

F1 Why Hamilton signed another Merc deal

AUTOSPORT

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ITALIAN GP

Ferrari's heroic Monza failure

Verstappen extends consecutive wins record as Sainz stars



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Well done to Ferrari and Red Bull for a fine F1 show

There have been times in recent years when Ferrari has been (rightly) criticised for not making the most of the machinery at its disposal. But the home team's performance at the Italian Grand Prix last weekend was the opposite – and made the Monza event one of the best Formula 1 races of 2023 so far.

Ferrari saw an opportunity, committed to a bespoke package at the high-speed track, and made Red Bull fight for victory (see pages 14 and 27). It was brilliant to see Carlos Sainz put up a proper defence against Max Verstappen, even if it probably did harm his overall race. His wasn't a drive to a delta time, letting a faster car by to minimise delay; it was an old-school one with hope, if not expectation.

Of course, ultimately, Ferrari's bid failed. That was always likely to be the case given the underlying race performance of the Red Bull RB19, which by now we are all familiar with. The fact that Sergio Perez was able to cruise through to second despite qualifying fifth and taking an age to pass a slower Mercedes underlines that. But the point is that Ferrari at least made a *race* of it, and Verstappen had to work for it, something he appeared to enjoy. They all did. And we did.

Verstappen's new record of 10 consecutive world championship GP successes is remarkable and should also be applauded.

From one bit of history to another, we also celebrate 75 years of Goodwood in this week's special free, 28-page supplement, which includes a guest piece by the Duke of Richmond. Look out for our full report of the 2023 Revival in next week's issue (14 September).



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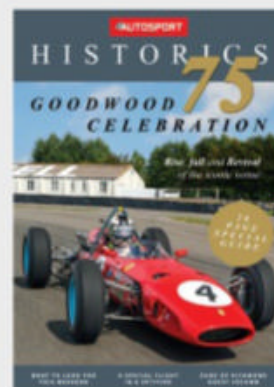
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FREE WITH THIS ISSUE



HISTORICS SUPPLEMENT

We celebrate 75 years of Goodwood and preview this weekend's Revival in our free supplement. Plus, Marcus Pye gets the opportunity of a lifetime in a Spitfire and there's our club guide.

Hamilton commits to record-breaking Mercedes stint

FORMULA 1

Mercedes has renewed the contracts of its Formula 1 drivers Lewis Hamilton and George Russell to keep them under lock and key until the end of the 2025 season. It is understood that Russell already had paperwork in place for 2024, and that his services have been extended for another year, albeit he is now likely to be on more lucrative terms. Therefore, the main talking point is Hamilton, who has renewed his commitment to the Three-Pointed Star as he chases a history-making eighth world title.

Even if he doesn't win the championship again, Hamilton will break a Michael Schumacher record. The German completed 11 campaigns with one squad: Ferrari from 1996 to 2006. Should Hamilton see his new deal through to completion, he will have managed 13 seasons at Brackley.

"We're trying to win more world championships," said Hamilton. "I think that the unfinished business is getting us back to the top – it's getting back and fighting for world championships. We've been the most successful team in history and the most successful one in the past 10 years or whatever, but it's been a challenge this past year [when Mercedes messed up its ground-effects adaption]."

"The heads of all the departments are coming together and just talking and really engaging better than ever before about where we are, the mistakes we've made, why we made those decisions, why we won't make them again and where we're going."

Hamilton takes a much more active role in contract negotiations than earlier in his F1 career. He and team boss Toto Wolff

said back in February that tentative talks had begun. They kept insisting only the i's needed dotting and the t's crossing, but the formal contract announcement didn't come for months. That led to wild speculation that a Ferrari switch was in the offing, even though the Italian squad is arguably no closer to challenging Red Bull than is Mercedes. Plus, it would have meant Hamilton turning his back on a lifetime guarantee of free company cars from Stuttgart should he have severed ties with a manufacturer that has backed him since the age of 13. The new deal should take Hamilton beyond his 40th birthday. That represents a turnaround from his previous stance, when he said he would be content to walk away from F1 to pursue his interests in the fashion and music industries.

Wolff said: "Continuing with our current driver line-up was a straightforward decision. We have the strongest pairing on the grid and both drivers are playing a crucial role in the team to move us forward... Our partnership with Lewis is one of the most successful in the sport's history. It was always a formality that we would continue together, and it's energising for us all to be confirming that publicly."

The influence Hamilton has at Mercedes



ETHERINGTON



Russell completes what Wolff says is "strongest pairing on the grid"

ETHERINGTON



Hamilton has extended deal that began in 2013 (inset)

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cannot be underestimated. The Briton has already expressed a desire to stay involved in advising the F1 operation once he hangs up his helmet. Such is his sway, it is also believed that Hamilton was involved in the decision for Mercedes to abandon its 'zeropod' design. From May's Monaco Grand Prix, the team adopted the more widely used downwash sidepod philosophy that has borne success for Red Bull and the upwardly mobile Aston Martin and McLaren.

As for the wider F1 driver market, Hamilton's show of loyalty shortens the odds on Charles Leclerc agreeing an extension with Ferrari. This is a move that both parties reckon will only be discussed at the end of the season. The other highly plausible heir to Hamilton's Mercedes seat, Lando Norris, has no exit clauses from his existing deal, which keeps him at McLaren until the end of 2025. But insiders suggest that Aston Martin Group CEO Martin Whitmarsh, who was instrumental in luring Fernando Alonso away from Alpine last summer, has sounded out the interest and availability of both Norris and Leclerc. This would be to serve as a possible replacement for Lance Stroll, who has scored only 22% of the Silverstone squad's points this term.

MATT KEW

MASSA STANDS DOWN AMID LEGAL FIGHT

FORMULA 1

Felipe Massa will not attend Formula 1 races as a series ambassador while his legal battle against the outcome of the 2008 world championship continues.

It has been mutually decided that the Brazilian's presence is no longer appropriate while he is challenging officials who apparently knew at the time that Nelson Piquet Jr crashed deliberately in the 2008 Singapore Grand Prix to affect a drivers' title ultimately decided by a single point in favour of McLaren's Lewis Hamilton over Massa.



Massa could go to High Court

Massa's representatives have also written to the FIA and F1 to demand an urgent response to the outlined legal case. They deem the summer break period and personnel being on holiday as no sound reason for both parties failing to provide a formal response to the claims.

The letters, seen by Autosport, argue: "Work on a response should have begun promptly

upon receipt of the Letter Before Claim and summer absences should not have prevented that." The letters also state that, if a formal response is not made by Friday (8 September), then the expectation is for the matter to go to the UK High Court. A fast response is desired so legal action can begin in other jurisdictions.

JONATHAN NOBLE & ADAM COOPER



Imola is vulnerable due to interest from new host nations

F1 future uncertain for Imola

FORMULA 1

Formula 1 organisers are poised to decide whether Italy will continue to host two races per season. The Emilia Romagna Grand Prix at Imola and Italian GP at Monza both have contracts in place until 2025.

The Imola event is propped up by funding from the national government, while Monza is due to splash the cash on new facilities – including larger tunnels under the track, improved hospitality and grandstands – to appease championship top brass.

Amid growing competition from prospective host nations, and

suggestions that other European venues such as Spa and Zandvoort may have to rotate, the chances of Italy continuing to double up appear remote. F1 CEO Stefano Domenicali said: "I want to thank Imola, because the organisers were ready to take a chance in a difficult moment like COVID."

"The historical value of Monza is beyond question, but we also need to keep up with the times in terms of services, which must be in line with the prices paid by those who come to the race track. Within the next year, we will have clear ideas."

JONATHAN NOBLE & ROBERTO CHINCHERO

Ricciardo injury rules him out of two more GPs

FORMULA 1

Injured AlphaTauri Formula 1 driver Daniel Ricciardo is unlikely to return to action until the Qatar Grand Prix early next month. The Australian fractured a metacarpal in his left hand in an FP3 shunt at the Dutch GP, the third event of his comeback after being ditched by McLaren for 2023, and has undergone surgery in Barcelona. But Red Bull team principal Christian Horner, who loaned out third driver Ricciardo, reckons the forthcoming Singapore (17 September) and Japanese (24 September) rounds will come too soon for the eight-time GP winner.

“Certainly Singapore, I don’t think there’s any chance he’ll be ready for,” said Horner. “It would be optimistic for Japan. But I think his recovery is going well. He’s got obviously immobility of the hand and he’s into rehabilitation now. We’ve seen with motorcyclists, rushing comebacks can



Lawson, here at the Italian GP, has impressed as stand-in for Ricciardo

sometimes do more damage, so I think that we just want to make sure he’s fully fit before he gets back in the car.”

This spell on the sidelines will allow Red Bull junior Liam Lawson to continue his substitute stint. The Kiwi navigated the last-minute call-up, treacherous wet-weather conditions and red flags at Zandvoort admirably to beat team-mate Yuki Tsunoda and classify 13th. He was

similarly composed last weekend at Monza on his way to 11th place. The current Super Formula runner-up knows Suzuka already from his Japanese commitments. Further, the national single-seater series doesn’t resume until late October, so the 21-year-old’s diary is clear for a longer-than-anticipated F1 stint as he seeks to earn a full-time AlphaTauri seat in 2024.

FILIP CLEEREN & ADAM COOPER

Rowland rejoins Nissan fold alongside Fenestraz

FORMULA E

Formula E race winner Oliver Rowland will return to Nissan for the 2024 campaign following his mid-season split with Mahindra this year.

The Briton spent three seasons with the Japanese manufacturer during its tie-up with e.dams, during which time he claimed four pole positions and five podiums, including his sole FE win in Berlin in 2020.

Rowland (right) moved to Mahindra for the 2022 campaign but secured just one podium, before enduring an even more difficult campaign this term, finishing in the points on only two occasions.

The 31-year-old and the team agreed to part ways after the Monaco E-Prix due to the lack of results, and now he has been



SBLOXHAM/MOTORSPORTIMAGES

confirmed at Nissan alongside Sacha Fenestraz.

“I’m really excited, it’s a bit of a homecoming for me, back to the place I started my Formula E journey and somewhere I had a lot of success,” said Rowland, who takes the seat formerly

held by Norman Nato.

“The team has been on a great trajectory over the last year, with performances improving. I’m confident Sacha and I will make a strong pairing, he showed incredible speed in his first season. I’m looking forward

to getting back to work, ready to go and can’t wait to see what we can do as a team.”

Fenestraz, the 2022 Super Formula runner-up, impressed with his speed during his rookie campaign in 2023. This included topping qualifying in Cape Town as well as in Monaco, where he lost pole due to a car infringement but still led during the race.

A lack of energy management generally cost Fenestraz in the races. The Franco-Argentinian recorded best results of fourth in Monaco and Jakarta, and finished 31 points and six positions behind Nato in the standings.

Nato spent just one season with Nissan before splitting with the team and it is unclear whether the Frenchman will remain on the FE grid next season.

STEFAN MACKLEY



➔ P42 MOTOGP REPORT

MOTOGP Reigning MotoGP world champion Francesco Bagnaia miraculously walked away from this frightening incident on the opening lap of last Sunday's Catalan Grand Prix at Barcelona, which he had led from pole position. The Italian high-sided his Ducati out of the Circuit de Catalunya's Turn 2, and ended up landing in the middle of the track as the oncoming pack terrifyingly rode towards him. Brad Binder suffered "every rider's worst nightmare" when he ran over Bagnaia's leg. In what could have been a season-ending incident, Bagnaia emerged without any serious injuries. At the time Autosport went to print, Bagnaia was expected to be able to contest this weekend's San Marino GP at Misano. **Photographs by Gold and Goose/Motorsport Images**

Alonso protege Marti picked for Red Bull Junior patronage

FORMULA 3

Pepe Marti, one of the breakout stars of this season's Formula 3 Championship, has been given a place on the Red Bull Junior Team programme.

The 18-year-old Spaniard is part of national hero Fernando Alonso's A14 management stable, and claimed three race wins with Campos Racing in 2023, his second season in F3. This included victory in the feature race on home ground at Barcelona. He also claimed two pole positions, at Barcelona and Spa.

"It's a childhood dream come true to become part of a Formula 1 team," said Marti in the build-up to last weekend's F3 finale at Monza. "I'm really excited to get

going and to get started with the team on the right foot. I hope it's a relationship that lasts for a long time. I'm really proud. I've had some rough moments and better moments in my career and to have this happen to me, I'm extremely grateful."

While Marti spent most of the season on the fringes of the title battle and entered the Monza weekend third in the points, he was eliminated by incidents from both Italian Grand Prix support races and slumped to a final position of fifth.

Marti was joined in the Campos line-up at Monza by Swiss Formula Regional European Championship frontrunner Josh Dufek, who replaced Hugh Barter. On his F3 debut, Dufek finished firmly in the midfield, 14th in both races.



ROZENDAAL/DUTCH PHOTO AGENCY/RED BULL CONTENT POOL

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New F2 car launched with crescent rear wing

FORMULA 2

Formula 2 unveiled its new-for-2024 car at last weekend's Italian Grand Prix, and it comes equipped with F1-style aerodynamics that series chiefs hope will improve the junior category's racing spectacle. The new chassis is Dallara's fifth car developed for GP2/F2, spanning back to its inaugural season in 2005, and features multiple visual cues similar to the current generation of F1 car.

The new front wing features upturned endplates to minimise the overall vortex turbulence generated, while the opening of the floor appears to be much more pronounced to indicate deeper venturi tunnels under the car. These all mirror the current F1 developments, but where it deviates slightly is in its visually striking rear wing. With a crescent-shaped top plane, the wing has been produced to

enhance the DRS effect by creating a larger drag differential between the wing flap's two modes. "Together with the FIA, we've designed a powerful, challenging and safe car that will prepare young drivers for F1," reckoned F2 CEO Bruno Michel, "and that will continue to provide great racing and a lot of overtaking opportunities."

The Dallara F2 2024 also includes the latest in F1-spec safety devices, continuing with the front-mounted anti-intrusion panel and increased strength in dealing with frontal impact and sidewall load. This comes as part of a chassis that F2 hopes will be a more "inclusive" car for a variety of driver builds, with the cockpit able to provide the same protection for any drivers between 1.5-1.98m tall. It does not feature power steering, but the rack-and-pinion system has been redeveloped to reduce the steering effort required behind the wheel – which is also new, since XAP has supplied

a more advanced unit for the new car.

There are inherent similarities to the previous generation F2 2018 car, with the turbocharged 3.4-litre Mecachrome V6 remaining to limit costs. Although this was a particularly troublesome piece of kit in the early years of the current car, and required the 2018 races in Austria and Hungary to open with rolling starts amid a spate of clutch issues, those have largely subsided since the championship took more control over clutch maps. The engine itself can still be prone to unreliability but F2 has stated that the powertrain has been upgraded, particularly with the championship positioning itself as a test bed for F1's projected move to sustainable fuels.

F2 partnered with Saudi Arabian oil giant Aramco to develop a fuel with 55% of its volume sourced from sustainable biological components. This will remain in use for 2024, before the championship switches to a 55% synthetic fuel for 2025 and 2026, with a view to hitting 100% for 2027. The championship is also following Formula E's lead by employing recycled carbon fibre within the bodywork components.

Early testing of the new car was carried out by ex-F2 and IndyCar driver Tatiana Calderon at Varano. Reigning F2 champion Felipe Drugovich is lined up to assist with additional testing duties. All cars will be delivered to teams by January 2024, ahead of a collective shakedown prior to a full pre-season testing programme.

A three-year cycle has been pencilled in for the car, although the two previous Dallara chassis were pressed into service for double that period to save costs.

JAKE BOXALL-LEGGE





USF PRO 2000 Myles Rowe clinched the USF Pro 2000 title on the IndyCar undercard at Portland last weekend with a race to spare, and with it a \$664,500 scholarship to step up to Indy NXT in 2024. The 23-year-old Georgia-born New Yorker beat some highly rated opponents from North America, Europe and Latin America in 2023 and won five races with Pabst Racing. Rowe is backed by IndyCar series owner Roger Penske and has been supported by the Force Indy diversity programme. He is the first African-American to win a major open-wheel title in the US, 46 years after Willy T Ribbs won the Star of Tomorrow FF1600 crown in the UK. **Photograph by USF Pro Racing**

WOLFF URGES CAUTION OVER ANTONELLI F2 TALK

FORMULA 2

Mercedes Formula 1 boss Toto Wolff has said that a decision will not be taken on a surprise potential move to Formula 2 for protegee Andrea Kimi Antonelli until his Formula Regional European Championship by Alpine season has finished.

Antonelli, who won two Formula 4 crowns in 2022, is leading the FRECA standings with four rounds to go with Prema Racing, and there are suggestions that the 17-year-old Italian could bypass Formula 3.

Wolff warned of the perils of pressure on young drivers. "There is always the risk that if you create too much hype around a young driver, that he's not left in peace to do anything," he said at last weekend's Italian Grand Prix. "We see how FRECA goes, then will take a decision what to do, together with his father and Kimi. But I'm happy that there is an Italian in the starting blocks for a great career."

Antonelli joined the Mercedes junior programme in 2018 while still in karting. This year he has already been crowned Formula Regional Middle East champion, and has even won an Italian GT round solo in a GT3 Mercedes.

MEGAN WHITE & JONATHAN NOBLE



ROZENDAAL/DUTCH PHOTOAGENCY

Euro teams in Macau F4 event

FORMULA 4

European Formula 4 teams are set to compete in Macau this November. They will take part in an additional event organised as part of the celebrations for the 70th running of the Macau Grand Prix the weekend before the GP itself.

Top Speed, the Shanghai-based entity that promotes the F4 UAE and Formula Regional Middle East series, has been given a slot after taking over the rights to F4 South East Asia, which has been dormant since the COVID crisis in 2020. The F4 SEA series will be for the Tatuus T-421 chassis used in Europe, and kicks off at Zhuzhou in China before the non-championship invitational event at Macau and two rounds at Sepang.

China's F4 series, for the first-generation Mygale chassis, was given the Macau GP title – which this year reverts



to FIA F3 – from 2020-22, but it is unclear whether it has a slot this time around. Top Speed's bid to be invited to assemble an FRegional field for Macau also appears not to have reached fruition.

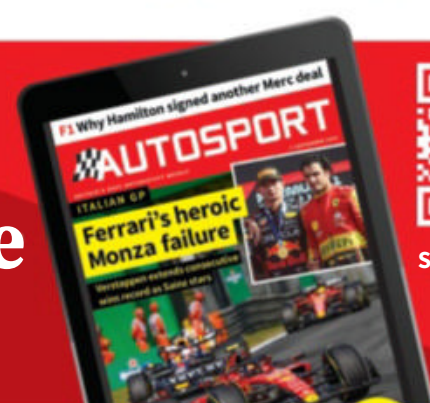
Rene Rosin, boss of single-seater juggernaut Prema, said his team will compete in F4 SEA, including Macau. "We are planning to run three cars," he said. "We still don't know about Zhuzhou but we will decide next week." Rosin added that he could run different drivers in Macau to the rest of the F4 SEA season.

MARCUS SIMMONS

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Extreme E format
will be the basis
for the arrival of
Extreme H in 2025



Hydrogen series launched with FIA world status

EXTREME H

The brains behind the electric Extreme E series have launched a new Extreme H competition for 2025, and the new hydrogen-powered off-road concept has been awarded world championship status by the FIA.

Extreme E first revealed plans to create a pioneering hydrogen-powered offshoot in 2022, with a prototype vehicle completing a shakedown last month. Now Extreme E organisers have laid the foundations for Extreme H to launch in 2025 with the series receiving FIA championship status for its inaugural year. The intention from both parties is for Extreme H to then join the FIA's portfolio of seven world

championships from 2026.

"Eventual accreditation as an FIA Championship and then an FIA World Championship means we would be amongst the top tier of global motorsport categories, and Extreme H would be the first-ever world championship racing series of its kind," said Alejandro Agag, founder and CEO of Extreme E.

FIA president Mohammed Ben Sulayem added: "Using sustainable power sources in motorsport is the key objective of the FIA and part of our long-term strategy, and this series is an ideal showcase for that."

Extreme H will follow the XE model in being based around a newly designed spec car developed by Spark Racing Technology. This will be powered by a control hydrogen

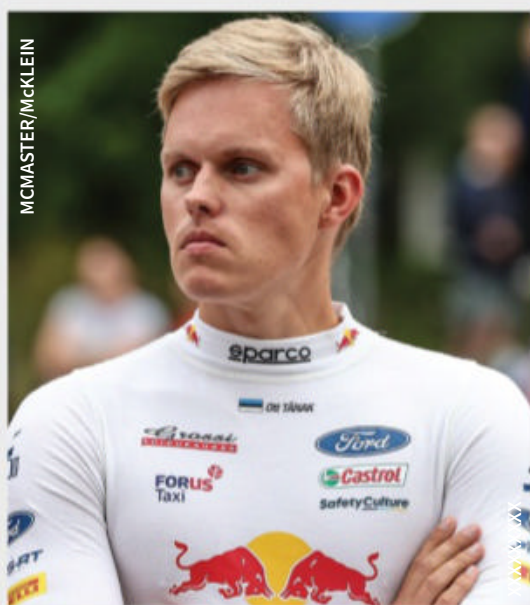
fuel cell that will produce the same power-to-weight ratio as the current Extreme E Odyssey 21 machine.

The car is set to undergo a rigorous testing programme later this year ahead of its official launch. It is hoped that it will participate in simulation races next year alongside Extreme E, which itself gains FIA championship status for 2024.

It is anticipated that Extreme H will mirror the event format and calendar used in Extreme E, and will continue the concept of teams fielding male/female driver line-ups. Current XE teams are believed to be interested in making the transition to Extreme H. The future of XE beyond 2024 is yet to be determined.

TOM HOWARD

M-Sport pins hopes on Tanak staying for 2024



WRC

M-Sport principal Richard Millener is unsure what the future holds for his team's star driver Ott Tanak but would love to secure the Estonian to continue in the 2024 World Rally Championship.

The 2019 world champion (left) this year rejoined the Ford squad, essentially on a one-year deal. But with Hyundai's Thierry Neuville the only

driver from the three Rally1 teams contracted for next year, in theory Tanak could have options. He drove for Toyota in 2018-19 before moving to Hyundai (2020-22), a tenure that ended with a year remaining on his contract last season.

Toyota boss Jari-Matti Latvala has no intentions to change his team's line-up of Kalle Rovanpera, Elfyn Evans, Takamoto Katsuta and superstar

part-time driver Sebastien Ogier.

Hyundai is understood to be keen on offering Esapekka Lappi a contract extension, while Teemu Suninen appears an option for the third car. The team is weighing up running a fourth i20 N.

"We all don't want to lose Ott," said Millener. "He has been fantastic for us. But it's never a quick and easy answer."

TOM HOWARD

Lundqvist looks like he should be joining the Stone Roses, but is actually going to Ganassi



Lundqvist lands Ganassi berth

INDYCAR

Linus Lundqvist sat on the sidelines for the majority of this season despite being the 2022 Indy Lights champion, but three IndyCar starts have landed him a lauded seat at Chip Ganassi Racing for next year.

The 24-year-old Swede's trio of starts came with Meyer Shank Racing, with a best finish of 12th at the Indianapolis Motor Speedway road course in August. But he put the paddock on notice during his debut on the streets of Nashville after advancing into the Fast 12 in qualifying. "I kept in touch with everybody during this year, kept reminding them that I'm a champion and that I want to have a seat," said Lundqvist. "But I don't think it started to really be serious until after Nashville. That was what made them really say, 'OK, well this guy's serious, this guy's legit'. And here we are a couple of weeks later being official."

Now Lundqvist's future is set, with a multi-year deal with the organisation that just captured another IndyCar title after Alex Palou stormed to victory in Portland. "Honestly, it's surreal," said Lundqvist

said. "I still have to pinch myself and make sure that it's not a dream."

Following Palou's championship clincher, Chip Ganassi stated: "Alex Palou is going to be in our car [next year], I can tell you that, sure." But Palou, who had a deal with Arrow McLaren for 2024, remained non-committal: "After Laguna [the finale] I will try and speak a little bit more, but I'm going to enjoy as much as possible the win from today, the win from the championship, and then we'll see."

In other silly season news, Romain Grosjean and Dale Coyne Racing could be headed for a reunion. The Frenchman was seen coming out of the team's trailer, with Coyne confirming conversations took place. Coyne said, "Sure, yeah," to being open to Grosjean returning to the team he made his IndyCar debut with in 2021. David Malukas, who is leaving DCR, will also be "splitting parts with HMD" since financial backing from his father's company is not required where he lands next, with signs pointing to joining Arrow McLaren to replace Felix Rosenqvist.

JOEY BARNES

Malukas (right) is linked with McLaren, Grosjean (l) with a return to Coyne



F1 TEAMS GET COST CAP OK

Just as went to press, the FIA revealed that all 10 Formula 1 teams complied with the cost cap regulations for their 2022 accounts, with none of them subject to a penalty. Each team will receive a certificate of compliance for meeting the cap, which stands at a base of \$135million plus extras. This follows last year's Red Bull overspend of approximately \$1.8m, for which it received a financial penalty and a 10% reduction in its aerodynamic testing. The FIA added that non-F1 activities within each team were studied extensively, along with on-site visits.

SAINZ HAS WATCH STOLEN

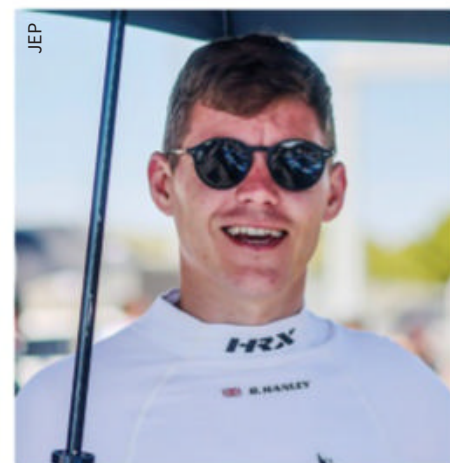
Ferrari F1 star Carlos Sainz had a Richard Mille watch worth £235,000 stolen from him as he left his Milan hotel hours after finishing third in last Sunday's Italian Grand Prix. Sainz and his personal trainer pursued the three thieves, and stopped one after a car, then foot, chase. A second was then halted by Sainz's manager, and the third by another of his personnel. Police officers then arrived and took the robbers, aged between 18 and 20, into custody. Sainz retrieved his watch before returning to his hotel.

FERRARI TECH CHIEF NAMED

Ferrari has cleared up confusion over its senior F1 management structure, and confirmed head of chassis Enrico Cardile as its official technical director. It had long been anticipated that Cardile would step up into the role under new chief Fred Vasseur.

HANLEY IN FOR BLOMQUIST

Ben Hanley will make his third World Endurance Championship start with the United Autosports LMP2 squad at Fuji this weekend. The Briton (below) subbed for Filipe Albuquerque in the Algarve and Monza rounds and will now drive the #22 entry with Oliver Jarvis and Josh Pierson in place of Tom Blomqvist, who is contesting the clashing Laguna Seca IndyCar finale with Meyer Shank Racing.





Sainz's best yet in F1

The Ferrari driver, with characteristic modesty, would not declare his star turn at Monza his finest grand prix performance so far. Respectfully, we disagree

ALEX KALINAUCKAS

To the Tifosi screaming his name underneath the Monza podium, he was a god. To the muggers he chased down on the streets of Milan later that night, he was justice incarnate. To the members of the Formula 1 press corps listening to his reflections on the 2023 Italian Grand Prix, he was the same charming, erudite Carlos Sainz.

Was this his best F1 race weekend performance, this writer asked him? You know how his childhood hero-turned-racing rival Fernando Alonso would have answered... Sainz's reply, wonderfully predictably, was as down-to-earth as ever.

"Well, I'm not sure in F1," he said. "I've done other strong weekends in F1 that maybe got a bit unnoticed when I was in the midfield, where I felt I extracted everything out of the car. Of this year, for sure. Of my Ferrari career probably. Of my F1 career, it's a tough call."

Tyre wear was Sainz's undoing in Ferrari's glorious defeat last weekend. The SF-23's bespoke low-downforce package for Monza's 'Temple of Speed' layout was still not enough to topple Max Verstappen and Red Bull, or stop the latest Sergio Perez recovery drive. The Ferrari still chews through its rubber at a far faster rate than the RB19. But for 15 laps, Sainz put on a show that eclipsed team-mate Charles Leclerc and had Verstappen frustrated. As Lewis Hamilton had noted after this year's British GP, when the

"Sainz's shrewdness behind the wheel is perhaps what defines him best as a racing driver"

Dutchman swears you know he's feeling the pressure.

Sainz's shrewdness behind the wheel is perhaps what defines him best as a racing driver. He grasps situations so well and is unafraid to make important calls. But he displayed many other traits last weekend to stir the question of it being his best F1 race event.

The first was, as Ferrari team principal Fred Vasseur noted, "from lap one in FP1 he was there", showing the pace to challenge Verstappen. He led the way ahead of Leclerc, following on from doing likewise in Zandvoort the week before. In battle, Sainz was superb, fearlessly holding off Verstappen for so long, then doing the same against Perez for as long as he could, plus brilliantly prevailing in the intra-team scrap with Leclerc at the end.

There were negatives, naturally. It was a mistake – locking up into the Rettifilo chicane – that led Verstappen to finally pierce

his defence. Then, although Verstappen's "that was naughty" comment on their earlier skirmish was hilariously hypocritical, Sainz's second major defensive move against Perez at the same spot was perhaps just over the line of fair racing. But it was a close thing at a sequence where the attacker bears responsibility too. Plus, his movements in braking zones against Leclerc might have contributed to a shock late disaster for the home team.

But these are minor quibbles. In a season when Verstappen and his dominant squad have throttled the narratives, it's only right to praise Sainz for making such a show. But what made his Monza race all the more remarkable was that he held on despite never really having the best weapon his foes enjoyed: DRS.

On the lap Verstappen came past, Sainz was able to use it on the run to Ascari, then again into Rettifilo on the following tour. But he only opened his rear wing a third time all race when he passed Hamilton into Ascari while overcoming the Mercedes on its contra-strategy mid-race. When Perez got ahead, Sainz immediately fell out of range to deploy the overtaking aid. His rivals were able to show their speed in a different way, surging considerably later in straights when Sainz was concentrating on making corner gains and traction pulls. That's what did for his tyres.

Vasseur wants to see Sainz now deploy the "good lesson also for the rest of the season" of how starting a weekend very strongly in FP1 can lead to gains across a weekend. The consensus is that Leclerc is Ferrari's lead star; that Sainz is a very able and rapid driver, but who has never shown the highest highs. Well, he sure did last weekend. That was enough to beat Leclerc by only 0.2s, his critics might say, but they didn't fight the same race circumstances all things considered. Aside from Leclerc's typical late qualifying surge, he struggled to keep pace with Sainz, Verstappen and Perez over a stint, even with DRS active practically all race.

It should indeed take more evidence than two excellent race performances to reassess a driver's position in the F1 pecking order, but Sainz is really building something now. He's got eight more events in 2023, without the pressure of a title fight, to mould that into serious momentum for Ferrari's latest targeted resurgence in 2024. And doing so couldn't come at a better time, with he and Leclerc on the edge of contract extensions.

But there's something Sainz and F1 can take for absolute certain from the 2023 Italian GP. This was indeed Sainz's best in F1. With session-topping results in FP2, FP3 and qualifying, he eclipsed his previous record of leading two sessions across a weekend (which Sainz did at Silverstone and Austin last year). Sure, it's no grand slam sweep or even a second career F1 race win. But that really was quite some glorious defeat. 🏆

➔ P14 ITALIAN GP REPORT

YOUR SAY

As it ever is with the grand prix circus, it's all about the money, never mind that there are some interesting potential new additions to F1

NEIL DAVEY

Ask fans what they think of new teams joining F1

Amid the discussions regarding potential new teams joining Formula 1, nothing has been mentioned about the views of the fans. One objection spoke of the increased risks to safety, but some of us with seemingly longer memories than team principals recall grids of 30 and the need for pre-qualifying due to the number of teams attempting to compete in F1 at that time.

But of course, as it ever is with the grand prix circus, it's all about the money, never mind that there are some interesting potential new additions to F1 who would have the ability to add value and variety, but all the principals can see is a cut in their share of the takings. The amounts required by any new team to put in the pot are preposterous to say the least.

Neil Davey
Newport, South Wales

Dedicated followers of fashion

Interesting to read about AlphaTauri courting a new fashion sponsor, although I can't help feeling they've gone for the wrong one.

With Red Bull's previous form on driver changes, surely they should have gone for Next...

Stuart Groves
Birmingham

Don't look back...

Regarding the BTCC-supporting Mini Challenge, would it not be both easier and less of a drag if the door mirrors were folded-in before the start of racing?

Graeme Innes-Johnstone
Elland



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RACE CENTRE

Holy smoke!
Sainz's lock-up
gave Verstappen the
edge he needed to
take the lead





FORMULA 1

SAINZ STARS BUT VERSTAPPEN IS VICTORIOUS

*Red Bull continued its winning streak, but Ferrari put up
some stern resistance on home ground at Monza*

ALEX KALINAUCKAS

PHOTOGRAPHY



motorsport
IMAGES

Sainz shows a clean pair out of Rettifilo as the pack behaves ahead of a frantic afternoon



“C

ar-los! Car-los! Car-los!” Simple, but effective. The tifosi’s cheers for Monza third-place finisher Carlos Sainz rather drowned out the Dutch and Austrian national anthems being played to celebrate the actual winner of last Sunday’s Italian Grand Prix.

Red Bull’s Max Verstappen may have achieved a unique piece of F1 history with his record-setting 10th consecutive win, but he is so remarkable that it has become almost unremarkable. Sainz was this race’s clear star.

The Spaniard had *just* edged Verstappen to pole position for Ferrari’s home race, and he got to enjoy the first-place grid slot for rather longer than he would have expected. That was because the race start was delayed by more than 20 minutes thanks to Yuki Tsunoda having to stop his smoking AlphaTauri ahead of the Parabolica on what should have been the sole warm-up tour. Instead, because the AT04 was stuck in gear and couldn’t be quickly recovered, the start had to be aborted twice. And due to a problem with the LED screen that accompanies the F1 starting lights gantry, everything got spun out even longer.

This delayed the mechanics being able to get back onto the grid since it impacted F1’s grid security procedures. Two Alfa Romeo mechanics were so concerned by the hold-up that they jumped over the pitwall, such was the fear over climbing engine and brake temperatures in the hottest conditions of the weekend in northern Italy.

Eventually, it was time to try the formation lap again at 1520 local time, with the hold that followed all five starting lights coming on for the getaway lasting barely a beat. When they did launch, the leading duo got away almost in unison, with Sainz having enough time to swing ahead of Verstappen on the long run down to the first part of the Rettifilo chicane.

Here he covered off first place nicely, with Ferrari’s hopes that Charles Leclerc would be able to attack Verstappen and force Red Bull

off its ideal strategy correspondingly dashed. Instead, the second SF-23, which had started from third, was forced into defensive action against Mercedes driver George Russell. This tussle lasted until the pack reached the Roggia chicane a few seconds later and, now safe in third, Leclerc was able to shoot after the top two.

Russell was quickly dropped but not massively so as he led Sergio Perez’s Red Bull RB19 in fourth, while Sainz pulled out a 0.8-second gap on the first lap of 51 (reduced from the original 53 by the extra formation tours).

Sainz extended that to 0.9s on the second time around, but critically did not build enough of an advantage to break Verstappen’s DRS threat. Therefore, when the overtaking aid was activated, Verstappen promptly reduced the difference by nearly a third. He still, however, had Leclerc lurking just under a second further back, the second Ferrari being towed along very nicely.

“I was just trying to stay patient,” Verstappen later explained of the race’s opening phase. “It was still a very long race. I could see them struggling a lot with the rear tyres, so I just had to pick my moment.”

The first one he plumped for occurred on lap six, when Verstappen, who had been thrillingly close to Sainz’s rear while running through the famous Ascari chicane, got such a good DRS run down the main straight that the leader was forced to cover the inside line at Rettifilo. In an effort not too dissimilar to his disastrous move against Lewis Hamilton at the same corner here in 2021, Verstappen attacked on the outside line, except this time he backed out of contact.

He declared Sainz’s firm shutting of the door as “naughty” over his cockpit radio, but a racer as hard as Verstappen could have little real complaint. In any case, it was becoming obvious that he would soon get another chance. “I tried everything I could to keep [the Red Bulls] behind, especially that first stint in front of Max,” Sainz said afterwards. “It probably nearly cost me a podium, because it meant that I was wearing my tyres a lot.”

The podium point is still to come, but the tyre wear was really becoming an issue, especially on Sainz’s left-rear. Plus, as Pirelli



“I TRIED EVERYTHING I COULD TO KEEP THE RED BULLS BEHIND, ESPECIALLY THAT FIRST STINT IN FRONT OF MAX”

motorsport manager Mario Isola explained to Autosport, with “40C track temperature, degradation was higher than expected”.

Unlike in 2022, when front-left tyre wear was Ferrari’s undoing against Red Bull, this time the attention was on the rear axle. On tyres a compound step softer than last year (in this case the leaders had started on the medium C4s), the traction demands of the Monza layout of few corners and long straights was putting the pressure on the rear rubber. Further, the 2022 Pirellis famously had a tendency to introduce understeer. The current tyres are stronger and provide a better balance to the handling, which in turn increases the rears’ sensitivity to on-throttle sliding out of corners.

This was what Sainz had to do – blast out of the corners and try to get as far ahead of Verstappen as possible. But it came at a cost. It made him “very vulnerable towards the end of the stint”, which on the mediums was expected to be around 20 laps long. But that’s getting ahead of ourselves once again...

After his first passing attempt had been rebuffed, a second close run for Verstappen out of Parabolica at the end of lap eight caused Sainz to cover the middle of the road heading towards Rettifilo. “When he was putting the car in the middle under braking into Turn 1, it’s almost impossible to do something,” said Verstappen. “Because if I go for it and he just moves a little bit to the right, there is no space anymore. So, for me, there was never really an option to actually fight in the braking zone.”

Instead, having grown audibly frustrated at the top-speed prowess Ferrari was displaying, Verstappen had to wait for the circumstances to fall his way. As he did so, engineer Gianpiero Lambiase helpfully »

QUALIFYING



He so nearly did it. Max Verstappen, eyeing a ninth pole position of 2023, fell just 0.013 seconds short of grabbing another one at Monza. There was to be no denying the driver of Saturday: Carlos Sainz.

With Sergio Perez once again falling short to end up fifth behind the impressive George Russell – at a track where Mercedes’ ongoing drag problem was seriously exposed, Lewis Hamilton qualifying eighth – and the out-of-sorts Charles Leclerc, the pole battle boiled down to two.

After the first runs in Q3, Leclerc was still a factor – 0.032s behind Sainz and with Verstappen third, 0.067s further back. Leclerc ran ahead for the second attempts on soft tyres, which followed all the drivers using hards in Q1 and mediums in Q2 as per the second 2023 Alternative Tyre Allocation experiment. Leclerc charged to provisional pole, but rued not having a slipstream, which he reckoned “cost us one position at least”.

But they lacked a tow in the battle behind, too, with Verstappen running ahead of Sainz this time. Ferrari had the straightline speed edge on Red Bull for a change, largely down to its skinny rear wing being “well optimised for Monza”, said Verstappen. But the Spaniard paid for clunking the kerbs too hard at the first chicane, which allowed Verstappen to close all his previous deficit, according to each car’s GPS traces.

Then, at the second chicane, Verstappen needed two stabs at his steering wheel to get into the first apex – a likely result of the tyre warm-up delay the RB19 suffers, which makes it a relatively poorer (it still has 10 poles!) qualifying machine compared to its race dominance. Sainz got on the power earlier here as a result and built a gap he would ultimately never lose.

In doing so he ran thrillingly close to the edge of the gravel exiting the Roggia chicane, then had to catch a slight snap of oversteer in Lesmo two, where Verstappen traversed through slower but powered out quicker onto the run to the Ascari sequence.

Here Sainz just took “the ultimate risk” – he put his left-front wheel well over the inside kerb of the first left part, while Verstappen repeated his FP3 approach (see page 22) and avoided the raised area completely. The result actually favoured the Dutchman, but Sainz again pulled ahead on the long run to the Parabolica with his wing advantage.

There, feeling “extra confidence and extra feeling to push through” thanks to his Ferrari’s compliant balance, Sainz committed mightily again. But having to wrestle his car just a touch as a result of that extra speed through the right-hander almost proved costly. That slide, allied with Verstappen’s superior traction, brought the world champion back into play. They respectively shot to the line, where Sainz prevailed.

“Having to wrestle his car just a touch as a result of that extra speed almost proved costly for Sainz”

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insisted that his rival was “struggling with the rears – a lot”. And so, after another tense six laps with Sainz at the head of the pack, during which Leclerc critically fell out of DRS reach to Verstappen on the 11th tour, the double champion’s moment arrived.

With the Red Bull feinting to the inside before really heading the other way, Sainz slightly snatched his right-front brake. It wasn’t a massive lock-up, but it was enough to send him deep for the second part of the Rettifilo chicane, and Verstappen kicked off the winning move, shooting his Red Bull alongside the Ferrari on the run through Curva Grande.

Here, something fascinating happened, which was key to understanding how good Ferrari and Sainz were last weekend: the Spaniard started to edge his nosecone back ahead of Verstappen.

There were several reasons for this. The first, and simplest, being Ferrari’s decision to fit new engines into its cars for this event. “They were running those engines pretty hard as well,” claimed Red Bull team boss Christian Horner, indicating what his squad was calculating from the GPS traces logged by the red cars.

Ferrari team principal Fred Vasseur gave short shrift to that theory, saying, “We didn’t take more risks than Zandvoort” the week before when it came to engine mode power settings. In any case, the Ferraris suffered no engine ill-effects, even with the extra baking of the longer start time.



“SOMETHING FASCINATING HAPPENED - SAINZ STARTED TO EDGE HIS NOSE BACK AHEAD OF VERSTAPPEN”

What Ferrari did certainly do, however, was run a slender rear-wing package that senior team performance engineer Jock Clear had explained ahead of the race was “bespoke” for Monza. Previously a common ploy in the pre-cost-cap eras, this had been produced based on the team’s observations from earlier in 2023 that “the lower downforce was suiting us better, it would have been silly of us not [to have taken this approach]”, as Clear put it.

As could be seen clearly in qualifying, and in the speed trap figures, Sainz had the edge on top speed. But Verstappen’s bigger wing – actually still the smaller of the two Red Bull had tried in opening practice – was providing enough downforce to given him an advantage in the fastest corners: Lesmo two, Ascari one and the Parabolica.

That, and being able to use DRS to stay close on the straights, meant Sainz didn’t have to spend additional tyre life in those places too. But Verstappen wasn’t using DRS to blast ahead of Sainz as might have been expected given Red Bull’s prowess in this area everywhere else in 2023. This was because the skinny wings here simply opened less than with the barn doors fitted last time out at Zandvoort. There just wasn’t the downforce surface to dump and big boost to be had.

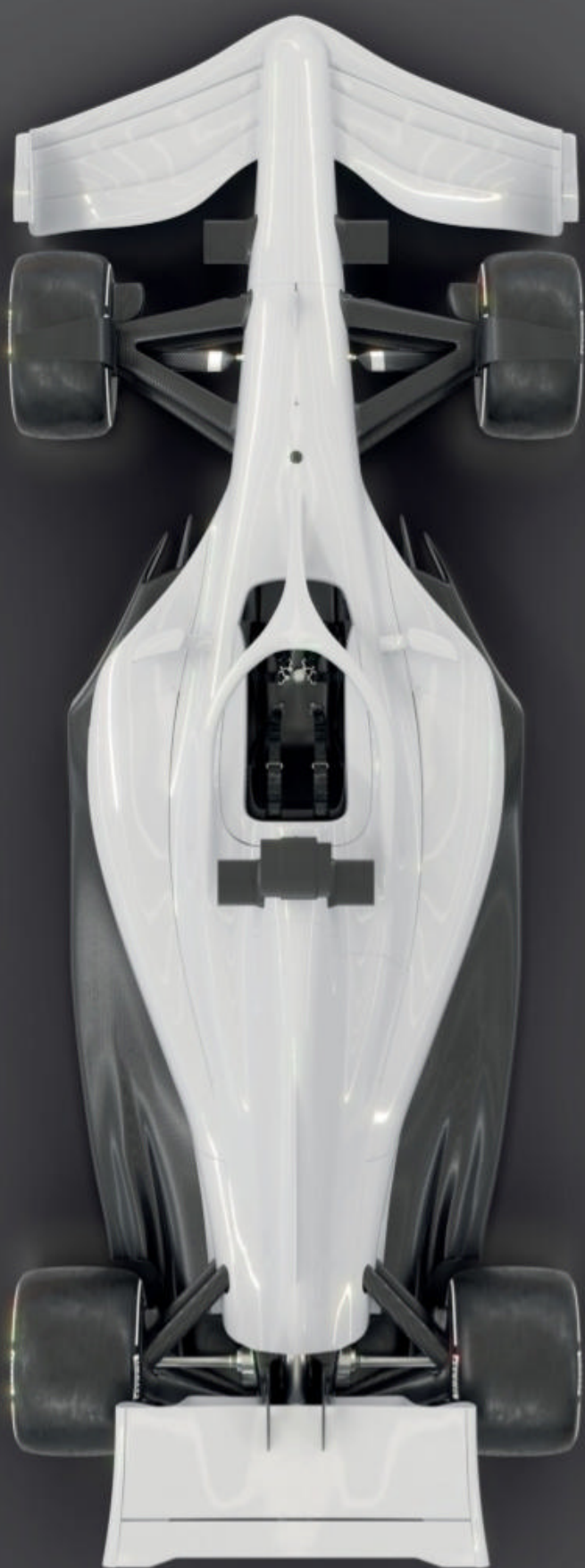
But this was still Verstappen and the RB19. And from alongside Sainz through the Curva Grande, he pressed home his hard-won advantage, sealing a lead he would only again lose through the pitstops (to cars well out of the lead fight) with a neat move on the inside at the second chicane of Roggia. By the end of lap 15, Verstappen had shot clear to lead by a second, with Sainz under massive pressure from Leclerc behind.

The Monegasque may not have enjoyed Verstappen’s cornering speed, but he was already getting DRS from his team-mate. And soon Perez was an additional factor, after he had finally battled past Russell on the run to the first corner on lap 16.

Ferrari had decided against pitting Sainz as soon as Verstappen powered ahead of him because, according to Vasseur, “we were »



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Heart rates rose as
Sainz and Leclerc
fought for third

all a bit worried with the life of the hard, but we were a bit blind because we didn't do such a long stint before [in practice]". He was referring to the FP2 long runs lasting, generally, just four to five laps for the frontrunning squads thanks to Perez's late crash at Parabolica, when in any case conditions were cooler. With this in mind, Vasseur said Ferrari also felt that "it was also a risk to stop very early [due to subsequent stint length]".

"It did feel high deg for me," Sainz explained of his tyre life throughout the event. "It did feel more like a two-stop than a one-stop. In the end, we committed to a one-stop because that's what our numbers suggested before the race. But, honestly, I was probably five laps short in each of these stints. The last four laps I did on the medium I did it with zero rubber left."

Sainz was pulled in at the end of lap 19, just before the one-stop target lap, but had to wait for nearly a full second longer in his pitbox than ideal because Russell also pitted and nipped ahead into the waiting Mercedes mechanics. This meant, when he stopped a lap after his team-mate to also take the hard tyres Ferrari intended to carry to the end, Leclerc very nearly overcut his team-mate on a day when the undercut was very much the more likely outcome of pitstop chess movements. But Sainz stayed ahead at the first chicane, then was unruffled by Leclerc's feint at the outside of Roggia.

Verstappen was by now also on the hard tyres – he'd stopped on the same lap as Leclerc, and was soon busy extending his lead from the four-second margin he'd had before his pitstop with a run in the mid-1m25s. He'd been over half a second slower than that just after he rejoined, which allowed Sainz to briefly steal a few tenths back as he



Both Russell and Perez
prepare to cut the chicane
in their early duel for fourth

ETHERINGTON



“IT DID FEEL MORE LIKE A TWO-STOP THAN A ONE-STOP. BUT THAT’S NOT WHAT OUR NUMBERS SUGGESTED”

pressed on with Leclerc bearing down.

Perez came in at the end of lap 21, after he’d “decided to stay out” when he saw Sainz pit, going against Red Bull’s wishes. Perez was instead “thinking that we could extend a little bit more, to build a little bit more of a tyre delta”, but then “we were in the risk of undercut to George and we ended up behind the Ferraris” when he did stop two laps later than planned.

Through the phase leading up to halfway, Hamilton held first place thanks to starting on the hard tyres and running deep before stopping on his way to a controversial sixth-place finish behind his similarly penalty-addled Mercedes team-mate, although Verstappen easily took back the lead with a DRS blast on the main straight on lap 25.

Two laps later, Sainz passed Hamilton heading into Ascari, just before the Briton finally pitted and entered his period of pack racing and penalty pain. At this point, Perez was just 0.6s behind Leclerc, who was trailing his team-mate in turn by 0.8s.

As they headed towards Rettifilo on lap 31, one tour after barely managing to hold the DRS to Sainz, Leclerc critically lost the overtaking aid he’d been using to keep up with his team-mate and to defy Perez. What followed was very reminiscent of Monza 2019 and Leclerc’s ultra-aggressive defence against Hamilton to seal his only Ferrari win on home soil to date. As Perez used DRS to attack on the outside of the second chicane, Leclerc swung right and, after the barest hint of contact, the Red Bull jinked right and put its wheels on the grass, so close to shunting. But Perez held on, somehow, and the next time down the main straight made certain of third even before the braking zone against the DRS-less Leclerc.

Sainz was 2.0s ahead of Perez – 6.8s behind Verstappen – and it took eight laps before the Mexican was finally able to haul himself into DRS range of the lead Ferrari. Now that he had DRS back while running behind Perez, Leclerc was still close at hand in fourth.

Like Verstappen earlier, Perez struggled to mount a pass when pitted against Sainz’s end-of-straight speed, even with DRS. On laps 41 and 43 he tried around the outside of the first turn at Rettifilo, but was firmly shown to the edge of the track and opted to cut the second apex. He fumed on the radio to little avail.

When this happened again on lap 45, this time Perez emerged >>

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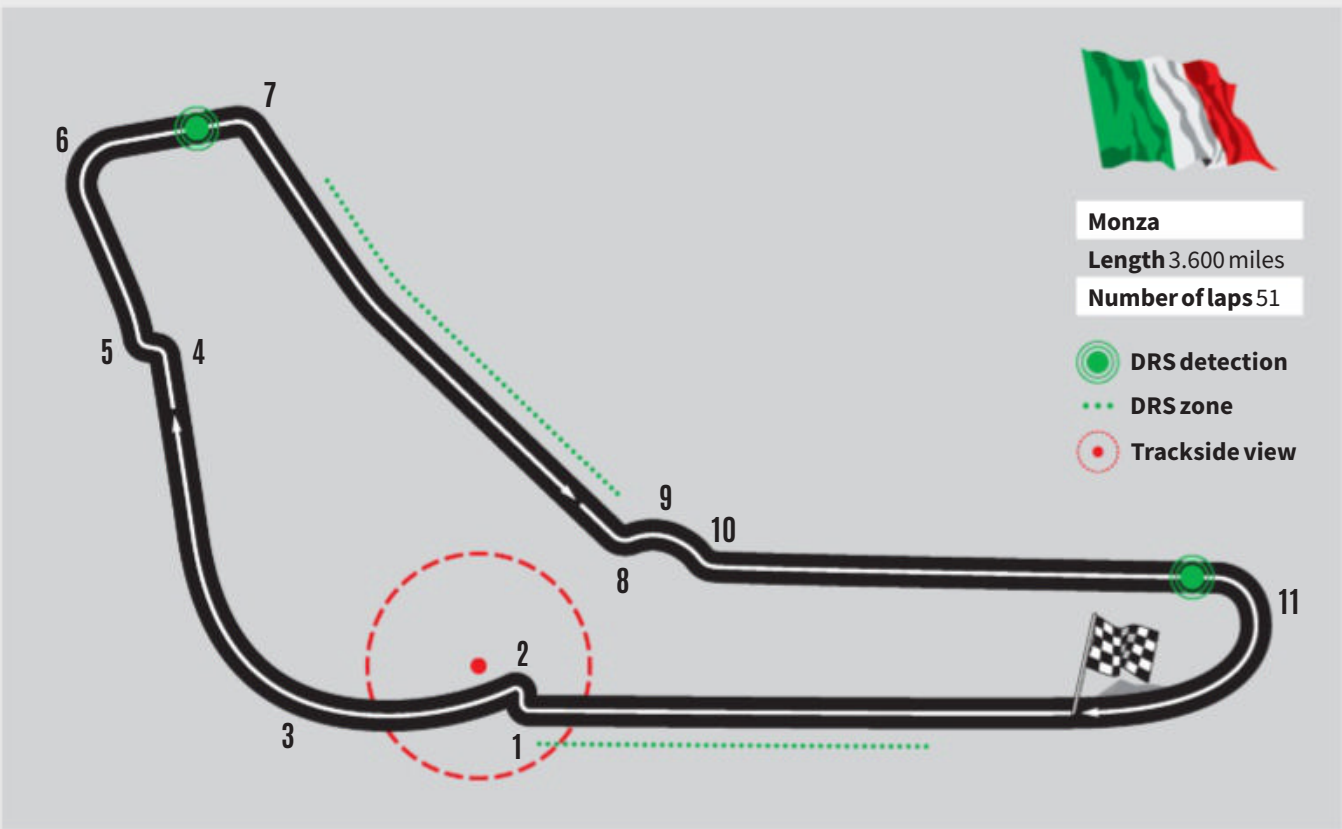


Many of Monza's famous corners sadly looked rather different this time. Just six weeks earlier, this part of northern Italy was struck by a series of severe thunderstorms. These were so ferocious that the wind felled approximately 10,000 trees in Monza's former royal park, according to event officials.

Two storms in four days between 21-24 July did the real damage, with wind speeds clocked at over 60mph, well over gale-force level. The uprooted trees fell domino-like as they hit others nearby. This was exacerbated by drought conditions that have impacted much of Italy in recent years, weakening tree roots.

The falling branches and trunks also badly damaged Monza's track barriers, although the circuit's asphalt surface and kerbs escaped harm. The photographers' perch where Autosport heads for the start of FP3 is a different structure to before, the old one too badly damaged by a falling tree to be used again. Monza staff, working with employees from the local government, worked hard to clear the debris and repair the damage in the limited time ahead of the GP.

As a result, some of the famous corners look dramatically different. All through the first sector, most notably around the first Lesmo turn, the previously thick, ancient forest has been thinned. So much so at Lesmo one that its old foliage, tunnel-like approach is no more.



“A replanting effort is under way in Monza’s forest, but it will be a long time before it’s truly back to normal”

The scene around the small grandstands on the run from the Roggia chicane is now more wasteland than beauty spot.

We ponder all this as we soak in the baking sunshine during third practice, topped by Ferrari’s Carlos Sainz. Away to our right behind the Rettifilo chicane, the thinned forest leaves Alfa Romeo driver Valtteri

Bottas realising he “never remembered seeing those mountains [the Alps] so clearly, after the main straight”.

Here we see Lewis Hamilton complete the first soft-tyre laps of his Alternative Tyre Allocation weekend, which aren’t all smooth since he locks up and cuts Turn 2 10 minutes in. Lando Norris is clunking the Turn 1 apex kerb more than most, while Sergio Perez and Charles Leclerc very aggressively whip their respective steering wheels going left for Turn 2.

For the second half of FP3, we wander across the infield to the

Ascari chicane, where Sainz’s session-topping time is cheered heartily. Max Verstappen’s 1m20.998s puts him second to Sainz by 0.086s, the Dutchman the only driver really able to avoid the inside kerbs for the first part of Ascari.

Tifosi passion, Red Bull 2023 brilliance, blazing sunshine – it’s all so familiar. But, although a replanting effort is under way in Monza’s forest (which was aided by a Stefano Domenicali photocall last week), sadly it will be a very long time before it’s truly back to looking normal.

ALEX KALINAUCKAS



from his shortcut ahead and was forced to hand second position back. But at the end of that tour, a wider, sweeping line out of Parabolica aided his momentum down the main straight, and finally Perez had enough speed to shoot ahead of Sainz even before the braking zone for Rettifilo. He actually had to defend the corner's inside line, all of which added up to the trio being re-established, as Leclerc arrived at Sainz's gearbox once again.

Verstappen led by 12.4s, but come the race's end that was down to 6.1s. Vasseur theorised that "Max, the last couple of laps, had some [tyre wear] issues I think and not too much margin". But Red Bull claimed that Verstappen was actually managing engine overheating and so did not want to reach the gaggle of cars running ahead of Pierre Gasly's 16th place and have a long period running in hot air.

"We just didn't want to take any risk," Horner said of this. Red Bull motorsport advisor Helmut Marko also suggested "it was also good [that] because of this his fastest lap idea couldn't come up..." Whatever, history was still well and truly made.

But that won't be the main memory of this race until the cold hard facts of history books stand out. Right now, the vivid, red-on-red, no-holds-barred battle between Sainz and Leclerc is overriding.

That's because it was just so savage and so brilliant. And had either

"THIS IS WHAT I LOVE ABOUT RACING, THE ADRENALIN YOU FEEL WHEN YOU ARE FIGHTING. THAT WAS REALLY FUN"

Ferrari driver placed their car barely a fraction differently at any of several locations, an embarrassing crash was surely on the cards.

The first move of the thrilling tete-a-tete was Leclerc's DRS run along the main straight at the start of lap 47, with Sainz unable to stick with Perez long enough to get that advantage himself, his hard tyres this time "with zero rubber left" approaching the conclusion of the race.

But Leclerc locked up at Rettifilo and went deep, with Sainz perfectly judging the exit of the chicane to run alongside through Curva Grande. This of course became the inside for Roggia, where Sainz this time locked his left-front and both cars cut the complex, Leclerc appearing to lightly tap his team-mate's right-rear as it sailed unexpectedly close to his left-side front-wing endplate. A second Leclerc attack at Rettifilo, on lap 49, didn't come off despite Sainz locking his left-front, after which the Spaniard begged Ferrari to "bring this home". But Leclerc was allowed to carry on attacking under Vasseur's instruction, "no risk at all".

That seemed to be forgotten on the last lap, so desperate was each Ferrari driver to be "fighting for a podium in Monza", as Sainz put it. Heading into Rettifilo for the final time, Leclerc dived late from outside to inside, at which Sainz jinked slightly right as they braked. When Leclerc had to veer left to avoid contact, he locked both front wheels and only just avoided wiping out his team-mate.

"We were both moving a bit too much under braking but, at the end, I don't complain," Leclerc said after coming home just 0.2s adrift of third and the intense podium reception that Sainz would go on to enjoy.

"This is what I love about racing, the adrenalin that you feel when you are fighting each other. This was really fun." Well said. 🏆



**NEXT
F1 REPORT**

Singapore GP
21 September
issue

McLARENS BATTLE ALBON - AND EACH OTHER

A clash between the two McLarens underlined a difficult Italian Grand Prix afternoon where a straightline speed deficit cost the cars in traffic.

Oscar Piastri preserved his qualifying advantage over Lando Norris to retain his seventh position at the start, and got ahead of Alex Albon's Williams before the Anglo-Thai repaid the favour a lap later. Piastri began to fall away, prompting Norris to strongly hint at a positional swap between the two cars. Norris's wish wasn't quite granted, although he was allowed the earlier pitstop to use as an undercut opportunity at the end of lap 22.

A lap later Piastri tried to emerge from his own stop ahead, but Norris had a nose ahead into the first chicane. The Aussie couldn't get his car stopped in time to avoid Norris and the two made contact, which luckily did not become anything more severe as they touched wheels.

Norris kept the advantage but also could not break down Albon, despite McLaren's efforts over the radio to dummy the Williams driver into making a second pitstop. In the meantime, Piastri's race was compromised by his clash with Lewis Hamilton and he required a new front wing, prompting a fight back through the order. This ended with a five-second penalty – Piastri cut the second chicane to pass Liam Lawson, and he was classified 12th.



Re-signed Mercedes drivers overcome race penalties

Lewis Hamilton and George Russell celebrated their new Mercedes contract extensions with a five-second penalty apiece for their respective clumsiness in close-quarters combat.

The censures had no effect on their finishing positions, and Mercedes still managed to claim fifth and sixth after lacking efficiency down the straights. Russell outqualified and finished ahead of his team-mate, albeit in a lonely race that had its foundations in his first-lap escape from the McLarens and Alex Albon.

After his sole pitstop, Russell elected to pass Esteban Ocon at the pit exit while cutting the first chicane, and did not cede the position back to the Frenchman, costing him 5s. This made little difference to Russell's race, since he was already well clear of the growing train of cars behind Albon and the gap only continued to grow.

Hamilton's misdemeanour featured

a rare lack of spatial awareness, when he cut across Oscar Piastri (who was on the outside line) in the Variante della Roggia to break the McLaren driver's front wing. The penalty that Hamilton copped gave him the hurry-up, and prompted further moves on Lando Norris and Albon to mitigate the damage to his overall race time. His efforts more than made up for the penalty – he found nearly 7.5s over Albon at the chequered flag to absorb the damage.

"I apologised because it was obviously my fault," Hamilton admitted after the race. "And it naturally wasn't intentional. I got up alongside and just misjudged the gap that I had to the right."

Hamilton reckoned that a swift clearance of Fernando Alonso after his pitstop had been key to his later ascent through the order; the Aston Martin was not particularly competitive at a circuit that rewards low-drag characteristics.

21

Alex Albon has now scored more points for Williams in a single season than anyone since 2017





TSUNODA TRIGGERS START DRAMA

Yuki Tsunoda's formation-lap stoppage prompted an aborted start and a scramble for the mechanics to return to their cars on the grid.

The Japanese racer's AlphaTauri was stranded on the run to the Parabolica with a power unit issue, and needed assistance from a flat-bed truck because it could not be pushed. The second start attempt was hence also aborted.

Issues with the official timing and signals delayed the passage of the mechanics back to the grid – security staff would not open the pitwall gates, having not been privy to the teams' radio communications, which had indicated that the start would be aborted. Two Alfa Romeo mechanics were spotted jumping over the pitwall to enter the start/finish straight before the gates were opened, allowing the technicians to go through the standard start procedures once more.

Bottas snatches 'really important' point for Alfa

Valtteri Bottas managed to convert his alternative strategy into a top-10 finish, and captured the final point for Alfa Romeo in the process at the expense of Logan Sargeant.

Bottas was one of only three drivers – along with Lewis Hamilton and Kevin Magnussen – to start on the hard-compound tyre, and stuck it out until the end of the 25th lap, when he made his sole pitstop for the medium rubber. He fell to 16th but, with many of the lower-midfield runners conducting two-stop strategies, managed to move up the order to sit on the cusp of the points.

His lap 43 overtake on Sargeant proved to be the clincher for his first

point since June at Montreal, as the American suffered with balance issues and struggled to keep Bottas behind. The Finn stole past at the Rettifilo chicane but couldn't shake off the Williams into the Roggia. Although Sargeant hoped to recoup the place in that second chicane, his ambition on the brakes went beyond the limits of adhesion to careen into Bottas's flank. No damage was done to the reliveried C43, and Bottas was unchallenged for the final eight laps as Sargeant earned a five-second penalty for his efforts.

"It's really important for us," Bottas noted, after lifting Alfa to just a point adrift of the Haas squad.



Q&A

ALEXANDER ALBON WILLIAMS DRIVER

How difficult was it keeping the McLarens behind?

It was tricky because we were really weak in the last corner, and they would always catch me up through there. The deg was huge and we thought it was going to be a really tough race. We didn't have the pace today, but we had the straightline speed, and that kept Lando behind. He must be very frustrated. I would be. And we were just about good enough in Turn 1 on the brakes. Even though McLaren have more downforce than us, it's not a clean overtake for them. You could see

every time they tried to outbrake me, they tended to go wide.

How big a step is that towards seventh in the championship?

It's a good step. I worry about tracks like Brazil, these kind of races. We needed that, because in the next few races we're not really going to stand a chance. Not to say that we're going to take our foot off the pedal, but a good points finish here was what we needed.

How was your strategy?

We were on used mediums and used hards so we made it tough for ourselves. I wouldn't want to do that race again but I'm super-

happy with the result. Scoring points two races in a row is really enjoyable. From where we were at the start of the year to now is amazing.

The team has made progress?

Exactly. I think we still see our weaknesses; we are low downforce. We are better than we were last year, but when the track gets hot and the deg is high we really struggle. And this was a race where we struggled, on a track that should suit us. I think if the track was 20 degrees cooler we would have been really fast, near where we qualified. We go to Asia now, it gets hot – America is kind of hot too.



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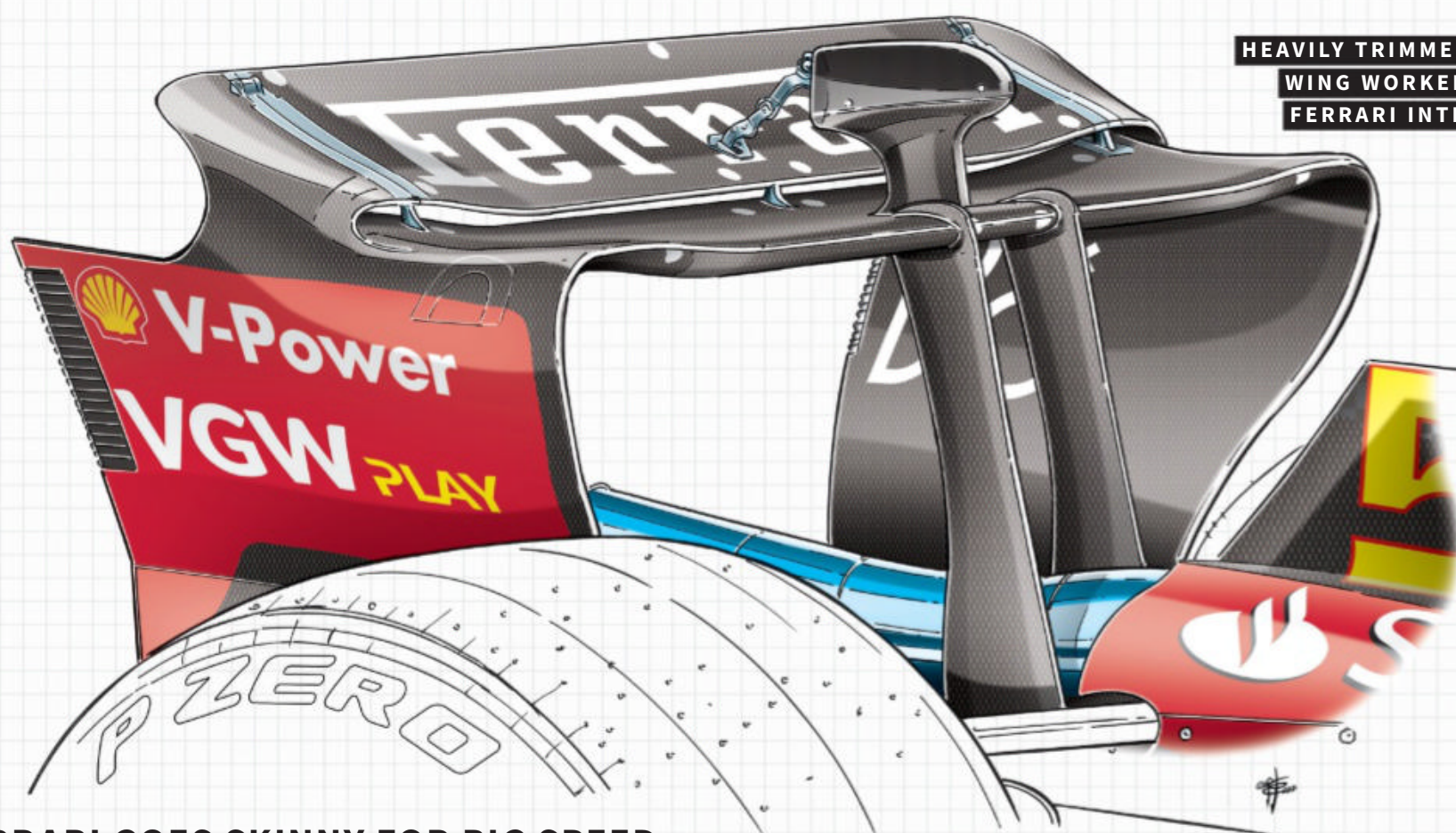


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DRAWING BOARD

GIORGIO PIOLA



HEAVILY TRIMMED-OUT
WING WORKED HOW
FERRARI INTENDED

FERRARI GOES SKINNY FOR BIG SPEED

The yearly parade of Monza-spec Formula 1 aerodynamics once more descended, and the array of skinny rear wings across the field is customary as the Temple of Speed lives up to its nickname.

Knowing that its strengths lay in high-speed and low-downforce conditions, Ferrari pushed the boat out for its home race and opted for a distinctly shallow rear wing, not dissimilar to the arrangement it used last season.

According to performance engineer Jock Clear, Ferrari expected much from its made-to-measure package from the weekend, and that it performed affirmed the team's development work over the season. "To come to Monza and for the car to perform exactly as we expected it to is a real fillip for all the design crew, and the aero department," reckoned Clear. "That is an affirmation that yeah, we know what we're doing.

We understand what this car is doing."

It served the team well in the speed traps, and Carlos Sainz's pole lap over Max Verstappen showed that the Ferrari had a very clear advantage on the straights. Verstappen's exit from the Parabolica was stronger, however, which eventually afforded his race-winning pass as the lower-downforce Ferrari struggled with traction on the corner exit.

JAKE BOXALL-LEGGE

McLAREN CONTINUES DEVELOPMENT PUSH

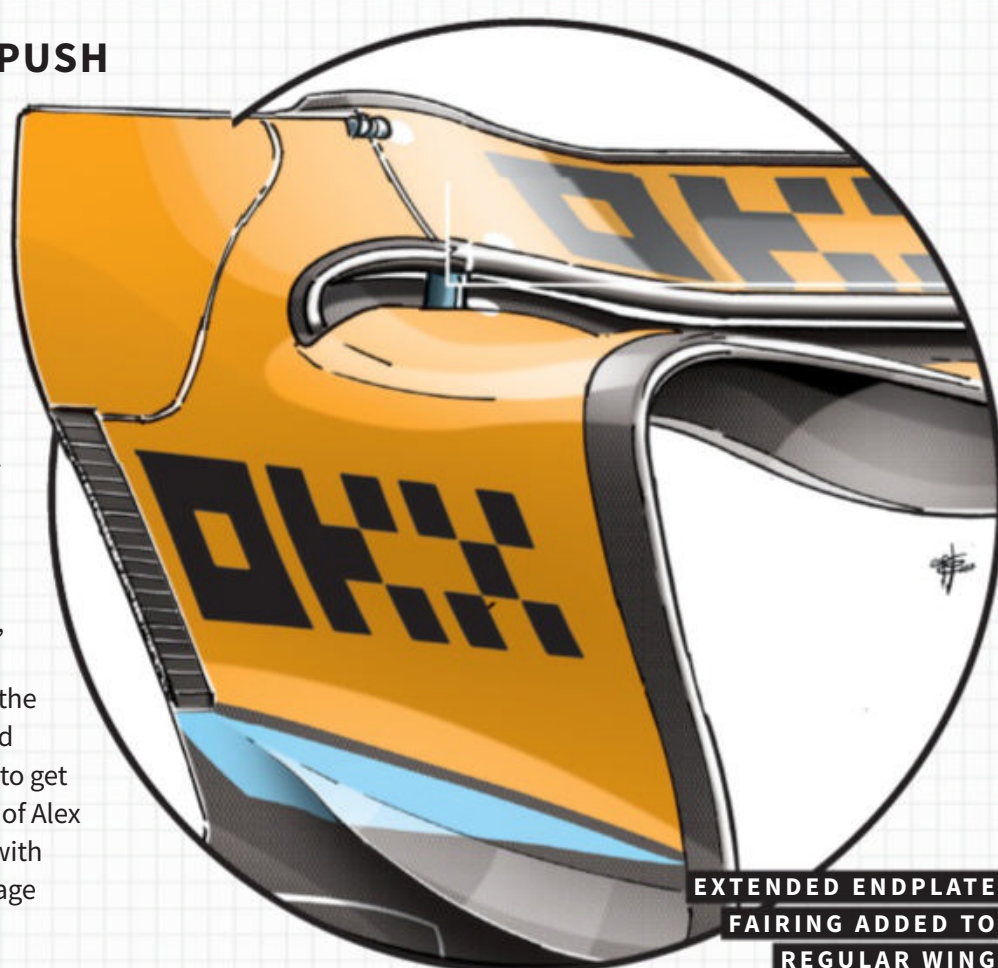
McLaren introduced its own lower-drag rear for the Italian Grand Prix, having not enjoyed anything similar for the race at Spa prior to the summer break.

A heavy upgrade path for the MCL60 has turned McLaren's 2023 car from being a lower-midfielder to a podium contender, although at the cost of preparing a low-drag package in time for the earlier

high-speed races.

McLaren experimented with an adapted version of its regular wing mainplane with a shorter-chord upper flap and extended endplate fairings (drawn right) in a back-to-back experiment, with a new wing featuring a flat mainplane and an upper plane with a reduced angle of attack (pictured left). The new wing was decided to be the best offering for the race, although overall pace in the speed trap was only around the midfield at best. This ensured that the McLarens struggled to get past the rocket-like Williams of Alex Albon in the straights, even with a significant traction advantage out of the final corner.

JAKE BOXALL-LEGGE



EXTENDED ENDPLATE
FAIRING ADDED TO
REGULAR WING

NEW FLAT MAINPLANE
WING GOT THE NOD



MAUGER/MOTORSPORT IMAGES

20 Stroll #18
1m22.860s

18 Ocon #31
1m22.548s

16 Zhou #24
1m22.390s

14 Bottas #77
1m21.940s

12 Lawson #40
1m21.758s

19 Magnussen #20
1m22.592s

17 Gasly #10
1m22.545s

15 Sargeant #2
1m21.944s

13 Hulkenberg #27
1m21.776s

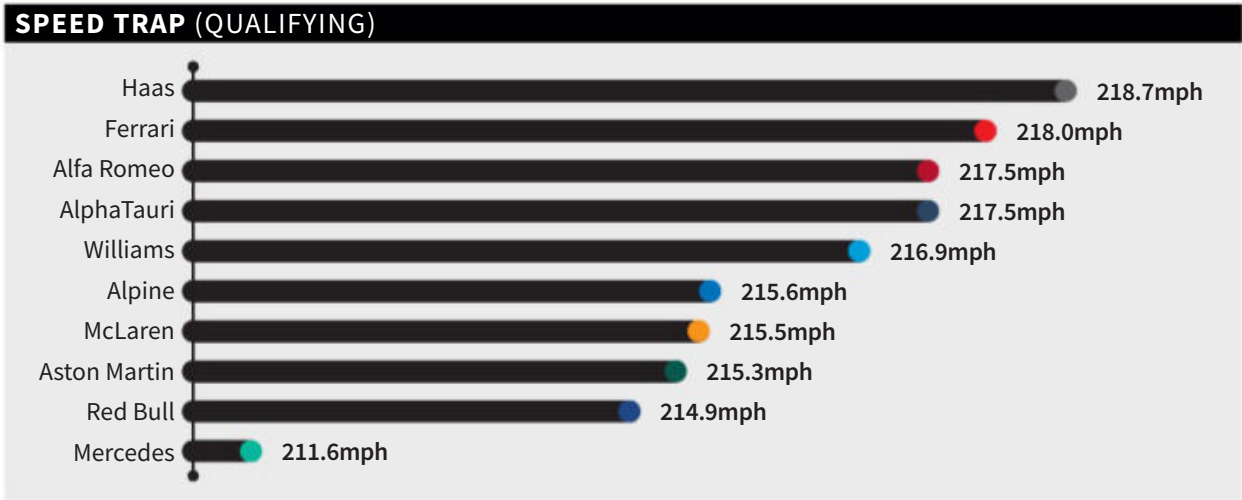
11 Tsunoda #22
1m21.594s

FREE PRACTICE 1			FREE PRACTICE 2			FREE PRACTICE 3		
POS	DRIVER	TIME	POS	DRIVER	TIME	POS	DRIVER	TIME
1	Verstappen	1m22.657s	1	Sainz	1m21.355s	1	Sainz	1m20.912s
2	Sainz	1m22.703s	2	Norris	1m21.374s	2	Verstappen	1m20.998s
3	Perez	1m22.834s	3	Perez	1m21.540s	3	Hamilton	1m21.453s
4	Leclerc	1m22.966s	4	Piastri	1m21.545s	4	Leclerc	1m21.486s
5	Russell	1m23.189s	5	Verstappen	1m21.631s	5	Alonso	1m21.711s
6	Alonso	1m23.214s	6	Leclerc	1m21.716s	6	Russell	1m21.730s
7	Norris	1m23.241s	7	Albon	1m21.979s	7	Magnussen	1m21.884s
8	Hamilton	1m23.269s	8	Alonso	1m22.071s	8	Hulkenberg	1m21.985s
9	Tsunoda	1m23.271s	9	Russell	1m22.176s	9	Albon	1m22.054s
10	Albon	1m23.444s	10	Hulkenberg	1m22.291s	10	Perez	1m22.192s
11	Piastri	1m23.446s	11	Magnussen	1m22.574s	11	Stroll	1m22.245s
12	Sargeant	1m23.661s	12	Bottas	1m22.595s	12	Lawson	1m22.296s
13	Lawson	1m23.833s	13	Gasly	1m22.651s	13	Tsunoda	1m22.297s
14	Gasly	1m23.931s	14	Tsunoda	1m22.696s	14	Piastri	1m22.302s
15	Bottas	1m23.952s	15	Ocon	1m22.716s	15	Sargeant	1m22.380s
16	Hulkenberg	1m24.067s	16	Sargeant	1m22.755s	16	Bottas	1m22.511s
17	Ocon	1m24.090s	17	Hamilton	1m22.783s	17	Norris	1m22.515s
18	Drugovich	1m24.140s	18	Lawson	1m23.167s	18	Ocon	1m22.739s
19	Magnussen	1m24.217s	19	Zhou	1m23.346s	19	Zhou	1m22.742s
20	Zhou	1m24.232s	20	Stroll	notime	20	Gasly	1m22.852s

WEATHER Sunny, air 26-27C track 35-37C

WEATHER Sunny, air 28C track 33-36C

WEATHER Sunny, air 29-30C track 40-42C



QUALIFYING 1			QUALIFYING 2			QUALIFYING 3		
POS	DRIVER	TIME	POS	DRIVER	TIME	POS	DRIVER	TIME
1	Verstappen	1m21.573s	1	Verstappen	1m20.937s	1	Sainz	1m20.294s
2	Albon	1m21.661s	2	Leclerc	1m20.977s	2	Verstappen	1m20.307s
3	Leclerc	1m21.788s	3	Sainz	1m20.991s	3	Leclerc	1m20.361s
4	Tsunoda	1m21.852s	4	Perez	1m21.240s	4	Russell	1m20.671s
5	Perez	1m21.911s	5	Albon	1m21.272s	5	Perez	1m20.688s
6	Sargeant	1m21.930s	6	Hamilton	1m21.369s	6	Albon	1m20.760s
7	Sainz	1m21.965s	7	Russell	1m21.382s	7	Piastri	1m20.785s
8	Hamilton	1m21.977s	8	Piastri	1m21.527s	8	Hamilton	1m20.820s
9	Norris	1m21.995s	9	Alonso	1m21.543s	9	Norris	1m20.979s
10	Alonso	1m22.043s	10	Norris	1m21.581s	10	Alonso	1m21.417s
11	Piastri	1m22.106s	11	Tsunoda	1m21.594s			
12	Lawson	1m22.112s	12	Lawson	1m21.758s			
13	Russell	1m22.148s	13	Hulkenberg	1m21.776s			
14	Bottas	1m22.249s	14	Bottas	1m21.940s			
15	Hulkenberg	1m22.343s	15	Sargeant	1m21.944s			
16	Zhou	1m22.390s						
17	Gasly	1m22.545s						
18	Ocon	1m22.548s						
19	Magnussen	1m22.592s						
20	Stroll	1m22.860s						

WEATHER Sunny, air 29C track 35-39C

NEXT RACE

17 September

Singapore GP

Marina Bay

SEASON STATS			
DRIVERS' CHAMPIONSHIP	PTS	BEST FINISH	BEST QUAL
1 Verstappen	364	1	1
2 Perez	219	1	1
3 Alonso	170	2	2
4 Hamilton	164	2	1
5 Sainz	117	3	1
6 Leclerc	111	2	1
7 Russell	109	3	2
8 Norris	79	2	2
9 Stroll	47	4	6
10 Gasly	37	3	4
11 Ocon	36	3	4
12 Piastri	36	4	3
13 Albon	21	7	4
14 Hulkenberg	9	7	2
15 Bottas	6	8	7
16 Zhou	4	9	5
17 Tsunoda	3	10	8
18 Magnussen	2	10	4
19 Sargeant	0	11	10
20 Lawson	0	11	12
21 de Vries	0	12	12
22 Ricciardo	0	13	13

CONSTRUCTORS' CHAMPIONSHIP		PTS
1 Red Bull		583
2 Mercedes		273
3 Ferrari		228
4 Aston Martin		217
5 McLaren		115
6 Alpine		73
7 Williams		21
8 Haas		11
9 Alfa Romeo		10
10 AlphaTauri		3

QUALIFYING BATTLE			
Verstappen	12	1	Perez
Leclerc	8	6	Sainz
Hamilton	7	7	Russell
Gasly	8	6	Ocon
Norris	11	3	Piastri
Zhou	6	8	Bottas
Alonso	12	2	Stroll
Magnussen	3	11	Hulkenberg
Tsunoda	2	0	Lawson
Ricciardo	1	1	Tsunoda
de Vries	2	8	Tsunoda
Sargeant	0	14	Albon

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

WINS		FASTEST LAPS	
Verstappen	12	Verstappen	6
Perez	2	Hamilton	2

POLE POSITIONS			
Verstappen	8	Perez	2
Perez	2	Alonso	1
Leclerc	2	Piastri	1
Hamilton	1	Russell	1
Sainz	1	Zhou	1

STARTING GRID

10 Alonso #14
1m21.417s

9 Norris #4
1m20.979s

8 Hamilton #44
1m20.820s

7 Piastri #81
1m20.785s

6 Albon #23
1m20.760s

5 Perez #11
1m20.688s

4 Russell #63
1m20.671s

3 Leclerc #16
1m20.361s

2 Verstappen #1
1m20.307s

1 Sainz #55
1m20.294s

RESULTS ROUND 14/22 (51 LAPS – 183.39 MILES)					
POS	DRIVER	TEAM	FINISHTIME	LED	TYRES
1	MaxVerstappen (NLD)	Red Bull-Honda RBPT	1h13m41.143s	33	Mn, Hn
2	Sergio Perez (MEX)	Red Bull-Honda RBPT	+6.064s	1	Mn, Hn
3	Carlos Sainz (ESP)	Ferrari	+11.193s	14	Mn, Hn
4	Charles Leclerc (MCO)	Ferrari	+11.377s		Mn, Hn
5	George Russell (GBR)	Mercedes	+23.028s		Mn, Hu
6	Lewis Hamilton (GBR)	Mercedes	+42.679s	2	Hu, Mn
7	Alexander Albon (THA)	Williams-Mercedes	+45.106s		Mu, Hu
8	Lando Norris (GBR)	McLaren-Mercedes	+45.449s		Mn, Hu
9	Fernando Alonso (ESP)	Aston Martin-Mercedes	+46.294s		Mn, Hu
10	Valtteri Bottas (FIN)	Alfa Romeo-Ferrari	+1m04.056s		Hu, Mu
11	Liam Lawson (NZL)	AlphaTauri-Honda RBPT	+1m10.638s		Mu, Hu, Mu
12	Oscar Piastri (AUS)	McLaren-Mercedes	+1m13.074s	1	Mn, Hu, Mu
13	Logan Sargeant (USA)	Williams-Mercedes	+1m18.557s		Mu, Hu
14	Zhou Guanyu (CHN)	Alfa Romeo-Ferrari	+1m20.164s		Mn, Hu, Mn
15	Pierre Gasly (FRA)	Alpine-Renault	+1m22.510s		Mn, Hu, Mn
16	Lance Stroll (CAN)	Aston Martin-Mercedes	+1m27.266s		Mn, Hu
17	Nico Hulkenberg (DEU)	Haas-Ferrari	-1 lap/+2.093s		Mu, Hu, Mu
18	Kevin Magnussen (DNK)	Haas-Ferrari	-1 lap/+12.624s		Hu, Mn, Mn
R	Esteban Ocon (FRA)	Alpine-Renault	39 laps-steering		Mn, Hu
NS	Yuki Tsunoda (JPN)	AlphaTauri-Honda RBPT	engine		Mu

FASTEST LAPS				
POS	DRIVER	TIME	GAP	LAP
1	Piastri	1m25.072s	-	43
2	Verstappen	1m25.240s	+0.168s	33
3	Sainz	1m25.501s	+0.429s	30
4	Perez	1m25.522s	+0.450s	39
5	Leclerc	1m25.580s	+0.508s	38
6	Hamilton	1m25.582s	+0.510s	29
7	Gasly	1m25.758s	+0.686s	44
8	Lawson	1m25.842s	+0.770s	44
9	Russell	1m25.847s	+0.775s	38
10	Hulkenberg	1m25.894s	+0.822s	50
11	Zhou	1m25.983s	+0.911s	35
12	Bottas	1m25.988s	+0.916s	27
13	Alonso	1m26.105s	+1.033s	43
14	Norris	1m26.144s	+1.072s	24
15	Magnussen	1m26.278s	+1.206s	42
16	Albon	1m26.389s	+1.317s	33
17	Stroll	1m26.617s	+1.545s	31
18	Sargeant	1m26.840s	+1.768s	16
19	Ocon	1m26.963s	+1.891s	33
20	Tsunoda	no time	-	-

WEATHER Sunny, air 30-31C track 39-40C
WINNER'S AVERAGE SPEED 149.327mph FASTEST LAP AVERAGE SPEED 152.324mph

TYRES

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

HARD

MEDIUM

SOFT

















C0

C1

C2

C3

C4

C5

INTERMEDIATE

WET

RACE BRIEFING

FP1 FELIPE DRUGOVICH replaced STROLL at Aston Martin

RACE PENALTIES RUSSELL and PIASTRI Five-second penalties for leaving the track and gaining an unfair advantage

HAMILTON 5s penalty and two licence points for causing a collision with Piastri

SARGEANT 5s penalty and two licence points for causing a collision with Bottas

300

By the time of the Singapore GP it will have been more than 300 days since a non-Red Bull won a world championship GP

LAP CHART

P Pitstop C Crash M Mechanical failure S Spin + Penalty Car lapped Safety car Virtual safety car Red flag

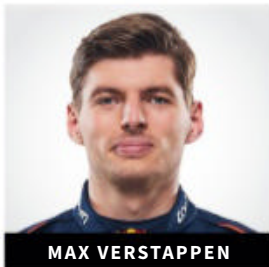
7 SEPTEMBER 2023 AUTOSPORT.COM 29

ITALIAN GP DRIVER RATINGS

Verstappen, Sainz and Albon take our top billing, but for one in particular Monza just seemed a Stroll in the park...

JAKE BOXALL-LEGGE

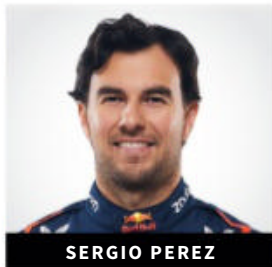
RED BULL



MAX VERSTAPPEN

Started **2nd** — Result **1st**

9 Patient in his victory pursuit, and kept tabs on dwindling life in Sainz's tyres to know when to strike. Pounced on Sainz's lap-15 lock-up to land the inevitable pass. Later built enough margin to ward off undercut threat. Late-race pace drop down to temperature management.



SERGIO PEREZ

Started **5th** — Result **2nd**

8 Probably spent far too long behind slower Russell in the early stages, which delayed his Ferrari assault. Could not ward off threat of an undercut by the pair, whose top-end pace made overtaking hard. Needed less obvious move to pass Sainz. Verstappen backing off helped him close up.

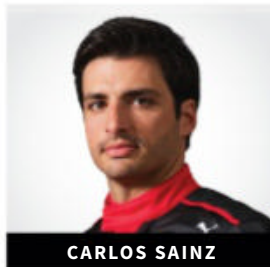
FERRARI



CHARLES LECLERC

Started **3rd** — Result **4th**

8 Unlike Sainz, he didn't need to defend a lead, which probably helped tyre life. Couldn't retain grip on early lead battle and fell out of DRS range, but kept his hand in the fight for remaining podium positions. Felt keeping Perez behind wasn't possible, and was robustly batted away by Sainz for third.



CARLOS SAINZ

Started **1st** — Result **3rd**

9 His dogged determination in the lead and in pursuit of a podium should be celebrated. Loses a mark for going slightly over the line against Perez, but Verstappen and Leclerc battles were well-judged. A thoroughly deserved first podium of 2023, and probably one of his best drives in F1.

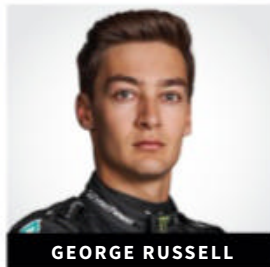
MERCEDES



LEWIS HAMILTON

Started **8th** — Result **6th**

6 Despite usual gripes over tyre strategy, made long medium stint work out after an inert opening stint on hard rubber. Swipe on Piastri at second chicane was a lapse in judgement, but took blame and atoned for five-second penalty by stealing past the Albon-Norris deadlock to cement sixth place.

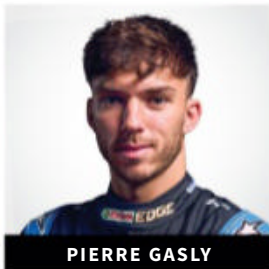


GEORGE RUSSELL

Started **4th** — Result **5th**

7 Fifth at Monza in a draggy car is commendable, but loses a mark for needless penalty. Held off Perez early on despite car disparity, and had a lonely race thereafter. Negated five-second penalty easily thanks to Albon's help, but first-turn corner cut to pass off-strategy Ocon wasn't too clever.

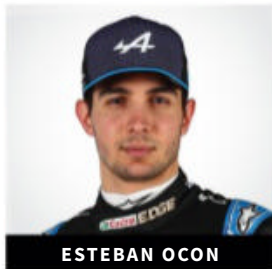
ALPINE



PIERRE GASLY

Started **17th** — Result **15th**

5 Alpine was in abysmal form, but it's hard to penalise Gasly for that. Attempted to do something different with two-stop strategy, but pace was nowhere near strong enough to make it work. Sea change in fortunes from Dutch podium, although late Stroll move was at least something gained.

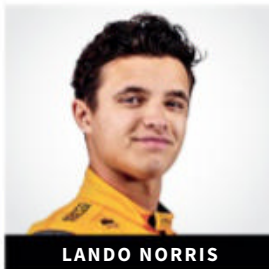


ESTEBAN OCON

Started **18th** — Result **R**

6 Made up ground after long stint on medium tyres and was rising once again while largely tailing Bottas despite different strategies. Had to retire with locking steering, so it's hard to say if a problem-free run might have yielded a point, but he dealt with Alpine's lack of pace better than Gasly.

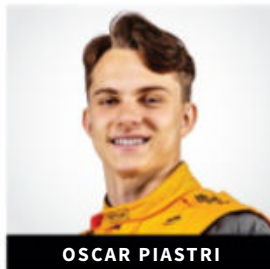
McLAREN



LANDO NORRIS

Started **9th** — Result **8th**

6 Locked behind Albon for almost the entire race. Successfully lobbied for McLaren undercut to clear Piastri, but was then left staring at a Williams rear wing. Wanted to give Hamilton a good race, but had to concede defeat to faster car. A weekend of damage limitation, he said.

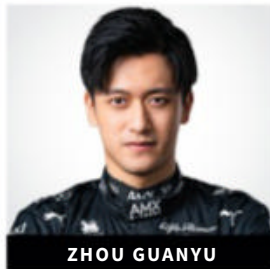


OSCAR PIASTR

Started **7th** — Result **12th**

4 Blameless in the Hamilton clash, but ruined his shot at points with an ill-judged corner cut to pass Lawson near the end. Slower than Norris in the opening stint and the Briton got the undercut, and being too late on brakes in first-turn scuffle on pit exit almost produced internecine conflict.

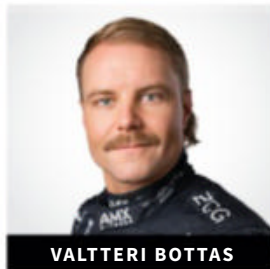
ALFA ROMEO



ZHOU GUANYU

Started **16th** — Result **14th**

5 Embarked on a two-stopper in an effort to beat the Alpines. It worked – he finished over two seconds clear of Gasly at the flag. Got past Stroll late on to make up a place so it was largely mission accomplished, but ultimately pit strategy choice hindered any further progress through the field.



VALTTERI BOTTAS

Started **14th** — Result **10th**

7 Needed a long stint on medium tyres, but made it work to claim first point since June. The seas parted in the lower midfield amid mix of strategies, and Bottas hunted down Sargeant for final point. Made a clean overtake into first chicane, and shook off a hit at the second to remain in the top 10.



ASTON MARTIN



FERNANDO ALONSO

Started **10th** — Result **9th**

6 Given the low aerodynamic efficiency of his car, progress was limited. Toothless start cost a position to Hulkenberg, but he returned the favour a few laps later. Could do little to turn around an “anonymous” race (in his words), and points were doubled thanks to Hamilton’s clash with Piastri.

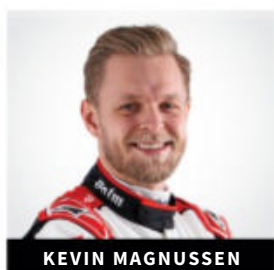


LANCE STROLL

Started **20th** — Result **16th**

3 Nowhere near Alonso all weekend. A missed FP1 and truncated FP2 might be partly why, but only beat the Haas duo at the line. He was mobbed towards the end by Zhou and Gasly as pace appeared to be at a premium, even accounting for Aston’s lack of high-speed prowess.

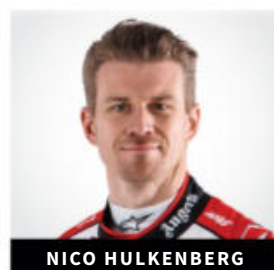
HAAS



KEVIN MAGNUSSEN

Started **19th** — Result **18th**

4 See right... but without lightning start as he took a gamble starting on hard tyres. Intended to go long and bank on a late safety car, but no grip nixed that plan. Had been very far behind Hulkenberg in the early stages, but at least slashed the gap to his team-mate once strategy was aborted for two-stopper.

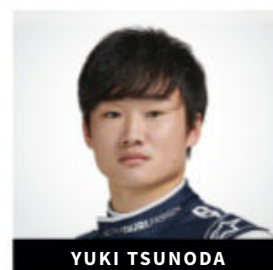


NICO HULKENBERG

Started **13th** — Result **17th**

4 Used the empty grid box vacated by Tsunoda in front at the start to pass Alonso on the first lap. Usual tyre issue reared its head as track temperatures rose, as did inexorable fall towards the back. Reckoned it was one of the toughest races of the year, and it’s hard to penalise for car limitations.

ALPHATAURI



YUKI TSUNODA

Started **11th** — Result **NS**

N/A A power unit issue on the formation lap cost Tsunoda a chance to demonstrate how he would have got on from 11th on the grid. His showing at Spa under similar conditions hinted that points were possible, so AlphaTauri may consider this a missed opportunity at its home grand prix.



LIAM LAWSON

Started **12th** — Result **11th**

6 Promoted to 11th through Piastri and Sargeant penalties, but was assured in second F1 race. Slow start and two-stop strategy against him, as pace was good compared to fellow midfielders. Only six seconds shy of Bottas to grab best finish for AlphaTauri’s second car in 2023.

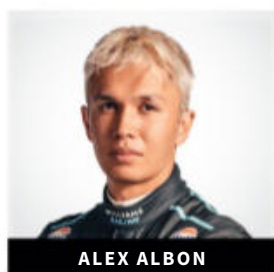
WILLIAMS



LOGAN SARGEANT

Started **15th** — Result **13th**

5 Within touching distance of his first F1 point, but growing lack of speed in corners and ailing tyres helped Bottas pass. Tried a clumsy repass – and a penalty killed off points hopes. Claimed front-wing selection threw out balance, adding to rear-tyre deg. Need to lift and coast led to late slump.

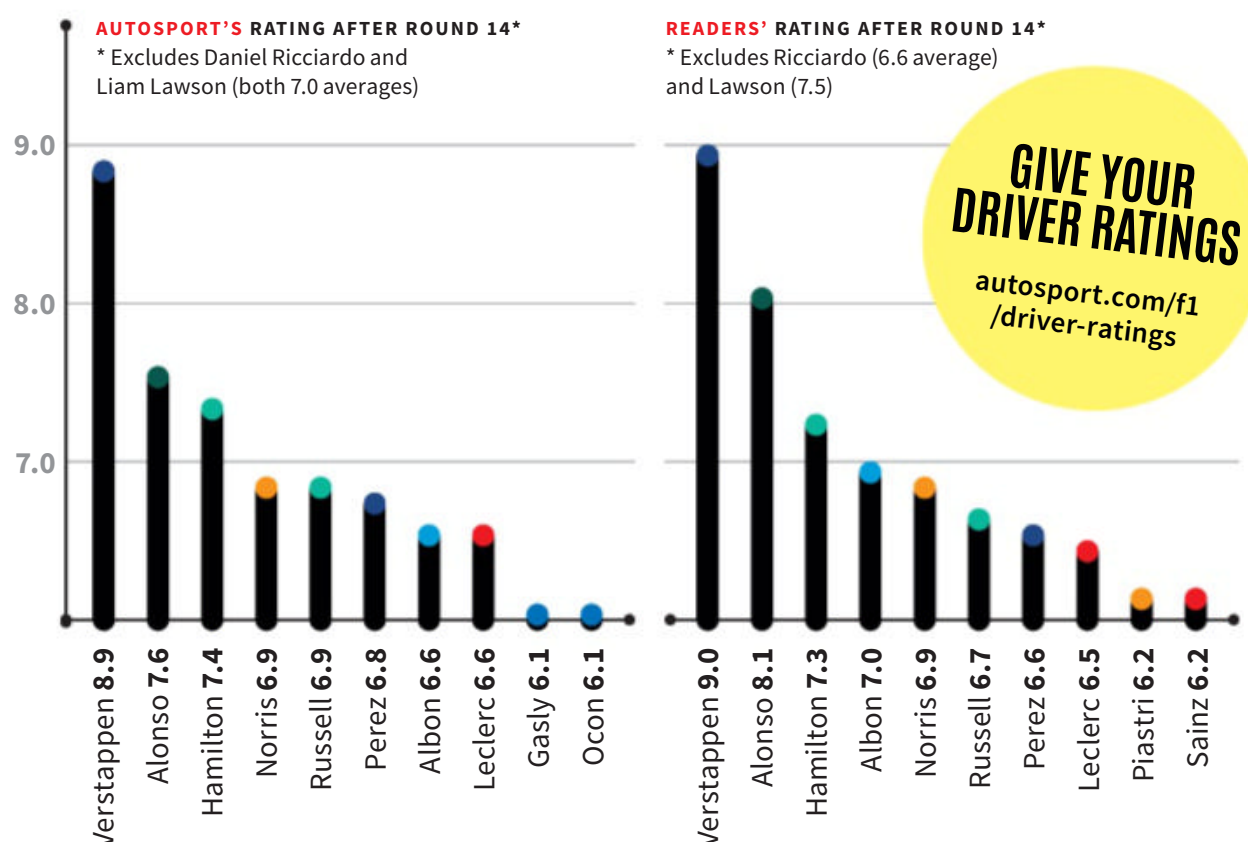


ALEX ALBON

Started **6th** — Result **7th**

9 The Williams was expected to be strong, but brake and tyre concern added to challenge of defensive drive. Aggressive undercut on McLaren’s bought time, but had to absorb Norris pressure through entire second half. Couldn’t stop Hamilton as he lacked traction on Parabolica exit, but fell no further.

TOP 10 AVERAGE RATINGS



Alex Palou
focused on the job
in hand to win his
second IndyCar title
in style



INDYCAR

Palou seals title with perfect Portland performance

He could have been rattled by ongoing off-track matters and finding himself hunted by Scott Dixon. But nothing seems to derail IndyCar's latest two-time champion

JOEY BARNES

PHOTOGRAPHY



Alex Palou dispatched a perfectly executed strategy to win the Grand Prix of Portland and capture his second IndyCar title in three seasons. With the win, Chip Ganassi Racing star Palou wrapped up the title with one race remaining, becoming the first driver in 16 years (Sebastien Bourdais, 2007) to clinch the Astor Challenge Cup before the season finale.

"It's been an amazing season," acknowledged Palou. "We just had fast cars everywhere, and we've been able to maximise our results even on the bad weekends, and to finish here at Portland with a win feels amazing."

With the title tucked away, he goes into this weekend's round at Laguna Seca, a track he dominated in 2022, with zero pressure. "We have one race left that we won there last year, so I'm feeling pretty confident," Palou added. "And clinching the championship makes you feel a little bit more relaxed." He also provided team

owner Chip Ganassi with a 15th title in North America's premier open-wheel championship, while also becoming the fourth multi-time title winner for the organisation, joining an elite list that features Scott Dixon (six championships), Dario Franchitti (two) and Alex Zanardi (two).

The 26-year-old Spaniard started fifth in the 110-lap contest at Portland International Raceway, but at the drop of the green flag vaulted to third while running on a set of used primary, black-sidewall Firestone tyres. There was a traditional opening-lap melee, which has happened every year with the exception of last since IndyCar returned in 2018. Entering Turn 1, Team Penske's Josef Newgarden and Andretti Autosport's Kyle Kirkwood got together, which forced both to forego the corner and blow through the chicane. Just a few moments later, Callum Ilott (Juncos Hollinger Racing) and Romain Grosjean (Andretti Autosport) continued their run-in from second practice, finding each other



GALSTAD



Palou lets rip as he celebrates joining Ganassi's elite club

GALSTAD

once more when the Briton ran wide and the two came together. The outcome left the Swiss-born Frenchman with damage severe enough to put him seven laps down before retiring after 31 laps.

Polesitter Graham Rahal, running a set of new, softer alternate red-banded rubber on his Rahal Letterman Lanigan Racing car, maintained control of the race during the opening 21 laps before pitting for a set of the harder primary tyres. With Scott McLaughlin, winner of last year's bout in Portland, pitting his Penske car the lap prior to Rahal, it elevated Palou to the front of the field and with clear track to maximise pace and build a gap. It wasn't until lap 31 that Palou pitted and switched to an unfavourable new set of alternates, while team-mate Dixon was in tow the following lap and equipped with another new set of primaries – the same compound he started with.

Palou struggled mightily for his 16 laps of running on the alternates. He remained in the lead but watched the orange-and-blue livery of Dixon's similar Honda-powered entry growing larger in his mirrors. The moment Dixon closed on his team-mate's rear wing, Palou was called into the pits for service and a swap back to another set of used primaries. The New Zealander attempted the overcut with the preferred compound and stretched it until lap 60, when he pulled his own 20-lap run on alternates.

The mixed strategy between the pair pushed the delta into what became a two-horse race. Once Dixon pitted, Palou reassumed the lead until pitting again on 79 and remained on used primaries. It was only a handful of laps later, though, that the complexion of the race slightly changed when rookie Agustin Canapino (Juncos Hollinger Racing) went off course in Turn 12. Arrow McLaren's Felix Rosenqvist, who was running slightly off-sequence to the Ganassi frontrunners, was in the lead but darted to pitlane on lap 84 when IndyCar officials delayed throwing the caution flag, despite Canapino remaining stalled just off course in one of the more challenging complexes of the 12-turn, 1.964-mile natural terrain road course.

Once Rosenqvist was serviced, Palou returned to the lead and then the caution flew on lap 85. The run of events allowed

“Before the race Chip and I had a meeting. He was very aggressive on telling us that we had to win”

Rosenqvist, who was on a different strategy to the Chip Ganassi Racing frontrunners, to pit for new alternates and return to the track in second, directly behind Palou. Despite his best efforts after the restart three laps later, Rosenqvist wasn't able to mount a challenge to Palou, who coasted to his fifth victory of the season by 5.4 seconds.

There was a central message exchanged between Ganassi and Palou ahead of the race, which was to close out the championship quest with a victory, before even sliding into the cockpit of his Dallara-Honda. “Honestly, I knew we had a really, really fast car, especially after warm-up,” Palou related. “I knew throughout all weekend, but especially after warm-up I felt really, really good. Then before the race Chip and I had a meeting, and he was very aggressive on telling us that we had to win. So I was, like, all right, let's win then. So before jumping into the car he was with me. He said, ‘All right, let's have a good and a clean race, just manage your position.’ I was like, ‘No, Chip, you told us to win, so I'll go ahead, and I think we can win it.’

“It was honestly one of those races where I knew we had everything we needed to win the race, that we had something else that could separate us from our competitors. It was true, and we were able to maximise it.”

The runner-up result by Rosenqvist was his best of the season, which also happened to be only his second podium and fourth top-five in what has been a challenging year for the Swede. “Yeah, it's been a really good weekend for us,” said the 31-year-old. “The car was really good rolling off the truck. I was really bummed yesterday after qualifying. We had something break in the steering rack, and we had to pit before we could do our lap in >>



Pole winner Rahal (left) and McLaughlin lead the field to green

Q2. So, there was definitely more in it than our starting position [11th] showed. What a race. That was really good fun.

"It went our way as well. We gambled on staying out on reds, but it worked out with the yellow in the end. We had to obviously save the tyres a bit, so I think it wasn't the winning strategy, but it was enough for a podium. Really happy with the comeback we did."

There had been an intense battle brewing for the third and final spot on the podium between Dixon and Pato O'Ward. But lapped traffic in the form of Dixon's rookie team-mate Marcus Armstrong provided some cover a lap after the lap-88 restart. Armstrong moved over briefly for Dixon on the way towards Turn 7 before falling in line directly ahead of fourth placed O'Ward entering the corner. The Arrow McLaren-run Mexican was never able to mount another charge, leaving him to watch Dixon collect third.

The impeding by Armstrong drew the ire of O'Ward, who was left fuming at the lack of involvement by race control. "It's embarrassing for the series," O'Ward raged. "There should be a rule in place for that to not happen. It's just destroying the chances of a good fight for the podium."

Newgarden, who crashed in qualifying and started 12th, quietly finished fifth. Rinus VeeKay (Ed Carpenter Racing) delivered his best result of the season in sixth, ahead of Andretti-bound Marcus Ericsson (Ganassi). David Malukas

(Dale Coyne Racing with HMD), front row-starter McLaughlin and Kirkwood rounded out the top 10.

After a promising start, the combination of the wrong tyre strategy blended with lapped traffic relegated Rahal to 12th, directly behind RLLR team-mate Christian Lundgaard. Andretti Autosport's Colton Herta was primed for a top-10, but a late spin dropped him to 13th.

By having both Palou and Dixon on the podium, the Ganassi team locked up 1-2 in the championship standings, which is reminiscent of the days of Jimmy Vasser and Zanardi, as well as Dixon and Franchitti. "Well, that was the standard set a long time ago, whether it was with Zanardi and Vasser or Dario and Dixon," beamed Chip Ganassi. "That's the standard around here, so we're always trying to beat our own records. This is pretty high up there since we won two before the last race."

Knowing Dixon's track record of coming from behind to claim titles, and how he came in having won the previous two races to close the gap to within 74 points entering Sunday, Palou felt the need to not allow the possibility to linger beyond this weekend. "I always say that he's obviously my biggest fear," Palou reckoned. "I think he's one of the best IndyCar drivers, if not the best, that we ever had. Not only that, but he also has the best team around, which is the same as I have. So it's tough because we couldn't really hide anything or we couldn't really have an advantage on him because we were sharing everything. He knew what was going on. He pushed a lot the last couple of weeks, couple of months; but I'm glad that we were able to seal it and especially with a win."

Perhaps the most remarkable part of the process is how tight Palou has remained with his Ganassi crew despite the off-the track drama triggered by his decision to not commit to his previously agreed contract with McLaren, which has since moved to legal action in the UK courts.

During the Victory Lane celebrations, Palou took a moment to remember a significant member of the team: "We're missing Barry [Wanser, strategist and team executive, who's dealing with cancer] – he did an amazing job. I never thought I'd be an IndyCar champion and to be two-time IndyCar champion just feels amazing, like a dream. I can't thank our guys and girls enough, they gave me all the tools I needed to win." ❄



Grosjean clashed with Iltott and was the first retirement

DOLE

VEEKAY MAKES A STEP



Prior to last Sunday's Grand Prix of Portland, Rinus VeeKay's season-best finish for Ed Carpenter Racing was 10th, scored at the Indianapolis 500. But the 22-year-old Dutchman delivered an aggressive, elbows-out performance to charge from a mid-pack starting spot to finish sixth.

VeeKay had surged into the top 10 by the end of the opening lap and provided some breathtaking passes in the march forward, which included a too-close-for-comfort move that led to Chip Ganassi Racing's Marcus Ericsson going off course at one point. Additionally, VeeKay was the highest finishing driver to start the 110-lap race on the softer alternate, red-sidewall Firestone tyres. Ironically, he finished directly ahead of Ericsson despite their early-race run-in.

"Starting 13th, I knew we could do a bit better," VeeKay explained. "Tough to get those red tyres to come in, to really understand them because they keep changing. We could've qualified a little bit better, but now we had a great race. Strategy was great, the car was fast and it allowed me to be aggressive on passing cars. That's my driving style. So this really brought out the best of me. Big kudos to the team."

When it came to figuring out where the improvements came from, VeeKay acknowledged it was a blend of last year's information combined with time spent in the simulator: "We just showed up very well. Matt Barnes [engineer] was there looking at me. He knows what he's doing. We were fast here last year and simulator stuff has really paid off for this track. That's been good and we've really focused on that, so it's nice to work hard on stuff and have it pay off."



RESULTS ROUND 16/17, PORTLAND (USA), 3 SEPTEMBER (110 LAPS – 216.040 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	Alex Palou (ESP)	Chip Ganassi Racing/Dallara-Honda	1h57m01.9814s
2	Felix Rosenqvist (SWE)	Arrow McLaren/Dallara-Chevrolet	+5.4353s
3	Scott Dixon (NZL)	Chip Ganassi Racing/Dallara-Honda	+8.0669s
4	Pato O'Ward (MEX)	Arrow McLaren/Dallara-Chevrolet	+19.0572s
5	Josef Newgarden (USA)	Team Penske/Dallara-Chevrolet	+21.0831s
6	Rinus VeeKay (NLD)	Ed Carpenter Racing/Dallara-Chevrolet	+21.8799s
7	Marcus Ericsson (SWE)	Chip Ganassi Racing/Dallara-Honda	+30.5820s
8	David Malukas (USA)	Dale Coyne Racing with HMD/Dallara-Honda	+32.6211s
9	Scott McLaughlin (NZL)	Team Penske/Dallara-Chevrolet	+33.0282s
10	Kyle Kirkwood (USA)	Andretti Autosport/Dallara-Honda	+33.7836s
11	Christian Lundgaard (DNK)	Rahal Letterman Lanigan Racing/Dallara-Honda	+34.4757s
12	Graham Rahal (USA)	Rahal Letterman Lanigan Racing/Dallara-Honda	+38.6995s
13	Colton Herta (USA)	Andretti Autosport with Curb-Agajanian/Dallara-Honda	+39.7582s
14	Helio Castroneves (BRA)	Meyer Shank Racing/Dallara-Honda	+40.3373s
15	Callum Iltott (GBR)	Juncos Hollinger Racing/Dallara-Chevrolet	+40.4769s
16	Santino Ferrucci (USA)	AJ Foyt Enterprises/Dallara-Chevrolet	+41.1279s
17	Devlin DeFrancesco (CAN)	Andretti Steinbrenner Autosport/Dallara-Honda	+42.5578s
18	Juri Vips (EST)	Rahal Letterman Lanigan Racing/Dallara-Honda	-1 lap
19	Marcus Armstrong (NZL)	Chip Ganassi Racing/Dallara-Honda	-1 lap
20	Alexander Rossi (USA)	Arrow McLaren/Dallara-Chevrolet	-1 lap
21	Ryan Hunter-Reay (USA)	Ed Carpenter Racing/Dallara-Chevrolet	-1 lap
22	Benjamin Pedersen (DNK)	AJ Foyt Enterprises/Dallara-Chevrolet	-1 lap
23	Sting Ray Robb (USA)	Dale Coyne Racing with RWR/Dallara-Honda	-1 lap
24	Tom Blomqvist (GBR)	Meyer Shank Racing/Dallara-Honda	-1 lap
25	Will Power (AUS)	Team Penske/Dallara-Chevrolet	-2 laps
26	Agustin Canapino (ARG)	Juncos Hollinger Racing/Dallara-Chevrolet	82 laps-mechanical
27	Romain Grosjean (FRA)	Andretti Autosport/Dallara-Honda	31 laps-accident damage

Winner's average speed 110.758mph. **Fastest lap** Newgarden 59.3817s, 119.067mph.

Q3 1 **Rahal** 58.3195s; 2 **McLaughlin** 58.3525s; 3 **Herta** 58.4576s; 4 **Dixon** 58.5803s; 5 **Palou** 58.6492s; 6 **O'Ward** 58.6737s.
Q2 **McLaughlin** 58.0777s; **Herta** 58.2338s; **O'Ward** 58.2579s; **Dixon** 58.2653s; **Palou** 58.3232s; **Rahal** 58.3248s; 7 **Power** 58.3779s; 8 **Iltott** 58.4973s; 9 **Rossi** 58.5023s; 10 **Ericsson** 58.5479s; 11 **Rosenqvist** 59.3053s; 12 **Newgarden** no time.

Q1 – GROUP 1 **Rosenqvist** 57.8967s; **Herta** 58.0843s; **Newgarden** 58.0890s; **Rahal** 58.1612s; **Power** 58.1913s; **Iltott** 58.3075s; 13 **VeeKay** 58.3240s; 15 **Grosjean** 58.3522s; 17 **Lundgaard** 58.3678s; 20 **DeFrancesco** 58.6748s;

22 **Ferrucci** 59.0633s; 24 **Robb** 59.2642s; 25 **Hunter-Reay** 58.6529s*.
Q1 – GROUP 2 **Palou** 57.9651s; **McLaughlin** 58.0525s; **O'Ward** 58.1025s; **Dixon** 58.3701s; **Rossi** 58.4637s; **Ericsson** 58.5952s; 14 **Armstrong** 58.6652s; 16 **Kirkwood** 58.6835s; 18 **Vips** 58.7454s; 19 **Canapino** 58.7753s; 21 **Castroneves** 58.8006s; 23 **Malukas** 58.9016s; 26 **Pedersen** 59.2175s; 27 **Blomqvist** 59.4364s*. * = grid penalty.

CHAMPIONSHIP

1 Palou 618; 2 **Dixon** 527; 3 **Newgarden** 470; 4 **O'Ward** 461; 5 **McLaughlin** 448; 6 **Ericsson** 423; 7 **Power** 393; 8 **Lundgaard** 362; 9 **Rossi** 349; 10 **Herta** 348.



NEXT REPORT
Laguna Seca
14 September
issue



Bearman kept Pourchaire behind him through safety-car-infested race on Sunday

Bearman barrels to victory as Pourchaire zeroes in on crown

FORMULA 2
MONZA (ITA)
2-3 SEPTEMBER
ROUND 12/13

Theo Pourchaire put one hand on the Formula 2 title at Monza when main rival Frederik Vesti crashed out of the feature race. Prema driver Vesti had taken victory in Saturday's sprint, but his failure to score on Sunday means ART ace Pourchaire heads into the final round in Abu Dhabi 25 points clear with 39 on offer.

Victory in the feature race instead came for Vesti's rookie Prema team-mate Ollie Bearman, the Ferrari protege taking his fourth win of the season in a superbly controlled, albeit much disrupted, affair.

Poleman Pourchaire held the lead off the line, but Bearman got alongside through Curva Grande and was in front by the Roggia chicane. In the pack behind, Vesti was forced onto the grass by Roman Stanek on the exit of Roggia, spinning back onto the track and then backwards into the barrier, prompting the first safety car.

The race hadn't been green for long when there was another safety car, and

most of the field went to the pits for their mandatory tyre changes. This left Jehan Daruvala in front from Jack Doohan and Ayumu Iwasa, all of whom had stayed out on the alternate strategy.

While Iwasa impudently passed both Daruvala and Doohan on the restart, there was immediately another caution caused by Roy Nissany tagging Zane Maloney, causing a wreck on the main straight.

Now Iwasa and Daruvala pitted for supersoft tyres, promoting Bearman back to the lead, with Doohan still hanging on with his medium rubber in second. Pourchaire quickly passed Doohan, while team-mate Victor Martins, who ran third early on but lost time double-stacked behind Pourchaire in the pits, was forced to retire with broken DRS.

The next bout of chaos came when Jak Crawford put Maini off the road at Curva Grande, the Indian able to continue only until the Lesmos where he parked in the gravel. Out came the safety car again, with Doohan finally making his pitstop.

The field was again released with four laps remaining, and DAMS-run Red Bull Junior Iwasa, who had started 15th but was now on supersofts, made a daring move around the outside of Pourchaire at Rettifilo for second. And the race finished under yet another safety car when Crawford pulled up at the exit of the Ascari chicane with suspension damage after contact with Stanek. Behind the leading trio, Enzo Fittipaldi was fourth from Dennis Hauger and Doohan.

Vesti had fended off a fierce challenge from Martins for his sprint-race victory. The Danish Mercedes F1 protege lined up

FORMULA 2
MONZA (ITA)

Race 1 Frederik Vesti
Prema Racing

Race 2 Ollie Bearman
Prema Racing

FORMULA 3
MONZA (ITA)

Race 1 Franco Colapinto
MP Motorsport

Race 2 Jonny Edgar
MP Motorsport



For full results visit motorsportstats.com

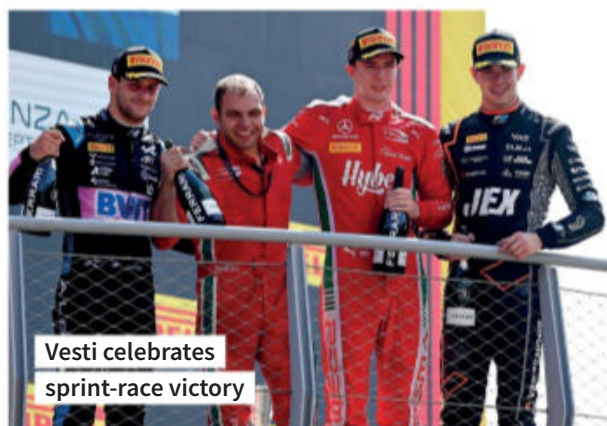
third on the reversed grid and went three-wide with poleman Ralph Boschung and Richard Verschoor into the Rettifilo. Boschung locked up and went down the escape road, while Vesti passed the Van Amersfoort Racing car of Verschoor through Curva Grande to move in front.

Vesti went early on the restart following an early safety car, leading from Verschoor and Maini, while Boschung continued to fall backwards with flat-spotted tyres.

Martins was on a charge. He passed Maini at the Rettifilo on lap eight, and four tours later grabbed second off Verschoor at the same spot. Then the safety car was deployed again with Nissany stranded on the track at Roggia after contact with Juan Manuel Correa.

Racing resumed with Pourchaire divebombing Maini for fourth at the Roggia. And although Martins had closed on Vesti with two laps remaining, he was unable to catch the leader.

MEGAN WHITE



Vesti celebrates sprint-race victory

Edgar takes maiden win as MP gains majority

FORMULA 3
MONZA (ITA)
2-3 SEPTEMBER
ROUND 9/9

Gabriel Bortoleto sealed the Formula 3 title at Monza, albeit in a somewhat unconventional manner. The 18-year-old Trident-run Brazilian, who is part of Fernando Alonso's A14 Management stable, secured the championship after both his title rivals failed to secure pole.

Either Prema Racing's Mercedes F1 protege Paul Aron or Campos Racing's newly announced Red Bull Junior Pepe Marti needed to score the two bonus points for pole to be in with a shot. But after a chaotic qualifying session, which featured three red flags before ending prematurely, Bortoleto was crowned as Trident team-mate Oliver Goethe secured pole.

Bortoleto lined up eighth on the reversed grid for the sprint race on Saturday and put in a sensational drive in a thriller won by Franco Colapinto. MP Motorsport pair Colapinto and Mari Boya pair swapped the lead several times across the 18 laps, and Williams junior Colapinto had the upper hand heading into the closing stages.

Just as Colapinto was making the first of his passing moves on Boya, into the Rettifilo just after the race went green following an early safety car, Gregoire Saucy and Zak O'Sullivan made contact in their battle for third, allowing Bortoleto to leapfrog both, with Saucy's chances ruined by a left-rear puncture on his ART car.

The Argentinian race leader had enough of a gap on the last lap, but Bortoleto wasn't finished. He was edged onto the grass on the outside of the Curva Grande as he attempted to pass the Spaniard for second, yet got down the inside into the Roggia chicane.



Edgar was all smiles on Sunday

Jenzer Motorsport's Taylor Barnard and Prema-run Williams protege O'Sullivan were close behind in fourth and fifth. Others were out of luck, and the safety car was triggered by an incident that started when Aron got onto the grass as the field swarmed down to Rettifilo at the start and spun into the pack, eliminating the unfortunate Jonny Edgar and Marti.

Despair turned to joy for Edgar on Sunday, the Cumbrian claiming his maiden F3 win in the feature race, enduring four safety cars to lead an all-British podium and complete a Monza win double for the MP squad.

Edgar lined up fourth, but was promoted to third when Goethe suffered a broken throttle on the formation lap. He then passed Aron to snatch second before the first safety car, which was deployed after Colapinto came to a halt on the track thanks to a shunt at the Roggia chicane.

When racing resumed, Edgar took the lead for the first time from the Van Amersfoort Racing car of Caio Collet, while Bortoleto shot down the Rettifilo escape road as he fought Aron

and O'Sullivan for third. As he slowed to let them back ahead, he was also passed by Leonardo Fornaroli, and was forced to skim the gravel at Roggia as Nikola Tsolov elbowed his way through.

Yet again Saucy sustained a puncture, this time stranding him in the Lesmo gravel and causing another safety car. As the restart, Aron was forced wide by Fornaroli at the exit of the Rettifilo, dropping him down the order.

Collet and Edgar continued to trade the lead before yet another caution, this time when Sebastian Montoya was nudged into the Roggia gravel by Hitech team-mate Gabriele Mini. Edgar was in front at the restart, and here it was O'Sullivan on the move. He got inside Barnard for third into the Rettifilo, then swept around Collet at the second apex. He then tried to round Edgar at Curva Grande, only to run wide.

With Marti off in the gravel, the final safety car set up a one-lap shootout. Edgar set off at the front to beat O'Sullivan, while Barnard pulled off a spectacular move on Collet around the outside of the Lesmos to wrest third.

MEGAN WHITE



Colapinto leads Boya and O'Sullivan during sprint-race thriller

It's a good attempt from Attempto

Drudi and Feller had a fruitful GTWCE weekend in Germany with their Audi



BENICHO/TWENTY-ONE CREATION/SRO

GT WORLD CHALLENGE EUROPE SPRINT CUP HOCKENHEIM (DEU) 2-3 SEPTEMBER ROUND 3/5

Victory, pole position and a fourth place ensured that Attempto Racing Audi pair Mattia Drudi and Ricardo Feller made substantial gains in the Sprint Cup standings as GT World Challenge Europe returned from its summer break at Hockenheim.

The Italo-Swiss duo came into the weekend 18 points adrift of ASP crew Raffaele Marciello and Timur Boguslavskiy and, despite the Mercedes combo winning race two, left the German track just 9.5 points behind heading into the final two rounds.

Drudi and Feller prevailed in the opening one-hour encounter on Saturday and profited from a rare retirement for the ASP Mercedes to breathe new life into the Sprint Cup title battle. "I took care of the tyres because it was really warm," said Drudi. So, the win was important to get

back [the points] we lost in Misano."

Audi dominated qualifying for race one, with seven cars inside the top 10, but it was the Lamborghini of Jordan Pepper that started from pole after Albert Costa had his best time deleted for his Ferrari exceeding track limits. Feller started second and maintained position either side of an early safety-car intervention, while Boguslavskiy was already out with front-end damage.

Buoyed by this news, Feller began to pile the pressure onto Pepper and got the better of the VSR Lambo before the pitstops when the South African ran wide at the final corner. The pair went side by side into Turn 1, with Feller sweeping into the lead. The stewards, following a post-race investigation, cleared Feller of any wrongdoing and the Swiss was released for one lap before handing over to Drudi.

Now a trio of outliers entered the fray. A slow stop for Attempto allowed the Comtoyou Audi of Nicolas Baert to assume the lead, while the WRT BMW of Charles Weerts got the undercut on the Lambo, now with Franck Perera at

the wheel. Behind was the Emil Frey Racing Ferrari of Thierry Vermeulen, showing rapid pace in fourth after Perera was struck with a puncture. The Dutchman finished third on the road but was forced to hand the position back to Weerts and Dries Vanthoor following a hit-and-run on the last lap.

Up front, Baert led in the Audi started by Frederic Vervisch, but Drudi was flying and reeled in the Belgian before passing him with 15 minutes remaining.

ASP was keen to make amends on Sunday for its DNF and did so in spectacular fashion. Boguslavskiy and Marciello stormed to their third win of the year, while Feller and Drudi finished fourth following a five-second penalty for jumping the start.

Drudi had taken pole and led the early going, with Marciello jumping past Patric Niederhauser's Sainteloc Audi to claim second at Turn 1. Just like in race one, the safety car was called after a multi-car incident. At the restart, Marciello glued himself to the back of Drudi and slipped into the lead on the exit of the Mercedes Arena.

After the Attempto Audi had served its penalty at its pitstop, it was plain sailing for Boguslavskiy in the second stint, and he eventually came home over seven seconds clear of Comtoyou's Lucas Legeret (in the Audi started by Christopher Haase) and Erwan Bastard (in the Niederhauser car).

Feller had dropped to sixth with his penalty, but recovered to pass the WRT BMWs of Valentino Rossi and then Weerts to finish just off the podium.

STEPHEN BRUNSDON



Boguslavskiy takes the flag on Sunday

BENICHO/TWENTY-ONE CREATION/SRO

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WEEKEND WINNERS

GT WORLD CHALLENGE EUROPE
SPRINT CUP

HOCKENHEIM (DEU)

- Race 1** Ricardo Feller/Mattia Drudi
Attempto Racing (Audi R8 LMS GT3 Evo II)
- Race 2** Raffaele Marciello/Timur Boguslavskiy
ASP (Mercedes-AMG GT3 Evo)

PORSCHE SUPERCUP
MONZA (ITA)

Harry King
Lechner Racing

GT4 EUROPE

HOCKENHEIM (DEU)

- Race 1** Hendrik Still/Max Kronberg
W&S M'sport (Porsche 718 Cayman GT4)
- Race 2** Alexander Hartvig/Nathan Schaap
Allied Racing (Porsche 718 Cayman GT4)



For full results visit motorsportstats.com

King takes the win but Buus is the king

PORSCHE SUPERCUP
MONZA (ITA)
3 SEPTEMBER
ROUND 7/7

Bastian Buus took the 2023 Porsche Supercup title in the most dramatic way after spinning, dropping to the back of the field and landing a time penalty at Monza.

The Danish Porsche junior arrived in Italy needing only to finish 11th to claim the crown from two-time champion Larry ten Voorde. Given he had been out of the top four just once to this point, this appeared to be a mere formality to put a full stop on the campaign.

But as it turned out, that couldn't have been further from the case. After qualifying ninth and avoiding trouble on lap one, Buus spun next time round at the Rettifilo amid a melee sparked by Loek Hartog, dropping his Lechner Racing car to 27th. Even at this point, ten Voorde could only steal title glory if he found a way past



Buus's team-mate, Harry King, at the front.

Buus battled back to finish 13th after a three-second penalty for an incident with Jaap van Lagen, his progress hindered by a heart-in-mouth moment when he was forced to take avoiding action when Huub van Eijndhoven appeared to suffer a brake failure at the Roggia chicane.

With the race going to time rather than the 15-lap distance, King held on to score his third win of the season, securing Lechner the teams' title as well as guaranteeing Buus the drivers' accolade.

In the rookie battle, Australian Harri Jones just failed to overhaul Alessandro Ghirelli's 25-point lead despite a class victory after his French rival retired due to contact with Gus Burton.

SAM HALL

MEET RAMON PINEIRO RACER AND DRIVER MANAGER

After a lack of funds thwarted his driving ambitions, Ramon Pineiro established his own RP driver management agency to support others embarking on their own motorsport journeys. Three consecutive victories across the Brands Hatch and Red Bull Ring rounds on his way to third in the 2011 FIA Formula 2 Championship underline the Spaniard's winning pedigree. And in developing a holistic approach to driver preparation that goes beyond the managerial staple of deal-making, Ramon is confident he can help drivers achieve their goals.

"I work from every area that performance can be influenced," the 31-year-old explains. "Many drivers have the talent and the budget but don't invest properly in preparing themselves. If you don't work on yourself, it's not going to work."

A graduate of the FIA Institute Young Driver Excellence Academy, his trusted team includes respected Formula 1 human performance trainer Xavi Martos and leading sports psychologist Eva Molleja, who has worked with Ramon since his competition days. "We've known each other 15 years," he says. "The fact that they are invested in this project, they want to be part of this, proves the commitment we all have."

In addition to hard-earned experience both on-track and

in dealing with sponsors and teams, Ramon has earned bachelors and masters degrees in automotive engineering with motorsport from the University of Hertfordshire, giving him a deep understanding of how both drivers and engineers operate. Taking a hands-on approach in coaching drivers while detailing the technical explanations for their feedback, believes Ramon, is one of many ways he's well-placed to help drivers succeed.

"You can see both sides of the story," he says. "You know what's happening mechanically and also know the feeling you had when this was happening, so you can correlate everything together."

With the same determination that propelled him to the top step as a driver, Ramon is passionate about supporting drivers to reach their full potential.

Victory is always the aim, but he's clear that results are heavily influenced by having strong foundations and a solid plan.

"Winning comes as a consequence of many things, so I focus on everything that can bring the consequence," he says.



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Larson kicks off playoffs with victory

NASCAR CUP
DARLINGTON (USA)
3 SEPTEMBER
ROUND 27/36

In a NASCAR Cup playoff opener filled with drivers making mistakes, Kyle Larson's turned out to be the least detrimental. The Hendrick Motorsports Chevrolet star came out on top of a fierce battle with the 23XI Racing Toyota of Tyler Reddick over the final 31 of 367 laps and held on to win the Southern 500 at Darlington Raceway.

Larson, who hit the wall a handful of times while rim-riding in the turns, grabbed control of the race late in the final stage, when he beat Reddick off pitroad during a caution caused by a spin involving Ryan Newman. The restart came with 51 laps to go, and Larson held on through two more late-race restarts before securing his third win of 2023.

Larson, 31, entered the playoffs as the sixth seed with two wins, but heads to Kansas Speedway this weekend second in the standings behind his Hendrick team-mate William Byron, and locked into the second round of the playoffs.

"This has been one of my favourite



tracks my whole career and been really, really fast here, just usually get in the wall," Larson said. "Finally, we have the Next Gen car that's tough enough to allow me to hit the wall, so I was able to make some mistakes and get a win. Just proud of this bunch again. Pitcrew came in clutch there at the end to get us out in the lead. This race is all about keeping your head in it."

Several playoff drivers had issues in the race, notably Denny Hamlin, who won the first two stages and led a race-high 177 laps. His night went wrong when he was forced to pit twice under green for what he

thought was a loose wheel. He later got caught up in an accident and finished 25th. Chris Buescher finished third in his RFK Racing Ford from Byron and Ross Chastain (Trackhouse Chevy). Completing the top 10 were Brad Keselowski, Bubba Wallace, Chase Elliott, Ryan Blaney and Erik Jones.

With two races remaining in the first round of the playoffs, Wallace, Kevin Harvick, Ricky Stenhouse Jr and Michael McDowell are the lowest drivers in points and in danger of elimination.

JIM UTTER

All-the-way Foster out on his own

INDY NXT
PORTLAND (USA)
3 SEPTEMBER
ROUND 11/12

Briton Louis Foster went flag-to-flag with a dominant win in the Indy NXT race at Portland in his Andretti Autosport car.

The polewinner was unchallenged while claiming a 7.86s victory over Nolan Siegel



(HMD Motorsports). "We made a good start and then built a good gap in the first seven laps," said Foster of his second win of the season. "From there, it was just managing my tyres in case there was a late-race safety car. Keep my push-to-pass up. It was an amazing race."

A melee kicked off the 35-lap race when a three-wide fight for the lead entering Turn 1 ended with Foster getting through and a massive pile-up involving seven cars, including championship leader Christian Rasmussen along with second and third in points Hunter McElrea and Jacob Abel.

Abel was forced to retire early, while McElrea returned three laps down after a front-wing change. Rasmussen sustained little damage and restarted on the lead lap in ninth but rose to fifth by the finish. Danial Frost claimed third ahead of HMD team-mate Christian Bogle, while three-time W Series champion Jamie Chadwick collected her best result to date in sixth.

JOEY BARNES

WEEKEND WINNERS

NASCAR CUP
DARLINGTON (USA)
Kyle Larson
Hendrick Motorsports (Chevrolet Camaro)

INDY NXT
PORTLAND (USA)
Louis Foster (below)
Andretti Autosport



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Aprilia duo deliver landmark as Bagnaia escapes horror crash

MOTOGP

BARCELONA (ESP)

3 SEPTEMBER

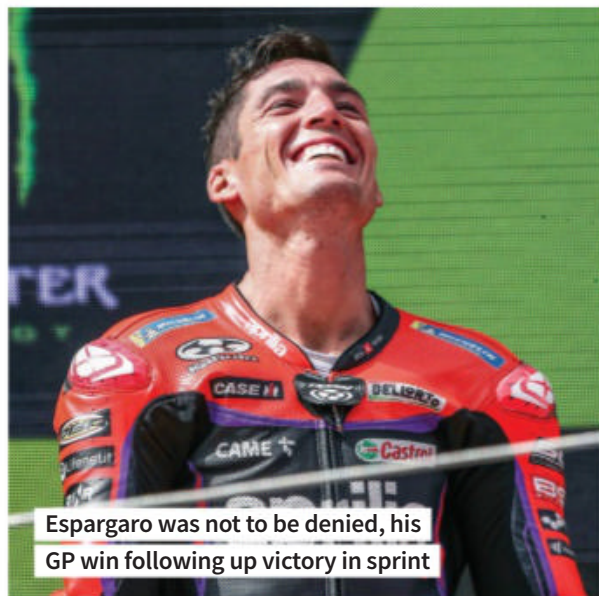
ROUND 11/20

The 2023 Catalan Grand Prix very much displayed the light and shade of MotoGP. On the one hand, you had the historic Sunday for Aprilia as it achieved a dream 1-2 with Aleix Espargaro and Maverick Vinales. On the other, you had the horrible Turn 1 pile-up instigated by Ducati's Enea Bastianini, and the frightening incident for his team-mate Francesco Bagnaia. The latter's massive highside of Turn 2 on the opening lap was bad enough, but the subsequent collision between Brad Binder's KTM and Bagnaia's leg was truly sickening.

In the space of a few seconds, the destiny of the 2023 championship was thrown on its head. An immediate red flag allowed Bagnaia to be attended to on track before he was taken to the medical centre for checks, then sent to hospital for more scans.

Somehow, Bagnaia escaped serious injury. And somehow, as MotoGP embarks on 10 rounds in 13 weeks, his title defence looks intact. That is in no small part courtesy of the Aprilia domination.

Strong all weekend at the low-grip Barcelona track, which also suits the RS-GP's agile nature, Aleix Espargaro



Espargaro was not to be denied, his GP win following up victory in sprint

fired off a warning shot with victory in the sprint. Before the red flag, it looked as if he was in for a difficult grand prix as he dropped places from second on the grid.

At the restart, he again lost out as Pramac's Jorge Martin briefly led, before Vinales took over into Turn 4. Espargaro moved into second on the third tour and the factory Aprilia pair quickly pulled away.

Running line astern it seemed a matter of time before Espargaro would move into the lead. After all, Vinales had no fresh tyres for the restart. But a mistake on lap 11, Espargaro almost highsiding at Turn 3 as a gust of wind hit him, suddenly opened the gap up to 1.4s.

Had it been any other race track, Espargaro admits he'd have given up the chase at that point. But home soil at Barcelona, a track he used to hear the distant sound of V10 Formula 1 cars from his school as a child, forced a different tactic. Pushing, the gap was down to 0.9s on lap 14 and by lap 19 he was right on Vinales' tail again.

Both Aprilia riders were battling extreme graining on the right side of their front tyres, but Espargaro appeared to marginally have the better grip. He used this to nail his run out of the final corner



onto the back straight to begin lap 20. Drawing alongside Vinales, he pulled the pass into Turn 1. Vinales clung on for as long as he could, but had to abort and run through the corner. Game over.

A second grand prix victory of the season beckoned for Espargaro, but Vinales couldn't help but feel this was still the best day of his racing career as he completed Aprilia's first ever 1-2 in the premier class. Martin would finish a distant third, closing Bagnaia's title advantage from 66 to 50. It's a hefty swipe, but one that now looks like it won't go without a response from Bagnaia given his deliverance from serious injury.

Johann Zarco was wiped out by Bastianini – who suffered multiple fractures – at Turn 1, with Marco Bezzecchi and the Gresini duo also collected. Fourth was a good recovery all things considered



Gresini Ducati's Alex Marquez made it home sixth



Martin led briefly after the restart but couldn't hold back Aprilia pair



Aprilia's first ever 1-2
in the premier class



Bastianini hobbles
away after triggering
Turn 1 crash

ahead of Miguel Oliveira, who briefly made it an Aprilia 1-2-3 in the grand prix.

Alex Marquez made the restart to finish sixth, while Fabio Quartararo enjoyed a rare good day on his Yamaha. Using the set-up he won the 2022 Catalan GP on, he bounced up from 17th to seventh ahead of Jack Miller – the sole factory KTM at the finish after Binder suffered a technical issue on his second bike at the restart.

The lack of grip at Barcelona exposed Honda's traction issues something fierce, with 2020 world champion Joan Mir noting after wobbling to last in the sprint that it "was the worst feeling I ever had on a motorcycle". Marc Marquez offered a crumb of comfort for Honda. Escaping Q1 to qualify 12th, he endured a "drive to survive" in the grand prix to collect a handful of points in 13th on his factory-spec RC213V. Without engaging his usual all-in style, this is all the 2023 Honda is capable of.

LEWIS DUNCAN

RESULTS ROUND 11/20, CATALUNYA (ESP), 3 SEPTEMBER (23 LAPS – 66.556 MILES)

POS	RIDER	TEAM	TIME
1	Aleix Espargaro (ESP)	Aprilia	38m56.159s
2	Maverick Vinales (ESP)	Aprilia	+0.377s
3	Jorge Martin (ESP)	Pramac Ducati	+2.831s
4	Johann Zarco (FRA)	Pramac Ducati	+4.867s
5	Miguel Oliveira (PRT)	Aprilia RNF	+7.529s
6	Alex Marquez (ESP)	Gresini Ducati	+10.590s
7	Fabio Quartararo (FRA)	Yamaha	+10.821s
8	Jack Miller (AUS)	KTM	+10.880s
9	Augusto Fernandez (ESP)	GasGas Tech 3 KTM	+12.889s
10	Fabio Di Giannantonio (ITA)	Gresini Ducati	+13.280s
11	Luca Marini (ITA)	VR46 Ducati	+16.491s
12	Marco Bezzecchi (ITA)	VR46 Ducati	+16.561s
13	Marc Marquez (ESP)	Honda	+21.616s
14	Franco Morbidelli (ITA)	Yamaha	+23.108s
15	Takaaki Nakagami (JPN)	LCR Honda	+26.740s
16	Iker Lecuona (ESP)	LCR Honda	+28.860s
17	Joan Mir (ESP)	Honda	+33.929s
R	Raul Fernandez (ESP)	Aprilia RNF	10 laps-ride height
R	Brad Binder (ZAF)	KTM	3 laps-technical
R	Pol Espargaro (ESP)	GasGas Tech 3 KTM	1 lap-clutch
NS	Francesco Bagnaia (ITA)	Ducati	accident
NS	Enea Bastianini (ITA)	Ducati	accident

Winner's average speed 102.561mph. **Fastest lap** Vinales 1m40.343s, 103.818mph.

QUALIFYING 2 1 Bagnaia 1m38.639s; 2 A Espargaro 1m38.743s; 3 Oliveira 1m38.748s; 4 Vinales 1m38.772s; 5 Martin 1m38.797s; 6 Zarco 1m38.858s; 7 A Marquez 1m39.053s; 8 Giannantonio 1m39.054s; 9 Binder 1m39.057s; 10 Bezzecchi 1m39.368s; 11 Bastianini 1m39.575s; 12 M Marquez 1m39.701s.

QUALIFYING 1 1 Oliveira 1m38.789s; 2 M Marquez 1m39.070s; 3 Miller 1m39.232s; 4 P Espargaro 1m39.330s; 5 R Fernandez 1m39.360s; 6 Morbidelli 1m39.452s; 7 Quartararo 1m39.510s; 8 Marini 1m39.573s; 9 A Fernandez 1m39.794s; 10 Mir 1m40.214s; 11 Nakagami 1m40.388s; 12 Lecuona 1m40.580s.

SPRINT RACE (12 LAPS – 34.725 MILES)

1 A Espargaro 20m02.744s; 2 Bagnaia +1.989s; 3 Vinales +2.040s; 4 Binder +2.857s; 5 Martin +4.341s; 6 Oliveira +4.940s; 7 Zarco +6.746s; 8 Bezzecchi +6.888s; 9 Bastianini +8.068s; 10 A Marquez +10.380s; 11 M Marquez +11.823s; 12 Marini +11.900s; 13 Giannantonio +12.018s; 14 R Fernandez +13.284s; 15 Morbidelli +16.207s; 16 Miller +16.404s; 17 A Fernandez +16.534s; 18 Quartararo +17.147s; 19 Lecuona +18.658s; 20 Nakagami +19.080s; 21 Mir +19.574s; R P Espargaro 3 laps-crash. **Winner's average speed** 103.936mph. **Fastest lap** A Espargaro 1m39.327s, 104.879mph.

RIDERS' CHAMPIONSHIP 1 Bagnaia 260; 2 Martin 210; 3 Bezzecchi 189; 4 Binder 166; 5 A Espargaro 154; 6 Zarco 141; 7 Marini 125; 8 Vinales 113; 9 Miller 104; 10 A Marquez 102.

CONSTRUCTORS' CHAMPIONSHIP 1 Ducati 379; 2 KTM 215; 3 Aprilia 203; 4 Yamaha 102; 5 Honda 96.



Marc Marquez squeezed all he
could out of the Honda for 13th

NEXT REPORT
San Marino GP
14 September
issue



Catsburg picks the comeback at Le Mans as his favourite 24-hour race win of 2023

GTE

LIVING THE DREAM

For sportscar ace Nicky Catsburg, 2023 has gone from one remarkable success to the next. Here's what he and those close to him make of a glittering campaign

JAMES NEWBOLD

It's no exaggeration to state that Nicky Catsburg has had a year any sportscar driver would envy. He's won his class in three major 24-hour races, including one outright, and achieved the virtually unprecedented feat of securing a world championship title in July. When you also factor in his GT class title in the Asian Le Mans Series aboard a Walkenhorst Motorsport BMW M4, the amiable Dutchman has claimed major successes aboard four different brands of car.

"It feels strange," concedes Catsburg. "You have some years where you are begging for a win, you do a good job but you just never can get that result. When it started with winning Asian Le Mans this year, I was like, 'We won now, the rest of the season will probably be difficult'. But it just keeps getting better and better. To win those three 24-hour races, three different cars, is just super cool."

"It just never really happens that every time in one year it actually works out. We're joking about it: 'You will never win another one, the odds are so bad.' But it just keeps happening."

Catsburg is happy to admit that 2023 has been his best year in racing "in terms of results by far". And it's not gone unnoticed by the 35-year-old's peers.

Earl Bamber knows a thing or two about winning 24-hour races, and added the Nurburgring to his list alongside Catsburg this year when their Frikadelli Racing-run Ferrari ended a stranglehold for German-built cars dating back to 2002.

"He's on a great streak at the moment," the two-time Le Mans winner says. "He's won nearly every race he's actually entered in this year, which is incredible. He's doing an amazing job behind the wheel. He's very confident, he's quick, but measured. He's not taking too many risks, it's impressive."

Catsburg's second N24 victory, after his 2020 triumph in a Rowe



Second Nurburgring 24 victory was first major success for new Ferrari

CATSBURG'S BIG WINS	
RACE	WIN
Spa 24	Outright 2015; Pro-Am 2023
Le Mans 24	GTE Am 2023
Nurburgring 24	Outright 2020; 2023
Daytona 24	GTL 2021
Sebring 12	GTD Pro 2022

BMW M6, was the first major accolade for the new 296 GT3 also campaigned by David Pittard and Felipe Laser. The car's pace was not in doubt after the quartet had won the four-hour qualifying race, but reliability was still a question mark in the 24 hours itself which, Bamber recalls, meant "when we got out front, many of the other teams didn't expect it to last so they just let us go, and then they didn't chase us".

Catsburg grins as he reflects on "a unique situation there" but reveals "the one I really badly wanted" was Le Mans, having never conquered it before in four previous attempts with BMW and Corvette. The C8.R he shares with Ben Keating and Nico Varrone in the World Endurance Championship's GTE Am class has been

in superb form this year, winning the first two rounds at Sebring and Algarve (the first at a canter after the demise of the Iron Dames Porsche, the second after he put in a superb defence to deny Alessio Rovera's Ferrari) before securing second at Spa despite dropping a lap early on. That made the Pratt & Miller-run >>

"He's very confident, he's quick, but measured. He's not taking too many risks, it's impressive"



Catsburg opened his account for 2023 by winning Asian LMS title



CORVETTE'S OTHER ACES

As Nicky Catsburg is at pains to point out, he's only one cog in the Corvette Racing machine that has proven such a potent force in the 2023 World Endurance Championship. Co-drivers Nico Varrone and Ben Keating have certainly played their part in tying up the GTE Am crown with two rounds to spare.

"I'm always lucky enough that I'm surrounded by really good, talented people and that obviously helps a lot," says Catsburg, who regards his team-mates as "outstanding in their class". As he sees it: "Nico

is the best Silver, Ben is the best Bronze. That's what kind of makes it easier when you have a complete package like that."

Popular Texan Keating's reputation as one of sportscar racing's best Bronze-graded drivers is well-established.

A fixture at Le Mans since 2015, he's managed to drive eight different cars in his nine appearances – all but two (in LMP2, including the only outing for the unloved Riley Mk30 in 2017) in GTE Am. After a fuel irregularity on his Riley-run Ford GT in post-race scrutineering resulted in disqualification in 2019, he finally kept the Le Mans winner's trophy in 2022 on his way to the WEC title with Aston squad TF Sport. This year he became the first driver since Patrick Bornhauser and Julien Canal in 2012 to successfully secure back-to-back GTE Am victories at Le Mans, the double points result virtually putting beyond doubt the destiny of the title.

Argentinian Varrone meanwhile has had a meteoric rise since the funds ran out midway through a GB3 programme in 2020. Manager Jose Balbiani's links with Rinaldi Racing secured him a Le Mans Cup berth in its LMP3 squad for 2021, and Varrone's impressive performances parlayed into a victorious European Le Mans Series programme aboard its Ferrari 488 GTE last season. He also won in a one-off Creventic appearance in the Barcelona 24H aboard a WTM Ferrari where, crucially, long-time Keating collaborator Jeroen Bleekemolen was also part of the driver roster. His recommendation led to a successful post-season test with Corvette that Varrone grasped with both hands, before he notched another 24-hour race victory at Daytona this year, this time in LMP3, with the AWA Duqueine team.

"I'M ALWAYS LUCKY ENOUGH THAT I'M SURROUNDED BY REALLY GOOD, TALENTED PEOPLE"

Corvette Racing squad hot favourites for a first Le Mans win since 2015, but their hopes looked dashed by an early damper failure that cost two laps.

"I wasn't ready to give up," Catsburg says. "But in my head I was like, 'This sucks, now I have to do the whole race being laps down, I would rather go home'. You know how drivers get! And then somehow we just managed to work our way back up."

And still his year kept getting better. The Spa 24 Hours is another race Catsburg has won outright previously, his 2015 triumph aboard a Marc VDS BMW Z4 arguably the race that truly put him on the map. But the circumstances of his Pro-Am win aboard a Haupt Racing Team-run SunEnergy1 Mercedes were no less notable, given a pre-qualifying crash for patron Kenny Habul forced the team into a late change of chassis and Bronze driver. Together with stand-in Adam Osieka, Chaz Mostert and Martin Konrad, Catsburg completed a unique hat-trick.

"I went into Spa obviously hoping that this would happen, but I was kind of downplaying it – 'No way, this will not happen, let's just see it as a normal race'," he says. "And then nothing really went wrong, after it did, after Kenny's crash. And it worked out!"

It was exactly one week later that he was departing Monza having clinched the WEC GTE Am crown for Corvette, where he is a popular team figure.

Race engineer Tyler Neff, who notes "there's always a joke that the brake pedal is too long", observes: "First time with Nicky in the car, it was pretty easy. Easy feedback, kind of just meshed from there and same thing with the guys. You can see that Nicky jokes around with the guys, the guys joke around with Nicky, it's light-hearted, it just helps bring us all together."

It's also a trait spotted by Bamber: "He's fun to be around as well, he brings a great vibe to the team, which is actually something really important in sportscar racing. That's probably one of his really strong suits outside of the car."

That Catsburg is a team player is evident in the way he quickly points to being "always blessed with amazing team-mates, whichever car". But it also shows in his approach, which underlines that sportscar racing success can owe just as much to a cool head than standout hero moments. When asked for his secret, his reply is telling.

"We all get so excited in the beginning and we all want to be fast all the time – you want to be the guy in the car at the golden hour," he explains, "but it's so much more about having a little bit of that extra margin. Other people spin out on an oil spill, we didn't. Other people get three track limit infringement penalties and we only got one or something like that."

"It's so important to hammer on that; to not make mistakes."

"It makes you just a better driver if you do other stuff. You learn how to overtake, you have to defend"

Because people eliminate themselves and in the end sometimes it's only between a couple of cars. Then you just need to be there. If you're not there in the end, there's nothing to race for. That's something I have really learned over the last years."

All that considered, it's hardly a surprise to hear that Catsburg isn't at any risk of falling for his own hype and plans "to just keep as relaxed as possible".

"In BMW I had team-mates that were unbeatable, I had that in Corvette, it's not like I'm such a standout," he says modestly. "You just need to be at the right place at the right time and create this environment for yourself where you have the opportunities to win."

Catsburg readily accepts that his rate of success in big-ticket races "at one point will stop, that's normal, it has to". And there are many reasons why a repeat of his glittering year will be difficult to achieve. For one, he admits, to win any 24-hour race "you need high



BEAUMONT/SRO

Spa victory completed
unique 24-hour hat-trick

Pro-Am class
win in SunEnergy1
Merc meant each
success came in a
different car

doses of luck". For another, he's a factory driver for Corvette and, regrettably, his IMSA GTD Pro schedule next year with the new Z06 GT3.R currently clashes with the Nurburgring and Spa 24 hours.

"I am lucky enough that they allow me to do other stuff, but I think this will get more difficult when there's other GM products racing in Europe," he says. "I always hope that I can do stuff on the side, but I can't race other Corvettes in different cars obviously."

But the versatility that Catsburg has deliberately honed by testing himself in very different environments will only stand him in good stead to add more accolades to his bulging CV. Aside from turning out in different GT3 cars, he's raced touring cars for many years alongside his GT exploits; winning races in Lada, Volvo and Hyundai machinery since 2016. As recently as last season, he claimed a WTCR podium in a wildcard appearance for Hyundai and says he "would be able to do a race in a front-

wheel-drive car again at the end of this year".

He believes working with different engineers in different series "just broadens your spectrum" and as a result "I'm really becoming a better driver".

"If you do a lot of sprint racing in touring cars, all you're doing is looking in your mirrors all the time," he says. "It makes you just a better driver if you do other stuff. You learn how to overtake, you have to defend and if you just do more of it, you can only get better at it. You learn from doing more, you learn from other people, so I would always push to do that and also I just think it's fun. If anyone asks me what would you recommend to young guys – do as much as you can! Drive everything."

Daytona is the only major 24-hour race that Cadillac LMDh driver Bamber is yet to win. No prizes for guessing who he wants as a team-mate there someday... 🍀



Time spent racing tin-tops
has helped with versatility

HYUNDAI



Engineer Neff (left) rates
Catsburg's feedback highly

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STRESS ENGINEER
Alpine F1 Team

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The successful candidate's primary responsibility will be to undertake the structural analysis of composite and metallic components and assemblies using the latest Finite Element techniques. You will be responsible for optimising component design to unlock potential race car performance whilst ensuring components meet our strict criteria for race approval. You will also be responsible for the definition of the relevant practical test procedures in close liaison with the designer and the Test and Validation department in order to achieve successful structural sign off and to assist with problem solving for those parts.

The Person

We are looking for an individual who has experience of working in an analysis role in motorsport, preferably in an F1 team. Excellent communication skills and a keen eye for detail are a must, alongside the ability to work under pressure. As part of our Design team we have high expectations of a candidate's engineering abilities.

In particular candidates must be able to demonstrate:

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- Experience of leading a technical project or acting as a specialist/technical expert for a defined part of the car
- A proven and pro-active fault implementation approach
- A track record of high standards/ownership for all aspects of work delivered

Candidates should have experience in the usage of some of the following:

- Abaqus & Hyperworks
- Optistruct or Genesis optimisation techniques
- Laminate Tools

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RESEARCH ENGINEER
FIA

Main Responsibilities

- Oversee each research project from first feasibility study until the successful implementation in a race environment.
- Manage the research service providers involved with each research project (i.e. testing facilities, laboratories, etc.).
- Conduct experimental test and simulation work as required to support the objectives of the research projects.
- Collaborate with motorsport industry suppliers relevant to each research project for the purpose of research as well as support of delivery of projects to the race environment.
- Assist with the drafting of technical standards, guidelines and regulations based on the results of the research activities.
- Facilitate and support the Research and Strategy Working Group and any associated meetings in order to provide the Technical and Safety Department with a scientific.
- Support and contribute to the relevant FIA working groups and commissions.
- Support the relevant Technical Working Groups.
- Conduct detailed accident investigations as required and compile accident reports including robust conclusions and proposed actions to prevent similar cases in future or to reduce injury severity.

Profile

- Bachelor or Master's Degree in Engineering or similar.
- Automotive or Mechanical engineering educational background.
- Knowledge of research technics and tools commonly used in motor sport related research or development projects.
- Experience in design and operation of close cockpit and/or single seater motorsport vehicles.
- Knowledge of Hydrogen and / or High Voltage powertrain systems would be considered as a great advantage.

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MARKETING DEPLOYMENT MANAGER
Formula One

Main Duties and Responsibilities

- Build and maintain modular campaign template(s) that are responsive and incorporate brand standards and best practices.
- Build highly dynamic campaigns using HTML and AMPscript.
- Perform QA testing to ensure segmented audiences and content are accurate and rendering properly on different devices.
- Manage and segment audience data using the various Marketing Cloud tools (audience builder, data extensions, API, filters, queries, etc.).
- Troubleshoot campaign development issues including template rendering, accurate links, accessibility, subscriber lookup, etc.).
- Leverages SFMC tools and scripting languages to update content and enable dynamic content/personalization.
- Provide guidance and train specialists on basic SFMC capabilities and deployment best practices.

To be successful in this role, you will ideally have working experience of the following:

- Working experience with HTML and AMPscript
- Hands of experience with SFMC
- The ability to automate campaigns and setup journeys, triggered sends, mobile connect and advertising studio
- Have knowledge of CAN-SPAM, GDPR and CCPA
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M-Sport

The Role

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- Ensuring compliance with post Brexit requirements.
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- Providing information to EU agents to enable recovery of EU VAT.
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- Using data analysis tools available to you, hone the site's coverage to fit the interests and needs of readers
- Work towards the best possible presentation of content on the site
- Assist the editor in chief and magazine editor in forward planning of content
- Monitor competitor titles (internationally, online and in print) to ensure that Motorsport Network's coverage remains class-leading
- Work as a member of the team of editorial heads to help plan editorial content and communicate with staff (editorial and commercial)
- Continue to develop your contact base within the sport

Key Deliverables:

- Ensure the smooth running of English language sites
- Use analytics and insight to tailor the content and its presentation to meet the desire of the readers

Skills and Experience Required:

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- Excellent writing and planning skills to ensure that sites can be agenda-setting as well as reactive
- Technical literacy as regards the function of the website

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New **BRSCC** event to promote ways of getting involved

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Ellinas back to
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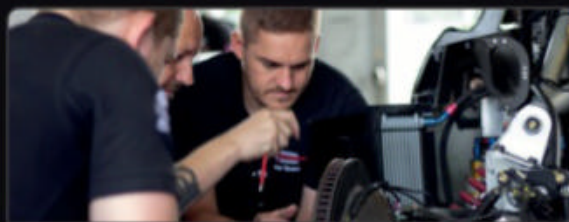
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New BRSCC event to show ways of getting involved

BRSCC

The British Racing & Sports Car Club plans to hold a new event at Silverstone later this year that showcases how people can get involved in motorsport, either as a driver or volunteer.

Driven by Racing on 18-19 November will give people the chance to sample a range of cars – around the circuit's National layout – that feature in BRSCC categories. But it will also provide the opportunity to understand the role of rescue crews, marshals, race control staff, race admin workers and scrutineers with a series of active demonstrations. The event is free to attend and, during the online registration process, areas of particular interest can be selected.

"It's trying to use our resources in the best way to promote what we do as a club to benefit all of our members," explained the BRSCC's Greg Graham about the idea behind Driven by Racing. "We've looked closely at where we place resources and made a choice to try to do something BRSCC-focused rather than being surrounded by the whole marketplace. It's a fairly brave and unique step that we've taken but the hope is it becomes an annual event and we can promote every aspect of the BRSCC."

"Of course, we want to attract drivers to come along and try race cars, speak

to teams and decide to come racing with the club but, without all the other aspects, a race weekend doesn't happen – whether it's marshals or race admin staff or race control staff or scrutineers."

Graham says the club hopes shining a spotlight on the diverse range of skills and roles required to operate a race meeting will help encourage those who are either former competitors or already have an interest in motorsport to get involved.

"Every aspect is interactive," he added. "Rescue units will demonstrate, race control and race admin will be live on the day so people can understand what happens in race control and watch that, and scrutineering teams will show what safety and eligibility scrutineering entails. There will also be live ARDS tests, for people who have pre-booked."

Existing partners of the club will also exhibit in some of the garages and in the paddock. More details are due to be released in the coming weeks, but Graham says the BRSCC is already encouraged by the early response to the event's launch.

"The initial feedback we've had has been really good and there's a mix of inquiries we're getting," he said. "The biggest volume is to sit in the car and get on track but all the boxes are getting ticked [for the different activities] and that's really pleasing."

STEPHEN LICKORISH

FUN CUP MARSHALS CHOSEN

The marshals being given the chance to compete in this year's Fun Cup finale with GT Radial have been selected following a two-hour endurance karting race in Tamworth. Tyler James, Tom Pledger and Joe Smith have been chosen, with Craig Ballantyne named as the reserve driver. They were due to take their ARDS tests at Mallory Park earlier this week as they begin further preparations. Joshua Lee and Dan Lloyd will also be part of the pitcrew for the event.

NEW DRIVER F4 SNETT TEST

British Formula 4 will hold a two-day test at Snetterton in October to give drivers considering joining the grid for 2024 a chance to experience the cars and meet teams. "Last year, we ran this driver test for prospective 2023 season drivers and were overwhelmed for the demand it generated from drivers eager to understand first-hand about British F4," said championship manager Eve Lake-Grange.

MURRAY TO JOIN GB4 GRID

Karting graduate Sebastian Murray will race with Graham Brunton Racing in the final two rounds of the GB4 Championship this year, starting at Brands Hatch this weekend. The Scot competed in the UAE F4 Trophy event at the Yas Marina track last year, taking two top-10 finishes, before completing the full season in F4 UAE, but scored no points.

US RACER TRIES UK MERC

US sportscar racer Anthony McIntosh tested one of 2 Seas Motorsport's GT3 Mercedes at Donington Park last week (below). "I'd never been to the UK, or to a British race track, or tested the car before," said McIntosh, who currently heads the Am class of the Lamborghini Super Trofeo Series in North America. "I always wanted to drive at tracks like Donington, Oulton Park and Brands Hatch and I wasn't disappointed." He has not ruled out a future return to the UK.



Allen grabs Superkart win by 0.05s

SUPERKARTS

Top qualifier Ross Allen (Jade) snatched victory in Superkarting UK's Superprix at Croft on Saturday with an audacious last-corner pass on British champion Lee Harpham (MS Kart) at the Historic Sports Car Club event.

Williams Formula 1 employee Allen – winner of an Aurora Trophy race at Silverstone in May, driving acolyte Keith Bisp's F2 March-BMW 762 – ambushed Harpham at the hairpin to win by 0.049 seconds.

Forced to make a second-lap pitstop in the pre-final, when resonance from the surface and high-speed cornering dislodged one of his engine's plug leads, sometime Radical racer Allen bounded back to finish eighth.

Also racing in Division 1, for chassis powered by 250cc twin-cylinder engines, Matt Robinson (Anderson) dominated the preliminary race, beating Harpham and Jack Tritton. But Robinson and Tritton suffered engine failures in the eight-lap final, although Robinson's 1m18.601s (96.18mph) lap was the weekend's quickest.

MARCUS PYE



Ellinas to make Carrera Cup GB return with Toro Verde squad

PORSCHE CARRERA CUP GB

Former Porsche Carrera Cup GB champion Tio Ellinas will return to the series later this month at Silverstone with the Toro Verde squad.

Ellinas claimed the 2018 Carrera Cup title in his second season after switching across from a single-seater career that featured GP3 and Formula Renault 3.5 victories. Since his title success, the Cypriot has spent a couple of years in the Formula 1-supporting Porsche Supercup, but is now making a return to the Carrera Cup GB for the final two events of the campaign.

Several key figures at Toro Verde were

also part of the Slidesports team that guided Ellinas to the 2018 honours, including David Fairbrother, who Ellinas is taking over from.

"Returning to the Porsche Carrera Cup GB will be an exciting journey which I'm really looking forward to," he said. "I've been working with the team to get to grips with the car during testing so we can hopefully achieve some good results together at Silverstone."

"I'm working with a lot of the same people I did back in 2018, so the relationship is already strong. Our main aim now is to get up there and challenge the top three as the team really deserve some solid results."

Harrison and McAleer share glory at Festival of Porsche

MSVR

The latest Brands Hatch 'festival' event drew a horde of Porsche enthusiasts and their cars to Kent for eight races last weekend, plus track and static displays.

With the South Bank spectator area filled exclusively by Porsches, there was no doubt which marque was being celebrated. Two races for the Porsche Club Championship were highlights of the track programme, and these were won by Mark McAleer and Kevin Harrison, who threatened McAleer's opening victory but spun on oil dropped at Paddock, promoting

Pete Morris to the runner-up spot.

Harrison was rewarded with a win in race two, with McAleer not far behind, but the ever-present Morris was third and takes a points lead to the finale at Snetterton. Boxster class wins in these races were shared by Christian Walker and Paul Simpson.

The separate Boxster Cup had three races, including one held over from Oulton Park. All three were won by Jonathan Lovell with Mike Thompson second. The third podium spot was shared by Perry Darling, Matt Gough and Scot Adams.

Another three races, also including



Harrison heads McAleer.
Each scored Porsche Club win

one rearranged from Oulton, catered for a small Porsche Open field. Archie Hamilton's 991 easily won the first two but missed race three, which only had four starters. Luckily for onlookers, the result was close, Nathan Luckey and Charlie Bird separated by 0.3 seconds.

BRIAN PHILLIPS

Fiesta was second overall
in the Equipe 70s contest



Burgess races ex-BSCC Fiesta for first time in three years at Cadwell

EQUIPE

Tom Burgess brought out his ex-British Saloon Car Datapost-liveried Ford Fiesta for the first time in three years when he contested the Equipe 70s race at Cadwell Park last weekend.

The car has raced at some Classic Touring Car Racing Club events in the past, and has made several appearances at the Goodwood Members' Meeting, with plans to return next year.

"Andy Priaulx, Karun Chandhok and Alex Buncombe have raced it too, but we haven't had it out since Goodwood in 2020," said Burgess after taking second overall and a class win on his first visit to the Lincolnshire circuit.

Meanwhile, former motocrosser Graham Moss scored his first-ever car race win when he topped the Equipe Libre contest at Cadwell in only his fourth ever outing.

"I had raced in motocross for years, but restore Bentleys for a living – I had been on tracks with them, but never raced a car before Silverstone earlier this year," he said. "I just thought maybe I should have a go, so looked for a car.

"I didn't want just any car, but something different and I wanted more than just racing, but fun and a good experience," he explained, having selected the ex-Leo Voyazides Daytona Cobra.

PETER SCHERER

Jamsport boss's son to make car debut

FIESTA JUNIOR

Jenson O'Neill-Going, son of Jamsport team principal Jamie Going, will make his Fiesta Junior debut at Donington Park this weekend.

O'Neill-Going has been a familiar face in the paddock for most of his life, building his off-track experience while more recently also racing in Junior Rotax karts. He has just turned 14, and will now contest the final two rounds of the Fiesta Junior season aboard a Mk6 ST150 ahead of a full attack in 2024.

"Jenson has been at nearly every Fiesta race weekend since 2013," said Going. "I'm bursting with pride that, after 10 and a half seasons being around the team, it is finally Jenson's



turn to represent the team and show everyone what he's capable of. I just want him to go out there, enjoy it and drive as fast as he can."

MARK PAULSON

HAYES-HARLOW IN HOSPITAL

Veteran racer John Hayes-Harlow spent Saturday night in Darlington Hospital following a shunt in Aurora Trophy qualifying at Croft. The Yorkshireman's Formula Atlantic Ehrlich RP3/5 smote the barrier at Barcroft, where he crashed mightily last September. Damage appears to be confined to a front corner, nose, radiator and frame. Hayes-Harlow missed the Historic Formula Ford 2000 party organised by his wife Barbara, but was back in the paddock on Sunday afternoon.

FARRELL'S RETIREMENT

Australian race engineer Steve Farrell, a period Formula Ford 2000 racer who has enjoyed competing in the equivalent Historic series over the past year, contested his last race at Croft on Saturday and finished 11th. After making the decision between races, the UK-domiciled Sydneysider sold his Reynard SF79 to championship regular Anthony Thompson, whose son will join the fray in it.

BIRTHDAY BOW FOR BENNETT

Cal Bennett, who turned 20 at Croft on Sunday, made his UK racing debut in Classic FF1600 at the Historic Sports Car Club event, driving a Van Diemen RF80 that was a 21st birthday present from his dad Jeremy to mum Sheelagh Todd, daughter of Northern Ireland racer James. Cal's first meeting was at Mondello Park last month.

PORSCHE DEMOS AT BRANDS

Carrera Cup GB championship leader Adam Smalley was the fastest driver on track at Sunday's Brands Hatch Porsche extravaganza while demonstrating a multi-coloured 992 GT3 in 75th anniversary livery. Off the circuit, static displays included a Team Jota 963 LMDh, a 911 Dakar in Rothmans livery from the 1984 Paris-Dakar rally, plus a 1973 RS celebrating 60 years of the 911.



Double Doune on British Hillclimb 2024 schedule

BRITISH HILLCLIMB

The calendar for the 2024 British Hillclimb Championship has been revealed with 14 events once again scheduled, including a double visit to Doune, while a deal has been secured to enable Avon tyres to be used during the campaign.

Ten venues across England, Scotland, Northern Ireland and the Channel Islands will hold events next year, with the only notable change being that Doune in Scotland gains a second event in September and Loton Park drops to hosting just the finale.

The season will start at Prescott on 20-21 April, with the Loton finale in late September. Harewood, Shelsley Walsh and Prescott join Doune with two visits, while single events are at Craigantlet, Gurston Down, Bouley Bay, Val des Terres and Wiscombe Park.



Although the Avon factory will close at the end of this year, sufficient tyres will have been made and put into stock with supplier BMTR to cover the 2024 campaign.

BHC coordinator Tim Wilson said: “We have worked closely with Cooper-Avon and BMTR for a number of months and are

delighted with the outcome. Having been faced with the prospect of no specialist tyres after the end of the 2023 season, this partnership will ensure a level playing field for 2024 with all registered BHC competitors being required to run on Avon tyres.”

PAUL LAWRENCE

Harrison guides rare Rennmax to podium spot

Third and sixth for Harrison in Rennmax

FORMULA JUNIOR

Rising single-seater star Samuel Harrison, who sealed the Historic Formula 3 title at Croft last weekend, gave the unique Rennmax BN1-2 Formula Junior chassis what may have been its best ever result at the Silverstone Festival.

Harrison took the Rennmax to third and sixth places in the two races at Silverstone at the end of last month. The 1962

car was built in Australia by Bob Britton as a near copy of a Lotus 20 and is now owned in the UK by Adrian Holey.

Harrison drove it for the first time in testing just before the Silverstone Festival and said: “It’s lovely. It goes round the corners well, but we’re struggling down the straights a bit.”

The teenager has previously enjoyed Formula Junior success in a Brabham.

PAUL LAWRENCE

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Classic Midget has
already been raced
by Sharpe this year



Sharpe targets scaled back 2024 campaign in Modsports Midget

MODSPORTS

MG Owners' Club championship leader Will Sharpe plans a more relaxed racing season in 2024, focused around his newly-acquired Modsports-spec MG Midget, if he can seal the MGOC title this year.

After being a frontrunner in an MG ZR, Sharpe switched back to his Midget for this year's MGOC championship. He has dominated the 'Abingdon' class and holds a narrow overall points lead over multiple champion Steve McDermid ahead of the last two rounds at Silverstone and Pembrey.

The Nottinghamshire driver acquired a Modsports Midget earlier this year, with the 1963 model built and raced by its late owner in Scandinavia as well as being given

occasional outings in Britain and Ireland by David Smith. It retains a 1460cc A-Series engine breathing through twin SU carburettors. After debuting it in the Historic Modsports race at Donington Park earlier this summer, Sharpe contested the Classic Sports Car Club's Special Saloons & Modsports races at Mallory Park at the end of last month.

"The plan is to have a year of doing tracks that I want to do, and not being led by [chasing] points," said Sharpe. "I don't want the car to become something that it isn't by sticking in a modern engine or that kind of stuff. I want to keep its originality, but something like a Weber carburettor's going to give it a little bit more speed."

MARK PAULSON

Fastest time of day to Paul in Brighton

SPRINT

Simon Paul pipped Damien Bradley to the fastest time of the day in the Brighton National Speed Trials last weekend. Both drivers were in turbocharged four-wheel-drive road-registered cars and set sub-10 second runs over the quarter-mile course on Madeira Drive.

Paul's 9.84s in a Nissan

GT-R, with a finish speed of 144.3mph, proved just beyond Bradley's 9.99s (138.9mph) in his Subaru Legacy. Paul's second run was 0.03s slower, before Bradley turned the tables and was fastest in the top-10 run-off, 9.97s to 10.14s.

In the classes, historics racer Shaun Haddrell (Turner-Climax Mk1) defeated veteran Patrick Howe (Mini Cooper) 14.12s to 14.49s, while Steve Butts's 11.63s

in a Lotus Elise trounced Justin Andrews (Subaru Impreza) by a second in C2. Steve Broughton and Carole Torkington (Westfield) bagged a 1-2 with 11.27s and 11.52s respectively.

First run in 1905, the Brighton & Hove Motor Club's event featured a post-finish incident when Adele Hunt's Mini Marcos crashed after the last of the concrete barriers, mercifully without injury.

LOTUS TO BE CELEBRATED

The 75th anniversary of Lotus Cars will be celebrated at Castle Combe's Autumn Classic event on 23 September. This will include displays and presentations, with a large number of Lotus models expected at the event, and those attending due to be confirmed nearer the time. The Classic once again is set to feature a range of historic races at the Wiltshire venue.

ENTRIES NEEDED FOR SPRINT

The two-day Southport Classic and Speed event celebrating the area's rich motorsport heritage is seeking further entries for the sprint competition. The Ocean Sprint Revival will revive the historic sprint course that used parts of Marine Drive up until the early 1960s. Entries so far include Andrew Wareing's six-litre McLaren M1A and Mike Farralls's 1953 T23 Cooper-Bristol, with hopes that the 1926 World Land Speed record-breaking Segrave Sunbeam Tiger will also appear. The event will take place on 16-17 September.

STEVE NEAL'S FINAL LAP

The late Steve Neal was remembered poignantly during the Silverstone Festival recently when his grandson Henry raced their pre-1966 Ford Lotus Cortina with Gordon Shedden, a long-time racer for Neal's British Touring Car team. Some of Neal's ashes were included in the ballast box on the floor of the Cortina. The duo finished 13th in the 45-minute Transatlantic Trophy race.

BLACK BAGS ASPHALT TITLE

Callum Black and Jack Morton claimed the overall Asphalt Rally Championship title during the deciding double-header on Rali Ceredigion last weekend. The Ford Fiesta Rally2 pairing needed two strong finishes to overhaul the similar car of Neil Roskell and Andrew Roughead. With Roskell struggling and then retiring with gearbox problems, Black (below) swept through Sunday to add a second maximum and scoop the crown.



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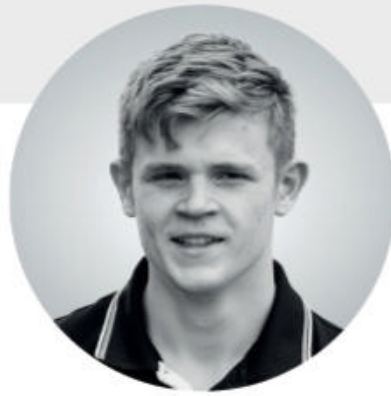


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Fighting to the front

After some mixed events, the BRDC SuperStar has got his GB3 season back on track and is looking to launch a title bid over the final three weekends

MATTHEW REES

This season in the GB3 Championship hasn't been too bad, but we're really hoping to end the year on a high. The pace has always been there, so now there are just a few things we'd like to improve on. Now that we've got our first win of the year at Silverstone, I think we look quite strong, so hopefully we can carry that forward. We'll see how we do but, at the minute, I'm quite happy with everything.

This is my second season in GB3 with JHR Developments. We had a decent weekend at the Oulton Park opener – I struggled a bit in race two but, apart from that, we had good pace. At Silverstone I was a bit at fault as I had a decent qualifying, a decent race one, and had a really good race two, but jumped the start.

At Spa, we had a few issues with the car, and we just struggled a little bit with top-end pace. The team was there or thereabouts even with these problems, so I thought we were doing quite well. At Snetterton, we sorted out the problems and we got pole position. I didn't get the best launch off the line, so lost the lead, but P2 was a good result.

The second Silverstone weekend was really good. We struggled a bit in testing but put it on double pole in qualifying. I had a good race one, winning by five seconds. I was passed off the start for the second one and just stayed there. It's not been a bad season, but there's room for improvement.

Last year I was the only driver for JHR, so it's an interesting situation now having three of us in the team, and my team-mate Joseph Loake also fighting for the championship. The atmosphere can become quite tense at times, but we're respectful of each other, we hang out, we talk, and it's really good for data because Joseph is very quick. There's always that little bit to look at on the data and there are also ways to compare car set-up, something we couldn't do last year.

In terms of set-up, we like to try different things at JHR. We have a good baseline at every circuit, and we've not really struggled, but finding the final tweaks is where we fell short last year. Having two extra team-mates there to try these little tweaks and give feedback makes it so much easier for the engineers and therefore all our cars are faster. The proof in that is that the team has two drivers fighting for the championship.

Joseph drives a car very different to me, as he likes a bit of understeer so he can have a bit more confidence in the high speed. I like the rotation in the car because it means I have to do a lot less turning and one of my pet peeves is that I hate understeer. David Morales hasn't really got a preference; he likes a neutral car.

We went through a little bit of a period where winning the championship wasn't so much the focus, it was just getting



back on track and making sure we were at the front, but we're not too far behind now, only 50 points, and that can be won or lost in a weekend. We just need to keep the momentum going and we'll be all right.

Next up this weekend is the Brands Hatch GP circuit. There are a few tracks, like Knockhill for example, which I enjoy, and I quite like the Brands Indy circuit and a little bit of the GP because it's quite nice out the back. I don't know why I'm fast there to be honest! I haven't been to Zandvoort, where we race next month, but it looks like a decent track. We haven't done any testing there – a few other teams have, but I'm sure we'll find a good balance.

As a young driver I know that I need to work to become the complete package and, thanks to the BRDC SuperStars programme, I've worked on my media training this year and also worked with a few people getting my mindset right, because execution has been a problem, so I've been making sure I'm in the zone and always ready. There's proof of that in the last few rounds because, even at Spa, where we weren't fast, we managed to get a lap together in qualifying. It's been about taking your time over things a bit more. Before, I used to rush a lot of things, but now I just take my time, think about it, and see what I can do.

The training days we do have been quite beneficial. Last year we went to the English FA, and this year we trained with the UK bobsleigh team. We do a lot of media stuff and you can see the difference from where you started from with the BRDC SuperStars, because it definitely does help. It's a good programme and I am really happy to be part of it. ❄

Outgoing champion Head
leads champion-elect
Thompson at Donington



Head bags a hat-trick as Thompson seals title at Caterham 50th Festival

DONINGTON PARK
BARC
2-3 SEPTEMBER

Caterham celebrated its 50th anniversary in style with a weekend of glorious weather, thrilling slipstream feasts and dramatic title deciders during its season-closing festival at Donington Park.

Despite one further round of the Seven Championship UK to come, when it makes a guest appearance on the British Touring Car bill later this month, Lewis Thompson provisionally wrapped up the title in Caterham's premier category as outgoing champion Aaron Head secured a hat-trick.

Thompson led from pole in Saturday's opener, with Head climbing from sixth to battle Thompson and Stephen Lyall. A heavy crash for Finlay Cooper exiting the final chicane necessitated a red flag for barrier repairs, following which Head and Lyall swapped places at the front of an eight-car train. Head prevailed to take victory, while Thompson briefly squeezed past Lyall before slipping back to third at McLeans on the final lap.

Head led most of Sunday's sequel, with Thompson and Lyall leading the chase behind. Thompson went wheel-to-wheel with Head for half a lap before being swamped at the chicane but recovered

to third. The front two broke clear late on, with Head passing Lyall at Redgate on the final lap to take another win.

An engine failure for Jake Swann in race three brought out the red flags after nine cars slid off on his oil through the Craner Curves. Head then triumphed in a four-lap dash to the chequered flag to complete the treble. Needing to finish ahead of Lyall to secure the title, Thompson crucially passed his rival for second at the final corner.

Jack Sales squabbled with chief rival Lars Alexander Hoffmann in the first of three Seven 310R contests, but the pair eventually lost out to Harry Cook and Hugo Bush, the latter holding on for a maiden win. Hoffmann kept his title hopes alive by edging Sales to third.

But there was a dramatic twist in race two. Bush led the early stages from Hoffmann and Cook before Taylor O'Flanagan moved ahead of the trio. Cook's attempt to wrestle second from Hoffmann resulted in contact approaching the Old Hairpin, with Hoffmann collected by Andrew Murgatroyd and Cook spinning down the order. Bush made a final-corner bid for the lead but ran wide and tumbled to fourth, with O'Flanagan victorious after a drag race against Sales and Alan Cooper, the trio separated by 0.16 seconds.

Second was enough for Sales to clinch the crown despite his frustration at making "loads of mistakes" during the race. "It



Bush heads the 310R field,
going on to win two out
of three races



doesn't matter [now]," he said. "I was trying to stay out of trouble and I think everyone else was trying to get into trouble." Bush made amends for his race-two error by taking his second win of the weekend in the finale ahead of O'Flanagan and David Yates.

Two points separated Freddie Chiddicks and Charlie Lower heading into the 270R Championship decider with it all to play for. Lower started from pole in race one despite initially lining up on the wrong side of the grid and was pursued early on by Chiddicks. The pair were soon joined in battle by impressive debutant Ben Timmons, who switched categories after sealing the Roadsports title last month.

But Lower was cruelly forced to retire with a broken gear lever, and Chiddicks took full advantage by fending off Mark Kendle for victory. Timmons was squeezed off the road in a three-way battle with the pair and eventually finished fourth behind Marc Jones.

Lower stormed through from 29th and last to take the lead away from Chiddicks in the second half of race two. Chiddicks swiftly regained the advantage, and Lower undid all his hard work by sliding off at McLeans as radiator damage ended his title hopes. James Cook took the lead late on but then backed off, having made his move under yellow flags, with Chiddicks scoring his 10th win of 2023 ahead of

Matt Larbey and Jonathan Ramsey to claim the title in style.

With the spoils secured, Chiddicks sat out race three, which was brought to an early end after Ramsey emerged unscathed from a terrifying barrel roll following contact at the chicane with Jones, who was declared the winner ahead of Timmons and Lower.

Timmons' Roadsports absence gave others a chance to shine. Rob Kennerley held off Edward Cozzi by 0.079s to score a maiden win in race one, the pair having swept past Ryan Wilby on the final lap. Kennerley won again in race two, this time edging Tom McEwing and Daniel Hope. Despite being classified 12th following a penalty, Lyonel Tollemache pipped Toby Ballard to runner-up spot in the standings.

The closest finish of the weekend came in the second Caterham Graduates Sigma & Sigma 150 bout, with Thomas Horton initially prevailing in his less powerful Sigma by 0.01s following an early red flag, triggered by a heavy crash for points leader Harry Cramer. But Horton's car failed post-race scrutineering, handing victory to Sigma 150 runner James McCall. Having won the first contest, Will Stilwell retired from the sequel following a collision with Harry Senior. Both Sigma 135 tussles went the way of Ben Wheatley, who extended his points lead over Richard Groom.

Henry Speeks got the better of the

WEEKEND WINNERS

CATERHAM SEVEN UK

Races 1, 2 & 3 Aaron Head

CATERHAM SEVEN 310R

Races 1 & 3 Hugo Bush

Race 2 Taylor O'Flanagan

CATERHAM SEVEN 270R

Races 1 & 2 Freddie Chiddicks

Race 3 Marc Jones

CATERHAM ROADSPORTS

Races 1 & 2 Rob Kennerley

CATERHAM GRADUATES – SIGMAX/SIGMA 150

Race 1 Will Stilwell (Sigma 150)

Race 2 James McCall (Sigma 150, below)

CATERHAM GRADUATES – SIGMA 135

Races 1 & 2 Ben Wheatley

CATERHAM ACADEMY

White Henry Speeks

Green Nick Highton

CATERHAM ACADEMY AUTUMN TROPHY

Jonathan Emery

CSCC MAGNIFICENT SEVENS

Race 1 Stephen Nuttall (Caterham Supersport)

Race 2 Christian Pittard (Caterham 7 CSR)



For full results visit: tsl-timing.com

Academy White Group title protagonists to snatch a first career win. Having led for the most part, Daniel Neale conceded to Speeks on the final lap, with second ahead of chief rivals Adam Kene and Istvan Demes good enough to clinch the crown. A late safety-car intervention led to a final-lap restart in a dramatic Green Group climax, with Nick Highton snatching victory, and the title, from chief rival Jonathan Emery at the last corner.

There was some consolation for Emery with victory following a red flag in the Autumn Trophy, which featured a combined 38-car grid from the White and Green Academy groups.

At the wheel of his 2400cc Supersport, Stephen Nuttall dominated the first of two Classic Sports Car Club Magnificent Sevens races, which was halted with three minutes remaining. Nuttall then headed off to Croft to compete in the Guards Trophy, leaving Christian Pittard to bounce back after stalling from pole in the opener to take a comfortable triumph in a Seven CSR.

STEVE WHITFIELD



Grant (43) and Simms do battle in Historic FF1600 as Porritt watches on

Grant among the new historic single-seater champions

**CROFT
HSCC
2-3 SEPTEMBER**

Ben Tinkler, Graham Fennimore, Callum Grant and Samuel Harrison clinched Historic Sports Car Club titles with Saturday Croft victories, then doubled up on Sunday. The duels between Grant and Benn Simms were breathtaking crowd-pleasers, like the Historic Modsports and Special Saloons races in which Paul Sibley wrung everything from his MG Midget to defeat snarling monsters.

Simms (Jomo) took the Historic Formula Ford 1600 flag fractions ahead of new triple champ Grant (Merlyn Mk20A) on Saturday, but red flags reversed their order with Oliver Chapman's Lola stranded exiting Clervaux, its front-right wheel horizontal. Parts were helicoptered in to repair it for Sunday's race, which lasted seconds when a tangle with Canadian Tony Cove at the

chicane triggered a caution.

After seeing Simms and Grant both make outside passes at Tower, pursuer Chris Porritt watched them traverse the Jim Clark Esses abreast. "I saw how stiff Benn's chassis was when he clipped the kerb and flew two feet across the track," grinned Grant, who had breached Simms's defences into the Complex. Rob Wainwright passed Porritt on lap 12, but lack of chequer in the glare meant the result was wound back.

Tinkler's Classic FF1600 quest was simplified when master switch failure stopped Jo Ahrens's Royale. Ben dominated in his Van Diemen RF80, with Jake Shortland's Lola consistently leading the chase. Ahrens scorched from the back to third on Sunday, ahead of Porritt and Saturday's bronze finisher Rick Morris.

Yorkshireman Harrison, 19, made it 10 out of 10 in Historic F3 in Speedsport's Brabham BT21B, lapping three seconds quicker than the rest. Jason Timms, Andy

Jarvis and Simon Armer squabbled over second, finishing in that order both times.

Fennimore claimed a second Historic FF2000 crown with wins nine and 10 from 12 rounds. A first-corner clash with poleman Jordan Harrison, launched off the kerb, diluted Saturday's decider and left the Lola in the kitty litter. Fennimore came round behind Andy Storer and Richard Coleman but, after a safety car, outbraked Storer and scarpered. Storer finished third behind recovering spinner Ollie Roberts. Fennimore's Reynard SF81 led Storer and Coleman when Sunday's messy stanza was stopped for the second time, with Andy Lancaster's Hawke beached at Clervaux.

Displaced Geordie Mike Bainbridge drove his FAtlantic Brabham BT35 fearlessly to deny Mike Bletsoe-Brown (F2 Chevron B27) in the Aurora Trophy both days. "Mike was up my chuff all the time," beamed the first-time winner. When Jim McGaughay's Swift DB4 cut out in race two, fellow Scot David Thorburn (ex-Martin Brundle Ralt-Toyota RT3) grabbed third and Classic F3 gold.

Excellent Road Sports races, combining HSCC Historic and '70s championship contenders, ended with honours evenly spread. John Shaw (Morgan) won both, but John Williams got his Porsche 911SC ahead for a few laps on Sunday. Antony Ross (TVR 3000M) was third, shadowed by local ace Mark Campbell (Triumph TR5) on Saturday.

Paul Sibley threw caution to the wind in his 150bhp Midget to shake off Nigel Reuben's 500bhp TVR Griffith in the first Modsports/Special Saloon encounter on a fiendishly slippery track. Andy Wilson's



Sibley impressively defies Reuben (right) before the TVR lost a wheel late on

ALL PHOTOGRAPHY: STEVE JONES

WEEKEND WINNERS

HISTORIC FF1600**Races 1 & 2** Callum Grant (Merlyn Mk20A)**CLASSIC FF1600****Races 1 & 2** Ben Tinkler (Van Diemen RF80)**HISTORIC F3****Races 1 & 2** Samuel Harrison (Brabham BT21B)**HISTORIC FF2000****Races 1 & 2** Graham Fennymore (Reynard SF81)**AURORA TROPHY/CLASSIC F3****Races 1 & 2** Mike Bainbridge (Brabham-BDA BT35)**70s & HISTORIC ROAD SPORTS****Races 1 & 2** John Shaw (Morgan +8)**MODSPORTS & SPECIAL SALOONS/
SCOTTISH CLASSIC SPORTS & SALOONS****Races 1 & 2** Paul Sibley (MG Midget)**HISTORIC TOURING CARS/
SCOTTISH CLASSIC SPORTS & SALOONS****Race 1** Neil Wood (Ford Anglia 105E)**Race 2** Alastair Baptie (Fiat X1/9)**GUARDS TROPHY**

Rob & Ben Tusting (Lenham-t/c P69 Spider)

SUPERKART-UK SUPERPRIZ**Pre-Final** Matt Thompson (Anderson-VM)**Final** Ross Allen (Jade)**For full results visit:** tsl-timing.com

DAF V8 wilted early, Andy Robinson's fabulous Ford Falcon expired in a cloud of gearbox oil, and Andy Willis's Austin A30 V8 spun at Sunny Out, where Reuben lost a wheel. Sideways Scots John Kinmond (Rover SD1) and Alastair Baptie (MGB GTV8) therefore completed the podium. Robinson blasted his 600bhp machine through to second later. "The only time I looked in the mirror I nearly fell off," said Sibley. Andrew Graham (Triumph TR8), fast-cornering Steve Watton (Turner), double spinner Willis, Kinmond and Baptie scrapped over third, finishing in a train.

Neil Wood bounced back from Silverstone's blow-up to win the Historic Touring Car opener from pole in his stunning Anglia. Baptie jostled his Fiat X1/9 from the back to second, but beat Wood when they started the sequel level. Catchweight grapplers Mark Watts (Mustang), Joseph Sledmore (Lotus Cortina) and Steve Platts (Singer Chamois) chased relentlessly. Sledmore and Platts moved up when Watts retired on Sunday.

Only five of the seven Guards Trophy starters were running after two laps of the hour on an exceedingly oily track dressed by marshals under a long caution. Father and son Rob and Ben Tusting's pace and tactics meant their Neil Fowler Motorsport Lenham triumphed over Steve Nuttall and David Forsbrey's Chevron B8s, 0.4s apart.

MARCUS PYE

RARE REYNARD Much interest surrounded a distinctive Reynard's Historic FF2000 debut. Found in Denmark, the SF77 model – with flatter semi-elliptical nose – has been restored by Simon and James Hadfield's team for Neil Jenkins. Resplendent in original Robin Hood Racing/Parsons Automotive Finishes livery, Nick Foy's 1977 mount gave Jenkins plenty of track time. Geoff Wyatt, who built it for Foy, came to watch. "The last time I was here was in '79, with David Leslie, who won," said Wyatt.



LATEST BRIDGER'S BOW Tom Bridger, 31, finished 12th overall – third in class – on his race debut in Saturday's Historic Touring Car round at the wheel of father Nigel's BMW 1800Ti. Tom qualified ninth and finished on the heels of former BTCC racer Simon Blanckley's Austin A40. If the name sounds familiar to long-time racegoers, it's because Tom's grandfather Tommy Bridger, a 500cc F3 winner, competed in the 1958 Moroccan Grand Prix, driving one of British Racing Partnership's F2 Coopers.



BIRRELL'S NEW WEAPON Retired Royal Tank Regiment Lieutenant Colonel Bob Birrell, 76, imported his ex-Allan Lader FAtlantic March 722 from the US four years ago, but Saturday's Aurora race was his debut in it, having previously lent it to preparer Bob Juggins and Marty Bullock. A FSuper Vee and F3 regular into the 1980s, Birrell first raced in 1965, at Lydden Hill. "I nicked my mother's Sprite and bought a set of Pirelli Cinturato tyres on HP for £5 a month," said the Scot, whose CV spans 98 circuits.

Cull takes GTS honours at Cadwell Park

CADWELL PARK
EQUIPE
2 SEPTEMBER

Rob Cull and his TVR Grantura claimed Equipe GTS honours at Cadwell Park last Saturday after a duel with MGB driver Lewis Saunders during the opening salvo.

Cull had begun to build on his lead until lap four, when “I turned in a bit too early as I felt I had grip, but it just kept going and I went off onto the grass.” The TVR still managed to retain a solid second.

Saunders was in the clear, but Cull managed to reduce the deficit before the pitstop window. Saunders was the first to stop, with Cull following a lap later – he got out back in front, with Saunders losing time on his out-lap due to some errant backmarkers, and still had over two seconds in hand over Saunders at the flag. “I just lost too much time on the first lap after the stop,” said Saunders.

Frazer Hack lay third early on in David Eales’s MGB, but had David Gardner on his tail when the Turner dived into the pits. Gardner finished a solitary third, well clear of a great scrap. The Triumph TR4 of Mark Hales and Allan Ross-Jones held onto fourth, with just 0.191s to spare over Mark Ashworth’s TVR Grantura.

Graham Moss was slow to get away in the Equipe Libre race, but his Daytona Cobra had already retaken Brian Caudwell’s Austin-Healey 3000 before they reached Coppice on the opening lap. Bill Rawles initially had a gap in third, but was soon caught by Alex Hewitson’s similar Healey and the Grantura of Cull.

As the leading pair consolidated their positions, it was all change for third on lap eight, with both Hewitson and Cull



ousting Rawles, before the top five then held station until the pitstop window.

Caudwell was last to make his stop and briefly led until the top five once again settled back into their pre-pitstop order. That was until four laps from home, when the leading quartet suddenly closed up again. “There was a lot of oil down and I felt the tyre wall getting closer,” said Moss after a brief excursion.

He soon extended his lead again for a maiden victory, pulling out a 4s gap over Caudwell, while Cull managed to snatch third a lap from home, with Hewitson and Rawles next.

The Equipe 70s, Pre-’63 & 50s contest was a fairly processional race for the majority, with the Morgan +8 of David and Andrew Wenman dominating and Tom Burgess’s Ford Fiesta holding a comfortable race-long second. The Wenmans took the win just shy of 19s clear, while Nic Strong

(Marcos 3000GT) came home a solitary third. Martin Reynolds (Ford Mustang Mach 1) was fourth after taking Jack Rawles’s Healey 3000 four laps from home.

Neil Fowler managed to grab the lead through Coppice on the opening lap of the first MG BCV8 encounter but couldn’t shake off the attention of Russ McCarthy and James Wheeler. The battling between the lead trio allowed Ian Prior to join them, while behind there was a three-car train led by Andrew Young’s MGC GT.

McCarthy pressed Fowler for the lead on a few occasions, but their numbers were reduced by one when third-placed Wheeler was forced to stop on the penultimate lap. “The brake pedal went to the floor into Gooseneck and I hit McCarthy’s rear corner – I couldn’t carry on like that and had to retire,” said Wheeler. Fowler held on to win, with McCarthy retaining a close second over Prior, but Steve Wells moved ahead of Young two laps from home for fourth.

With brakes fixed, Wheeler led race two from the opening lap, with Fowler and McCarthy holding station behind. Prior retained fourth, despite collecting a 10s penalty for a false start.

David Morrison’s Midget just held off the MGF of Mark Wright in the first Cockshoot Cup race. Wright led onto The Mountain on the opening tour but lost his lead with a spin at the Gooseneck four laps from the end. He still finished second, while Keith Egar (Midget) regained third when Chris Greenbank’s MGF shed a wheel at Barn.

Wright did get his win in race two after both he and Morrison escaped at the front early on. Ray Collier’s ZR 190 was a distant third after demoting Egar on the last lap.

PETER SCHERER





Cull drove TVR Grantura to victory after Saunders lost time in traffic

WEEKEND WINNERS



MICK WALKER

CADWELL PARK EQUIPE GTS

Rob Cull (TVR Grantura Mk3)

EQUIPE LIBRE

Graham Moss (Daytona Cobra, above)

EQUIPE 70s/PRE-'63 & 50s

David Wenman/Andrew Wenman (Morgan +8)

MG BCV8s

Race 1 Neil Fowler (B GT)

Race 2 James Wheeler (B GTV8)

COCKSHOOT CUP

Race 1 David Morrison (MG Midget)

Race 2 Mark Wright (MGF)

For full results visit: tsl-timing.com

RALI CEREDIGION (BRC)

1 James Williams/Dai Roberts (Hyundai i20 N Rally2); 2 Callum Black/Jack Morton (Ford Fiesta Rally2) +1m15.8s; 3 Garry Pearson/Daniel Barritt (VW Polo GTI R5); 4 Ioan Lloyd/Sion Williams (Peugeot 208 Rally4); 5 Kyle White/Sean Topping (Peugeot 208 Rally4); 6 William Mains/Tomos Whittle (Vauxhall Nova). **JBRC** Lloyd/Williams.

For full results visit:
britishrallychampionship.co.uk

Williams wins at last in BRC but finishes third overall

**RALI CEREDIGION
BRC
2-3 SEPTEMBER**

Five years since James Williams embarked on his first event in the British Rally Championship, the Welshman claimed his first win in the series on home soil on last weekend's Rali Ceredigion.

Williams and co-driver Dai Roberts crossed the finish ramp in Aberystwyth with a battled-scarred Hyundai i20 Rally2, a testament to their efforts to claim the rally win and the hugely challenging stages that made up the 100-mile, two-day closed-road event.

The overall rally lead was first claimed by Meirion Evans and then by reigning BRC champion Osian Pryce but, with neither registered for BRC points, Williams had to manage the desire to win the event outright against his championship chances.

And both were looking like they were on the rocks after the second stage of the rally, when the Welshman "turned the Hyundai into a lawnmower" and lost well over 30 seconds in a field. But the fightback ensued, and four scratch times over the remainder of the rally gave him third overall and the BRC win he had been longing for.

"I'm delighted to take my first BRC win and it's fair to say, it's well deserved," said Williams. "I'm sad it's not the overall win, too, but it's good to get a BRC win and get that duck off my back. It's been a long



BRC class win went to Hyundai driver Williams

time coming and it's about getting comfortable in the car, which is showing a few battle scars. I know it's taken me a while to get up to speed but it's fantastic to show what I can do."

Garry Pearson was a distant second in his VW Polo GTI. A consistent run meant he stayed out of trouble, finishing behind top National entrant Callum Black.

The Junior BRC contest was not quite as clear cut, however, and Peugeot 208 drivers Kyle White and Ioan Lloyd were locked in a toe-to-toe duel all weekend long. Lloyd held the early advantage, but White stole the march over the rest of the day's stages to hold the category lead overnight.

Lloyd and co-driver Sion Williams excelled on home soil by moving back into the lead on the second stage of Sunday and were never headed thereafter to take their first Junior BRC victory in front of a delighted home crowd.

MATT COTTON



Lloyd was flying high on home soil in Junior BRC division and won



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Fourth and third places were more than enough for Menzies to seal title glory early



Fourth title for Menzies as Moran and Ryder set the Prescott pace

PRESCOTT
BRITISH HILLCLIMB
2-3 SEPTEMBER

Wallace Menzies won the British Hillclimb Championship for the fourth time in a row with a measured performance at Prescott last Sunday during the penultimate weekend of the season.

Menzies could not quite match the pace of Scott Moran and Matthew Ryder but delivered a fourth and a third place in the two championship run-offs, which were more than enough to settle the title with one weekend remaining.

After his accident at Shelsley Walsh in August, Menzies remained slightly on the back foot for the second visit of the season to the Gloucestershire venue, but needed only one modest finish to make sure of the title he has led from the start.

In the day's opening run-off, Ryder – in the Gould GR59 he shares with Sean Gould – delivered a stunning climb of 34.95s to slice a full second from his personal best and lead the charge under the 35s mark. It was also just 0.3s away from the outright hill record set by Menzies in 2021.

However, Moran was not about to let this one go and, with an ongoing demonstration

of his mighty form over the second half of the season, matched Ryder on 34.95s to make it a shared victory. Half a second back, Will Hall was well in the mix with a 35.43s and his pace just pushed Menzies back to fourth. But that was still more than he needed for the title.

Dave Uren and Trevor Willis were in the hunt, too, while typically committed and attacking drives from David Warburton and Paul Haines got their smaller-engined cars up into the top 10 points.

At the end of the afternoon, Ryder again set a tremendous pace with a 35.17s to take the lead with only Moran and Menzies left to run. But moments later, Moran delivered another rapid climb in 35.01s to edge his young rival. Menzies attacked his run but a 35.51s left him back in third at the end of a fine day of competition.

Uren, Hall and Willis were all in the mix, while Haines and Warburton both bagged top 10s, and Jack Cottrill scored points for the second time in the day in his Cosworth-powered Dallara.

For Moran, it was an eighth win of the season while Ryder backed up earlier triumphs at Harewood and Shelsley to set himself on target for third in the final standings. "We could have done with this

HILLCLIMB RESULTS

ROUND 27

1= Matthew Ryder (4.0 Gould-Judd GR59JB) & Scott Moran (4.0 Gould-Judd GR59J) 34.95s; 3 Will Hall (4.0 Gould-Judd GR59) 35.43s; 4 Wallace Menzies (3.3 Gould-Cosworth GR59M) 35.60s; 5 David Uren (3.5 Gould-NME GR55B) 35.66s; 6 Trevor Willis (3.2 OMS 28-RTE) 35.81s; 7 David Warburton (1.6 Gould-Suzuki GR59) 36.57s; 8 Paul Haines (1.3t Gould-Suzuki GR59) 36.73s; 9 Sean Gould (4.0 Gould-Judd GR59JB) 36.81s; 10 Jack Cottrill (2.7 DJ-Cosworth Dallara) 37.14s.

ROUND 28

1 Moran 35.01s; 2 Ryder 35.17s; 3 Menzies 35.51s; 4 Uren 35.60s; 5 Hall 35.75s; 6 Willis 35.76s; 7 Gould 36.16s; 8 Haines 36.42s; 9 Cottrill 36.55s; 10 Warburton 36.74s.

POINTS

1 Menzies 222; 2 Moran 209; 3 Ryder 186; 4 Alex Summers (2.7 DJ-Cosworth Firestorm) 163; 5 Hall 143; 6 Gould 117.

For full results visit: britishhillclimb.co.uk

form earlier in the season," admitted Moran of the opening events when Menzies built his critical advantage.

Alex Summers switched to his own AFS P4t for the weekend instead of his regular DJ Firestorm and was delighted to get his new car into both top-12 run-offs. Although it didn't result in a championship point, it was a massive step forward for the very promising project.

The last word goes to Menzies, who becomes the first driver to clinch four BHC titles in a row since Ken Wharton 70 years ago. "You can't win the championship in a weekend, but you can definitely lose it in a weekend," he said. "We had to hang on to Scott's shirt tails these last two weekends, just to make sure. To win one title was amazing and fantastic and this will take a while to sink in."

PAUL LAWRENCE



Moran continued his impressive late-season form at Prescott

FINISHING STRAIGHT

Flux's
500th race
was 2001 World
Sportscar round at
Donington Park



BROOKS/MOTORSPORT IMAGES

A colourful life story honestly told



BOOK REVIEW
**FOR FLUX SAKE:
BEERS, FAGS AND
OPPOSITE-LOCK**
RRP £25

There are characters in motorsport who have defied the norm and generated something of a following due to their uniqueness. In the corporate world of professional motorsport it's harder to spot these individuals, forced as they are to toe the line. But they still exist in national racing, even if there may be fewer of their kind around than in previous eras.

One of the most infamous characters is Ian Flux, who's been involved with motorsport since the 1970s and was something of a stalwart on the track until only recently. Speak to anyone in the UK paddocks, and almost all will have a tale to tell about Flux.

Alongside *Motorsport News* editor Matt James, Flux's anecdotes and stories have finally been committed to print in a book that charts the many ups and downs of his career in motorsport. No area is off limits in the 304-page title from Evro Publishing. You can well imagine that this has been recorded over several trips to the local pub! The book is a turn-pager, with the reader always left guessing what will happen next in whatever period of his life Flux is talking about, from his childhood and the start of his passion for motorsport, through to trying to make it as a professional in the sport, beginning with a Formula 6 kart and Formula Vee. There's no shortage of cars and championships that Flux has sampled, including the TVR Tuscan Challenge, British GT, British Touring Cars, Sports 2000 and Thundersports, and they all get a mention.

It's not just his antics behind the wheel that are covered off. He also recounts his many roles in motorsport – the pinnacle of which, as a young man, was probably working with the Token and Embassy Hill F1 teams. Being told that two-time F1 world champion Graham Hill never wished to be driven by him again is certainly an amusing tale.

One of the most difficult conclusions to draw from reading the book is how good Flux was behind the wheel during his prime. By his own admission he probably made a better test driver due to his extensive and reliable feedback that he honed over many years, despite relishing the thrill of winning races.

It's not all hi-jinks and humorous stories,

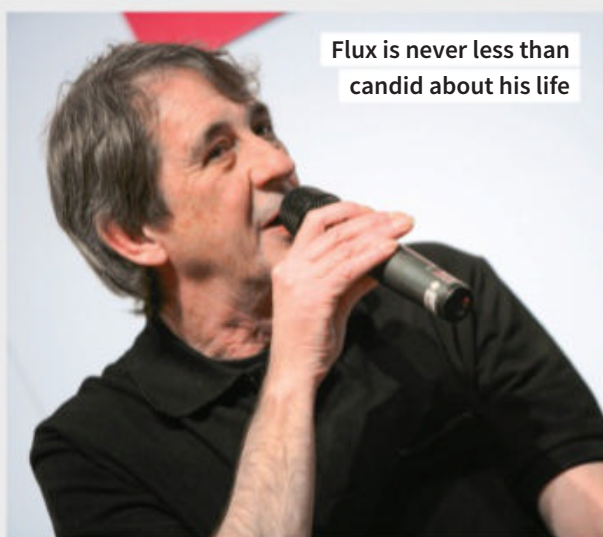
though, and surprisingly it is soberingly dark in places. None more so than in the early chapters when Flux recounts how, when growing up, he was sexually abused by two individuals.

Flux is very matter of fact about the situation, and it's certainly courageous of him to open up about his traumatic experiences – even if it makes for a difficult read. Another harrowing aspect of Flux's life is when he found out that Hill, star talent Tony Brise and four other members of the Hill team had died in a plane crash while flying back from testing at Paul Ricard in November 1975. His recounting that chief mechanic Alan Turner could only identify the burned bodies by their watches is chilling.

One thing that stands out in the book above all else is Flux's honesty. He openly admits to having hated Nigel Mansell for years after he lost out on a Formula 3 drive in 1979 to the future F1 world champion. But he concedes that his lifestyle was never going to allow him to reach the heights of F1, not only due to his heavy and frequent drinking but trouble with the law. Being arrested in New Zealand for setting off fire alarms in a hotel and then later for soliciting in London was always going to restrict his career opportunities – even if the latter had helped fund part of his racing.

There are few people quite like Flux still around in motorsport, and his tales are something from a bygone era that make for captivating reading, whether they be about the bad or the good times.

STEFAN MACKLEY



Flux is never less than
candid about his life

STALEY/MOTORSPORT IMAGES

WHAT'S ON

INTERNATIONAL MOTORSPORT

World Endurance Championship

Round 6/7

Fuji, Japan

10 September

TV Live Eurosport, Sun 0330

IndyCar Series

Round 17/17

Laguna Seca, USA

10 September

TV Live Sky Sports F1, Sun 1930

Indy NXT

Round 12/12

Laguna Seca, USA

9-10 September

TV Live Sky Sports F1, Sat 2025, Sun 1750

DTM

Round 6/8

Sachsenring, Germany

9-10 September

TV Live Viaplay, Sat 1215, Sun 1210

Formula Regional European by Alpine

Round 7/10

Red Bull Ring, Austria

9-10 September

TV Live Viaplay, Sat 1555, Sun 1405

International GT Open

Round 5/7

Red Bull Ring, Austria

9-10 September

TV Live Livestream

on Motorsport.tv, Sat 1115, Sun 1215

NASCAR Cup

Round 28/36

Kansas Speedway, USA

10 September

TV Live Viaplay, Sun 1930

Acropolis Rally

World Rally Championship

Round 10/13

Athens, Greece

7-10 September

TV Live TNT Sports 1, Thurs 1700, TNT Sports 4, Fri 0930, 1300, 1445, TNT Sports Extra, Sat 0500, TNT Sports 4, 0630, TNT Sports 3, 0900, TNT Sports Extra, 1200, 1330, TNT Sports 4, 1600, TNT Sports Extra, Sun 0645, TNT Sports 1, 0800, TNT Sports 3, 1100**TV Highlights**

TNT Sports 2, 2230 Fri 0000, TNT Sports 1, Sat 2230, TNT Sports 2, Sun 1900, Red Bull TV, Fri 2000, Sat 2000, Sun 2000

MotoGP

Round 12/20

San Marino Grand Prix Misano, Italy

10 September

TV Live TNT Sports 2, Sun 1230**TV Highlights** ITV4, 2000

autosport.com/podcast



ERIK JUNIUS

Italian Grand Prix review

Ferrari arrived at the Italian Grand Prix and threw everything at stopping Red Bull's dominance, with a package tailored specifically for Monza and a pole position to ensure the team led from the front. But it still wasn't enough to get the squad's first win in over a year. Bryn Lucas is joined by Filip Cleeren in Italy, plus Kevin Turner and Jake Boxall-Legge, to analyse Sunday's track action.



UK MOTORSPORT

Goodwood Revival BARC

8-10 September

Classic and historic races. See this week's Autosport Historics supplement for full event preview.

Brands Hatch MSVR

9-10 September

British GT, GB3, GB4, Ginetta Academy, Ginetta GT Championship, Ginetta Junior

TV Livestream via britishgt.com

Donington Park BRSCC

9-10 September

CityCar Cup, Clubsport Trophy, Fiesta Juniors, Fun Cup, Mazda MX-5s (Championship, Clubman, Supercup), TCR UK

TV Livestream via brscc.co.uk

Knockhill KMSC

9-10 September

DDMC Northern Saloons & Sports Cars, Modsports, National FF1600, Scottish Fiesta STs, Scottish Mini Cooper Cup, Scottish Legends,

Super Lap Scotland

Mondello Park MPSC

9-10 September

Fiesta STs, Fiesta Zetecs, Formula BOSS, Formula Sheane, Formula Vee, Future Classics, Global Lights/Supersports, HRCA, Irish Legends, Mini Junior Challenge, SEAT Supercup/ITCC, Strykers

TV Livestream via iccr.ie

FIA European & British Drag Racing

Santa Pod

7-10 September



ALSTAD/MOTORSPORT IMAGES

IndyCar Laguna Seca finale
Pressure's off new champ Palou



JEP/MOTORSPORT IMAGES

Brands Hatch British GT



FROM THE ARCHIVE

The 1959 Formula 1 world championship bursts into life at Monaco as Jean Behra's Ferrari gets the jump into Gas Works. Behind him in the frame, from left to right,

are Maurice Trintignant (32), Tony Brooks (50), Phil Hill (48), young Bruce McLaren (22) and a determined Jack Brabham. Hidden behind Behra, Stirling Moss's Rob Walker Cooper would eventually lead

until his Colotti gearbox failed him. Behra retired with engine trouble, but Brabham pressed on to score his and the works Cooper team's first victory, from the Ferrari of Brooks and Trintignant's Walker Cooper.



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Lola T87/50

The T87/50 was the first Lola to truly make an impression in the International Formula 3000 Championship. From just one win prior to 1987, Lola scored four victories and works driver Luis Perez Sala finished as runner-up. It therefore was an important machine for establishing the Huntingdon constructor in a battle hitherto dominated by March and Ralt – and for Perez Sala, who picks his launchpad to Formula 1 as his favourite car.

Perez Sala, who became the third Spaniard to score a world championship point when he finished sixth in the 1989 British Grand Prix, has happier memories of the T87/50 than the Minardi-Cosworth M189's cramped cockpit.

“It was not as powerful as F1, not as good in terms of braking power and speed on the corners,” reflects Perez Sala, “but very well-balanced and I also felt very comfortable inside the cockpit. [In the Minardis] I was touching with the shoulders, with the knuckles of the hands turning the wheel, it was hard to drive. In the Lola I had the space to move, and the car was fantastic as well.”

Perez Sala regards the Jean-Francois Mosnier-run Lola Motorsport team with designer Mark Williams engineering as “almost a Formula 1 team” in terms of professionalism, and it helped turn a driver who had won twice with



Pavesi-run Ralts in 1986 into Onyx March ace Stefano Modena's closest challenger. Perez Sala won twice from pole, at Donington and Le Mans, and was the only driver with a mathematical chance of denying Modena the crown at the Jarama finale.

Perez Sala relished the T87/50's ongoing development and recalls a huge benefit from a rear suspension update at Le Mans that “worked very well”. He recalls: “It was the best car in that moment at that circuit. Unfortunately, at Jarama it was not the same!”

More drivers won F3000 races with the T87/50 than any other marque that year, with GDBA's Michel Trolle (Spa) and GA Motorsport racer Julian Bailey (Brands Hatch) also taking spoils. After putting the memory of its ungainly T950 firmly behind it, Lola was on the up by the end of 1987. So too was Perez Sala.

JAMES NEWBOLD



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GOODWOOD

CELEBRATION

*Rise, fall and Revival
of the iconic venue*

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SPECIAL
GUIDE



WHAT TO LOOK FOR
THIS WEEKEND

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Steve Shelley

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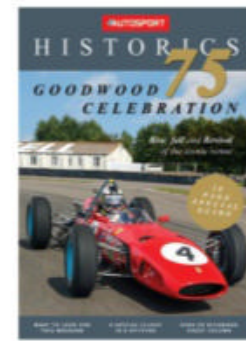
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4

Highlights to enjoy

History, star drivers and great cars.
We pick out the likely Revival standouts

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Duke of Richmond

The man behind Goodwood's successful
current era is our guest columnist

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Goodwood at 75

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Spitfire over Goodwood

Marcus Pye gets the opportunity of
a lifetime – a flight in a Spitfire



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Historics guide

The key organisers and clubs in
the world of historic motorsport

From Festival to Revival, historics are a thrill

From the Silverstone Festival to the Goodwood Revival. This is a good time for historic racing enthusiasts.

Like Silverstone, Goodwood is celebrating its 75th birthday this year. Unlike the home of the British Grand Prix, the fabulously flowing West Sussex venue hasn't had a continuous history as a race circuit. Esteemed motorsport historian Doug Nye explains on page 10 how Goodwood rose, went (semi) silent and then revived to become one of the most highly regarded tracks in the country.

The current Duke of Richmond, who made it possible, shares his memories of the highs and lows in our column (p9).

Also part of this special celebration, Marcus Pye gets a rather different view of Goodwood – from the cockpit of a Spitfire. We know such a piece isn't the usual Autosport offering, but Pye's flight seemed to good an opportunity to miss, plus aviation is very much a part of Goodwood's story. And we're willing to bet that most people who like historic motorsport also have a fine appreciation for one of the greatest aircraft of all time.

One of the big attractions of the Revival is the quality of the drivers, cars and races. Take a look out our preview on p4 for just some of the key things to look out for and enjoy this weekend.

Historic racing is, of course, about much more than Goodwood. There are events for classic machinery almost every week, whether it be on the race track or rally stage. Paul Lawrence and Stephen Lickorish are your guides to the variety and options on p20. For experienced enthusiasts, it's a good reminder of what is out there, while for new fans it's a chance to see what you should try next – as a spectator or perhaps even a competitor.



**KEVIN
TURNER**

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REVVED UP

for the Revival

The 25th edition of Goodwood's showcase race weekend also celebrates the 75th anniversary of the circuit – and much more besides

BY MARCUS PYE

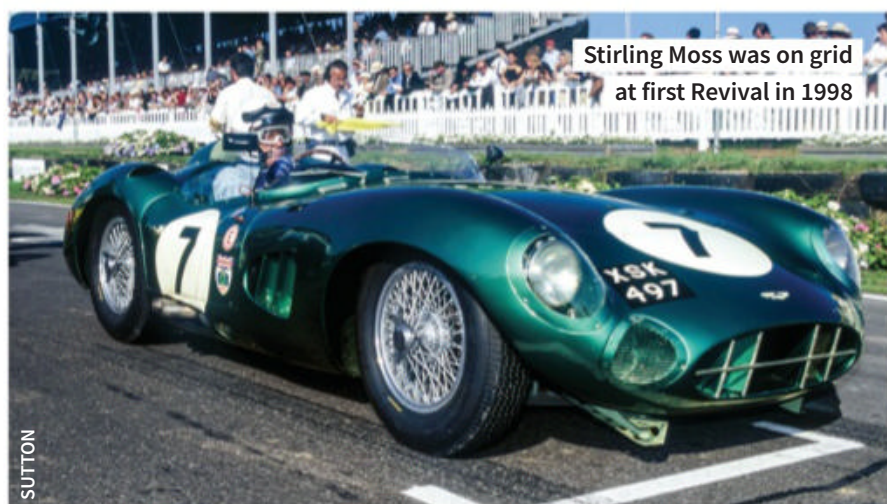
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G

oodwood's Motor Circuit, like other ex-RAF Second World War aerodromes repurposed for car racing in peacetime, was not Britain's grandest venue in its contemporary era.

Aintree, with its imposing horse racing infrastructure, claimed that crown. Yet the hospitality lavished upon visiting sporting greats by the petrolhead ninth Duke of Richmond & Gordon – Brooklands race winner and aviator Freddie March, for whom Castrol R was as much the elixir of life as champagne – made it the most sociable. Parties at Goodwood House, his family seat since 1697, and cricket matches outside in the park, made it a magnet for the world's top drivers, sporting cognoscenti and socialites. That tradition continues in the care of his grandson Charles, the 11th Duke, who as the Earl of March achieved his dream of reopening the track in 1998, following a 32-year hiatus. Now everybody is invited to the Revival, the peerless mecca of motorsport lifestyle set in a pre-1966 timewarp, which this weekend celebrates its 25th edition (2020's was cancelled due to COVID) in Goodwood's 75th anniversary year.



Stirling Moss was on grid at first Revival in 1998



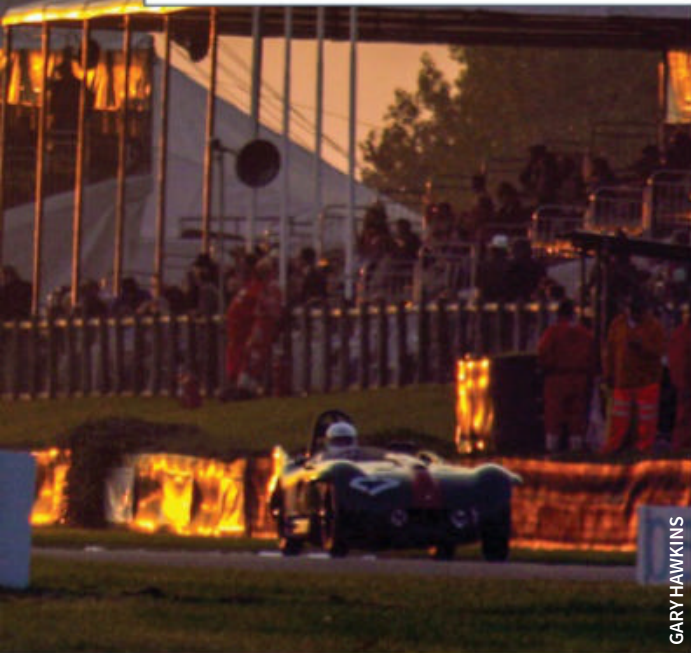
The start of it all: first race in 1948

THE HISTORY

Goodwood Circuit was the estate's Westhampnett Farm prior to being requisitioned by the Air Ministry, and as RAF Westhampnett fulfilled a key wartime role as a satellite to RAF Tangmere on the opposite side of the A27 trunk road. After hostilities ceased, Australian pilot officer Tony Gaze suggested making the perimeter road into a race track, and in landowner Freddie March found a receptive ear. Gaze and fellow Squadron Leader Dickie Stoop trialled it in MGs – anti-clockwise, interestingly – and a plan was laid. Opening day, 18 September 1948, drew a huge spectator turnout enthralled by the eight-race card on a chicaneless track, organised by the Junior Car Club and Brooklands Automobile Racing Club of which the Duke was president. Paul de Ferranti Pycroft made history as the first winner in his unique Pycroft-Jaguar SS100. Stirling Moss, 19 the previous day, blitzed the 500cc event in his Cooper-JAP MkII. In the *Daily Graphic* Goodwood Trophy, for F1 cars, Reg Parnell debuted his supercharged 1500cc Maserati 4CLT/48 with a 0.4-second victory over Bob Gerard's pre-war ERA R14B.

THE CIRCUIT

At 2.4 miles in length, Goodwood is ultra-fast and deeply aspirational. Verged with greensward, it takes no prisoners. In these times of sterile modern tracks, cut into obscure locations, with stereotypical fixed radius corners designed around the beast that Formula 1 has become, it remains delightfully free-formed. As it follows the contours of the land, every exhilarating lap provides the closest opportunity current drivers get to experiencing the challenges their childhood heroes faced in the same setting. This part of West Sussex, close to England's south coast, is anything but flat, which helps. Overlooked by The Trundle – a cascade of verdant downland towering above Woodcote corner, atop which the estate's horse racing course has presided majestically since 1802 – the Motor Circuit enjoys huge skies to the west. When viewed from the grandstands at the chicane and opposite the pits, these offer incredible sunsets, which silhouette the 277-foot spire of Chichester Cathedral, rebuilt following a collapse in 1866, a century before the track's first heyday ended. At their autumn finest, vivid blue expanses fade through pink and orange to flashing embers and charcoal darkness.



THE STARS

The inimitable Stirling Moss – his birthday regularly aligned with the Revival, hence he joked that the Duke threw (and paid for) his parties – crafted Goodwood's greatest batting average. His 22 victories from 63 starts, capped by four successive RAC Tourist Trophy races in its World Championship Sportscar (Aston Martin DBR1) and Grand Touring (Ferrari 250 GT Berlinetta) epochs from 1958-61, are legendary. That early Revivalists witnessed the 16-time F1 GP winner racing a Maserati 250F in 1999, marvelling at his car control in the wet, was priceless.

Motorcycle king John Surtees, whose car career started at Goodwood in 1960, when he beat Jim Clark to pole for a Formula Junior race and was F1 champion four years later for Ferrari, also starred in a 250 GTO. Triple champion Jackie Stewart, Goodwood's ultimate lap record holder with Clark, credits it with launching his career and cementing a special bond with Ken Tyrrell, who initially signed him for F3 in 1964. First to rise from grass roots to stardom, however, was Mike Hawthorn, a winner here in Rileys and a Cooper-Bristol en route to his 1958 F1 crown with Ferrari.

DRESS CODE DILEMMA

Dressing up as a serviceperson, society partygoer or somebody plucked from a Pathe newsreel between 1948 and 1966 – the circuit's original timeline – was widely viewed with a mix of curiosity and dread when host the Earl of March announced a sartorial code for the inaugural Revival in 1998. Yet his commercial photographer's eye was focused on the bigger picture. His aim to recapture a period scene in which all present – spectators, officials, pitcrews and competitors (safety gear aside) – were extras in a full-scale movie worked. Fence-sitters in 1998 felt curiously out of place among those who had raided their parents' attics or invested in army, RAF and Royal Navy uniforms. Within a couple of years, everybody had 'signed up'. Indeed, some now go to extraordinary lengths to look the part. But there's no denying that the genteel air at trackside, in paddocks or hospitality suites, with polite 'good mornings' aplenty, remains special.



BADGES OF HONOUR

By 1949, the British Automobile Racing Club had been formed by the Junior Car Club, which had acquired the remnants of the defunct Brooklands organisation. Many a splendid tradition was carried over from the Locke Kings' gargantuan Surrey speedbowl, the world's first purpose-built race track opened in 1907. Superbly crafted and colourfully enamelled lapel badges were issued to members (dangling on braided cords) and their guests (with pin backs), and the BARC's initials endured proudly throughout Goodwood's first heyday to 1966. Originals became hugely sought after when interest in the Goodwood Road Racing Club's Festival of Speed (from 1993) and Revival (from 1998) boomed. The BARC, incidentally, which reopened neighbouring Hampshire's Thruxton airfield circuit in 1968, has been another constant. Its officials have been in charge of on-track activities at all of Goodwood's modern motorsport events, the third being the Members' Meeting, revived in 2014 with the 72nd in a sequence halted with Goodwood's closure on 2 July 1966.

SHADES OF NINE HOURS

Racing from 3pm to midnight characterised Goodwood's Nine Hour Sports Car Races of 1952, 1953 and 1955. All were won, against the odds, by David Brown's Aston Martins against the mighty Jaguar XK120Cs. Peter Collins/Pat Griffith (DB3), Reg Parnell/Eric Thompson and Peter Walker/Denis Poore diligently defeated the Coventry cats. Friday evening's race into dusk – named for Freddie March – boasts a similar dynamic. Jenson Button/Alex Buncombe, Sam Hancock/Fred Wakeman, Alex Brundle/Gary Pearson and Chris Ward/Nigel Webb saddle C-types; Darren Turner/Simon Hadfield and Martin Stretton/Urs Muller DB3Ss. But Gregor Fisker/Jake Hill,



C-types to the fore in
Freddie March race

Martin Hunt/Patrick Blakeney-Edwards and Bobby Verdon-Roe (with son Martin) in HWM-Jaguars, the Cooper-Jaguar T33s of Guy Harman/Nick Finburgh and Vanina Ickx/Katarina Kyvalova, plus the Allard J2s of Benoit Treluyer/Nick Jarvis and

Simon Evans/Nigel Greensall will be after them. Italian marques may prevail though, with David Franklin/Emanuele Pirro in a Ferrari 250 MM and Richards Bradley and Wilson in the latter's ex-Jim Hall/Carroll Shelby Maserati 250S.



ERAs will star in
Goodwood Trophy...

ERAs vs BRM V16

The influence of Raymond Mays and Peter Berthon upon motorsport pre- and post-Second World War is beautifully illustrated in Saturday's Goodwood Trophy race. Their English Racing Automobiles and British Racing Motors always exude charisma. Nine ERAs grace the field, among them at least five that were here on opening day in 1948. Mark Gillies starts hot favourite in Dick Skipworth's R3A, but now that US-domiciled Irishman Paddins Dowling has the ex-Bira R5B 'Remus' in his stable he can expect a harder battle in which David Morris (R11B 'Humphrey'), Americans Michael Gans (R1B) and event debutant Brad Baker (R10B), and Nick Topliss (R4A) should play roles. Duncan Ricketts's E-type ERA GP1 has shown pace and petulance, but on form is a threat too. But the awesome soprano soundtrack of a centrifugally supercharged BRM V16 – John Owen's continuation car, now sorted – in the hands of Rob Hall will thrill, and demand earplugs. Opposition comes from Patrick Blakeney-Edwards in Jaime Bergel's Maserati 4CLT, Richard Bradley (4CL) and Ian Baxter's Alta.

SINGLE-SEATER SHOWCASES

Grand prix cars of different configurations contest photogenic Richmond & Gordon Trophy and Glover Trophy races redolent of Goodwood's internationals of yore. Maserati 250Fs, Lotus 16s and a Scarab – with a different balance of power in today's sprints – populate the former, but won't live with well-driven Cooper T53s, Lotus 18s and BRM P48 on a dry track. Ferrari F1 alumnus Arturo Merzario (Derrington-Francis ATS) and US



Maserati 250Fs may struggle
against the British cars

veteran James King (Brabham BT7) aim to come between Andy Middlehurst (Lotus 25) and a ninth victory in the 1500cc contest. Teenaged Historic F3 champion Samuel Harrison will be rapid in the ex-Denny Hulme 1000cc F2 Brabham BT10. But the most competitive 'monoposto' action is likely to be found in the Chichester Cup Formula Junior race, for the 1100cc rear-engined cars of 1962-63.

Horatio Fitz-Simon and Clive Richards have slugged it out all season in the FJHRA's Lurani Trophy and UK championships, but add in Goodwood FJ winners Andrew Hibberd, Stuart Roach and Sam Wilson, plus Chris Goodwin, Switzerland's Philipp Buhofer, Italy's Tonetti brothers and wild card Alex Brundle in a Lotus 27, and it should be another belter.



Middlehurst is
a serial winner

MAGICAL MISCELLANY

Two of the greatest marques are honoured by one-make races. The Lavant Cup is a V12 Ferrari fest. Numerically dominant are 250 GT Berlinettas, sisters to Stirling Moss’s 1960 and 1961 RAC Tourist Trophy winners. Drivers include five-time Le Mans winner Emanuele Pirro and Monaco GP Historique F1 victor Martin O’Connell. F1 racer-turned-pundit Karun Chandhok races a 250 GTO, Gary Pearson and Rob Hall 250 LMs.

The Fordwater Trophy showcases two-litre Porsche 911s running on sustainable synthetic fuel – a Revival first! Tom Kristensen, Jenson Button, Mark Webber and Historic ace Olly Bryant are among the stars.

Button is also out in Saturday’s pro leg of the St Mary’s Trophy saloon staple, which reverts to its 1950s timeframe. Le Mans heroes Richard Attwood, David Brabham and Andy Wallace are joined in Jaguar Mk1s by 2012 WTCC champion Rob Huff, but can anybody stop Romain Dumas in Bill Shepherd’s Ford Thunderbird? New forces facing Cobras and Jaguar E-types – and the TVR Griffith of Guy Smith/Mike Whitaker – in Sunday’s RAC TT Celebration pack are Adrian Willmott’s Bizzarrini 5300 GT, co-driven by Andrew Jordan, and Duncan Pittaway’s Cheetah-Chevrolet, shared with Stuart Graham.



POIGNANT MOMENTS

Of the on-track celebrations, the most poignant will be Saturday’s appearance of Sir Jackie Stewart in Tyrrell 006, with wailing Ford Cosworth DFV engine at his right foot 50 years to the day after he landed the third of his alternate-year F1 world championships in it in 1973. Be sure to visit the Tyrrell ‘factory,’ transplanted to the paddock. Nine years previously, JYS had won his F3 Cooper-BMC seat with Ken Tyrrell in an impressive test at Goodwood and dominated the 1964 season; he ultimately shared the outright lap record with his great friend Jim Clark, racing F1 BRM P261 and Lotus 25 respectively.

Talking Lotus, Colin Chapman’s marque shares its 75th anniversary with the circuit’s. A plethora of cars, from utilitarian 1948 Mk1 to stunning 1982 F1 Type 91, trace its history. US legend Carroll Shelby, whose centenary is celebrated this year, was a great friend of Goodwood. His superb career showcase is bookended by the MG TC he raced in 1952 to a plethora of his Shelby Cobra brainchildren and the Ford GT40s he influenced.

GOODWOOD REVIVAL TIMETABLE (Note: no Race 13 as usual, for reasons of superstition)					
FRIDAY 8 SEPTEMBER		SATURDAY 9 SEPTEMBER		SUNDAY 10 SEPTEMBER	
0830	Gates open	0830	Gates open	0830	Gates open
0900	Motorcycle track parade	0900	Motorcycle track parade	0900	Motorcycle track parade
0930-1100	Official practice	0935	R2: Goodwood Trophy	0940	R9: Chichester Cup
1125	Lotus 75 track parade	1020	R3: Barry Sheene Memorial Trophy pt 1	1025	R10: Barry Sheene Memorial Trophy pt 2
1145-1235	Official practice	1100-1130	Official practice RAC TT Celebration	1115	Lotus 75 track parade
1245	Tribute to HM Queen Elizabeth II	1145	Settrington Cup pedal car race part 1	1155	Settrington Cup pedal car race part 2
1310-1515	Official practice	1230	R4: St Mary’s Trophy part 1	1235	R11: Richmond & Gordon Trophies
1530	Tribute to Carroll Shelby	1340	Tribute to Carroll Shelby	1350	R12: RAC Tourist Trophy Celebration
1550-1815	Official practice	1415	R5: Lavant Cup (Ferraris)	1505	Tribute to Sir Jackie Stewart
1830	R1: Freddie March Memorial Trophy	1455	Tribute to Sir Jackie Stewart	1530	R14: Glover Trophy
DON'T MISS GOODWOOD REVIVAL REPORT 14 SEPTEMBER ISSUE		1520	R6: Rudge-Whitworth Cup	1615	Tribute to Carroll Shelby
		1615	Lotus 75 track parade	1650	R15: Sussex Trophy
		1650	R7: Fordwater Trophy (Porsche 911s)	1745	R16: St Mary’s Trophy part 2
		1755	R8: Whitsun Trophy	1845	Prizegiving



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Glorious Goodwood memories

His Grace reflects on the challenges he faced in reopening Goodwood after its closure in the mid-1960s and recounts some of his favourite memories as the circuit celebrates its 75th birthday

BY THE DUKE OF RICHMOND

We had a family caravan by the chicane and would have a picnic and, between the ages of two and 10, I'd watch from there. I remember Jean Behra hitting the brick wall at the chicane and his BRM ending up very U-shaped. That was fairly intense.

There was always a cocktail party in the house on a Saturday night of the Easter Monday meeting. All the drivers were there. My grandfather (Freddie, who originally opened the circuit in 1948) introduced me to them and I'd get all their autographs.

I remember sitting next to Jo Bonnier in the library. I remember Graham Hill telling me to bugger off when I wanted his autograph! Jackie Stewart was here for the first time and my grandfather was saying he was going to be a great driver before we really knew who he was. Jim Clark was around quite a bit. Surtees... Stirling... he *was* Goodwood really. His first race was here in 1948, which he won, and it's where he had his last race. John Surtees had his first car race here – it was the first car race he'd ever seen and he was in it!

I was pretty disappointed to hear the circuit was closing in 1966; that it wouldn't be happening anymore. But my grandfather didn't like the way grand prix cars were going and thought the three-litre category was too fast. A lot of his friends had got killed.

Years later (in the 1990s), Peter Gethin actually mentioned to me, 'Why don't we get the track going again?' My father had worked very hard on the horse racing and the track had just been left. The aerodrome was the major activity down there and the track was used for testing – *illegal* testing – and hadn't been managed well. The track surface was in surprisingly good condition, but a lot of the buildings had collapsed or were unusable. That was a big decision. Looking back, it was lucky perhaps we didn't get permission to open the circuit straight away because we wouldn't have known what we were doing with it.

It became obvious what we needed to do. The circuit was unique – a 1950s race track in its original form. Our whole *raison d'être* was, with rose-tinted glasses, 'Let's try to put it back to how it was'. Derek Ongaro and Dennis Carter at the British Automobile Racing Club were both incredibly helpful with circuit inspection. They came up with the idea of acoustic banking, which made things more affordable. We used a local road contractor who, in return for us letting them get rid of the spoil, shaped the banking for us – saved us millions.

We needed acoustic banking to remove a noise abatement order, which had been slapped on the circuit in the 1970s. We couldn't get planning permission without it being lifted. We also had to come up with a whole series of benefits for the

Duke of Richmond feels pretty confident about Goodwood's next 75 years



ULIWEBER

local community. It took years to negotiate.

While we were looking into the circuit, I told Derek and Dennis about my idea for the Festival. They were really enthusiastic and clearly had a good working relationship so came up with ways to pull it off. They were the experts and if they'd said, 'No, you're mad', then I'd have walked away from the Festival idea and, without that, the Revival may never have happened either. The Revival is a different animal to the Festival. There were some big challenges initially. The first year was very good but then came mad, bad fuel strikes and, in 2001, we had 9/11 the week before the event. People were saying we should shut it down but we went for it and celebrated America and it went really well. Then things took off.

People ask me which races I remember... there have been some fantastic races involving Stirling. I recall Martin Brundle being blown away as Stirling overtook him on the outside at Lavant, and waved as he went past. Surtees in his last race in the 250LM... him just driving past everybody. It was just a masterclass. I also recall seeing him racing bikes here. The bikes at the Revival have been huge and, in some ways, the quality of the riding has been even higher than the driving. It's also great that we're getting a lot of young drivers, such as from Formula E, NASCAR and Indy, wanting to come to Goodwood.

There are so many memorable moments, from seeing all those glorious grids that the team here have done so brilliantly to put together – bar the catering, we do everything in-house, which is probably a bit mad – to almost losing Buzz Aldrin off the back of a car as I put my foot down. That would've been very embarrassing.

I'm feeling pretty confident about the next 75 years. We'll continue to champion exciting new technologies and showcase the future of mobility. Alternative and sustainable fuels are high up the agenda as is the whole 'Revive and Thrive' ethos of the Revival itself. It's important for us to protect and nurture the whole historic and classic car scene for future generations. The world is changing fast, it certainly never stands still and nor will we. ■

THE RISE, FALL AND REVIVAL OF GOODWOOD



One of the country's leading motorsport historians and a key figure in the Goodwood story recalls how the circuit became such an important part of the calendar – twice

BY DOUG NYE

In its heyday, make no mistake, the Goodwood Motor Circuit always occupied a very special place within the burgeoning British motor racing scene. While it never hosted a world championship grand prix, it provided a much-loved stage for the infant British motorsport industry to strut upon. While active racing was pursued there for 18 years, 1948-66, the Motor Circuit's subsequent test and sprint-only career saw it survive with little change – other than inevitably 'crumbling around the edges' – for a further 30 years, 1967-97. But then – due to the single-minded enthusiasm, enterprise and drive of the Goodwood estate-owning family's scion, Charles March, now the Duke of Richmond & Gordon – would come Revival...

By contemporary international standards, Goodwood in period was only 'a medium-speed aerodrome course', yet a demanding one. Despite being laid out around the perimeter track of a wartime RAF fighter aerodrome, it was not pancake flat. It had gradient, it undulated and combined some very fast curves with tighter turns and, from 1952, its famous chicane.

Above all it occupied a beautiful setting. And as a wartime grass aerodrome its infield was not disfigured by concrete runways. Instead it was grass-green, pure-gold come harvest. Above all it promoted good racing.

Stirling Moss held that Goodwood was "of all the British aerodrome circuits the most rewarding whenever you got it exactly right". In his opening race there, Event 5 of the 18 September 1948 inaugural meeting, his 500cc Cooper-JAP led the eight other starters from flag to flag, and he won by nearly half a minute – immense in just three, yes *three*, laps. Such fleeting short-distance racing had been staple fare at the pre-war Brooklands Motor Course. So that was Goodwood's heritage. But the British public just hungered for some fun, for any kind of sporting spectacle, and in the motorsporting sense that is what Goodwood provided.

Over the following 18 years – with better funding, race distances increasing – Goodwood became a superb sporting stage, from members-only British Automobile Racing Club meetings, through nationals to internationals... and ultimately to frontline qualifying rounds of the world sportscar championship, 1958-64.

So how did RAF Westhampnett, site of the Goodwood Motor Circuit, make that transition? With Brooklands lost to wartime development, through 1946-47 there was nowhere permanent to race on the British mainland.

Freddie Richmond, the ninth Duke of Richmond & Gordon and owner of the Goodwood estate, was ►

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Goodwood's triumvirate of events is woven into the fabric of British motorsport

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modest, creative, entrepreneurial... and a lifelong motoring enthusiast. In 1930-31 his brief race-driving career really had been *stupendously* successful – three major races, three race wins!

He later headed the go-ahead Junior Car Club, a parallel organising body to the much older – more conservative – Brooklands ARC. The immediate post-war recession featured intense austerity. Freddie had the crushing responsibility of saving his family's Goodwood estate. But like all those other motorsporting enthusiasts, he longed for racing's return. And as a prominent and popular figure, he could do something about it.

It proved fiendishly complicated, but he diplomatically danced his way through (and around) stiflingly centralised bureaucracy. He loyally backed Junior Car Club (JCC) secretary John Morgan in organising the first significant post-war international race meeting on British soil, at St Helier, Jersey. And as minor clubs pioneered aerodrome racing at Gamston and Brough, Morgan then sought permission to inspect similar sites as potential venues for higher-profile 'onshore' motorsport.

During this search, wartime RAF fighter pilot Tony Gaze suggested Freddie Richmond should look no further than his own estate's ex-RAF Westhampnett perimeter track. "Bless my soul," he said. "What will the neighbours say?" But the seed was sown – that track was ideal.

On 9 July 1948, the RAC's own new circuit on the former aerodrome at Silverstone was named as the venue for a grand prix in October. Simultaneously the JCC announced that it hoped to use "the airfield situated on the estate of chairman, the Duke of Richmond & Gordon and intend to concentrate on a revival of the extremely popular Brooklands type of meeting. The provisional date is Saturday, September 18..."

And so the Goodwood Motor Circuit emerged. As racing there developed, the BARC – initially under Morgan – was always cash-strapped, reliant upon benevolent sponsors. But he – and Freddie – found them.

Races of just five laps were an early norm, three-lappers common, 10, 12 or 15 laps "really rather daring". But for many the social scene would prove as important. Goodwood's weather was usually good. Its rural access roads might have been confined

*Peter Collins/
Pat Griffith
took Aston
DB3 to 1952
Goodwood 9
Hours victory*



*Duke of Richmond
& Gordon presents
Glover Trophy to
Ken Wharton in
1953; below:
Wharton (BRM P15)
leads Roy
Salvadori's
Maserati 250F
the following year*



and traffic often jammed and slow, but the pubs and restaurants along the way were great.

That experimental inaugural meeting of 1948 was followed by three through 1949. The pace accelerated – six dates in 1950. Morgan ensured towering names would star. On Easter Monday 1951 the sport's first world champion driver, Nino Farina, wowed the crowds with his works Alfa Romeo Alfetta. In 1952 new world champion Juan Manuel Fangio would attend, only to be outshone by meteoric new British talent Mike Hawthorn in a brand-new, homegrown – Goodwood-developed – Cooper-Bristol.

A single motorcycle meeting was held, in April 1951, but the riders found the course too wide and 'easy' for their road racing tastes. They suggested raising walls on the inside of the corners to render them blind, "in the interests of rider development". Motorcycles would not return to race at Goodwood until Revival, in 1998.

Through the early 1950s the likes of Moss, Hawthorn, Tony Brooks, Peter Collins, Stuart Lewis-Evans and more built their fabulous generation of world-class British drivers. Jim Clark and his Formula 1 Lotuses followed, as did seven-

time motorcycle world champion John Surtees's introduction to four-wheeled racing, in March 1960, in a loaned Ken Tyrrell Formula Junior Cooper.

Meanwhile serious-level sportscar racing had become a Goodwood feature, initially with Morgan's BARC Nine-Hour races of 1952-53 and 1955. Jaguar's works team regularly led, broke, and left victory to sworn rival Aston Martin.

The RAC Tourist Trophy adopted Goodwood as its home from 1958-64, Aston Martin (again) winning the first two editions, clinching the FIA world sportscar title there in 1959 – despite famously igniting their leading car ▶





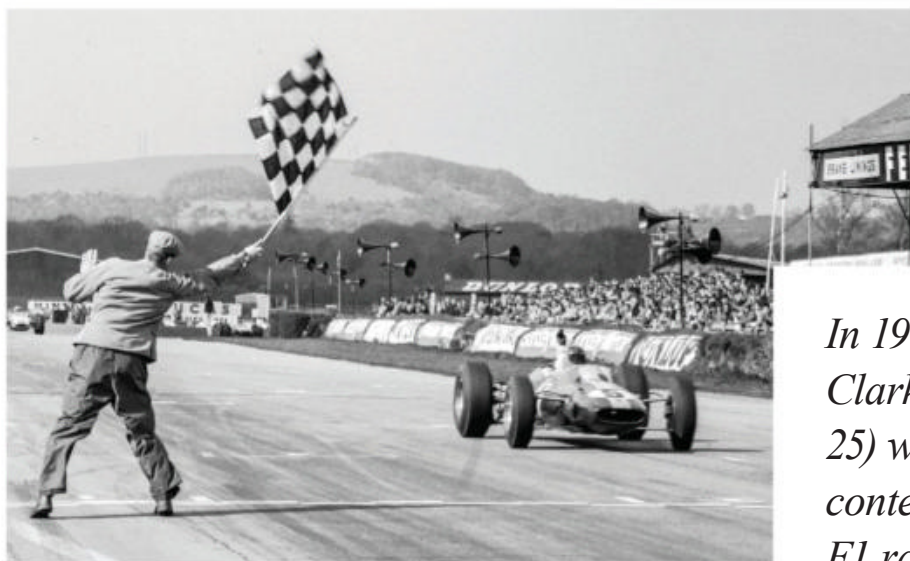
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In 1965 Jim Clark (Lotus 25) won last contemporary F1 race at Goodwood

when refuelling; never mind...

Moss had won the 1958-59 TTs. He added two more, for GT cars, in 1960-61 driving his Rob Walker-liveried Ferrari 250 GT 'SWB's. Ferrari 250 GTO wins followed for Innes Ireland (1962) then Graham Hill (1963), before Hill won again in an open 330P prototype in 1964.

In Formula 1 terms, early-period Easter Monday and September Goodwood meetings had seen progressive advance for BRM, Connaught and Vanwall, notably versus Maserati, before Mike Hawthorn took the coveted Goodwood Glover Trophy for Ferrari in 1958. The Goodwood-developed rear-engined new-wave from Cooper swept the board to 1960. After the legendary double world champion and Indianapolis 500 winner Clark and Lotus won the last contemporary Goodwood F1 race on Easter Monday 1965 – with BRM newboy Jackie Stewart sharing fastest lap – a new three-litre F1 class took effect for 1966.

Now that posed a problem. The potential speed of those new cars – adding to that of such unlimited-capacity sports-racers as the latest Lotus 30 and Lola T70, plus the Goodwood-developed Ford GT40 – seriously troubled Freddie March. Funding was fraught, insufficient to finance work potentially necessary to keep his circuit 'safe'. He decided to close his motor circuit. It had performed its function. For him it was mission

accomplished. The home industry was firmly on top.

Only six more Goodwood race meetings were held, Easter Monday 1966 for Formula 2 (dominated by the latest Brabham-Hondas), a Whit-Monday national featuring one-litre Formula 3 'screamers', and four BARC Members' Meetings. The last – the 71st in the series launched in 1949 – was run on 2 July 1966. Its seven-race programme closed with a five-lap handicap, won by Dickie Metcalfe in his Lola-Climax Mk1 sportscar.

Several options seemed feasible. The infield aerodrome had been reinstated for civilian flying from the late 1950s, and now Freddie March's son Charles – to succeed as the 10th Duke – had the Motor Circuit maintained for test and occasional timed-sprint use, plus such events as the Guild of Motoring Writers' Motor Show Test Day. He dismissed more lucrative notions of abandoning the entire site to gravel extraction – and we owe him. So Glorious Goodwood in the motor sporting sense effectively slumbered through the 1970s-80s.

In testing terms it became a virtual second home for constructors such as Brabham, McLaren, Lotus, Lola, Gulf-Mirage, March and Surtees, plus Tyrrell, Williams, the racing tyre companies and myriad more.

Then in 1992 Freddie Richmond's grandson, Charles, Earl of March, was given responsibility for the family's estate. Its valuable equestrian dressage event had just lost its sponsor. ►



Ronnie Peterson tests the new Lotus 76 in February 1974



Charles March, now Duke, has inspired and overseen Goodwood's renaissance

had run a one-off Lancia Club driving test and hillclimb meeting at Goodwood house; a fun day for friends and fellow enthusiasts. Now grandson Charles March developed the idea of reviving that event, perhaps as an RAC British Hillclimb Championship round.

RAC track inspector Derek Ongaro approved the notion. Charles then joined his near-neighbour Michael Pearson, in sharing a Ferrari on a classic car tour in France, organised by Adrian Hamilton. In a chateau hotel bar one evening Charles expounded his hillclimb idea to classic car auctioneer Robert Brooks and this writer. We were sceptical of the public impact even a championship hillclimb round might have, then Robert suggested: "Run it for great classic racing cars, and we'll get everyone we know to enter!"

Within a few days of returning home, RB called me, announcing: "We're going down to see Charlie March at Goodwood." And in discussion there with Charles and his great friend, motorsports broadcaster and writer Rob Widdows, the form of what became the Goodwood Festival of Speed coalesced. Former Ford PR chief Walter Hayes had volunteered Aston Martin as the new venture's first sponsor. Brooks Auctioneers became its second. I drew up an invitation list of over 100 great cars (and drivers) I'd love to see. The first Festival was then held in 1993. It took off from there...

Interest soared through the following five years. Part of its instant allure was the variety of its entries and entrants. Its free-public-access paddock allowed all to enjoy the personal contact with cars and stars that we recalled from Goodwood's

In considering some alternative, the long-held ambition to revive Goodwood's motorsporting activities occurred to him. Back in 1935 Freddie



GARY HAWKINS

heyday. We saw it as an antidote to Bernie Ecclestone-era Formula 1's policy of paddock exclusion. After a few years avid Goodwood supporter, drummer Nick Mason, would respond to the question, "What should we change to progress?" by writing, "The paddock is a

complete zoo – but don't ever change it".

From the inaugural FoS of 1993, Charles was encouraged by enthusiastic and wholehearted support from Moss, and from Surtees, Jack Brabham, Barry Sheene, Giacomo Agostini, Mick Doohan, Wayne Rainey, Stewart, Phil Hill, Damon Hill, Emerson Fittipaldi, Nelson Piquet, Lewis Hamilton, Jenson Button and so very, very many more. It took years to attract some, but nearly all were then so well received by the knowledgeable Goodwood crowd that they would return: Nigel Mansell, Niki Lauda, Alain Prost, Fernando Alonso, Jacky Ickx, Mario Andretti, Al Unser, Rick Mears, Danny Sullivan and more – folk hero Jim Hall, King Richard Petty – gracing Goodwood. Stars with their cars became an enduring theme.

Among great manufacturers, Aston Martin's launch sponsorship was followed by Mercedes-Benz, Porsche, BMW, Audi, Jaguar, Renault and – again – still more. FoS evolved towards becoming a replacement London Motor Show, but this time moving, in full, flowing action – looking back, providing a spectacular shop window for the present and previewing what may come.

For me there have been two most satisfying FoS factors of all. Parents in the paddock introducing themselves, and their small children, and saying: "We were brought to the Festival when we were kids, and now we are bringing ours to enjoy what we enjoyed." And one time when a mum standing at the assembly area barrier asked me if Sir Stirling might sign her young son's autograph book, I walked across to the great man and asked him if he'd oblige. Of course he did, immediately, talking to her and her boy at the fence. And as he turned away she said, "Thank you so very much for that" – and Stirl smiled and said, "Oh no, not at all my dear, I should thank you. Because today this is my office, and this is my day job..." That was what Goodwood had provided.



On the restored circuit, 1998's Revival had the sense of a motorsport 'Woodstock'

BEARNE/MOTORSPORT IMAGES

But best of all, FoS has always embodied the competitive edge that has made 130 years of motorsport so compelling. The Indy 500 winners were staying at the House and Charles provided a massive jigsaw puzzle in the lounge for his guests' casual amusement. For some, solving the puzzle rapidly approached a competitive obsession. Who would win? By day three the contest was intense. It came down to the last few pieces. Click, clack, *aaaghh!* The final, clinching piece was missing. Then Mario Andretti walked in. He briefly studied the near-complete puzzle, rummaged in a pocket, found what he'd secreted there some days before and *clack!* "I win!", he declared. Real *racers* never lose it.

Meanwhile the promotional exposure of FoS was deftly steered by Charles March towards one ulterior objective, the reopening of the Goodwood Motor Circuit. As his grandfather had found in 1947-48, navigating a way through red tape, massaging planning support proved an absolute minefield.

After many months of complex work and negotiation, Charles finally received a telephone call telling him that his applications were to be approved. He tried to call his closest associates to spread the news, but none answered. My telephone rang, it was Charles: "Doug!", he enthused, "I've got to tell somebody

but nobody else seems to be at home. We've got it! We've got our permissions!" Ignoring the fact I was maybe fifth in the queue, I was thrilled too. "Now we've really got to get to work!" he declared. So all his people did.

And in 1998 the Goodwood Motor Circuit was restored, in discreetly modernised form, with brand-new pits and paddock replacing the old upon the original site, and with the entire course lined by freshly raised prime viewing spectator banks. And that September, 25 years ago, the inaugural Goodwood Revival Meeting suddenly was upon us. It was a kind of dreamtime motor sporting 'Woodstock' Festival, and when at that inaugural's race control-roof prize-giving sometime Goodwood track marshal-turned-multiple Le Mans-winning racing driver Derek Bell urged the crowd, "Don't go out of those gates over there, because outside there's the real world. Stay here and relish what we've all enjoyed so much", there was barely a dry eye in that Indian summer dusk.

Since then, FoS, Revival, the Goodwood Members' Meeting have all become part of our motorsporting fabric, recalling the past, celebrating the present, previewing the future. And that, we hope, is what 75-year-old Goodwood motorsport is all about – a vibrant expression of all that's simply best in life itself. ■



Festival of Speed's star attractions, human and mechanical, had instant fan appeal



J BLOXHAM/MOTORSPORT IMAGES

J BLOXHAM/MOTORSPORT IMAGES

GOODWOOD SPITFIRE SORTIE

Our man's finest hour triggered new perspectives on the beloved Sussex circuit and its most vital past

BY MARCUS PYE

Nobody on Goodwood's start/finish straight on 18 September 1998, for the inaugural Revival's opening ceremony, will forget Ray Hanna's arrival in Supermarine Spitfire MkIX MH434. Swooping from above Madgwick, he followed the track the 'wrong' way and buzzed event host the Earl of March, exiting the chicane in the Bristol 400 from which his grandfather launched the circuit 50 years previously. From the pit top commentary box I heard the Rolls-Royce Merlin engine's roar from my right and was agog to look *down* into the camouflaged warbird's cockpit as it passed beneath us and the grandstand, perhaps 20 feet above the ground!

Never has a celebration of freedom been more aptly introduced. The Civil Aviation Authority took a dim view, yet New Zealand-born Hanna, 70, the ex-RAF Red Arrows aerobatic team leader who felt alive in Old Flying Machine Company Spitfires, believed its censure worthwhile. After all, there is never a second chance to make a first impression.

My earliest Spitfire memories are from Farnborough Air Shows of the 1960s. I still rush outside at the sound. Of the countless Battle of Britain Memorial Flight and formation performances I've witnessed, the best were at Revivals with Spitfires arcing in the skies on dawn and dusk 'patrols', often accompanied by Hawker Hurricanes or North American P51 Mustangs.

In December 2019, being at Goodwood for The Silver Spitfire's homecoming from spitfires.com MD Matt Jones and (explorer and historic racer) Steve Brooks's epic IWC Schaffhausen-backed 27,000-mile round the world adventure was an irresistible pull.

Flights in two-seater Spitfires have long been available, from various airfields; mine had to be from Goodwood, 30 miles from Eastleigh Aerodrome (now Southampton Airport), where designer RJ Mitchell's masterpiece made its maiden flight on 5 March 1936, with Supermarine's chief test pilot Captain 'Mutt' Summers at its controls. His critique was glowing. "Don't touch a single thing," he said famously. Mitchell died before the Second World War, but his phenomenally capable fighter played a pivotal role in winning the Battle of Britain and ending the ghastly conflict.

More than 22,000 Spitfires were built in progressively faster and more powerful marks, evolved by Vickers's subsidiary to

Hanna makes his surprise low pass at the first Revival in 1998 aboard a Spitfire MkIX

counter enemy aircraft, and for training and reconnaissance work in peacetime. The last was built in 1948, when Goodwood opened. Only around 60 survivors are flown today, with another handful under restoration at specialist workshops.

Built at Castle Bromwich in 1944, SM520 in which I flew was delivered to the RAF but stored until shipped to the South African Air Force in 1948.

Crashed, it was restored in two-seater training spec and named G-ILDA by the late Paul Portelli, then sold to Brooks in 2009.

A gift from my wife and daughters, getting aloft with spitfires.com was beyond my wildest dreams. Cloud base, weather and soggy grass strips can preclude flying but, after a topsy-turvy British summer, fortuitously conditions were perfect on the chosen morning. The CAA-approved operation is friendly but ultra-professional, safety its priority. Detailed briefing videos were watched on the eve of my booking.

Hangar 8, situated between Goodwood's paddock and airfield, is charismatically appointed in a 1940s timewarp. Inside, I was kitted out with flying suit, helmet, life jacket and parachute pack by volunteer Katherine Moloney – an inspirational young helicopter and fixed-wing aviator – then introduced to my pilot.

Group Captain Peter 'Willy' Hackett MBE is among the world's foremost test pilots. His CV in RAF and Royal Navy service includes Eurofighter Typhoon, F35 and the new Lightning – all very *Top Gun* – yet he also displays vintage aircraft. Clearly he adores flying Spitfires and, while he ran through pre-flight



MARK SAUNDERS

J BLOXHAM/MOTORSPORT IMAGES



checks, Katherine harnessed me in to the rear cockpit of G-ILDA, one of a pair of MkIX-based two-seaters on the fleet, double-checked my familiarity with seat height, canopy release and door escape flap, and attached the emergency parachute hard-line.

It's a hip-hugging fit, with a comprehensive dash of instruments duplicating those up front. Keeping my feet away from the rudder controls – each pedal with cast Supermarine script – and the stick was a prerequisite. Carburettor primed, it was time to fire that magnificent Merlin engine. Of 27 litres' displacement, the supercharged V12 starts with a staccato rasp, often accompanied by licks of flame from the exhaust stubs in the nose's flanks. A whopping 1700bhp originally propelled the 3.75-ton aircraft towards 400mph in flight, but half that is used for current purposes and longer engine life.

Having taxied towards Madgwick and turned round, I looked upwards through the four-bladed prop as we aimed towards Lavant. "Are you happy? Let's go fly," came the enthusiastic voice in my headset. The Merlin's note became angrier, and after 300 yards of acceleration the stick in my sightline eased back and we reached for the sky, climbing with seemingly endless torque towards 3000 feet.

The Trundle beauty spot atop the Sussex Downs and Halnaker Windmill lay poignantly below as we located the Australian GippsAero Airvan chase plane, flown by Sam Jacob and with award-winning photographer Mark Saunders (Fittleworth House's head gardener by profession) and my family aboard. Having flown gracefully alongside, supported by those iconic



Pye enjoyed an incredible experience, not to mention a special view of Goodwood

ultra-slim elliptical wings with a span of 39 feet, and with engine purring at 1400rpm, the

stunning shot over the race track – a view I'll forever cherish – was taken and we wheeled away hard to the right.

Breathtaking coastal views brought a glittering vista from Selsey Bill to Portsmouth and the Isle of Wight, bisected by The Solent. The nearest I'd come to flying a plane was a 190mph car, but Willy offered me the controls. I could not believe the Spitfire's responsiveness, subtle stick movements changing its attitude and direction almost by telepathy. Then the maestro took over, benign power escalating rapidly as we surged into an awesome loop – pulling unforgettable g-forces as we went over the top and I saw the sea inverted – and victory roll, before diving to 'attack' twin lakes, without Browning machine guns!

Exhilarated, my respect for the heroes who flew Spitfires in combat, exploiting their peerless manoeuvrability in their quest to outflank Messerschmitt ME109s, is unending. Sighting Goodwood for our return, then banking in over the Rolls-Royce car factory, Willy throttled the Merlin back and we landed gently, exhausts crackling. Yawing in, the taildragger pilot's 'opposite lock' technique to ensure visibility, I could imagine a squadron of Spitfires warmed up along RAF Westhampnett's hedge on a hazy morning, their courageous pilots in the mess awaiting the signal to scramble. A priceless window on the past! ■

The key

HISTORIC MOTORSPORT ORGANISERS

From those dedicated to racing pre-war machines to rallying 1970s icons, here's a rundown of the main historic motorsport players, the areas they specialise in and how to get in contact

BY PAUL LAWRENCE & STEPHEN LICKORISH

RACING



CLASSIC SPORTS CAR CLUB

This season is one of celebration for the Classic Sports Car Club as it commemorates 20 years since it first held its own race meeting. The club has progressed a long way from then and has become one of the UK's most popular race organisers, catering for a diverse mix of cars, ranging from the 1960s to the present day.

From that initial full event at Croft in 2003, a first series emerged the

following year – Swinging Sixties remains one of the club's most bountiful to this day, enjoying some huge grids featuring a plethora of 1960s machinery. Classic K also caters for FIA Appendix K machinery of a similar era, while slightly newer cars fit into the Future Classics division.

The club is rounding out its 2023 domestic campaign in North Yorkshire with a one-day meeting at Croft

scheduled in October, before members with slightly deeper pockets have been given the exciting opportunity of racing at Daytona and Sebring later in the year. A less far-flung trip is scheduled for 2024 with a return to Spa planned, with a presence at both the Summer Classic and historic Six Hours events.

WEBSITE classicsportscarclub.co.uk
PHONE 01225 810655

CLASSIC TOURING CAR RACING CLUB

The Classic Touring Car Racing Club has gone from strength to strength in recent years under the stewardship of Stuart Caie, with the sprint races of its multitude of low-cost tin-top series proving popular.

A plethora of saloons (and hatchbacks!) are covered, from the Lotus Cortinas, Hillman Imps and Minis of the 1960s in the pre-'66 championship – traditionally one of its best-supported – through to the Ford Escorts and Capris of the Group 1 era of the 1970s and early 1980s, and Hondas and BMWs heading up to and beyond the turn of the millennium.

Its portfolio has grown in recent years, too, with the CTCRC now administering a Jaguar championship, but the newcomer that has really piqued enthusiasts' interest is the Super Tourers division. Entries may often be slim due to the costly and unreliable nature of these beasts, but the Super Touring Power event at Brands Hatch earlier this year was a triumph, with fans transported back to the halcyon days of the British Touring Car Championship. Expect that success to be built upon over the coming seasons.

WEBSITE classictouringcars.com **PHONE** 07814 052142



STEVE JONES

FORMULA JUNIOR HISTORIC RACING ASSOCIATION

The Formula Junior Historic Racing Association is a textbook example of how to run a historic racing category.

Under the benign dictatorship of Duncan Rabagliati, Formula Junior can proudly boast to be not only the first historic racing category, but still the most enduring, the most popular and the most global of all period race series. The FJ story in period was actually quite brief, running for just six seasons from 1958 to 1963 before Formula 3 took over.

But, in the 1970s, Formula Junior was revived as an early historic category and, under the wing of the FJHRA, it has thrived ever since. At the recent Silverstone

Festival, a grid of more than 50 cars delivered outstanding racing, and that is what the association protects so well while maintaining proper standards of car originality, compliance and preparation.

Importantly, the association has developed a strong camaraderie and sense of belonging for all of those who love and race Juniors. With FJHRA championships in the UK and across Europe, and partner series on most continents, Formula Junior is thriving, even though it ended 60 years ago as a contemporary race category.

WEBSITE formulajunior.com
PHONE 07871 046031



MICK WALKER

EQUIPE CLASSIC RACING

From a single series, Equipe Classic Racing has rapidly grown to be a historic race meeting organiser in its own right in recent years and is one of the youngest promoters on this list.

The GTS series for small-engined pre-1966 FIA Appendix K sportscars remains at the core of everything it does, but Equipe partners John Pearson and Rob Cull have grown a community of racers from there. Categories for 1950s and 1970s cars have followed, as has a Libre contest that caters for a greater mix of historic machines, all of which enabled it to begin promoting and running its own race meetings in association with MotorSport Vision Racing from 2022.

Equipe's leaders have not been afraid to innovate, either. A three-hour relay race was run for several years, while its Super Sprint offers a unique format that pitches competitors against each other in a series of heats before leading up to finals that should each feature cars and drivers of a similar ability. This year's third edition at Silverstone is due to close the organisation's season in style next month, and prize money has been added as an extra incentive.

WEBSITE equipeclassicracing.com **PHONE** 01371 606588



MICK WALKER



GARY HAWKINS

GOODWOOD ROAD RACING CLUB

Plenty has been written about the 75th anniversary of the Goodwood circuit opening elsewhere in this supplement, with a year of celebrations culminating in this weekend's Revival – which is enjoying its own 25th birthday and follows earlier commemorations of 30 years of the Festival of Speed. The Goodwood Road Racing Club events have become staples of the historic racing schedules and attract star drivers and priceless cars from far and wide, with this year's Revival set to be no different.

But thoughts have already turned to next year. A July date has been confirmed for the Festival, while an exciting 60th birthday all-Ford Mustang race has been revealed as part of next April's Members' Meeting. With 2024 the 10th anniversary of the resurrection of the early-season event, expect lots more celebrations to come.

WEBSITE goodwood.com/grr **PHONE** 01243 755057



MICK WALKER

HISTORIC RACING DRIVERS' CLUB

'No frills, just thrills' is the claim made by the Historic Racing Drivers Club and that's a pretty fair summary of the organisation.

The HRDC is the latest iteration of race promoter run by the ever imaginative and creative Julius Thurgood. He works hard to generate a community spirit and atmosphere within the club, and his supporters are many and loyal. The HRDC forte is based around pre-'66 machinery and it has always had a place for cars of the late 1950s.

But, in an ever-changing market, Classic Alfa Romeos found a home with Thurgood, and now the new kid on the block is the Gerry Marshall Trophy for Group 1 touring cars of the 1970s.

Thurgood moved into what seemed like a crowded market with his newest offering, but he had got it right and competitors flocked to race with him and the HRDC blend of value for money, back to basics racing and camaraderie.

WEBSITE hrdc.uk **PHONE** 07850 361159



HISTORIC SPORTS CAR CLUB

With a history dating back to 1966, and the very beginning of historic racing, the Historic Sports Car Club is still doing its stuff nearly 60 years later.

The club has been running historic race meetings for more than four decades and has a busy calendar covering major events such as the Oulton Park Gold Cup and the Brands Hatch Super Prix.

The HSCC is particularly strong in categories from the 1960s and 1970s, but that is an evolving target and there are likely to be some new offerings for 2024. At the head of the club's portfolio is the magnificent Historic Formula 2 series for the cars of the 1970s – appropriate considering the HSCC's huge success in organising series for period single-seaters. But it is also home to sportscars, tin-tops and sports-prototypes.

Like so many clubs, the biggest challenge facing the HSCC is the ever rising cost of circuit hire, and an increase in the number of guest races at its events is a likely feature of 2024 and beyond. For genuine historic racing in proper cars in a tremendous spirit, the HSCC is one of Britain's go-to organising clubs.

WEBSITE hsc.org.uk **PHONE** 01327 858400

MG CAR CLUB

It may no longer administer the series in-house, but there are still several historic categories that are promoted under the MG Car Club banner.

The Triple-M division caters for the very oldest machines and has enjoyed a growing following in recent years, while the BCV8 contest features some rapid and modified MGBs, and the Midget & Sprite Challenge is another championship dedicated to historic machinery.

Among the many anniversaries being celebrated this season across the world of national motorsport, it is a particularly landmark year for MG, with the manufacturer reaching its 100th birthday. The commemorations – as well as for fellow famed British marque Triumph, which was also celebrating its centenary – were centred around MG & Triumph 100 at Silverstone in June, with plenty of displays and attractions.

WEBSITE mgcc.co.uk/motorsport



MASTERS HISTORIC RACING

Masters Historic Racing has an enviable place at the top end of European historic racing. The UK-based organisation, founded by racer Ron Maydon, promotes a range of historic categories with a calendar that takes in some of the best events in the UK and mainland Europe. In addition, Masters has successfully branched out into the North American market in recent times, notably with races for Historic Formula 1 cars.

While Historic F1, pre-'66 GT, pre-'66 Touring Cars and Historic Sports Cars are all core categories, Masters has

boldly moved into a newer era of cars over the past few years. With first Masters Endurance Legends and now Masters GT Trophy, by opening up race series for cars as recent as five or six years old Masters has stolen a march on other organisations. The success of both new categories is clear to see, and expect more of the same in 2024 with key events in the UK supplemented by several important European dates.

WEBSITE mastershistoricracing.com
PHONE 01234 713800





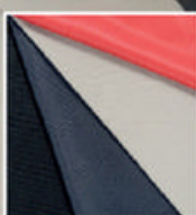
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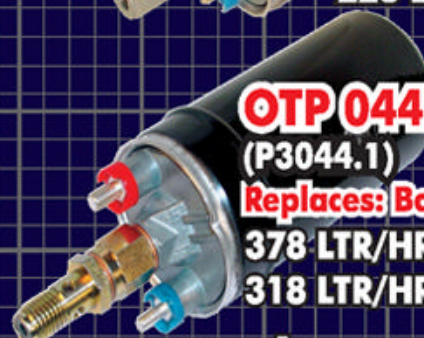


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MOTOR RACING LEGENDS

Motor Racing Legends, the historic race promoter headed by Duncan Wiltshire, has a strong portfolio of categories for a largely UK-based calendar.

Like many, MRL has found the challenge of taking race series into Europe greater since Brexit and has scaled back its overseas activity to focus on the Spa Six Hours meeting at the end of September.

Around that, each of the series has several UK races, including a big presence at the Silverstone Festival at the end of August. Race meetings at lesser UK tracks such as Thruxton and Snetterton have been tried but met with only a modest response. But the MRL end-of-season event on the Silverstone Grand Prix circuit in late October has been a big hit.

With races for 1950s sportscars, pre-'63 GT cars, touring cars ranging from pre-'66 right through to the early 1990s, and the Pall Mall series of three-hour races for pre-'66 cars, the MRL portfolio is broad and varied.

WEBSITE motorracinglegends.com **PHONE** 01379 678101

VINTAGE SPORTS-CAR CLUB

For nearly 90 years, the Vintage Sports-Car Club has been home to anyone who wants to enjoy competing in a pre-war car. The VSCC is an absolute bastion of British motorsport and continues to deliver an outstanding programme of events aimed primarily at pre-1940 machinery in all its wonderful diversity.

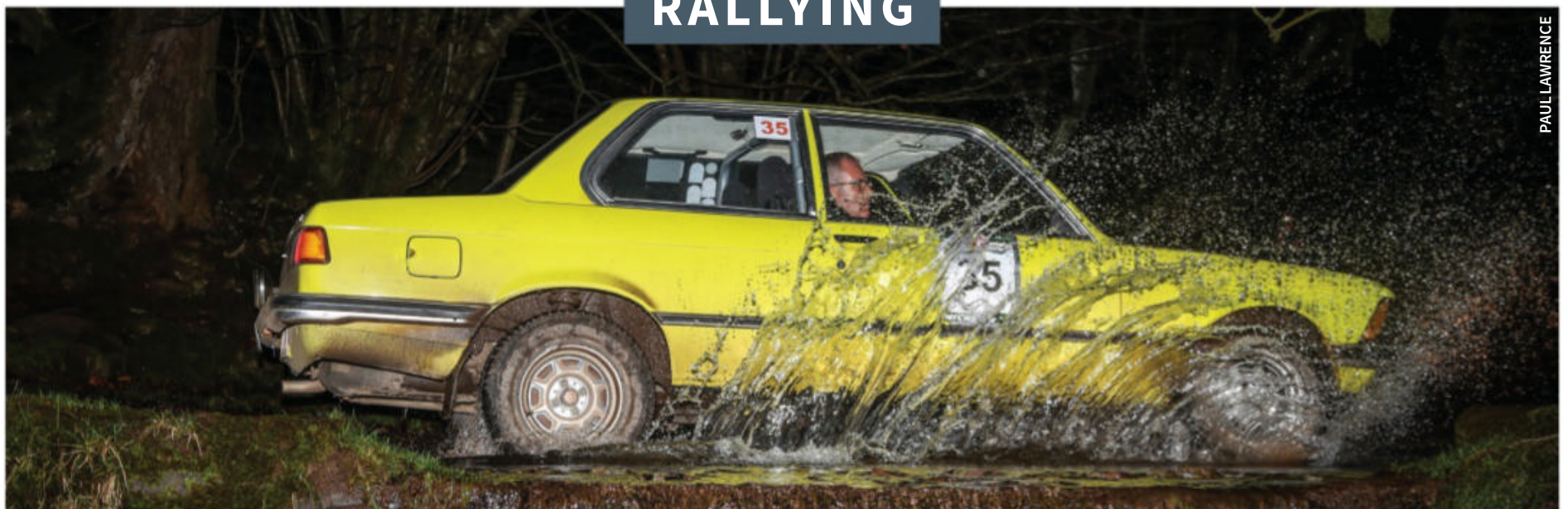
The thriving club has a competitive programme that ranges from four or five race meetings a year through sprints and hillclimbs, to autotests, rallies and trials. VSCC trials are some of the most enjoyable events on the calendar, and the sight and sound of pre-war cars attacking muddy hills with brio is a wonderful evocation of vintage motorsport.

The VSCC is far from rooted in the past and it is pioneering the use of alternative fuels as it seeks to ensure the future viability of these wonderful cars. An increasing amount of VSCC competition centres on the use of non-fossil fuels, and the club is to be applauded for its determination to maintain the story well beyond its first 100 years.

WEBSITE vscc.co.uk **PHONE** 01608 644777



RALLYING



HISTORIC ENDURANCE RALLYING ORGANISATION-ENDURANCE RALLY ASSOCIATION

The HERO-ERA organisation has undoubtedly moved classic rallying on massively over the past decade. An amalgam of the Historic Endurance Rally Organisation and the Endurance Rally Association, HERO-ERA is run as a major commercial business with permanent staff, offices and an ever growing calendar of events.

At the heart of what HERO-ERA does

is a mix of classic rallies across the UK and Europe, aimed at those who wish to compete in mainly pre-1980 cars on events that range from fairly gentle tours to all-out tough competition with long night sections and challenging roads.

Of course, at the top of the HERO-ERA tree stands the amazing Peking to Paris Motor Challenge, which will run again in the early summer of 2024 and offers

around 100 competitors the experience of a lifetime, as they tackle demanding roads and tracks that take them all the way from Beijing back to Paris, covering 8700 miles in 36 days. It is one of the remaining true challenges in motorsport, and HERO-ERA has done a fantastic job to continue running such amazing events.

WEBSITE heroevents.eu **PHONE** 01869 254979

HISTORIC RALLY CAR REGISTER

In 2024, the Historic Rally Car Register will reach its 40th birthday.

The club was created to preserve and honour period rally cars and that's exactly what it still does, four decades later, with a busy calendar of competitive and social events, all based around rally cars from the golden era.

In competition terms, the HRCR programme is spearheaded by the Clubmans Championship, which is a series of very competitive one-day classic rallies, featuring regularity sections and special tests for

pre-'80 cars. The events cover the whole country and are invariably well-supported.

The club also runs its own special stage rally championship for historic cars, as well as a range of less competitive and touring-type events for its members who just want to enjoy driving their cars.

The HRCR's 40th anniversary year is set to be celebrated with a series of special events and celebrations.

WEBSITE hrcr.co.uk



ROGER ALBERT CLARK RALLY MOTOR CLUB

Growing out of the biennial Roger Albert Clark Rally is the motor club that organises and promotes this remarkable rally.

First run back in 2004 to celebrate the life of Roger Clark in the style of the Lombard RAC Rallies of the 1970s, the rally is now a massive event on the calendar. This November's contest will feature 180 cars competing for five days in the forests of Wales, Scotland and England.

Alongside the R.A.C. Rally, the club also promotes the British Historic Rally Championship across a series of one and two-day gravel and asphalt events for cars from the late 1960s through to the early 1980s.

The club is at the forefront of UK historic special stage rallying and will add further to its portfolio with a new event in November 2024 called the Anglo-Caledonian Rally, running across two full days in the Scottish Borders. But it is this November's Roger Albert Clark Rally that holds the focus for many UK rally enthusiasts.

WEBSITE racrmc.org
PHONE 01355 276483



SOME OF THE OTHER, SLIGHTLY SMALLER, ORGANISERS

BENTLEY DRIVERS CLUB

The club's race activity centres on its annual summer Silverstone event, with a focus on pre-war Bentleys

WEBSITE bdcl.org
PHONE 01295 738886

CLASSIC & MODERN MOTORSPORT CLUB

The newest name to appear here focuses its classic element around the Ecurie and Hawthorn Challenge sportscar series

WEBSITE cmmotorsportclub.com
PHONE 01225 777606

FIFTIES SPORTS CAR RACING

FISCAR is a historic series dedicated to 1950s machinery, with its season closing at the Castle Combe Autumn Classic later this month

WEBSITE fiscar.org

HISTORIC GRAND PRIX CARS ASSOCIATION

Dedicated to pre-1966 F1 machines, with recent high-profile events at the Silverstone Festival and Oulton Park Gold Cup

WEBSITE hgpcanet
PHONE 020 7785 7204

750 MOTOR CLUB

Not always closely associated with historic motorsport, but there are several categories dedicated to older machinery in its extensive portfolio

WEBSITE 750mc.co.uk
PHONE 01332 814548



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