

**F1** back with a bang at Zandvoort

# **AUTOSPORT**

BRITAIN'S BEST MOTORSPORT WEEKLY

31 AUGUST 2023

**DUTCH GP DRAMA**

## Master Max makes it **9**

Verstappen matches Vettel  
and Ascari record  
despite the rain



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Sutton closes on **BTCC** title  
Stars and records at **Silverstone Festival**





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# More wet-weather fun but the Verstappen run continues

Wet weather often throws up dramatic or unusual races, and Formula 1 2023's return following the summer break certainly provided plenty of action. But, as we've come to expect recently, the dominant combination was still Red Bull and Max Verstappen.

Jake Boxall-Legge explains on page 18 how Verstappen overcame the Zandvoort conditions and a less-than-perfect strategy to take his ninth consecutive world championship victory. That tally matches the record held by Red Bull's first star, Sebastian Vettel, in 2013 and Ferrari legend Alberto Ascari across 1952-53 (if we exclude the anomalous, points-counting Indianapolis 500). The record will surely fall on Ferrari's home ground this weekend.

Verstappen is also climbing up the list of wet-weather F1 winners. His Dutch Grand Prix success was his seventh rain-affected victory, putting him on a par with Jenson Button in fourth on the all-time table. Michael Schumacher, Lewis Hamilton and Ayrton Senna are all some way ahead but, such is the 25-year-old's current level, it seems many records could be at risk before someone turns the tables.

Elsewhere, Ash Sutton continued his march to the British Touring Car Championship title, despite the pace of Tom Ingram at Donington Park (p34), while Scott Dixon once again performed an IndyCar miracle to win from 16th on the grid at St Louis (p48).

And for those who like their nostalgia – and F1 races fought out between Williams, Tyrrell, Lotus and McLaren – the Silverstone Festival celebrated the circuit's 75th birthday in style (p40).



*Kevin Turner*

**Kevin Turner**  
Chief Editor

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AN ISSUE**

Special deals for  
Autosport p60



Cover image

Peter Fox/Getty Images / Red Bull Content Pool

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Hamilton and Leclerc still have contracts pending



## Is the F1 silly season less sensible than

### FORMULA 1

Compared to last year, when Sebastian Vettel announced his retirement and Aston Martin subsequently poached Fernando Alonso in a matter of hours to leave Oscar Piastri at the heart of an Alpine-McLaren legal spat, the Formula 1 driver market 'silly season' seems totally tame. But that doesn't mean there aren't plenty of potential moves being evaluated behind closed doors.

Charles Leclerc has rubbished summer speculation that he has agreed a new £150million two-year (with an option for a further three years) contract with Ferrari. Both parties want to wait until the end of a trying 2023 campaign before talks begin. That leaves the Monegasque with only 18 months left on his current five-year deal, meaning he is a plausible target for rivals.

Leclerc is a viable candidate to replace

Lewis Hamilton at Mercedes, although an extension for the seven-time champion is still expected soon despite a very delayed announcement. Leclerc is also adamant that he is convinced by new Ferrari team boss Fred Vasseur's long-term plan for the Italian operation, and says it remains his dream to win a world title for Maranello. But if he should, somewhat understandably, get itchy feet, Aston Martin could be a plausible destination.

Amusingly, Lance Stroll had to hit away rumours at Zandvoort that he was ready to walk away from Formula 1 to take up a career playing tennis. That's highly unlikely and, for as long as his father owns Aston Martin, Stroll has a rolling contract. But the team cannot escape that Alonso has scored 78% of its constructors' points this season. As everyone can appreciate, if this trend continues, it just won't do if Aston aims to beat Mercedes and Ferrari in the standings for more prize money before one day going after Red Bull.

Another Hamilton heir at Mercedes could be Lando Norris. The Briton did renew terms with McLaren last season. The paperwork should keep him at Woking until 2025, and it is thought that team boss Zak Brown has removed any exit clauses should another team attempt to sign Norris. This seems especially shrewd given the safety net will afford McLaren a window in which to optimise its new wind tunnel and simulator to continue its current upward trajectory, one that Brown says will culminate with title success. If Norris

reckons that's doable too, he will surely stay put. But if there's another bump in the road, his papaya patience could be up.

It has been said that Audi should make a play for Norris to complete a statement signing in time for its 2026 arrival. But there is constant noise that the Ingolstadt engine programme is running months behind schedule, while chassis partner Sauber hasn't progressed in 2023, despite now having funds to operate up to the cost cap. That might deter the biggest names on the grid from moving to Hinwil.

Despite being F1's first Chinese driver, Zhou Guanyu isn't supported by an especially lucrative sponsorship package. That means there's scope for change alongside Valtteri Bottas. With Logan Sargeant struggling to find consistency during his rookie grand prix term, a berth at Williams could become available also. Aston reserve and 2022 FIA F2 champion Felipe Drugovich isn't content sitting on the sidelines and has generous backers to make a play for either seat, although an IndyCar move is seen as more realistic just now.

If Drugovich was to head Stateside, perhaps 2021 IndyCar champion Alex Palou could come the other way. It is speculated that the stellar rookie performances from McLaren's Oscar Piastri might have played a part in Palou backing out of his 2024 Arrow McLaren IndyCar deal since a path to F1 with the squad might have been blocked. If his desire is indeed to join the GP fold, Williams and Alfa Romeo represent immediate opportunities.



DUNBAR





## MASSA SAYS 2008 CASE IS FOR 'JUSTICE'

### FORMULA 1

Felipe Massa says that his case against Formula 1 and the FIA over the result of the 2008 world championship is aimed at delivering “justice for the sport” and not recouping the “tens of millions of euros” his legal team reckons the Brazilian has missed out on.

Fifteen years after the Ferrari driver lost the title to McLaren's Lewis Hamilton by a single point, Massa wants to show that F1 management knew Nelson Piquet Jr had crashed deliberately in Singapore, meaning the race result and points



allocation should have been thrown out.

Massa told Autosport: “It's pretty clear that we are going to finish when we have a result that we believe is correct for the justice of the sport. That's why we decided to get together a very big and important legal team. I'm doing that to show that manipulation is not part of our sport. I'm not doing that for money, I'm doing that for

the justice of the sport. I'm spending a lot of money on that case but definitely I'm not doing that [for the money].”

“It's important that everybody knows exactly what happened in that race. It's important that people understand that the result of the drivers' championship that year was manipulated because of that race.”

**FILIP CLEEREN & ERICK GABRIEL**

# it seems?



Zhou: does Guan have enough yuan to stay in F1?

AlphaTauri, which for next season will likely be named Hugo Boss in a title sponsor deal, is another option.

While Red Bull team boss Christian Horner has confirmed that Sergio Perez will remain Max Verstappen's team-mate heading into 2024, it wouldn't be a surprise if the team once again ditched a driver partway into the season. Should Daniel Ricciardo's recovery from a broken hand go well, the seat will be his. The Australian's current stand-in Liam Lawson might get the subsequent vacancy, although Yuki Tsunoda's future isn't concrete either. Mick Schumacher and his management are also pushing for a return to a race seat.

By comparison, it's a vision of stability at Haas. The team announced ahead of last weekend's Dutch GP that Kevin Magnussen and qualifying star Nico Hulkenberg will remain at the team in 2024.

**MATT KEW**



Shwartzman took to the track at Zandvoort for Ferrari

## FP1 runners finally get going

### FORMULA 1

Ferrari became the first Formula 1 team of the year to field a non-race driver in an FP1 session when 2021 Formula 2 runner-up Robert Shwartzman replaced Carlos Sainz for the first session at last weekend's Dutch Grand Prix.

The FIA mandates that each team must field a rookie in at least two FP1s throughout the year. Since any driver with fewer than two race starts complies, Williams (Logan Sargeant), McLaren (Oscar Piastri) and AlphaTauri (Nyck de Vries) all count the first rollout at Bahrain.

Shwartzman, who now competes

under an Israeli licence, ran for Ferrari at Austin and in Abu Dhabi in 2022. His focus last weekend was to evaluate aerodynamic set-up rather than chase lap time, so he clocked 19th from 25 laps. The 2019 F3 champion will also run in FP1 at Abu Dhabi. Meanwhile, AlphaTauri team principal Franz Tost has confirmed that this is where Red Bull Junior and F2 racer Isack Hadjar will sample the AT04.

As Autosport closed for press, Aston Martin confirmed that reigning F2 champion Felipe Drugovich will drive in FP1 at Monza tomorrow (Friday).

**MATT KEW**



# Ericsson takes Andretti seat from Grosjean

## INDYCAR

Romain Grosjean's IndyCar Series future is hanging by a thread after his ex-Formula 1 rival Marcus Ericsson effectively took his place in Andretti Autosport's 2024 driver line-up.

Grosjean, 37, is in the final season of a two-year deal with Andretti. They seemed certain to extend that after he scored two pole positions and a brace of runner-up finishes in the opening four races of the season, but a dramatic slump in form led to team boss Michael Andretti openly criticising Grosjean's attitude in an interview with the *Indy Star*.

Grosjean is refusing to comment publicly on his future, but a source close to the matter told Autosport that his chances of remaining in IndyCar are "complex".

Ericsson's deal with Andretti was announced

last Wednesday. He will end his four-year stint with Chip Ganassi Racing, which includes winning the 2022 Indianapolis 500, after falling out with the veteran team owner over remuneration. The Swede has twice finished in the top six in the standings and is running sixth again this season.

Ericsson's contract with Andretti is understood to boast a salary that puts him at least on par with Colton Herta as one of the best-paid drivers in the series, although Ganassi is believed to have lured Alex Palou into staying for 2024 (and out of Arrow McLaren's hands) with a huge contract of its own.

"Andretti is one of the most legendary names in motorsports, so it is definitely a dream come true for me to join this team," said Ericsson. Michael Andretti added: "It's no secret that we want to win races and championships,



and to do that we need drivers like Marcus who have that natural talent and determined drive."

David Malukas has been linked with both Ericsson's vacant seat at Ganassi and Andretti's fourth car as he moves on from Dale Coyne

Racing for next year.

When asked by Autosport whether Ericsson's deal had narrowed his options, Malukas replied: "His move doesn't really affect anything from my side but obviously it's good for him."

**CHARLES BRADLEY**

# Dixon calls for 'push-to-pass' hybrid boost use

## INDYCAR

Six-time IndyCar champion Scott Dixon wants the series to put the boost generated by its new electrical hybrid into the hands of drivers so they can use it tactically next year.

Dixon has been testing a Honda-powered Chip Ganassi Racing car (with Team Penske's Will Power doing the same for Chevrolet) with the supercapacitor system installed in the powertrain to evaluate its

reliability and potential usage formats.

The cars ran recently for two days at the Sebring road course in both driver-controlled and automated regeneration set-ups. The common hybrid provides an extra 150bhp, similar to the level of the current push-to-pass engine boost system used on road and street courses.

"The technology is pretty cool," said Dixon (below). "I hope they stick to not going automated, that it's really on a

driver-input factor, which I think will spice up our racing. Hopefully they spotlight the technology."

Honda Performance Development president David Salters told Autosport that discussions with series chiefs have focused on enhancing the show without risking the racing product.

"In every IndyCar race there's at least 10 drivers in with a chance of winning," said Salters. "How do we improve on that? That's been the discussion, and it's definitely not trying to make it worse! Is there a way to use the technology to help the show? Our opinion is let's give stuff to the drivers – they're really good at racing – so give them more tools to help earn positions on track. But we have to learn from these tests to figure out the best way of doing that."

"IndyCar is really smart, some good people there, and they're responsible for curating this excellent racing. Working together, I'm sure we can help to make it even better."

**CHARLES BRADLEY**





# McLaren starts legal action against Palou

## INDYCAR

McLaren Racing has formally launched its legal case against Alex Palou after the 2021 IndyCar title winner and current points leader appeared to renege on his 2024 deal with the team to instead stay put at Chip Ganassi Racing.

Plausibly, Palou, who qualifies for an FIA superlicence to race in F1, may have seen any potential grand prix path with McLaren blocked by the strong rookie performances this season of Oscar Piastri. Following the contract dispute earlier this month, McLaren Racing CEO Zak Brown confirmed at last weekend's Dutch Grand Prix that the company has begun formal legal proceedings against Palou and his business.

The American said: "Alex informed us that he has no intention of honouring his contract with us in IndyCar or Formula 1. We have a contract so [this is] now in a legal process. We filed in the London courts last week against him, both as a person and his business entity."



Brown added his personal disappointment at the breakdown of his decent relationship with Palou, and implied that the Spaniard had acted out of impatience. "I have no idea what's going through his mind because I haven't spoken with him," he said. "But things move fast in Formula 1. Drivers can break their wrists in an instant. If you want to do Formula 1, you need to hang around the hoop and see what opportunities are provided."

"He hasn't personally communicated with me about it, which is rather disappointing given all that we've done for him and the opportunities that we've provided. Our relationships with our drivers is something McLaren takes very seriously. I think we do a good job of creating a family environment, so to be let down in that manner is pretty disappointing."

MATT KEW



## Vandoorne to sub at Peugeot

### WEC

Ex-Formula 1 racer Stoffel Vandoorne will make his debut in the World Endurance Championship's Hypercar class at Fuji next week when he steps in for the injured Nico Muller at Peugeot.

The 2022 Formula E champion will share the #94 Peugeot 9X8 in the six-hour fixture in Japan with Loic Duval and Gustavo Menezes for his first WEC outing since the 2021 season finale. Vandoorne has been called in following the news that Muller sustained an injury to his left collarbone in August. A decision was taken in consultation

with the Swiss racer's doctors to skip Fuji in order to fully recover.

"Stoffel has all our trust, and we know that he will be able to step in quickly and give his maximum," said team chief Olivier Jansonnie. "We are entering the last part of the season and our aim will be to be 100% reliable for the last two races and fight at the front."

Belgian Vandoorne joined Peugeot as a reserve driver at the start of this year. He was due to test the 9X8 as early as the Bahrain rookie test last November, but an appendicitis diagnosis prevented him from taking part in the running.

RACHIT THUKRAL

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## Alpine begins Hypercar testing programme at Ricard

WEC

Alpine's new World Endurance Championship challenger began testing in earnest last week. The A424 LMDh ran for four days at Paul Ricard as the Renault brand gears up for its return to the Hypercar class in 2024.

The hybrid prototype, developed in conjunction with French constructor Ligier Automotive, had already completed a low-speed systems check at the Lurcy-Levis test track at the start of August. It was then given a shakedown proper on Monday in the hands of Nicolas Lapierre at the airport adjacent to the home of the French Grand Prix prior to switching to the circuit on Tuesday.

Just over 1000km were completed by the car run by the factory Signatech team over the course of a test in which Lapierre was joined first by Matthieu Vaxiviere and then by Charles Milesi. The A424 ran "without significant problems", according to Alpine's statement.



"Our initial assessment is satisfactory, with a fairly high mileage that has enabled us to conduct our programme step by step," said Alpine motorsport boss Bruno Famin. "In these early stages of development, the priorities are to validate the fundamental systems and work on reliability whilst beginning to fine-tune the prototype. The drivers were fairly happy with the car, although there were some difficult points, which we are already working on in

preparation for the next tests."

Testing will continue at Motorland Aragon in September, with a first endurance test planned for the Spanish circuit during November according to the schedule laid down by Alpine on the launch of the A424 in June. The French marque is no longer referring to the car as the 424 Beta, which was specific to the show car unveiled during Le Mans week.

GARY WATKINS

## Huff closing on Silverstone/Brands runs with Hard



BTCC

Former World Touring Car champion Rob Huff looks increasingly likely to return to the British Touring Car Championship for the final two rounds of the season.

Huff contested this month's Knockhill round in place of Nic Hamilton, who left Team Hard in July, leaving a vacancy in the Kent squad's Cupra Leon line-up. Hard was given

a force majeure exemption regarding filling the seat for last weekend's Donington Park event, because Huff had prior commitments to the TCR World Tour round in Argentina. This meant it was able to retain the TBL entrants' licence for the car.

Under BTCC rules, each entry is allowed just one driver change per season, meaning that only Huff would be able to race the car at Silverstone and

Brands Hatch to prevent Hard from forfeiting the TBL. Autosport understands that the 43-year-old, who scored points in two races at Knockhill but retired from the other when his windscreen wipers packed up, is keen to do it.

BTCC chief Alan Gow told Autosport that Hard could make another driver change, but only with the agreement of all the teams.

MARCUS SIMMONS





## Huge shunt sidelines Cammish

### BTCC

British Touring Car Championship star Dan Cammish was forced to miss last weekend's Donington Park Grand Prix Circuit round after a scary 30G accident in the first free practice session caused by front brake failure.

The 12-time series winner had just set the quickest time of the session in his Motorbase Performance Ford Focus ST when he slammed into the wall at McLeans. The damage to the car was too severe to be repaired over the weekend.

Cammish, who visited the medical centre, was unscathed apart from a sore back. "It was obviously completely unexpected and in the opposite way to what a lot of people would expect," he said of the shunt. "The pedal didn't go floppy – it was like trying to press against a brick wall. On the data there's no really no front brake pressure at all, and the rear has gone through a spike when I realise what's happening, and unfortunately it has curtailed my weekend."

Motorbase team manager Oly Collins said on Tuesday: "It's on its way to Custom

Cages [chassis specialist] now. We've had a quick analysis of it here with our fabricators and crew and it's not quite as bad as we feared. I thought it was worse than Rory Butcher's car in 2020 [from his Silverstone barrel roll] – there are elements that are and elements that are not, so we'll leave it to the experts that are Custom Cages and ourselves."

Cammish has won three races this season while team-mate Ash Sutton leads the championship. Two of those victories were on the Donington National Circuit, while his FP1 time last Saturday would have put him sixth on the grid, despite a yellow flag. "The car felt great," he added. "I was hoping for a lot of points towards the championship, not only for myself but for the team, but that's been taken away from me now. I'm really glad that I got the car turned somehow by luck and I didn't go in forward, which would have hurt."

If the repair cannot be fully completed for next month's round at Silverstone, Motorbase has the ex-Ollie Jackson car, which Collins said is "brought up to full 2023 spec. It's not a compromise."

**MARCUS SIMMONS**

## QUINN GETS UNITED SHOT WITH BRONZE KING KEATING

### IMSA

Two-time World Endurance Championship GTE Am title winner Ben Keating is joining United Autosports for another assault on the IMSA SportsCar Championship's LMP2 class next year – and will continue his partnership with British sportscar convert Alex Quinn.

Keating, who is leading the P2 points this season with PR1/Mathiasen, and Quinn (below) are the first drivers announced by United after confirmation of the switch of its WEC P2 squad to the IMSA ranks in 2024. The duo will extend a partnership that started this year when Quinn signed to drive with the American and full-season team-mate Paul-Loup Chatin in the four North American Endurance Cup IMSA rounds.

"Working with Alex in 2023 has been great and I believe he will continue to develop even more under the United Autosports banner," said Keating, who described 2024 as "a season of change". A clash between the WEC and IMSA P2 schedules mean he is looking unlikely to remain in the WEC.

United boss Richard Dean described the signing of benchmark Bronze-rated driver Keating and Quinn as the Silver for one of its projected two cars "as a show of intent".

**GARY WATKINS**



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**STCC** The Swedish-run STCC tin-top series has been forced to postpone its new all-electric era until 2024. It was scheduled to kick off this weekend at Knutstorp, with a further round next month at Mantorp Park. “It is an advanced and ground-breaking project that is unfortunately susceptible to delays in the delivery of parts,” explained STCC boss Micke Bern. “While the construction of the new race cars has not progressed far enough, it has come a long way and it won’t be long until we will be able to showcase a whole new generation of top-level racing to our fans, partners and spectators.” Car constructor EPWR will be on site at Knutstorp and Mantorp to showcase the PWR002 electric prototype, and the STCC says it is working on a calendar for next year with the Swedish motorsport federation.

## Bird joins the McLaren FE nest

### FORMULA E

Formula E veteran Sam Bird has joined McLaren for next season, taking the seat formerly held by Rene Rast in the all-electric single-seater championship.

Bird has been a stalwart of FE since its inception in 2014, driving for Virgin Racing, Envision Racing and most recently Jaguar, with whom he spent the past three seasons and scored two wins in 2021. But the 36-year-old’s form fell away this year, when he failed to score a win and finished eighth in the drivers’ standings, and was at fault for colliding with team-mate Mitch Evans on two occasions.

The Briton’s spot at Jaguar for next season has been taken by Nick Cassidy.

“I’m super-excited to get going with the McLaren Formula E team,” said 11-time E-Prix winner Bird. “Becoming part of a team with so much heritage and prestige as the McLaren Racing family feels special. We know there is some work to do to ensure we get to where we want to be, which is at the front of the pack.

“It feels great to be part of the team and I can’t wait to kick off the season preparations. I’m super-motivated and driven to deliver success.”

BMW-contracted sportscar racer Rast



BAGNALL/MOTORSPORT IMAGES

had confirmed that he would be leaving McLaren after just one season, and Bird will partner Jake Hughes. The Midlands racer impressed during his rookie season this year with McLaren, taking two pole positions and finishing 12th in the drivers’ standings, eight points clear of Rast.

**STEFAN MACKLEY**

## VIPS TAKES HARVEY SEAT...

Ex-Red Bull Junior Juri Vips is to make his IndyCar debut this weekend at Portland with Rahal Letterman Lanigan Racing. The Formula 2 and F3 race winner takes the #30 seat formerly occupied by Jack Harvey for the final two races of the season as the team evaluates drivers for the future. Estonian Vips has already tested for RLLR at Sebring and Barber Motorsports Park, and has been undertaking simulator work for the squad.

## ...AND BLOMQVIST’S BACK

Meanwhile, reigning IMSA SportsCar champion Tom Blomqvist will get another two IndyCar shots with Meyer Shank Racing for the final races. French veteran Simon Pagenaud continues to recover from “lingering post-concussion symptoms” after his Mid-Ohio crash. Blomqvist returns to the seat after he was taken out of his series debut in Toronto in a first-corner collision.

## SUNINEN IN FOR CHILE

Teemu Suninen will rejoin Hyundai’s World Rally Championship line-up on Rally Chile next month. The Finn was promoted to Hyundai’s third factory i20 N Rally1 car for the WRC rounds in Estonia and Finland, filling the position left by the late Craig Breen, and impressed by claiming a fourth and a fifth. The seat will be taken up by veteran Dani Sordo when the WRC reconvenes after its summer break for the Acropolis Rally next week.

## BUSCH’S RETIREMENT

Former champion Kurt Busch has announced his NASCAR retirement. The 45-year-old (below) was forced to vacate the cockpit of his 23XI Racing Toyota last July when he suffered a concussion at Pocono. There was hope that he could return for selected starts, but the 2004 title winner confirmed last weekend that this will not happen. “My incredible team of doctors and I have come to the conclusion that at this point in my recovery there are just too many obstacles for me to overcome and get back to 100%,” said Busch.



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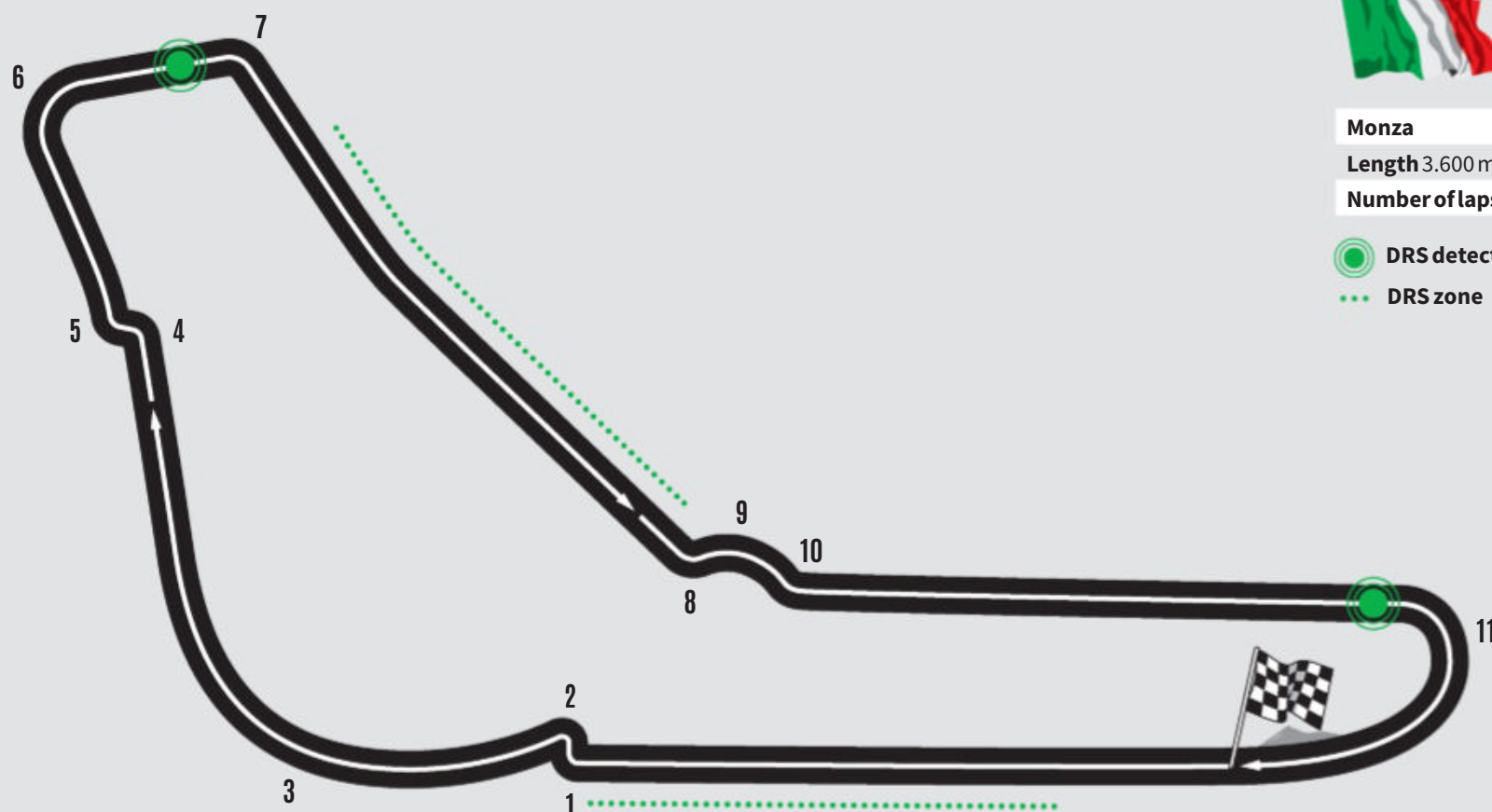
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## F1 ITALIAN GRAND PRIX PREVIEW



Monza

Length 3.600 miles

Number of laps 53

● DRS detection  
... DRS zone

## UK START TIMES

Friday 1 September

FP1 1230 FP2 1600

Saturday 2 September

FP3 1130

QUALIFYING 1500

Sunday 3 September

RACE 1400

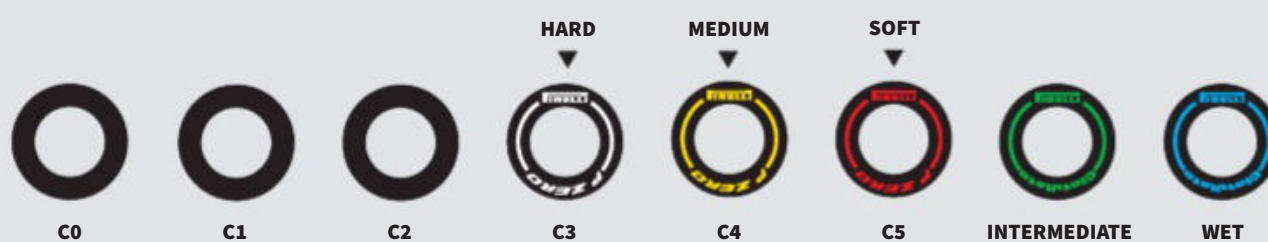
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## TYRE ALLOCATION



## CHAMPIONSHIP POSITIONS

## Drivers

1	Verstappen	339
2	Perez	201
3	Alonso	168
4	Hamilton	156
5	Sainz	102

## Constructors

1	Red Bull	540
2	Mercedes	255
3	Aston Martin	215
4	Ferrari	201
5	McLaren	111



## MONZA STATS

## Previous winners

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

## 2022 POLE POSITION

Charles Leclerc  
1m20.161s

## POLE LAP RECORD

Lewis Hamilton  
1m18.887s (2020)

## RACE LAP RECORD

Rubens Barrichello  
1m21.046s (2004)



## Laps led

Lewis Hamilton	246
Alberto Ascari	217
Michael Schumacher	205
Ayrton Senna	203
Stirling Moss	186
Graham Hill	151
Sebastian Vettel	147
Ronnie Peterson	132
Alain Prost	128
Jackie Stewart	126



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# Silver lining in Leclerc's cloud

*The Ferrari star's Zandvoort weekend will not go down as one of his best, but there was a key moment that could bode well for the future*

ALEX KALINAUCKAS

**I** don't regret that late call." Charles Leclerc was speaking to the media mid-Dutch Grand Prix, his race ended after 41 frustrating laps. His rivals were charging onwards towards the late red flag stoppage, but even in his absence Leclerc had become one of the biggest talking points of the weekend.

After his Q3 crash, Leclerc had started ninth and was chasing Sergio Perez when the pair both dived for the pitlane at the end of lap one. The Red Bull was away in typically quick fashion, while Leclerc was left waiting for his tyres to arrive. But the next time Leclerc took Tarzan on the racing line, he was swinging out of the first hairpin with polesitter Max Verstappen exiting the pits just ahead. Although he'd been held for around 10 extra seconds, the decision to pit when Leclerc did had been entirely correct.

From there, though, a miserable race played out for Leclerc, as he fell from running fifth in Verstappen's wake to his retirement from 16th. All because a small mistake had already hampered Leclerc's race even before his early stop for intermediate tyres. This was the first-lap snap of oversteer exiting the chicane that sent the Ferrari sideways into the McLaren of Oscar Piastri.

Leclerc's pace after the safety car period that followed Logan Sargeant's crash was rather alarming. Not only was it erratic, but he never matched team-mate Carlos Sainz in the 1m16s. And as Leclerc dropped down the order he got passed by Nico

**"It looked a bit strange from outside but it was a very good call for me"**

Hulkenberg, even losing touch with the race-pace-limited Haas as its pace reached the 1m16s. Eventually debutant Liam Lawson caught and passed, with Leclerc briefly fighting back after staying close to the AlphaTauri into the longer DRS zone down the main straight. One lap later Leclerc was retired, the rain he and Ferrari had been hoping for still up in the North Sea clouds.

Ferrari team boss Fred Vasseur explained after the race that the Piastri clash had "damaged the right-hand endplate" of Leclerc's front wing, and that "went into the floor and damaged the bottom of the floor". Ferrari initially told Leclerc, he related, that this was costing him "five to 10 points" of downforce load, which then ballooned to "more than 60 and more than 60 is a different category". This loss works out as roughly 2s per lap.

The first-lap-pitstop decision was ultimately the highlight of

Leclerc's race. Yet because of the long stop, it led to some F1 observers heaping criticism on the Monegasque. But this is well off the mark for two reasons.

The first is, simply, that he was entirely right to make that call. Vasseur agreed: "It looked a bit strange from outside but it was a very good call for me." The second important point concerns how, throughout Ferrari's run of struggles with strategy decisions, Leclerc has typically been passive in going along with his team's calls. He has questioned them on many occasions, but has shown little of Sainz's decisiveness in seemingly calling many of his own shots. But Leclerc took his destiny into his own hands in pitting when he did during the first Zandvoort shower, and he deserves praise for his bravery, not criticism.

Overall, the Dutch GP was indeed a tricky weekend for Leclerc. Ferrari opted not to run its highest-downforce wing package, and changing, windy conditions are not where the SF-23 excels. But if his team let him down early in the race, he did so with his Q3 crash. The Piastri clash must go down as another error. But Leclerc played the team game in waving Sainz past just before the switch back to slicks once the Spaniard had raced up behind.

It has been noted before in 2023 that, given Ferrari's struggles, Leclerc has returned to the overdriving that characterised his 2020 campaign when the red cars were unexpectedly down on power. After fine drives in Austria, Hungary and Belgium before the summer break, that feeling has returned. But when Leclerc is happy and his car is predictable, he is devastatingly fast.

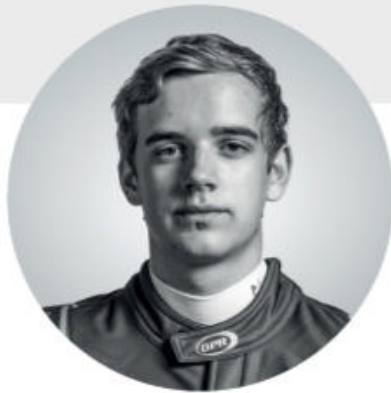
Now heading to Ferrari's home ground following such a tricky weekend for the team, the pressure is going to be even higher. Helpfully, the aerodynamic balance requirements will swing back at Monza to the low-downforce arrangement that boosted Ferrari and Leclerc at Spa. His Monaco qualifying speed also demonstrates that the package should ride the kerbs and slow-speed chicanes at the 'Temple of Speed' well enough.

But, longer term, Leclerc taking a bold strategy decision on his own can only be a positive for Ferrari. It should breed confidence, as well as get the team to ensure its processes can cope should situations similar to lap one at Zandvoort ever be repeated, which they surely will be.

Although the fallout from his Piastri contact led to a race of misery, the choice to aggressively take command of a situation, as Leclerc did then, doesn't show a demotivated driver waiting for a better 2024 car. It portrays what good can come of Leclerc going with his instincts. It might not matter in 2023. But if Ferrari can produce a better package allied with a consistent and fast Leclerc, their potential limit clearly still hasn't been reached. 🌟

➔ P18 DUTCH GP REPORT





# Returning to strength

*Illness has hampered the BRDC SuperStar since his move up to F3 after winning the German F4 title. Now he's back on track and weighing up an endurance future*

JONNY EDGAR

**L**ast season in the FIA Formula 3 Championship I had to deal with a loss of energy, feeling unwell, and I was losing lots of weight too. I managed OK in pre-season testing, but during the opening race weekend in Bahrain I struggled. I had no strength to drive, and it was really hard. I was later diagnosed with Crohn's disease, so withdrew from racing while I recovered and regained my fitness. Thankfully, that happened quite quickly, and I was able to come back at Silverstone in the middle of the season and finish in the top 10.

It was just before the last few rounds last year that we started exploring options for another team for the 2023 season, and decided we would go with MP Motorsport, who are a great team. They are proven race winners and I get on really well with all the engineers and mechanics, and there were a couple I knew from testing with MP at the end of 2020 too. There were still quite a lot of new people to get to know, but I get on well with my team-mates as well, and it's full of really nice people. That's good.

The first few rounds of this year were really difficult, but since the fourth weekend at Barcelona we changed some things and it's been going a lot better. Some weekends haven't gone exactly to plan, but I'm consistently in the top 10 in qualifying and where I'd expect to be, whereas at the start of the year I was struggling a lot and wasn't fast, so I'm happy that things have improved.

I also took part in the Formula E Rookie Test in Berlin earlier this year, with Envision Racing. It was really interesting and something very different to everything I've done before. I was there for the weekend watching and listening to the debriefs, and to see how a much bigger team works. You have 10 to 15 engineers just for two cars, so it was really good to be a part of a race weekend and then take part in the test.

Unfortunately, in the actual test I didn't get many laps because of a few different reasons, but I enjoyed the car over the few laps I did manage. It's very different from what I'm used to; also it was one of my first times on a street track, so that was different as well, driving with walls so close. Having no gears and the instant torque you have is very different and I definitely enjoyed it.

Back in FIA F3 I would say that the Red Bull Ring weekend was good. I started P16 for both races and finished P5 and P6, with one race wet and one dry, so it was good to do it in two different types of conditions. Qualifying was disappointing, so that was a shame, but the rest of the weekend went really well. That's definitely the highlight so far.

I'm excited for the final races of the season this weekend at Monza. It was quite good last year, so I think it'll be interesting, because it's always crazy in qualifying there with the slipstream, and everyone waiting. You need a bit of luck as well, especially in qualifying, but I'm excited to race there again. The racing is always exciting, because you've got the best chance of anywhere this season to be able to make passes, so I am sure the fans will enjoy it.

This is my third season in FIA F3, and it will probably be my last racing in single-seaters. Most likely I'll be looking at LMP2 or GT3, something like that hopefully, but we haven't made any plans yet. Away from my own racing, I've done a little bit of driver coaching with Fortec in British F4, just a couple of races when I am free. Every time I coach, they win, so I could have a good career ahead after I hang up my helmet! Apart from that, I haven't done too much else. It's quite a busy season with lots going on, so it's good to relax when I have some free time and get ready for the next race weekend.

It's also my third year as a BRDC SuperStar, which has been good. There are still some people who have been on it from when I started and then you have new people coming in who you get to know, especially people who race in series you don't usually see.

We have had several days organised this year, with training and other activities, which are always nice as everyone gets together, you get to meet and chat and try new things. When you're at a race weekend, you don't really have time to see anyone outside of your team-mates. You don't really see many people at all, so even when you race together you don't get to sit and have a chat, which means it's nice to catch up with the other SuperStars in F2 and F3 on these days out.

It's always interesting doing something different – for example we spent time with the UK bobsleigh team – so they are always enjoyable days. It's good to see different sports and ways of doing things, because normally there's something that's relevant. We take so much away from the days that the BRDC helps organise. It's always good to learn about alternative approaches. ❄





# YOUR SAY

*Watson took a very popular victory at his home grand prix at Silverstone in 1981 and then there was that memorable Long Beach GP in 1983...*

**DOMINIC MALVERN**

## Don't forget Wattie at McLaren

I very much enjoyed your McLaren 60 feature (Autosport, 17 August) and pretty much agreed with your top 10 drivers listing but I would like to make an honourable mention for John Watson.

'Wattie' took a very popular victory at his home grand prix at Silverstone in 1981 and then there was that memorable Long Beach GP in 1983 (right) when he came from near the back of the grid to take victory, carving through the field in those so long-ago pre-DRS days.

**Dominic Malvern**

**Via email**

## Rally Alpines had better specs

Thank you for a very interesting series of articles covering the 50 years of World Rallying (Autosport, 24 August).

In Tom Howard's piece giving Petter Solberg's driving impressions of the cars, he includes Steve Ward's Alpine A110. Tom mentions Nigel Hollier's involvement with the car and I bought it from Nigel and was fortunate to own and enjoy the car for a few years prior to Steve.

Tom refers to the specification of the 1973 Group 4 cars and includes that they had a Renault 1300cc engine of 120bhp and weighed 790kg, but that is not correct. The engines of the 1973 works G4 cars were 1796cc, built by Marc Mignotet, and developed 175bhp at 7000rpm. The homologated weight of the cars was 685kg.

The Group 4 cars also had many upgrades to the cooling and lubrication systems, the gearbox, the suspension, steering and brakes as compared to the standard Group 3 Alpine A110 1600S of the period.

**Tim Moores**

**Via email**

## Good moves for Formula Ford

What a fantastic decision by the powers that be, to bring the National FF1600 Championship under the United Championship umbrella to create a single championship for modern FF1600 cars to race in (Autosport, 24 August).

You could not have a better person involved than James



Beckett, who is steeped in FF1600 history, and who organises the amazing Walter Hayes Trophy. With his vast knowledge, and guidance, I'm sure the championship will flourish.

FF1600 provides the best racing there is, and I can't wait to see how this develops going forwards.

**Michael Skeet**

**Lordswood, Southampton**

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**Roger Smith**

**Via email**

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# RACE CENTRE

Home  
advantage?  
Verstappen didn't  
need it as he claimed  
his ninth win  
in a row







FORMULA 1

# MAX DEFIES HOME PRESSURE AND THE WEATHER

*Despite a late attack from Alonso, Verstappen took his ninth  
consecutive GP win in front of his adoring fans*

JAKE BOXALL-LEGGE

PHOTOGRAPHY



**motorsport**  
IMAGES





Full wets, then?  
Probably best. But the  
race was about to be  
stopped anyway after  
Zhou crashed

E

ver-looming rain clouds were the biggest indicator that summer was truly over. A distinct back-to-school vibe permeated the Dutch Grand Prix weekend, and hints of lethargy around the Formula 1 paddock were invariably shaken off once it came down to business.

On Max Verstappen's home turf, the story of the weekend was about one driver. The two-time champion has been credited with the surge of interest that led to the Dutch GP's reinstatement to the F1 calendar after a 35-year hiatus, the 17,000-strong population of Zandvoort bolstered by hundreds of thousands for one weekend per year. Those expecting a sun-drenched beach trip to extend their summer holidays, however, would receive precipitation upon their parade.

This year's edition of the race was a tale of two downpours: one at its opening, and one at the climax. The first took the strategies carefully curated by the teams and cast them into the aether, and plans had to be swiftly concocted on the fly. Just as the race had settled into its rhythm and the last vestiges of turbulence ironed out, a bulging cloud emerged from the north-west over land and sea. Zandvoort, perched precariously on the North Sea, sat within its trajectory and the heavy rain washed over the beaches.

But nothing could unsettle Verstappen from his homecoming. He was seemingly unencumbered by the weight of expectation, or distracted by the boisterous Dutch fans festooned in tangerine-tinted fare. The pressure was certainly there – Red Bull boss Christian Horner said that “you’d be a robot not to” feel it. “You could see in his face, you’ve got 100,000 Dutch men and women singing the national anthem,” he added. “That’s a big moment for him, for any national driver, and I think that he’s got the royal family here, coming to see him just before he steps into the car. He’s got so much expectation.”

On Verstappen's side was the fact that the previous eight races had gone exactly to plan, and Verstappen had delivered results akin to a postman unsullied by sleet or hail. Despite the pressure, why should his home race be any different?

In qualifying, Verstappen had been largely uncontested in his path to pole, and only a slight challenge from Lando Norris offered any real jeopardy (see panel, p23). Norris contended pre-race that the start would be the same, and imagined that even if he could pose any threat to the Red Bull parked ahead, his assault would be fleeting at best.

At worst, it would be non-existent, which came to pass when Verstappen made the perfect getaway to force Norris's McLaren into folding behind into the first turn of Tarzan. Instead, the biggest threat emerged from the skies, and rain had already started intensifying from the gentle pitter-patter that pockmarked the dry asphalt. The deluge was strong enough to prompt a handful of drivers to pit in response at the end of the first lap, even if the indications were that it would clear up in short order. Verstappen stayed out for another tour, but Red Bull pulled Sergio Perez into the box for intermediate boots to cover off all eventualities. It was hardly a vintage service from Red Bull's finest, but it got Perez ahead of the other early stoppers, most of whom had nothing to lose.

“Lining up and seeing the rain coming down, it was tough to make the right calls,” said Verstappen. “I thought together with the team, the rain is coming, but maybe not enough to switch to an inter and maybe survive for a few laps. So we decided together to stay out for one more lap. That at the end of the day was the wrong call. But it made the race definitely more fun, because I had to pass a few cars.”

“Luckily, within a few laps I closed down like 10 seconds of the gap. So that was very important for the rest of my race...”

During that second lap, the picture had changed significantly.





Verstappen escapes at the start, but rain will soon change that

MAUGER



Alonso executes his "overtake of the month" in style

GALLOWAY

FOX/GETTYIMAGES/RED BULL CONTENT POOL

Perez and the other intermediate runners were on the perfect tyre for the conditions, and had more than halved the gap to the leaders despite the effect of the pitstop loss. Verstappen called in, as did Fernando Alonso behind him; the Spaniard had moved his Aston Martin up to third on the opening lap after making what he'd unabashedly termed as "the overtake of the month" to clear both George Russell and Alex Albon at the banked Hugenholtzbocht on the inside line, then cleared Norris on the subsequent tour prior to stopping.

It was the second-best time for them to stop, but Perez had delivered a wonder strike in going early and had melted the gap to Norris and Russell out in front. Verstappen was forced to make some rare passes on the other early stoppers, clearing Zhou Guanyu and making a more robust challenge on Pierre Gasly at Hugenholtz.

**"THAT WAS THE WRONG CALL, BUT IT MADE THE RACE DEFINITELY MORE FUN BECAUSE I HAD TO PASS A FEW CARS"**

But the eventual play for the lead came amid the stops. The crossover period between wet-weather and slick tyres was much more obvious than usual, given the bravery of a handful of drivers to persist with their starting slicks, and their sectors started to illuminate the timing board in shades of magenta. Verstappen ditched his inters on the 11th lap, collecting a new set of soft tyres with the hope of securing an undercut over his team-mate, while Perez hung on as Red Bull sensed a brief threat of more rain incoming.

Perez's extra lap before his eventual stop proved to be one too many on the intermediate tyre, and the Mexican emerged from the pit garage 2.5s adrift of Verstappen, and growing as the tyre temperature differences began to surface. The gap stabilised, but Verstappen had to build an advantage again when a safety car wiped out his 3s lead after Logan Sargeant threw his Williams along the wall on lap 16 of 72, on the exit of the Mastersbocht right-hander. The clean-up operation required five laps to complete, but this was hardly Verstappen's first rodeo when it comes to leading a restart.

Wisely leaving Perez in Alonso's clutches as he gunned the throttle through the banked Arie Luyendyk corner, Verstappen kicked off the 22nd lap of the race in earnest and immediately escaped DRS range >>





to begin his customary inexorable march towards victory. The gap to his team-mate grew to over 2s within just four laps, the 40 laps after the restart effectively emerging into the usual cruise at the front.

The Verstappen-Red Bull combination seems to work harmoniously in standard conditions. The RB19's predictability and balance just click perfectly with Verstappen's controlled style of driving, much like Sebastian Vettel did with the team in his heyday. Perhaps where Verstappen has the edge over his predecessor's period of dominance in the previous decade is that, in races where inclemency lurks, his feel for the car is transcendent. Alonso perhaps summed it up best in his assessment of Verstappen's rich vein of form, explaining that "you need to enter into a mood, in a state that you are connected with the car. I think Max is achieving that 100% more often than us at the moment, than any other drivers. So that's why he's dominated."

That's evident in Verstappen's lap times after the safety car. From lap 24 to lap 49, when he pitted for another set of soft tyres, he did not once stray outside the 1m15s boundary. That's remarkable consistency and shows his skillset at its best; at Spa, he showed glimpses of bravado when he discussed his pace and the fastest lap with his team. This time, there was none of that. Instead, he diligently stuck to a target that would ensure he extended his stint for as long as possible, and kept up the same pace for 25 straight laps within a 0.712s window. When he made that next stop, he sat either side of the 1m14s mark for 10 straight laps and looked set to continue that pace. Then the weather changed.

As the race approached its final quarter, weather radars started to show a deep pocket of rain heading towards the circuit from the North Sea. It looked to set things up for a dramatic conclusion, but nobody could react until the first patches of rainfall started to pelt the track. It was simply a case of having to wait.

The end of the 60th lap proved to be the clincher for most. Verstappen was, at this juncture, 10s up the road from Perez so it was too early for him to call in, but that window was enough to convince

**“YOU HAVE TO TRUST EACH OTHER IN MAKING THE RIGHT CALL. I WAS VERY HAPPY THAT THEY CALLED ME IN!”**

Red Bull to pull in its second driver for intermediate tyres. The majority of the field followed him in, while Verstappen was given the call early on the 61st lap to conduct his own switch to the wet tyre at the end of that tour. Initially, he thought, he ought to be able to squeeze one further lap out of the slicks, but engineer Gianpiero Lambiase made sure to put his foot down. Verstappen saw why a few moments later, when the rain once again began to bucket it down with greater intensity than at the start of the race.

"That lap was definitely too dry in the back [of the circuit], but it started raining on the main straight, for example," Verstappen recalled. "I went again and I came again through sector two. It was still dry, but I don't know of course what's going on at the main straight or Turn 1. And apparently it was really coming down. So the team told me, 'No, you have to come in this lap.' I think that it requires a bit of feeling from both sides. Sometimes it can be a little bit more up to you, sometimes a bit more up the team. At the end of the day you have to trust each other in making the right call. And yeah, I was very happy that they called me in the second time round!"

Relative to Verstappen, Perez lost a hatful of time in the pitlane because Red Bull had not been ready with his intermediate tyres, losing any advantage he might have gained from stopping earlier as Verstappen's in-lap was conducted in semi-wet conditions. The Guadalajara-born driver's hopes of a third win of 2023 were hanging by a thread, and then evaporated altogether when he slipped off the road at the first corner on the 63rd lap and ceded a position to Alonso.

Conditions had worsened significantly over that lap, upgraded from plain old rainy to torrential, and Red Bull played it safe with



Gasly drove a fine race to net third despite a penalty



Alonso showed Aston Martin is back as best of the rest



Verstappen by pulling him in once again for the full-wet compound. His gap over Alonso was large enough to make that happen with no real penalty, but the red flag was quickly flown on his return to the circuit when Zhou fired his Alfa Romeo into the wall at Tarzan. Perez had just pulled in for wet tyres too and tapped the inside wall on the way in, and his agony was worsened when the pitlane closed in response to the red flag, which left him ignominiously sitting at the pit exit. Luckily, his blushes were spared when the order was counted back to the end of the previous lap – for the time being, at least.

A 43-minute hiatus ensued as the FIA's stewards elected to wait out the rain. The sea breeze offered no more rain clouds on the conveyor belt towards Zandvoort, thankfully offering the poncho-enrobed fans in the grandstands some respite from the weather. Sun peeked through growing cracks in the sky, and the restart was on; two laps would be conducted under the safety car once those who had not reached lap 64 had completed the full circuit, to conclude with a six-lap shootout for glory.

Perez was, by dint of speeding in the pitlane during his stop for wets, out of the picture. Alonso was not only ahead, but Perez had copped a 5s penalty for that pitlane indiscretion. Verstappen, in the meantime, had someone who could theoretically threaten his home race hegemony behind him; after all, Alonso was hardly going to let a chance of a first victory since 2013 – no matter how slender – go begging...

As the two-lap parade behind the safety car came to an end, Alonso stuck close to Verstappen. The Red Bull looked to have built enough of a buffer emerging from the final turn, but the Aston Martin behind got a not-insignificant tow towards the first corner. While Alonso was repelled at the Tarzanbocht, he continued to try to prise open a gap.

"I was thinking about trying, so I was not conservative," was Alonso's account of the restart. "I thought about what to do a lot in the red flag period. I thought what were the possibilities – obviously the move in Turn 3 was in my head, also into Turn 1. I discussed it with >>

## QUALIFYING



The cacophony erupting from the Zandvoort grandstands as Max Verstappen crossed the line at the end of qualifying would have been audible in Amsterdam. It was little surprise that the home hero swept to pole, but he admitted to the most fleeting of worries that he'd botched his best effort as early as Tarzan.

"I went into Turn 1 and I thought, 'Oh, that's it'; I braked way too late," he mused. But he nonetheless turned it around into a half-second gap over Lando Norris over the course of the lap.

Norris had found a slender margin over Verstappen in the opening sector, but contended that the second half of his lap was "terrible" after an accidental double-shift on the exit of Turn 10. The Briton reckoned this cost him three tenths of a second, although was keen to point out that this was not the smoking gun in losing out on pole to the championship leader.

Qualifying itself was thrilling as morning rain eventually relented, and the circuit began to dry throughout the three phases. A brace of red flags in the final stage interrupted running; Logan Sargeant's heroics came to an ignominious end when he fired his Williams off the road with a "millimetre mistake" at Gerlachbocht, and Charles Leclerc's Turn 9 off compressed the late flurry of hot laps into four minutes.

Between the two interruptions, both McLarens had sat atop the order – Norris from Oscar Piastri – but the MCL36 was missing the final pieces to beat the Verstappen-Red Bull combo.

At the wheel of a surprisingly competitive Williams, Alex Albon had the chance to go third after topping Q1 earlier on, but he was denied the best

qualifying result of his F1 career when George Russell nosed ahead at the close of the session. The Mercedes driver reckoned that his Saturdays had become "scruffy" prior to the summer

break, and that a reset in his mentality had yielded the opportunity to recapture his earlier form in qualifying.

Regardless, Albon booked his place on the second row ahead of Fernando Alonso and Carlos Sainz. The Ferrari driver had rescued sixth after the team had been off the boil throughout practice, and made decisive tyre choices through Q1 and Q2 when the circuit was still only good enough for intermediates. This brought him ahead of Sergio Perez, who was a chastening 1.3s behind his Red Bull team-mate once the music had stopped, while Piastri could secure only eighth.

Lewis Hamilton was the biggest scalp claimed in Q2, somewhat mystified by his lack of pace relative to Russell over the session. Yuki Tsunoda was adjudged to have impeded the seven-time champion during the middle phase of qualifying, but Hamilton reckoned that it had minimal effect on his ability (or lack thereof) to progress through to Q3.

**"Albon was denied the best qualifying result of his F1 career when Russell nosed ahead at the close"**

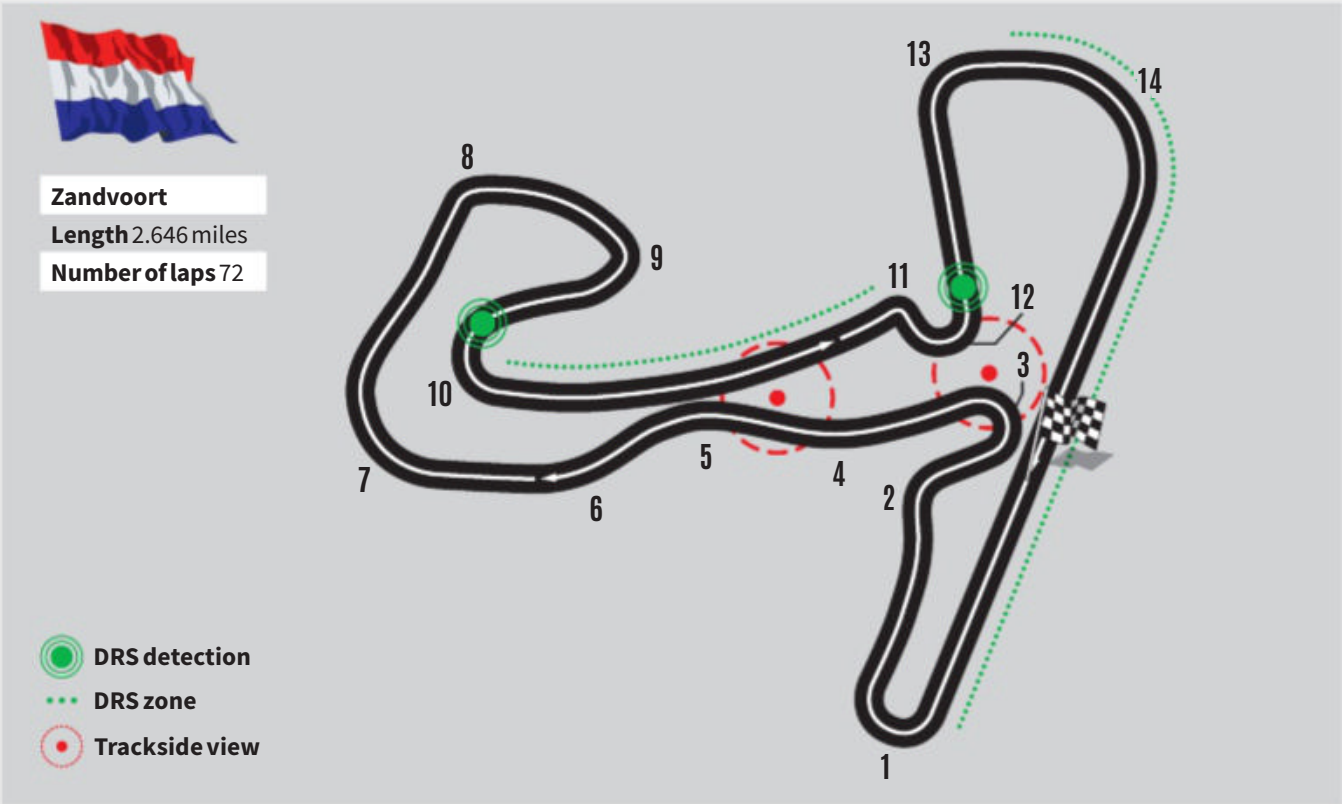




Imagine hosting a Formula 1 race in the middle of Newquay. It sounds a little incongruous, although cramming the entire F1 circus into the seaside town of Zandvoort is a similar conceit. The proliferation of orange bunting adorning the local abodes suggests that the locals are more than willing to indulge in the weekend's festivities, and Max Verstappen's orange army crowded the grandstands early on Friday.

Autosport feels the need to make the pilgrimage to the heavily banked Hugenholtzbocht and take note of how the drivers tackle one of F1's most unusual corners, particularly in their early explorations. It's almost like a quarter-pipe with its variable camber, but there are none of the varying lines seen in Zandvoort's 2021 return; all drivers skirt the perimeter on the high line, except Ferrari reserve Robert Shwartzman, standing in for Carlos Sainz.

Lewis Hamilton and George Russell go high, get the turn-in at the zenith of the corner, and squirt the throttle for a speedy exit. Then the roars intensify. Verstappen navigates the Hugenholtz high road, his Honda-penned V6 turbo-hybrid barely audible over the home crowd's cheers. A couple of drivers squeeze the throttle pedal too early on the exit, and squirm on the exit kerb, Shwartzman and Hamilton among them as the limits of grip are tested.



**“Just over a minute later, they return with more vigour, rattling the kerb and opening DRS”**

Our own grip is equally tenuous as we move to the Hunserug/Slotemaker sweepers. It's little more than loose sand dunes under foot. There's a compression here as the drivers head downhill before the ascent to Scheivlak.

The inside line at Slotemaker is tattooed with scuffs where the cars bottom out in that compression, and sparks accompany their blast through the undulations. On the other side of the track there's a

chance to watch the cars pull out of Turn 10, and catch a clear indicator of which drivers are pushing.

The outside kerb is ripe for exploration, as the drivers try to straighten up early to hit the DRS button. Hamilton and Fernando Alonso emerge with tame lines through the left-hander and leave their rear wing flaps alone for that particular tour. Just over a minute later, they return with more vigour, rattling the kerb and opening DRS to assist their pushes towards the chicane further down the road. We follow – although hardly at the speeds that they can manage.

The scent of lunchtime barbecue

cuts through the usual aroma of petrol fumes and burning rubber, but cannot overpower the luminous orange flare that has been egregiously flung down at the chicane entry. Two marshals emerge to dispose of it, and Autosport offers its best “it wasn't me, guv” countenance as they return to their posts. The cars hunker down in the corner's dip, and more fans erupt as Verstappen rolls past behind Alex Albon. Then as we return to Hugenholtz for the final part of the session, the track quietens down. Red flag: Nico Hulkenberg's binned it somewhere.

**JAKE BOXALL-LEGGE**





the team as well, that my feeling was that I wanted to try today, but obviously I don't want to compromise any big points for the team because second was very important as well.

"But they were happy with me to try. At the restart I tried in Turn 14 launching the lap, trying to be flat in the banking with the cold tyres, which is a little bit risky, and trying to be side by side, at least into Turn 1. But I was not that close. I tried some different lines inside, outside, the opposite of Max for the first lap, in case one of the lines was grippier than his. It was close, but not enough."

Once that first lap of the restart was over, Verstappen felt that he'd weathered the storm. That first tour would be marginally more difficult since the RB19 can sometimes take its time to inject much-needed heat into its tyres, but beyond that the race was his. "I knew that I had to survive that first lap," the race winner mused. "Fernando was pushing very hard behind, I could see him closely in my mirrors. But once I had the temperature in my tyres, it was all balanced again."

Perez hustled Alonso in those dying stages in his efforts to negate his penalty, particularly with Gasly's Alpine no more than a couple of seconds behind. The Frenchman's strong showing had been made possible by his first-lap stop for intermediates, but his own pitlane speeding penalty had been something of a setback when returning to the pits for softs earlier on. He served this during his next stop, also for soft tyres, which forced him to repass Carlos Sainz's Ferrari for

## "I DON'T THINK THERE'S ANY DRIVER ON THE GRID THAT WOULD BE ABLE TO ACHIEVE WHAT HE'S BEEN DOING"

fourth place moments before the rain struck.

Gasly gamely hung on to Perez, noting that "it's never easy to stay within five seconds of a Red Bull", but he knew that a first podium in two years was on the line. The final deficit between them stood at just 1.990s, promoting the Norman to his fourth F1 podium. "I saw the opportunity, I knew what was on the table and I just gave everything I had out there," reckoned Gasly. "Actually, I expected to struggle a bit more with the warm-up initially. But the conditions were not too bad. It was pretty much a couple of qualifying laps at the end, which were really rewarding."

"I could feel what [Perez] was feeling, I went through it a couple laps before with this five-second penalty. But I just tried to get everything."

Beyond delivering on the expectations of the home fans, Verstappen had another reason to be cheerful; he'd matched the record that Red Bull had achieved a decade ago with Vettel in chalking up a ninth win on the bounce with the same driver. Horner admitted that this was "something I never thought we would end up repeating", and naturally waxed lyrical about Verstappen's continuing list of achievements amid his dominance.

"I think Max is in a period of his career where he's just simply untouchable," he reckoned. "And I don't think there's any driver on the grid that would be able to achieve what he's been doing in that car."

On the balance of the season so far, it's hard to disagree with that sentiment; even with a summer break for the other 19 drivers to refresh and reset, there doesn't seem to be any clear challenger who could end the two-time champion's current winning streak. Weather conditions have not been able to interfere either, and Verstappen seems to defy every barrier thrown in his way. ❄️

**NEXT  
F1 REPORT**

Italian Grand Prix  
7 September issue

Verstappen takes the flag to equal Vettel and Ascari record





## WILLIAMS LEFT 'DISAPPOINTED' BY POINTS FINISH

"As a result, you walk away disappointed," Williams team boss James Vowles said after the 2023 Dutch Grand Prix. "[But] if you said to me before we started 'Do you want an eighth?', yeah, absolutely, I'll take that, thanks very much."

Vowles's squad secured its fourth points finish of 2023 with Alex Albon's eighth at Zandvoort. But, after the London-born Thai had started fourth and been running sixth before the race's second rain storm, Williams left the Netherlands with mixed feelings. It did, however, gain four points on Haas to run a clear seventh in the constructors' standings for the first time this season.

Williams left Albon and team-mate Logan Sargeant out during the race's early rain, then avoided "the real wrong that a number of teams did", said Vowles, by keeping them out on slicks as the track dried. Sargeant therefore unlapped himself from last before he crashed thanks to hitting the inside kerb at Masters, which appeared to cause a hydraulics issue that knocked out his power steering. Albon, meanwhile rose back into the points on a 44-lap first stint when his rivals shed their intermediate tyres.

After finally stopping, Albon made further progress to take sixth from George Russell with an aggressive outside-line Tarzan move, but was left to rue stopping "one lap late", according to his team boss, in the late shower. That allowed the two Mercedes and Lando Norris's McLaren to squeak past before the red flag.



ROMNEY



GALLOWAY

## Mercedes misses out thanks to late calls on tyre changes

Mercedes was left counting the cost of leaving George Russell and Lewis Hamilton out "catastrophically too long" during the wet early stages at Zandvoort, according to team boss Toto Wolff.

Russell had started third and led after passing Lando Norris at the start of lap two, while Hamilton lined up 13th on the unusual medium-tyre strategy after a messy qualifying. But Hamilton did not pit until the end of lap three, having dropped to 17th, and so fell to last, while Russell's stop one lap later left him 16th. Mercedes had thought the rain would be lighter than it turned out to be.

Both Mercedes were switched back to soft tyres for the start of the dry main part of the race, before Russell quickly came in again to take the hards he would try to take to the finish. Hamilton, meanwhile, looked to go all the way on softs. This left the pair split on strategies, and Hamilton was following Norris up the order with a series

of passes before he nailed the McLaren with an attack on the outside of Tarzan just before the late stoppage, and after their second stops for more softs. Russell rose to sixth on what was effectively a one-stopper before dropping back, at one point having to save a huge tankslapper at Scheivlak after he clipped the grass while running ahead of his team-mate. Hamilton was then waved ahead before the rain returned.

After the red flag, Hamilton pressured Carlos Sainz to the finish but couldn't pass without DRS on the inters, while Russell picked up a puncture in another battle with Norris, the pair colliding at the Turns 11/12 arena section on the restart lap after Russell had outdragged the McLaren leaving Hugenholtz.

Russell finished last after a fifth racing stop following his puncture, while sixth-placed Hamilton rued having "the pace to be challenging the top two" in the dry.

# 9

Max Verstappen's current victory streak, which puts him level with Sebastian Vettel's tally, also for Red Bull, that closed out the 2013 season. Alberto Ascari (right) scored nine consecutive wins in 1952-53 for Ferrari, around the 1953 Indianapolis 500 he didn't enter during the world championship's 'F2 era'.





# Norris verdict on pace: 'pretty terrible' after strong qualifying

Lando Norris made it a clean sweep of British-born drivers eschewing pitting along with the rest during the early stages of the Dutch Grand Prix as he obeyed a McLaren call to stay out.

Norris started alongside polesitter and eventual winner Max Verstappen, and inherited the lead when the Red Bull pitted at the end of lap two as the rain came down. But Norris was already struggling and was quickly passed by George Russell's Mercedes at Tarzan. McLaren urged Norris to stay out, even bizarrely claiming his

pace was better than those on inters while he was swamped, before acquiescing to his requirement for intermediate tyres.

From there, Norris completed the dry race two-stopper on two sets of used soft tyres, putting in a series of nice passes while running ahead of Lewis Hamilton, before the older Briton eventually got past. Norris survived the battle that did for Russell in the damp finale, eventually finished seventh, but explained his race pace compared to Aston Martin and Mercedes was "pretty terrible".



## LAWSON MAKES DEBUT IN WAKE OF RICCIARDO INJURY

Liam Lawson completed his aim to do "all 72 laps" of his F1 debut, as the New Zealander made a late step up for AlphaTauri following Daniel Ricciardo's FP2 injury.

Lawson qualified last after getting no dry running in FP3 or Q1, then was left without "the best feeling" when he saw that rain was set to impact his first grand prix. Things got worse during a lap-one double-stack as he and team-mate Yuki Tsunoda took intermediate tyres. In the narrow Zandvoort pitlane, Lawson was left blocking Kevin Magnussen just behind, and so was handed a 10-second penalty he served at his second stop.

He would go on to make two more pitstops under green-flag conditions, as he swapped softs for mediums a short way into the main dry action. He chased Lance Stroll closely for a long time at the back after initially holding up the Aston Martin, then got ahead of Valtteri Bottas's Alfa Romeo following the second restart.

In the other AlphaTauri, Tsunoda gained from his lap one stop and was producing a decent race overall, particularly his defiance of Lando Norris and Lewis Hamilton during a bold, effective one-stopper on softs that would do 50 laps. But he erred in defending too aggressively against Esteban Ocon and George Russell as he dropped steadily backwards, the latter resulting in contact and a penalty that dropped him from 13th to 15th at the flag.

Ricciardo broke a metacarpal in his left hand in the crash and will miss the Italian Grand Prix this weekend, with Lawson again set to stand in.

### Q&A

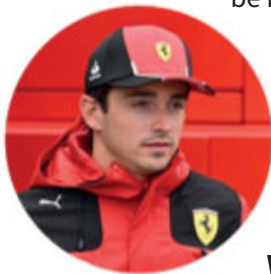
#### CHARLES LECLERC FERRARI DRIVER

##### Would you call your race 'chaotic' while it lasted?

It was. I mean obviously already at the first lap when we had the damage, I could feel much more than the guys were telling me on the radio. Initially it was five to 10 points [of downforce lost], but obviously then we realised it was more than 60. And more than 60 is a different category. After the first lap [clash with Oscar Piastri that broke Leclerc's front wing and floor] it was all uphill.

##### Did you make the call to pit on lap one?

I did call for it, in the last corner, so very late. But obviously looking at the situation in the last corner, I was very sure that even if we had lost five or six seconds at the pitstop, we would recover them during one lap easily. I expected to lose some time, but we could have optimised it as a team – just for the guys to be ready a little bit earlier in those types of situations. But apart from that I think it was the right choice.



##### What were conditions like?

It was very tricky, because you're always changing from wet to dry, dry to wet, so it makes things very difficult. But on the other hand it was

the same for everybody. I think we managed the different strategies well, but with 60 points less there is not much we [could do].

##### If the damage was worse than expected, what was the point in continuing?

We were just waiting for some rain, to be honest. Obviously it is very tricky to drive a car with 60 points less in the rain but it also adds a lot of chaos and you can do something different.

##### Would you call your clash with Piastri a racing incident?

Yeah honestly, we were in wet conditions with slicks, it was such a slight touch, but for some reason it had huge consequences on my car. So, a shame.





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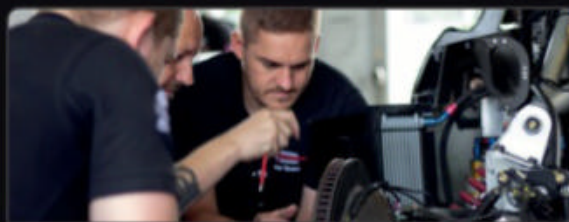
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GIORGIO PIOLA

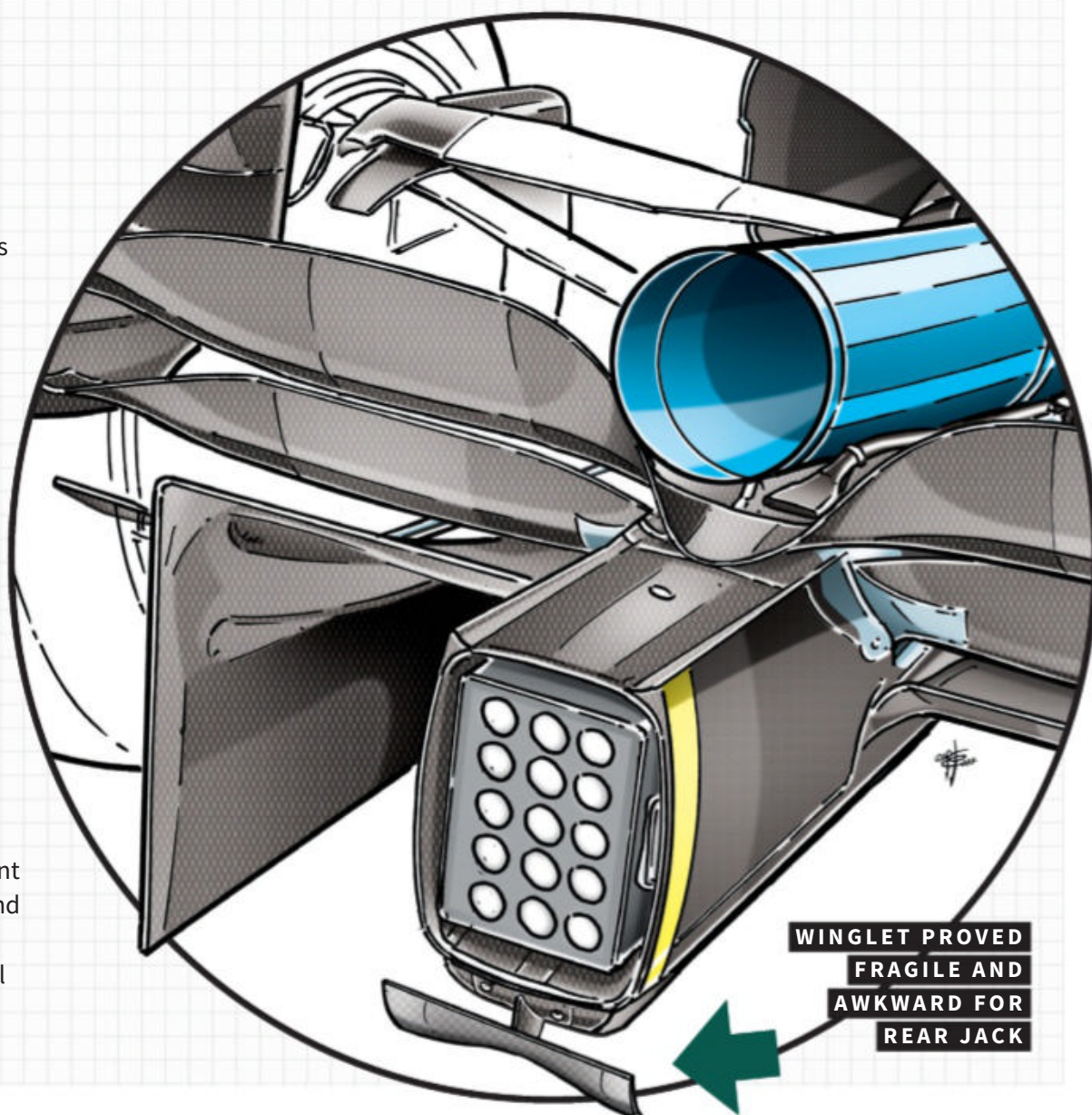
## ASTON MARTIN'S TAIL-END 'BOW-TIE' KNOCK-ON EFFECT

The devil's always in the detail in Formula 1, and Aston Martin's latest experiment drew a lot of gazes despite its puny size. A tiny winglet was attached below the light on the rear crash structure, with the aerodynamicists hoping that the 'bow-tie' tail wing (common nomenclature yet to be decided) would assist with the suction generated at the back of the car.

This would theoretically improve the performance of the diffuser if it could generate the effect desired, although developing a part in this area had knock-on effects elsewhere. The team had to develop a new rear jack to ensure it didn't break the new winglet, but it appeared to be slightly fragile.

"Aerodynamically, it was found to be strong quite some time ago," explained Aston Martin performance director Tom McCullough. "We initially said we really think we can do it and get a jack working. We then revisited it and started doing some tests in the factory on our pitstop practice car and did some practice this weekend, quite a lot pre-running, and we got it to a point where it's a trade between the performance you gain and making it good for the rear jack guy. Unfortunately, on track the way we mounted it, it started to crack, so we'll revisit it and try and come back with a better solution."

JAKE BOXALL-LEGGE



## MERCEDES FINDING 'GOOD PERFORMANCE' WITH REAR WING AND FLOOR UPGRADES

Minimising the size of the connection between the rear-wing mainplane and upper flap has become very much in vogue of late, as teams explore ways of

improving the rear wing's power through generating vortices with exposed edges.

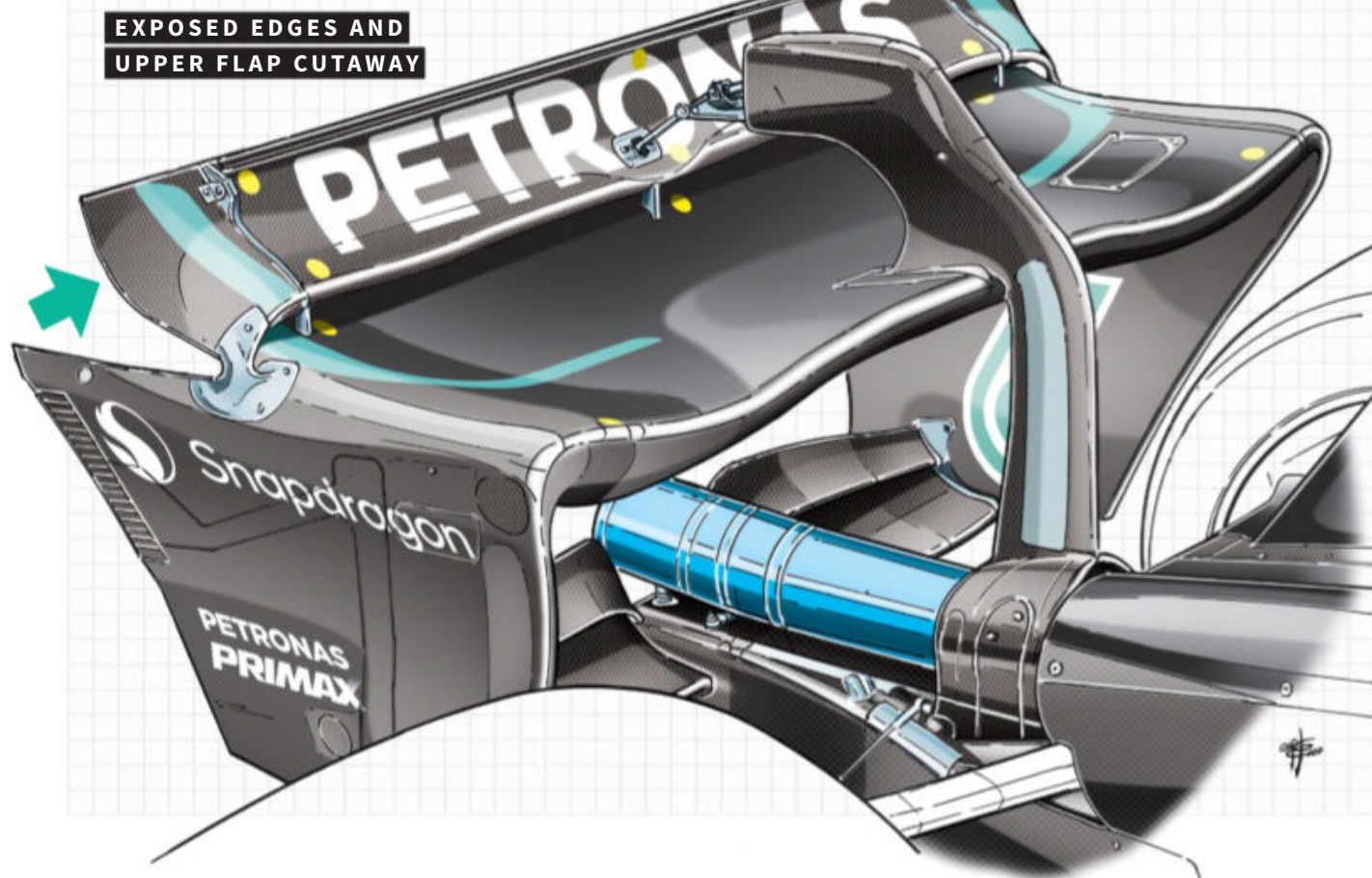
Mercedes has become the latest team to do

this, using a small metal insert to merge the top plane into the endplate, but with a dramatic cutaway to expose those edges. At Zandvoort, the team

introduced a revised floor edge, to "reduce losses, improving flow to the rear", and a new mirror stay above the sidepod inlet. The beam wing was also reworked to fit elements with greater camber to improve the downforce generated, certainly of value when it comes to the technical Dutch circuit.

"I think we're making reasonable strides in development, but it's still a busy period of the year because the teams are trying to get the packages on the car that are going to take them through the flyaway races," reckoned trackside engineering director Andrew Shovlin. "It'll all slow down in the near future, but we have made some pretty significant changes to the design of the car, and that's actually opening up a bit of performance aerodynamically. We're still finding good performance on the W14."

JAKE BOXALL-LEGGE





20 Magnussen #20  
1m22.192s

19 Lawson #40  
1m23.420s

18 Bottas #77  
1m22.260s

17 Tsunoda #22  
1m20.230s

16 Ocon #31  
1m22.110s

15 Zhou #24  
1m22.067s

14 Hulkenberg #27  
1m20.250s

13 Hamilton #44  
1m20.151s

12 Gasly #10  
1m20.128s

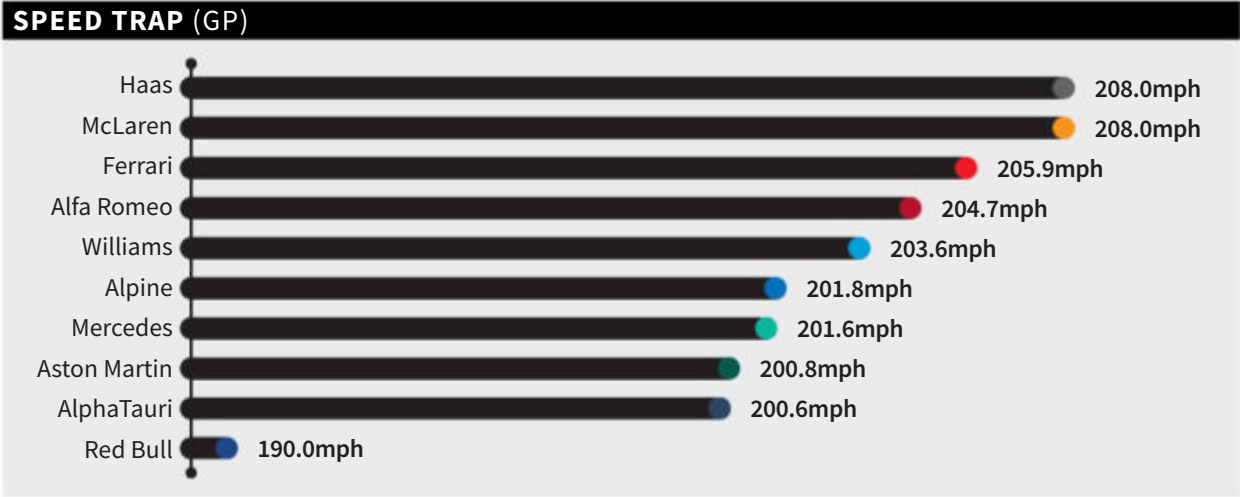
11 Stroll #18  
1m20.121s

FREE PRACTICE 1			FREE PRACTICE 2			FREE PRACTICE 3		
POS	DRIVER	TIME	POS	DRIVER	TIME	POS	DRIVER	TIME
1	Verstappen	1m11.852s	1	Norris	1m11.330s	1	Verstappen	1m21.631s
2	Alonso	1m12.130s	2	Verstappen	1m11.353s	2	Russell	1m22.010s
3	Hamilton	1m12.225s	3	Albon	1m11.599s	3	Perez	1m22.631s
4	Perez	1m12.323s	4	Hamilton	1m11.638s	4	Alonso	1m22.634s
5	Albon	1m12.447s	5	Tsunoda	1m11.720s	5	Hamilton	1m22.723s
6	Norris	1m12.460s	6	Gasly	1m11.766s	6	Albon	1m22.750s
7	Sargeant	1m12.617s	7	Perez	1m11.817s	7	Piastrri	1m22.892s
8	Piastrri	1m12.658s	8	Stroll	1m11.835s	8	Bottas	1m22.965s
9	Tsunoda	1m12.749s	9	Bottas	1m11.857s	9	Leclerc	1m23.093s
10	Ocon	1m12.802s	10	Alonso	1m11.863s	10	Norris	1m23.158s
11	Russell	1m12.813s	11	Leclerc	1m11.915s	11	Gasly	1m23.210s
12	Gasly	1m12.895s	12	Sargeant	1m11.934s	12	Sainz	1m23.438s
13	Ricciardo	1m12.990s	13	Ocon	1m12.001s	13	Tsunoda	1m23.544s
14	Magnussen	1m13.322s	14	Russell	1m12.009s	14	Sargeant	1m23.570s
15	Bottas	1m13.448s	15	Zhou	1m12.074s	15	Hulkenberg	1m23.640s
16	Leclerc	1m13.519s	16	Sainz	1m12.093s	16	Ocon	1m23.806s
17	Zhou	1m13.826s	17	Magnussen	1m12.404s	17	Stroll	1m24.058s
18	Hulkenberg	1m14.023s	18	Hulkenberg	1m12.693s	18	Lawson	1m26.343s
19	Shwartzman	1m14.803s	19	Piastrri	1m12.901s	19	Zhou	1m28.482s
20	Stroll	no time	20	Ricciardo	1m13.096s	20	Magnussen	no time

WEATHER Cloudy, air 21-22C track 31-37C

WEATHER Cloudy, air 20-22C track 32-34C

WEATHER Variable, air 16-17C track 18-19C



QUALIFYING 1			QUALIFYING 2			QUALIFYING 3		
POS	DRIVER	TIME	POS	DRIVER	TIME	POS	DRIVER	TIME
1	Albon	1m20.939s	1	Verstappen	1m18.856s	1	Verstappen	1m10.567s
2	Verstappen	1m20.965s	2	Piastrri	1m19.392s	2	Norris	1m11.104s
3	Piastrri	1m21.231s	3	Albon	1m19.399s	3	Russell	1m11.294s
4	Norris	1m21.276s	4	Alonso	1m19.429s	4	Albon	1m11.419s
5	Sainz	1m21.321s	5	Leclerc	1m19.600s	5	Alonso	1m11.506s
6	Russell	1m21.345s	6	Russell	1m19.620s	6	Sainz	1m11.754s
7	Stroll	1m21.570s	7	Norris	1m19.769s	7	Perez	1m11.880s
8	Gasly	1m21.735s	8	Perez	1m19.856s	8	Piastrri	1m11.938s
9	Tsunoda	1m21.781s	9	Sainz	1m19.929s	9	Leclerc	1m12.665s
10	Alonso	1m21.840s	10	Sargeant	1m20.067s	10	Sargeant	1m16.748s
11	Hulkenberg	1m21.891s	11	Stroll	1m20.121s	WEATHER Variable, air 17-19C track 20-24C		
12	Hamilton	1m21.919s	12	Gasly	1m20.128s			
13	Perez	1m21.972s	13	Hamilton	1m20.151s			
14	Leclerc	1m22.019s	14	Tsunoda	1m20.230s			
15	Sargeant	1m22.036s	15	Hulkenberg	1m20.250s			
16	Zhou	1m22.067s						
17	Ocon	1m22.110s						
18	Magnussen	1m22.192s						
19	Bottas	1m22.260s						
20	Lawson	1m23.420s						

SEASON STATS			
DRIVERS' CHAMPIONSHIP	PTS	BEST FINISH	BEST QUAL
1 Verstappen	339	1	1
2 Perez	201	1	1
3 Alonso	168	2	2
4 Hamilton	156	2	1
5 Sainz	102	4	2
6 Leclerc	99	2	1
7 Russell	99	3	2
8 Norris	75	2	2
9 Stroll	47	4	6
10 Gasly	37	3	4
11 Ocon	36	3	4
12 Piastrri	36	4	3
13 Albon	15	7	4
14 Hulkenberg	9	7	2
15 Bottas	5	8	7
16 Zhou	4	9	5
17 Tsunoda	3	10	8
18 Magnussen	2	10	4
19 Sargeant	0	11	10
20 de Vries	0	12	12
21 Ricciardo	0	13	13
22 Lawson	0	13	20

CONSTRUCTORS' CHAMPIONSHIP		PTS
1 Red Bull		540
2 Mercedes		255
3 Aston Martin		215
4 Ferrari		201
5 McLaren		111
6 Alpine		73
7 Williams		15
8 Haas		11
9 Alfa Romeo		9
10 AlphaTauri		3

QUALIFYING BATTLE			
Verstappen	11	1	Perez
Leclerc	8	5	Sainz
Hamilton	7	6	Russell
Gasly	7	6	Ocon
Norris	11	2	Piastrri
Zhou	6	7	Bottas
Alonso	11	2	Stroll
Magnussen	3	10	Hulkenberg
Tsunoda	1	0	Lawson
Ricciardo	1	1	Tsunoda
de Vries	2	8	Tsunoda
Sargeant	0	13	Albon
Qualifying head-to-head taken from usual Q1/Q2/Q3 session, not the result of sprint qualifying/shootout			

WINS		FASTEST LAPS	
Verstappen	11	Verstappen	6
Perez	2	Hamilton	2
POLE POSITIONS		Perez	2
Verstappen	8	Alonso	1
Perez	2	Russell	1
Leclerc	2	Zhou	1
Hamilton	1		

NEXT RACE

3 SEPTEMBER

ITALIAN GP

Monza



## STARTING GRID

10 Sargeant #2 1m16.748s	9 Leclerc #16 1m12.665s	8 Piastri #81 1m11.938s	7 Perez #11 1m11.880s	6 Sainz #55 1m11.754s	5 Alonso #14 1m11.506s	4 Albon #23 1m11.419s	3 Russell #63 1m11.294s	2 Norris #4 1m11.104s	1 Verstappen #1 1m10.567s
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## RESULTS ROUND 13/22 (72 LAPS - 190.50 MILES)

POS	DRIVER	TEAM	FINISHTIME	LED	TYRES
1	<b>Max Verstappen</b> (NLD)	Red Bull-Honda RBPT	2h24m04.411s	61	Sn, In, Sn, Su, Iu, Wn, Iu
2	<b>Fernando Alonso</b> (ESP)	Aston Martin-Mercedes	+3.744s		Sn, In, Sn, Su, Iu, Iu
3	<b>Pierre Gasly</b> (FRA)	Alpine-Renault	+7.058s		Sn, Iu, Sn, Sn, In, Iu
4	<b>Sergio Perez</b> (MEX)	Red Bull-Honda RBPT	+10.068s	10	Sn, In, Sn, Su, Iu, Iu
5	<b>Carlos Sainz</b> (ESP)	Ferrari	+12.541s		Sn, Iu, Sn, Su, Iu, Iu
6	<b>Lewis Hamilton</b> (GBR)	Mercedes	+13.209s		Mn, In, Sn, Sn, Iu, Iu
7	<b>Lando Norris</b> (GBR)	McLaren-Mercedes	+13.232s	1	Sn, In, Su, Su, Iu, Iu
8	<b>Alexander Albon</b> (THA)	Williams-Mercedes	+15.155s		Sn, Mn, Iu, Iu
9	<b>Oscar Piastri</b> (AUS)	McLaren-Mercedes	+16.580s		Sn, Sn, Mn, Iu, Iu
10	<b>Esteban Ocon</b> (FRA)	Alpine-Renault	+18.346s		Sn, In, Sn, Sn, Wn, Iu
11	<b>Lance Stroll</b> (CAN)	Aston Martin-Mercedes	+20.087s		Sn, In, Sn, Mn, Sn, In, Iu
12	<b>Nico Hulkenberg</b> (DEU)	Haas-Ferrari	+20.840s		Sn, Mn, Sn, Iu, Iu
13	<b>Liam Lawson</b> (NZL)	AlphaTauri-Honda RBPT	+26.147s		Sn, Iu, Sn, Mn, Sn, In, Iu
14	<b>Valtteri Bottas</b> (FIN)	Alfa Romeo-Ferrari	+27.388s		Sn, Mn, Sn, In, Iu
15	<b>Yuki Tsunoda</b> (JPN)	AlphaTauri-Honda RBPT	+29.893s		Sn, Iu, Sn, Iu, Iu
16	<b>Kevin Magnussen</b> (DNK)	Haas-Ferrari	+31.410s		Sn, In, Sn, Mn, In, Iu
17	<b>George Russell</b> (GBR)	Mercedes	+55.754s		Sn, In, Sn, Hn, Iu, Iu, Iu
R	<b>Zhou Guanyu</b> (CHN)	Alfa Romeo-Ferrari	62 laps-accident		Sn, In, Mn, Sn, In
R	<b>Charles Leclerc</b> (MCO)	Ferrari	41 laps-accident damage		Sn, In, Sn
R	<b>Logan Sargeant</b> (USA)	Williams-Mercedes	14 laps-accident		Sn

## FASTEST LAPS

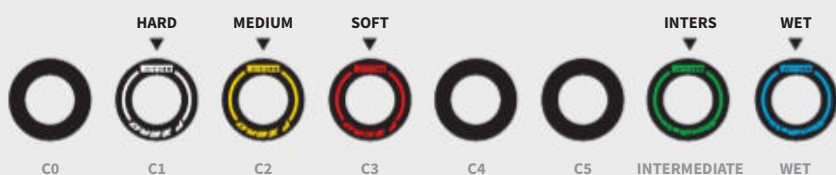
POS	DRIVER	TIME	GAP	LAP
1	<b>Alonso</b>	1m13.837s	-	56
2	<b>Verstappen</b>	1m13.889s	+0.052s	58
3	<b>Hamilton</b>	1m13.904s	+0.067s	58
4	<b>Perez</b>	1m14.231s	+0.394s	59
5	<b>Piastri</b>	1m14.299s	+0.462s	54
6	<b>Norris</b>	1m14.390s	+0.553s	50
7	<b>Gasly</b>	1m14.441s	+0.604s	55
8	<b>Albon</b>	1m14.468s	+0.631s	55
9	<b>Hulkenberg</b>	1m14.472s	+0.635s	53
10	<b>Ocon</b>	1m14.570s	+0.733s	51
11	<b>Bottas</b>	1m14.698s	+0.861s	49
12	<b>Lawson</b>	1m14.820s	+0.983s	49
13	<b>Sainz</b>	1m14.934s	+1.097s	54
14	<b>Russell</b>	1m15.124s	+1.287s	54
15	<b>Stroll</b>	1m15.171s	+1.334s	37
16	<b>Zhou</b>	1m15.417s	+1.580s	39
17	<b>Magnussen</b>	1m15.489s	+1.652s	37
18	<b>Tsunoda</b>	1m16.253s	+2.416s	35
19	<b>Leclerc</b>	1m17.277s	+3.440s	33
20	<b>Sargeant</b>	1m17.399s	+3.562s	13

WEATHER Variable, air 16-18C track 19-27C

WINNER'S AVERAGE SPEED 79.336mph FASTEST LAP AVERAGE SPEED 129.028mph

## TYRES

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



## RACE BRIEFING

**FP1**  
**ROBERT SHWARTZMAN**  
replaced **SAINZ** at Ferrari

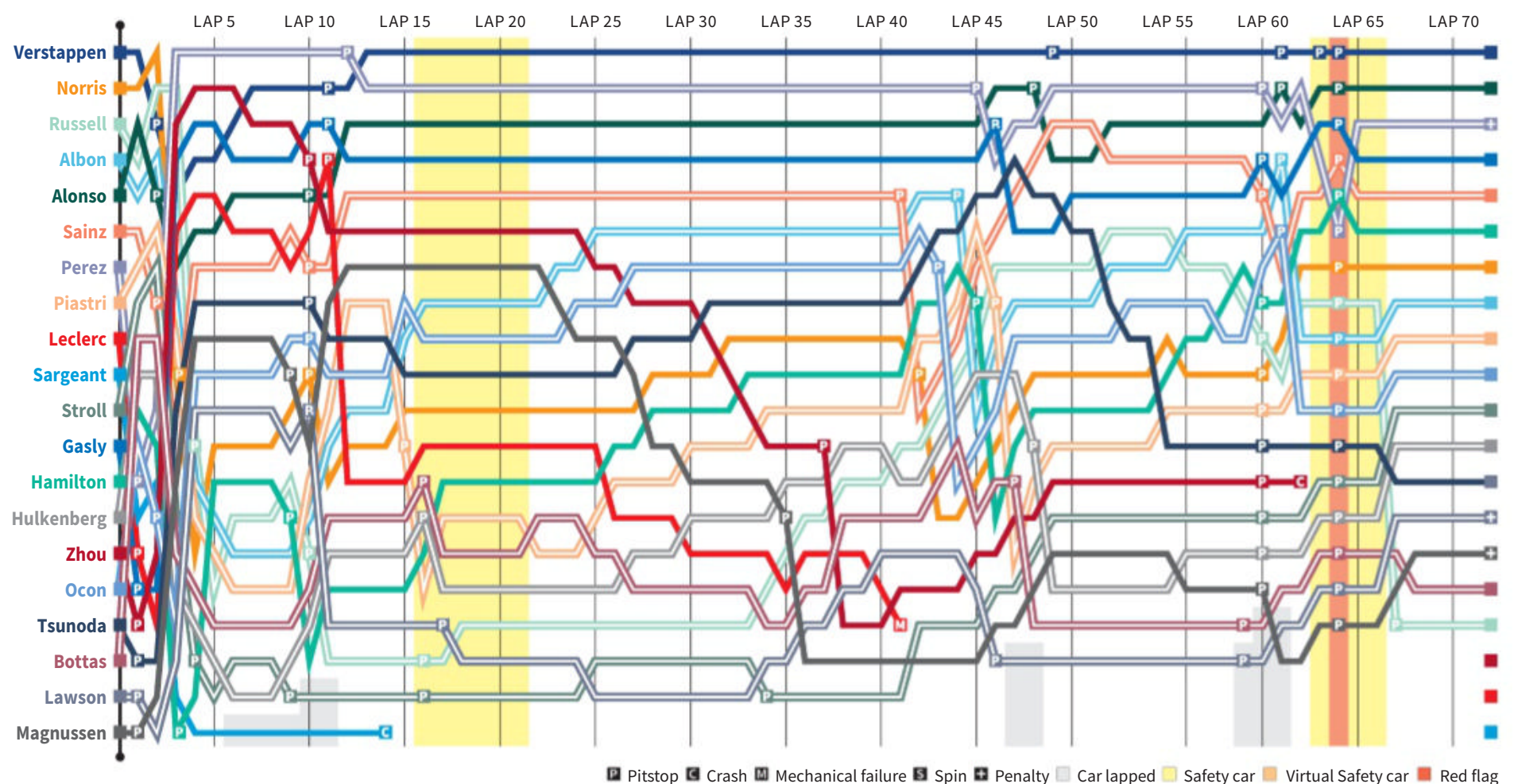
**GRID PENALTIES**  
**TSUNODA** Three-place penalty for impeding Hamilton in qualifying  
**MAGNUSSEN** Required to start from the pitlane for

additional power unit elements used

**RACE PENALTIES**  
**LAWSON** 10-second penalty for impeding Magnussen in pitlane  
**GASLY** 5s penalty for speeding in the pitlane  
**PEREZ** 5s penalty for

speeding in the pitlane  
**TSUNODA** 5s penalty and two licence points for causing a collision with Russell  
**MAGNUSSEN** 5s penalty for falling more than 10 car lengths behind safety car

## LAP CHART



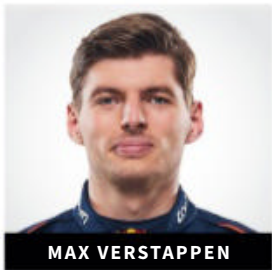


# DUTCH GP DRIVER RATINGS

*We give a quartet of one-shy-of-perfect scores on a tough day at the office, while the new boy impressed on his first outing at this elite level*

ALEX KALINAUCKAS

## RED BULL



MAX VERSTAPPEN

Started **1st** — Result **1st**

**9** Yet another brilliant drive, only missing a maximum score because, unlike Perez, he didn't pit on the opening lap and lost a chunk of time. But his passes and pace on the inters erased that in a flash and he was in control again. Aced both safety car restarts and never under threat thereafter.



SERGIO PEREZ

Started **7th** — Result **4th**

**6** Tarzan off in the second shower was a big error, even if weather was harsh. Had made a superb call to pit immediately in initial rain. Poor pace against Verstappen, while preserving his tyres as instructed, made the difference. Also hit wall entering pitlane and broke pit speed limit. That cost him third.

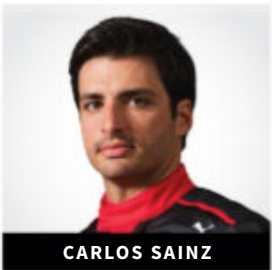
## FERRARI



CHARLES LECLERC

Started **9th** — Result **R**

**5** Acted decisively to pit on lap one in the rain to gain time, even if Ferrari wasn't ready when Red Bull was for Perez. But he'd already made his most costly error in snapping into Piastri, which broke his front wing and floor. This was behind his dive down the order, shocking pace on softs and retirement.



CARLOS SAINZ

Started **6th** — Result **5th**

**7** Surfing early chaos and was soon back in the podium hunt once past the hobbled Leclerc. Gained on Gasly by stopping earlier for slicks, but remained behind until Gasly's penalty at the second stops for slicks. Briefly third before Alonso fought back, as did Gasly, but defied Hamilton late on.

## MERCEDES



LEWIS HAMILTON

Started **13th** — Result **6th**

**7** Was on contra strategy before early rain, then team botched timing of call for inters. That left him last. Early return to slicks didn't result in gains, but fought back to pass Norris and Ocon before Russell let him by. Lucky that Tarzan off didn't end his race. Pressured Sainz to the flag but couldn't pass.

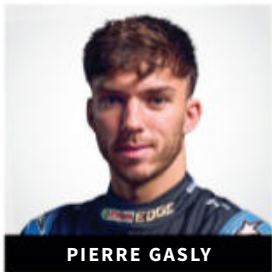


GEORGE RUSSELL

Started **3th** — Result **17th**

**6** Good moments? Passing Norris for lead at Tarzan on lap three – and his unique lengthy main stint on hard tyres. Undone by being left out on slicks early on. Clash with Norris led to a puncture and tumble to last. Brilliant save after poor error in front of Hamilton at Scheivlak was dramatic.

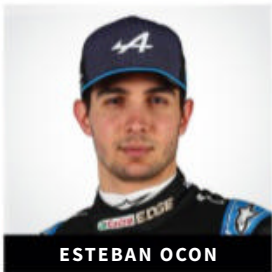
## ALPINE



PIERRE GASLY

Started **12th** — Result **3rd**

**9** Call to pit on lap one resulted in a big gain: 11th to fourth on inters. Fell behind Alonso after switch to slicks, then defended against Sainz. Pit speeding penalty at second stop for slicks costs him a point, but fought back brilliantly to run fourth before second downpour. Got third after Perez's penalty.



ESTEBAN OCON

Started **16th** — Result **10th**

**8** Made big gains after starting 16th, without the biggest edge of pitting in early rain. Put in a series of passes when back on slicks, with a fine effort against Magnussen at Tarzan. Dropped back from his high of sixth and was furious to be put on the full wets in second shower, but it made little difference.

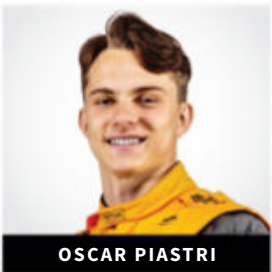
## McLAREN



LANDO NORRIS

Started **2nd** — Result **7th**

**8** Above Hamilton because he didn't go off in the second rain shower. Fell behind Alonso and Russell in first dousing, as team kept him out. Should he have overruled? Made series of Tarzan passes in dry, but got stuck behind Tsunoda. Also fell behind Russell briefly after late restart before battling back.



OSCAR PIASTR

Started **8th** — Result **9th**

**8** Made staying out on slicks in early rain work, back in points when many ahead had to remove inters. A stop for fresh slicks meant a recovery, which he did brilliantly with a series of passes. Move on Bottas was the pick, but he'd just run wide at Turn 10. Damaged second set of softs passing Magnussen.

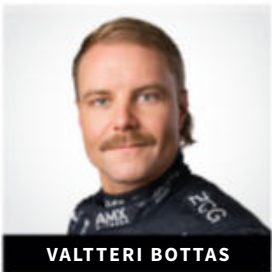
## ALFA ROMEO



ZHOU GUANYU

Started **15th** — Result **R**

**4** On for better score, only to make a big error, sliding off going too fast at Tarzan when rain returned. It ended his race. He'd run well in second after coming in for inters on lap one, but was always going to go backwards. Felt being on mediums for the first safety car restart hurt his potential.



VALTTERI BOTTAS

Started **18th** — Result **14th**

**5** So-so in tricky conditions, on a day when Alfa struggled against rivals in the dry. Made up six spots in feisty opening tour, then left out on slicks in the first rain. Faced a long scrap with Hulkenberg once Piastri mugged him. Went backwards after the second restart against Lawson and Magnussen.





ASTON MARTIN



Started **5th** — Result **2nd**

**9** Wily first-lap move meant he jumped Russell and Albon, then powered past Norris as rain fell. Got past Leclerc after restart, then Gasly when back on slicks. Recovered after slow third stop, capitalising when Perez spun off. Misses a 10 for not staying right with Verstappen at second restart.



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

**4** Struggled to pass Lawson in dry stint and then couldn't pull away from new boy in a much slower car. But race was undone by Aston's strategy calls: Stroll stayed out too long in early rain, then took inters and softs, while a lap 16 stop for mediums meant three early services. Did at least rise back to 11th.

HAAS



Started **20th** - Result **16th**

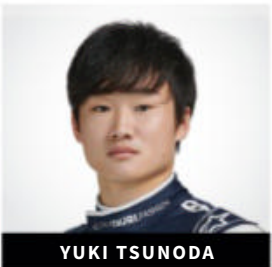
**3** Two reasons for this score: his late and naughty defence against Albon at Tarzan after first restart; and dropping back behind the second safety car to warm tyres that led to a post-race penalty. Otherwise, was a rolling chicane as Haas's usual tyre woes undid his gain from first-lap stop for inters.



Started **14th** - Result **12th**

**7** Had the pain of staying out on slicks during early rain. Was then set on the longest stint of all on mediums during the main phase, when he passed and pulled away from Leclerc's damaged Ferrari. Battled past Tsunoda after the red-flag restart, which boosted his result late on.

ALPHATAURI



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

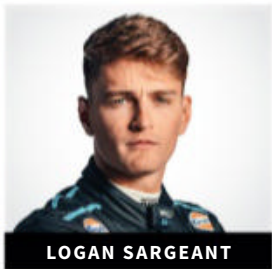
**4** Score down to volume of incidents. Gained from first-lap stop for inters, and was firmly in the hunt for points on an effective dry one-stopper that backfired. But his defences against Ocon and Russell were unacceptable, the latter resulting in contact at Tarzan and a penalty.



Started **19th** Result **13th**

**8** Penalty for blocking Magnussen in pits on lap one as AlphaTauri double-stacked not his fault. Showed good pace in tough debut race with no prior testing. Nearly lost it before challenging Leclerc, then had the damaged Ferrari get back ahead with DRS. But a fine effort.

WILLIAMS



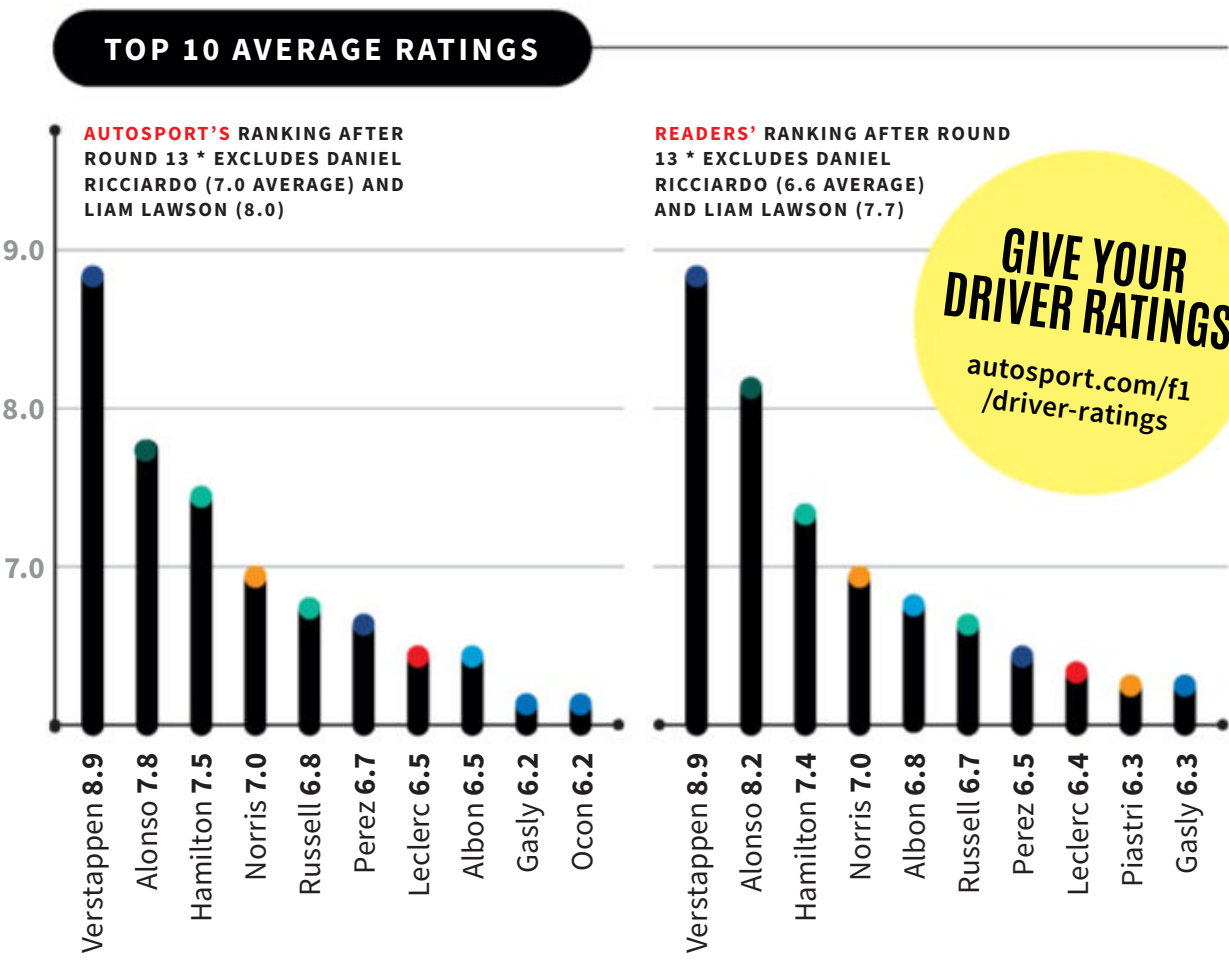
Started **10th** — Result **R**

**5** Got lapped while running on slicks in early rain, but never got to show how he'd handle same challenge as Albon after hitting the Masters inside kerbs on lap 16. It resulted in a hydraulics issue and a second big crash in two days. Insisted he'd taken that line before, but team suggested that contributed...



Started **4th** — Result **8th**

**9** Yes, finished four places behind where he began, but no shame in that. Had he stopped a lap earlier in second shower he'd have finished sixth, after great Tarzan move on Russell. Plummeted on slicks early on, but stayed on them and rose as others shed inters, managing tyre life well over 44 laps.







BTCC

# Ingram finds the speed, but Sutton extends lead

*Pace that was hitherto elusive in 2023 was unlocked from the Hyundai. So the reigning champion losing points to the Ford star left him down in the dumps*

MARCUS SIMMONS

PHOTOGRAPHY JEP  motorsport  
IMAGES

**F**or the first time in this British Touring Car Championship season of paradoxes, Tom Ingram beat Ash Sutton to victory in a straight fight because he and his chariot were on a par with the long-time table-topper. Yet the series' return to the Donington Park Grand Prix Circuit for the first time since 2002 ended with Sutton extending his advantage over Ingram by five points.

So here we are in late August. By hook or by crook, reigning champion Ingram has kept himself in the title picture during 2023, despite he and his Excelr8 Motorsport Hyundai i30 N falling short of the blistering pace of the much-developed Motorbase Performance Ford Focus ST in the hands of Sutton. Donington, where the duo took a win apiece, showed that the Hyundai is a match for the yellow-and-blue NAPA-liveried weapon, at least over the 2.49 miles of East Midlands asphalt. Yet it finished with Ingram facing a deficit of 42 points, with just six races to go.

"Somehow it feels a bit flat," summed up Ingram. "Although we

were mega-quick, the gap's been extended. And in the last race we were ahead of Ash – if we'd beaten him there it would have felt very different." Indeed, the finale of the day started with Sutton 11th on the reversed grid, and he was soon overtaken by Ingram, yet a bizarre series of incidents and circumstances contrived to guide the three-time champion past the Hyundai, plus the BMWs of Jake Hill and Colin Turkington, into a solid fifth place despite never really overtaking anyone properly. It was like Moses and the Red Sea, or what is commonly known in sport as 'champion's luck'.

Yet that shouldn't be taken as Sutton fluking his way towards the title. His fifth pole position from eight this season, which continued the 2023 Motorbase clean sweep of qualifying-toppers, came on a Saturday that had begun in dramatic fashion for the Kent squad when brake failure sent team-mate Dan Cammish slamming into the barriers at McLeans, and out of action for the rest of the weekend (see *Pit & Paddock*). Sutton was 0.182 seconds quicker than Ingram, who felt that a mistake in the final Goddards





Ingram pulled off two moves on Sutton at the Old Hairpin last Sunday; only one was rewarded



Ingram celebrates with engineer Spencer Aldridge

hairpin had disguised the Hyundai's pace and was kicking himself for losing time by running wide.

The data shows that Ingram was running 37s ahead of Sutton on the road as they set their late qualifying efforts, with the Hyundai 0.028s up on the Ford after the first two sectors. Ingram's error meant he was 0.148s slower than his best time in the final sector, but that had been set on a lap that was 0.3s adrift of his final flier in the first two sectors... On these tyres, with these tweaks, with this level of aggression, with no mistakes, it should have been a genuine pole. "This is the first weekend where we've felt we've genuinely been able to challenge, which is really encouraging," he insisted. "It [the error] was a combination of it being late in qualifying, the brakes had gone. But very frustrating." The pace was all the more impressive in light of Ingram spinning into the Old Hairpin gravel during FP1 when wheelhub failure caused his left-rear wheel to part company with the car. With rain falling in FP2, he hadn't done a single push lap in the dry before qualifying.

## "We dropped the ball, went the wrong way on set-up. We had no performance in those conditions"

Sutton, for his part, lost 0.010s on his own best in the third sector on his last-ditch flier, but was adamant that there was no more pace in the Ford. "It was a yellow sector, but realistically it wasn't," he laughed. "You look at the sector times, and whether he had enough to beat us I don't know."

Indeed, no one knew. For all Ingram's claims, sport is full of ifs, buts and maybes and the proof wouldn't come until Sunday. And even then that was on hold for the first race, which took place in wet conditions following a morning of rain. Sutton "cocked up" the start, dropping to third behind Ingram and the Speedworks Motorsport Toyota Corolla of Ricky Collard. Now first on the road and feeling the conditions, Ingram got a little loose at the Old Hairpin, delaying Collard and letting Sutton sweep through into second. The Ford then made a routine pass into the Melbourne hairpin on the second lap to take the lead from Ingram, and basically disappeared into the distance.

"We dropped the ball," explained Ingram. "We went the wrong way on set-up. We had no performance out of the car in those conditions." Sutton pointed out: "Tom's issues exaggerated our pace. But we saw how good our car was at Knockhill in wet conditions, and it was exactly the same here."

Ingram's attentions eventually fell upon Jake Hill, striving to recover up the order from his own setbacks. The West Surrey Racing pilot had qualified sixth to the fourth of team-mate Colin Turkington. "I just can't get the bloody thing stopped to be honest," muttered Hill. "The rear wheels just lock as soon as you turn into a slow-speed corner. Then you move the brake bias forwards and now it's the fronts locking." Across the four BMW 330e M Sport >>



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drivers, Hill was suffering the most, Turkington the least, and it could be that driving style is a contributing factor. So too was Hill suffering an engine failure during last month's test at the Donington GP circuit, and the replacement suffering an electrical misfire, and then the red flags and bad weather in free practice... To compound the misery, Hill was carrying a three-place grid penalty from his collision with team-mate Stephen Jelley at Knockhill. Furthermore, a knock from the Motorbase Ford of Dan Rowbottom relegated him to 10th early doors.

But Hill and engineer Craig Porley had been hard at work and the car was transformed from Saturday. The BMW was flying, regularly lapping quicker than Sutton as Hill made pass after pass. "We were awesome in the rain, there's no two ways about it," he enthused. "Me and Craig stayed up awfully late on Saturday night to sort out our issues. Thankfully we went the right way."

Finally Hill got up to Ingram. He launched his move into the last turn, Goddards, on the final lap, and it was round the outside... The Hyundai remained just ahead, but the BMW had more

## "Ingram was pinged with a penalty, infuriating the onlooking old-school tin-top sages"

momentum, only to be edged off the track, the right-rear squirming off the grass as they raced to the line, Ingram narrowly in front. Then the officials had their say; Ingram was pinged with a 0.5s penalty, relegating him to third. It was a decision that infuriated the onlooking old-school tin-top sages.

The problem is, as soon as you begin to enshrine racing etiquette into regulations, you open cans of worms. Pity the poor officials who have to implement them, when the very existence of such rules removes the application of good old common sense. As 1992 champion and ITV pundit Tim Harvey pointed out, the detail in the verdict was wrong: 'You gained position on car 24 by not leaving a cars [sic] width to the edge of the circuit.' Ingram didn't gain a position; he merely defended it. Even Hill could sympathise, to an extent: "He ran me really deep into the corner, and I was fully alongside into the braking zone, but it was too late to get a cutback. I knew I had superior traction, and I thought if he plays by the rules and gives me a car's width I can get it done. But by »

## BUTCHER HOOKS A WIN

This has been a tough year for the Speedworks Motorsport Toyota team. Expectations were high in the wake of Rory Butcher's late-season form in 2022 and with the arrival of bespoke Toyota engines from Neil Brown Engineering. But Butcher has struggled to find the pace, and highly rated new signing George Gamble's qualifying travails usually put him in the warzone in races. The only silver lining has been the pace of heart-on-sleeve dynamo Ricky Collard.

But it appeared that the old Butcher was back last Sunday. The day before he'd qualified 14th to the third of Collard – in every corner the Scot could match his younger team-mate, but he just couldn't put the lap together. In the races he came forward, via a panel-bashing contest in race two with the BMW of Adam Morgan – two more mild-mannered individuals you'd be hard-pressed to find, so this was an eye-opener! He battled again in race three, incisively past Morgan, then Tom Chilton, then Aron Taylor-Smith, and was pressuring Dan Lloyd when the Cupra's driveshaft snapped on the final lap.

Are we set for another late Butcher surge? Changes have been made behind the scenes, including long-time Speedworks staffer Jack Coker being installed as his new engineer. Maybe we saw the confidence return. "We were just chipping away, one person at a time," said Butcher. "I got behind Dan but he was really good in his defence. He definitely deserved to be up there, but I'll take that after the year I've had. I'm starting to feel like the driver I was at the end of last year."

Collard's qualifying effort came on rear medium slicks used at Knockhill: "The car was lairy – there was potentially a pole in there!" He couldn't quite match it in the races, but 4-6-4 results bode well for the season run-in.







the time he realises I'm going to get it done he runs me out of road. I can't blame him. In his situation I'd have done the same. But the rule is that you've got to leave a width. That's all I ask for."

When it was put to Ingram that, on wet-weather BTCC Goodyears that are famously soft, after 14 laps of hard punishment, and in a front-wheel-drive car, that it was inevitable that he should run wide when he applied the power, he gleefully responded: "You've just spoken the exact conversation I had. Do I agree [with the verdict]? No. Does anyone else agree? No, apart from Carl [Mitchell, WSR team manager] and Jake."

That made Ingram's job harder in race two, but he rolled his sleeves up, passed Hill down the Craner Curves on lap one, and then zapped Sutton for the lead in a fourth-lap move that started at Redgate and finished at the Old Hairpin. Sutton attempted to fight back, and for a while we had the BTCC elite of Ingram-Sutton-Hill-Turkington circulating in close formation at the front, all absolutely on it. But Ingram was able to eke out an advantage, while Sutton had to fend off a late attack from Hill.

## “For a while we had the BTCC elite of Ingram-Sutton-Hill-Turkington in close formation at the front”

It was valediction for Ingram; he and his Hyundai do have the speed. But Sutton was carrying a problem – his brakes were disappearing fast. “The first time I came across it was when I was in front of Tom, and I kind of messed the chicane up, and that allowed Tom onto my rear bumper,” he recounted. “When he made the move we had a good, nice little battle. I tried to put a move back in but then suddenly the brake temperatures started to shoot up. My pedal was literally to the floor every time I touched it, so not a nice experience, especially after Dan’s [Cammish] incident. So I was well happy with finishing second, but then obviously Jake arrived on the scene. I hear he didn’t like the [defensive] move down the back straight, but you’ve got to move from the left to the right of the circuit [for the Esses], he then tried to look to the inside and I covered it. I was firm and hard.”

Hill again: “The car was very good. Not quite as quick as Tom’s, but quicker than Ash’s, and that’s a rarity these days. Colin was very fast too and the BMW was working very well. Ash was starting to struggle and I had one last go – he had a bad run through McLeans, I had a good run out of Coppice, got what I thought was an undercut and yeah... It’s a tricky one. He just keeps

coming across on you until you have to back out.”

Ingram’s gaffe in pulling ‘12’ in the reversed-grid draw meant his absorbing battle with Sutton, Hill and Turkington was buried on the fringes of the top 10 in the finale, and what happened was scarcely believable. Ingram pulled off another fine Old Hairpin move on Sutton on the second lap, and was now trailing Hill and Turkington. But then one of the cars in front clouted a tyre stack at the Esses, and Hill, unsighted behind Rowbottom, smashed his right-front corner against it: “They’re bungeed in so if they get moved they’re supposed to spring back, and they bungeed back just as I was coming through!”

Debris from the shattered BMW caused a safety car, but remarkably Hill’s battle-scarred Laser Beamer was mechanically unscathed, and had only lost a position to Turkington, which he regained after the restart. Then Rowbottom hit the tyre stack on the other apex, it bungeed back into the road, Hill had to take avoiding action, that in turn delayed Turkington, and Ingram and Sutton slipped through.

Rowbottom had sustained a delaminating tyre in the impact, tried to enter the pits, but the pitlane entry was blocked because he had Tom Chilton’s Excelr8 Hyundai side by side. He then slowed into Redgate, and... “The vibration was getting worse and worse,” said the unfortunate bearded Midlander. “I was looking in my mirror at Ingram and thinking, ‘Please Tom, don’t try and go round the outside’, and he did. There was no malice.”

“He was billowing smoke like a 90-a-dayer,” shrugged Ingram. “He braked early and I went round the outside. As we come out, I’ve tried to turn and get caught on his left-rear, like two dogs mating. Once we got stuck I couldn’t get off and lost three places.” Sutton ended up fifth from Turkington, Ingram and Hill, but how they’d ended up there was bizarre.

There was drama at the front too. Plucky Yorkshireman Dan Lloyd had led all the way in his Team Hard Cupra Leon, he’d done everything right, and by the last lap it looked as though he just needed to keep it tidy to fend off the Speedworks Toyota of Rory Butcher (see page 37), Aron Taylor-Smith’s Power Maxed Racing Vauxhall Astra, and Adam Morgan’s WSR BMW. Then the driveshaft broke at McLeans, just a mile from the flag, and Lloyd was pitched off the road. When he returned to the Kent squad’s garage, he was given a hero’s welcome. But it’s another team from the garden of England – Motorbase – that is looking good for the championship.

Of Ingram’s refund pace, Sutton reflected: “If I finish second directly behind him in every race it’s not a concern; if they rock up with that pace and we haven’t got it, then it’s a massive concern. If it’s good enough to finish second, that’s all we need.”

[P70 BTCC SUPPORTS REPORT](#)



RESULTS ROUND 8/10, DONINGTON PARK (GBR), 27 AUGUST RACE 1 (14 LAPS – 34.82 MILES)

POS	DRIVER	TEAM / CAR	TIME
1	Ash Sutton (GBR)	Motorbase Performance / Ford Focus ST	24m26.799s
2	Jake Hill (GBR)	West Surrey Racing / BMW 330e M Sport	+7.227s
3	Tom Ingram (GBR)	Excelr8 Motorsport / Hyundai i30 N	+7.678s
4	Ricky Collard (GBR)	Speedworks Motorsport / Toyota Corolla GR Sport	+8.934s
5	Colin Turkington (GBR)	West Surrey Racing / BMW 330e M Sport	+9.636s
6	Aron Taylor-Smith (IRL)	Power Maxed Racing / Vauxhall Astra	+11.987s
7	Josh Cook (GBR)	One Motorsport / Honda Civic Type R	+12.662s
8	Dan Rowbottom (GBR)	Motorbase Performance / Ford Focus ST	+13.229s
9	Andrew Watson (GBR)	Power Maxed Racing / Vauxhall Astra	+14.010s
10	Tom Chilton (GBR)	Excelr8 Motorsport / Hyundai i30 N	+20.666s
11	Rory Butcher (GBR)	Speedworks Motorsport / Toyota Corolla GR Sport	+23.698s
12	Adam Morgan (GBR)	West Surrey Racing / BMW 330e M Sport	+25.616s
13	George Gamble (GBR)	Speedworks Motorsport / Toyota Corolla GR Sport	+26.082s
14	Ronan Pearson (GBR)	Excelr8 Motorsport / Hyundai i30 N	+27.120s
15	Sam Osborne (GBR)	Motorbase Performance / Ford Focus ST	+28.058s
16	Mikey Doble (GBR)	Power Maxed Racing / Vauxhall Astra	+34.692s
17	Dan Lloyd (GBR)	Team Hard / Cupra Leon	+35.120s
18	Aiden Moffat (GBR)	One Motorsport / Honda Civic Type R	+37.900s
19	Stephen Jelley (GBR)	West Surrey Racing / BMW 330e M Sport	+38.057s
20	Michael Crees (GBR)	Team Hard / Cupra Leon	+39.120s
21	Dexter Patterson (GBR)	Team Hard / Cupra Leon	+39.698s
22	Daryl DeLeon (PHL)	Team Hard / Cupra Leon	+40.164s
23	Jack Butel (GBR)	Team Hard / Cupra Leon	+46.346s
24	Nick Halstead (GBR)	Excelr8 Motorsport / Hyundai i30 N	+47.346s
25	Jade Edwards (GBR)	Team Hard / Cupra Leon	-1 lap
NS	Dan Cammish (GBR)	Motorbase Performance / Ford Focus ST	accident

Winner’s average speed 85.37mph. Fastest lap Sutton 1m43.189s, 86.77mph.

QUALIFYING 1 Sutton 1m33.154s; 2 Ingram 1m33.336s; 3 Collard 1m33.550s; 4 Turkington 1m33.591s; 5 Taylor-Smith 1m33.642s; 6 Cook 1m33.842s; 7 Morgan 1m33.855s; 8 Pearson 1m33.904s; 9 Hill 1m33.723s\*; 10 Rowbottom 1m33.944s; 11 Chilton 1m33.989s; 12 Watson 1m34.000s; 13 Moffat 1m34.052s; 14 Butcher 1m34.067s; 15 Osborne 1m34.099s; 16 Doble 1m34.137s; 17 Lloyd 1m34.163s; 18 Gamble 1m34.221s; 19 Crees 1m34.299s; 20 Jelley 1m34.451s; 21 Patterson 1m34.483s; 22 Butel 1m34.770s; 23 Edwards 1m34.909s; 24 DeLeon 1m35.158s; 25 Halstead no time; 26 Cammish no time.

\* Three-place penalty for Knockhill collision with Jelley.



GRID RACE 2 Decided by result of Race 1, with three-place penalty for Watson.

RACE 2 (14 LAPS – 34.784 MILES)  
1 Ingram 22m10.551s; 2 Sutton +2.831s; 3 Hill +3.045s; 4 Turkington +3.638s; 5 Cook +8.016s; 6 Collard +11.577s; 7 Rowbottom +12.157s; 8 Butcher +19.757s; 9 Morgan +20.487s; 10 Taylor-Smith +21.273s; 11 Chilton +22.123s; 12 Lloyd +23.196s; 13 Jelley +23.544s; 14 Pearson +24.300s; 15 Osborne +25.684s; 16 Watson +26.896s; 17 Doble +35.577s; 18 Patterson +35.621s; 19 Crees +37.980s; 20 Halstead +42.545s; 21 Edwards -1 lap; NC Gamble 13 laps; R Moffat 9 laps-flapping window; R DeLeon 8 laps-off; R Butel 0 laps-driveshaft.  
Winner’s average speed 94.11mph.  
Fastest lap Ingram 1m34.214s, 95.04mph.

GRID RACE 3 Decided by result of Race 2, with top 12 reversed.

RACE 3 (15 LAPS – 37.31 MILES)  
1 Butcher 24m43.261s; 2 Taylor-Smith +0.357s; 3 Morgan +0.637s; 4 Collard +1.750s; 5 Sutton +2.621s; 6 Turkington +3.338s; 7 Ingram +4.004s; 8 Hill +6.236s; 9 Osborne +7.496s; 10 Jelley +7.801s; 11 Watson +10.030s; 12 Chilton +11.031s; 13 Gamble +11.096s; 14 Patterson +11.769s; 15 Pearson +12.055s; 16 Doble +13.439s; 17 Crees +15.125s; 18 Moffat +19.195s; 19 Edwards +19.197s; 20 Halstead +20.983s; 21 Butel -1 lap; 22 Rowbottom -1 lap; R Lloyd 14 laps-driveshaft; R Cook 5 laps-hybrid; R DeLeon 3 laps-damage.  
Winner’s average speed 90.46mph.  
Fastest lap Pearson 1m34.495s, 94.76mph.

CHAMPIONSHIP  
1 Sutton 362; 2 Ingram 320; 3 Hill 300; 4 Turkington 263; 5 Cammish 220; 6 Cook 211; 7 Collard 176; 8 Rowbottom 161; 9 Morgan 152; 10 Butcher 149.





# Classic sportscar contests top new-age historics

*Grand Prix cars were key to Silverstone's 75th birthday celebrations, but two sports-racing categories provided even more Festival highlights*

DAMIEN SMITH

PHOTOGRAPHY JEP/SILVERSTONE FESTIVAL

**N**ewsflash: Silverstone Festival is still a classic. They can change the name and entice a wider audience with evening music acts for all the family, but at its heart the behemoth formerly known as The Classic remains an attraction for the hardcore historic fraternity. Races from dawn 'til dusk – 10 on Saturday, 10 on Sunday – come thick and fast. The themed demos add colour (even if 75 years of NASCAR was rained off on Saturday), but they're mere punctuation marks amid the competitive action on the full 3.64-mile Grand Prix expanse. And the Festival has a key edge over Goodwood's Revival too: it's not hemmed in by a narrow period timeframe. Anything goes at Silverstone.

That much was clear late on Saturday afternoon when the Masters Endurance Legends evoked relatively recent Le Mans memories. Harindra de Silva's Pescarolo LMP1 led away from a pole position earned by his son Tim, as Steve Brooks's V8-powered, second-generation Peugeot 908 turbodiesel duelled with Jonathan Kennard's newly restored Acura ARX-01b LMP2. Kennard led by the end of lap three and appeared set for a first-time-out victory until, with 22 of the 40 minutes to go, the Acura's throttle cable snapped. That was cruel. After the pitstops, Brooks led de Silva Jr by 23.9 seconds, but the Portuguese smashed the lap record (see page 46) and made up ground in traffic to fall short of the Peugeot by just 5.3s.

The following day, the Pescarolo was ruled out of contention when de Silva Sr was slow out of the Loop on lap one, then found himself clobbered by the Lola-Aston Martin of



Christophe d'Ansembourg at Aintree. The Lola was barely delayed and raced on to finish third behind a Peugeot 1-2, Brooks leading Stuart Wiltshire home by 14.6s.

Endurance racers from 30 years earlier eclipsed the relatively modern prototypes with a stunning finale to Saturday. A pair of Ferrari 512Ms duelled in the glow of a glorious early evening, David Hart's red version initially getting the better of Gary Pearson's yellow one until he spun away his lead. Pearson was left fighting a rear-guard action against the Lola T70 Mk3Bs of



Yellow Ferrari 512M of Pearson/Brundle topped epic battle





Brooks and his second-gen Peugeot 908 had challengers but still scored a double

a soloing Oliver Bryant and Steve Brooks (now with slightly less downforce than his 908 from the previous race), plus the Lola T292 of Diogo Ferrao and Martin Stretton. The V8 T70s overcame Pearson as Harry Fletcher’s Chevron B26 and Tim de Silva’s pretty Taydec added to the fun, until the safety car was called for a lost Chevron B8 wheel.

The timing was perfect. The pitstop window opened and the whole field filed in together. Well, almost the whole field. Julian Thomas had jumped the gun in his B8, handing over to Calum

## “Pearson declared the 512M ‘the coolest car’ and the action ‘the best historic racing in the world’”

Lockie too early and earning them a penalty, although not before Lockie had led when racing resumed – until the run the first turn when Bryant steamed through, quickly followed by the rest.

Alex Brundle was now in for Pearson and the yellow Ferrari tore past its rivals. Brundle nailed Bryant at Copse with 16 minutes to go and motored to victory. It could have been a Ferrari 1-2, but Olivier Hart’s restart infringement in the red 512M earned him a stop/go. So Bryant finished a fine second, just 2.946s off Brundle. “He kept me honest,” said Martin’s son. “In fact, I wished he’d leave me alone!” Pearson declared the 512M “the coolest car” and the action “the best historic racing in the world”. Goncalo



Brundle/Pearson lead Masters Sports Car podium celebrations

Gomes capped a terrific day by rising to third in the Lola T296 he shared with James Claridge.

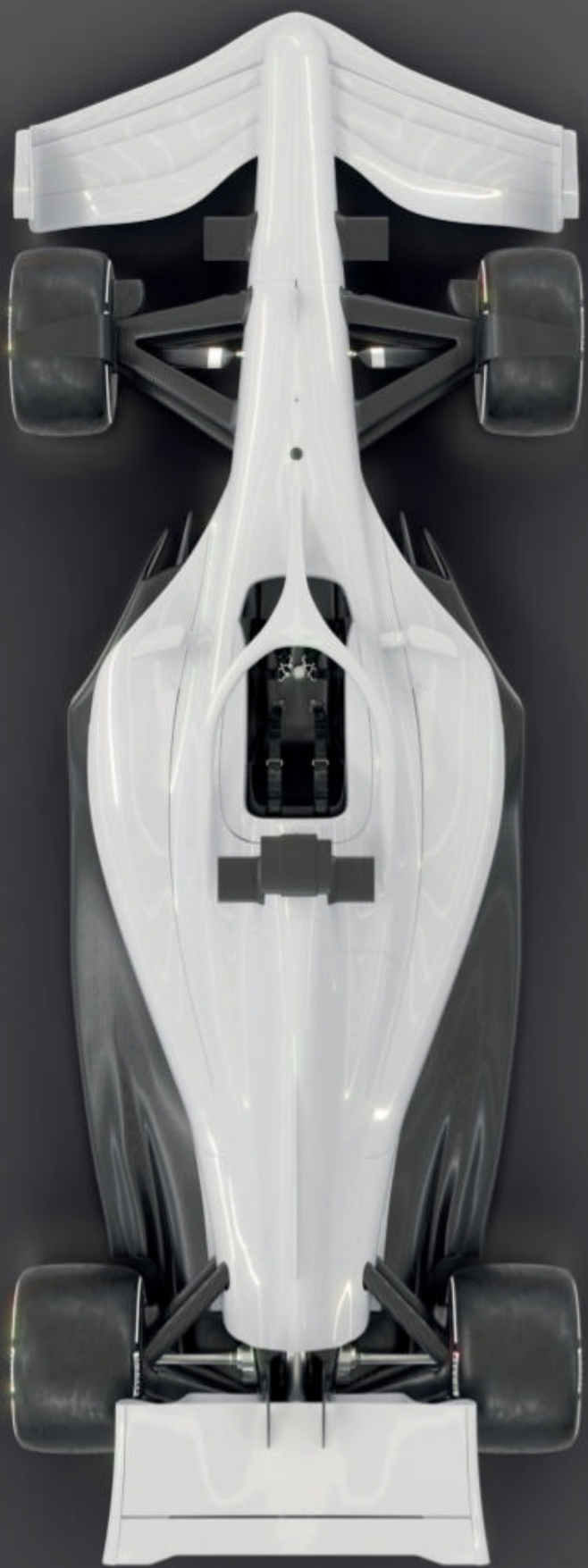
Drivers love to be prolific at the Silverstone Festival. Michael Lyons was one of them, and opened his Festival account early by stroking to a resounding Thundersports win in his Ibec 308 LM barn find. Lyons was miffed after Mark Williams’s mighty Can-Am March 717 edged him on to the Vale grass on the first lap. Still, he was all smiles on the podium after beating Dan Eagling’s cute Royale RP17 – by 1m49s.

In the Derek Bell Trophy, Henry Chart seemed out of luck when his Modus blew its engine in Friday qualifying. But Simon >>





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Poleman Tyrrell won the first Masters Racing Legends race but only *after* the finish line

Hadfield sent for his Trojan T101 Formula 5000 and, despite being entirely new to the beast, Chart charged impressively from the back. He took second on lap two, then picked up the lead after the throttle on Andy Smith's March 782 briefly stuck open, sending the ex-Eddie Cheever Formula 2 car skating across gravel and grass at Becketts. Smith was only 1.8s off Chart when the race was red-flagged in the final minutes.

Sadly, the March was forced to sit out Sunday's race when water was found in its oil, robbing us of what might have been against the Trojan. Chart duly notched up an easy double. "The best thing I've done this weekend is break our original car on Friday," he quipped.

Motor Racing Legends' Historic Touring Car Challenge proved a chaotic affair, when a dump of rain swept across Silverstone's northern half just before the race. Paul Mensley's Sierra RS500 started on treaded tyres from pole position, but he still spun after the first of two safety car interruptions. Calum Lockie binned Julian Thomas's ex-Andy Rouse RS500 at Stowe to trigger the second, during which the safety car failed to pick up the leader. Out of it all, Wim Kuijl's 1975 Capri gained a lap and picked up a shock win – despite a missed pit window penalty – on his maiden Silverstone appearance. Only four cars were on the lead lap at the end of a strange and unsatisfactory affair (for anyone but Kuijl).

A safety car restart appeared to decide the Masters Formula 1 race for 1966-85 cars on Saturday, when Mike Cantillon astonished Martin Stretton, Steve Hartley and Ken Tyrrell (not that one, obviously) to rise from fourth to first by Brooklands. But the



Chart made his surprise F5000 debut and stunned with two victories





## “Michael Lyons gambled on slicks to take his ex-Mansell Lotus 92 to a resounding victory”

rear wing of his Williams FW07C was later found to be too high and he was disqualified – to the benefit of Tyrrell’s Tyrrell 011.

Rain on Sunday left a drying but still treacherous track for the DFV-powered F1 cars. Michael Lyons gambled on slicks to take his ex-Nigel Mansell Lotus 92 to a resounding victory. “I was smiling on the first lap, but when it started to rain on the in-lap I was really smiling,” he said.

A modern race appeared to break out on Saturday afternoon, showing once again how this Festival knows no boundaries. The Masters GT Trophy for cars only a few years old turned out to be a cracker. Craig Wilkins won in his Lamborghini Huracan as Alistair MacKinnon’s Aston Martin Vantage GT2 took advantage of a lapped Morgan at the Loop to jump Jason McNulty’s Lambo for second on the last lap.

Will Nuthall was set for a straightforward win in the Historic Grand Prix Cars Association pre-1966 Grand Prix cars until the gearbox on his Cooper T53 let him down in the closing stages. That gifted victory to Charlie Martin’s T53, with Nick Fennell’s Lotus 25 beating Tim Child’s Brabham for what became second.

The HGPCA field was split in two for Sunday. Martin won again in the rear-engined encounter, but his oily Cooper took increasingly lairy lines to hold off Child’s Brabham. The front-engined thrash, dubbed the 75th Anniversary Trophy as a nod to Silverstone’s first grand prix in 1948, was enlivened by John Spiers spinning away his lead on the first lap. The Maserati 250F returned to the head on lap five on a slippery track, but Mark Shaw was charging from the back in his lovely Scarab. The Offy-powered car grabbed the lead on the last lap at the Loop. “We changed an engine between Thursday and today,” explained a delighted Shaw. Rod Jolley’s oversized Lister-Jaguar ‘Monzanapolis’ special led early on and completed the podium.

Lockie made some amends for his RS500 smash by completing Julian Thomas’s fine work to win the International Trophy for Classic pre-1966 GTs in their Shelby Cobra on Saturday. The huge 61-car field made for quite a sight as they piled into Abbey, Thomas/Lockie getting the better of the ubiquitous Nigel >>

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Martin took a brace of HGPCA wins in Cooper T53



Shock Touring Car Challenge win fell to circuit rookie Kuijl

Greensall and John Spiers in their TVR Griffith. The race ended early when Martin Addison crashed his Jaguar E-type heavily at Brooklands after skating off on dropped oil.

E-types made up the vast majority of the Big Cat Challenge Trophy on Sunday morning, with marque specialist Gary Pearson managing to finish both first *and* second. He battled his brother in the first stint before handing over to Alex Brundle then, following a safety car and having stepped in for John, fought and passed his own team-mate in the now heavily smoking car he'd just been driving! "A brilliant dice with John, and a brilliant one with Alex!" smiled Gary. "It's pretty interesting being dive-bombed by both cars you are driving. The grand prix circuit in an E-type, you can't get much better – other than in a Ferrari 512."

Three Lotus 15s battled for the Stirling Moss Trophy, Andrew Kirkaldy making the early running from Oliver Bryant and Roger Wills before Tim Stamper rolled his Aston Martin after a suspected hub failure. The DB2/4 looked a sorry state and eventually a red flag was called, during which a downpour caused further jeopardy when the race restarted on a drenched circuit. Confusingly, the 15s found themselves mid-pack despite still leading, the soloing Bryant picking his way through to seal the win. Greensall and Spiers worked their Lister Knobbly on to the podium, and also conspired to share a Lister Costin (which Spiers retired), timing their stops to perfection to switch cars.

In the concurrent Woodcote Trophy, Paul and Jonathan Mortimer were surprised to find their Austin-Healey 100/4

## “It’s pretty interesting being dive-bombed by both cars you are driving”

leading the way at the restart, although reality kicked in during the final minutes when those Pearson brothers came through to grab another win in their Jaguar D-type. The Lotus 10 of Malcolm Paul and Will Nuthall demoted them further to third.

The Transatlantic pre-1966 Touring Car encounter was largely dominated by Ford Mustangs, and a soloing Mike Whitaker found himself in the pound seats following the pitstops. But his pony car then dropped its oil at Copse in the closing stages and he skated off into the gravel. Poleman and ex-British Touring Car racer Sam Tordoff’s pink Ford Falcon Sprint was closing in anyway, and was left to inherit the win in a race that finished under caution.

The Historic Sports Car Club Road Sports brought two days of wall-to-wall racing to a close, although a long safety car period for a collision between a Datsun 240Z and Lotus Elan took the sting out of the contest. The Shelby Cobra of Kevin Kivlochan and, somewhat inevitably, Nigel Greensall scored victory, before the Festival closed on a very different note – provided by McFly. 🎵

[P46 FESTIVAL IN PICS](#)



Kirkaldy’s Lotus pole (28) impressed Bryant but the #1 car won Moss Trophy





## JUNIOR HIGH ON FESTIVAL MORNINGS

Formula Junior provided the perfect starter to the Silverstone Festival feast on both race days. Although at around 50 starters the portions were huge.

Michael O'Brien's Lotus 27 shot into the lead of the Saturday opener, only for his gearbox to fail going into Copse. That left Horatio Fitz-Simon, Sam Wilson, Alex Ames and Sam Harrison to put on a thrilling scrap for honours on a track that was damp in places. Fitz-Simon's Lotus 22 had the early advantage, but he later fell back with a half-spin at Stowe, and Wilson (above) and Ames became the focus as they tried different lines in search of grip.

They swapped the lead a couple of times in traffic, but pleasingly Wilson made the decisive move unaided on the last lap at Luffield. The pair were looking at each other as they raced side by side towards Copse. We couldn't see the smiles on their faces, but it was easy to imagine.

The race on Sunday morning was even better. O'Brien's gearbox could not be fixed, but Mark Carter kindly handed over his Brabham BT6 for him to start from the back. Up front, Fitz-Simon, Wilson and Ames set to it once again, the first-named looking determined to make up for his mistake of the day before. He and Wilson eventually dropped Ames to make it a duel, and it all came down to the last corner of the last lap. Wilson had taken the lead at the Loop, only for Fitz-Simon to strike back. Then, out of Club, both cars slithered sideways, Fitz-Simon breaking the track's limits in his lunge for the line. He punched the air, but Wilson had it by a whisker – just 0.021s. Perhaps it was just as well given the track limits violation.

"It was a bit last-minute," said Wilson. "I made a couple of mistakes on the last lap and Horatio reeled me and got past. But I just made it in the end."

"It feels better than yesterday, to run so closely with Sam," said Fitz-Simon. But he couldn't hide his disappointment.

And O'Brien? He made it up to eighth, in what amounted to a 10-minute race following an early safety car interlude. He couldn't have done more.

## SILVERSTONE FESTIVAL RESULTS

### MASTERS ENDURANCE LEGENDS (21 LAPS)

**1 Steve Brooks (Peugeot 908)**; 2 Harindra de Silva/Tim de Silva (OAK-Pescarolo 01) +5.330s; 3 Stuart Wiltshire (Peugeot 908); 4 Keith Frieser (Zytek 09S); 5 Christophe d'Ansembourg (Lola-Aston Martin B09/60); 6 Andy Cummings/Bradley Ellis (Morgan LMP2). **Fastest lap** T de Silva 1m44.057s (125.90mph). **Pole** T de Silva. **Starters** 41.

**RACE 2 (15 LAPS) 1 Brooks**; 2 Wiltshire +14.552s; 3 d'Ansembourg; 4 Maxwell Lynn (BRE BR01); 5 Cummings/Ellis; 6 Shaun Lynn (BRE BR01). **FL** T de Silva 1m46.327s (123.22mph). **P** Brooks. **S** 38.

### YOKOHAMA TROPHY FOR MASTERS SPORTS CAR

**LEGENDS (21 LAPS) 1 Gary Pearson/Alex Brundle (Ferrari 512M)**; 2 Oliver Bryant (Lola T70 Mk3B) +2.946s; 3 James Claridge/Goncalo Gomes (Lola T296); 4 Diogo Ferrao/Martin Stretton (Lola T292); 5 Tim de Silva (Taydec Mk3); 6 Henry Fletcher (Chevron B26). **FL** Brundle 2m04.288s (105.41mph). **P** Brundle. **S** 32.

### THUNDERSPORTS (20 LAPS) 1 Michael Lyons

**(Ibec 308 LM)**; 2 Dan Eagling (Royale RP17) +1m48.796s; 3 Ross Hyett (Lola T70 Mk3B); 4 Tim de Silva (Taydec Mk3); 5 Dan Balfour (Chevron B8); 6 Gwyn Pollard (Royale RP6/17). **FL** Lyons 1m59.072s (110.03mph). **P** Lyons. **S** 25.

### DEREK BELL TROPHY FOR HSCC FORMULA LIBRE

**(8 LAPS) 1 Henry Chart (Trojan T101)**; 2 Andy Smith (March 782) +1.843s; 3 Christian Pittard (Chevron B28); 4 Paul Campfield (Chevron B24); 5 Clive Wood (Chevron B29); 6 Martin Wood (March 782). **FL** Smith 1m54.151s (114.77mph). **P** Smith. **S** 19. **RACE 2 (11 LAPS) 1 Chart**; 2 Pittard +55.150s; 3 Campfield; 4 C Wood; 5 M Wood; 6 Simon Fish (Chevron B42). **FL** Chart 1m54.675s (114.25mph). **P** Chart. **S** 17.

### HISTORIC TOURING CAR CHALLENGE (17 LAPS)

**1 Wim Kuijl (Ford Capri)**; 2 Max Goff/Ian Goff (Ford Sierra Cosworth RS500) +42.330s; 3 Ric Wood (Nissan Skyline GT-R); 4 Mike Manning (RS500); 5 Harry Whale/Matt Neal (Ford Escort Mk1); 6 Nick Whale/Alistair MacKinnon (Ford Escort Mk2). **FL** James Hanson (Nissan Skyline R32) 2m16.910s (95.69mph). **P** Michael Lyons (RS500). **S** 43.

### MASTERS RACING LEGENDS (9 LAPS)

**1 Ken Tyrrell (Tyrrell 011)**; 2 Steve Hartley (McLaren MP4/1) +0.438s; 3 Martin Stretton (Tyrrell 012); 4 Nick Padmore (Lotus 77); 5 Matt Wrigley (Penske PC3); 6 Jamie Constable (Tyrrell 011). **FL** Hartley 1m52.315s (116.65mph). **P** Tyrrell. **S** 27.

**RACE 2 (10 LAPS) 1 Michael Lyons (Lotus 92)**; 2 Stretton +20.888s; 3 Tyrrell; 4 Hartley; 5 Mike Cantillon (Williams FW07C); 6 Constable. **FL** Lyons 2m04.860s (104.93mph). **P** Christophe d'Ansembourg (Brabham BT49). **S** 26.

### MASTERS GT TROPHY (19 LAPS) 1 Craig Wilkins

**(Lamborghini Huracan Super Trofeo Evo)**; 2 Paul Whight/Alistair MacKinnon (Aston Martin Vantage GT2) +35.933s; 3 Jason McNulty (Lambo); 4 Neil Glover/Michael Lyons (Lambo); 5 Keith Frieser (Lambo); 6 Miles Griffiths (Porsche 991 Cup). **FL** Lyons 2m00.198s (109.00mph). **P** Nigel Greensall (Lambo). **S** 30.

### HGPCA PRE-1966 GRAND PRIX CARS (9 LAPS)

**1 Charlie Martin (Cooper T53)**; 2 Nick Fennell (Lotus 25) +20.201s; 3 Tim Child (Brabham BT3/4);

4 Mark Shaw (Lotus 21); 5 Rod Jolley (Cooper T53); 6 Tony Lees (Cooper T53). **Front-engined winner** John Spiers (Maserati 250F). **FL** Martin 2m18.970s (94.27mph). **P** Will Nuthall (Cooper T53). **S** 42.

**FRONT-ENGINED RACE (6 LAPS) 1 Shaw (Scarab)**; 2 Spiers +1.419s; 3 Jolley (Lister-Jaguar 'Monzanapolis'); 4 Tony Smith (Ferrari 246 Dino); 5 Graham Adelman (Maserati 250F); 6 Eddie McGuire (Scarab). **FL** Shaw 2m48.351s (77.82mph). **P** Spiers. **S** 20.

### REAR-ENGINED RACE (9 LAPS) 1 Martin

2 Child +1.388s; 3 Sam Wilson (Cooper T53); 4 Fennell; 5 Shaw (Lotus 21); 6 Jolley (Cooper T53). **FL** Wilson 2m18.806s (94.38mph). **P** Martin. **S** 35.

### INTERNATIONAL TROPHY FOR CLASSIC GT CARS

**(PRE-1966) (15 LAPS) 1 Julian Thomas/Calum Lockie (Shelby Cobra Daytona)**; 2 John Spiers/Nigel Greensall (TVR Griffith) +41.213s; 3 Mike Whitaker (TVR Griffith); 4 Dan Eagling (Ginetta G4R); 5 Graeme Dodd/James Dodd (Jaguar E-type); 6 David Hart/Olivier Hart (Shelby Daytona Cobra). **FL** Greensall 2m21.189s (92.79mph). **P** Lockie. **S** 61.

### BIG CAT CHALLENGE TROPHY (20 LAPS) 1 John

**Pearson/Gary Pearson (E-type)**; 2 G Pearson/Alex Brundle (E-type) +4.293s; 3 James Thorpe/Phil Quaife (E-type); 4 Danny Winstanley (E-type); 5 Richard Kent/Joe Osborne (E-type); 6 Lee Mowle/Phil Keen (E-type). **FL** Nigel Greensall (E-type Lightweight) 2m24.417s (90.72mph). **P** James Dodd (E-type). **S** 31.

### RACWOODCOTE TROPHY/STIRLING MOSS TROPHY

**(17 LAPS) 1 Oliver Bryant (Lotus 15)**; 2 Roger Wills (Lotus 15) +12.407s; 3 John Spiers/Nigel Greensall (Lister-Jaguar Knobbly); 4 Shane Brereton (Cooper Monaco); 5 Andrew Kirkaldy/Mark Lewis (Lotus 15); 6 Andrew Guy Smith/Dan Smith (Cooper Monaco). **Woodcote Trophy** John Pearson/Gary Pearson (Jaguar D-type). **FL** Wills 2m22.341s (92.04mph). **P** Kirkaldy. **S** 53.

### ADRIAN FLUX TROPHY FOR TRANSATLANTIC

**PRE-1966 TOURING CARS (17 LAPS) 1 Sam Tordoff (Ford Falcon Sprint)**; 2 Nigel Greensall/John Spiers (Ford Mustang) +1.710s; 3 Steve Soper/Henry Mann (Mustang); 4 Julian Thomas/Calum Lockie (Falcon); 5 Andy Priaulx/Alex Taylor (Mustang); 6 Craig Davies (Mustang). **FL** Greensall 2m28.345s (88.31mph). **P** Tordoff. **S** 59.

### HISTORIC ROAD SPORTS TROPHY (14 LAPS)

**1 Kevin Kivlochan/Nigel Greensall (Shelby Cobra)**; 2 John Davison (Lotus Elan S1) +14.960s; 3 Simon King (Morgan +8); 4 William Plant/Richard Plant (Morgan +8); 5 Steve Deeks (Porsche 911 SC); 6 John Shaw/Keith Ahlers (Morgan +8). **FL** Greensall 2m24.367s (90.75mph). **P** Davison. **S** 40.

### HISTORIC FORMULA JUNIOR (9 LAPS)

**1 Sam Wilson (Lotus 20/22)**; 2 Alex Ames (Brabham BT6) +0.295s; 3 Sam Harrison (Renmax BN1-2); 4 Horatio Fitz-Simon (Lotus 22); 5 Tim de Silva (Brabham BT2); 6 Clive Richards (Lotus 22). **Front-engined winner** Andrew Hibberd (Lola Mk2). **FL** Fitz-Simon 2m22.091s (92.20mph). **P** Wilson. **S** 53. **RACE 2 (8 LAPS) 1 Wilson**; 2 Fitz-Simon +0.021s; 3 Ames; 4 de Silva; 5 Richards; 6 Harrison. **Front-engined winner** Ray Mallock (U2 Mk2). **FL** Fitz-Simon 2m19.499s (93.91mph). **P** Wilson. **S** 48.



RACE CENTRE SILVERSTONE FESTIVAL



**PESCAROLO TAKES LAP RECORD** Driver of the weekend award winner Tim de Silva broke the Silverstone Historic GP circuit lap record in the opening Masters Endurance Legends race on Saturday. While striving to catch Steve Brooks’s Peugeot, de Silva’s OAK-Pescarolo 01 recorded 1m44.057s (125.9mph), breaking Rob Wheldon’s 2021 mark of 1m45.227s, set in a Lola B12/60.



**PRIVATEER SPORTS-RACER WINS ON COMEBACK** After spending three decades in a barn, the unique Ibec 308 LM – designed by Harvey Postlethwaite and utilising Hesketh Formula 1 parts – returned to racing in the HSCC Thundersports race. Now restored to the specification in which it failed to finish the 1981 Le Mans 24 Hours, the Cosworth DFV-engined machine took pole, set fastest lap and won in the hands of Michael Lyons. “We’re still learning it and finding our feet, but out of the box it’s good,” said Lyons.



**FRONT-ENGINED CELEBRATION** To mark 75 years since the RAC Grand Prix kicked off Silverstone’s life as a motorsport venue, the Historic Grand Prix Cars Association ran a race for its front-engined GP cars on Sunday afternoon. Mark Shaw’s Scarab won the race despite starting from the back(ish!).



**RAC GP TALBOT-LAGO RETURNS** The Talbot-Lago T26C in which Philippe Etancelin contested Silverstone’s first grand prix in 1948 turned out for the HGPCA pre-1966 Grand Prix cars races. Unfortunately, persistent head gasket issues hampered Luc Brandts’s entry, but it did win the Stuart Graham (right) award for best competition car of the meeting







SILVERSTONE CLASSIC RACE CENTRE



**NASCAR THUNDER**  
NASCAR is also 75 years old in 2023 and a ground-shaking selection of the V8 stock cars – and a truck – entertained the crowds in special demos.

**WORDS:**  
**KEVIN TURNER**  
**ALL PICS:**  
**JEP/SILVERSTONE FESTIVAL**



**RAPID BIRTHDAY DEMO LAPS** Ex-Formula 1 racer Esteban Gutierrez pressed on in the 75th anniversary demonstration of GP cars at Silverstone, driving a 2013 Mercedes W04. There were no official lap times, but Gutierrez was under the Historic GP circuit record by several seconds. Also among the cars in the F1 demo was an ex-Jacques Villeneuve Williams-Renault FW19.



## Dixon pulls off another miracle



**INDYCAR**  
**ST LOUIS (USA)**  
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**ROUND 15/17**

Different circuit, same old Scott Dixon. The six-time champion unleashed his monastic fuel-saving skills for the second IndyCar race in succession, following up his spin-and-win success at Indy's road course with another mindblowing comeback drive from a nine-place grid penalty on the 1.25-mile oval at St Louis.

The key to Dixon's success on these missions impossible is part Honda, part Chip Ganassi Racing strategist smarts, and part him keeping the pace up while making the tyres last. From 16th on the grid, he committed to an alternative strategy from the first wave of the green flag. A lengthy yellow, after Ed Carpenter fired Benjamin

Pedersen into the wall at the first corner, helped Dixon extend his first stint until lap 65, which was matched only by Team Penske's Will Power.

Power's team-mate Scott McLaughlin had set pole in a rain-delayed qualifying on Sunday morning, only to be demoted to 10th due to an engine-change penalty. That promoted the third Penske car of Josef Newgarden to the front, and he led Colton Herta (Andretti Autosport) and Pato O'Ward (Arrow McLaren) in the early stages.

As they shot for a four-stop strategy, which was favoured given the first-time use of a softer, alternate tyre compound from Firestone that had to be used by all drivers, Dixon's commitment to a three-stopper was confirmed when he made the red-walled rubber last until the race's second caution on lap 125, after his team-mate Takuma Sato shunted at Turn 2.

That cycled Dixon to the race lead proper and it was the point of the race where his rivals could have aped his strategy from here. But O'Ward, whose Chevrolet engine isn't quite a match for Honda on fuel mileage, triggered a pit cycle at lap 166, in an attempt to undercut Newgarden. That cemented the majority of Dixon's rivals into making five stops; he managed just three!

The only driver who didn't quite wave the white flag in Dixon's direction was Power, who pushed him hard in the closing stages in what appeared to be an attempt to force the six-time champion to turn up his engine and make an extra stop. But Dixon wasn't for turning, and Power was forced to pit with 13 to go – which was extra galling since he'd bailed out on matching Dixon's strategy during his second stint.

Also kicking himself was Newgarden, who hit the wall at Turn 2 with 50 laps remaining while trying to carve through traffic to catch up. The Indianapolis 500 winner's quest to become the first driver in IndyCar Series history to win every oval race on the season's schedule ended with broken suspension.

"I was just trying to get through cars as quickly as I could after I pitted," he sighed. "I got into the marbles and just a touch too high. I was trying to catch up and it ended up not being a good move. I knew we were going to lose to someone on fuel save, most likely Dixon."

He got that right. The Kiwi led 123 of the 260 laps and cruised to victory by over 22s,



TONS

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## RESULTS ROUND 15/17, ST LOUIS (USA), 27 AUGUST (260 LAPS – 325.000 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	<b>Scott Dixon</b> (NZL)	Chip Ganassi Racing/ Dallara-Honda	2h10m09.4046s
2	<b>Pato O'Ward</b> (MEX)	Arrow McLaren/ Dallara-Chevrolet	+22.2256s
3	<b>David Malukas</b> (USA)	Dale Coyne Racing with HMD/ Dallara-Honda	+22.7279s
4	<b>Alexander Rossi</b> (USA)	Arrow McLaren/ Dallara-Chevrolet	-1 lap
5	<b>Scott McLaughlin</b> (NZL)	Team Penske/ Dallara-Chevrolet	-1 lap
6	<b>Colton Herta</b> (USA)	Andretti Autosport/ Dallara-Honda	-1 lap
7	<b>Alex Palou</b> (ESP)	Chip Ganassi Racing/ Dallara-Honda	-1 lap
8	<b>Felix Rosenqvist</b> (SWE)	Arrow McLaren/ Dallara-Chevrolet	-1 lap
9	<b>Will Power</b> (AUS)	Team Penske/ Dallara-Chevrolet	-1 lap
10	<b>Marcus Ericsson</b> (SWE)	Chip Ganassi Racing/ Dallara-Honda	-1 lap
11	<b>Rinus van Kalmthout</b> (NLD)	Ed Carpenter Racing/ Dallara-Chevrolet	-1 lap
12	<b>Romain Grosjean</b> (FRA)	Andretti Autosport/ Dallara-Honda	-1 lap
13	<b>Santino Ferrucci</b> (USA)	AJ Foyt Enterprises/ Dallara-Chevrolet	-1 lap
14	<b>Ryan Hunter-Reay</b> (USA)	Ed Carpenter Racing/ Dallara-Chevrolet	-1 lap
15	<b>Kyle Kirkwood</b> (USA)	Andretti Autosport/ Dallara-Honda	-1 lap
16	<b>Conor Daly</b> (USA)	Rahal Letterman Lanigan Racing/ Dallara-Honda	-1 lap
17	<b>Christian Lundgaard</b> (DNK)	Rahal Letterman Lanigan Racing/ Dallara-Honda	-1 lap
18	<b>Linus Lundqvist</b> (SWE)	Meyer Shank Racing/ Dallara-Honda	-2 laps
19	<b>Devlin DeFrancesco</b> (CAN)	Andretti Steinbrenner Autosport/ Dallara-Honda	-2 laps
20	<b>Graham Rahal</b> (USA)	Rahal Letterman Lanigan Racing/ Dallara-Honda	-2 laps
21	<b>Sting Ray Robb</b> (USA)	Dale Coyne Racing with RWR/ Dallara-Honda	-2 laps
22	<b>Agustin Canapino</b> (ARG)	Juncos Hollinger Racing/ Dallara-Chevrolet	-2 laps
23	<b>Helio Castroneves</b> (BRA)	Meyer Shank Racing/ Dallara-Honda	-3 laps
24	<b>Ed Carpenter</b> (USA)	Ed Carpenter Racing/ Dallara-Chevrolet	-6 laps
25	<b>Josef Newgarden</b> (USA)	Team Penske/ Dallara-Chevrolet	210 laps-suspension/acc damage
26	<b>Takuma Sato</b> (JPN)	Chip Ganassi Racing/ Dallara-Honda	119 laps-accident
27	<b>Callum Iltott</b> (GBR)	Juncos Hollinger Racing/ Dallara-Chevrolet	58 laps-suspension/acc damage
28	<b>Benjamin Pedersen</b> (DNK)	AJ Foyt Enterprises/ Dallara-Chevrolet	0 laps-accident

**Winner's average speed** 149.819mph. **Fastest lap** Lundqvist 25.6786s, 175.243mph.

**QUALIFYING** 1 Newgarden 182.390mph; 2 Herta 181.946mph; 3 O'Ward 181.722mph; 4 Rosenqvist 181.557mph; 5 Grosjean 181.424mph; 6 Malukas 181.091mph; 7 Rossi 180.975mph; 8 Power 180.946mph; 9 Iltott 180.208mph; 10 McLaughlin 182.951mph\*; 11 Daly 179.928mph; 12 Lundqvist 179.802mph; 13 Castroneves 179.507mph; 14 Palou 181.599mph\*; 15 Ericsson 178.901mph\*; 16 Dixon 181.442mph\*; 17 Sato 181.427mph\*; 18 DeFrancesco 178.861mph; 19 Lundgaard 178.834mph; 20 van Kalmthout 178.385mph; 21 Rahal

178.360mph; 22 Kirkwood 180.592mph\*; 23 Hunter-Reay 178.141mph; 24 Robb 177.792mph; 25 Pedersen 176.745mph; 26 Ferrucci 176.519mph; 27 Carpenter 174.473mph; 28 Canapino 178.490mph\*.  
\* Nine-place grid penalties for unapproved engine changes.  
\*\* Started from back in spare car.

**CHAMPIONSHIP** 1 Palou 565; 2 Dixon 491; 3 Newgarden 440; 4 O'Ward 429; 5 McLaughlin 426; 6 Ericsson 397; 7 Power 388; 8 Lundgaard 343; 9 Rossi 339; 10 Herta 331.

with only O'Ward and Dale Coyne Racing's David Malukas, who always goes well here, finishing on the lead lap.

"Scott Dixon was Scott Dixon today," said O'Ward, who has a talent for stating the blindingly obvious in charming fashion. "When they were telling me he was trying to make it to the end, I knew he was going to make it. The lappers just didn't help me any, it's just miserable to be behind them because they just block."

With Newgarden now out of title contention, only Dixon can deny his series-dominating team-mate Alex Palou a second title. "We won't lift until we're totally out of it," said Dixon of the 74-point deficit. "To be 1-2 in this championship right now, it's such a great year. It's a shame that our wins came later in the season but we'll keep pushing. It might get a little tense between the team here!"

Alexander Rossi led the lappers for McLaren, from McLaughlin, who spent most of his race duelling with Malukas, and Herta. Palou got the better of Felix Rosenqvist (McLaren) to finish seventh.

Power gained ninth from Marcus Ericsson in the closing laps, the pair having shunted heavily in Saturday's practice after McLaughlin spun leaving the pits. Power labelled his team-mate a "dumbarse" for the move, which consigned Ericsson to race Palou's spare car. He started from the back, and survived being sent out from his pitstall on three wheels at one point, to finish 10th.

**CHARLES BRADLEY**





GALLOWAY/MOTORSPORT IMAGES

# Novalak emerges from chaos for surprise victory

**FORMULA 2**  
**ZANDVOORT (NED)**  
**26-27 AUGUST**  
**ROUND 11/13**

“In order to finish first, first you have to finish,” a wise man once said. That appeared to be the biggest challenge in the Formula 2 feature race at Zandvoort, with all six championship contenders encountering difficulties. An incident-strewn race featured four of them crashing out, while the remaining two were handed 10-second penalties for collisions.

The mixed-up order allowed Trident driver Clement Novalak, who had scored just two points in 2023 before the weekend, to take his first win since his title-winning 2019 BRDC F3 campaign.

Novalak, who had lined up 13th, was ninth by the first safety car interlude, which came moments into the opening lap. In slippery conditions and with the field on

slick tyres, racing began with a rolling start, but Jack Doohan spun and stalled at the banked final corner before he even got to the start-finish line. Frederik Vesti rotated out of third position at Tarzan, while his fifth-placed Prema team-mate Ollie Bearman, who had been forced to slow to avoid Doohan, was hit from behind – also at Tarzan – by Juan Manuel Correa, who earned a 10-second penalty for the indiscretion. The British Ferrari protege dropped to 14th, while ART’s Victor Martins also ran into the gravel as he tried to avoid the Bearman/Correa incident.

Points leader Theo Pourchaire had qualified down in 10th in his ART car, but was already up to sixth as a result of the chaos, with Jak Crawford leading from Dennis Hauger and Zane Maloney.

When racing resumed, Ayumu Iwasa took out Kush Maini at Tarzan as he made a bold bid to pass, handing the DAMS-run Japanese Red Bull Junior a 10s penalty.

Maloney was the first to head to the pits for his mandatory tyre change. Pourchaire was in two laps later, but clipped the back of Isack Hadjar in pit entry. He jumped Hadjar in the pits but, on cold tyres on his out-lap, his car got loose over a crest and he crashed straight into the Scheivlak barriers.

Novalak, Vesti and Bearman headed for the pits before the safety car was deployed, but the Dane soon hit trouble when both his rear wheels fell off on his out-lap.

There was more drama at the restart. Bearman tried to pass Martins for fifth around the outside of Hugenholtzbocht, but contact forced Bearman into the wall and earned Martins a 10s penalty.

Novalak held firm and took his maiden win, with Maloney in second for Rodin Carlin ahead of his fellow Red Bull Junior, Hitech’s pole position starter Crawford. “I didn’t even know I was in the lead until the safety car was right in front and I realised there were no cars between us,” said the ecstatic Frenchman.

Saturday’s sprint was abandoned amid torrid conditions, running for just four laps, almost all of which were behind the safety car after a lap-one red flag. Action was halted after Maini touched a wet kerb, had a wobble and made contact with Crawford, sending him into the barriers. The Indian then came back across the track and forced Campos team-mate Boschung into the wall, landing on top, although both drivers walked away.

There was an attempt to resume the race, but worsening conditions prompted driver complaints about aquaplaning and Hadjar was declared the winner.

MEGAN WHITE



DUTCH PHOTO AGENCY/RED BULL CONTENT POOL



# Inspired pit strategy wins it for United

EUROPEAN LE MANS SERIES  
MOTORLAND ARAGON (ESP)  
26 AUGUST  
ROUND 3/6

United Autosports trio Marino Sato, Phil Hanson and Oliver Jarvis became the third different crew to win in three races when a well-executed final pitstop gave them victory in the European Le Mans Series' first visit to Spain's Motorland Aragon circuit.

The four-hour contest was held on Saturday night, kicking off at 6 pm and running into darkness. The unusual format was adopted to lighten the impact of scorching hot weather at the popular testing venue. Temperatures reached as high as 40 degrees Celsius during running early in the week, making an evening race a more than welcome prospect for the 42 entries taking the start.

Hanson headed the field away from pole position and maintained the lead through the opening exchanges to build a healthy advantage – that was then slashed by the emergence of the safety car after exactly an hour of racing. GTE class leader Johnny Laursen's Formula Racing Ferrari made side-by-side contact with the ORECA of Inter Europol Competition's Rui Andrade in a collision that ended both their races.

Hanson retained the lead after the restart and stayed out front for his remaining 30 minutes, only for Sato to drop behind IDEC Sport's Laurents Horr and lose second place to Panis Racing pilot Tijmen van der Helm due to a longer stop. The Japanese regained ground, only for the ORECA-Gibson 07



Feeling the heat:  
four-hour race  
started in evening

JEP/MOTORSPORT IMAGES

to drop back again when veteran Jarvis took over for the closing phase. The Brit fell to fourth place behind Job van Uitert in the Panis ORECA, the IDEC machine of Paul-Loup Chatin, and Algarve Pro Racing's Alex Lynn. The Cadillac WEC star was on course for a podium after the Portuguese squad started the race from 42nd and last place on the grid due to a brake failure in qualifying.

Van Uitert and Chatin battled for the lead in the final hour, the Frenchman eventually overtaking the Dutchman with a move into Turn 1. But Jarvis pitted at the earliest available opportunity to make his final stop for fuel. United's shorter visit (57 seconds to 67 for Chatin) swung the pendulum back in the Anglo-American squad's favour and reshuffled the order once more. This time, Jarvis led from Chatin, Lynn and Van Uitert. Jarvis went on to win, the IDEC car was second, while Algarve Pro completed a fine recovery drive to complete the overall podium.

LMP2 Pro-Am honours went to the AF Corse trio of Francois Perrodo, Matthieu Vaxiviere and Alessio Rovera after late mechanical drama brought the TF Sport-run Racing Team Turkey's two-race winning streak to an end.

Cool Racing overcame a late 20-second penalty for a pitstop infringement to win in LMP3, with their Ligier driven by Adrien Chila, Alex Garcia and Marcos Siebert 24.4 seconds clear of the WTM Racing by Rinaldi Duqueine of Torsten Kratz, Leonard Weiss and Oscar Tunjo.

## WEEKEND WINNERS

### FORMULA 2 ZANDVOORT (NED)

Race 1 Isack Hadjar  
Hitech GP

Race 2 Clement Novalak  
Trident

### EUROPEAN LE MANS SERIES MOTORLAND ARAGON (ESP)

- LMP2 Marino Sato/Phil Hanson/  
Oliver Jarvis  
United Autosports (ORECA 07)
- LMP3 Adrien Chila/Alex Garcia/  
Marcos Siebert  
Cool Racing (Ligier JSP320)
- GTE Takeshi Kimura/Scott Huffaker/  
Davide Rigon  
Kessel Racing (Ferrari 488 GTE)



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United is the third winner  
in three ELMS races

JEP/MOTORSPORT IMAGES

Takeshi Kimura, Scott Huffaker and Davide Rigon captured the GTE class victory in their Kessel Racing Ferrari, holding off an armada of Proton Competition Porsches. The German squad finished second, third and fourth, with Ryan Hardwick, Zach Robichon and Alessio Picariello joined by film star Michael Fassbender, Martin Rump and Richard Lietz on the podium.

DAVEY EUWEMA



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# Azcona, Girolami score as Cyan ace drops ball

**TCR WORLD TOUR**  
**LA PEDRERA (ARG)**  
**26-27 AUGUST**  
**ROUND 6/9**

Mikel Azcona and Nestor Girolami took their first wins of the 2023 TCR World Tour as the series made its debut in Argentina at the Autodromo Internacional Jose Carlos Bassi, while what looked set to be a positive weekend for points leader Yann Ehrlacher ended up being a disaster for the Cyan Racing Lynk & Co driver.

Ehrlacher topped practice and qualifying, but weather conditions changed ahead of Saturday's race, with rain dousing the circuit and leaving several patches of water, with most of the field starting on mixed slicks and wet-weather tyres.

Ehrlacher suffered wheelspin from the damp side of the circuit at the start and lost out to the Hyundai of Norbert Michelisz on the run to Turn 1, while the Audi of Rob Huff had an outstanding opening lap, driving around the outside of both to take the lead at the sharp right-hander at Turn 8. He muscled his way past Michelisz with slight side-to-side contact, and the Hungarian then fell behind Ehrlacher and team-mate Azcona.

As the circuit dried out, Ehrlacher was struggling for pace with his wet-centric set-up and became an easy target. Meanwhile, Huff was caught by Azcona before a late-race safety car when Girolami stopped on track with an engine problem.

The race was restarted with just one lap to go, with Huff fighting to defend against



his former team-mate Azcona. Huff then hit a puddle unsighted on the inside of Turn 8 and lost traction, with both Hyundais shooting past him to take a 1-2 and leave a dejected Huff to settle for third, while polesitter Ehrlacher salvaged sixth.

Sunday's second race had almost as much drama. Local star Girolami started the partially reversed grid race from pole and his Squadra Martino Honda led into Turn 1, while right behind the Audi of Frederic Vervisch and the Lynk & Co of Thed Bjork came together, allowing Huff to sneak through to third from seventh on the grid, split from Girolami by the Hyundai of local driver Pedro Cardoso. Behind, Santiago Urrutia nudged Azcona into the barriers at Turn 2, resulting in terminal damage for the Hyundai.

After a short safety car for an incident involving the Toyota of Fabian Yannantuoni and the recovering Lynk & Co of Bjork,

Huff quickly dispatched Cardoso's Elantra for second, with Ma Qing Hua's Lynk & Co also getting past. Huff and Ma then closed on race leader Girolami, with Huff briefly pressuring the Argentinian before he in turn had to defend. Ma made a decisive move down the inside of Huff at the Turn 12 hairpin to grab second with just under 10 minutes to go.

Michelisz was running fourth and was under pressure from title rival Ehrlacher when the Frenchman misjudged a move on the final lap at the hairpin, spun around the nose of the Hyundai and went into the wall.

With Ehrlacher's DNF, Michelisz now takes over the lead of the drivers' standings by four points from Ehrlacher as the series goes into a 10-week break before the next round at Sydney Motorsport Park, where it will join TCR Australia.

**NEIL HUDSON**





# Corvette smokes it at golden Virginia to win again

**IMSA SPORTSCAR**  
**VIRGINIA INT'L RACEWAY (USA)**  
**27 AUGUST**  
**ROUND 9/11**

Antonio Garcia and Jordan Taylor combined to score their second victory of the season for Corvette Racing in last Sunday's all-GT IMSA SportsCar Championship race at the spectacular Virginia International Raceway. Taylor took the lead during the final round of pitstops and maintained a slender advantage throughout his final stint to take the chequered flag just a couple of seconds clear of Ben Barnicoat's Vasser Sullivan Racing Lexus RC F GT3, which had controlled much of the two-hour-and-40-minute contest.

Barnicoat's co-driver, Englishman Jack Hawksworth, had started from the pole after another exemplary job during qualifying. Hawksworth extended his lead to a little more than three seconds during his opening stint before handing over the car to Barnicoat after 26 laps.

That gap remained pretty much the same following the first round of pitstops, although the top two GTD Pro cars had been jumped by the GTD-



leading Paul Miller Racing BMW M4 GT3 of Madison Snow/Bryan Sellers.

A full-course caution just a few laps later provided an opportunity for both Barnicoat and Taylor to return to the front of the field soon after the restart. At the same time, Taylor even briefly nosed ahead of Barnicoat before an ultra-late-braking move entering the Roller Coaster at Turn 14 enabled the Lexus to narrowly retain the upper hand.

The pair continued to run nose to tail until Taylor dived into the pits for the final time with just under an hour remaining. Barnicoat made his own stop just one lap later, only to briefly stall the engine as he attempted to resume. Agonisingly, the delay was just long enough to allow Taylor into a

lead he never looked likely to relinquish.

Snow/Sellers retained their stranglehold on GTD with a record-breaking fifth win of the season. The Inception Racing McLaren 720S GT3 of Brendan Iribe/Frederik Schandorff looked likely to challenge until being given a penalty for a pitstop infraction. Instead, Turner Motorsport BMW pair Patrick Gallagher/Robby Foley matched their season-best result with second, while a late charge by Phil Ellis took the Winward Mercedes he shared with Russell Ward ahead of the second Turner BMW of Chandler Hull/Bill Auberlen with just a couple of laps remaining.

**JEREMY SHAW**

# Buus riding towards Supercup title

**PORSCHE SUPERCUP**  
**ZANDVOORT (NLD)**  
**26-27 AUGUST**  
**ROUND 6/7**

Bastian Buus heads to the Porsche Supercup finale at Monza this week with one hand on the championship trophy after extending his points lead at Zandvoort.

The Dutch double-header produced plenty of action, even if overtaking came at a premium on the narrow circuit.

Poleman Morris Schuring imposed

himself on race one to take a lights-to-flag victory to keep his title hopes alive, navigating a pair of safety car periods in the process. But those faint title hopes faded in race two, as the Dutchman finished fourth and dropped 27 points off Buus with just 25 remaining.

Harry King's bid also evaporated as a crash with CLRT driver Dorian Boccolacci put him out of the opener. Fifth on Sunday meant he was unable to claw back ground on Lechner Racing team-mate Buus, and he dropped to fourth in the standings.

After finishing second in the first race, Loek Hartog went one step better on Sunday to score his maiden Porsche Supercup victory, heading home the championship leader. Team GP Elite driver Hartog was under significant pressure from Buus for the duration of the 16-lap distance, although Buus was unable to ever create a meaningful opening.

With a brace of third-place finishes, Larry ten Voorde remains the only driver who can snatch the title from Buus. But with a 21-point lead, 20-year-old Buus needs only to finish in the top 11 to secure the crown this weekend in Italy.

**SAM HALL**



## WEEKEND WINNERS

**TCR WORLD TOUR**  
**LA PEDRERA (ARG)**  
**Race 1** Mikel Azcona  
BRC Squadra Corse (Hyundai Elantra N)  
**Race 2** Nestor Girolami  
Squadra Martino (Honda Civic Type R)

**IMSA SPORTSCAR**  
**VIRGINIA INTERNATIONAL RACEWAY (USA)**  
**GTD Pro** Antonio Garcia/Jordan Taylor  
Corvette Racing  
(Chevrolet Corvette C8.R GTD)  
**GTD** Bryan Sellers/Madison Snow (below)  
Paul Miller Racing (BMW M4 GT3)

**PORSCHE SUPERCUP**  
**ZANDVOORT (NLD)**  
**Race 1** Morris Schuring  
Fach Auto Tech  
**Race 2** Loek Hartog  
Team GP Elite



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# Last hurrah for Honda NSX at home circuit

**SUPER GT**  
SUZUKA (JPN)  
**27 AUGUST**  
ROUND 5/8

Honda finally scored its first victory of the Super GT season at Suzuka on the final visit for the NSX-GT to the marque's home track before it is replaced by the Civic Type R-GT.

ARTA duo Nirei Fukuzumi and Hiroki Otsu took advantage of their light success handicap to annex pole, and a well-timed full-course-yellow period in the early stages of the 450km encounter helped them on their way to a relatively comfortable win. As well as being Honda's first victory of 2023, it was its first triumph at Suzuka since 2018.

Poleman Otsu was able to clear his first of two mandatory pitstops as early as lap 11 of 77, just as the caution was shown when the Team LeMans Audi GT300 car got stuck in the gravel at Turn 7 (formerly Dunlop) after shedding its left-rear wheel. This gave the ARTA squad a huge 40-second advantage over the second-placed NISMO Nissan of Ronnie Quintarelli when the first round of stops shook out. Quintarelli chipped away at Otsu's margin in the second stint because the Honda had to fuel-save, but was still 26s in arrears by the time the final round of stops began.

Otsu and Quintarelli handed over to Fukuzumi and Tsugio Matsuda respectively, and the Nissan driver was able to narrow



Out on a high: NSX-GT won on its final Suzuka home appearance

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the gap further, but finished 10s behind. But there was drama post-race when Quintarelli and Matsuda were stripped of second for a technical infraction relating to their Nissan Z's skidblock.

Two Toyota GR Supra crews ended up filling the remaining podium places, the SARD car of Yuhi Sekiguchi and Yuichi Nakayama finishing second ahead of the Rookie Racing machine piloted by Kazuya Oshima and Kenta Yamashita.

It was predictably a race to forget for the two leading cars in the points, both of which were saddled with the stage three

fuel-flow restrictor. TOM'S Toyota pair Sho Tsuboi and Ritomo Miyata salvaged a single point in 10th, while NDDP Nissan drivers Katsumasa Chiyo and Mitsunori Takaboshi were out of the points in 12th.

Chiyo and Takaboshi therefore take a reduced four-point margin over Tsuboi and Miyata into the final three races of the year, with Fukuzumi and Otsu now third, 12 points down.

**JAMIE KLEIN**

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## Rasmussen goes fourth in St Louis

**INDY NXT**  
ST LOUIS (USA)  
**26 AUGUST**  
ROUND 10/12

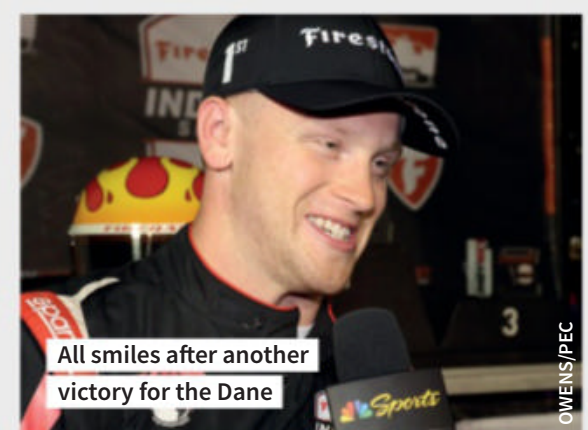
Christian Rasmussen scored his fourth win of the season at St Louis on Saturday evening to extend his points lead.



Rasmussen was challenged by Hunter McElrea and Brit Louis Foster in the 75-lapper around the 1.25-mile oval, even briefly losing his lead to the Australian. But his real enemy was backmarker traffic, which he struggled to deal with.

Rasmussen led the 15-car field from pole, the grid set by points order after qualifying was rained out. Rasmussen and McElrea pulled clear, and the other duo with rapid race pace were Foster and Jacob Abel. They'd clashed at Nashville and tried their best to do it again, twice almost coming to blows. But running in tandem, they passed Nolan Siegel (who crashed heavily in practice) and Matty Brabham.

Rasmussen first tripped over tailender Colin Kaminsky, which allowed McElrea to close, and then, as he caught Jamie Chadwick and Rasmus Lindh, he ran high



and allowed McElrea past into the lead. But McElrea also toiled to lap those cars, and Rasmussen boxed him in behind Lindh to retake the top spot.

A late caution, for James Roe crashing at Turn 2, eradicated Rasmussen's traffic woes but allowed Foster to pass Danial Frost and McElrea to run second after the restart. Rasmussen remained out of his reach in the sprint to the finish.

**CHARLES BRADLEY**



WEEKEND WINNERS

SUPER GT

SUZUKA (JPN)  
Nirei Fukuzumi/Hiroki Otsu  
ARTA (Honda NSX-GT)

INDY NXT

ST LOUIS (USA)  
Christian Rasmussen  
HMD Motorsports

LE MANS CUP

MOTORLAND ARAGON (ESP)  
John Melsom/Matt Bell  
Nielsen Racing (Duqueine-Nissan M30-D08)

NASCAR CUP

DAYTONA (USA)  
Chris Buescher  
RFK Racing (Ford Mustang)

BRAZILIAN STOCK CARS

GOIANIA (BRA)  
Race 1 Cesar Ramos  
Ipiranga Racing (Toyota Corolla)  
Race 2 Atila Abreu  
Pole Motorsport (Chevrolet Cruze)



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# Bell and Melsom rise to victory

LE MANS CUP  
MOTORLAND ARAGON (ESP)  
25 AUGUST  
ROUND 4/6

British drivers John Melsom and Matt Bell came from 19th on the grid to win a dramatic Michelin Le Mans Cup round at Motorland Aragon.

Melsom started their Nielsen Racing Duqueine-Nissan and made up 12 places, before handing over Bell to complete the job. The 33-year-old beat points leader Gillian Henrion of Team Virage by 5.8 seconds.



A rash of safety car interruptions helped their cause, the first coming at Turn 1 on the opening lap. Murphy Prototypes' front row starter Torsten Kratz was one of those in the wars. That left United Autosports' Josh Caygill to open up a lead during his stint, only for a slow pitstop when he handed over to Garnet Patterson to drop the pairing from contention.

Cedric Oltramare picked up the lead for Cool Racing, before Frenchman Henrion relieved him of the top spot. Bell was up to second before the safety car was called for a final time, then passed Henrion for the lead from the restart at Turn 1 with 23 minutes to go.

In GT3, Anders Fjordbach saw the chequered flag first in a CaffeineSix Porsche, only to be docked five seconds for a pass that was deemed to have broken track limits. That handed the win to the AF Corse Ferrari of Hiroshi Koizumi and Kei Cozzolino.

Buescher (17) leads team boss Keselowski (6) for the final-lap shootout



HARRELSON/NKP



# Buescher enters playoffs with third win in five races

NASCAR CUP  
DAYTONA (USA)  
27 AUGUST  
ROUND 26/36

Chris Buescher enters the NASCAR Cup playoffs as the on-form driver after picking up his third win of the season in a wreck-marred race at Daytona.

Buescher powered to the lead past Kevin Harvick at the start of a two-lap overtime thanks to a big push from his RFK Racing team-mate and co-owner Brad Keselowski. Buescher pipped his boss by 0.098s to take his third victory in the past five races.

It was also Ford's fourth win in the past five, with only Chevrolet's William Byron interrupting the winning streak with his

victory last weekend at Watkins Glen.

In just over a month, Buescher has gone from merely looking to make the 16-driver playoff field on points to entering the 10-race title battle as the fourth seed.

"We certainly have the momentum on our side right now," Buescher said. "That puts us in a great spot to head through the first round and all the way to Phoenix."

Martin Truex Jr clinched the regular season title and will enter the playoffs as the number one seed. Joining Truex and Buescher in the field are Denny Hamlin, William Byron, Christopher Bell, Keselowski, Kyle Larson, Harvick, Kyle Busch, Ross Chastain, Joey Logano, Tyler Reddick, Ryan Blaney, Michael McDowell, Ricky Stenhouse Jr and Bubba Wallace.

With no new winner at Daytona, Wallace claimed the final spot in the playoff field based on points. He finished 12th in the race and ended up 47 points ahead of his nearest rival for the final position, Daniel Suarez.

The race was sullied by a handful of violent wrecks, including one involving 16 cars at the end of stage two, and another near the end of the race that sent Ryan Preece's Ford flipping nearly a dozen times before coming to a rest on its wheels. Preece got out of the car under his own power but was transported to a local hospital for further evaluation. At the hospital, he posted a message on his social media accounts saying: "I'm coming back."

JIM UTTER



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### ELECTRONICS DEVELOPMENT ENGINEER Alpine F1 Team

#### The Role

Reporting to the Electronics Senior Designer, the Electronics Development Engineer is responsible for the design and specification of electronics for current and future race car programmes, and the implementation of development technologies in accordance with the F1 (Formula 1) technical regulations.

#### Key Accountabilities include:

- Development of in-house sensor and car-infrastructure designs, including documentation and specifications to communicate capabilities to the wider team
- Research of appropriate technologies/development processes in the electronics industry that are relevant to improving performance and reliability
- Specification, testing and benchmarking of sensor technologies to fit measurement requirements
- Support for the implementation of measurement technologies to improve and protect data quality
- Diagnosis and rectification of electronics related issues and reported faults
- Support and development of graduate and junior engineers
- Occasional trackside attendance may be necessary to ensure development projects are managed and delivered successfully

#### The Person

- The successful candidate will hold a masters degree or equivalent in Electronic Engineering. They will have a thorough understanding of Engineering first principles, leading to well justified Engineering decisions and providing confidence in their approach.
- Possess a strong knowledge of manufacturing techniques & latest material technologies
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- Working with internal stakeholders (e.g., Legal and Finance) to determine partnership exclusivities, rate cards and inventory values
- Monitoring and reporting on developments within the wider sports industry
- Managing suppliers to ensure the timely and accurate delivery of commercial data, from partner exposure reports to strategic research studies
- Supporting on ad hoc data requests from the wider Commercial department

#### Other

- To complete all mandatory training within specified timelines.
- To operate safely at all times in line with Company health and safety requirements.
- To undertake other duties within your capabilities as your Department Manager or Team Manager may assign to you from time to time.

#### Experience

- Strong understanding of commercial sport.
- Track record of developing and delivering successful branded/ sponsored content for commercial partners

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### ELECTRONICS WORKSHOP TEAM LEADER Haas F1 Team

#### General Responsibilities:

- Manage department personnel from recruitment, onboarding, employee engagement through to separation.
- Mentor, train and guide personnel as required. Develop staff using effective performance reviews and development plans.
- Promote teamwork and effective communications to develop working relationships between all personnel and departments.

#### Key Responsibilities:

- Manage the Electronics workshop ensuring all tooling and test equipment are fit to use.
- Manufacture a range of harnesses, sensor termination and assembly build for use on and off car.
- Support factory race and test car build ensuring all electronic boxes, wiring harnesses and sensors are fitted correctly.
- Help ensure the correct level of spares and consumables are available to all events.
- Support the Systems Engineers when they are calibrating sensors and when performing tests on and off the chassis.
- Use the component lifing system to manage all electronic parts ensuring transactions are carried out fully.

#### Education and Work Experience:

- GCSE, High School diploma or equivalent required.
- Further education including Electrical Training to HNC level, desirable.
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#### Specialized Knowledge and Skills:

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- Strong technical background in racing car electrical and electronic systems.

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### LEAD DRIVING COACH More Than Equal

#### The Role

- This role will be a key part of More than Equal's female driver development programme, with lead responsibilities for developing the technical driving skills of the female drivers on the programme as well as developing and benchmarking the technical delivery of other specialist driving coaches.
- You will support the Head of the programme with both talent ID and talent development, providing hands on support across a variety of locations for the programme cohort and overseeing a network of global coaches.

#### Responsibilities Include:

- Delivering high quality individual coaching sessions, examining data, identifying strengths and areas requiring improvement and then articulating these sensitively with drivers and partners, developing agreed interventions.
- Working with other technical coaches (including but not limited to Strength and Conditioning, Nutrition, Psychology and Personal Performance) to deliver a curriculum of activity to developing drivers.
- Playing a central part in the driver selection process, providing insight and intelligence on the technical and tactical requirements of drivers.
- Providing regular reviews on performance development both to drivers and programme outlining targets and how these are being met.

#### The successful candidate will have:

- Experience or understanding of working with female drivers.
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- Be involved in daily, weekly, monthly planning for build schedules and service intervals. Required to communicate daily build plans to mechanics and prepare them for overall weekly work.
- Rule book understanding of areas that pertain to technical specifications, event procedures and pit lane rules.
- Maintain a professional and clean appearance of race cars, equipment at the shop and the track. Keeping work area clean and always organized. While also ensuring others are doing the same
- Inventory tracking including number of parts, current service status, updates required.
- Ensure that all required items of equipment, spare parts, car options are loaded on transporter.
- Develop ideas that will increase car performance, reliability, and crew efficiently.

**Skills Required:**

- 3+ years' experience as chief mechanic on Indycar, Sports Car or F1 series race cars.
- Demonstrate a complete understanding of set-up specifications for race cars and the appropriate safety mechanisms for each component.
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Wolseley VSCC racer dies in Mallory Park crash

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## British F4 battle on a knife edge

Sharp and Macintyre separated by  
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Wolseley racer Twelvetrees  
was an author and engineer



MICK WALKER

# VSCC racer dies in Mallory Park crash during Edwardian handicap contest

## VSCC

A competitor died in a crash during the Edwardian handicap race at the Vintage Sports-Car Club meeting at Mallory Park last weekend.

Roger Twelvetrees, 77, came off the track on the Stebbe Straight during the second race of the day at the VSCC's final race meeting of the year. The race was quickly red-flagged and several ambulances arrived at the scene of the crash. It was confirmed later by governing body Motorsport UK that Twelvetrees had not survived the accident.

In a statement, Motorsport UK said: "The thoughts of everyone at Motorsport UK are with his family and friends, the

Vintage Sports-Car Club and members of the motorsport community."

Twelvetrees was driving a Wolseley 16/20 in the race, which took place on a track made slippery by rain. His son William was also competing in the race, driving his father's Buick D45.

After the incident, the VSCC decided to cancel the remainder of the meeting, which meant that only one full race was completed – the Young Person's Scratch Race, won by Theodore Hunt in a Frazer Nash TT Replica.

The police arrived after the incident to investigate the crash site and were said to have impounded another car involved. Motorsport UK has also initiated a full investigation into the

circumstances of the accident and has stated that it will work closely with the VSCC and other relevant authorities.

Twelvetrees was a well-known author, writing several children's books, many of which fellow racer James Baxter claimed involved the Buick that Twelvetrees Jr was racing.

Baxter said: "Roger was always offering advice and helping those within the VSCC. He was a true gentleman and I think his book series is his best legacy; they're written in a really soft and kind way."

Also known as an excellent engineer, Twelvetrees frequented many VSCC events and was a well-known face within the paddock. He began restoring the Wolseley in 2006 with his son, completing the project in 2016 and racing the car in several events in the subsequent years.

This is the first fatal crash at a UK car racing event since Angela Lucas died in the C1 Race Series at Snetterton in 2021 and the first VSCC death since 2014, when Garry Whyte was killed at Silverstone.

A minute's silence was held before racing began at Mallory Park on Monday, when the Classic Sports Car Club was in attendance for another one-day meeting.

Autosport sends its condolences to Twelvetrees's family and friends.

**HAMISH BAILEY**

The meeting was abandoned  
with just one race completed



MICK WALKER



# Double R plans more F4 after Slater outing

## BRITISH F4

Successful single-seater squad Double R Racing is planning a full attack on British Formula 4 next year after making its series return at Donington Park last weekend with Ginetta Junior dominator Freddie Slater, who has consequently called time on his Ginetta campaign.

Double R had dropped its operations in British F4, GB3 and Euroformula Open in recent seasons, focusing on its extensive commitments as a test team so far this year. But it is now set for a regular return to competition with a first British F4 campaign since 2019.

"It's all quite last minute and has been a lot of work," said team boss Anthony Hieatt. "I wouldn't have come back [mid-season] if we didn't have someone of Freddie's calibre as there are some really good teams in the championship.

"It's gone really well. It's good for the mechanics – you can't just keep going testing. We would aim to have two cars for next year."

Slater – who has also had a glittering karting career – and Double R made an instant impression, with the debutant qualifying an impressive third and finishing fourth in the opener, before



Ginetta ace Slater (inset) drove in F4 for Double R at Donington

JEP/MOTORSPORT IMAGES

surging from 20th to fourth in the wet reversed-grid encounter. He was then challenging for the lead in the finale when the lightest of contact broke his front wing, but he was still pleased with his single-seater debut.

"I've had a chance to see what racing in F4 was all about," he said. "I think qualifying was a good start – I've shown people what I can do and people might be scared now! To get top-five in two races, I'm pretty happy."

Slater has been testing F4 machinery with Rodin Carlin this year prior to turning 15 earlier this month. But with Trevor

Carlin's squad already at the maximum four drivers, the opportunity to race with Double R presented itself. He is set for a full-time switch to F4 competition in 2024.

By joining the British F4 grid, it means the end to his Ginetta Junior campaign since Slater has had to upgrade his junior licence. He has won 16 of the 21 races so far this year and enjoys a 199-point lead, with 218 up for grabs over the final two weekends. Slater added that his Ginetta experience was useful in the wet F4 contest: "I think it's given me a better feel of driving on the edge – I just sent it!"

**STEPHEN LICKORISH**

# GB4 series leader Mills also joins British F4 fray

## BRITISH F4

GB4 pacesetter Tom Mills was another star of British GT's support series to make their British Formula 4 debut at Donington Park, after agreeing a late deal with JHR Developments.

Mills has been the driver to beat in his sophomore GB4 campaign, winning eight of the 14 races so far this year, but stepped up to British F4 after two brief test sessions on the Thursday ahead of his debut.

"It was on Monday [the deal was agreed] – I did a

seat fit on Tuesday and drove the car for the first time on Thursday!" said Mills. "It's a case of giving it a go. Massive thanks to JHR for giving me the opportunity."

A red flag in qualifying hampered Mills's session, with JHR opting to pit its drivers earlier than many of its rivals, and he started the opener 16th. He went on to finish 11th before tangling with Pat Heuzenroeder in the reversed-grid contest and taking 11th in the finale.

Mills said that it was just a one-off outing for now and admits to being



Mills agreed a late deal to race with JHR in F4

surprised by the second-generation Tatuus F4 car's characteristics compared to the first-generation machine he is used to. "The car is completely different – handling-wise they couldn't be more different," he said.

Spanish F4 regular Alvis Rodella was another new face on the British F4 grid in Leicestershire after teaming up with Argenti Motorsport. The Italian scored a best result of 16th in race two.

**STEPHEN LICKORISH**



Two podiums for Martin as he swapped the US for Donington



## Martin storms through the field on surprise Carrera Cup GB return

### PORSCHE CARRERA CUP GB

Porsche Carrera Cup North America frontrunner Will Martin made a surprise return to the GB series at Donington Park last weekend and produced a storming drive in the opener on his way to second position in both races.

Martin was Kiern Jewiss's main rival in last year's championship battle but slipped to third in the final standings with a tricky end to the season. He moved to the US with JDX Racing, and his UK return came with JTR to replace Gus Burton, who was competing in the clashing Porsche Supercup round at Zandvoort.

"I got a call from Nick Tandy [JTR boss] saying he had a spare seat, would I be

interested," said Martin, who did not need a second invitation. "I was happy to oblige to do it. We had a decent Thursday test, and in qualifying I couldn't get a lap in."

Martin languished down in 11th on the grid for the opener but charged through to second in wet conditions, before again finishing runner-up in race two. "The first race was so much fun, making some lunges – it was like I had never left!" he said. "It was great to come in and have a bit of fun."

Martin described his US racing as "a great learning experience" as he adapts to different tracks. He is keeping his options open as to whether he continues to race in North America next season.

**STEPHEN LICKORISH**

## Ginettas to head to Anglesey in 2024

### GINETTA

Ginetta's G-Fest event will move to Anglesey next year, with the provisional calendars for the manufacturer's three championships revealed.

The Yorkshire marque ran two Ginetta-only events this season, at Silverstone and Cadwell Park, but the Welsh visit will be the only such meeting in 2024. The

remaining six weekends on the Ginetta GT Championship and GT Academy schedules will be in support of the UK rounds of the British GT Championship for Ginetta's second season since departing the British Touring Car support bill. This represents one round fewer than the current season, a move that is designed to help boost grids amid concerns that the

calendars were too lengthy (see Autosport, 24 August).

The Junior championship, meanwhile, will have an eighth round, when it will be part of the TCR UK meeting on the Silverstone National circuit in August. This follows Ginetta's decision to join the British Racing & Sports Car Club's roster for 2024; the club also administers the TCR category.

### ROB WALKER BLUE PLAQUE

A blue plaque was unveiled last Wednesday in Dorking to commemorate the site of Rob Walker Racing's workshop from which the giant-killing privateer Formula 1 squad was based. Walker's son Robbie removed the covers from the plaque at an event that was also attended by former Autosport editor Simon Taylor. The unveiling coincided with the 64th anniversary of Stirling Moss's victory in the 1959 Portuguese Grand Prix at the wheel of a Rob Walker Racing Cooper – the squad's third world championship success.

### ROBINSON JOINS FOX TEAM

Ginetta Junior squad Fox Motorsport will expand to run four cars for the remainder of this season, with karting graduate Jack Robinson joining its line-up from Brands Hatch next weekend. Robinson is the fourth generation of his family to be involved in motorsport. His mother Janie became the youngest female driver to compete in the UK round of the World Rally Championship in 1994, aged 18.

### GILHAM MAKES MINI DEBUT

Evolution Trophy frontrunner Tommy Gilham made his Mini Challenge Trophy debut with Chandler Motorsport at Donington Park last weekend. Gilham, the son of British Touring Car team boss Tony, has been a multiple winner in the Classic VW Cup element of the Evolution Trophy this year. He took a best result of 15th at Donington.

### DOLLEY ESCAPES INJURY

Tony Dolley escaped injury when his SEAT Leon rolled out of Monday's opening Castle Combe Saloon round (below). "I missed second gear off the line and was swamped," said the 2003 champion, who could not avoid Justin Holloway's Renault Clio, hobbled by broken steering, at Quarry. "The next thing I saw was sky," added the Bridgwater garagiste.







**MIGHTY MUSTANGS TO STAMPEDE ON GOODWOOD** Goodwood has revealed that it will hold a special Ford Mustang race at next April’s Members’ Meeting to celebrate the popular car’s 60th birthday. Up to 30 of the mighty machines are due to be piloted by a range of famous faces in the 45-minute Ken Miles Cup contest honouring the British driver who scored the first major victory for the Mustang at Green Valley Raceway in Texas in 1965. The 13-14 April event also commemorates 10 years since the Members’ Meeting was first resurrected. **Photograph by Jeff Bloxham/Motorsport Images**

# Jag Formula E boss shares E-type with Dillmann



Jag boss Barclay and reserve driver Dillmann were seventh

**HISTORICS**

Jaguar Formula E team principal James Barclay made a historic racing appearance at the Silverstone Festival last weekend, sharing an E-type with his team’s test and reserve driver Tom Dillmann. The pair raced a car

known as ‘chassis zero’, a Lightweight continuation that has only been raced once before, in the Big Cat Challenge Trophy on Sunday morning. It also marked an historic debut for Frenchman Dillmann. “It’s been a lot of fun,” said Barclay, who has raced with the Classic Sports Car Club in the past. “In fact,

it’s left me with a taste to do more. The historic scene is so healthy at the moment.” Barclay took the start and handed over to Dillmann, who battled hard and only just lost out to experienced historic racer Phil Keen. They finished seventh in a race featuring 31 cars. **DAMIEN SMITH**

ANGELO R. DRIVE

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Keith, Barry and Shane Rabbitt (l-r)  
all raced at Kirkistown last weekend



Keith Rabbitt was spectacular  
en route to Fiesta Zetec wins

GARY CRAIG

## Rabbitts race at Kirkistown in honour of their late Uncle Liam

### 500MRCI

The nephews of long-time racer Liam Rabbitt, who passed away suddenly, but peacefully, at his Dublin home last week entered Saturday's Kirkistown event to pay tribute to him.

Having inspired nephews Keith, Shane and Barry Rabbitt to take up motorsport, the trio decided to honour their late uncle in the best way possible – on track.

Late entries were placed for the 500 Motor Racing Club of Ireland's Malcolm Templeton meeting at Kirkistown, with

Barry and Shane entering Formula BOSS Ireland in a Dallara Formula 3 and Formula Renault respectively, while Keith dusted off his faithful Fiesta Zetec to tackle the Kirkistown regulars.

Barry and Shane were fourth and fifth respectively in the BOSS opener, with Shane only just missing out on a giant-killing podium with fourth in race two. Keith, driving in his usual spectacular manner, managed two popular wins in the Zetec races – a result that Uncle Liam would have approved of!

LEO NULTY

### CLARKE HAS ULTIMATE BMW

Only 11 entrants took to the grid for the Ultimate BMW race at Brands Hatch last weekend. Kevin Clarke, who won this event when it was held at Donington Park last August, repeated his triumph this time around at the wheel of his 1M. Bryan Bransom kept Clarke honest in the early part of the race before falling back after the mandatory pitstop phase, while Jas Sapra (E46 M3) took third despite amassing 15 seconds' worth of penalties for track-limit breaches.

### MARSH SAMPLES 2CV

Former Formula Ford, GT and, more recently, Le Mans Classic racer Chris Marsh made his 2CV debut at Snetterton in last weekend's 24 Hours. "I have never raced one before, but following in my father's [Marcos founder Jem] footsteps from years ago," he said. Unfortunately, the Super Schnecke with Jelly Snake Racing crew he was part of had problems from the first hour and completed the fewest laps of all.

### GRAHAM TRIES A MINI

Former 2CV champion and 24-hour race winner Alec Graham made the swap to the Mini Grandes for this year's event at Snetterton. "I left things late and there were no seats in the 2CVs," he said. "I always fancied racing one of the Minis and having more than two cylinders." Having joined the Slarky Malarky team with brothers Neil and Ian Slark and Ryan Taylor, the quartet went on to win the race outright, with Graham being the first ever driver to win in a 2CV and a Mini.

### TURNER RACES A CAPRI

Three-time Le Mans class winner Darren Turner raced a newly built Ford Capri RS3100 with Andy Wolfe in the Historic Touring Car Challenge at last weekend's Silverstone Festival. The duo started eighth and ran as high as third before the wet tyres wilted (below) as the track dried and forced Turner to retire. "The Capri is mega, I love it," said Turner.



JEP

## Two Spa trips for CSCC planned in 2024

### CSCC

The Classic Sports Car Club is planning to make two trips to Spa next season after not visiting the Belgian circuit this year.

The club has traditionally had a presence at the Summer Classic meeting but opted to skip this year's event amid ongoing uncertainties about the process of transporting competition cars to Europe

following Brexit.

But now the club is not only set to again be a co-promoter of the Roadbook event – which is moving from its regular June date to the 25-28 April next year – it will also have a presence at the historic Six Hours fixture later in the season.

Alongside historic machinery tackling the three-hour enduro at the Summer Classic, there will also be races for the majority of the club's series for

more modern cars. Then exclusive 40-minute contests for Swinging Sixties and Classic K are set to be on the support bill of the Six Hours over 25-29 September. More details about each of the meetings will be revealed in due course.

Prior to its Spa trip, CSCC racers are able to attend events at Daytona and Sebring later this year as part of the club's 20th birthday celebrations.



# Marshals to get Fun Cup race outing

## FUN CUP

Three marshals will get the chance to make their race debut in the Fun Cup finale thanks to an initiative organised by series regular GT Radial.

A total of 89 members of the Orange Army were interested in the prize, and a shortlist took part in a recent karting event at Tamworth to determine which three would get on the grid.

The selected trio are due to be announced imminently and will then undergo their ARDS test and other testing and training in preparation for swapping the orange overalls for a race suit. They will then join the Fun Cup grid for the season finale at Donington Park in October.



RICHARD STYLES

# Thruxton to host TCR UK for the first time with 2024 calendar slot

## TCR UK

TCR UK is set to visit Thruxton for the first time next year, as part of a seven-round calendar that was revealed last week.

The Hampshire event will be the penultimate round on 21-22 September, ahead of the finale on Silverstone's International circuit, which returns for the first time since 2021, on 12-13 October.

The season begins at Brands Hatch (which hosts this year's decider in October) on 13-14 April, before visiting Snetterton, Oulton Park, Croft and the Silverstone National layout through the summer. The two venues on the 2023 calendar that miss out, Knockhill and Donington Park, are

expected to return in future years.

"To get Thruxton, we're really pleased," said championship manager Ashley Gallagher. "TCR UK has never been before. It's nice to visit somewhere new, or somewhere we haven't been for a while."

"It was a shame to drop Knockhill – we had a really nice event there this year. The calendar is a tricky job. There are lots of different considerations. We were trying to aim for a nice spread of events, one a month, which we've achieved. We wanted a variety of circuit layouts, and the other big thing we were trying to keep an eye on was clashing similar-style events, which is important for us to attract new teams."

MARK PAULSON

# Special Donington event for Caterham's 50th birthday

## CATERHAM

The latest element in Caterham's 50th birthday celebrations is set to take place this weekend with a special Festival event at Donington Park entirely dedicated to Seven machinery.

All five of the marque's manufacturer-backed series will be in action, and they will be joined by the three Caterham Graduates divisions as well as the Classic Sports Car Club's Magnificent Sevens series.

"It's the 50th birthday of Caterham as a brand so the owners' club will have a good presence there on the

infield," said Caterham chief motorsport and technical officer Simon Lambert. "We wanted to make it special and it felt appropriate to have a 100% Caterham weekend. It should be really exciting and great to watch."

"Four of our championships are going all the way to the wire [including both groups of the Caterham Academy] – only Ben Timmons has secured the Roadsports title. It should be a fun and exciting weekend."

The event represents the final round in the regular season for the majority of the Caterham championships, except for the top-tier Seven UK category,



STEVE JONES

Scores of Caterhams will descend upon Donington

which is due to make an appearance alongside the British Touring Car Championship at Silverstone three weeks later.

STEPHEN LICKORISH





# Common sense prevails

*At a time of falling entries, the decision for the National and United Formula Ford series to no longer compete against each other is a rare logical and collaborative one*

STEPHEN LICKORISH

**S**adly, it can be rare to find common sense in motorsport. Yet last week's confirmation (Autosport, 24 August) that the British Racing & Sports Car Club and MotorSport Vision Racing had reached an agreement to not run rival series for modern Formula Ford 1600 machines from 2024 is a rare exception to that rule.

The end of the BRSCC's long-running National FF1600 championship may be sad news for those who hark back to FF1600's glory days decades ago when it was *the* place for young racers to begin the climb up the motorsport ladder, but the decision to concentrate all efforts on MSVR's United series is a logical one. The cold, hard numbers dictate that. So far this year, National FF1600 has managed a measly 11 cars on average, while United – which caters for cars throughout FFord's history and not just modern machines – has fared only slightly better with 12, although it has varied wildly from 20 at some events to six at others. Put it simply, there are not enough competitors to go around. The 19-20 August weekend was the perfect example: National attracted 11 cars at Brands Hatch, while United featured a meagre six at Oulton Park. Such a situation simply is not sustainable at a time of economic uncertainty, when organisers literally cannot afford to have small grids.

## “I can't do GB4 and FF1600 on the same weekend – I'm not a Carlin or Hitech”

While the end-of-season knockout Formula Ford Festival and Walter Hayes Trophy events continue to pull in vast crowds of entries, it is worth noting how FF1600 has struggled more generally in recent times. The Scottish and Irish championships no longer exist, and even the historic scene is far less buoyant now than it has been in seasons gone by. The exception has to be the Castle Combe series, which had its own slump a few years back but has steadily and impressively rebounded since then.

So that leads us to the common-sense decision taken over the 2024 FF1600 landscape. And, in another break from the motorsport norm, this was something extensively discussed between the relevant parties and not decided on a whim or bulldozed through. “All the teams have been involved in this – it's not one person's decision, everyone's been collaborating,” says Andy Brickles, boss of the B-M Racing squad. “I think it's a good

thing. FF1600 was diluted – it's no secret that the grids are low in both series. By just creating one home for the modern cars to race, it can only be a good thing.”

Oldfield Motorsport founder James Oldfield adds: “We'll try to keep everyone together to boost the grids. At Brands Hatch [in National], we had 11 cars but the top six was separated by less than a tenth of a second. The quality on the grid is there, we just need the quantity.”

Alongside the general economic downturn and concerns in some quarters about a lack of promotion, another factor behind the 31% reduction in National entries (following a 6% decline in 2022) has to be calendar clashes with GB4. When it was introduced last year, GB4 was intended as a bridge between FF1600 and the higher single-seater ranks of British F4 and GB3, with several Formula Ford squads buying cars. But four National dates clash with GB4 rounds this year, along with the Festival, creating a headache for teams. “I can't do GB4 and FF1600 on the same weekend – I'm not a Carlin or Hitech, I had to choose one or the other,” explains Oldfield, who opted for FF1600. In contrast, Kevin Mills Racing chose GB4, a move that has further affected grid sizes.

But with modern FF1600 congregating around the United championship next year – which, like GB4, is MSVR-administered – this calendar logjam should be eliminated. And there could be wider benefits too, with Oldfield considering buying a second GB4 car now that there is the potential to run in both categories again.

What is abundantly clear is that something had to be done to improve the situation to ensure a future for modern FF1600 in the UK. After all, let us not forget that new cars are still being built, with Brickles saying a “sleeker” Mk2 version of the Medinas he runs is coming for the Festival. Without the common sense and uniting of minds, the prospect of more new creations would have been slim. That does not mean to say that teams are free from any concerns. There are worries that the loss of the National name could make attracting drivers a harder sell, and some are disappointed by the end of the BRSCC's involvement in this sphere (although it remains committed to the Super Classic pre-1999 series and the Festival), but there is a lot of positivity, too. After all, the end of the “overdilution” should mean one bigger grid encapsulating the best drivers and therefore victories become more meaningful. And, with the news being announced now, there is plenty of time for teams and drivers to plan accordingly.

“We've got to do what's beneficial in the long run,” concludes Oldfield. “The time's come for people to stop being greedy – we need to take a sensible approach to move the category forward.” Now, if only such common-sense thinking could also be applied to other motorsport scenarios...✿



# One-point gap for Sharp after four F4 bouts

## BRITISH F4

It was an innocuous spin into the Old Hairpin gravel but it was one that could have big consequences in the tight British Formula 4 title battle. Will Macintyre's qualifying error left him 14th and 12th on the grid and key rival Louis Sharp was able to take advantage to grab a one-point lead heading to October's Brands Hatch decider.

"With everyone being so close, all you need is one mistake and that's your weekend over," said Rodin Carlin driver Sharp. "I knew I had to maximise points." And that is exactly what he did, jumping Fortec's polesitter Mika Abrahams off the start to take a largely untroubled opening win with Gustav Jonsson usurping star debutant Freddie Slater for third on the safety car restart. Further back, the caution period limited Macintyre's chance to progress and the Hitech driver had to settle for ninth.

The second race was the rearranged May Snetterton contest but this was blighted by track-limits penalties for four key contenders – including Sharp and Macintyre. But Dion Gowda (Rodin Carlin) was unaffected and



Sharp reclaimed points lead after Macintyre qualifying woe

led throughout, with James Higgins rising from sixth to second on the amended result. Sharp was third, Macintyre sixth.

Macintyre knew the reversed-grid bout presented him with a chance to claw back some points and, sure enough, he charged from ninth to second in the wet – although he narrowly avoided a spinning Isaac Barashi and Jack Sherwood late on. But the Hitech racer had no answer to JHR's Deagen Fairclough, who spectacularly slid to a seven-second victory, grabbing the lead when Barashi ran wide at Goddards.

However, Macintyre had not counted upon Sharp replicating his April Donington charge as he climbed from 21st to fourth. "Luck hasn't been on my side this

weekend," said Macintyre – although he was later boosted by a two-place Sharp penalty for a tangle with Aqil Alibhai.

But the best action of the weekend was reserved for the finale. Abrahams, Sharp, Alibhai and Gabriel Stilp spent the first couple of laps circulating as one, constantly ducking and diving past each other. Eventually Stilp sealed his first success – before the race was ended early with Alvis Rodella getting stranded – with a Redgate move on Abrahams in which Alibhai also snuck ahead. Sharp was third, while Macintyre impressively rose from 13th to fourth to set up an enthralling end to the season.

STEPHEN LICKORISH

# Ovenden bakes a Mini advantage over his Cooper rivals

## MINI CHALLENGE TROPHY

The Coopers of the Mini Challenge Trophy provided their usual entertainment at Donington Park but, after the squabbling, it was Tom Ovenden who left Leicestershire with an extended points lead.

Polesitter Ovenden was unable to

accelerate clear in the opener and was soon under attack from Graves Motorsport's Alex Solley, whose pressure told into the Melbourne Hairpin on lap four of 11. This pair then pulled clear from a seven-car battle for third, which Rhys Hurd worked his way to the head of by the final tour. One of Ovenden's key

rivals, Jack Byrne had been third early on but was bundled back to eighth.

The wet race two got off to a frenetic start. Nathan Edwards passed Excelr8 team-mate Ovenden off the line and was challenging Solley for the lead by the Esses. But their tussle enabled Ovenden to get a better run and he dived ahead of them both approaching the hairpin, with Hurd also sneaking ahead of Solley. Edwards was in determined mood, however, and retaliated immediately diving to the inside of Redgate to snatch the lead back. Hurd also demoted Ovenden a few laps later and closed right in on the leader, but Edwards was able to hold on for a maiden victory.

Ovenden was finally able to get a win in the last contest after a great start took him comfortably clear of a three-way battle for second into the Esses. But the race ended early when Brendan Fitzgerald rolled after striking a tyre stack at the Esses.

STEPHEN LICKORISH



Edwards (centre) was a maiden winner as Ovenden (l) extended lead



# A weekend of contrasting fortunes

## PORSCHE SPRINT CHALLENGE GB

Topsy-turvy is perhaps the best way to describe the Porsche Sprint Challenge GB's Donington Park weekend. For a series commencing the second half of its campaign with five drivers in Pro title contention, it was surprising how many hit strife as Am competitor Marc Warren emerged with another two outright wins.

Steve Roberts had the pre-weekend lead, yet the Redline driver tangled with Team Parker rival Matthew Armstrong on the opener's third lap. This left polesitter Will Jenkins to claim his maiden triumph for Century as he resisted the efforts of Armstrong's team-mate Joe Warhurst.



Am racer Warren impressed again with two overall wins



Roberts bounced back from collision to take two top scores

It was Warhurst's turn to encounter trouble in race two, held in tricky drying conditions. He was leading on lap two when he skated off at the Melbourne Hairpin and tumbled to an eventual eighth. Warren pounced while Roberts got his event back on track with maximum Pro points in second, ahead of Jenkins.

Then, for the finale, Jenkins was in strife this time as both he and Armstrong lost control at Coppice. With Toby Trice, who had been mired in the midfield all event, tapping Warhurst into a spin at the hairpin, it was Raceway's Warren and Roberts who were the top scorers again.

STEPHEN LICKORISH

## RACE RESULTS

### BRITISH FORMULA 4

**Race 1 (12 laps) 1 Louis Sharp;** 2 Mika Abrahams +1.594s; 3 Gustav Jonsson; 4 Freddie Slater; 5 James Higgins; 6 Gabriel Stilp. **Fastest lap** Abrahams 1m28.198s (101.52mph). **Pole** Abrahams. **Starters** 22.  
**Race 2 (14 laps) 1 Dion Gowda;** 2 Higgins +5.275s; 3 Sharp; 4 Deagen Fairclough; 5 Jonsson; 6 Will Macintyre. **FL** Jonsson 1m28.491s (101.19mph). **P** Gowda. **S** 17.  
**Race 3 (11 laps) 1 Fairclough** (below); 2 Macintyre +7.186s; 3 Noah Lisle; 4 Slater; 5 Aqil Alibhai; 6 Sharp. **FL** Macintyre 1m40.425s (89.16mph). **P** Kai Daryanani. **S** 22.  
**Race 4 (8 laps) 1 Stilp;** 2 Alibhai +0.912s; 3 Sharp; 4 Macintyre; 5 Higgins; 6 Jimmy Piszcyk. **FL** Slater 1m28.539s (101.13mph). **P** Abrahams. **S** 22.  
**Points 1 Sharp 331;** 2 Macintyre 330; 3 Fairclough 236; 4 Gowda 221; 5 Higgins 208; 6 Piszcyk 192.

### MINI CHALLENGE TROPHY

**Race 1 (11 laps) 1 Alex Solley;** 2 Tom Ovenden +0.571s; 3 Rhys Hurd; 4 Nathan Edwards; 5 Alex Keens; 6 Nicky Taylor. **FL** Solley 1m54.168s (78.43mph). **P** Ovenden. **S** 31.  
**Race 2 (10 laps) 1 Edwards;** 2 Hurd +0.483s; 3 Ovenden; 4 Solley; 5 Jack Byrne; 6 Lee Pearce. **FL** Pearce 2m02.213s (73.26mph). **P** Solley. **S** 31.  
**Race 3 (7 laps) 1 Ovenden;** 2 Harry Hickton +2.655s; 3 Hurd; 4 Taylor; 5 Solley; 6 Pearce. **FL** Solley 1m54.148s (78.44mph). **P** Solley. **S** 31.  
**Points 1 Ovenden 583;** 2 Taylor 526; 3 Solley 505; 4 Byrne 465; 5 Hurd 447; 6 Maximus Hall 384.

### PORSCHE SPRINT CHALLENGE GB

**Race 1 (13 laps) 1 Will Jenkins;** 2 Joe Warhurst +0.564s; 3 Max Coates; 4 Marc Warren; 5 Ethan Hammerton; 6 Edward Stanton. **FL** Jenkins 1m34.291s (94.96mph). **P** Jenkins. **S** 19.  
**Race 2 (12 laps) 1 Warren;** 2 Steve Roberts +5.602s; 3 Jenkins; 4 Matthew Armstrong; 5 Coates; 6 Toby Trice. **FL** Neil Tofts 1m43.351s (86.64mph). **P** Warhurst. **S** 19.  
**Race 3 (11 laps) 1 Warren;** 2 Roberts +1.233s; 3 Hammerton; 4 Coates; 5 Warhurst; 6 Callum Davis. **FL** Roberts 1m34.705s (94.55mph). **P** Warren. **S** 19.  
**Points 1 Roberts 85;** 2 Coates 69; 3 Warhurst 69; 4 Trice 63; 5 Armstrong 60; 6 Jenkins 52.

### PORSCHE CARRERA CUP GB

**Race 1 (18 laps) 1 James Kellett;** 2 Will Martin +2.842s; 3 Adam Smalley; 4 Josh Malin; 5 Matthew Graham; 6 Harry Foster. **FL** Smalley 1m36.614s (92.68mph). **P** Smalley. **S** 23.  
**Race 2 (19 laps) 1 Smalley;** 2 Martin +1.668s; 3 Kellett; 4 Malin; 5 Graham; 6 Charles Rainford. **FL** Malin 1m29.723s (99.80mph). **P** Malin. **S** 23.  
**Points 1 Smalley 112;** 2 Kellett 75; 3 Rainford 54; 4 Graham 52; 5 Malin 50; 6 Robert de Haan 38.



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

# Smalley maintains his large lead

## PORSCHE CARRERA CUP GB

Porsche GB Junior Adam Smalley is well-placed to seal the Carrera Cup title next time out at Silverstone after another strong event for the Team Parker racer.

But the Donington Park weekend could have been very different for Smalley had he not successfully repelled Robert de Haan at the start of the wet opener. De Haan drew his Richardson car alongside polesitter Smalley into Redgate and attempted to go around the outside but there was slight contact that sent the Dutchman into the gravel.

Later, Smalley found himself under pressure from James Kellett – who moved into second when Century

team-mate Josh Malin had the first of several wide moments – and it was then Smalley's turn to err when he went off at Goddards and Kellett pounced. But it was not plain sailing for Kellett either as, with four laps left, he had a tyre pressure warning light. He managed to cling on, but said: "My right-rear tyre was completely flat in parc ferme."

Smalley and Malin's troubles meant Will Martin completed a remarkable series return (see *News*) to rise from 11th to second. But things were more serene for Smalley in race two as he capitalised on another Malin mistake to head home Martin and Kellett and leave his points lead at 37 with 52 to play for.

STEPHEN LICKORISH



Kellett's pressure told as Smalley faltered at Goddards





## Lisseter lands title as more 750MC champions are decided

**BRANDS HATCH**  
**750MC**  
**26 AUGUST**

Two podium finishes, including a win in race two, helped a delighted Jonathan Lisseter provisionally clinch his second successive Ma7da championship title at Brands Hatch on Saturday, despite the best efforts of closest challenger Ben Powney.

After claiming pole for both races, Powney led Lisseter away from the line in the opener and defended his advantage until Lisseter moved ahead approaching

Paddock just after half-distance. The lead pair were also being kept honest by Lucas Batt and the rapidly closing Anthony Ridd.

After moving ahead of Batt for third at Clearways, Ridd's attempts to make further progress ended when he rode over the back of Lisseter's right-rear wheel and crashed out at Paddock. Lisseter continued, but the incident damaged his car and enabled Powney to snatch back the initiative before the race ended under caution.

Powney led again early in race two, only to lose his lead to Batt at the start of the third tour. Powney fought back, but failure

to adhere to warning flags concerning a loose exhaust proved costly, and his disqualification left Batt to battle Lisseter for the win. Lisseter eventually took the lead at Druids on the penultimate lap before sealing victory, while Martin Shelton edged out Batt in the battle for second on the dash to the flag.

Craig Land was another driver to enjoy title glory as two Locost victories ensured he successfully repeated his championship crown. In the first event, Matt Cherrington, Tom Parker and David Martin were part of a tight six-way battle for second before

## David vs Goliath battle ends one-all

**KIRKISTOWN**  
**500MRCI**  
**26 AUGUST**

It was a David-versus-Goliath day on Saturday when BOSS Ireland paid its annual visit to Kirkistown. And, while the record books might describe the outcome as a one-all draw, the main event – for the Malcolm Templeton Trophy – went to 'David' in the shape of Tony Greenan and his Formula 3 Dallara, although not without a fight.

The opening bout, however, went to 'Goliath' represented in this case by Paul O'Connell's Dallara-Cosworth World Series machine. It took the Limerick man a couple of laps to get past the faster-starting opposition but, once he was at the head of the 15-car field, he pulled away to finish the 19 laps 4.5 seconds clear of Greenan, with Noel Robinson's Dallara World Series car third.

Few would have bet against O'Connell scoring a double but, as before, he was beaten off the grid for race two by a pack led by the Lola-Renault V6 of Jonathan Fildes, and was then tagged into a spin at the chicane, resuming in fifth place. But he did not stay there for long. Within half a lap, he had despatched most of the opposition and was again looking good – until he got to Fishermans, where he went off. This time there were red flags and it was game over for O'Connell, who blamed tyres that were past their best.

At the restart, it was Fildes who got the drop on the rest, pursued by the feisty Greenan, who went on the attack immediately. He got alongside several times but the canny Fildes kept him at bay for lap after lap, using the Renault's power to keep the Dallara behind at the top end of the circuit, and covering all available bases through the 'twisties' at the bottom.

Eventually, though, the pressure told, and an audacious move around the outside



at Fishermans sent Greenan ahead, where he remained. Impressive, especially bearing in mind that his rear wing had been twisted by contact during the chicane incident. Martin Daly's World Series car overcame a pitlane start and the F3 Dallara of Shane Rabbitt to claim third spot. Robinson might have been up with them too, but for an early-race spin. Special mention in both races goes to Kayleigh Cole who twice placed sixth in her one-litre Jedi-Kawasaki, well ahead of some much more powerful machinery.





Bransom (leading) and Crowhurst each won in BMWs

the race was stopped when fluid deposited at Graham Hill Bend caused many drivers to spin off, with Cherrington and Parker among them. Following a restart, Parker was able to claim third behind Land and Rob Apsey, but not before alternator issues had sidelined Martin just prior to the action resuming. Cherrington took the runner-up spot in race two after holding off Geoff Peek.

There was a dramatic start to the Roadsports race when the modified Ginetta G20 of poleman Alec Livesley was tipped into a spin by Dylan Brychta's Audi RS3 at Graham Hill Bend. Brychta was then involved in a three-way battle for the lead with Phil Knibb's SEAT Leon Eurocup and the Audi TT TDI of Ryan Parkin. A safety-car period, together with success penalties, spread the trio out and enabled Knibb to move to the front, but Parkin overhauled the SEAT at Druids in the closing stages.

Charles Hall and Leon Morrell were the Bikesports frontrunners, despite making minor contact as they set off from the line in a damp first race. Their clash allowed series debutant and ex-F1000 racer Jack Tomalin to assume a brief lead in his Radical SR3 RSX before Hall slipped his Mittell MC-41R ahead at Druids on the third lap. Morrell, who had started on wet tyres, moved his SR3 into second at Clearways a lap later but was unable to catch the slick-shod Hall. The top three finished in the same order again in race two.

A heavy rain shower before the start of the opening BMW Car Club contest made track conditions treacherous, and Bryan Bransom dominated in his E46 M3. Graham Crowhurst finished a distant second in his similar car, but the result was reversed in the drier second encounter.

**MARK LIBBETER**



FF1600 also entertained, with Kelly winning twice

Not to be outdone, Formula Ford 1600 produced a brace of splendid races, both of them won by Jordan Kelly's Team Dolan Van Diemen. In the first, the Donegal man was chased over the line by Dave Parks and David McCullough. In the second, he had an easier run after McCullough and Parks collided on the pit straight, putting them both out and allowing Jason Smyth and Morgan Quinn to claim the other top spots.

The concurrent Formula Sheane battles featured Richard Kearney and Keith Hogg and they claimed a win apiece after two

tooth-and-nail fights. And it was close-quarters stuff again among the MX-5 brigade, Francis Allen taking race one, and Damian Moran race two.

Victories were also shared among the Libre Saloons, where Peter Baxter and Gareth Blaine each won in their SEAT Leons. Meanwhile, there were back-to-back triumphs for Kian O'Brien among the Mini Coopers, Bobby Joe McFall among the Junior Minis, and Steven Larkham in Roadsports.

**RICHARD YOUNG**

## WEEKEND WINNERS



### BRANDS HATCH MA7DAS

**Race 1** Ben Powney

**Race 2** Jonathan Liseter

### LOCOST

**Races 1 & 2** Craig Land (above)

### ROADSPORTS

Ryan Parkin (Audi TT TDI)

### BIKESPORTS

**Races 1 & 2** Charles Hall (Mittell MC-41R)

### BMW CAR CLUB RACING

**Race 1** Bryan Bransom (E46 M3)

**Race 2** Graham Crowhurst (E46 M3)

### ULTIMATE BMW RACE

Kevin Clarke (1M)

**For full results visit:** [750mc.co.uk](http://750mc.co.uk)

### KIRKISTOWN

#### BOSS IRELAND

**Race 1** Paul O'Connell

(Dallara-Cosworth World Series)

**Race 2** Tony Greenan (Dallara-Mercedes F317)

### FORMULA FORD 1600/FORMULA SHEANE

**Races 1 & 2** Jordan Kelly (Van Diemen RF00)

### MAZDA MX-5s/FIESTA ZETECs

**Race 1** Francis Allen (MX-5)

**Race 2** Damian Moran (MX-5)

### LIBRE SALOONS

**Race 1** Peter Baxter (SEAT Leon)

**Race 2** Gareth Blaine (SEAT Leon)

### MINI COOPERS

**Races 1 & 2** Kian O'Brien (below)

### JUNIOR MINI COOPERS

**Races 1 & 2** Bobby Joe McFall

### ROADSPORTS

**Races 1 & 2** Steven Larkham (Radical PR6)



**For full results visit:** [speedhive.mylaps.com](http://speedhive.mylaps.com)



# Maiden Combe wins for Ellick and Cooper

**CASTLE COMBE**  
**CCRC**  
**28 AUGUST**

Rob Ellick and circuit returnee Tony Cooper scored maiden wins in the resident Saloon championship and Hot Hatch series respectively as robust racing across the board characterised Bank Holiday Monday's Castle Combe Countdown event. Only one of the three titles was decided, however, 1400cc Vauxhall Corsa driver Michael Good maintaining his perfect record to wrap up seasonal Saloon honours.

Ellick qualified his TSR Performance Audi TT third behind the similarly turbocharged cars of Gary Prebble (SEAT Leon Cupra) and multiple champion Simon Thornton-Norris (Mitsubishi Colt Ralliart) in a close-fought session, with class A points leader Adam Prebble (Vauxhall Astra turbo) fourth. The Prebbles both led the first race – restarted after veteran Tony Dolley (SEAT Leon) rolled after collecting Justin Holloway's crippled Renault Clio at Quarry – before Gary retired with a fuel leak and Adam stopped with a buckled wheel following contact with Ellick.

Invitee Harrison Chamberlain



(VW Golf GTI turbo) and Thornton-Norris, with fuel pressure issues, chased Ellick home. Ellick withdrew from the sequel, won by Adam Prebble from Chamberlain and ST-N after Gary P's challenge wilted again. With Thornton-Norris taking points from Mark Wyatt (Astra), Good outran his class D rivals again to emerge champion. James Blake and James Keepin both pipped Lee Waterman by fractions of a second for C golds in cracking MG ZR battles.

With second and third qualifiers Chris Southcott (Honda Civic) and Shaun Goverd (Citroen AX) out of the Hot Hatch opener with a cracked clutch slave cylinder and accident damage respectively, poleman

Sam Stride led until his Honda threw its alternator belt, which took the crank sensor out. Cooper, out for the first time in his Civic since last October's engine blow-up, fought through for a memorable victory over Shaun Deacon (Peugeot 106) and Matthew Hurman (Civic). Following a mercy dash from Southampton by a pal, Southcott got out to win race two from Geoff Ryall, who overcame his 106's earlier fuel sensor issues and Cooper.

Lucas Romanek landed his second Combe Formula Ford win, after seeing title protagonists Felix Fisher and Luke Cooper collide and spin out of the first stanza over Avon Rise. Ben Mitchell and Tom Hawkins

## Morris and Carey share special Mallory Park victories

**MALLORY PARK**  
**CSCC**  
**28 AUGUST**

Two Special Saloons and Modsports races in memory of four-time Thundersaloons champion Pete Stevens headlined the Classic Sports Car Club's Bank Holiday meeting at Mallory Park, with long-time racers Danny Morris and Thomas Carey



each securing a victory.

For Carey, it was a first win for his BDG-powered Honda CRX silhouette since it went up in smoke at Thruxton 16 months ago. It could have been a double, since the Gravesend driver was unfortunate in the opener. Andy Southcott's MG Lenham Midget had set the pace but lasted only three laps before peeling in when the oil light illuminated. Carey took over but was under pressure from Morris's Cosworth-engined Peugeot 309. When a Code 60 was called – for Ian Hall's stranded Darrian – on the fifth lap of an eventual 10, Carey saw the purple flags first and eased off, just as Morris challenged on the outside through Gerard's. Morris completed the move and claimed victory when Code 60 became safety car, with no further racing laps.

Carey led the rematch from start to finish, as Morris progressed from row five (his winner's penalty). The 309 caught second-placed Simon Allaway's Chevrolet-

powered Lotus Esprit silhouette in traffic but, opting for caution over a risky move, Morris settled for third.

Adam Brown won both legs of the two-part Tin Tops race but had to work hard as momentum swung between his Ford Fiesta and the Hondas of Garry Barlow (Integra) and Alfie Jones (Civic). After early leader Danny Cassar's Integra retired with a suspected cracked head, Brown soaked up intense pressure from Barlow to win the first part, despite running a more standard gearbox after a qualifying failure.

Clutch woe early in the second part put Brown on the back foot, with Barlow and Jones both passing him at the hairpin. Jones, carrying a 12-second deficit from part one, closed up to and eventually passed Barlow after the Integra suffered a deflation in the closing stages. Brown too nipped past and Barlow's tyre blew as they approached the line, but Barlow held second on aggregate, Jones's 10s penalty for



Cooper triumphed after fixing engine troubles



led the pursuit, with single-seater debutant Alex Kite a brilliant fourth in a Kevin Mills Racing Spectrum. It was back to the formbook in race two as Fisher, Cooper and Romanek circulated as one, 0.304s splitting them at the chequer. Mitchell, Hawkins and 'Driver of the Day' Kite chased them.

Ferrari 488 pilot Doug Watson confidently added both GT wins to his CV, the finale's under relentless pressure from Charlie Bird's Porsche 991. Behind them, Chris Everill and Dylan Popovic were closer still in their Ginetta-Chevrolet duel. Nigel Mustill (Volvo-Chev) and Keith Butcher (Lamborghini Huracan) completed the earlier podium.

On his Mini Marcos's home circuit, top qualifier Sam Polley won the packed Classic Sports Car Club Swinging Sixties race from Ian Burgin (Sprite) and Claire Norman/Charles Tippet (BMW 2002 Ti), with young Lawrence Claridge fourth in his Broadspeed Anglia clone.

Martin Morris had no opposition in the Spridget races. The class E action embroiling reigning champion Pippa Cow and Richard Bridge – which resulted in an unfortunate touch that sent Bridge spinning as they lapped Mike Henney exiting Camp second time out – was the highlight.

**MARCUS PYE**

There was a win apiece for Morris and Carey in Stevens tribute races



an out-of-position start proving academic.

On only his third appearance, novice racer Matt Jackson seemingly took Turbo Tin Tops honours in his self-built Ford Fiesta, only for a post-race 45s sanction for passing under yellow flags. Phill Briggs (SEAT Leon) won both legs on the road, but was 4s short of overhauling his 30s winner's penalty before Jackson's demotion. Second was the VW Scirocco of John Hammersley, who was left to rue a Gerard's off after

contact in traffic, while Josh Brooks's frontrunning pace went unrewarded after alternator failure in part two.

Beyond the first corner, Tom Barley was untroubled in both Modern Classics legs as he stormed to a maiden victory. His BMW 328i was more than 40s clear of Luke Plummer (Ginetta G20) on aggregate. Adrian Clark (Porsche 928 GTS Cup) recovered from a couple of offs in the first part, including a spin at the hairpin, to beat

Chris Boon's Jaguar XK8 to third.

In Nigel Ainge's second, more powerful Integra, Danny Cassar was a dominant force in the combined Magnificent Sevens and Open Series races. In the first, he lapped all but one of the other contestants – twice! Jeremy Adams (Caterham 420R) was the only man who could get close to Cassar's pace and he twice won the Magnificent Sevens section.

**MARK PAULSON**

## MONDAY WINNERS



### CASTLE COMBE

#### CCRC SALOONS

**Race 1** Rob Ellick (Audi TT turbo)

**Race 2** Adam Prebble (Vauxhall Astra turbo)

#### CCRC HOT HATCH

**Race 1** Tony Cooper (Honda Civic EK)

**Race 2** Chris Southcott (Honda Civic)

#### CCRC FF1600

**Race 1** Lucas Romanek (Van Diemen JL13)

**Race 2** Felix Fisher (Ray GR05)

#### CCRC GT

**Races 1 & 2** Doug Watson (Ferrari 488 Challenge)

#### CSCC SWINGING SIXTIES

Sam Polley (Mini Marcos, above)

#### MIDGET & SPRITE CHALLENGE

**Races 1 & 2** Martin Morris (MG Midget)

### MALLORY PARK

#### SPECIAL SALOONS & MODSPORTS

**Race 1** Danny Morris

(Peugeot 309 GTI Cosworth)

**Race 2** Thomas Carey (Honda CRX BDG)

#### TIN TOPS

Adam Brown (Ford Fiesta ST150)

#### TURBO TIN TOPS

Phill Briggs (SEAT Leon)

#### MODERN CLASSICS

Tom Barley (BMW 328i E36, below)

#### MAGNIFICENT SEVENS/OPEN SERIES

**Races 1 & 2** Danny Cassar (Honda Integra)



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





KT Racing finished third overall but as top 2CV

RICHARD STYLES

## 2CV 24 Hour spoils for KT Racing as Slarky Malarky wins overall

**SNETTERTON  
BARC 2CV 24 HOURS  
25-27 AUGUST**

KT Racing's Kris Tovey, Louis Tyson and Peter Rundle dominated the 33rd edition of the 2CV 24 Hour race with a troublefree run at Snetterton last weekend. Their success also ensured that Tovey emerged as the 2023 2CV champion, with the trio taking third overall in the endurance race.

The Mini Grande of Slarky Malarky crew Ian and Neil Slark, along with Ryan Taylor and Alec Graham, took overall victory by four laps from the similar Misfits machine driven by Dave Rees, Paul Ogborn, Stephen Rideout and Neven Kirkpatrick. Toyshed's Chris and Andy Slade, with Michael Dryden and Elliot Stafford, were fourth overall and completed the Mini podium.

After dominating the past four years, 2CV Lion hit trouble in the opening laps when Pete Sparrow pitted for an engine change, one of three they did prior to retiring in the penultimate hour, with reigning champion David O'Keeffe and former title winner Gary Adnitt's hopes dashed. There were also problems for

previous winners Team Gadget, who had five engine failures before finally throwing the towel in, leaving Simon Clarke, Tom Perry, Sandro Proietti and Nicholas Home sidelined.

Crisis@Tete Rouge became KT Racing's main 2CV challengers but had an engine change after the flywheel exploded with Nick Roads onboard. But Brian Heerey, Ian Gibbon and Andrew Bull kept the crew in a strong second place, benefiting when Rosie Walford Racing dropped back after issues, ultimately finishing 17 laps behind KT.

Twin Snails had to play catch-up after a pitlane start. A late-night engine change and two plug lead detachments were followed by a late throttle cable breakage, but Martin Riman, Paul Rowland, James Northfield and Luca Proietti did enough to bring it home third in class. Rosie Walford Racing recovered to reclaim fourth, with Lion Hansgrohe and Team ECAS completing the 2CV top six after Dilligaf Racing and Blueberry Muffins dropped down the order with late engine changes.

There were wheel-to-wheel battles between championship leader Daire Flock and Cameron Pratt-Thompson in the first of the Junior Saloon races. Flock gained the advantage and they soon dropped Jonathan Moore's and Oskar Dix's duel for third. But the safety car was deployed with just four laps completed and took them to the flag with Flock the victor, from Pratt-Thompson and Moore.

Pratt-Thompson just edged out Flock into Riches when they started race two, but Flock was back ahead as they entered the Bentley Straight. Then, on lap seven of 10, Flock spun on oil at

### WEEKEND WINNERS

#### 2CV 24 HOURS

**Mini Grande** Slarky Malarky (Neil Slark/Ian Slark/Alec Graham/Ryan Taylor, below)

**2CVs** KT Racing  
(Kris Tovey/Peter Rundle/Louis Tyson)

#### JUNIOR SALOONS

**Race 1** Daire Flock

**Race 2** Cameron Pratt-Thompson

#### TRACK ATTACK

**Races 1 & 2** Paul Roddison (VW Scirocco)



RICHARD STYLES

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



Pratt-Thompson chases Flock in JSCC bout

RICHARD STYLES



# Moran and Gould split wins as rain hits final run-off

**LOTON PARK  
BRITISH HILLCLIMB  
26-27 AUGUST**

Scott Moran and Sean Gould each claimed a run-off victory as the British Hillclimb Championship headed to Loton Park last weekend.

Moran was generally the quickest driver in his Gould GR59 and won the opening run-off by three quarters of a second. But, at the end of the afternoon, a badly timed rain shower made conditions increasingly difficult through the run-off, and it was Gould who claimed victory with a margin of more than 2s after running first.

Following his high-speed accident at Shelsley Walsh two weeks earlier, champion-elect Wallace Menzies bounced back strongly and led the chase of Moran in the first run-off before slipping to sixth in the testing conditions at the end of the day. That was academic for Alex Summers, who ended his day on the first run-off when his DJ Firestorm's throttle motor failed.

It was fully dry for the first run-off, and Matthew Ryder was the first to break the 43s mark in the GR59 he shares with Gould, but he was penalised 1s for dislodging one of the floppy markers at Keeper's Corner. Menzies had been the driver before and clipped the marker but got away without a penalty because it stayed in position. When Ryder hit the marker, it popped out of the ground, ensuring a sanction. "I'm a bit frustrated," said Ryder. "Wallace also clobbered it and I skimmed the edge. It was maybe dislodged already."

The penalty cost Ryder two places, with his original 42.75s time a new personal best for Loton Park. But Moran then clocked a stunning 42.52s to make certain of another victory. "I could have done with a few more people between us," he said of



A mighty time gave Moran win in first run-off at Loton

PAUL LAWRENCE

the fact that title rival Menzies scooped points for second.

Will Hall was just over a tenth adrift of Menzies to take third over the penalised Ryder, while Trevor Willis and Dave Uren completed the top six.

The second run-off coincided with the day's only rain shower. Gould and Graham Wynn were both running shared cars, with Ryder and Moran respectively, and so tackled the hill first. Ultimately, they ended the day first and second after conditions deteriorated while their cars returned to the paddock for the second drivers.

Gould, who had missed out in the first run-off after spinning at Fletcher's, was pleased with the result. "It was a bit of a fluke, but I had a couple of moments and it was a bit dodgy when I ran, but nothing like when the other guys went," he said. Wynn was elated with his best BHC result. "When was the last time a 73-year-old was on a BHC podium?" he asked.

Eynon Price had qualified his 1700cc Force and used all his rallying experience to wrestle the car to the top in a mighty third place before young Jack Cottrill took fourth with another impressive run in his DJ Dallara.

Moran, who had qualified fastest, was

last to run, dug deep and bagged fifth place, albeit nearly 5s away from Gould's time. Menzies wrapped up the top six and admitted that keeping the car in one piece ready for this weekend's Prescott event was in his mind. "It was maximum attack and maximum restraint all at once," he said.

**PAUL LAWRENCE**

## HILLCLIMB RESULTS

### ROUND 25

**1 Scott Moran (4.0 Gould-Judd GR59J) 42.52s;** 2 Wallace Menzies (3.3 Gould-Cosworth GR59M) 43.38s; 3 Will Hall (4.0 Gould-Judd GR59) 43.51s; 4 Matthew Ryder (4.0 Gould-Judd GR59JB) 43.75s; 5 Trevor Willis (3.2 OMS 28-RTE) 43.81s; 6 David Uren (3.5 Gould-NME GR55B) 44.05s; 7 Paul Haines (1.3t Gould-Suzuki GR59) 44.90s; 8 Jack Cottrill (2.7 DJ-Cosworth Dallara) 44.96s; 9 Johnathen Varley (2.0 GWR-TKD V8 Predator) 45.31s; 10 David Warburton (1.6 Gould-Suzuki GR59) 46.42s.

### ROUND 26

**1 Sean Gould (4.0 Gould-Judd GR59JB) 44.57s;** 2 Graham Wynn (4.0 Gould-Judd GR59J) 46.79s; 3 Eynon Price (1.7 Force-Hayabusa TA) 48.54s; 4 Cottrill 48.90s; 5 Moran 49.40s; 6 Menzies 49.79s; 7 Hall 50.40s; 8 Ryder 50.45s; 9 Varley 50.67s; 10 Willis 52.34s.

### POINTS

**1 Menzies 218** (below); 2 Moran 199; 3 Ryder 170; 4 Alex Summers 163; 5 Hall 129; 6 Gould 111.



PAUL LAWRENCE

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



Gould just avoided the rain in second run-off

PAUL LAWRENCE



# FINISHING FLIGHT



## A whistlestop guide to Lando Norris



**BOOK**  
**LANDO NORRIS:  
A BIOGRAPHY**  
Ben Hunt  
RRP £14.99

Lando Norris is one of the most popular characters on the current Formula 1 grid, retaining his entertaining and refreshingly open personality off the track while being a fierce competitor in the car.

Much of the 23-year-old's rise through the ranks has been spent in the public eye, with this writer's first encounter with him coming in 2014 during his first season of racing in the TOCA support paddock for the British Touring Car Championship in Ginetta Junior. At this time, I was aligned with British Formula Ford, the series that would become MSA Formula and now British Formula 4, but even then there was a firm belief among those in the know that Norris was a future F1 star.

The reason for opening the review of Ben Hunt's Lando Norris biography in this way is because this knowledge, as well as personal experience of Lando in the F1 paddock during previous employment, mean arriving at the point of reading this

book with a significant knowledge of the story behind the driver.

*Lando Norris: A Biography* provides a whistlestop tour of the McLaren driver's entire career, from karting up to the present day, taking you through the various highs and lows, as you would expect.

Hunt puts to use his personal experience of encounters with Norris, while pulling quotes from various publications and press releases to add colour to a scene, with an entire chapter devoted to the early stages of the blossoming relationship between the young driver now with eight F1 podium finishes to his name and Daniel Ricciardo.

The main focus of the biography is to take the reader through Lando's time in F2 and F1, with the real meat beginning when he signed for McLaren.

There are staccato reports of the majority of Norris's races, but Hunt slows the pace where needed, delving into some of the deeper personal meanings of certain races. One that immediately springs to mind is Norris's then-team-mate Carlos Sainz's podium in the 2019 Brazilian Grand Prix. This was McLaren's first podium since the opening race of the 2014 season in Australia – when Kevin Magnussen made his debut, finishing second, and Jenson Button joined him in the top three.

While the words devoted to the result are few, it is described by McLaren's former F1 communications manager Charlotte Sefton as a "defining moment", with Norris wanting to be the driver to deliver success and smiles to the team.

This brings us to possibly the biggest positive of the book: the insights of Sefton. In her role, the current Extreme E head of communications worked with Norris perhaps closer than any other individual before leaving the team in February 2022.

At one point describing her role as that of a "big sister" to Norris, it is through Sefton's quotes that this biography gains a heart, and her affection for the driver is especially clear when revealing how she had comforted him following his mugging at the Euro 2020 final between England and Italy.

One thing that does bring slight disappointment is the lack of space given over to Norris's significant contribution to removing the stigma over talking about mental health issues, especially among young men.

With one page handed over to the topic based around an appearance on *This Morning* in 2021, this is a subject that could have had an entire chapter devoted to it. By way of a comparison, just as





TEE  
motorsport  
IMAGES



Norris came  
through Ginetta  
Junior in the UK

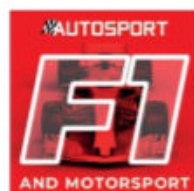
JEP/MOTORSPORT IMAGES

much space is given to the spat between Norris and IndyCar driver Simon Pagenaud after the Frenchman instigated a crash in an online race during the COVID pandemic.

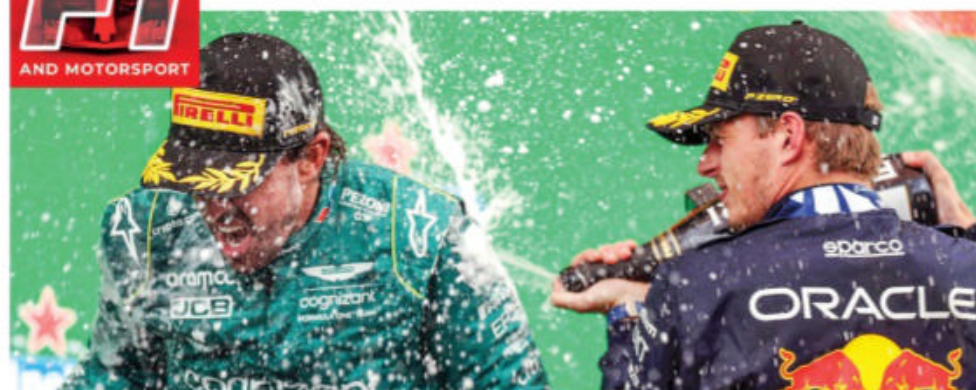
If prior knowledge is removed from the equation, *Lando Norris: A Biography* is a thoroughly interesting and engaging read that will allow at least a peak behind the curtain at Norris away from the cameras.

**SAM HALL**

## FINISHING STRAIGHT



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



MOUHARPOPOULOS/GETTY/REDBULL

### More home joy for Verstappen

Martyn Lee is joined by Matt Kew at Zandvoort, along with Alex Kalinauckas and Haydn Cobb, to review all the action from the Dutch Grand Prix after Max Verstappen secured a record-equalling ninth consecutive Formula 1 victory.



## WHAT'S ON

### INTERNATIONAL MOTORSPORT

#### Italian Grand Prix

**F1 World Championship  
Round 14/22**

Monza, Italy

**3 September**

**TV Live** Sky Sports F1,  
Sun 1355

**TV Highlights** Sky Sports  
F1, Sun 2300, Channel 4,  
Sun 1830

#### Formula 2

**Round 12/13**

Monza, Italy

**2-3 September**

**TV Live** Sky Sports F1,  
Sat 1310, Sun 0850

#### Formula 3

**Round 9/9**

Monza, Italy

**2-3 September**

**TV Live** Sky Sports F1,  
Sat 0820, Sun 0710

#### Porsche Supercup

**Round 7/7**

Monza, Italy

**3 September**

**TV Live** Sky Sports F1,  
Sun 1055

#### IndyCar

**Round 16/17**

Portland, USA

**3 September**

**TV Live** Sky Sports F1,  
Sun 2000

#### Indy NXT

**Round 11/12**

Portland, USA

**3 September**

**TV Live** Sky Sports F1,  
Sun 1810

#### GT World Challenge Europe Sprint Cup

**Round 3/5**

Hockenheim, Germany

**2-3 September**

**TV Livestream** on YouTube,  
Sat 1300, Sun 1335

#### NASCAR Cup Series

**Round 27/36**

Darlington, USA

**3 September**

**TV Live** Viaplay, Sun 2230

#### MotoGP

**Catalunya Grand Prix**

**Round 11/20**

Barcelona, Spain

**3 September**

**TV Live** TNT Sport 2,  
Sun 1230

**TV Highlights** ITV4,  
Mon 2000

### UK MOTORSPORT

#### Cadwell Park MSVR

**2 September**

BCV8s, Cockshoot, Equipe  
70s, Equipe GTS, Equipe  
Libre/Pre-'63/50s

#### Silverstone MSVR

**2-3 September**

Ferrari Challenge UK

#### Croft HSCC

**2-3 September**

70s Road Sports/Historic  
Road Sports, Aurora  
Trophy/Classic F3, Classic  
FF1600, Guards Trophy,  
Historic F3, Historic  
FF1600, Historic FF2000,  
Historic Modsports &  
Special Saloons, Historic  
Touring Cars/Scottish  
Classic Sports & Saloons,  
Superkarts

#### Donington Park BARC

**2-3 September**

Caterhams (7 UK,  
310R, 270R, Roadsport,  
Academy, Graduates,  
Magnificent 7s)

#### Brands Hatch MSVR

**3 September**

Boxster Cup, Porsche  
Club, Porsche Open Cup

#### British Hillclimb Championship

**Round 13/14**

Prescott

**2-3 September**

#### Rali Ceredigion

**British Rally  
Championship**

**Round 5/7**

Aberystwyth

**2-3 September**





#### FROM THE ARCHIVE

Graham Hill's BRM P57 flicks through the chicane at Monaco in 1963 with Jim Clark's Lotus 25 in hot pursuit. Clark soon led and stretched away, only to spin out with a jammed

gearbox (shades of Lotus reliability letting him down a year earlier). That allowed Hill to take the first of his five Monaco GP wins, leading Richie Ginther to a BRM 1-2. John Surtees, on his F1 world championship Ferrari

debut, also starred. He passed Hill for second while Clark led, only to fall back as he fumbled with oily goggles. Surtees broke the lap record on the final tour and he just failed to beat Bruce McLaren to the podium.



For classic motorsport DVDs and downloads head to [dukevideo.com](http://dukevideo.com)









Martini (left) and Krosnoff (right) took second at Le Mans in 1994 (below)

# Jeff Krosnoff

More than just his favourite team-mate, Mauro Martini regards Jeff Krosnoff as “the best guy I met in motor racing”. The Italian’s friendship with Krosnoff, who was killed in an Indycar crash at Toronto in 1996, had been forged over many years racing in Japan’s Formula 3000, Group C sportscar and Group A tin-top series. The duo went on to race sportscars internationally and together finished second at the 1994 Le Mans 24 Hours. To Martini, the elder by four months, the Californian was “like a brother”.

“We were living together basically,” says the 1992 Japanese F3000 champion, who believes they “would have been friends even out of motor racing”.

Both scored an F3000 podium in 1989 before teaming up for 1990, but results were mixed – their Suntec Lola team’s Dunlop tyres were “just a little step behind” Bridgestone in the development race. Still, Martini won at Sugo and bagged third in the points while Krosnoff managed two podiums. After a fallow 1991, they went their separate ways in F3000 but their sportscar adventures were merely beginning.

They raced a TWR Jaguar XJR-12 at Le Mans in 1991 alongside a Japanese Group C programme aboard an XJR-11, Krosnoff doing enough to earn a Nissan contract



MURENBELD

for 1992, which they opened by finishing eighth in the Daytona 24 Hours.

Martini believes that Krosnoff was “much better in prototypes” than in single-seaters because his development prowess and mechanical sympathy came to the fore. He is convinced that their SARD Toyota would have retired at Le Mans in 1994 had Krosnoff not been aboard when its gear linkage broke and required him to manually engage third from under the rear bodywork. “From that point of view, he was better than me, definitely,” Martini states, adding that their similar set-up preferences meant “decisions were very easy between us”.

Martini had planned to follow Krosnoff into Indycars for 1997 but “didn’t want to go in the US without Jeff”. His death, Martini reflects, was “one of the reasons why I gave up one year later. It was 27 years ago but, when I think about it, I still become very sad. He was a very nice guy.”

JAMES NEWBOLD



NEXT WEEK’S ISSUE

# Italian GP

WHO WILL BE MASTER OF MONZA CHICANERY?

ALL PHOTOGRAPHY: MOTORSPORT IMAGES

HONE



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