmond, USA  
30 July  
**TV Live** Viaplay, Sun 1930

**NASCAR Xfinity**

Round 20/33  
Road America, USA  
29 July  
**TV Live** Viaplay, Sat 1930

**NASCAR Truck Series**

Round 16/23  
Richmond, USA  
29 July  
**TV Live** Viaplay, Sat 0030



FOX/GETTY IMAGES/RED BULL CONTENT POOL



[autosport.com/podcast](https://www.autosport.com/podcast)



**Hungarian Grand Prix review**  
It was a record-breaking Hungarian GP for Red Bull, with its 12 consecutive wins beating McLaren's previous achievement. Chief editor Kevin Turner is joined by Alex Kalinauckas and Matt Kew alongside your host Martyn Lee to look back at Sunday's action.

UK MOTORSPORT

**Croft BARC**

29-30 July  
BTCC, British F4, Legends,  
Mini Challenge Trophy,  
Porsche Sprint Challenge  
**TV Live** ITV4, Sun 1130

**Oulton Park HSCC**

28-30 July  
CSCC, Historic F3, Historic  
Formula Junior, Gerry  
Marshall Trophy, Historic  
Touring Cars, HGPCA (Gold  
Cup), HRDC (Jack Sears  
Trophy), MRL (Woodcote/

Stirling Moss Trophy), Tony  
Dron Trophy/'60s Historic  
Touring Car Challenge, VSCC

**Kirkistown 500MRCI**

28-29 July  
Fiestas/Minis, Formula  
Sheane, National FF1600,  
NI Sevens, Roadsports/  
Globals, Saloons/GTs/  
Mazdas, Superkarts

**Thruxton BARC**

29-30 July  
Caterham (270R, 310R,  
Academy, Roadsport),  
CMMC, FF2000, JSCC,  
Track Attack

**Silverstone MSVR**

29-30 July  
7 Race Series, GB3, GB4, GT  
Cup, Porsche Championship/  
Boxster Cup/911 Challenge,  
Radical Cup

**TV Live** stream  
via gb-3.net

**Snetterton 750MC**

29-30 July  
116 Trophy, 116 Sprint/  
Coupe Cup, 5Club MX-5,  
Armed Forces Challenge,  
Bikesports, BMW Car  
Club, Clio Sport, F1000,  
Formula Vee, Locost, MR2  
**TV Live** stream  
via alphalive.co.uk

**Cadwell Park MGCC**

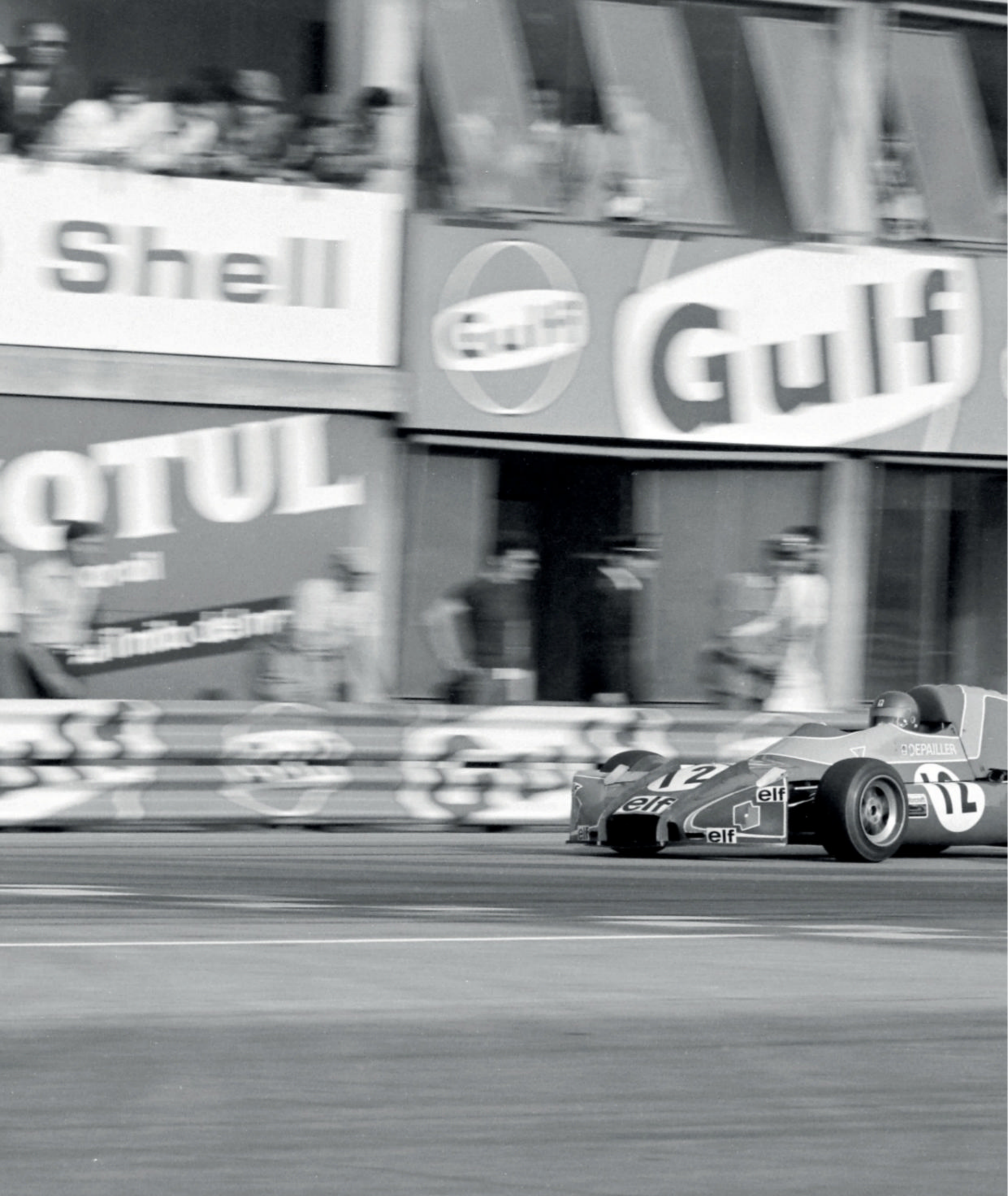
30 July  
MG Cup/Morgan, MG  
Trophy, Midgets & Sprites

**British Hillclimb**  
**Championship**

Round 10/14  
Wiscombe Park, England  
29-30 July







#### FROM THE ARCHIVE

Roger Williamson (3) draws alongside Patrick Depailler in the Monza Lottery round of the 1973 European Formula 2 Championship. Williamson, driving a Wheatcroft Racing March-BMW,

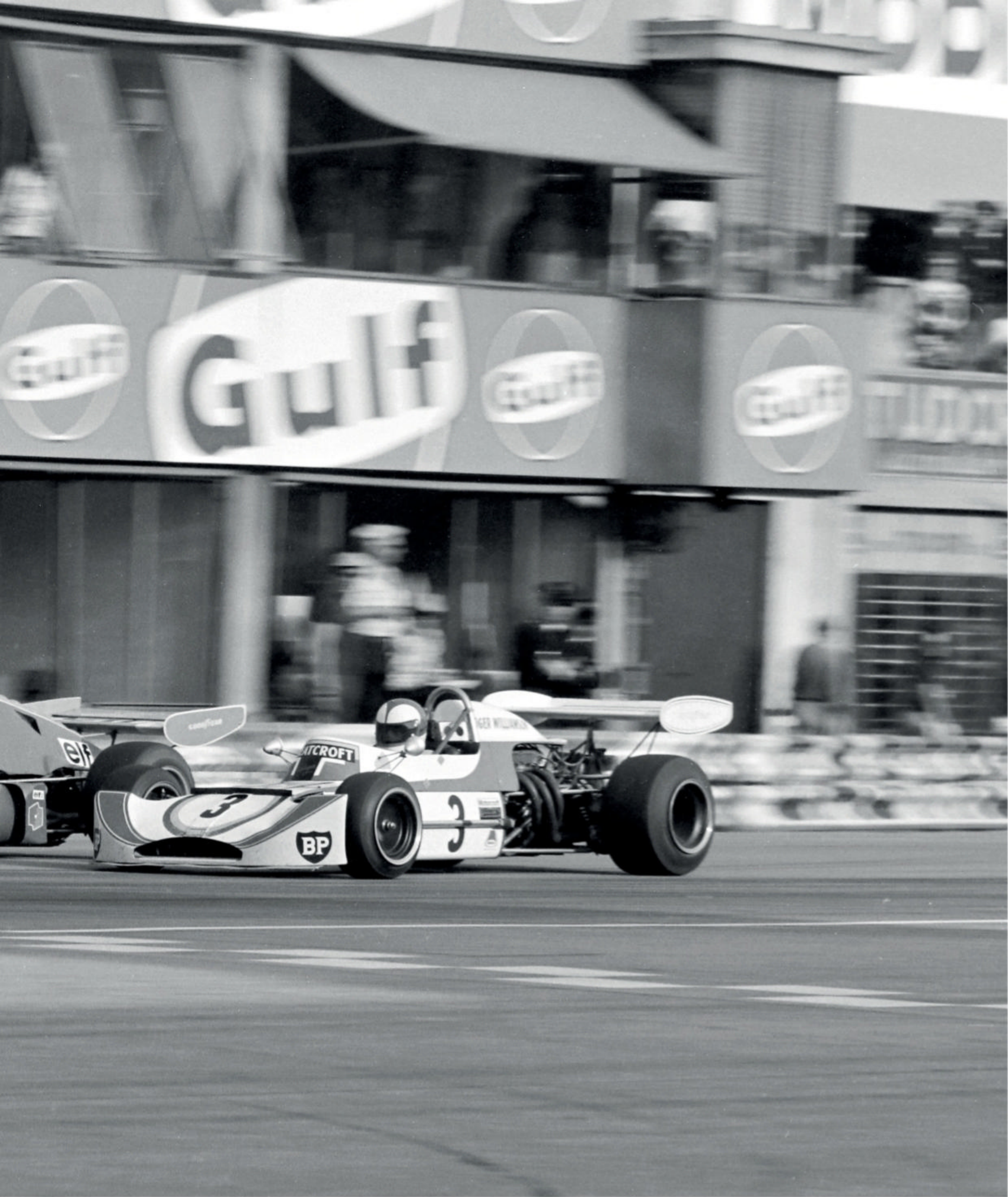
had beaten Depailler's Elf Coombs Alpine-Ford in the first of two heats. In the second, he went off with Vittorio Brambilla at the start, recovered to pass Depailler, spun again, then surged back past the Frenchman,

even though second place would have been enough for honours on aggregate. Williamson, a huge talent, would lose his life a month later, on 29 July 1973, in a fire after crashing in the Dutch GP – 50 years ago this week.



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## Lola B02/00

**A**rguably no driver is as closely associated with the Ford Cosworth-powered Lola B02/00 Champ Car chassis as Sebastien Bourdais. In its five seasons of competition in the US open-wheel series, the Frenchman won three titles in a row and made Formula 1 realise it had missed a trick.

In his 59 starts from 2003-06 with the Newman/Haas Racing-run Lola, which “fitted my driving style incredibly well”, Bourdais racked up 23 wins from 42 top-five finishes, 25 poles and 26 fastest laps. He was competitive on all types of track in a car he notes “was somewhat less sensitive to ride height than most flat-bottom cars”. No wonder its place as his favourite car is cemented.

“I had some really magical moments,” recalls Bourdais, now a staple of Cadillac’s GTP programme in the IMSA SportsCar Championship. “It was an incredible time. I just jumped in that car, which fitted me really well, and then had an amazing group of people that had a culture of winning.”

In St Petersburg, Bourdais became the first series rookie since Nigel Mansell in 1993 to claim a debut pole, then repeated it next time out at Monterrey. A breakthrough victory came at Brands Hatch in just his fourth start, before Bourdais sensationally won his first oval race at Lausitzring.



The title floodgates opened in 2004, when Bourdais started all 14 races inside the top three and won half of them. He was unstoppable in 2005 too, then opened a devastating 2006 season with four wins on the spin. His 89-point margin made it his most dominant campaign of the lot. It was only fitting that he won on the Lola’s final outing in Mexico City at the culmination of a season during which he also ended a four-year wait to win at Milwaukee “with one of the best oval cars I’ve ever driven”, despite losing a lap to an early puncture.

“We were better prepared,” he reflects. “We had better means, being financial or technical and human, and it’s always the case. You don’t dominate a series or a formula for no reason, it’s always on the back of some kind of unfair advantage.”

**JAMES NEWBOLD**



IN NEXT WEEK'S ISSUE

## Britain's 2023 world champion?

DENNIS TARGETS FORMULA E TITLE IN LONDON FINALE

# AUTOSPORT

Motorsport Network Media UK Ltd, The Power House, Isleworth, London, TW7 6QG

**Email** [autosport@autosport.com](mailto:autosport@autosport.com)

**Individual email** [firstname.surname@autosport.com](mailto:firstname.surname@autosport.com)

**Website** [www.autosport.com](http://www.autosport.com) **Twitter** @autosport

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Sales Director **Laura Crawte**

[laura@tandemmedia.co.uk](mailto:laura@tandemmedia.co.uk)

**Tel** +44 (0) 1233 228754

### RECRUITMENT

Head of Motorsport Jobs **James Robinson**

[james.robinson@motorsport.com](mailto:james.robinson@motorsport.com)

### ADVERTISING PRODUCTION

[autosport@tandemmedia.co.uk](mailto:autosport@tandemmedia.co.uk)

**Tel** +44 (0) 1233 220247

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**Sunita Davies**

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#### ENQUIRIES

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