



# Aston Martin plans Le Mans return

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amid GT crashes



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and the Jaguar was  
fantastic in the rain'

ANDY PRIAULX

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# Goodwood tops a weekend of fine motorsport action

There was no Formula 1 action last weekend, but motorsport fans had plenty to look out for, from the IndyCar finale at Laguna Seca to the World Endurance Championship encounter at Fuji.

In terms of concentration of stars, the place to be was Goodwood for the 25th Revival meeting, which celebrated the venue's and Lotus's 75th birthdays, Sir Jackie Stewart and Carroll Shelby all together. Hearing and seeing the star names and iconic machines was a pleasure but, once again, it was the competitive action that stole the show, as Marcus Pye's 10-page report highlights (page 18).

Andy Priaulx's handling of a Jaguar E-type to defeat the hitherto pacesetter AC Cobras when the rain arrived was sublime, though this writer was probably most excited by the prospect of witnessing a BRM V16 take a win. Sadly (no offence to ERA or Alta fans!), it wasn't to be, but the race provided the closest finish of the event.

Porsche's much-improved WEC form in Fuji also bodes well for some tight competition into 2024 (p28). Toyota must be commended for standing up to the challenges from Ferrari, Porsche and Cadillac in 2023, but the signs are that things will be even tighter next season – and the field looks set to grow to as many as 40 cars (p10).

Even bigger news, though, is that Aston Martin is set to return to the top class at Le Mans (p4) and that Subaru is eyeing a World Rally Championship comeback (p8). Both are massive names in their respective fields and most fans will surely agree that they have been away far too long. Fingers crossed both get confirmed soon.



*Kevin Turner*

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# PIT + PADDOCK

Racer's configuration will be similar to the AMR Pro trackday Valkyrie that has already hit the circuit



SUTTON

## Aston Martin eyes outright Le Mans

### LE MANS/WEC/IMSA

Aston Martin is increasingly certain to mount a new challenge for outright Le Mans 24 Hours honours. It is gearing up to resurrect the Valkyrie Le Mans Hypercar project put on hold in early 2020 and push on with entries into both the World Endurance Championship and the IMSA SportsCar Championship from 2025.

Aston is working with the US-based Heart of Racing squad and its primary backer, computer games tycoon Gabe Newell, on reviving the project that was revealed to the world first time around in Le Mans week in June 2019. Autosport's sources suggest that the planning for the Valkyrie LMH revival is well advanced and moving towards contract stage.

The British manufacturer has yet to confirm that the Valkyrie programme could come off the backburner, while stressing its DNA in sportscar racing and that it is continually evaluating its options.

"We are encouraged by the growth of the Hypercar class and the hugely successful centenary Le Mans was a shining example of this," said a spokesman. "Motorsport is an ever-changing landscape, so of course as a global hypercar brand we continue to play close attention to the class."

Comments from Heart of Racing team principal Ian James hinted at the plans for Aston to bid for its first overall win at Le Mans since the DBR1 back in 1959.

"We are always looking at new stuff," said James, who set up the squad ahead of 2020 to mastermind Aston's return to the GT ranks in IMSA. "We've never made any secret of our desire to move up to the top class of international sportscar racing. But for the moment nothing has been agreed and certainly nothing signed."

Heart of Racing, which has its workshops in Florida, has already expanded into the WEC with Aston this year. The team, which took the IMSA GT

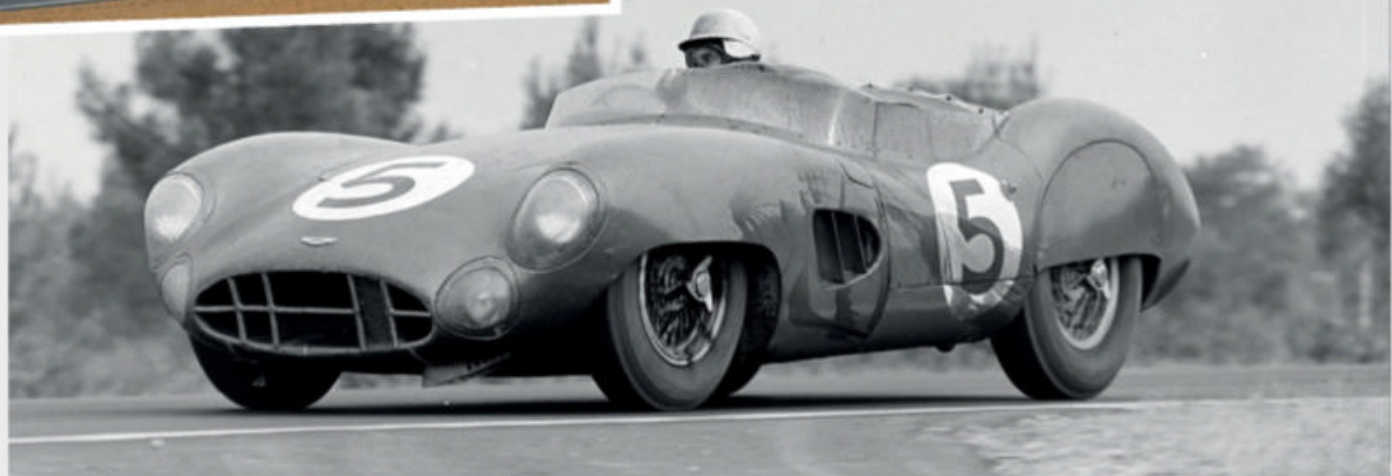
Daytona title with the Vantage GT3 last year and claimed class honours at the Daytona 24 Hours this year, took over the NorthWest AMR GTE Am entry from the Spa round of the series in April. It stepped into the breach when NorthWest boss Paul Dalla Lana opted to retire from the cockpit with immediate effect.

The extent of plans for the Valkyrie racer remain unknown, except that the intent is for it race in both the WEC and IMSA. A one-car entry in each championship appears a likely route, with both coming together to race at Le Mans. Whether Heart of Racing would set up its own structure in Europe to mastermind the WEC programme or partner with an existing team isn't known.



EHRHARDT

Aston Martin wants to return to the scene of its 1959 success







SUTTON



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# victory bid

It is understood that Multimatic Motorsport would continue to lead development of the LMH, though it would come under the direction of the new Aston Martin Performance Technologies division established at the Aston F1 team's new Silverstone headquarters opened in July. Former Williams F1 engineering director Adam Carter, who previously worked at Wirth Research on the Acura LMP prototypes, has been lined up to oversee the programme after joining the group earlier this year.

The concept of the Valkyrie race car is believed to be largely unchanged from its genesis. It will be powered by the same 6.5-litre normally aspirated V12 developed for the street car in conjunction with

Cosworth, but will run without the rear-axle hybrid system of its road-going cousin. This configuration was adopted for the AMR Pro trackday Valkyrie, which Aston admitted on its launch in 2021 incorporated technology from the stillborn racer.

Aston Martin took advantage of revisions to the original LMH rules published in December 2018, which opened up the

class to manufacturers wanting to use a road-going hypercar or super-sportscar as a base. The sale of customer cars was a cornerstone of the business plan for the Valkyrie LMH. But Aston claimed that its financial validity was undermined when the LMP2-based LMDh cars were incorporated into what has become known as the Hypercar division.

The announcement of LMDh in January 2020 was quickly followed by one from Aston stating that the Valkyrie programme had been put on hold. It appeared to be dead until comments early last year from Lawrence Stroll, who rebranded the Racing Point F1 team as Aston Martin after leading a buy-out of the British marque. He hinted at a high-level return to Le Mans by Aston, which ended its factory participation in GTE Pro after winning the 2019-20 title.

Aston has been absent from the top class at Le Mans since the short-lived and unsuccessful AMR-One open-top LMP1 of 2011. That car followed the Lola-based DBR1/2 P1 coupe also developed by the Prodrive-run Aston Martin Racing operation, which has no involvement in the Valkyrie programme.

**GARY WATKINS**



Aston first revealed  
Valkyrie plans  
back in 2019

ASTONMARTIN



DOLE

Heart of Racing  
took class success  
at Daytona 24 Hours



# Massa camp hopes for Hamilton help

## FORMULA 1

The legal team representing Felipe Massa hopes that 2008 Formula 1 world champion Lewis Hamilton will support his old Brazilian rival in the bid to overturn the outcome of that year's drivers' title.

Prompted by a recent interview with Bernie Ecclestone – who now claims to have no recollection of this Q&A – and archive footage of late FIA race director Charlie Whiting, Massa is hoping to prove that the governing body and FOM could have acted upon the 2008 Singapore Grand Prix 'crashgate' scandal in time to alter the championship battle. If Massa somehow succeeded, it would theoretically lead to ex-McLaren driver Hamilton, who prevailed by a single point, to lose the first of his seven drivers' crowns.

Bernardo Viana, from the Sao Paulo Vieira Rezende Advogados law firm that is fighting for Massa, told Reuters:



Massa wants Hamilton's help to overturn 2008 title result. Hmm...

"[Hamilton] is an important ambassador for the sport and has always defended sporting integrity. He is an honorary Brazilian citizen and very well-liked by Brazilians, so I hope he will support us. We have absolutely nothing against Hamilton." Ferrari, for which Massa drove in 2008, will not join forces for the case.

Viana also revealed that the FIA and FOM have been given an extended mid-October

deadline to respond to the formal Letter Before Claim should they want to keep matters away from the British High Court. The previous stance from Massa's side had been that the recent summer break and personnel being away on holiday was not a sufficient reason to have delayed the series and governing body from replying.

**MATT KEW**

# F1 targets lighter cars and more passing... again

## FORMULA 1

The FIA is targeting a 50kg weight reduction for the 2026 breed of Formula 1 cars, with the regulations moving towards a shorter and narrower design.

Alongside employing active aerodynamics to reduce drag, the governing body's head of single-seater matters Nikolas Tombazis revealed that shifting some of the bulk is high on the agenda.

"With the dimensions of the wheels, which will be narrower, plus with the rear wing and the car in general, we aim to reduce the weight of the cars by around 50kg," said Tombazis. "So, it will be possible to see smaller single-seater cars: shorter and narrower. But we are talking about solutions that still need to be discussed. With the car on a diet, we will be able to reduce the



Can Formula 1 return to lighter cars, such as those in 2004?

cornering speeds a bit. Being lighter, they will go faster in a straight line, but will generate less aerodynamic load. So, we will need to increase the hybrid's energy recovery to ensure adequate lap performance."

The changes planned for

2026 have not been without controversy. Earlier this year, Red Bull warned of the potential for 'Frankenstein cars' that would be impossible to race each other. There were even concerns about drivers needing to change down

a gear halfway down straights to try to boost their hybrid systems. But the FIA says that this was based on teams accessing outdated simulator models.

Meanwhile, in time for 2025, the FIA hopes to modify the cars to cut back on dirty air, which is damaging drivers' ability to follow one another despite the shift to ground effects. Tombazis said: "We have identified some parts of the cars to act on, such as the endplate of the front wing, the side of the floor and the fins inside the wheels (around the brake ducts). We could lay down somewhat more restrictive rules in these areas. It is clear we no longer have the advantage of 2022 and, therefore, we know that there is work to be done."

**JONATHAN NOBLE  
& FRANCO NUGNES**





**'OLDTIMERS' RETURN** Four-time Formula 1 world champion Sebastian Vettel reacquainted himself with the cockpit of an RB7 – the machine that helped he and Red Bull to a 2011 title double – on the Nurburgring Nordschleife last weekend. He was propelled by CO<sub>2</sub>-neutral fuel in front of 60,000 fans at the Red Bull Formula Nurburgring showcase event. Vettel said: "I feel like I'm in a time capsule – a lot of memories have come up once I got into the car." The German was joined on the famous circuit by David Coulthard, who hopped aboard the similarly successful RB8. **Photograph by Gruppe C GmbH/Red Bull Content Pool**

## F1 teams given the all-clear on cost cap for 2022 campaign

### FORMULA 1

All 10 Formula 1 teams have stayed within the FIA cost-cap regulations for 2022 following an extensive study of accounts by the governing body. They will each receive a certificate of compliance covering the 1 January to 31 December 2022 period.

Everything was found to be in order, even after Technical Directive 45 had to be introduced to close a loophole whereby intellectual property from teams' non-F1 projects was said to be filtering back into their grand prix programmes. All the paperwork and catering budgets were in line to ensure that there will be no repeat of the controversy from last year, when Red Bull was ruled to have overspent by

approximately \$1.8million for 2021. For that, it received a \$7m fine and a 10% cut to its aerodynamic testing allowance.

A statement from the governing body read: "The review has been an intensive and thorough process, beginning with a detailed analysis of the documentation submitted by the competitors. Additionally, there has been an extensive check of any non-F1 activities undertaken by the teams, which comprised multiple on-site visits to team facilities and careful auditing procedures to assess compliance with the Financial Regulations. The FIA Cost Cap Administration notes that all competitors acted at all times in a spirit of good faith and cooperation throughout the process."

**MATT KEW**



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Subaru's last World Rally title came with the Impreza and Petter Solberg in 2003



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## Subaru could be set to make World Rally comeback

### WRC

Subaru could be in line for a return to the World Rally Championship, FIA president Mohammed Ben Sulayem has revealed.

The three-time manufacturers' champion (1995-97) became synonymous with the WRC in the 1990s and 2000s, winning drivers' titles with Colin McRae (1995), Richard Burns (2001) and Petter Solberg (2003). Subaru exited the WRC at the end of 2008 due to the global financial crisis.

Speaking in a media roundtable at last weekend's Acropolis Rally, Ben Sulayem revealed that early discussions to entice the marque back to rallying's top tier are under way. It appears that the WRC's anticipated regulation change in 2027

would offer the best window for Subaru to rejoin the championship.

The talks have been helped along by Toyota chairman Akio Toyoda, a passionate supporter of the WRC, who has been actively trying to attract new marques to the series. Toyota already owns a stake in Subaru, but the former company has since insisted that any decisions would be taken by Subaru's board.

"It's not a secret I had a good meeting with Akio Toyoda, and I ask him what we can do to attract manufacturers to the WRC and I listened to someone who is passionate – and he mentioned Subaru," said Ben Sulayem. "They are going to support an initiative of Subaru entering. And I feel someone like him, when he speaks,

he speaks with confidence. I hope that some of that will come [to fruition]. I feel more manufacturers are good."

The FIA has stated that four marques would be an ideal target. But one hurdle for Subaru to overcome is in the engine department because it doesn't have a power unit at its disposal that meets WRC regulations. Ben Sulayem has suggested that Toyota could assist in this area.

"I see positive signs from the chairman of Toyota in convincing Subaru to come back and providing the engine," he said. "It's not with the car, it's with the engine they have. I can see signs of optimism."

**TOM HOWARD**

➔ **P16 OPINION**

## Palou: lack of F1 guarantee led to McLaren U-turn



GALSTAD/MOTORSPORT IMAGES

### INDYCAR/F1

Double IndyCar champion Alex Palou says his future remains in the series and admits his chances of racing in Formula 1 are now "really small" after turning his back on McLaren.

Chip Ganassi Racing star Palou had been driving TPC (testing previous cars) machinery as reserve driver for McLaren's F1 team ahead of his expected switch to Arrow McLaren's IndyCar squad next year. This was understood to be

part of an evaluation phase of his potential to join McLaren's F1 driver line-up in the future.

But his decision at the start of August to perform a U-turn on that McLaren move and stay with Ganassi has halted his F1 ambitions.

Speaking at Pebble Beach last week, the 26-year-old Spaniard said: "There's no hiding – if you look at my interviews until 2021, I was saying that I was not focused on F1 at all," he said. "And that was totally true, but things changed

when I won the [2021] title.

"I just won my first big championship and it was, 'What if I try something?' [The] door opened a little bit with McLaren. It was amazing. I got to test the [F1] cars. The opportunity was great, but there was nothing else there saying, 'Oh, you will have a car.'

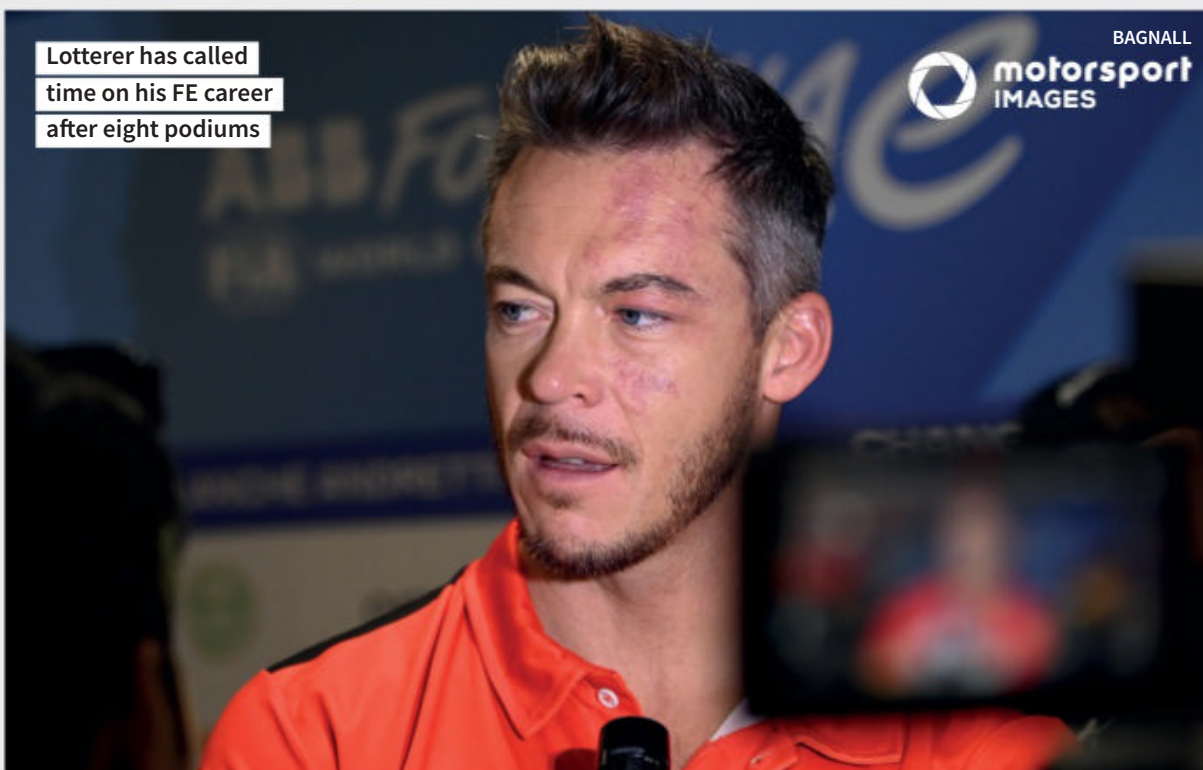
"If an [F1] opportunity comes in the future, which is like really, really small chances, I'll think about it for sure, 100%. But I'm happy honestly."

**C BRADLEY & JOEY BARNES**



Lotterer has called time on his FE career after eight podiums

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## Lotterer quits single-seater racing

### FORMULA E/LE MANS

Porsche factory driver Andre Lotterer has done his time in the Formula E World Championship. The three-time Le Mans 24 Hours winner announced last week that he will not be continuing in the FIA's electric-vehicle series for a seventh season in 2024 in what he billed as his retirement from single-seater racing after 26 years.

Lotterer said he was drawing a line under single-seaters and stepping back from FE to concentrate on sportscars with Porsche. He returned to front-line endurance racing this year with the new Porsche 963 LMDh in the World Endurance Championship after three seasons away while he raced for the Stuttgart marque's factory team in FE.



Le Mans win with Porsche is now the main focus

DAVID ORD/JEP/MOTORSPORT IMAGES

"Now it is time to put all my effort and attention into racing in the WEC with Porsche because it is a big programme," he said. "I wanted to come back to the WEC to try to win a fourth Le Mans and that's still very much my primary goal."

The 41-year-old German revealed that he did have discussions with the Porsche-powered Andretti team with which team-mate Jake Dennis took the FE title. "I discussed staying, but we both agreed that it was probably best if we called it quits," he explained. "Maybe I could have gone to a different team but that wasn't what I was looking for. I didn't have a strong second half of the season in FE. Maybe it was a sign for me to focus on one thing."

Asked to name the highlights of his single-seater career, Lotterer gave winning the Super Formula title with TOM'S in 2011 "and the two tie-breakers". That is a reference to the two seasons, 2004 and 2013, in which he missed out on the title despite finishing equal on points with the respective champions, Richard Lyons and Naoki Yamamoto.

He also mentioned his one-off F1 start at Spa with Caterham in 2014 and his six seasons in FE, despite no victories.

GARY WATKINS

## BUXTON TO BOOST SPEEDWORKS AND TOYOTA

### BTCC/GT

British Touring Car Toyota squad Speedworks Motorsport has boosted its management by recruiting One Motorsport Honda team principal Danny Buxton as its head of motorsport.

Buxton joined One, then known as BTC Racing, prior to the 2022 season after a long stint as McLaren's head of customer racing. He oversaw the Brackley operation's BTCC programme as well as its expansion into GTs, which included the takeover of the Motus One project of Will Powell, who left the Steve Dudman-owned One in June.

Ex-BTCC racer Buxton joins husband-and-wife Speedworks founders Christian and Amy Dick as well as investor and shareholder John Gilbert at the helm. His responsibilities will cover tin-tops plus expanding the Cheshire squad's presence in GT3 racing, with the new Toyota challenger due in 2025.

"Toyota are extremely happy with what they're doing in the BTCC, but we want to see how far we can take it in the GT world," said Buxton (below). "I've known Christian and Amy for 25 years and they want to use my experience to develop the relationship with Toyota."

MARCUS SIMMONS



JEP

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## Stars' futures in doubt as Marini tops test for Ducati

### MOTOGP

VR46 Ducati rider Luca Marini topped Monday's much-hyped post-San Marino Grand Prix test while Marc Marquez finished up 14th on the 2024 Honda MotoGP prototype.

Due to the difficulties facing the Japanese manufacturers in MotoGP this season and the knock-on effect this has had on the rider market, with the futures of Marquez and Fabio Quartararo uncertain, the Misano test was viewed as crucial. The main stories revolved around Honda's 2024 prototype (above) and the new parts tested by Yamaha.

Marquez spent most of the San Marino GP weekend enveloped in rumours about his future. Although he is contracted to Honda through to the end of 2024, the problems with the bike this year have put this into question. At Misano, links of a shock switch to Gresini emerged.

Marquez ended the day 0.973 seconds off the pace, and was left less than impressed with the 2024 prototype. "Yeah, of course it's quite different riding style, but in the end the problems are more or less the same, so we need to work more," he said of the 2024 bike. The machine he tested at Misano focused more on a new chassis and some aero, with no new engine brought.

None of the other Honda riders were hugely enthused by the bike they tested. Marquez has now set a deadline to make a decision on his future, earmarking the Indian GP/Japanese GP double-header next month. "The decisions or my theories I have, there is plan A, plan B and plan C, three and not two that I said



before," he said. "So I have three very clear ideas, I have very clear what has to happen for each of them, so well, there is still time."

It is thought that Marquez wants to see a rejuvenated technical department at Honda and has demanded that team boss Alberto Puig leads a recruitment drive.

At Yamaha, Quartararo (above) was also unimpressed by what was offered to him by way of 2024 parts. After testing new aero and engine, developed with ex-Ferrari Formula 1 technician Luca Marmorini, the 2021 world champion said he "expected much better" from the motor.

Although he was sixth in the overall times at the Misano test, Quartararo pointed out that this was "fake" because of the high amount of grip on track due to all the rubber that was laid down, which suits Yamaha. He is locked into seeing out his Yamaha contract to the end of 2024, but this test was seen as an important point for the marque in its hopes to retain him beyond next year, which seems like a tall order.

LEWIS DUNCAN

## World Enduro grid will grow

### WEC

The full-season entry for the World Endurance Championship could expand to 40 cars in 2024. The plan is a reaction to what should be a dramatic increase in entries in the Hypercar division and a desire to find room for multiple manufacturers in the new LMGT3 class.

There looks certain to be in excess of 20 cars in Hypercar next year with the arrival of BMW, Alpine, Lamborghini and Isotta Fraschini, as well as extra cars from Cadillac and Porsche through their customer teams. The Automobile Club de l'Ouest and the FIA, who run the series, appear to need a minimum of 16 grid slots in LMGT3 for eight manufacturers each running two cars.

ACO president Pierre Fillon described the attempts to accommodate more than the 36 entries accepted this year as "a work in progress". "We are limited by the number of garages at some tracks," he said. "We are working to see what we can do, but we could have 40 cars."

Asked if the ACO and FIA were considering asking the LMGT3 teams to run two cars from a single pit, Fillon replied: "We are looking at all solutions – the devil will be in the detail."

Fillon revealed that the plans could be firmed up this week at a meeting of the FIA's Endurance Commission. The plan to ask the GT teams to downsize into a single garage is likely to prove contentious. "At the moment we are trying to understand what it means," said Tom Ferrier, whose TF Sport squad will run Chevrolet's new Corvette Z06 GT3.R in the WEC next year. "For example, does it mean the two cars sharing a fuel rig or having one each? We would obviously prefer not to do it, but we understand why it is being discussed and would have to accept something being done for the good of the championship."

GARY WATKINS







## Malukas to McLaren in reshuffle

### INDYCAR

Highly rated IndyCar starlet David Malukas has stepped up to the Arrow McLaren squad for 2024. The 21-year-old American-Lithuanian's ride was confirmed shortly after it broke that Felix Rosenqvist has switched from the orange squad to the pink of Meyer Shank Racing.

Malukas, who switches from Dale Coyne Racing, will line up alongside Pato O'Ward and Alexander Rossi after Arrow McLaren failed to secure newly crowned two-time champion Alex Palou.

"He's young, he's hungry and that's what we need," said former IndyCar title winner and Indianapolis 500 victor Tony Kanaan, the team's advisor and mentor. "I always had tough team-mates and they only raised my game every time. That's

what we are trying to do here, so that was something that weighed a lot of our decision to bring him up."

Rosenqvist, meanwhile, joins up with his friend Tom Blomqvist, with whom he battled for the 2009 Swedish Formula Renault title, at MSR. It casts the IndyCar future of 2016 champion Simon Pagenaud into doubt, with the Frenchman still recovering from injuries sustained in a mid-season crash at Mid-Ohio.

Over at Chip Ganassi Racing, 2023 Rookie of the Year Marcus Armstrong has been given a full campaign for the first time alongside Palou, Scott Dixon and Linus Lundqvist. The Kiwi was given his shot this season on the road and street courses in the entry raced by Takuma Sato on the ovals. He was due to have his first oval test at Texas this week.

## \$1million prize for 2024 contest



### INDYCAR

A \$1million prize will be on offer to the winner of a non-points IndyCar race at The Thermal Club in 2024.

The exhibition event at the 17-turn, 3.067-mile circuit will take place on 24 March, following an Open Test and qualifications on the Friday and Saturday.

The format for the weekend will consist of a qualifying session, along with two heat races, with the top six from

each advancing to an All-Star showcase. The top five teams will split their earnings with The Thermal Club members.

"This world-class venue just down the road from the world's premier entertainment market is the perfect place to bring our hyper-competitive racing," said Penske Entertainment Corp president & CEO Mark Miles.

IndyCar tested at the circuit based outside Palm Springs, California in February.

**JOEY BARNES**

### ANDRETTI GOES GLOBAL

Andretti Autosport has been rebranded as Andretti Global for 2024 amid the expectation that the FIA will imminently greenlight its Formula 1 entry with General Motors for 2026. Despite this approval, whether Michael Andretti's team would ever actually make the grid is another matter. F1 stakeholders have strong reservations about how the commercial impact of an 11th squad might alter their share of the pot.

### WRC HYBRIDS TO STAY

Hybrid power using sustainable fuel is likely to form the basis of the World Rally Championship's Rally1 regulations from 2027 onwards. While 2027's rules are yet to be formalised, a move to full electric or hydrogen power is "very unlikely" according to FIA road sport director Andrew Wheatley.

### HIT FOR KING'S QUEST

Harry King's quest for the German Porsche Carrera Cup took a hit last weekend at the Sachsenring. He had just passed Leon Kohler for fifth in race one when a delay dropped him back to 13th. He finished ninth in race two. Morris Schuring took his maiden series win on Sunday after being denied at the last gasp the day before by Bastian Buus. Larry ten Voorde comfortably leads the points.

### NEMECHEK RETURNS

John Hunter Nemechek will make his NASCAR Cup comeback in 2024, driving Legacy Motor Club's #42 entry vacated earlier this season by Noah Gragson. Nemechek, 26, hasn't been full-time in the Cup Series since 2020.

### MULLER'S RECOVERY

Injured Peugeot driver Nico Muller is on course to return to the French manufacturer's World Endurance Championship line-up in time for November's Bahrain series finale. The Swiss's (below) recovery is "going well", according to Peugeot Sport technical director Olivier Jansonnie. The nature and cause of the injuries that forced Peugeot to bring in reserve driver Stoffel Vandoorne for Fuji last week have not been revealed.





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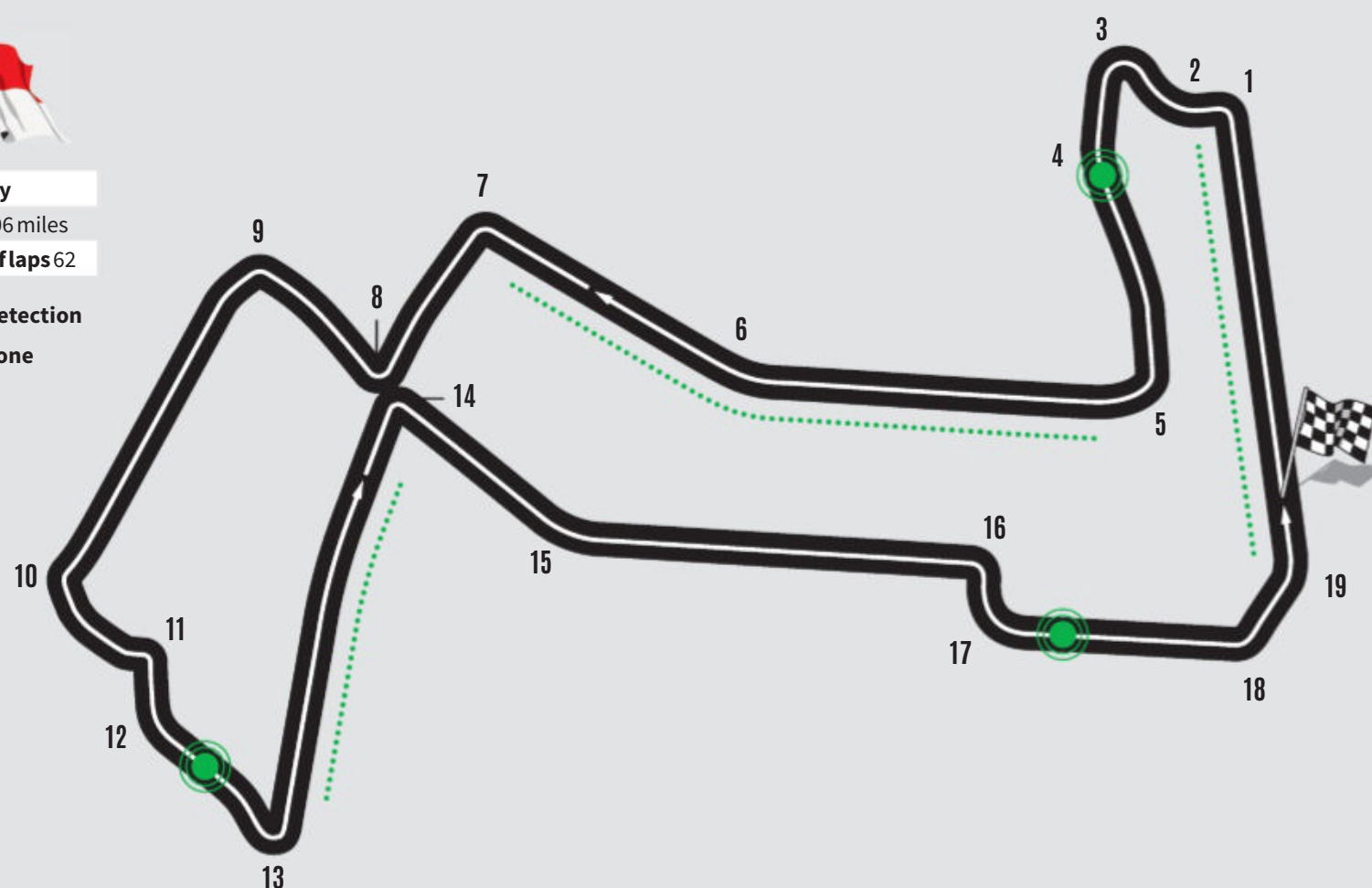
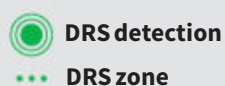
## F1 SINGAPORE GRAND PRIX PREVIEW



## Marina Bay

Length 3.06 miles

Number of laps 62



## UK START TIMES

Friday 15 September

FP1 1030 FP2 1400

Saturday 16 September

FP3 1030

QUALIFYING 1400

Sunday 17 September

RACE 1300

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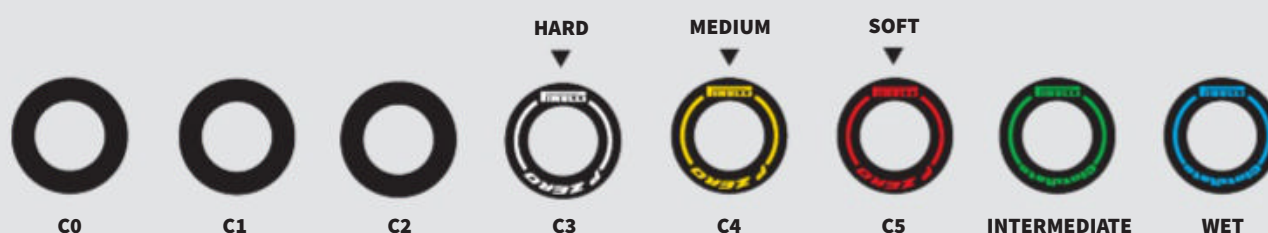
BBC RADIO 5 LIVE

SPORTS EXTRA

TV Highlights

CHANNEL 4 1730

## TYRE ALLOCATION



## CHAMPIONSHIP POSITIONS

## Drivers

1	Verstappen	364
2	Perez	219
3	Alonso	170
4	Hamilton	164
5	Sainz	117

## Constructors

1	Red Bull	583
2	Mercedes	273
3	Ferrari	228
4	Aston Martin	217
5	McLaren	115



## MARINA BAY STATS

## Previous winners

2022	Sergio Perez	Red Bull
2019	Sebastian Vettel	Ferrari
2018	Lewis Hamilton	Mercedes
2017	Lewis Hamilton	Mercedes
2016	Nico Rosberg	Mercedes
2015	Sebastian Vettel	Ferrari
2014	Lewis Hamilton	Mercedes
2013	Sebastian Vettel	Red Bull
2012	Sebastian Vettel	Red Bull
2011	Sebastian Vettel	Red Bull

## 2022 POLE POSITION

Charles Leclerc

1m49.412s

## POLE LAP RECORD\*

Lewis Hamilton

1m36.015s (2018)

## RACE LAP RECORD\*

Kevin Magnussen

1m41.905s (2018)

\* layout changed for 2023



## Laps led

Sebastian Vettel	252
Lewis Hamilton	249
Fernando Alonso	93
Nico Rosberg	70
Sergio Perez	59
Charles Leclerc	19
Felipe Massa	17
Daniel Ricciardo	6
Jarno Trulli	5
Kimi Raikkonen	5



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# Will track changes hurt Red Bull?

*The world champion team's drivers have both voiced concerns that alterations to Singapore's circuit layout will be to their disadvantage*

ALEX KALINAUCKAS

**T**he Singapore Grand Prix has reached another milestone: it's 15 years since the Marina Bay event, Formula 1's original night race, was staged for the first time.

Since that inaugural event back in 2008, the F1 calendar has been rather moulded by Singapore. That race may occupy many minds at present thanks to Felipe Massa's ongoing legal wranglings over its outcome and its effect on his world title battle with Lewis Hamilton, but in various ways its influence and success can be seen in so many other aspects of the championship's current look and feel.

For a start, five other events now involve racing under lights. Then there are the subsequently introduced street circuits. Singapore has served spectators well, if they can afford to make the trip. In a similar way to Monaco, Miami and soon to be Las Vegas, it has a trade show feel that F1's management loves. But Singapore's sporting spectacle is set to be rather different in 2023.

Thanks to construction work in the area between Raffles Avenue and the bay front itself, missing are the four 90-degree turns that previously took the track under the giant grandstand leading to the last corners of the final sector. Replacing them is a new straight that may offer a new overtaking spot at the renumbered Turn 16 (previously Turn 20) under the Sheares Avenue flyover. This is all expected to reduce lap times by

## “Verstappen joked ‘in Singapore we need more DRS than the straight allows’”

around 10 seconds. But it has even been suggested that these changes could make things “slightly less demanding physically” for the drivers, as Haas racer Kevin Magnussen reckons.

The victory favourite is obviously Red Bull – the team is eyeing a 15th straight triumph in its quest for season-long perfection, with Max Verstappen seeking to extend his new record for consecutive wins to 11. In other statistical milestones at Red Bull, Sergio Perez will celebrate 250 F1 starts this weekend. He will do so in a special helmet livery, joining the colour scheme changes of Williams and McLaren – theirs to suit sponsor whims. But when they last faced the media, at Monza, both Perez and Verstappen were notably downbeat on Red Bull's chances here. “A little bit more difficult, I think for us,” was Verstappen's assessment. “It's not, let's say, going to be the strongest weekend for us.”

The track changes are, ultimately, a boost for the team's rivals, and at the same time blunt a Red Bull advantage. This is because of the manner in which the Marina Bay layout has particularly tested driver skill since its game-changing arrival on the F1 calendar – mainly in qualifying. Then, come the race, it also makes overtaking very tough. Not quite like Monaco, but there's a reason why Verstappen joked “in Singapore we need more DRS than the straight allows”, after the overtaking aid had been central to making Monza such an excellent race.

This time, those missing four turns mean that the rear tyres won't be under quite the same strain late in a lap. Like the reduced physicality point this year, the plethora of 90-degree corners across the now-3.06-mile layout means that sliding at the rear end will still be a massive challenge, potentially ruining a qualifying flier late on with rubber overheating and no longer biting. But, in theory, the changes make it easier for a car such as the Ferrari SF-23, which warms its tyres easily and then struggles to keep them alive. The Red Bull RB19's tendencies mean that Verstappen and Perez usually start laps with their rubber still reaching the optimum performance temperatures, but there is now simply less track distance in Singapore for them to bring to bear their advantage later in a lap.

Overall, Red Bull fears being outqualified by a rival and then unable to repass in what should still be a long, one-stop marathon. Singapore's big pitlane time loss (nearly 30s total) plus the circuit's relatively low tyre degradation adds up to that strategy – and could also boost Ferrari, which often struggles with tyre life over a stint. The Red Bull has also struggled on bumps and kerbs at certain times this year, while Singapore's staggering humidity will increase engine-cooling demands – one race on from Verstappen having to back off late on in Italy for that exact reason. Brake cooling here is also a potential pitfall for all teams.

Ferrari is theoretically Red Bull's biggest threat given its recent Baku poles, but Mercedes and Aston Martin are relieved to have put Monza's low-drag requirements behind and are looking forward to bolting on their maximum-downforce wing packages once again. A wider spread of opposition is as big a boost to Red Bull as a threat, plus all the rest will require perfection to halt its winning march. For Ferrari, that means Charles Leclerc staying error-free, Carlos Sainz continuing his searing post-summer-break streak of form, and the team nailing the strategy calls. Particularly if forecast thunderstorms do hit on race day.

Should rain arrive, the events of Monaco back in May show that Red Bull can be beaten even if its biggest fears around qualifying do not come to pass. But the challenge of doing so is as great as an altered Singapore track is for the drivers. ❄





# Words to warm WRC fans' hearts

*The possible return of Subaru to the top tier of rallying, revealed by the head of motorsport's governing body, gives the championship new impetus to up its game*

TOM HOWARD

**T**here's no hiding from the fact that the World Rally Championship is entering a crucial phase as it wishes to establish its future, improve its appeal and attract more manufacturers. And last weekend's Acropolis Rally gave both the series and the FIA every incentive to ensure that its pathway is defined when the governing body's president Mohammed Ben Sulayem uttered the words the majority of rally fans have been wishing to hear ever since 2008.

Speaking at a media round table in the build-up to the Greek event, Ben Sulayem revealed that Subaru is considering a return to the WRC. The Japanese manufacturer is synonymous with rallying. Its Impreza helped forged cult heroes Colin McRae, Richard Burns and Petter Solberg, who won drivers' titles with the marque in 1995, 2001 and 2003 respectively to add to manufacturers' crowns in 1995-97. But Subaru has been absent from rallying's top tier since pulling out at the height of the global financial crisis in 2008.

"It's not a secret I had a good meeting with Mr Akio Toyoda, and I ask him what we can do to attract manufacturers to the WRC and I listened to someone who is passionate – and he mentioned Subaru," recounted Ben Sulayem of his chat with the Toyota chairman at the Le Mans 24 Hours in June. "They [Toyota] own a percentage of Subaru and they are going to support an initiative of Subaru entering. And I feel someone like him, when he speaks, he speaks with confidence. I hope that some of that will come."

Toyoda is a passionate supporter of the WRC, and told Autosport at last month's Rally Finland that he is actively trying to encourage more manufacturers to join a championship in which Toyota has become the benchmark team since its re-entry in 2017. The interesting twist to this is Ben Sulayem suggesting that Toyota could supply an engine to Subaru, which doesn't have an eligible block in its range. But expectations should be tempered at this point, and there's a lot to play out before this dream ticket becomes reality. Realistically it's 2027, when the WRC is expected to launch new regulations, that would offer a window for Subaru, should the project receive a green light. While those 2027 WRC regulations are yet to be revealed, Autosport has been told by the FIA that hybrid-powered cars using sustainable fuel will continue, with a move to full electric or hydrogen power expected to be ruled out.

Toyota issued the following statement to Autosport in response to Ben Sulayem's comments: "It is not a secret that our chairman, with his profound passion for rallying, is eager to see more manufacturers entering the WRC. If Subaru were to return to the WRC it would bring back an iconic rallying brand for the championship's modern era, and for us, to be joined by a fellow

Japanese manufacturer would make the competition more exciting and stronger. Nevertheless, any such decision is for the Subaru board and president to make, naturally in discussion with relevant stakeholders."

In my opinion, Ben Sulayem shouldn't have dropped this bombshell just yet, but waited until the 2027 regulations have been formalised. This news will likely create even more pressure on Subaru to make this happen, and it could quite conceivably

## "The interesting twist is Ben Sulayem suggesting Toyota could supply an engine to Subaru"

backfire, damaging any progress made so far. There is of course the chance that the incredibly positive reaction from fans could be well received: Subaru topped an Autosport social media poll in May asking readers which marque they would like to see join the WRC. The rally community wants this.

Whatever happens, it's out in the open now. And Ben Sulayem's words will sharpen the minds of key stakeholders to ensure that the WRC has a clear pathway that maximises promotion and return on investment for manufacturers. This will be crucial to not only entice Subaru and other marques, but also keep Toyota, Hyundai and Ford (through M-Sport) in the championship.

This season the WRC and FIA have come in for criticism from drivers, teams and fans over a perceived diminishing appeal and lack of success of the Rally1 regulations introduced last year. There is no doubt that the WRC has huge potential: the Rally1 hybrid cars are incredible to watch, the competition is close, they are pioneering sustainable fuel technology, and they are much safer than their predecessors. But the FIA admits that the cars are too expensive, resulting in reduced entries. Ben Sulayem said that better promotion is key, and he is correct, with Formula 1's recent boom the best example.

But there is light at the end of the tunnel. To their credit, WRC Promoter and the FIA have fronted up to this criticism and are taking action. During the Acropolis Rally weekend, WRC Promoter revealed that, after consulting drivers and teams, a raft of changes to improve the championship's appeal will be discussed during a WRC Commission meeting next week. Likewise, the FIA is making progress on the technical regulations in an attempt to bring Rally1 costs down. If these actions bear fruit, then the chances of a Subaru return can only increase. 🌟



# YOUR SAY

*Any new entrants must be of a sufficiently high standard to be able to compete competitively at the pinnacle of single-seater motorsport*

JAMES ROLLIN

## Quality mustn't suffer for sake of quantity

Like Neil Davey (Your Say, 7 September), I too can recall the days of Formula 1 pre-qualifying and having 26 cars on the starting grid. However, from that same era, I can also remember the likes of the short-lived Andrea Moda F1 team and the hapless Perry McCarthy, together with the equally short-lived (despite Mastercard backing) Lola F1 team of 1997.

Thus, while I agree that there are some interesting potential new additions to F1 who would bring more variety, I would caveat this agreement with the proviso that any new entrants must be of a sufficiently high standard to be able to compete competitively at the pinnacle of single-seater motorsport!

**James Rollin**

**Belper, Derbyshire**

## What happens if Massa wins his case?

So, if Felipe Massa wins his case for 'his' championship, will Sir Lewis get his championship back due to the FIA's mistake in 2021? Probably not, but in potentially setting a precedent should Mr Massa win then do we risk all historical near misses coming back into play alongside the total loss of credibility for the sport? I appreciate why Mr Massa is doing it, but...

**Steve Carter**

**Warwickshire**

## A way to spice up races Stateside

What if teams could field non-points-scoring third cars in any or all of the three US GPs driven by qualified Indy or IMSA drivers, funded by their own (probably US) sponsors?

US and even world F1 interest would go through the roof, and drivers like Alex Palou would showcase their F1 potential, and be better able to decide whether they wanted F1 in their future. It might even bring new sponsors into F1 longer term.

Yes of course those drivers would need a pre-event test day, but so what in the great scheme of things? It would also be a good parallel narrative to any single team dominance of the F1 scene.

**Steve Singleton**

**Yorkshire**



## Inspired by Italian Grand Prix

The 2023 Italian Grand Prix was wonderful. I've always enjoyed this race. I saw my first one ever in 1969 on my mum and dad's black and white Ferguson television set. It was a very close, exciting race (above) – Jackie Stewart won for Matra, second was Jochen Rindt (Lotus); Stewart's team-mate, the very French Jean-Pierre Beltoise, came third, and in fourth it was Bruce McLaren in a car of his own name.

Thanks to the new team manager [*we're assuming you mean Fred Vasseur – ed*] for letting the drivers race. I was so bored with this team orders stuff and, yes, I do know it goes back a long way in motorsport.

The Dutch GP was good, but the Italian one brought back memories of sitting in front of that small black and white TV in my parents' semi in Harrow. Which has made me a motorsport enthusiast ever since.

I do know Max won 10 races on the trot, but those Ferraris driven by Sainz and Leclerc just doesn't get any better.

**Roger Zachary**

**By email**

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# RACE CENTRE

## Goodwood celebrates 75 years in fine style

*Anniversaries, great racing and on-track drama made for a memorable 25th Revival as star cars and legendary drivers shone*

MARCUS PYE

PHOTOGRAPHY J BLOXHAM 





JOYRICHINGS

GOODWOOD  
**75**  
YEARS



Hall recovered from a shock off to win the all-Ferrari Lavant Cup encounter





Buncombe leads at the start of Freddie March race as winning Maserati (78) battles for second

Three Supermarine Spitfires overhead as the car parks filled on Friday morning – a year since Her Majesty Queen Elizabeth II’s passing – and a cavalcade of 200 classic motorcycles on track presaged the 25th Revival Meeting and Goodwood Motor Circuit’s 75th anniversary last weekend. Three days of nostalgia overload featured celebrations for the centenary of the birth of Aston Martin’s 1959 Royal Automobile Club Tourist Trophy winner Carroll Shelby, 75 years of Colin Chapman’s Lotus marque (the ‘winningest’ in the venue’s history) and demonstrations by Sir Jackie Stewart in Tyrrell-Ford 006/2. Fifty years after he landed his third Formula 1 world championship in it, and 70 since he watched brother Jimmy win here in an Ecurie Ecosse Jaguar C-type in 1953, the much-loved and ever-busy Scot was on top form.

As always, the racing was high-octane fare. As if written in the stars, Richard Wilson and Richard Bradley won Friday evening’s Freddie March Memorial Trophy superbly in the Maserati 250S raced in period by Shelby and future Chaparral founder Jim Hall, Bradley having caught and passed Jenson Button’s ailing Jaguar C-type, in which partner Alex Buncombe had plunged the lap record through the 90-second barrier.

Four of the 13 car races were decided by less than half a second, incredibly close finishes in Saturday’s and Sunday’s openers the pick of the harvest. After watching Rob Hall’s shrieking BRM V16 and Mark Gillies (ERA R3A) battle for supremacy in a trans-Second World War contest of which Raymond Mays and Peter Berthon would have been astounded, Ian Baxter denied Gillies an eighth Goodwood Trophy victory on an oily track, charging his ex-George Abecassis Alta 61 IS past the Lincoln green bolide 50 yards before the chequered flag to win by 0.103s.

Revival debutant Horatio Fitz-Simon did a sensational job to stave off Sam Wilson by 0.178s as Lotus drivers packed the sharp end of the Chichester Cup Historic Formula Junior confrontation

featuring all this season’s heroes, plus Alex Brundle, 60 years after the category ceded to the rise of 1000cc F3 screamers.

The other tight finishes featured cars spanning the birth of the Le Mans 24 Hours in 1923 – the Rudge Whitworth Cup retrospective started with a French tricolour and a ceremonial running start to the warm-up lap – and the last Formula 1 cars to race before Goodwood’s closure in 1966, which “devastated” event host the Duke of Richmond and Gordon as a petrol-head lad, “and made me determined to reopen the track”.

Fuelled by passion for the cars he had seen and their colourful drivers – all bar Alberto Ascari of the world’s grand prix greats competed here, His Grace reminded – that extraordinary dream was realised by the Revival on 18 September 1998, five decades to the day after his grandfather first welcomed pioneer competitors and racegoers to the former RAF Westhampnett airfield.

At the climax to a glorious Friday, opened as in 1998 by the Duke in his grandfather’s Bristol, the Freddie March combatants were led onto the grid by a remarkable recreation of the Pycroft Jaguar 100 Special in which creator Paul de Ferranti Pycroft won the first race in 1948.

Buncombe had put Button’s gold C-type on pole with a 1m28.206s (97.13mph) lap, chased by Chris Ward in Nigel Webb’s version and the Maserati. Buncombe built a big advantage before relaying Button, but the Jag couldn’t stand the pace and started to smoke and rattle. Bradley reeled Button in, passing him into Madgwick on lap 25, but a 10s penalty for Wilson’s pre-window

**“The Goodwood Trophy face-off between ERA and BRM was as welcome as it was unexpected”**





pitstop left all to play for. When Button peeled into retirement, Bradley was safe for a rare Maserati success.

Only Gregor Fisken/Jake Hill, the British Touring Car star four-wheel-drifting Jonathan Turner's HWM-Jaguar beautifully, and 2022 winners Fred Wakeman/Sam Hancock (C-type), also penalised, remained on the lead lap. Benoit Treluyer rumbled Nick Jarvis's Allard-Cadillac J2X up to fourth, thundering past Aston Martin reps Darren Turner/Simon Hadfield (in Wolfgang Friedrichs's DB3S) and the Martin Hunt/Patrick Blakeney-Edwards HWM-Jaguar as the light faded.

The face-off between English Racing Automobiles and post-war cousin British Racing Motors was as unexpected as it was welcome. A mangled supercharger drive thwarted Rob Hall's BRM V16 last year, but the ability to now to run its complex 1500cc engine to 11,000rpm on 2.5bar (36psi) supercharged boost >>

## DEMONSTRATIONS AND PARADES STEWART, LOTUS AND SHELBY HONOURED



"He was the man to beat. He's such a legend and an inspiration for all of us." So said six-time Le Mans 24 Hours winner Jackie Ickx, one of several greats who paid tribute to Sir Jackie Stewart across the Goodwood weekend.

Fifty years (to the day on Saturday) after he clinched his third and final Formula 1 world title at Monza, 84-year-old Stewart climbed aboard Tyrrell 006/2 (above) for demonstration laps in front of an appreciative audience.

Stewart spent much of his career battling Lotus, and the 75th anniversary of Colin Chapman's innovative company was celebrated with special parades. A recreation of Chapman's first car was driven by daughter Jane, while MkII and MkIII helped represent the early days of the marque that won seven constructors' and six drivers' crowns. Among the F1 exotica was a high-winged 49B, two ground-effect 79s and twin-chassis 88B, driven by Colin's son, Classic Team Lotus boss Clive. Three-time grand prix victor Johnny Herbert (Type 77) and 2009 F1 world champion Jenson Button (79) joined the on-track mix, which included the 21 in which Innes Ireland scored the works team's first world championship GP win, gas turbine-powered 56B and 72, plus F2 and F3 machinery.

American hero Carroll Shelby was born 100 years ago and Goodwood took the opportunity to celebrate the life of the man who died in 2012, aged 89. The MG TC in which Shelby began racing in 1952 was part of an impressive collection that illustrated the Texan's career, with most drivers donning black stetsons of the sort often worn by the 1959 Le Mans winner.

**"Johnny Herbert and Jenson Button joined the on-track mix in the Lotus celebration"**

Icons that Shelby helped create after hanging up his helmet formed the meat of the cavalcade. A den of Cobras included the first production model produced by Shelby American, one of the six Daytona Coupes and a seven-litre 427.

Shelby was key to Ford's successful programme to defeat Ferrari at Le Mans and GT40s featured heavily. Remarkably, the line-up included the MkII in which Chris Amon/Bruce McLaren scored the breakthrough victory in the 1966 24 Hours and the Gulf-liveried Mk1 that won in 1968 and 1969 (below).

**KEVIN TURNER**





brought 500bhp into the equation. The versatile Hall was quickest in qualifying until Ben Fidler boldly snatched pole in Mays's works development ERA R4D. Gillies in Dick Skipworth's R3A completed the front row, with Baxter's Alta and David Morris (R11B) behind.

Michael Birch's Maserati 4CM and Duncan Ricketts's ERA E-type GP1 didn't get far, nor did Julian Majzub's Alfa Romeo 308, which left from the pits with Luc Brandts's Lago Talbot. Delighting onlookers, Hall and Gillies traded the lead in epic style for seven laps before an exhaust sensor told Hall that the BRM's engine was running too lean and he pitted. Baxter passed Morris at Fordwater for second as the track became treacherously slippery. "It was evil," said Gillies, who lost three seconds on the last lap when baulked by a Maserati from St Mary's to Lavant.

"I was too conservative – I could have dive-bombed him but that risked us both going off," said Gillies, who found Baxter right behind at the chicane. "The Alta is lighter, has more power and greater traction with its independent rear end, so Ian outdragged me to the chequered flag." Baxter was surprised but elated: "This thing's power-to-weight ratio is something else, but if you don't hang on it's apt to get away from you." The ERAs of Morris, Fidler, Michael Gans and Nick Topliss were next, clear of Pat Blakeney-Edwards (playing Reg Parnell in Jaime Bergel's Maserati 4CLT/48) and Peter Greenfield (Alfa Romeo 158 Alfetta).

With Fitz-Simon, Wilson, Chris Goodwin and Clive Richards split by a second in qualifying and Andrew Hibberd, Alex Brundle (enjoying a single-seater comeback, and rediscovering stick gearshifts in Peter Burton's Lotus 27), Nick Fennell and Mark Woodhouse chasing, Sunday's late-model disc-braked Formula Junior sports day was super-competitive. Lotus drivers held 12 of the top 13 places, with Stuart Roach (Alexis Mk4) ninth. Stephane Rey (Lola Mk5A) and Brabham BT6 men Roberto Tonetti and Mark Shaw were trying to get among them, with George Diffey in the ex-Peter Warr Lotus 20 in their midst.

Rey gyrated on lap one and, with Peter Laier's Brabham BT2 banked, a four-lap safety-car interlude ensued. Fitz-Simon and Wilson resumed their scrap, chased by Richards, Brundle, Goodwin and Hibberd. Shaw spun at St Mary's and Goodwin retired, enabling Hibberd to challenge Brundle. A kiss with HF-S's rear tyre as they teetered into Woodcote from 130mph grazed the nose of Wilson, who then had a moment at Lavant, costing two seconds. Undeterred, he screamed back onto Fitz-Simon's tail and reset the lap record, finishing in his draft. Hibberd got to third before mowing Lavant's greensward, advantaging Richards and the fading Brundle, with Nick Fennell sixth in his 27.

## “Harrison – on his Revival debut – shot through from ninth, suppressing Middlehurst”



BRM of Willis pipped Mitchell's LDS in damp Glover Trophy



Griffiths led Nuthall's Cooper until the Lotus wilted

The Le Mans tribute starred the first Bentley to compete in the 24 Hours, 1925's third-placed Lorraine-Dietrich – driven by quintuple victor and local hero Derek Bell and watched by contemporary winners Jacky Ickx, Jackie Oliver and Richard Attwood – and the 1924 Chenard-Walcker of Hubert Andeol/Raphael Gnininvi. After numerous skirmishes, Gareth Graham's Bentley, started by Ben Collings, ached Francois Fabri's Bugatti T44 with Jonathan Bailey up by 0.449s. Mini legend Nick Swift finished Hugh Apthorp's Blower Bentley with a flourish, snatching third on the line from Gregor Fiske, whose beloved Brooklands veteran Vauxhall 30/98 was opened by Christoph Cowens.

Following the wet TT Celebration, a cocktail of fuel, oil and rubber on the glistening track made conditions exceedingly unpleasant for the Glover Trophy 1500cc F1 race competitors. Andy Middlehurst's hopes of adding a ninth trophy to his haul in John Bowers's Jim Clark Lotus 25 were soon dispelled as 19-year-old Historic F3 champion Samuel Harrison – on his Revival debut in Mike O'Brien's unfamiliar ex-Denny Hulme 1000cc F2 Brabham-SCA BT10 – shot through from ninth, suppressing poleman Middlehurst to fourth.

Up front, Andy Willis (BRM P261) and Ben Mitchell in Alan Baillie's LDS-Climax FPF duelled mightily, chopping and changing order as others floundered. Twice Willis flew off at Madgwick and, when he bounced down the grass at 120mph on the Lavant Straight, rival Mitchell – who passed him once into Fordwater – might have thought the race won in the special originated by South African Doug Serrurier.

Mitchell knew better than to relax, but when he caught a gaggle of cars exiting Lavant, raising an arm to warn of Mark Shaw's ex-Clark Springbok series Lotus 21 that had nosedived into the inside bank, the BRM howled back past. And so, on an improving track, V8 power trumped the plucky four by 0.486s. As if winning in a dayglo-orange-nosed BRM with period lap record holder Jackie Stewart and Attwood (the car's previous owner) present was not enough, Willis was named Rolex Driver of the Meeting.

Earlier, Willis had stalled Charles McCabe's BRM P48 on the damp Richmond & Gordon Trophy pre-1961 F1 grid and been penalised 10s for regaining fourth. Miles Griffiths (Lotus 16) and Will Nuthall (Cooper T53) battled inches apart until the front-engined car broke, leaving Nuthall to win for the third time in Giorgio Marchi's car. Willis inherited second and, after Clinton >>





Cobras were the RAC TT cars to have in the dry, but then the rain arrived

## RAC TOURIST TROPHY CELEBRATION PRIAULX WALKS ON WATER FOR JAGUAR VICTORY

The 1960s GT celebration was a mini-enduro in which an intrepid owner-driver incredulously found himself in victory circle after a pro partner's superhuman skills wrestled a powerful car forward in adverse conditions. William Paul had little experience of his Jaguar E-type, yet triple World Touring Car champion Andy Priaulx looked unstoppable once wet weather favoured independent suspension, leaving the most fearless of AC Cobra pilots hamstrung.

After gloriously sunny qualifying on Friday afternoon and Saturday morning, rain on Sunday calmed the belated summer heat, but left the super-fast circuit difficult to read. Romain Dumas, second with Bill Shepherd's Cobra in 2019, had qualified it on pole with a stout 1m24.256s. Shaun Lynn/Jimmie Johnson lapped 0.564s away in Q2, with Rob Huff/Richard Meins (E-type) and Gordon Shedden/Saif Assam (Cobra) also in the 1m24s and 2.6s blanketing the top 15.

Seven Cobras, three E-types, Adrian Willmott's 5.3-litre Chevrolet-powered Bizzarrini (sixth with Andrew Jordan up) and Tom Kristensen/Fred Wakeman in the American's Lister-Jaguar Le Mans coupe made up the top 12. Paul/



E-type squad celebrates shock win

Priaulx sat 13th in the E-type in which Andre Lotterer/Rupert Cleveley finished ninth last year.

Rain and incidents made the blue-riband race a battle for survival. Buoyed by son Luca's victory in the Settrington Cup Austin J40 pedal car race, Marino Franchitti shot Olly Bryant's AC Cobra ahead, pursued by Richard Kent, revelling in the ex-Dick Protheroe Jaguar E-type FHC CUT 7 he started 12th. But Franchitti's 11s lead evaporated when a safety car was deployed with Brian Caudwell's Cobra in the Lavant gravel, before the pit window.

**"It's a privilege and honour to compete at Goodwood and there's life left in the old dog!"**

Shepherd had recovered from a poor start to run third and overtook Kent at the restart, just before most pitted. Dumas emerged ahead of Bryant but behind Nicolas Minassian, in for Kent.

Dumas soon powered past the E-type and was followed by Bryant, while yet-to-stop Benoit Treluyer led in Nick Jarvis's Chevrolet Corvette.

The return of rain changed the complexion of the race. Bryant went mowing at Lavant, allowing Kristensen into third, but he continued. Alex Buncombe (Cobra) and Jordan weren't as lucky. Red flags flew after they separately walloped the barriers at Madgwick.

Treluyer went off behind the safety car prior to the restart, handing Dumas the lead. He swiftly lost out to Bryant, but the real threats were Minassian and Priaulx, up to third and fourth after Kristensen spun. As Dumas's car, with its prominent front anti-roll bar, slid off piste, even Bryant could not repel the Jaguars. "It was like an ice rink, zero grip," he said, after watching Andy and Nic sail serenely past, Guernseyman Priaulx to a famous 10s victory.

"It's always a privilege and honour to compete at Goodwood and there's still a bit of life left in the old dog!" grinned Priaulx. "Andy's drive was phenomenal and Valley Motor Sport did a brilliant job preparing the car," added Paul.

"So much concentration, Richard did a massive job," smiled Minassian after a gallant second. Franchitti, still glowing, was pleased with third: "I was so happy Olly was in the car when the rain came."





McCarthy's 18 rotated at Lavant, Andrew Beaumont (Lotus 18) repeated last year's podium. After Mark Shaw (Scarab) made a hairy approach to Woodcote on the grass, Joaquin Folch (Lotus 16) overcame Marino Franchitti (in father-in-law Nick Mason's Maserati 250F) for fifth and front-engined Richmond Trophy gold.

Priceless V12 Ferrari GTs chased the Lavant Cup. After a porous block sidelined Gary Pearson's 250 LM, poleman Rob Hall looked a shoo-in driving Miles Collier's 275-engined version. A first-lap spin into St Mary's – "I have no idea what happened, but we can fix it" – wounded its tail against the belting, but a fine recovery drive resulted. Emanuele Pirro, fulfilling a dream in an Ecurie Francorchamps 250 GT 'SWB', and Alex Ames (250 GT Breadvan) chased him home. The race was interrupted when Karun Chandhok's GTO evocation spun and alarmingly burst into flames when an oil line popped at Lavant. The ex-F1 driver stopped it instantly and marshals extinguished the fire.

The Fordwater Trophy 'Am-Pro' race – a Revival first for sustainably fuelled short-wheelbase 911s – also featured full-course yellows when Richard Tuthill shunted at Madgwick. Matthew Holme relayed Andy Jordan to victory over James Thorpe/Phil Quaife and William Paul/Rory Butcher as a pitstop penalty demoted Seb Perez/George Gamble to fourth.

Madgwick witnessed another heavy impact when Julian

## “A first-lap spin wounded the Ferrari's tail but a fine recovery drive from Hall resulted”

Draper's Lola T70 smote the wall in Saturday's oily Whitsun Trophy sports-prototype finale. The hiatus expunged James Davison's lead in Brad Hoyt's McLaren M1B, gifting Stuart Hall (M1B) and last year's victor Olly Bryant (T70) another pop at the Aussie. Bryant slithered past Hall at Lavant, but Davison – whose grandmother Diana, widowed when champion racer Lex died at Melbourne's Sandown Park track in 1965, married WW2 hero and Goodwood proponent Tony Gaze – was peerless.

Bryant's quest since 2007 to win the earlier Sussex Trophy sportscar showcase was finally rewarded on a super-slippery track. Second, third, fourth and sixth in previous years, he chased Sam Hancock, in the Leventis family's NART Ferrari 246S Dino (a six-time Goodwood winner), after overcoming Roger Wills and Miles Griffiths (like Bryant in Lotus 15s). Bryant pounced on Hancock into Lavant and edged clear.

The St Mary's Trophy saloon car contest, in its 1950s guise, provided a hat-trick for double Le Mans winner Romain Dumas and Bill Shepherd's team, which ran its Galaxie last year. This time Bill's son Fred shared the gargantuan seven-litre Thunderbird. Polesitter Rob Huff, in Don Law's ex-Albert Betts Jaguar Mk1, homed in as the leviathan's brakes wilted. The battle of Saturday's Pro race – a weekend highlight – was for fourth, Jenson Button (Alfa Romeo Giulietta) pipping seven-time NASCAR champ and Le Mans team-mate Jimmie Johnson in Trevor Parfitt's ex-Doc Shepherd Austin A40. Tom Kristensen, whose Austin A90 lost a wheel in qualifying, charged from 24th to third.

Once up to speed, Shepherd Jr blitzed the Jaguars to win Sunday's decider, although Chris Ward's Mk1 (a Saturday non-starter) was a length ahead when its gearbox failed exiting the final chicane. Tom Butterfield's Jag finished third after a clash that sent Justin Law's ex-Albert Betts version off at Woodcote. Stuart Graham/Butterfield were second on aggregate, from Johnson/Matt Manderson. 🌟



➔ P26 STAR CARS IN PICS



## GOODWOOD REVIVAL WINNERS



Davison's McLaren escaped  
as Hall and Bryant battled...



...but Bryant *did* finally  
take Sussex Trophy gold

#### FREDDIE MARCH MEMORIAL TROPHY: SPORTSCARS IN THE SPIRIT OF THE NINE-HOUR RACES 1952-55 (33 LAPS)

**1** Richard Wilson/Richard Bradley (Maserati 250S); **2** Gregor Fisker/Jake Hill (HWM-Jaguar) +9.657s; **3** Fred Wakeman/Sam Hancock (Jaguar C-type XKC037); **4** Nick Jarvis/Benoit Treluyer (Allard-Cadillac J2X); **5** Martin Hunt/Patrick Blakeney-Edwards (HWM-Jaguar); **6** Darren Turner/Simon Hadfield (Aston Martin DB3S/105). **Fastest lap** Alex Buncombe (Jaguar C-type) 1m28.991s (96.27mph) **record**. **Pole** Jenson Button/Buncombe. **Starters** 25.

**GOODWOOD TROPHY: GP CARS & VOITURETTES 1930-51 (13 LAPS)** **1** Ian Baxter (Alfa 61 IS); **2** Mark Gillies (ERA R3A) +0.103s; **3** David Morris (ERA R11B 'Humphrey'); **4** Ben Fidler (ERA R4D); **5** Michael Gans (ERA R1A); **6** Nick Topliss (ERA R4A). **FL** Gillies 1m32.835s (92.29mph). **P** Fidler. **S** 27.

**CHICHESTER CUP: REAR-ENGINE DISC-BRAKED FORMULA JUNIOR TO 1963 (9 LAPS)** **1** Horatio Fitz-Simon (Lotus-Ford 22); **2** Sam Wilson (Lotus-Ford 20/22) +0.178s; **3** Clive Richards (Lotus-Ford 22); **4** Alex Brundle (Lotus-Ford 27); **5** Andrew Hibberd (Lotus-Ford 20); **6** Nick Fennell (Lotus-Ford 27). **FL** Wilson 1m23.279s

(102.88mph) **record**. **P** Fitz-Simon. **S** 30.

#### RUDGE-WHITWORTH CUP: SPORTS CARS IN THE SPIRIT OF THE LE MANS 24 HOURS 1923-29 (19 LAPS)

**1** Ben Collings/Gareth Graham (Bentley Speed Model); **2** Francois Fabri/Jonathan Bailey (Bugatti T44) +0.449s; **3** Hugh Apthorp/Nick Swift (Bentley 'Birkin Blower'); **4** Christoph Cowens/Gregor Fisker (Vauxhall 30/98 Brooklands Special); **5** Chris Lunn/Michael Birch (Bentley 4 ½); **6** William Medcalf (Bentley 3-litre Le Mans). **FL** Swift 1m52.658s (76.05mph). **P** Collings. **S** 25.

**GLOVER TROPHY: 1.5-LITRE GP CARS 1961-65 (13 LAPS)** **1** Andy Willis (BRM P261-7); **2** Ben Mitchell (LDS-Climax) +0.486s; **3** Samuel Harrison (Brabham-SCA BT10); **4** Andy Middlehurst (Lotus-Climax 25); **5** Richard Wilson (Cooper-Climax T60); **6** Philip Buhofer (BRM P261-2). **FL** Willis 1m56.057s (73.82mph). **P** Middlehurst. **S** 26.

#### RICHMOND & GORDON TROPHIES: 2.5-LITRE GP CARS 1954-60 (18 LAPS)

**1** Will Nuthall (Cooper-Climax T53); **2** Andy Willis (BRM P48) +38.070s; **3** Andrew Beaumont (Lotus-Climax 18); **4** Mark Daniell (Cooper-Climax T45); **5** Joaquin Folch-Rusinol (Lotus 16); **6** Marino Franchitti (Maserati 250F).

**FL** Miles Griffiths (Lotus-Climax 16) 1m22.401s (103.97mph). **P** Nuthall. **S** 27.

#### LAVANT CUP: FERRARI GT CARS

**1960-66 (17 LAPS)** **1** Rob Hall (250 LM); **2** Emanuele Pirro (250 GTB/C) +1.371s; **3** Alex Ames (250 GT Breadvan); **4** Hans Hugenholtz (250 GTB/C); **5** Vincent Gaye (250 GTB/C); **6** Alexander van der Lof (250 GTB). **FL** Hall 1m27.844s (97.53mph). **P** Hall. **S** 16.

#### FORDWATER TROPHY: TWO-LITRE SHORT-WHEELBASE PORSCHE 901/911s TO 1966 (26 LAPS)

**1** Matt Holme/Andy Jordan; **2** James Thorpe/Phil Quaife +13.793s; **3** William Paul/Rory Butcher; **4** Seb Perez/George Gamble; **5** Bonamy Grimes/Mark Webber; **6** Andrew Smith/Olly Byant. **FL** Jordan 1m33.170s (91.96mph). **P** Jordan/Holme. **S** 30.

#### WHITSUN TROPHY: SPORTS- PROTOTYPES TO 1966 (18 LAPS)

**1** James Davison (McLaren-Chevrolet M1B); **2** Oliver Bryant (Lola-Chevrolet T70 Spyder) +3.331s; **3** Stuart Hall (McLaren-Chevrolet M1B); **4** Andrew Haddon (McLaren-Chevrolet M1A); **5** Tony Sinclair (Lola-Chevrolet T70 Spyder); **6** John Sykes (McLaren-Chevrolet M1A). **FL** Davison 1m18.740s (108.81mph). **P** Hall. **S** 28.

#### SUSSEX TROPHY: WORLD

#### CHAMPIONSHIP SPORTSCARS 1955-60 (15 LAPS)

**1** Oliver Bryant (Lotus-Climax 15); **2** Sam Hancock (Ferrari 246S Dino) +2.615s; **3** Miles Griffiths (Lotus-Climax 15); **4** Roger Wills (Lotus-Climax 15); **5** Harvey Stanley (Tojeiro-Jaguar); **6** Harrison Newey (Lister-Jaguar Knobbly). **FL** Stanley 1m29.924s (95.28mph). **P** Bryant. **S** 28.

#### ST MARY'S TROPHY: SALOON CARS

#### 1950-59 (16+16 LAPS)

**1** Romain Dumas/Fred Shepherd (Ford Thunderbird); **2** Stuart Graham/Tom Butterfield (Jaguar Mk1) +22.146s; **3** Jimmie Johnson/Matt Manderson (Austin A40); **4** Jenson Button/Richard Meaden (Alfa Romeo Giulietta Ti); **5** Gordon Shedden/James Thorpe (Austin A40); **6** Karun Chandhok/James Colburn (Standard Vanguard).

**SATURDAY** **1** Dumas; **2** Rob Huff (Jaguar Mk1) +2.184s; **3** Tom Kristensen (Austin A90 Westminster); **4** Button; **5** Johnson; **6** Benoit Treluyer (Austin A105). **FL** Dumas 1m34.672s (90.50mph). **P** Huff. **S** 26.

**SUNDAY** **1** Shepherd; **2** Chris Ward (Jaguar Mk1) +5.948s; **3** Butterfield; **4** Manderson; **5** Meaden; **6** Colburn. **FL** Shepherd 1m34.402s (90.76mph). **P** Ward. **S** 27.

#### RAC TOURIST TROPHY CELEBRATION: CLOSED-COCKPIT GT CARS 1960-64

**(23+11 LAPS)** **1** William Paul/Andy Priaulx (Jaguar E-type); **2** Richard Kent/Nic Minassian (Jaguar E-type FHC) +9.928s; **3** Marino Franchitti/Oliver Bryant (AC Cobra); **4** Bill Shepherd/Romain Dumas (AC Cobra); **5** Saif Assam/Gordon Shedden (AC Cobra); **6** Mike Whitaker/Nigel Greensall (TVR Griffith 400); **7** Costas Michael/Emanuele Pirro (Jaguar E-type); **8** Craig Davies/Tom Ingram (Chevrolet Corvette Sting Ray); **9** Bobby Verdon-Roe/Alex Brundle (AC Cobra); **10** Shaun Lynn/Jimmie Johnson (AC Cobra). **FL** Dumas 1m24.162s (101.80mph). **P** Shepherd/Dumas. **S** 27.

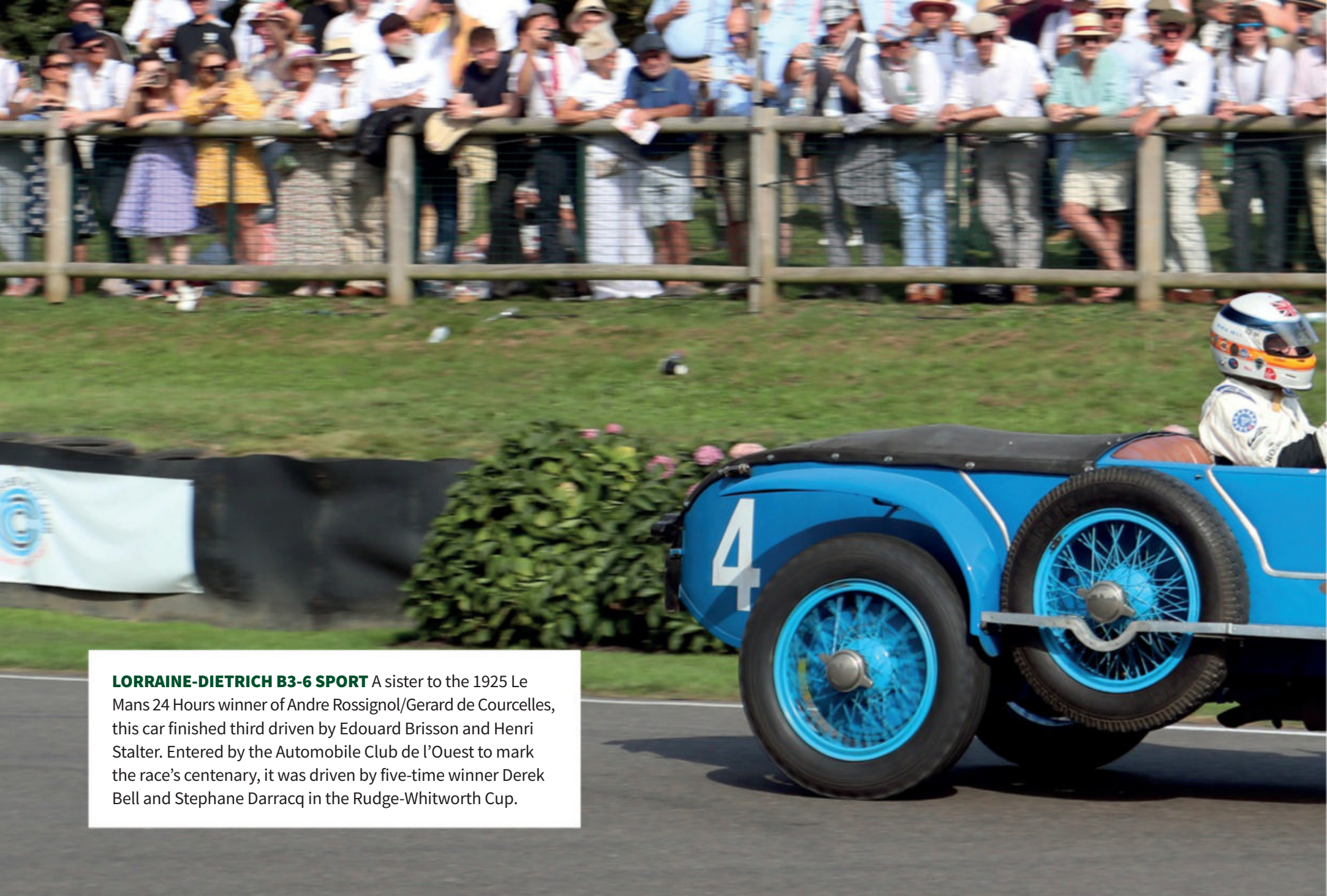
For full results visit: [tsl-timing.com](http://tsl-timing.com)



Bentley (7) defeated  
Bugatti (44) by just 0.449s  
in Rudge-Whitworth Cup

GARY HAWKINS





**LORRAINE-DIETRICH B3-6 SPORT** A sister to the 1925 Le Mans 24 Hours winner of Andre Rossignol/Gerard de Courcelles, this car finished third driven by Edouard Brisson and Henri Stalter. Entered by the Automobile Club de l'Ouest to mark the race's centenary, it was driven by five-time winner Derek Bell and Stephane Darracq in the Rudge-Whitworth Cup.



**PORSCHE 906-113** Eighth on its debut in the 1966 Sebring 12 Hours, with Americans Ed Hugus/Lake Underwood, this Carrera 6 was raced subsequently by Mike Rahal, Bobby's father. Presented in Tetsu Ikuzawa's 1967 Japanese GP-winning 906-145's livery, it was driven by Richard Attwood and owner Yakinori Suzuki in the TT, watched by Ikuzawa's daughter Mai.

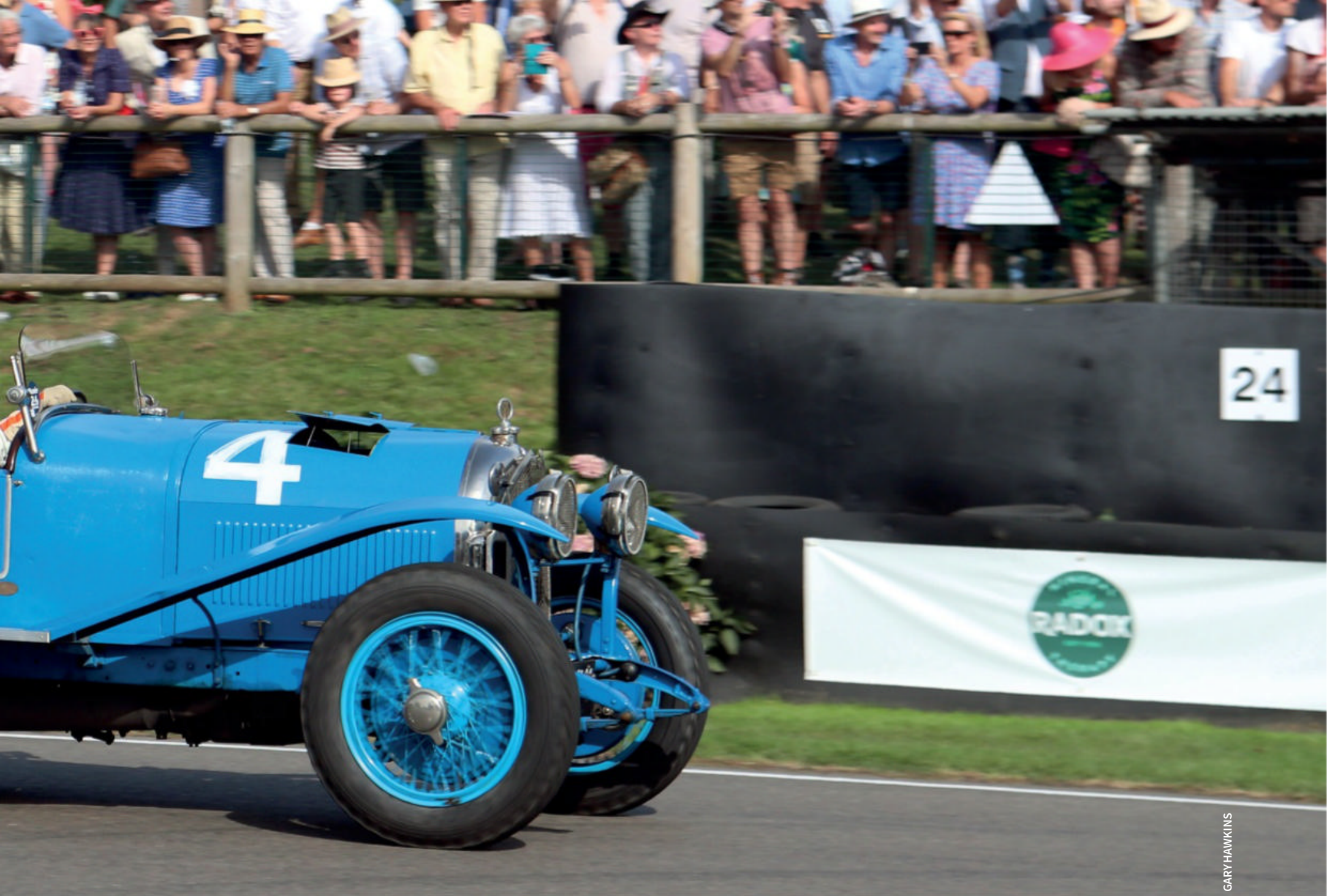


**CHEETAH-CHEVROLET** With short wheelbase, wide track, poor aero and 5.4-litre Chevrolet V8 engine, Bill Thomas's Cheetahs earned a reputation for being wild. Owner Duncan Pittaway and wide-eyed Stuart Graham didn't disagree.



**BUGATTI T59** Raced fatefully pre-Second World War by the Duke of Grafton, then by George Abecassis, this Bugatti passed to Kenneth Bear. Having set BTM on Guernsey's Val des Terres hillclimb in 1947, he crashed fatally in the 1949 Jersey International Road race. Marque specialist Tim Dutton's drive to 20th in the Goodwood Trophy was its first race since.





GARY HAWKINS



J BLOXHAM/MOTORSPORT IMAGES

**HANSSEN JAGUAR SPECIAL** Unable to afford a Jaguar C-type, American Walt Hanssen evolved his XK120, before becoming a multiple SCCA champion in a D-type. Raced to 16th in the Freddie March Memorial Trophy by Peter Hardman and Andy Middlehurst, Formula Ford team-mates in 1983.



J BLOXHAM/MOTORSPORT IMAGES

**BRABHAM-SCA BT10** Built for the new 1000cc F2 with Cosworth Ford SCA engines, Ron Tauranac's BT10 designs finished 1-2-3 in the French championship with Jack Brabham, Denny Hulme and Alan Rees. Hulme won at Charade in this car. Samuel Harrison took it to third in the Glover Trophy.



J BLOXHAM/MOTORSPORT IMAGES

**FOCUS-FORD MkIV** AB Sportscars of Stockholm's Focus MkIV was raced in Formula Junior by Swedes Egon Wohlin, ill-fated rising star Orjan Atterberg, Per-Olov Zetterstrom and Lennart Hedin. Norwegian Petter Huse, its current owner, was a Revival debutant. It finished 22nd.





A dramatic start at Fuji as Vanthoor's Porsche makes a dive inside Conway for the lead

WEC

# Toyota wins as Porsche steps up

*A works 963 led for nearly four hours, but the home team finally prevailed to wrap up another manufacturers' title*

GARY WATKINS

ALL PHOTOGRAPHY JEP



**T**oyota claimed a ninth victory in 11 starts at the Fuji 6 Hours in the modern era of the World Endurance Championship and duly wrapped up this year's manufacturers' title with a round to go. But it was far from business as usual as the home manufacturer swept to a 1-2. Porsche led for a few minutes short of four hours and, but for a strange procedural error, might have taken second position last weekend. The significance wasn't just that another brand is now in the thick of the battle; this was the first time that an LMDh car has challenged the Le Mans Hypercar hegemony.

Mike Conway, Jose Maria Lopez and Kamui Kobayashi took a fourth victory of the season to shrink what had been pretty long odds on a

repeat of their 2019-20 and 2021 titles. Second place for the sister Toyota GR010 HYBRID LMH means that the advantage at the top of the classification for Sebastien Buemi, Ryo Hirakawa and Brendon Hartley is down to 15 points, with 39 up for grabs at the eight-hour Bahrain finale in November.

It is good news that the drivers' championship battle is genuinely open going into the final round, but even better news was the performance of the Porsche 963 LMDh in a series in which the wins so far this year have been divvied up between Toyota and Ferrari. The #6 entry shared by Laurens Vanthoor, Kevin Estre and Andre Lotterer took the chequered flag within 50s of the winner and on another day might have finished between the Toyotas.





FERRARI BENEFITS FROM CORVETTE CLASH

Thomas Flohr and Francesco Castellacci took a first GTE Am win since 2017 aboard the #54 AF Corse Ferrari 488 GTE Evo they shared with Davide Rigon. That didn't look likely as Flohr speared across the grass early in the third hour after contact with another car. But that incident turned out to be crucial in their victory.

Flohr had come together with Ben Keating in the Corvette Racing entry that looked well set for a fourth victory of the season. The contact, deemed avoidable by the stewards, resulted in a 30-second stop/go penalty for the Chevrolet Corvette C8.R in which the American and team-mates Nicky Catsburg and Nicolas Varrone had wrapped up the drivers' title at Monza. The factory team had already lost time replacing the right-side door when Keating handed over to Varrone as a result of the incident.

Varrone was subsequently penalised 10s for another driver infraction, yet Catsburg brought the car across the line only 23s in arrears of the Ferrari. The Corvette Racing entry made just four fuel stops over the course of the race, the tactic that should have yielded them a comfortable victory

giving them a chance to get back in the mix.

The Dutch driver took the flag in third position, but was promoted to second when the Car Guy-sponsored Kessel Ferrari in which Toyota 'WEC Challenge' driver Ritomo Miyata was brought in alongside Takeshi Kamura and Scott Huffaker after factory driver Daniel Serra was forced to skip the race was penalised 10s for an FCY infraction. Miyata looked like he might have a shot at overhauling Rigon as the race drew to a close but was handicapped by an engine problem. A potential victory turned into third when 10s was added to the Kessel entry's race time after the chequered flag.

Another car should have been in a position to beat Flohr and co. The Proton-

**“The Corvette Racing entry made just four fuel stops, the tactic that should have yielded them victory”**

Dempsey Porsche 911 RSR shared by Christian Ried, Mikkell Pedersen and Julien Andlauer lost time with an off from the last-named driver and ended up an unrepresentative sixth.



That the Porsche led for four hours had a lot to do with a hectic first corner at which the majority of the Hypercar field went beyond track limits. Vanthoor jumped into the lead with an opportunistic – cheeky even – move down the inside of Conway, and from the mayhem the Toyotas emerged third and sixth, which had turned into fourth and sixth for Conway and Buemi by lap five.

They were behind both Ferraris, which was important in the race's narrative. The Italian cars didn't have the pace to challenge for victory in Japan (see panel), and quite frankly struggled all the way through the six hours, but they were quick enough to delay the Toyotas. It wasn't until lap 42 that both GR010s had cleared them to get up to second and third, by which time Vanthoor was 16s up the road. >>







Conway, Lopez and Kobayashi (in car) take the plaudits

But the fact that it took the better part of three hours from that point for the Toyotas to get ahead was a clear indication of the giant strides that the German manufacturer and the Porsche Penske Motorsport squad have made with the 963 in the break since the last WEC round at Monza in July.

There has only been one test in Europe since, at Spa, but there have been further runs and, of course, racing with the North American arm of the team in the IMSA SportsCar Championship. It resulted, said Estre, “in the best 963 we’ve had, not perfect, but easily the best”.

Porsche had clearly made a step forward in both braking stability, previously the Achilles’ heel of the car in terms of performance, and traction, though PPM managing director Jonathan Diuguid was keen to point out that gains have been made across the board.

“We’ve made steps on mechanical set-up and with the software, but also on understanding the tyre,” he said. “That was a big part of our

**“We’ve made steps on mechanical set-up and with the software, but also on understanding the tyre”**



Could the Porsche split the Toyotas? Pascal Vasselon reckons so

performance today, especially in the first two stints.”

Porsche went for the medium-compound Michelin slick all round in race day temperatures that far exceeded those seen during practice and qualifying. Toyota started with mediums on the right and hards on the left, while Ferrari went for a Michelin hard on each corner with both its 499P LMHs. Toyota quickly switched to four mediums, which, said Diuguid, proved that Porsche had got it right. But, he added, “once everyone else figured it out, we saw the true pace of the cars”. And by that he meant a Toyota GR010 still had an edge over everyone else, Porsche included.

But that advantage over the Porsche, at least in the first two thirds of the race, wasn’t enough for a GR010 to blast past a 963 at will. That much was clear when Lopez caught Estre during the second half of their mid-race doubles. The Argentinian was right with the Frenchman straight after taking on two fresh mediums on the hard-used left-hand side of the car, but wasn’t able to pass. Or rather not able to make it stick: he did have his nose in front a couple of times.

These travails for Lopez allowed Hirakawa to close down a deficit to his team-mate that had stood at as much as 15s, Toyota choosing to swap the positions of its two cars to allow the Japanese driver a crack at the leader. He only needed three laps before diving cleanly down the inside into the Turn 10 right-hander at the start of the twiddly final sector on what was admittedly Estre’s in-lap.

The #7 Toyota subsequently jumped the Porsche during the pitstop cycle. Porsche’s victory bid – and it should be described as that – was over, though Lotterer remained in sniffing distance of the second Toyota at least for the first half of his double. He crossed the line only 8.6s in arrears of Hartley, who had quickly dropped behind a flying Kobayashi after the final driver changes.

That relatively slender margin between the second and third-placed cars led Toyota Gazoo Racing Europe technical director Pascal Vasselon to argue post-race that the Porsche could have split his cars but for what has to be described as an unusual problem.

The Porsche wasn’t refuelled properly – or perhaps not at all – after its pre-grid reconnaissance laps. That explains why Vanthoor pitted after only 32 laps even with a short safety car after the start, whereas the Toyotas went 38 and 40 respectively. Vanthoor had to go into fuel-save mode to ensure that the car wouldn’t have to stop for a late splash of fuel. “Our baseline is 37 laps, 38 with some saving, 39 with lots of saving,” said Vasselon. “Forty, wow! Without that mistake they would have been between #7 and #8.” >>



## WRT TOPS TITANIC LMP2 BATTLE WITH UNITED

The battle in LMP2 was an all-guns-blazing affair fought out by the two powerhouses of the class. It was WRT versus United Autosports, or perhaps that should be United versus WRT, as the two teams filled out the top four positions on a day when no one else got a look-in. WRT ultimately prevailed with the #41 ORECA-Gibson 07 of Robert Kubica, Louis Deletraz and Rui Andrade, who put one hand on the drivers' title by extending their championship lead to 33 points.

WRT and United led all bar 20 of the 219 laps completed by the P2 frontrunners, though it was the second-placed United ORECA shared by Filipe Albuquerque, Phil

**“It would be wrong to say United dominated. It was just that they were on a different strategy”**

Hanson and Freddy Lubin that headed the field for the vast majority of those. It would be wrong to say that they dominated. It was just that they were on a different strategy.

The #22 United entry began with Albuquerque at the wheel, whereas the team's other car and the two WRT entries kicked off proceedings with their Silver-rated drivers, Josh Pierson, Andrade and Sean Gelael respectively. Kubica took over the winning WRT entry with a deficit to the #22 United car of approaching a minute, reducing it to eight seconds before Deletraz took over. He got the undercut on Hanson in the middle of his double stint to move the #41 ORECA into the lead.

There was still work to do, however. Kubica had to overhaul Ben Hanley in the #23 United car in the penultimate hour, his task aided by



LMP2 winners from left: Deletraz, Kubica, Andrade

having the fresher Goodyear tyres at that stage. Thereafter, the championship leaders were pretty much in control, though the WRT versus United battle wasn't over.

Robin Frijns looked like he'd secured a WRT 1-2 in the sister car he shared with Gelael and Ferdinand Habsburg in a forceful move up the inside at Turn 10 with 15 minutes remaining. There was contact on the way as Albuquerque defended. It was ruled a racing incident by the stewards, though they weren't called into action on the penultimate lap when Albuquerque got the place back at the same corner. He made his move as Frijns tripped over some traffic and then hung on around the final lap to take the runner-up spot by a second.

The second United car completed the race a further 15s behind. It was a case of what

might have been for Hanley (standing in for new IndyCar driver Tom Blomqvist), Olivier Jarvis and Josh Pierson. They lost two chunks of time that might just have changed the destination of the victory laurels on Sunday.

Pierson was given a 10s penalty, taken at his first pitstop, for a collision with Andrade on the opening lap, while Hanley was nerfed into a spin at Turn 13 by Joao Paulo de Oliveira in the Vanwall Vandervell 680 Le Mans Hypercar right at the beginning of a marathon three-hour stint. The total time loss in no way added up to the 30 or so seconds by which Hanley trailed Kubica at the finish, but the spin in particular had implications for the car's victory aspirations. Flat-spotted tyres had a knock-on for the remainder of his stint and compromised the car's strategy over the remainder of the race.

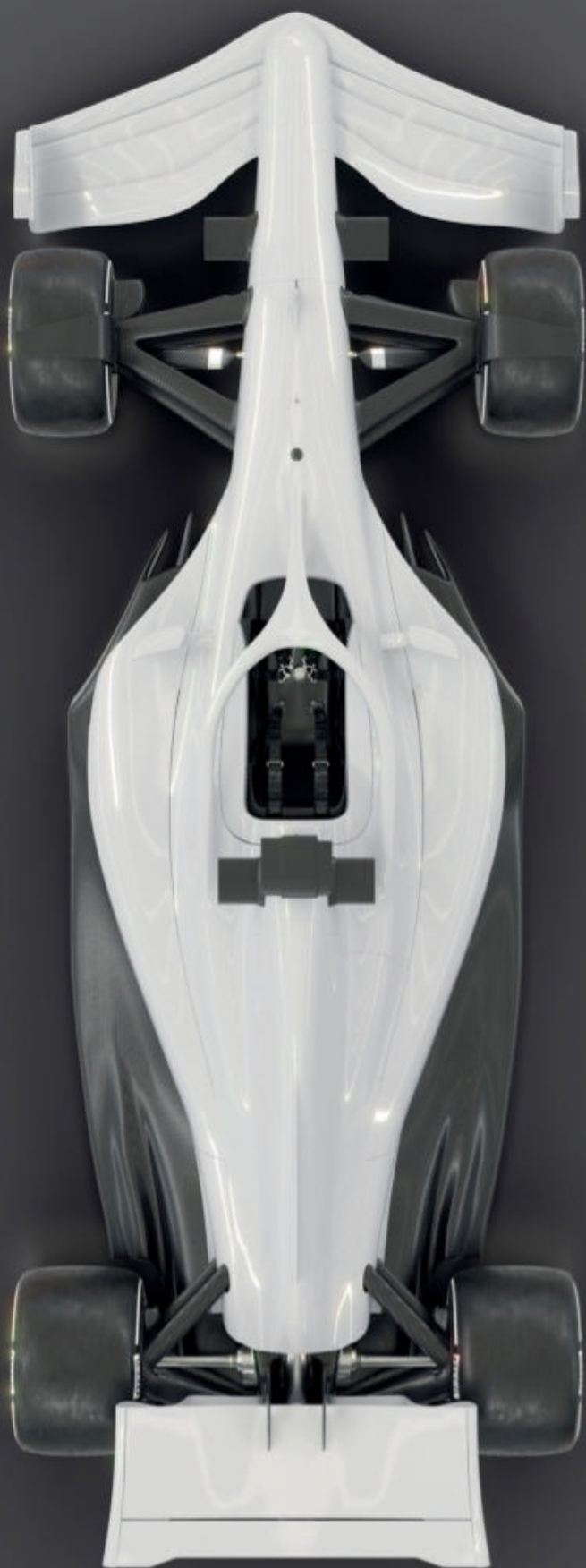


United Autosports led early on before WRT made crucial undercut





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Proton leads Jota in battle  
of the customer Porsches.  
Both showed progress



It is a testament to Vanthoor, who was again the stand-out driver in the PPM line-up at Fuji, that the 16s advantage he enjoyed when the Toyotas made their stops was only down to 11s when he completed his 40-lap run over the second half of his double.

Porsche wasn't so sure that it could have finished any higher than third. "I don't think it had a huge impact on the race result," said Diuguid, words echoed by Vanthoor.

What is indisputable, however, is that Vanthoor and co didn't have the pace to beat the #7 car. Kobayashi was on fire last weekend. He took pole by six tenths from Hartley and closed down a four-second deficit to his team-mate after the final driver changes in a flash. After passing the New Zealander, he left him for dead over the final two hours, racing away into a lead that stood at 39s at the chequered flag.

What Vasselon called "the special Kamui effect" on a track he knows well again came into play. That local knowledge played its part at the end of the race. "It's a track that is quite technically challenging," said Vasselon of the 2.84-mile Fuji Speedway. "We see that the guys that are used to driving it have something on top of the others."

But Hartley was also struggling with a balance problem that had afflicted #8 all weekend. It was almost certainly exacerbated in the latter stages of the race by bodywork damage picked up when Buemi was tagged by Ferrari driver Miguel Molina in the chaos at the start.



Cadillac lost a wheel and  
was out of contention  
during a difficult weekend





## “Fuji is technically challenging. The guys that are used to it have something on top of the others”

“The damaged bodywork at the rear was somehow degrading over the race,” explained Vasselon.

Ferrari took fourth and fifth, one lap behind the Toyotas, Molina, Nicklas Nielsen and Antonio Fuoco leading home Le Mans winners James Calado, Antonio Giovinazzi and Alessandro Pier Guidi. But on another day they might have not even made the top six. The other three Porsche 963s in the race all might have beaten them but for a variety of issues.

The second PPM entry lost time at the start after Michael Christensen sustained a right-rear puncture and a penalty for working on the car when the pits were closed following contact with Calado. The car, shared with Dane Cameron and Frederic Makowiecki, made it back into the top 10 before a power steering issue forced a long stop. It only returned to the track after a pump change to give it a kind of shakedown before going on the boat to Bahrain.

The two customer cars entered by the Jota and the Proton squads offered further encouragement for the Stuttgart marque. Both teams left Japan believing that they could and perhaps even should have finished fourth ahead of the Ferraris.

Jota's Porsche driven by Antonio Felix da Costa, Will Stevens and Yifei Ye ended up sixth. It was delayed by a drive-through for avoidable contact after the first-named came together with Jota's LMP2 ORECA-Gibson 07 driven by David Heinemeier Hansson and lost time in the only Full Course Yellow virtual safety car in the final hour. Ye had been only 10s behind Pier Guidi at the time, but ended up nearly twice that amount in arrears at the finish.

The Proton car was running ahead of Jota – Harry Tincknell had passed da Costa on track – when it came in for its first driver change. The seatbelt pulled through the buckle after Gianmaria Bruni got in, resulting in the loss of 12 or so minutes over the next two stops. Ninth place was a major disappointment for a driver line-up completed by Neel Jani. “The pace of the car was amazing given that we’ve done >>

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no testing,” said Tincknell. “I think P4 was up for grabs today.”

Peugeot made no such claims after a disappointing day for its pair of 9X8 LMHs, which came home seventh and eighth. There was no repeat of the form that yielded a first podium for the avant-garde contender at Monza on a track that clearly didn’t suit the car.

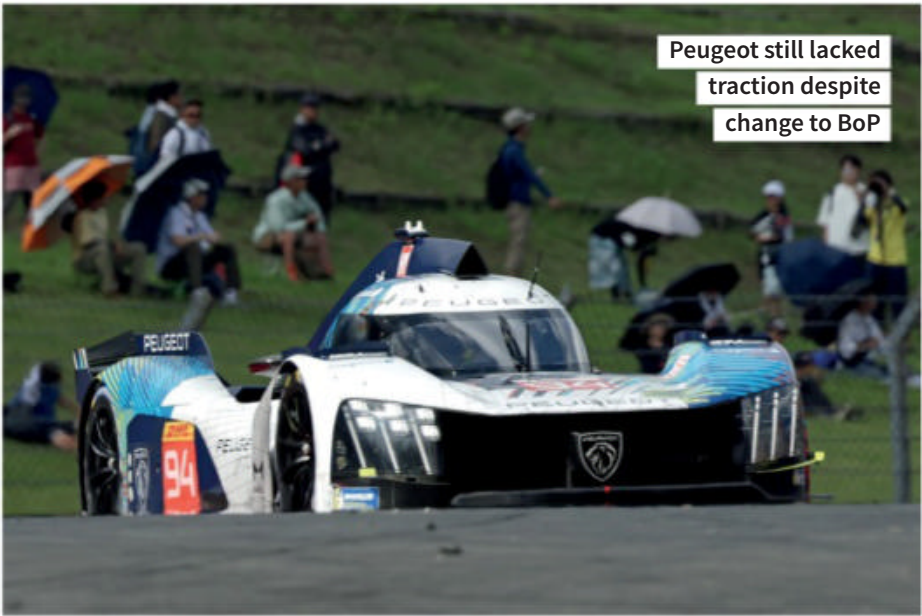
The 9X8 has always struggled with traction, the result at least in part of its concept. It runs the same size wheels and tyres all round rather than the wider rears of all the other Hypercar designs. A reduction in the deployment speed of the front axle hybrid system

**“We feel like we are in the fight now. There will be other opportunities to challenge”**

for the car – down from 150 to 135km/h (85mph) – to try to compensate for that under the Balance of Performance had little or no effect given how slow the final sequence of corners are at the Fuji ‘Tilkedrome’.

“As soon as you need to stop and go, you have no traction,” said Mikkel Jensen. “The corners are too slow; you are down to 80km/h, so you already suffer. I don’t think it makes any difference when the front engages.”

The best of the Peugeots in seventh, the #94 entry shared by Loic Duval, Gustavo Menezes and stand-in Stoffel Vandoorne, had a clear edge over the second car that the team didn’t fully understand. Jensen, Paul di Resta and Jean-Eric Vergne were two laps behind after the Scot was punted into a spin by Iron Lynx Porsche driver Alessio Picariello and then made a precautionary pitstop to check



Peugeot still lacked traction despite change to BoP

if there was any clutch damage as a result.

Cadillac had a race to forget despite making a massive improvement between practice and qualifying to take fifth on the grid with Alex Lynn. The Brit was fifth in the Ganassi-run factory V-Series.R at the first round of pitstops but haemorrhaged time when the team opted to leave him on the four same medium-compound Michelins. The car he shared with Richard Westbrook and Earl Bamber lost any chance of a decent result when a front wheel came off straight after calling into the pits.

Cadillac had an edge over fellow LMDh runner Porsche prior to Fuji. The balance has now shifted, and it is the German manufacturer that looks most likely to topple the LMHs right now. “We feel like we are in the fight now,” said Diuguid after the race. “There will be other opportunities to challenge.” ❄

FERRARI SLIPS TO THIRD IN PECKING ORDER

It seemed hard to believe that only three months before Fuji Ferrari was celebrating victory at the Le Mans 24 Hours. The two 499Ps were just not in the game last weekend as they trailed home a lap in arrears in fourth and fifth positions. But their pace and performance was no surprise to the Italian marque or any different to Monza last time out, it insisted.

The status quo had simply been maintained, claimed Giuliano Salvi, Ferrari’s sportscar race and test team manager.

He argued that the best of the 499Ps in second position wouldn’t have been on the lead lap on home ground had there not been three safety cars. And there was no podium this time for the simple reason that Porsche had made a significant jump and leapfrogged up into second position in the Hypercar pecking order.

“Our position to Toyota is more or less what we expected,” said Salvi, who argued that its pace deficit was not bigger than in the Monza 6 Hours. “What we didn’t expect was Porsche’s

pace. We were the third team here.”

What has to be said is that Ferrari took a conservative approach on tyre strategy, though Salvi insisted that its tactics were correct. Both 499Ps started the race on four hard tyres and only at the final driver change did it try four mediums when Alessandro Pier Guidi took over the #51 entry. The fact that Antonio Fuoco was quicker and able to pass him on a mixture of mediums and hards appeared to bear out Salvi’s conclusions.

Put simply, Ferrari believed that its result on Sunday was as good as it was going to get with the post-Le Mans Balance of Performance that came into effect at Monza, though of course the acronym BoP never passed the lips of anyone wearing red. It is abiding, for the moment at least, by the ban on talking about the means by which the organisers attempt to level the playing field in the WEC.

Questions on the subject were met with a request to cast one’s mind back to Le Mans. “Le Mans was a very good race, very competitive, something we haven’t seen in Monza,” said Salvi. “At Monza, a victory was never under discussion.”

And nor was it at Fuji.



Ferrari remains unhappy with BoP – but as per the rules, won’t talk about it



**RESULTS WORLD ENDURANCE CHAMPIONSHIP ROUND 6/7, FUJI 6 HOURS (JPN), 10 SEPTEMBER (229 LAPS – 649.288 MILES)**

POS	DRIVERS	TEAM / CAR	CLASS	TIME
1	Mike <b>Conway</b> (GBR) Kamui <b>Kobayashi</b> (JPN) Jose Maria <b>Lopez</b> (ARG)	Toyota Gazoo Racing / Toyota GR010 HYBRID	Hypercar	6h01m17.551s
2	Sebastien <b>Buemi</b> (CHE) Brendon <b>Hartley</b> (NZL) Ryo <b>Hirakawa</b> (JPN)	Toyota Gazoo Racing / Toyota GR010 HYBRID	Hypercar	+39.119s
3	Laurens <b>Vanthoor</b> (BEL) Kevin <b>Estre</b> (FRA) Andre <b>Lotterer</b> (DEU)	Porsche Penske Motorsport / Porsche 963	Hypercar	+47.768s
4	Miguel <b>Molina</b> (ESP) Antonio <b>Fuoco</b> (ITA) Nicklas <b>Nielsen</b> (DNK)	Ferrari AF Corse / Ferrari 499P	Hypercar	-1 lap
5	James <b>Calado</b> (GBR) Alessandro <b>Pier Guidi</b> (ITA) Antonio <b>Giovinazzi</b> (ITA)	Ferrari AF Corse / Ferrari 499P	Hypercar	-1 lap
6	Antonio Felix <b>da Costa</b> (PRT) Will <b>Stevens</b> (GBR) Yifei <b>Ye</b> (CHN)	Jota / Porsche 963	Hypercar	-1 lap
7	Loic <b>Duval</b> (FRA) Gustavo <b>Menezes</b> (USA) Stoffel <b>Vandoorne</b> (BEL)	Peugeot TotalEnergies / Peugeot 9X8	Hypercar	-1 lap
8	Mikkel <b>Jensen</b> (DNK) Paul <b>di Resta</b> (GBR) Jean-Eric <b>Vergne</b> (FRA)	Peugeot TotalEnergies / Peugeot 9X8	Hypercar	-3 laps
9	Harry <b>Tincknell</b> (GBR) Neel <b>Jani</b> (CHE) Gianmaria <b>Bruni</b> (ITA)	Proton Competition / Porsche 963	Hypercar	-8 laps
10	Alex <b>Lynn</b> (GBR) Earl <b>Bamber</b> (NZL) Richard <b>Westbrook</b> (GBR)	Cadillac Racing (Ganassi) / Cadillac V-Series.R	Hypercar	-10 laps
11	Rui <b>Andrade</b> (PRT) Robert <b>Kubica</b> (POL) Louis <b>Deletraz</b> (CHE)	Team WRT / ORECA-Gibson 07	LMP2	-10 laps
12	Filipe <b>Albuquerque</b> (PRT) Freddie <b>Lubin</b> (GBR) Phil <b>Hanson</b> (GBR)	United Autosports / ORECA-Gibson 07	LMP2	-11 laps
13	Sean <b>Gelael</b> (IDN) Ferdinand <b>Habsburg</b> (AUT) Robin <b>Frijns</b> (NLD)	Team WRT / ORECA-Gibson 07	LMP2	-11 laps
14	Josh <b>Pierson</b> (USA) Ben <b>Hanley</b> (GBR) Oliver <b>Jarvis</b> (GBR)	United Autosports / ORECA-Gibson 07	LMP2	-11 laps
15	Julien <b>Canal</b> (FRA) Matthieu <b>Vaxiviere</b> (FRA) Charles <b>Milesi</b> (FRA)	Alpine Endurance Team (Signatech) / ORECA-Gibson 07	LMP2	-11 laps
16	David <b>Heinemeier Hansson</b> (DNK) Pietro <b>Fittipaldi</b> (BRA) Oliver <b>Rasmussen</b> (DNK)	Jota / ORECA-Gibson 07	LMP2	-11 laps
17	Ryan <b>Cullen</b> (IRL) Matthias <b>Kaiser</b> (LIE) Gabriel <b>Aubry</b> (FRA)	Vector Sport / ORECA-Gibson 07	LMP2	-12 laps
18	Juan Manuel <b>Correa</b> (USA) Filip <b>Ugran</b> (ROU) Bent <b>Viscaal</b> (NLD)	Prema Racing / ORECA-Gibson 07	LMP2	-12 laps
19	Jakub <b>Smiechowski</b> (POL) Fabio <b>Scherer</b> (CHE) Albert <b>Costa</b> (ESP)	Inter Europol Competition / ORECA-Gibson 07	LMP2	-12 laps
20	Daniil <b>Kvyat</b> (RUS) Doriane <b>Pin</b> (FRA) Andrea <b>Caldarelli</b> (ITA)	Prema Racing / ORECA-Gibson 07	LMP2	-13 laps
21	Memo <b>Rojas</b> (MEX) Andre <b>Negrao</b> (BRA) Olli <b>Caldwell</b> (GBR)	Alpine Endurance Team (Signatech) / ORECA-Gibson 07	LMP2	-13 laps
22	Esteban <b>Guerrieri</b> (ARG) Tristan <b>Vautier</b> (FRA) Joao Paulo <b>de Oliveira</b> (BRA)	Floyd Vanwall Racing Team / Vanwall-Gibson Vandervell 680	Hypercar	-18 laps
23	Thomas <b>Flohr</b> (CHE) Francesco <b>Castellacci</b> (ITA) Davide <b>Rigon</b> (ITA)	AF Corse / Ferrari 488 GTE Evo	GTE Am	-19 laps
24	Ben <b>Keating</b> (USA) Nico <b>Varrone</b> (ARG) Nicky <b>Catsburg</b> (NLD)	Corvette Racing / Chevrolet Corvette C8.R	GTE Am	-19 laps
25	Takeshi <b>Kimura</b> (JPN) Scott <b>Huffaker</b> (USA) Ritomo <b>Miyata</b> (JPN)	Kessel Racing / Ferrari 488 GTE Evo	GTE Am	-19 laps
26	Sarah <b>Bovy</b> (BEL) Michelle <b>Gatting</b> (DNK) Rahel <b>Frey</b> (CHE)	Iron Dames (Iron Lynx) / Porsche 911 RSR	GTE Am	-19 laps
27	PJ <b>Hyett</b> (USA) Gunnar <b>Jeannette</b> (USA) Matteo <b>Cairolì</b> (ITA)	Project 1 - AO / Porsche 911 RSR	GTE Am	-19 laps
28	Christian <b>Ried</b> (DEU) Mikkel <b>Overgaard Pedersen</b> (DNK) Julien <b>Andlauer</b> (FRA)	Dempsey-Proton Racing / Porsche 911 RSR	GTE Am	-19 laps
29	Ian <b>James</b> (GBR) Daniel <b>Mancinelli</b> (ITA) Alex <b>Riberas</b> (ESP)	Northwest AMR (Prodrive) / Aston Martin Vantage GTE	GTE Am	-19 laps
30	Mike <b>Wainwright</b> (GBR) Riccardo <b>Pera</b> (ITA) Ben <b>Barker</b> (GBR)	GR Racing / Porsche 911 RSR	GTE Am	-19 laps
31	Luis <b>Perez-Companc</b> (ARG) Lilou <b>Wadoux</b> (FRA) Alessio <b>Rovera</b> (ITA)	Richard Mille AF Corse / Ferrari 488 GTE Evo	GTE Am	-20 laps
32	Tomonobu <b>Fujii</b> (JPN) Satoshi <b>Hoshino</b> (JPN) Casper <b>Stevenson</b> (GBR)	D'Station Racing (TF) / Aston Martin Vantage GTE	GTE Am	-20 laps
33	Claudio <b>Schiavoni</b> (ITA) Matteo <b>Cressoni</b> (ITA) Alessio <b>Picariello</b> (BEL)	Iron Lynx / Porsche 911 RSR	GTE Am	-20 laps
34	Hiroshi <b>Koizumi</b> (JPN) Simon <b>Mann</b> (USA) Kei <b>Cozzolino</b> (ITA)	AF Corse / Ferrari 488 GTE Evo	GTE Am	-21 laps
35	Ahmad <b>Al Harthy</b> (OMN) Michael <b>Dinan</b> (USA) Charlie <b>Eastwood</b> (GBR)	ORT by TF / Aston Martin Vantage GTE	GTE Am	-23 laps
36	Michael <b>Christensen</b> (DNK) Dane <b>Cameron</b> (USA) Frederic <b>Makowiecki</b> (FRA)	Porsche Penske Motorsport / Porsche 963	Hypercar	-47 laps

**Winner's average speed** 107.827mph. **Fastest laps** Kobayashi 1m30.780s, 112.438mph. **LMP2** Albuquerque 1m34.127s, 108.440mph. **GTE Am** Rovera 1m38.342s, 103.792mph.

**QUALIFYING**

**1 Kobayashi** 1m27.794s; **2 Hartley** 1m28.418s; **3 Estre** 1m28.687s; **4 Makowiecki** 1m28.717s; **5 Lynn** 1m28.770s; **6 Calado** 1m28.991s; **7 Nielsen** 1m29.063s; **8 da Costa** 1m29.111s; **9 Bruni** 1m29.338s; **10 Jensen** 1m29.898s; **11 Duval** 1m31.822s; **12 Hanson** 1m32.182s; **13 Vautier** 1m32.199s; **14 Deletraz** 1m32.273s; **15 Jarvis** 1m32.453s; **16 Fittipaldi** 1m32.778s; **17 Costa** 1m32.846s; **18 Aubry** 1m32.876s; **19 Habsburg**

1m32.893s; **20 Viscaal** 1m32.917s; **21 Vaxiviere** 1m33.027s; **22 Caldarelli** 1m33.086s; **23 Caldwell** 1m33.400s; **24 Keating** 1m38.338s; **25 Bovy** 1m38.373s; **26 Hoshino** 1m38.875s; **27 James** 1m38.881s; **28 Kimura** 1m39.011s; **29 Perez-Companc** 1m39.173s; **30 Hyett** 1m39.179s; **31 Ried** 1m39.183s; **32 Wainwright** 1m39.202s; **33 Flohr** 1m39.283s; **34 Al Harthy** 1m39.344s; **35 Koizumi** 1m39.566s; **36 Schiavoni** 1m40.292s.

**CHAMPIONSHIP**

**Hypercar drivers** **1 Hartley/Hirakawa/Buemi** 133; **2 Lopez/Kobayashi/Conway** 118; **3 Pier Guidi/Giovinazzi/Calado** 102; **4 Fuoco/Molina/Nielsen** 97; **5 Lynn/Bamber/Westbrook** 72; **6 Lotterer/Estre/Vanthoor** 56. **Hypercar manufacturers** **1 Toyota** 178; **2 Ferrari** 138; **3 Porsche** 81; **4 Cadillac** 76; **5 Peugeot** 58; **6 Glickenhaus** 36; **7 Vanwall** 8. **LMP2 drivers** **1 Deletraz/Kubica/Andrade**

**135**; **2 Costa/Scherer/Smiechowski** 102; **3 Lubin/Hanson** 101; **4 Pierson/Jarvis** 85; **5 Albuquerque** 75; **6 Milesi/Canal/Vaxiviere** 74. **GTE Am drivers** **1 Keating/Catsburg/Varrone** 164; **2 Gatting/Frey/Bovy** 79; **3 Rigon/Castellacci/Flohr** 73; **4 Ried/Andlauer/Pedersen** 68; **5 Al Harthy/Eastwood/Dinan** 65; **6 Barker/Wainwright/Pera** 58.



WRC

# Rovanpera thinks his way to Greek success

*In a gruelling event that almost didn't happen, the reigning world champion showed he has more than just speed*

TOM HOWARD

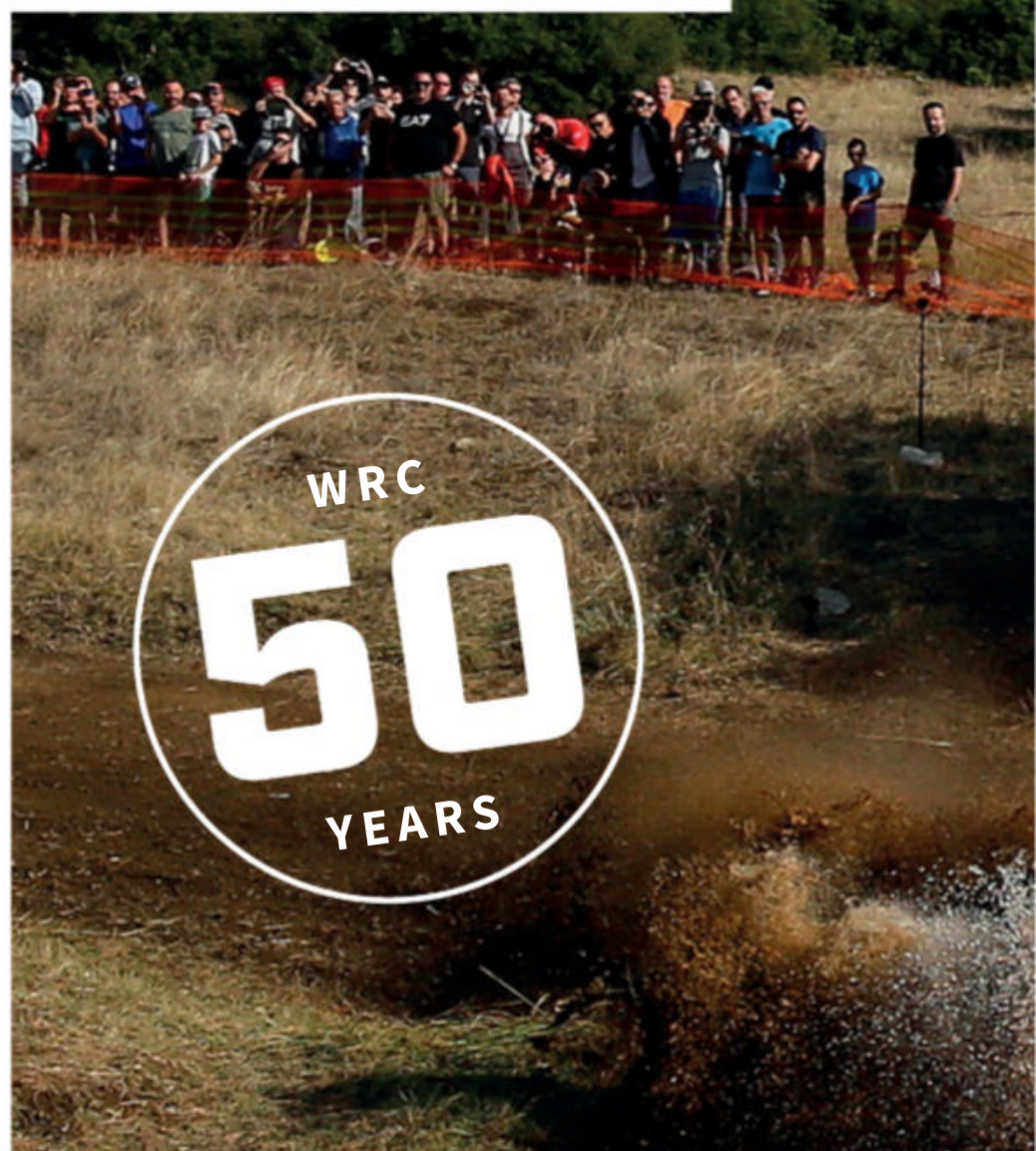
PHOTOGRAPHY MCKLEIN

**A**cropolis Rally king Colin McRae turned mastering the brutal Greek gravel roads into an art form thanks to a perfect blend of speed and mechanical sympathy. It was these attributes Kalle Rovanpera showed in abundance to survive and conquer one of the toughest World Rally Championship events in recent memory.

A second Acropolis win from three attempts once again outlined the 22-year-old Rovanpera's remarkable talent. The world champion took another step not only towards McRae's Acropolis benchmark of five wins, but a second world title.

Rovanpera's Acropolis success in the blazing sunshine last Sunday afternoon seemed hard to believe after an unprecedented build-up to the famous rally. An extreme weather event in the form of Storm Daniel unloaded a torrent of water, the like Greece has rarely witnessed, causing flash floods and devastation to communities. Thoughts turned to ensuring people's safety rather than competing in a rally as the Greek government sent out a series of emergency notifications to mobile phones warning against travelling. The deluge disrupted recce earlier in the week rendering some stages barely passable in recce cars, making the art of forming pacenotes almost impossible. There were fears that stages would be lost but organisers were insistent that a rally would occur as long as it was safe.

"Absolutely none," rally event director Pavlos Athanassoulas said when asked if there was any chance of cancellation. "We have witnessed in the last two days the biggest amount of water fall in the history of Greece. We will do whatever is safe for the drivers, spectators and everybody involved in the rally." >>



Storm Daniel caused havoc. Right: FIA president meets the WRC drivers









Toyota's Sebastien Ogier, returning to the WRC for his sixth start of the year, was sceptical: "I think the idea is that the weather should improve a lot over the weekend, so I think that is why everyone is trying to maintain this race and make it happen. Obviously, if the weather carries on like this, personally I think it is not reasonable to continue. It looks like it should improve, but of course it is difficult for us."

The forecast was correct as the rain eventually relented but a call was made to cancel Thursday's shakedown and shorten stage two by 7.5km (just under five miles) and stages 14-15 (Grammeni) by 10km due to the water-damaged roads. To ensure that safety was paramount for WRC crews, a call was made for the organisers to conduct a recce of the stages the day before they were run. The onboard videos were distributed to the teams to allow for accurate pacenotes to be made.

On the whole drivers were comfortable with the decision to continue, although Hyundai boss Cyril Abiteboul summed up a conflicting mood in the service park. "I think we are half-minded – you want to honour the obligation and the fact there has been lots of effort from the organiser and the country itself to put together a rally," he said. "But we also must respect the fact that we have a community here that is facing an adverse situation and they also need the support of the authorities and police and so on to make sure civilians are safe. We don't want to aggravate the

## "We also must respect that we have a community here that is facing an adverse situation"

situation. It is important that everyone is safe."

There was no question an already notoriously challenging rally had its difficulty rating taken up a notch as drivers headed into relatively unknown stage conditions, gambling on set-ups. Before tackling Greece's iconic rough gravel mountain roads there was a quick blast around a brand-new superspecial created to mark the rally's 70th anniversary, 200km south-east of Lamia in the Greek capital, Athens. Among the crowd that had congregated was FIA president Mohammed Ben Sulayem, who paid tribute to those affected by the week's earlier extreme weather at the ceremonial start, held in the shadow of the famous wonder of the world – the Acropolis.

Rovanpera was fully fit after his Rally Finland crash and set the pace to grab an early lead from the Hyundai trio of Esapekka Lappi, Thierry Neuville and Dani Sordo. But the



Finn knew this would be short-lived because he had the usual disadvantage of starting first on the roads on Friday.

A sign of how attritional this rally would become arrived before action began on the gravel stages. M-Sport's Pierre-Louis Loubet struggled to breathe life into his Ford Puma that had suffered a water pump issue and rendered him helpless at the side of a road section. His rally was over before it had begun. A stark contrast to 12 months ago when the young Frenchman came of age, notching up his maiden stage wins and briefly led the event.

To rub salt into M-Sport's wounds, Ott Tanak also suffered a sudden issue with his water pump during Friday's mid-point tyre-fitting zone. This was fixable but cost 3m40s in time penalties for leaving the zone 22 minutes late, demoting the Estonian to 32nd overall, effectively ending any hopes of a strong result.

"We have let him [Loubet] down and we are very sorry for that," said M-Sport team principal Richard Millener. "He came for the result this weekend and that is not possible so they made the decision not to continue for the rest of the weekend. These are brand-new parts that we are having issues with. It is frustrating for us all."

"It is frustrating for everyone, it has been all year with too many things like this happening," said Tanak, who would score two stage wins with his Puma once its health was restored.

The Acropolis had uncovered a weakness in the all-conquering Toyota GR Yaris last year as sixth was the best the team could muster, while Hyundai completed its first WRC podium lockout. However, Friday underlined the progress the Japanese brand has made in improving this vulnerability on rough gravel.

While the rain clouds had been replaced by traditional Greek sunshine, the stages remained particularly wet and muddy, more reminiscent of rain-soaked Safari Rally Kenya roads. The challenge was incredibly tough, highlighted by stage three (Pissia) where the rain had created a compression that provided a scare for several crews. Rovanpera, Lappi and Takamoto Katsuta were pitched into a Buckaroo moment, almost rolling end over end.





“We had a huge moment – the impact was huge so it threw the car everywhere,” said Roan van der Grinten, who claimed the stage win despite the scare.

The afternoon presented the more traditional Greek vista of rally cars tackling mountain roads followed by plumes of dust. It was bad news for Roan van der Grinten, but music to the ears of Neuville. The Belgian’s call to fit soft tyres gave him the edge over Ogier, who elected to preserve the limited soft tyre allocation.

Neuville thus led the field at the end of Friday, trailed by a trio of Toyotas. Ogier, minus part of his rear wing, led the chasing pack a mere 2.8 seconds adrift, with Roan van der Grinten impressing in third, 25.5s behind the leading Hyundai. Roan van der Grinten’s title rival and team-mate Elfyn Evans, who also had lost his rear wing, was hot on his heels in fourth despite losing a tyre off the rim in the morning loop.

“It was difficult even if it was maybe a bit less difficult than we could have expected because it dried out quite quickly,” said Neuville. “We had a good run through and we made the tyre choice to be the leader tonight. Is it the tyre choice to be the leader at the end of the weekend? We are going to find out.”

While Ogier remained firmly in the victory fight, Roan van der Grinten admitted the gap to Neuville was “maybe just a bit too much than what I wanted”.

But the survival story of the day belonged to Lappi. The Finn had damaged his Hyundai’s radiator in a compression, which meant he was constantly searching for water to keep the car going. A quick visit to a restaurant on a road section provided salvation, allowing him to reach the service park in fifth position. “I could get water from the stage ends as we could get bottles and once we stopped at a restaurant on a road section,” said Lappi, who felt his lack of pace was not down to the radiator issue, but a wrong call on set-up. “There was a tap outside of the restaurant and we filled the bottles.”

This was only the beginning of Lappi’s woes as a brutal Saturday inflicted further pain. First his handbrake let go on stage seven, before he hit a rock that Lappi declared “was lucky to only cause >>



Neuville led into the second leg for Hyundai



More mechanical frustrations for Tanak, who still won stages



a puncture". An alternator failure and broken driveshaft left his i20 N wounded across the afternoon. At one point he declared his "day was done" but somehow he was able to complete the six stages, albeit more than six minutes adrift of the lead.

This was merely the tip of the iceberg when it came to drama on Saturday. Title contender Evans thought his rally was over when his GR Yaris suffered a leaking radiator that cost more than a minute after ending the final stage of the morning loop using EV mode. The Welshman didn't need a Lappi-style emergency restaurant reservation, but was able to magic up a fix to nurse the car back to service in fifth. It was a blessed relief for his championship hopes. "It is fair to say that the hybrid saved me," said Evans.

## "Elfyn Evans thought his rally was over when a leaking radiator cost him more than a minute"

The roads continued to bite and on Saturday afternoon they claimed the biggest scalps, Neuville and Ogier. The duo had continued their intense head-to-head for the lead across the morning loop. Ogier briefly overhauled the 2.8s gap to grab the lead after stage seven, only for Neuville to immediately fight back before galloping into a 10.9s advantage over the eight-time world champion.

But luck, which Ogier asserted would be a key element to win the Acropolis before the rally began, deserted Neuville on stage 10. The Belgian struck a hole in the road, on the driving line, causing terminal damage to his i20 N's front-right suspension.

A forlorn Neuville was left to sit at the side of the road as his victory hopes, and realistically his slim title chances, evaporated. "Luck wasn't with us this weekend," said Neuville. "Everything was going perfectly until our suspension failure, and unfortunately that cost us a victory."

This elevated Ogier into a 12.6s lead over a charging Rovanner, who had reeled off fastest times in three of four Saturday stages up to this point. Rovanner took another 0.2s nibble out of his team-mate on the next test to remind him a duel for victory was on, before it suddenly wasn't.

A double rear puncture slowed Ogier to a crawl on Saturday's final stage, handing Rovanner the lead before a further impact for the eight-time champion resulted in the collapse of his left-rear suspension. Ogier valiantly attempted to drag the car back to service before having to abandon the GR Yaris,

Ogier battled Neuville  
but luck deserted him  
while he was leading



Sordo narrowly lost  
second place to Evans



seven miles from his mechanics. "Of course it is always tough to take and is always frustrating," said Ogier. "Somehow since I'm not doing the full championship anymore, the luck has been lost a bit, maybe that is the price to pay. Kalle was doing a great job anyway so you cannot say that he has stolen this victory."

Ogier's exit opened a rather large door for Rovanner to come through. But as Ogier explained, Rovanner deserved to be in this position, having won five of the day's six stages. Rovanner was afforded the luxury of a mammoth 2m04.4s lead over Sordo's Hyundai, the only other Rally1 driver to avoid punctures or mechanical issues. Evans was poised in third, 5s further back.

Three stages remained of this trial by endurance on the final day. Having experienced how the Acropolis can bite over the previous 48 hours, and no doubt mindful of his crash last year, Rovanner backed off on Sunday morning. He lost a minute of his lead having engaged cruise mode but the young man is rarely shackled for too long. His "full send" approach was back for the rally-ending Power Stage as, in his words, "there is always need when you can grab extra points". The result was inevitable. An eighth stage win of the rally, the overall victory and the maximum bonus points.

"It is big relief – after a difficult Rally Finland we need to come back, even though we never left," said the now 11-time WRC rally winner. "It is always quite clear that you need to finish and take care of the car, so that was our plan, to push hard from the first place [on the road]. I didn't take all the risks."

Rovanner's winning margin stood at 1m31.7s but it was over title rival Evans and not Sordo. Evans managed to edge the Hyundai driver by 4.2s to complete an impressive recovery. That was one of many stunning fightbacks as Tanak recovered to fourth, ahead of Lappi and Katsuta, who was delayed by a double puncture on stage 11.

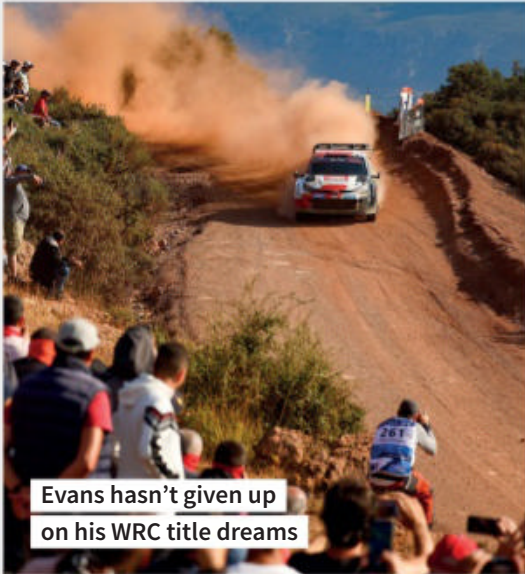
But it was Andreas Mikkelsen who earned the best recovery after winning the WRC2 class from Gus Greensmith despite suffering left-rear punctures that dropped the Skoda driver to 16th in class. There were also celebrations for Ireland's William Creighton and Liam Regan, who claimed the Junior WRC title after finishing fifth in class despite retiring from Friday with a radiator issue.

Acropolis once again tested everyone to their limits but also once again, Rovanner answered all the questions with speed, guile and maturity beyond his years. His third win of the season leaves him 33 points clear of rival Evans with 90 to play for.

"He is young but he is bloody clever," said Toyota's sporting director Kaj Lindstrom. "I think Kalle was the smartest driver at this rally." ❄



## TITLE RACE DOWN TO TWO



Evans hasn't given up  
on his WRC title dreams

The battle for the 2023 World Rally Championship is down to two after Thierry Neuville ruled himself out of the fight.

The Hyundai ace appeared on course to boost his slim title hopes after leading the Acropolis Rally heading into Saturday afternoon, before striking a hole that led to terminal suspension failure. Neuville was 36 points adrift of Roanperera heading into the weekend, and this latest misfortune, coupled with the latter claiming a maximum 30 points, has left the Belgian 66 points adrift with 90 left on the table.

"Yeah, for sure," Neuville told Autosport, when asked if his title hopes are over. "The chances were not that big but still with the result we were doing here, and if we finished like this, we would have increased our chances a bit. It is what is. "I felt [the victory] was possible but obviously luck was not with us, so we try to forget and look forward."

It appears the title is set to be a duel between Roanperera and Toyota team-mate Elfyn Evans. Thankful to recover to second after a leaking radiator that could have ended his rally, the Welshman believes his 33-point deficit will likely require a Roanperera problem to lift his prospects. "Kalle has taken away 30 points again, which is not ideal in terms of the big picture, but if we rewind the clocks to Saturday I thought I was packing up and going home," said Evans. "All things considered we have to be happy with second.

"It is a big [points] gap and it needs to come down if we want to have chance to do it at the end of the year. It is not impossible but we start to go into the territory where he will need [Roanperera] to make a little error here or there. We are going to have to win some rallies."

**"The title is not impossible, but we are going to have to win some rallies"**

## RESULTS ROUND 10/13, ACROPOLIS RALLY GREECE, 7-10 SEPTEMBER

POS	DRIVER / CO-DRIVER	TEAM / CAR	TIME
1	<b>Kalle Roanperera</b> (FIN) <b>Jonne Halttunen</b> (FIN)	Toyota Gazoo Racing WRT / Toyota GR Yaris Rally1	3h00m16.7s
2	<b>Elfyn Evans</b> (GBR) <b>Scott Martin</b> (GBR)	Toyota Gazoo Racing WRT / Toyota GR Yaris Rally1	+1m31.7s
3	<b>Dani Sordo</b> (ESP) <b>Candido Carrera</b> (ESP)	Hyundai Shell Mobis WRT / Hyundai i20 N Rally1	+1m35.9s
4	<b>Ott Tanak</b> (EST) <b>Martin Jarveoja</b> (EST)	M-Sport Ford WRT / Ford Puma Rally1	+4m28.4s
5	<b>Esapekka Lappi</b> (FIN) <b>Janne Ferm</b> (FIN)	Hyundai Shell Mobis WRT / Hyundai i20 N Rally1	+6m22.3s
6	<b>Takamoto Katsuta</b> (JPN) <b>Aaron Johnston</b> (GBR)	Toyota Gazoo Racing WRT / Toyota GR Yaris Rally1	+7m20.9s
7	<b>Andreas Mikkelsen</b> (NOR) <b>Torstein Eriksen</b> (NOR)	Toksport WRT 3 / Skoda Fabia RS Rally2	+9m41.0s
8	<b>Gus Greensmith</b> (GBR) <b>Jonas Andersson</b> (SWE)	Toksport WRT 3 / Skoda Fabia RS Rally2	+9m51.3s
9	<b>Yohan Rossel</b> (FRA) <b>Arnaud Dunand</b> (FRA)	PH Sport / Citroen C3 Rally2	+11m07.0s
10	<b>Sebastien Ogier</b> (FRA) <b>Vincent Landais</b> (FRA)	Toyota Gazoo Racing WRT / Toyota GR Yaris Rally1	+11m43.4s

### OTHERS

18	<b>Jourdan Serderidis</b> (GRC) <b>Frederic Miclotte</b> (BEL)	M-Sport Ford WRT / Ford Puma Rally1	+23m51.2s
21	<b>Thierry Neuville</b> (BEL) <b>Martijn Wydaeghe</b> (BEL)	Hyundai Shell Mobis WRT / Hyundai i20 N Rally1	+29m21.2s
R	<b>Pierre-Louis Loubet</b> (FRA) <b>Nicolas Gilsoul</b> (BEL)	M-Sport Ford WRT / Ford Puma Rally1	SS2-water pump

## STAGE TIMES

STAGE	FASTEST	LEADER	SECOND
SS1 <b>EKO superspecial Stage</b> (0.92 miles)	Roanperera 1m32.9s	<b>Roanperera</b>	Lappi+0.3s
SS2 <b>Loutraki 1</b> (11.25 miles)	Neuville 5m34.4s	<b>Neuville</b>	Tanak+4.2s
SS3 <b>Pissia</b> (10.21 miles)	Roanperera 11m16.8s	<b>Neuville</b>	Roanperera+2.0s
SS4 <b>Loutraki 2</b> (11.25 miles)	Ogier 5m32.1s	<b>Neuville</b>	Ogier+2.4s
SS5 <b>Livadia</b> (13.07 miles)	Tanak 12m51.7s	<b>Neuville</b>	Ogier+7.4s
SS6 <b>Elatia</b> (17.60 miles)	Tanak 18m01.4s	<b>Neuville</b>	Ogier+2.8s
SS7 <b>Pavliani 1</b> (15.07 miles)	Roanperera 19m46.5s	<b>Ogier</b>	Neuville+7.8s
SS8 <b>Karoutes 1</b> (17.70 miles)	Neuville 17m00.5s	<b>Neuville</b>	Ogier+2.0s
SS9 <b>Eleftherohori 1</b> (11.20 miles)	Roanperera 10m47.6s	<b>Neuville</b>	Ogier+10.9s
SS10 <b>Pavliani 2</b> (15.07 miles)	Roanperera 19m07.5s	<b>Ogier</b>	Roanperera+12.6s
SS11 <b>Karoutes 2</b> (17.70 miles)	Roanperera 16m43.5s	<b>Ogier</b>	Roanperera+12.4s
SS12 <b>Eleftherohori 2</b> (11.20 miles)	Roanperera 10m27.4s	<b>Roanperera</b>	Sordo+2m04.4s
SS13 <b>Tarzan</b> (14.52 miles)	Evans 16m40.2s	<b>Roanperera</b>	Evans+1m38.2s
SS14 <b>Grammeni 1</b> (6.69 miles)	Sordo 6m46.4s	<b>Roanperera</b>	Evans+1m29.2s
SS15 <b>Grammeni 2</b> (6.69 miles)	Roanperera 6m28.1s	<b>Roanperera</b>	Evans+1m31.7s



Roanperera and co-driver  
Halttunen celebrate

### DRIVERS' CHAMPIONSHIP

**1 Roanperera 200**; **2 Evans** 167; **3 Neuville** 134; **4 Tanak** 119; **5 Ogier** 99; **6 Lappi** 98; **7 Katsuta** 66; **8 Sordo** 63; **9 Suninen** 34; **10 Loubet** 28.

### MANUFACTURERS' CHAMPIONSHIP

**1 Toyota Gazoo Racing WRT 430**; **2 Hyundai Shell Mobis WRT** 339; **3 M-Sport Ford WRT** 220.

**NEXT  
WRC REPORT**  
Rally Chile  
5 October issue



## Dixon emerges from penalties and mayhem

Scott Dixon won his third race of year despite an early penalty in the chaotic IndyCar season finale

**INDYCAR**  
**LAGUNA SECA (USA)**  
**10 SEPTEMBER**  
**ROUND 17/17**

Scott Dixon is inevitable. The six-time IndyCar champion overcame a penalty on the opening lap and pushed through mayhem to find Victory Lane in the season finale at Laguna Seca.

Dixon started the day with a grid penalty, dropping six spots due to an engine change and starting 11th instead of fifth. When the green flag dropped, the 43-year-old New Zealander was immediately involved in a multi-car melee in Turn 2 on lap one of 95, with race officials handing him a drive-through penalty for his part to drop him from fifth to 21st.

Expletives filled the radio chatter as an angered Dixon attacked the 11-turn,

2.238-mile road course with fury. Working through his own combination of tyre strategy and relentlessness, he solidified himself into the top 10 by lap 48. Four cautions over the next 27 laps by the mistake-riddled field, along with dodging frenetic restarts that led to damaged rivals right and left, elevated his Chip Ganassi Racing Dallara-Honda forward. He secured the lead under yellow flags on lap 76 following unfavourable strategy calls by Arrow McLaren's Pato O'Ward and Andretti Autosport's Romain Grosjean.

From there, Dixon made a clean getaway on the restart two laps later and never looked back, leading the final 20 laps to claim his third win of 2023. "It was a tough race," said Dixon, who finished second in the championship standings. "But it worked out for us. Strategy-wise, we just tried to keep it simple, kind of working from the

back end of the race. I was definitely shocked to see O'Ward and Grosjean pit when they did. I knew after that we had a really fast car, even with some of the damage we kind of had from the contact with Rinus VeeKay on the start.

"It's nice to rebound like we did. Definitely some heated moments throughout the race and I was pretty pissed off at times. It's always nice to finish the year like that."

This was the second time Dixon had won after receiving a penalty on the opening lap, which previously happened at the Indianapolis Motor Speedway road course last month during the Brickyard weekend shared with NASCAR. Additionally, though, this was the second time he had stood on the top step of the podium following an engine change, which he also accomplished last month at the 1.25-mile Gateway oval in St Louis. "We're two for two on that," Dixon said, smiling. "We know the sweet spot now. We'll keep doing it." Remarkably, he has started outside the top 10 in each of his trio of wins this season.

Scott McLaughlin finished 7.3 seconds behind Dixon to claim second place and make it a 1-2 for Kiwis on the podium. As was the case for everyone in the field, the result wasn't without some drama as the Team Penske driver overcame a penalty for avoidable contact to score his third runner-up spot in the last seven races, which jumped him from fifth to third in the standings. "I think I hit everything but the pace car," McLaughlin said. "Certainly one



Mayhem at the first turn. It wouldn't be the last of the chaos

ABBOTT

ALL PHOTOGRAPHY  
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IMAGES





of those crazy peak IndyCar days.”

Ganassi's Alex Palou, who had locked up his second IndyCar title in three seasons at the penultimate round in Portland, completed the podium. The Spaniard led a race-high 51 laps but was caught out by a caution on lap 58 and lost track position due to a necessary pitstop. Palou cycled down to 15th before his own charge back through the field.

Will Power (Penske) finished fourth, while Juncos Hollinger Racing's British driver Callum Ilott, who pitted six times and at one point found himself pointed backwards at the entrance to the pitroad, finished fifth to tie his career-best result in North America's premier open-wheel championship.

An eighth-place finish helped Marcus Armstrong lock up Rookie of the Year honours despite a partial campaign that featured no oval running. That will change next year as the New Zealander will return to Chip Ganassi Racing and contest the full schedule.

Polesitter Felix Rosenqvist led the opening six laps, but his day was derailed by contact on lap 29, which led to a puncture and run-in with the gravel trap. The Swede, bound for Meyer Shank Racing next year, finished 19th in his final start with Arrow McLaren. In all, there were eight cautions that comprised 35 laps and six lead changes. The limits of race control were tested as well, with 17 penalties handed out.

**JOEY BARNES**

**RESULTS ROUND 17/17, LAGUNA SECA (USA), 10 SEPTEMBER (95 LAPS - 212.610 MILES)**

POS	DRIVER	TEAM / CAR	TIME
1	<b>Scott Dixon</b> (NZL)	Chip Ganassi Racing / Dallara-Honda	2h17m41.6400s
2	<b>Scott McLaughlin</b> (NZL)	Team Penske / Dallara-Chevrolet	+7.3180s
3	<b>Alex Palou</b> (ESP)	Chip Ganassi Racing / Dallara-Honda	+10.6111s
4	<b>Will Power</b> (AUS)	Team Penske / Dallara-Chevrolet	+14.6669s
5	<b>Callum Ilott</b> (GBR)	Juncos Hollinger Racing / Dallara-Chevrolet	+21.1289s
6	<b>Christian Lundgaard</b> (DNK)	Rahal Letterman Lanigan Racing / Dallara-Honda	+21.3750s
7	<b>Alexander Rossi</b> (USA)	Arrow McLaren / Dallara-Chevrolet	+22.2153s
8	<b>Marcus Armstrong</b> (NZL)	Chip Ganassi Racing / Dallara-Honda	+27.1310s
9	<b>Patricio O'Ward</b> (MEX)	Arrow McLaren / Dallara-Chevrolet	+28.3907s
10	<b>Ryan Hunter-Reay</b> (USA)	Ed Carpenter Racing / Dallara-Chevrolet	+32.3407s
11	<b>Romain Grosjean</b> (FRA)	Andretti Autosport / Dallara-Honda	+39.0207s
12	<b>Sting Ray Robb</b> (USA)	Dale Coyne Racing with RWR / Dallara-Honda	+43.9875s
13	<b>Helio Castroneves</b> (BRA)	Meyer Shank Racing / Dallara-Honda	+58.3175s
14	<b>Agustin Canapino</b> (ARG)	Juncos Hollinger Racing / Dallara-Chevrolet	+1m01.1843s
15	<b>Marcus Ericsson</b> (SWE)	Chip Ganassi Racing / Dallara-Honda	-1 lap
16	<b>Benjamin Pedersen</b> (DNK)	AJ Foyt Enterprises / Dallara-Chevrolet	-1 lap
17	<b>Santino Ferrucci</b> (USA)	AJ Foyt Enterprises / Dallara-Chevrolet	-1 lap
18	<b>Rinus VeeKay</b> (NLD)	Ed Carpenter Racing / Dallara-Chevrolet	-2 laps
19	<b>Felix Rosenqvist</b> (SWE)	Arrow McLaren / Dallara-Chevrolet	-2 laps
20	<b>David Malukas</b> (USA)	Dale Coyne Racing with HMD / Dallara-Honda	-2 laps
21	<b>Josef Newgarden</b> (USA)	Team Penske / Dallara-Chevrolet	-4 laps
22	<b>Devlin DeFrancesco</b> (CAN)	Andretti Steinbrenner Autosport / Dallara-Honda	-4 laps
23	<b>Colton Herta</b> (USA)	Andretti Autosport with Curb-Agajanian / Dallara-Honda	80 laps-accident
24	<b>Juri Vips</b> (EST)	Rahal Letterman Lanigan Racing / Dallara-Honda	-24 laps
25	<b>Kyle Kirkwood</b> (USA)	Andretti Autosport / Dallara-Honda	-30 laps
26	<b>Tom Blomqvist</b> (GBR)	Meyer Shank Racing / Dallara-Honda	61 laps-accident
27	<b>Graham Rahal</b> (USA)	Rahal Letterman Lanigan Racing / Dallara-Honda	0 laps-accident

**Winner's average speed** 92.645mph. **Fastest lap** Palou 1m08.4168s, 117.761mph.

**Q3** 1 Rosenqvist 1m06.6416s; 2 McLaughlin 1m06.6513s; 3 Lundgaard 1m06.7478s; 4 Newgarden 1m06.7937s; 5 Palou 1m07.2846s; 11 Dixon 1m07.0171s.

**Q2** Lundgaard 1m06.4610s; McLaughlin 1m06.5662s; Palou 1m06.6158s; Rosenqvist 1m06.7574s; Dixon 1m06.7786s; Newgarden 1m06.7824s; 6 VeeKay 1m06.9172s; 7 Power 1m06.9282s; 8 Grosjean 1m07.1292s; 9 O'Ward 1m07.9392s; 13 Vips 1m06.8300s; 17 Ferrucci 1m07.4479s.

**Q1 - GROUP 1** O'Ward 1m06.8459s; McLaughlin 1m06.8761s; Lundgaard 1m06.8777s; Newgarden 1m07.1254s; Palou 1m07.1605s; Power 1m07.1686s; 10 Rahal 1m07.2323s; 14 Armstrong 1m07.3726s;

16 Kirkwood 1m07.4029s; 20 Ilott 1m07.5183s; 22 Malukas 1m07.7816s; 24 Robb 1m07.8639s; 26 DeFrancesco 1m07.9083s; 27 Castroneves no time.

**Q1 - GROUP 2** Dixon 1m07.0002s; Grosjean 1m07.0668s; Vips 1m07.1305s; Ferrucci 1m07.1470s; Rosenqvist 1m07.2403s; VeeKay 1m07.2675s; 12 Herta 1m07.4666s; 15 Rossi 1m07.5425s; 18 Ericsson 1m07.6149s; 19 Canapino 1m07.4009s; 21 Blomqvist 1m07.7419s; 23 Pedersen 1m07.7583s; 25 Hunter-Reay 1m11.0620s.

**CHAMPIONSHIP** 1 Palou 656; 2 Dixon 578; 3 McLaughlin 488; 4 O'Ward 484; 5 Newgarden 479; 6 Ericsson 438; 7 Power 425; 8 Lundgaard 390; 9 Rossi 375; 10 Herta 356.



**SEASON REVIEW**  
28 September issue





## Bortolotti overcomes his dashboard demons

GRUPPE CGMBH

**DTM**  
**SACHSENRING (DEU)**  
**9-10 SEPTEMBER**  
**ROUND 6/8**

Mirko Bortolotti must have been sure the Sachsenring had something against him when an oil pressure warning showed up on his dash halfway through last Sunday's race.

He'd had a chain reaction of misfortune in race one on Saturday, after all. Set for a solid points finish, a glitch caused his tyres to spin while the car was jacked up at his pitstop. Not only did that earn him a penalty, but it made the ABS go haywire, which in turn led to an almighty lock-up leaving the pits. He reset the braking system, but flatspots and the slow lap punishment added up to ninth place and lost him the points lead to Porsche's Thomas Preining.

Having set himself up to banish the memories with pole ahead of the Sunday clash, Bortolotti rocketed clear of the lap-one incidents that led to a restart. He then built up enough of a lead to tick off his pitstop without a sweat. So he could have been forgiven for thinking this wasn't his weekend when that dash lit up as he settled in for the second half of the race.

Thankfully for the Italian, it proved to be a false alarm. All was in fact well with his Lamborghini. And despite another small scare when lapping a wobbly Luca Engstler with 15 minutes left, he brought it home a second and a half clear of Luca Stolz's Mercedes and Ricardo Feller's Audi. A third win in as many meetings kept the juice in his late-season charge and shot him back to the top of the table.

Stolz was delighted with second place considering the 20kg of success

ballast he had picked up for winning race one. Like Bortolotti, he turned pole into victory and was fast when he needed to be – starts and around pitstop time – at a venue where track position is king. The only curveball Stolz faced was a short safety car period to clear debris after 10 minutes, but this proved no obstacle as his pace on 'cold' tyres dumbfounded runner-up Preining.

The Sachsenring was predictable in its failure to provide much overtaking as the series returned to the twisty track following a 21-year absence. But it did underline its soft spot for Turkish motorsport as Ayhan Guven scored his nation's first DTM podium in the Saturday clash. This after countryman Deniz Oncu made his breakthrough Moto3 win at the German GP in June.

Guven was effectively eliminated in the early chaos on Sunday, however. And Sheldon van der Linde was caught up in the Omega melee too, rounding out an ordinary weekend at a circuit his BMW didn't particularly fancy.

British Ferrari driver Jack Aitken provided the weekend's finest moment of wheel-to-wheel action on Sunday. Having lost second to Stolz at the start, he fought gamely to grab it back as he emerged from the pits next to the Merc. After a side-by-side run he had to cede to the German exiting Omega, only to be whacked by an opportunistic Feller and forced to retire.

**RICHARD ASHER**



GRUPPE CGMBH



# Wins shared as Antonelli gains in title race

**FORMULA REGIONAL EUROPEAN  
RED BULL RING (AUT)  
9-10 SEPTEMBER  
ROUND 7/10**

Rafael Camara and Alessandro Giusti split the two Formula Regional European Championship by Alpine race victories at the Red Bull Ring as Andrea Kimi Antonelli extended his championship lead by 27 points to a margin of 33.

Camara was dominant in the opening race, taking a lights-to-flag win for Prema Racing, but the matter was more complicated for Giusti, who finished second after initially losing the position to third-placed starter Tim Tramnitz.

As drivers spread across the Turn 3 run-off on lap one, R-ace GP driver Tramnitz used the chaos to position himself on the inside for the long drag to Turn 4, offering Giusti no hope of defending the place. Giusti, however, was equally aggressive when recovering the position just two laps later, using



Rafael Camara was a convincing winner for Prema in the opener

push to pass up the hill into Turn 3 to draw alongside into the heavy braking zone.

Antonelli was sat on the tail of the battle but was unable to get involved and was forced to settle for fourth.

In the Sunday race Frenchman Giusti scored his second win of the season on his 18th birthday after starting from pole and fending off an early challenge from Antonelli and Sami Meguetounif.

For Meguetounif, this was his third podium of the season and his second since the death of MP Motorsport team-mate Dilano van't Hoff at Spa – to whom he dedicated the result.

Despite starting second, Antonelli was fourth once more but was promoted to the podium after Martinus Stenshorne received a drive-through penalty, converted into a 25-second sanction, for failing to follow the correct procedure after stalling on the formation lap.

This dropped the title-contending driver from third to 17th, blotting his copybook for the season with a zero score for the weekend. Having entered the event trailing Antonelli by just six points, the margin now stands at 33, a gap wider than that of a race win.

**SAM HALL**

# Rasmussen claims crown in style

**INDY NXT  
LAGUNA SECA (USA)  
9-10 SEPTEMBER  
ROUND 12/12**

Christian Rasmussen clinched the 2023 Indy NXT title with a dominant lights-to-flag drive from pole position to cap the double-header weekend at Laguna Seca.

The 23-year-old Dane was untouchable, leading all 35 laps for HMD Motorsports to win by a staggering 17.8813 seconds – the largest margin of victory in the series this



Rasmussen won race two to complete his fine season

season by more than 10s – over rival Hunter McElrea (Andretti Global, previously Andretti Autosport), who had won the opening race of the weekend. Rasmussen became only the second driver to win championships in Indy NXT, USF Pro 2000 and USF2000, joining current IndyCar Series star Kyle Kirkwood in that exclusive club.

“As soon as I rolled over the startline and got the green flag, I knew I was champion,” Rasmussen said. “From there on out it was just pure enjoyment. It was my last Indy NXT race and I just wanted to enjoy it, and I think I checked all the boxes. Fastest lap, quite a margin at the end, good management of the race. I’m just so happy.”

Andretti’s Louis Foster finished third. However, the Briton missed out on top rookie honours to HMD Motorsports’ Nolan Siegel, who finished seventh to best Foster by a narrow five points.

Rasmussen scored five wins and eight podiums in 2023. With the title, he has earned a prize package towards advancing into the IndyCar series. “I don’t think it has sunk in yet,” he added.

**JOEY BARNES**

## WEEKEND WINNERS

### DTM

#### SACHSENRING (DEU)

- Race 1** Luca Stolz  
Team HRT  
(Mercedes-AMG GT3 Evo)
- Race 2** Mirko Bortolotti (below)  
SSR Performance  
(Lamborghini Huracan GT3 EVO2)

### FORMULA REGIONAL EUROPEAN RED BULL RING (AUT)

- Race 1** Rafael Camara  
Prema Racing
- Race 2** Alessandro Giusti  
G4 Racing

### INDY NXT

#### LAGUNA SECA (USA)

- Race 1** Hunter McElrea  
Andretti Global
- Race 2** Christian Rasmussen  
HMD Motorsports



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# Reddick plays the right hand for playoff win

**NASCAR CUP**  
**KANSAS (USA)**  
**10 SEPTEMBER**  
**ROUND 28/36**

Tyler Reddick took advantage of a late-race caution to pull out a critical NASCAR Cup playoff victory in Kansas.

Denny Hamlin appeared set to sweep victories in both Kansas races this season until Chris Buescher's run-in with the wall with less than six laps remaining set up a two-lap overtime.

With new tyres a big advantage, teams took varying pit strategies. Daniel Suarez stayed out and inherited the lead, three drivers took on only two new tyres, and Hamlin and Reddick went for all four.

At the restart, Reddick got a big run and, with Erik Jones on the outside and Joey Logano in the middle (both with two new tyres), Reddick dived to the inside off Turn 4 to grab the lead for the first time in the race. He then held off his 23XI Racing team co-owner Hamlin to secure the win, which locks him into the playoffs' second round regardless of his finish this weekend at Bristol.

"We had really good pace, but couldn't get ahead of Denny," said Reddick. "Then chaos ensued, people stayed out, some took two tyres and the bottom lane opened up. It was pretty crazy."



Jones ended up third – his best finish of the season – Kyle Larson was fourth and Logano fifth.

While Reddick ensured his first appearance in Cup's Round of 12, regular season champion Martin Truex Jr had another bad performance and finds himself in danger of elimination.

Just four laps into the race, Truex was running in the top five when he blew a right-rear tyre and slammed into the Turn 3 wall, which brought a quick end to his day and left him classified 36th. Last weekend in the playoff opener at Darlington, a loose wheel following a pitstop forced Truex to pit again under green and he finished 18th.

"Just unfortunate and very unlucky," Truex said after his latest incident. "I took off really tight and I knew something was up, and then cut a right rear. Not really sure what happened, obviously, but it blew in the worst place possible."

With one race remaining in the first round of the playoffs, the four drivers lowest in points without a win and in danger of being eliminated from further title contention are Truex, Bubba Wallace, Ricky Stenhouse Jr and Michael McDowell.

JIM UTTER

## WEEKEND WINNERS

**NASCAR CUP**  
**KANSAS (USA)**  
Tyler Reddick  
23XI Racing (Toyota Camry)

**EUROFORMULA OPEN**  
**RED BULL RING (AUT)**

**Race 1** Noel Leon  
Motopark

**Race 2** Noel Leon  
Motopark

**Race 3** Cian Shields  
Motopark

**INTERNATIONAL GT OPEN**  
**RED BULL RING (AUT)**

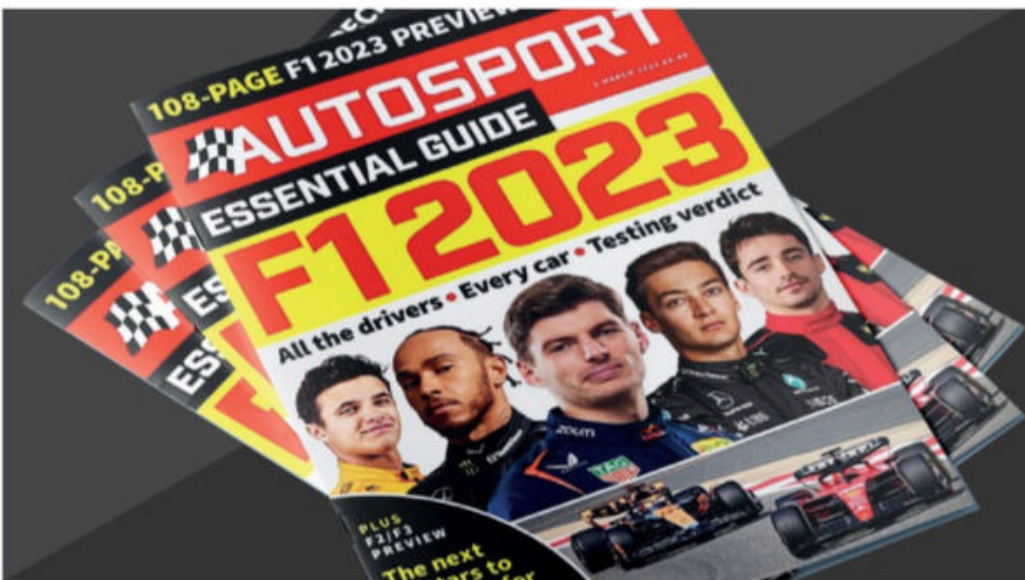
**Race 1** Max Paul/Pierre-Louis Chovet  
Oregon (Lambo Huracan EVO2)

**Race 2** Riccardo Agostini/  
Nicola Marinangeli  
AF Corse (Ferrari 296 GT3)

**NLS**  
**NURBURGRING (DEU)**  
Christian Krognos/Jakub Giermaziak  
Walkenhorst Motorsport(BMW M4 GT3)



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## Martin strikes but Bagnaia battles on

**MOTOGP**  
**MISANO (ITA)**  
**10 SEPTEMBER**  
**ROUND 12/20**

All at once, the 2023 MotoGP San Marino Grand Prix was a case of what if? What if Francesco Bagnaia hadn't been able to return to action a week on from his horror accident? What if Dani Pedrosa hadn't retired in 2018? What if Marc Marquez really does leave Honda for Gresini Ducati? For the lack of on-track action, there sure was a lot to write home about from this year's Misano event.

Tackling the first, Bagnaia's miraculous escape from his Barcelona incident – albeit with a badly bruised right leg – could well prove a pivotal moment for his championship defence.

Having seemingly lost his qualifying mojo, Pramac Ducati's Jorge Martin was back to his brilliant best in time attack after blasting the competition away with his first pole since Valencia last November. He converted that record pole time to a convincing win in the sprint, heading VR46's Marco Bezzecchi and Bagnaia. That allowed him to cut his deficit to the latter in the standings from 50 points to 45.

The 27-lap grand prix run in baking conditions threatened much the same. The lamented impact on *racing* that MotoGP's current ruleset has had continued in Italy. Regardless, though, Martin was on another level.

Bagnaia and Bezzecchi gave a good chase in the early stages of the full-distance race. The top three quite quickly broke away from the KTM pair of Brad Binder and

Pedrosa, who was wildcarding for the second time this season with the Austrian manufacturer. Binder's charge ended on lap eight when he crashed, the South African rejoining to finish down in 14th behind the factory Yamaha of Fabio Quartararo.

The top three ran line astern for much of the first half of the GP. The second half was when Martin kicked into gear. By the start of lap 17, Martin had extended his gap to Bagnaia to half a second.

Bagnaia's bruised leg was making him put more force through his arms to compensate, and this began to drain him of energy. Martin pounced, extending his lead to 1.1s on lap 17 as Bezzecchi – also carrying injury to his hand after being swept up in Enea Bastianini's Barcelona Turn 1 pile-up, which has left the latter out of action until October with several fractures – reeled in the points leader.

At the start of lap 19, Martin was almost two seconds clear and that was the killing blow. Bagnaia fell behind Bezzecchi at Turn 8 on that tour and was quickly dropped by the VR46 rider.

Martin went untroubled to the chequered flag, Bezzecchi valiantly closing the gap somewhat, but not enough to mount any serious threat. Martin's victory – completing his second double of the season – puts him 36 points behind Bagnaia now.

But, had it not been for Bagnaia's determination, Martin's points gain could have been much bigger. Retirement from the GP never crossed Bagnaia's mind, he



Martin was on  
another level, seizing  
second double win of 2023





Marc Marquez teased with hints of shock switch to Gresini



Carrying an injury from Barcelona, Bezzecchi took two second places

would tell the media afterwards, but he was forced to dig deep.

Bearing down on him was Pedrosa. The KTM rider narrowly missed a first MotoGP podium since his final win at Valencia in 2017 in the sprint contest at Misano, and was in an identical situation in the closing laps.

Pedrosa was lavished with praise by his fellow riders all weekend for his ability to continually be competitive despite his age (he's nearly 38) and his time away from racing. Class, as they say, is permanent. But Bagnaia just had enough to come away with a second third place of the weekend to limit the damage to his championship.

Pedrosa was the top KTM rider by miles in the grand prix, with Binder 14th and Jack Miller wiped out by Ducati wildcard Michele Pirro.

Similar could be said of Marc Marquez. On a weekend in which he teased at a potential shock Gresini switch, he once again proved how utterly invaluable he is to Honda. Gambling on a soft rear tyre in the incessant heat, Marquez took the chequered flag on Sunday in seventh – marking his best grand prix result since last October's Malaysian GP. He later said it was the “perfect race”, even if the way to produce it is still far from optimal. The next best Honda was Stefan Bradl in 18th.

What happens next in the Marc Marquez saga is unknown, as speculation continues to swirl. What is clear, however, is that Honda needs him more than he needs it.

**LEWIS DUNCAN**

## RESULTS ROUND 12/20, MISANO (ITA), 10 SEPTEMBER (27 LAPS – 70.900 MILES)

POS	RIDER	TEAM	TIME
1	<b>Jorge Martin</b> (ESP)	Pramac Ducati	41m33.421s
2	<b>Marco Bezzecchi</b> (ITA)	VR46 Ducati	+1.350s
3	<b>Francesco Bagnaia</b> (ITA)	Ducati	+3.812s
4	<b>Dani Pedrosa</b> (ESP)	KTM	+4.481s
5	<b>Maverick Vinales</b> (ESP)	Aprilia	+10.510s
6	<b>Miguel Oliveira</b> (PRT)	Aprilia RNF	+12.274s
7	<b>Marc Marquez</b> (ESP)	Honda	+13.576s
8	<b>Raul Fernandez</b> (ESP)	Aprilia RNF	+14.091s
9	<b>Luca Marini</b> (ITA)	VR46 Ducati	+14.982s
10	<b>Johann Zarco</b> (FRA)	Pramac Ducati	+15.484s
11	<b>Alex Marquez</b> (ESP)	Gresini Ducati	+15.702s
12	<b>Alex Espargaro</b> (ESP)	Aprilia	+15.878s
13	<b>Fabio Quartararo</b> (FRA)	Yamaha	+15.898s
14	<b>Brad Binder</b> (ZAF)	KTM	+23.778s
15	<b>Franco Morbidelli</b> (ITA)	Yamaha	+24.579s
16	<b>Augusto Fernandez</b> (ESP)	GasGas Tech 3 KTM	+31.230s
17	<b>Fabio Di Giannantonio</b> (ITA)	Gresini Ducati	+32.537s
18	<b>Stefan Bradl</b> (DEU)	Honda	+35.330s
19	<b>Takaaki Nakagami</b> (JPN)	LCR Honda	+43.601s
R	<b>Pol Espargaro</b> (ESP)	GasGas Tech 3 KTM	15 laps-accident
R	<b>Joan Mir</b> (ESP)	Honda	10 laps-accident
R	<b>Jack Miller</b> (AUS)	KTM	9 laps-accident
R	<b>Michele Pirro</b> (ITA)	Ducati	9 laps-accident

**Winner's average speed** 102.364mph. **Fastest lap** Bagnaia 1m31.791s, 102.987mph.

**QUALIFYING 2** 1 Martin 1m30.390s; 2 Bezzecchi 1m30.787s; 3 Bagnaia 1m30.826s; 4 Vinales 1m30.916s; 5 Pedrosa 1m31.023s; 6 A Espargaro 1m31.082s; 7 Binder 1m31.103s; 8 Marini 1m31.210s; 9 M Marquez 1m31.223s; 10 Oliveira 1m31.277s; 11 A Marquez 1m31.278s; 12 R Fernandez 1m31.341s.

**QUALIFYING 1** 1 Oliveira 1m31.272s; 2 A Espargaro 1m31.429s; 3 Quartararo 1m31.467s; 4 Pirro 1m31.533s; 5 Bradl 1m31.560s; 6 Zarco 1m31.667s; 7 A Fernandez 1m31.678s; 8 Miller 1m31.713s; 9 Morbidelli 1m31.845s; 10 Nakagami 1m31.851s; 11 Giannantonio 1m31.914s; 12 Mir 1m31.944s; 13 P Espargaro 1m32.140s.

### SPRINT RACE (13 LAPS – 34.137 MILES)

1 Martin 19m58.785s; 2 Bezzecchi +1.445s; 3 Bagnaia +4.582s; 4 Pedrosa +4.772s; 5 Binder +4.931s; 6 Vinales +6.062s; 7 Marini +6.519s; 8 A Espargaro +7.893s; 9 A Marquez +9.264s; 10 M Marquez +11.318s; 11 R Fernandez +13.365s; 12 Oliveira +13.788s; 13 Quartararo +14.243s; 14 Zarco +14.154s; 15 Miller +17.421s; 16 P Espargaro +17.451s; 17 Giannantonio +18.133s; 18 Morbidelli +19.749s; 19 A Fernandez +20.403s; 20 Pirro +21.454s; 21 Nakagami +21.962s; 22 Bradl +23.672s; 23 Mir +36.100s.

**Winner's average speed** 102.514mph. **Fastest lap** Bezzecchi 1m31.342s, 103.493mph.

**RIDERS' CHAMPIONSHIP** 1 Bagnaia 283; 2 Martin 247; 3 Bezzecchi 218; 4 Binder 173; 5 A Espargaro 160; 6 Zarco 147; 7 Marini 135; 8 Vinales 128; 9 A Marquez 108; 10 Miller 104.

**CONSTRUCTORS' CHAMPIONSHIP** 1 Ducati 416; 2 KTM 234; 3 Aprilia 218; 4 Honda 105; 5 Yamaha 105.



Podium trio Bezzecchi, Martin and Bagnaia

## WEEKEND WINNERS

### MOTO2

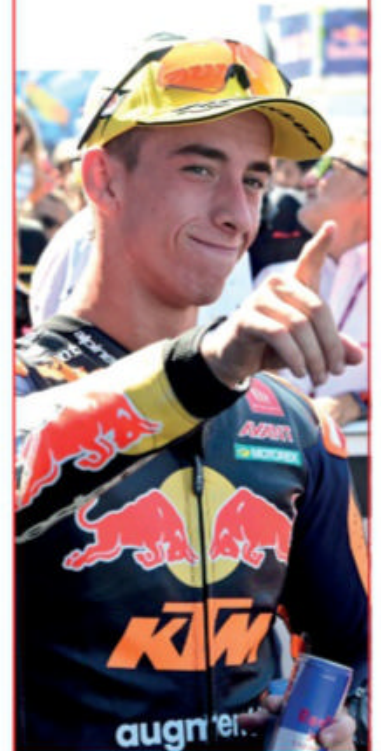
#### MISANO (ITA)

Pedro Acosta (below)  
Ajo Motorsport (Kalex)

### MOTO3

#### MISANO (ITA)

David Alonso  
GasGas Aspar (GasGas)



## NEXT MOTOGP REPORT

Indian GP  
28 September  
issue



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#### Stores Operative - The Person

- Flexible and available to work long days. Experience of working within a stores environment is an advantage but not essential. Computer literate with a knowledge of Microsoft and ERP systems would be ideal.
- Being comfortable to working unsupervised is also a requirement for this position.
- A valid driving licence will be needed for this role. Forklift truck training will be provided, if required.

#### Our offer to you:

- Along with a competitive salary, we offer a range of excellent benefits including pension, free onsite gym, subsidised canteen and many others.
- Alpine F1 strives to be diverse and inclusive, a place where we can all be ourselves. We welcome people from all backgrounds, ethnicities, cultures, and experiences. We are committed to making a consistent, top down effort to be role models on what diversity, inclusion and belonging means in society.
- Along with a competitive salary, we offer a range of excellent benefits

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- Oversee the delivery of highly personalized, highly targeted programmes that drive revenue back to F1 - F1 Store, F1 Tickets, F1 Authentics, etc
- Ensure all contractual obligations are met across licensees and partners.
- Oversee and support the growth in players and engagement for F1 Fantasy.
- Oversee and support the growth of fans engaging with F1 Esports.
- Continue to grow the number of data collection points across the F1 eco-system and the depth of data collected at each point.
- Line manage a Marketing Executive

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- Experience in a customer marketing role – client or agency side – managing lifecycles
- Experience driving growth (data records and revenue) from a complex database with highly personalised communications
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- Ability to understand data to drive changes in fan behaviour
- Able to prioritise workload in a high output environment
- Able to filter high volumes of information to focus on key insights
- Working knowledge of communication channels
- Personable with ability to persuade and influence stakeholders
- Collaborative and influential communicator in-person and virtually
- Display self-motivation and a self-starter mentality

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### SENIOR MECHANICAL DESIGN ENGINEER Haas F1 Team

#### Key Responsibilities:

- Promote teamwork and effective communications to develop working relationships between all staff and departments of the team.
- Design of components and mechanical assemblies related to the F1 chassis. The activity consists of the study and design of components through solid modeling, surface modeling and 2D drawing with the aim of obtaining reliable, high-performance solutions and optimized sizing.
- The perimeter of the components involved covers suspensions, wheels, hydraulic, fuel and cooling systems, including also the equipment for the homologation of the car and its handling on the ground (for example legality checks, equipment for pit stops, etc.).
- The design activity also includes technical support to MoneyGram Haas F1 Team external suppliers, with the aim of increasing the efficiency of the design and of the production process and in order to improve the quality of the final products.
- Follow all safety rules in all locations.
- Other tasks assigned by their Manager.

#### Education and work experience:

He must have a degree in mechanical engineering with over 5 years of work experience, where at least 3 years must have been in a professional motorsport's environment (F1 is preferred).

#### Specialized knowledge and skills:

- Communication, ability to work under pressure, self-motivation, time management, conflict resolution, adaptability, readiness to learn, etc.
- Able to work in a team environment at a very high level and a positive work attitude.
- Knowledge of the correct method to use tools and equipment.
- CAD systems: CATIA V5 / V6.

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### CREW CHIEF Iron Lynx

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Presence at the workshop (Cesena, IT) and travel to racetracks are requirements.

#### Key Responsibilities:

- Work closely with Technical Director, Team Manager and Workshop Manager.
- Planning workload of the crew and recognize priorities in doing so.
- Oversee the maintenance and repair of all equipment and vehicles.
- Develop and implement a work ethic within the Team.
- Lead a group of people, providing guidance and training.
- Set and respect deadlines.
- Promote teamwork and a positive learning environment.
- Coordinate different departments.
- Maintain accurate records of all the activities.
- Report reliability issues and seek solutions with engineering team.
- Assist with freight and travel planning and manage trackside activities.

#### Required Skills:

- Previous experience in a leadership position
- Ability to work independently and as a part of a Team.
- Languages: English (additional languages are considered a plus)
- Use of PC – Microsoft Office required.
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### HR MANAGER M-Sport

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**Key Responsibilities:**

- Develop and execute HR initiatives aligned with overall business strategy.
- Ensure compliance with employment laws and regulations.
- Develop and administer HR policies, procedures, and programs.
- Manage the recruitment process, from sourcing to onboarding of new employees.
- Create and implement effective staff retention strategies.
- Oversee employee relations, providing guidance to managers and employees.
- Facilitate training and development programs to enhance employee skills and capabilities.
- Manage the performance appraisal process.
- Handle confidential HR matters with discretion and sensitivity.

**Qualifications:**

- Proven experience in an HR role in a company of a similar size.
- Associate or Chartered membership of the CIPD (or equivalent).
- In-depth knowledge of employment regulation and HR best practices.
- Strong leadership, communication, and interpersonal skills.
- Excellent organisational and time-management skills.
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### VEHICLE SCIENCE SOFTWARE ENGINEER Mahindra Racing

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- Working with the vehicle science team to elicit and specify requirements.
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  - Vehicle setup configuration and analysis.
  - Vehicle and system models.
  - Optimal control solvers.
  - Race energy planning
- Delivering tested and verified robust solutions

**Qualifications, skills and experience required:**

*Essential:*

- A degree in a related discipline.
- Excellent communication skills.
- Experience in requirements elicitation, analysis and specification.
- Good knowledge of C#, WPF, SQL and database schemas.
- Familiarity with race car vehicle dynamics and setup procedures.

*Desirable:*

- Experience developing vehicle models and solvers.
- C++.
- Matlab and Simulink.
- CUDA.
- Winforms for legacy applications.

**Personal Profile**

- Used to working to own initiative
- Effective written and oral communication skills in English
- Works methodically with attention to detail
- Leads by example, can and will motivate his/her team & peers
- Personal flexibility to work hours as required including from time to time working in weekends
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- Wind tunnel model installation and pre-session runs and checks.
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- Filling in check sheets and logbook for each run.
- Checking and validating data from the wind tunnel for each run.
- Identifying any potential or actual problems with the wind tunnel and its related systems.

**What we are looking for:**

- The ideal candidate for this role will ideally have knowledge of Wind Tunnel systems and Aerodynamic testing.
- In addition, they will also be a confident communicator, have good interpersonal skills and be able to plan and organise their own workload, whilst working under pressure.
- The candidate will also be computer literate and have a flexible approach to work. Knowledge of electrical instrumentation, data acquisition and Pi Diablo software or similar programs would be advantageous.
- As well as experienced candidates, we would welcome the opportunity to speak to those who show a clear interest in this area and have a drive to learn and develop into this role.

**What we offer:**

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### DATA SCIENTIST Red Bull Racing

**Job Description**

- We are looking for a highly motivated Data Scientist to join the Machine Learning and Data Science Team and contribute state-of-the-art Machine Learning techniques with the goal of improving overall car performance.
- Working within the Technology & Analysis Tools department from our Milton Keynes campus, our mission is to develop the technology that enables our engineers to develop championship winning Formula 1 cars. This is a unique opportunity to make a significant contribution to technology that will define the way we exploit car performance in the future.

**The impact you will have**

- Develop Machine Learning and Data Science tools that improve our understanding of vehicle performance and design
- Collaborate with stakeholders and engineers in the Vehicle Performance, Aerodynamics, Vehicle Design and Power Unit departments to understand how Data Science can enhance existing practices
- Work alongside a team of highly skilled software engineers to put models into productions
- Review state-of-art literature and research in domains including Linear Algebra, Optimization, Timeseries, Computer Vision and NLP

**What we look for**

- Educated to degree level or equivalent, ideally a MSc or PhD in Applied Mathematics, Machine Learning, Engineering or similar quantitative field
- You will have previous experience within industry (or the equivalent in a post-Doctoral position)
- Experience working with and analysing large datasets and timeseries data

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Title joy for Mills, Reade and Slater at Brands

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## Harper and Leung victory sets up British GT showdown

BMW pair avoid the chaos and close on Adam and Cottingham with crucial win



Vegter triumphs, Ericsson champion at **Santa Pod**



Blackburn grabs **Leinster Trophy** glory



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# TIME TO REALLY TEST YOURSELF

*If you're a racing enthusiast who fancies having a go but haven't yet taken the plunge, a trip to Bedford could provide the nudge you need*

**TOM JEFFRIES**

PHOTOGRAPHY **PALMERSPORT**

**N**estled deep in the Bedford countryside is RAF Thurleigh, a former Royal Air Force station used throughout the Second World War by British and American bombers. Following the war it helped in the development of a number of planes, including the Harrier and Bristol Brabazon.

While the airfield closed in 1997, it's now home to vehicles that are no less noisy and no less interesting – racing cars. Bedford Autodrome, as it's now known, is home to PalmerSport – a trackday experience launched by ex-Formula 1 driver Jonathan Palmer. Calling itself “the world's greatest driving event”, it offers guests the chance to get behind the wheel of a wide variety of cars to push the limits in an event like no other.

Your writer attended the event in July, and the day started with breakfast. There were eight of us in the group, six of whom were work colleagues and another guy on his own, all of us slightly nervous and excited about the day ahead. We were introduced to our host and pro driver who would be looking after us (we had Steve Morris, a former Formula Ford racer), watched a briefing featuring F1's own Martin Brundle, grabbed a balaclava and name tag, and then it was outside into a minibus to be shuttled to our first events – Land Rover Defenders and Caterham Pursuit.

Unlike the rest of the day these elements are more about precision than outright speed, testing your ability to place the car where it needs to be. They're a reminder that, while fast is fun, accuracy and car control will win the day.



Land Rover element tests driver accuracy

Once everyone had finished the two events it was back to the shuttle and onto our next part – the JP-LM. The Le Mans-style car offered us our first experience of downforce, and runs on the 1.85-mile West Circuit. This taste of grip and speed would also help to prepare us for the upcoming ‘F3000’.

Not only was the JP-LM our first car with downforce, it was the first with an instructor at speed. Knowing that race car engines are much too loud to shout over, PalmerSport has equipped their cars with two-way radios to connect driver and instructor. The instructor came through loud and clear, coaching me through





PHOTOREVIEW

each corner, though my microphone was scarcely used – I was much too focused on little things like not crashing (though I did manage a “whoops, sorry” when I completely blew a corner).

With the 0.24 Hours of Bedford over it was back to basics with karts, before moving onto the main event – the F3000. Its lineage can be traced back to the Van Diemen Formula Palmer Audi chassis, rather than the F1 feeder series of the 1980s-2000s, but it has been extensively developed and upgraded. This was the car that I signed up for, and it came with another Brundle briefing. While the instructional video covered everything you’d expect – how to drive it, safety, racing lines and so on – it ended with a demonstration of what happens if you don’t abide by these safety instructions. An ominous warning from Brundle was followed by onboard footage showing a former guest getting overambitious with an overtake, making contact with the car ahead and sending them into a full barrel roll. It was a sobering reminder of what we were letting ourselves in for; no instructors in the single-seaters.

Once in the cars we got a final instruction on controls, a warning not to set off the fire extinguisher (which is apparently surprisingly common), and we were off. The F3000 run is on the same track as the JP-LM, so you already know your way around by the time you trundle out of the pits. A lap to warm the tyres, then push.

The car was visceral. It was loud, it was quick, it wanted to be pushed. It wanted to go faster than you were driving it, and with every corner it told you that it had more. It. Was. Fantastic.

Feeling like the next Lewis Hamilton (*steady on! – ed*), I used all of my sim racing-honed skills to push the car. Brake a bit later there. Get more on the apex there. Carry the speed more through that corner. Teasing the limit was the name of the game, and I felt like I was dancing on that narrow line. Then I spun.

It’s a tale as old as time – driver gets in car, driver pushes, driver gets overconfident, driver makes error. Thankfully Bedford Autodrome has a mass of run-off and very few walls to collide with so, with the dust settled and my pants just about intact, and with the knowledge of where the limit was some way behind me, it was straight back to pushing.

I got to a point where I felt I had a lot of good corners – maybe not all on the same lap, but good nonetheless – and suddenly it

was over. Leaving part of my heart behind on the West Circuit, I came in and checked the times: first, and by a second and a half (with the eighth-fastest time of the year at that point, which has already been bumped off the leaderboard).

Still coming down from the adrenaline high of the F3000, we were transported back to base for some lunch. It gave everyone a chance to sit down together and trade stories from the first half of the day, refuel, and look forward to the remaining half of the day.

This structure hasn’t come together by accident, of course – it’s been a winning formula for years. “Jonathan Palmer and Lisa Davis developed the format of the day when they first started

*“We’ve changed the vehicle line-up multiple times over the years to offer something new for repeat guests”*

running corporate driving events at Bruntingthorpe in the 1990s,” says Bedford Autodrome venue manager Sonia Vann. “And it’s barely changed since then, as it worked so well. The timetable stays the same every day, whether we run one team or a full day of up to 75 guests. Clearly, we’ve changed the vehicle line-up multiple times over the years to offer something new for repeat guests and to keep people wanting to come back year after year.”

First order of business post-lunch was heading over to the 1.5-mile South Circuit for some laps in a BMW M4 GTP. Going from the comparatively spartan Caterham and F3000 earlier in the day into a (relatively) huge, heavy BMW was surprisingly easy. My instructor, Mazda MX-5 racer Jordan Pimley, encouraged me to drive it hard and rely on the electronics to sort everything out.

By the end of the drive I’d put in a 1m03.98s lap, which he said was within a second of his fastest time. In no way would I have come close to that time without him telling me what to do, me acting as a mere puppet behind the wheel following his instructions with a little bit of autonomy, but it gave a boost to my ego heading into the final two events. >>



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*“We want people to get behind the wheel of cars they would never normally get to drive”*

And this is what the aim of the day is – giving you the feeling, however fleeting, of being a real racing driver. “Essentially we want all our guests to have the best and most exhilarating driving experience, whether they are a complete novice or a serious aspiring racer,” says Vann. “We pride ourselves in being able to tailor each guest’s session to suit their needs and, due to the unique nature of the circuit layouts, we can give them the confidence to reach limits they never knew they had, and to drive faster than they ever thought possible! We want people to get behind the wheel of cars they would never normally get the chance to drive on track, and prove to themselves that they can do it – and ultimately have one of the best days of their lives.”

Our penultimate drive was in the Caterham PalmerSport Edition, and here came one of my favourite moments of the entire experience. Steve, our pro/minibus driver for the day, was my instructor. In his own words he had “very little self-preservation”, which is exactly what you want to hear from your instructor when getting behind the wheel...

Like the other instructors, Steve wanted me to push, and I wanted to push. Driving a Caterham, foot flat in third, fighting it through a corner while your instructor giggles and encourages you to abuse the track limits in a way that would make IndyCar drivers blush is a great feeling, and isn’t one you’ll get elsewhere.

And that’s what sets PalmerSport apart from the average trackday you pick up next to the tills at Boots. The instructors there encourage you to treat these machines as the racing cars they are, not as a number on a profit-and-loss sheet that needs to be driven



‘F3000’ car was a big highlight

delicately to make it last. They understand that if you’re here it’s because you’re a fan of hard driving, and they’re happy to oblige.

The final drive of the day was the Ginetta G56 GTA. A new edition to the fleet, the car replaced the Renault Clio in March and is driven on the one-mile North Circuit.

The windscreen was small and offered little visibility, the brakes required a hard stomp before the ABS would kick in, and the rear liked to dance through corners. It felt like a race car and, for my time behind the wheel, I felt like a race car driver.

And then it was over. Heading to my car with the trophy for the fastest F3000 lap (which sits in pride of place on my desk, thanks for asking), two things were certain. The first was that the over two hours of motorway driving I had ahead of me were going to feel very slow. The second? That I *had* to find a way to do it again. 🏆



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Ex-Red Bull driver beat Button  
in Fordwater Porsche race



JBLOXHAM

ALL PHOTOGRAPHY  
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# Webber makes Revival debut in Porsche

## GOODWOOD REVIVAL

Mark Webber finished fifth on his Goodwood Revival race debut in last Saturday's Fordwater Trophy for pre-1966 Porsche 911s.

The nine-time Formula 1 race winner shared Bonamy Grimes's entry in the endurance event, in which all cars ran on sustainable fuel.

From ninth, Grimes ran in the top eight before handing over to the 47-year-old Australian. Webber set a series of best laps

for the car on his way to fifth. His 1m34.811s fastest lap outpaced 2009 F1 world champion Jenson Button's 1m36.252s, set en route to ninth in Mark Bates's car.

"The 911s of that time are challenging to drive on the limit and it was a very competitive and talented field, but it's been thoroughly enjoyable," said Webber. "The Revival has provided a great re-entry into the sport for me – it's amazing to see the passion, enthusiasm and sporting rivalry of those involved."

British Touring Car racers Rory Butcher and George Gamble also starred in the 48-minute encounter. Gamble finished third on the road in Two-Litre Cup series leader Seb Perez's car, but fell 0.776 seconds short of overcoming a 10s penalty for a pitstop infringement. Butcher/William Paul thus completed the podium.

Matthew Holme and Andrew Jordan won the race, Jordan setting the benchmark lap time of 1m33.170s.

KEVIN TURNER

## New BRM V16 leads a race at Goodwood

### GOODWOOD REVIVAL

The BRM V16 P15 continuation car led a race for the first time at the Goodwood Revival last weekend.

Rob Hall of marque specialist Hall & Hall qualified chassis IV – a joint project with the Owen family that owns BRM – second for the Goodwood Trophy race despite stopping early to investigate a vibration.

The BRM stormed off the line to lead a phalanx of ERAs in the race for 1930-51 Grand Prix and Voiturette cars.

Hall and Mark Gillies (ERA R3A) swapped the lead several times and both had offs as the track became slippery with oil. Gillies went off at the chicane, while Hall visited the grass at Madgwick and St Mary's but was still in contention on lap seven of 13 when the BRM started to run lean. Hall retired on lap eight having set a best lap of 1m33.162s, just shy of the race's fastest, set by Gillies, of 1m32.835s. On its debut at the 2022 Revival, the V16 lapped in the 1m37s and 1m38s.

"Last year it wasn't revving



Hall's BRM led Gillies  
prior to its retirement

JBLOXHAM

properly and we realised we had a bearing in the supercharger seizing up," said Hall, who confirmed that Hall & Hall has started running different spark plugs. "It was fantastic – I was revving it to 11,000rpm. It was good on the brakes and handled quite nicely, but the ERAs have got more torque off the corners because their superchargers are working all the time and

our centrifugal supercharger has to spin up to speed.

"We're happy. That showed off a V16 sounding as it should and we're still learning about it."

Gillies seemed set to take victory, only for the ERA to be pipped by 0.103 seconds on the final lap after being outdragged by the Alta of Ian Baxter on the run to the line.

KEVIN TURNER





**DRAMATIC DEBUT FOR O'NEILL-GOING** Jenson O'Neill-Going's Fiesta Junior debut ended in spectacular fashion with this roll at Donington Park last weekend. The son of Jamsport team principal Jamie Going qualified 10th among the 26-car entry in his Mk6 ST. The first race was stopped when Luke Hilton rolled after the chicane's marker tyres were knocked into his path. The second attempt was also red-flagged – and subsequently abandoned – after O'Neill-Going was tagged as the pack negotiated the Craner Curves and was launched airborne. He walked away unharmed. **Photographs by Mick Walker**

## John Quenby 1941-2023

### OBITUARY

John Quenby, who died aged 81 of cancer on 29 August, was one of the most influential figures in British motorsport as chief executive of the RACMSA (now Motorsport UK) from 1990 until his retirement in 2001.

'Q', as he was widely known, joined the MSA from a successful career with Granada plc and worked closely with then-FIA president Max Mosley to ensure that the UK's voice was heard on the global stage, whether in racing,

rallying or other matters.

Quenby was an architect of the association with the Welsh Assembly Government that led to Rally GB being supported by it and largely run in the country's forests from 1997-2019.

He competed as a young man in 1963-64, driving the uniquely bodied ex-John Barber/Sir Clive Edwards Cooper-Bristol CB7/52 sports-racer, which he bought back in 1997, restored over several years and sold again.

As a World Motor Sport Council member and international steward,

Quenby attended countless races and rallies, and famously overturned a ban on MSA staff competing because he felt that it broadened their experience.

A race in Duncan Rabagliati's Formula Junior Alexis HF1 at Mallory Park in April 2001 resulted in Q acquiring Elva 100/26A, which he campaigned nationally before venturing to Pau. The 2003 Goodwood Revival was his swansong.

Autosport offers its condolences to Q's wife Frances and family.

**MARCUS PYE**



# Podiums for supercharged Cup 400 car on successful first race outing

## MAGNIFICENT SEVENS

A supercharged version of the Cup car developed by Atomic Racing and engine builder RLM made a successful debut at Donington Park earlier this month.

The Cup 400 machine is based upon the 200 car for which there is a championship within the 750 Motor Club's Sports 1000 category, but features double the power from the 1.3-litre Suzuki engine thanks to the addition of a supercharger. There are also uprated brakes, suspension and exhaust to handle the extra performance.

RLM boss Richard Webb guided the Cup 400 to two podiums in the Magnificent

Sevens races at the Caterham 50th Festival event and believes there is more potential to be extracted from the car.

"This has been one of the most exciting engine projects yet for RLM and we're delighted with the power output and delivery – the 400 retains the 200's fun characteristics of excellent front-end response to driver input while being driven on the throttle from the rear," he said. "With a bit more fine-tuning we know there is more lap time to come and next time we'll be going for outright wins."

It is intended that the Cup 400 can be used across a variety of disciplines, including hillclimbs and sprints.



Webb raced Cup 400 in Magnificent Sevens

MICK WALKER

# TCR UK champion Kent to join Civic Cup

## CIVIC CUP

Two-time TCR UK champion Lewis Kent will contest the final two rounds of this year's Civic Cup, starting at Silverstone later this month.

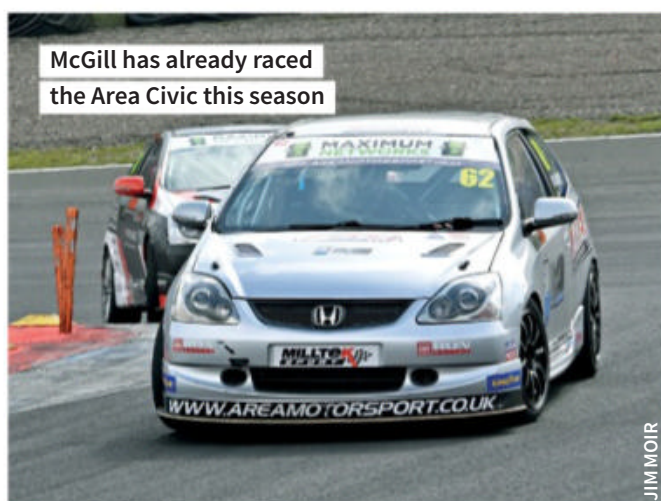
Kent took the TCR UK title in 2020 and 2021 in a Hyundai i30 N run by family team Essex &

Kent Motorsport. He switched to a Hyundai Veloster for last year's championship, finishing fourth in the standings, before stepping back to support younger brother Bradley's 2023 campaign.

Kent will now return to the driver's seat in Area Motorsport's spare EP3-model Civic. The car took the 2022 title with Matt Luff and has been raced this year by a rotating cast including MG Trophy champion Sam Kirkpatrick and Focus Cup title winner Liam McGill.

"It'll be good fun," said Kent, who is considering a switch to the GT racing arena, potentially via the Porsche Carrera Cup. "It'll be nice to see whereabouts I match up against the boys that are regularly out there. We'll do one test day, so limited experience in the car – never been in one before – so we'll see how it goes. I don't think there's a front-wheel-drive tin-top car that I'd be slow in."

MARK PAULSON



McGill has already raced the Area Civic this season

JIM MOIR

## WATTS'S EVENTFUL BOW

Josh Watts, son of successful single-seater and sportscar racer Danny Watts and ex-British Touring Car driver Fiona Leggate, was another to have an eventful Fiesta Junior debut at Donington Park. Watts, who has no karting experience, joined 20Ten Racing after limited testing. Technical problems in practice reduced Watts's running and he then crashed at the Old Hairpin on his third qualifying lap. After the first race's abandonment, he joined the second from the pits and set mid-pack lap times. Watts plans a full season next year.

## WOODPECKER HIGH-FLIERS

Ford Escort Mk2 pair Joe Price and Chris Brooks emerged victorious in the historic section of Saturday's Woodpecker Stages, round five of the British Historic Rally Championship. Top BHRC scorers were Roger Chilman and Patrick Walsh in third in their Escort. Arron Newby and Jamie Edwards (Skoda Fabia R5) won the event overall after a fierce battle with Elliot Payne and Tom Woodburn in their Ford Fiesta Rally2, triumphing by three seconds.

## CROSS COUNTRY BACK

The Motorsport UK British Cross Country Championship, which features specially modified off-road vehicles, is set to return next season after a two-year absence. Clerk of the course Jon Aston will head up the revamped category. "The 2024 championship will see some changes to the organising team and the event structure in a bid to freshen up the championship, hopefully our customers will like it!" he said.

## HARRIS TAKES BRISCA WIN

Tom Harris won his fourth BriSCA F1 World Championship title at Northampton Shaleway on Saturday. Harris had to survive a big hit from former champion Lee Fairhurst in the restarted race's early stages (below), which sent both clattering into the Turn 1 fence. Fairhurst was forced to retire, and Harris handed the lead to the repaired car of Mat Newson. But Harris soon passed Newson, after another stoppage, to win.



MARVIN HALL



# McKennas back in motorsport with new team

## GINETTA

Brothers Scott and Ben McKenna returned to the paddock last weekend at Brands Hatch at the helm of their new team.

McKenna Driver Development, or MDD Racing, competed in its maiden weekend of racing, running father-and-son pairing Paul and Felix Livesey in the Ginetta GT Academy and Ginetta Junior respectively.

Scott McKenna claimed the 2019 Ginetta GT5 Challenge title, moved up to the Carrera Cup GB the following season, and embarked on a part-time campaign in British GT with a Toyota GR Supra in 2021.

Younger brother Ben also contested the GT5 Challenge during 2021, but both missed out on racing in 2022 due to a lack of budget, instead doing development work for Ginetta and in rallying prior to setting up their new venture.

“It’s our first go at it and, as time goes on, everything is just coming together,” said Ben.



Ben (left) and Scott McKenna have set up MDD Racing

“At the ages of 19 and 21, we’re the youngest team owners in Ginetta’s history. These guys [the Liveseys] approached us and this is going to be for the foreseeable. We’re only going to be running Ginettas, it’s a case of stick to what we know, but hopefully we can get another two or three drivers next year.”

Ben admits that the brothers still intend to return to racing at some stage. “The plan will be to do British GT together and have a

customer team,” he added. “We’ve wanted to do something together and fingers crossed we can get the budget because we don’t want to be paying out of our own pocket. Budget, that’s the only limiting factor in this sport.”

Livesey Sr took a best result of 10th in the weekend’s second GT Academy race, while Livesey Jr’s best result in Juniors was 14th in the opener.

STEFAN MACKLEY

# Champion Reade eyes British GT move in 2024



Reade won the first GT Championship title

## BRITISH GT

Newly crowned Ginetta GT champion Luke Reade is targeting a possible move into the British GT Championship for 2024 with Wolf Motorsport.

The 29-year-old headed to Brands Hatch last weekend on the cusp of the inaugural Ginetta GT Championship title for the

G56 machines. Reade sealed the title with victory in the first race after passing polesitter Ruben Hage on the opening lap. It was the first time he has scored a race win at the Kent venue, his local track.

“Ginetta have been good to me for a few years, they were gracious enough to help me get on the grid this year,” said Reade, who

claimed the G55 Pro class in the British Touring Car Championship-supporting GT4 Supercup last season.

“Next year, hopefully, we’ll be in British GT, that’s what myself and the team would like to do – I only want to do it with Wolf. There’s lots to do, but we’ve got the building blocks in place for sure.”

STEFAN MACKLEY

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**TUTHILL'S REVIVAL EXIT** Porsche specialist Richard Tuthill walked away from this dramatic accident in last Saturday's Fordwater Trophy for pre-1966 911s running on sustainable fuel. The crash at Madgwick brought out the safety car and prevented three-time British Touring Car champion Gordon Shedden from taking over.  
**Photograph by Joy Richings**

## Full-time British GT deal the goal for Short after 'steady' debut

### BRITISH GT

Ex-British GT driver Martin Short says talks are under way to keep son Morgan on the grid next year after a "steady" debut in the championship at Brands Hatch.

Short Jr competed alongside Tom Holland in the Raceway Motorsport Ginetta G56 GT4 last weekend and, while car problems limited his Sunday progress to 12th in class, the 21-year-old showed his pace in qualifying, setting the fastest time out of the team's four drivers.

Short Sr is hopeful that this turn of speed will lead to a 2024 seat. "We have been talking about it," he said. "We'd love to do it with these guys next year. We've had a fantastic weekend, the team are brilliant. It's every driver's hope to get into British GT if you're a GT driver and it's like a merry-go-round. You're waiting to see if you can jump on it.

"To say, 'I've done a British GT race, I never made a single mistake and I did a good job', the team are all chuffed to bits."

**SAM HALL**



### RATEL JR'S BRANDS BOW

Max Ratel, son of SRO founder Stephane, made his motorsport debut at Brands Hatch last weekend in the Ginetta GT Academy. Ratel Jr competed in three races around the Kent venue's Grand Prix layout with W2R. He finished 15th in the opening race, retired in the second, before claiming his best result of the weekend in the final race with 13th.

### ANNIVERSARY CELEBRATION

The CNC Heads Sports/Saloon Championship will hold a special celebration of its 40th season at its 2023 finale at Oulton Park on 14 October. The series attempted to boost grid numbers for its anniversary year with several initiatives, including a reduction in entry fees, and these proved popular with 39 cars entering its Donington Park round. In its history, over 460 races have been held with over 700 different drivers taking part.

### MERRIGAN REMEMBERED

Mondello Park remembered motorsport stalwart Mick Merrigan at last weekend's Leinster Trophy meeting with a poignant minute's silence ahead of the race on Sunday. This was especially fitting, with Formula Vee getting the nod from the Leinster Motor Club to race for the famous trophy. Merrigan was the first ever Irish Formula Vee champion over 40 years ago.

### STARS CAUGHT OUT IN RAIN

Goodwood aces Alex Buncombe and Andrew Jordan were both victims of a sudden downpour during the RAC Tourist Trophy Celebration last Sunday (below). Buncombe crashed the AC Cobra started by Jack Tetley at Madgwick and was immediately followed by 2013 British Touring Car champion Jordan in Adrian Willmott's Bizzarrini 5300GT. Red flags flew but both drivers emerged unscathed. The restarted race for closed-cockpit 1960-64 GT cars and prototypes was eventually won by the Jaguar E-type of Andy Priaulx/William Paul.







## Century victory sets up British GT title decider

**BRANDS HATCH**  
**BRITISH GT**  
**9-10 SEPTEMBER**

Dan Harper and Darren Leung denied Jonny Adam and James Cottingham the opportunity to close out the British GT3 title by taking victory in a frenetic two-hour affair on the Brands Hatch Grand Prix layout last Sunday.

Cottingham lined his 2 Seas Motorsport Mercedes-AMG GT3 up on pole position knowing that victory would seal the title regardless of where his rivals finished, and he was joined by title protagonist Leung's Century Motorsport BMW M4 GT3 on the front row. Their elevated starting positions proved advantageous when they were among the few who avoided the Paddock Hill Bend mayhem caused by Ian Loggie's

Mercedes spinning after contact from John Ferguson. The contact caused chaos as drivers dived left and right to avoid Loggie's stricken car, which had been left broadside across the track, with the Sky Tempesta Racing McLaren 720S of Kevin Tse also caught up in the melee. Officials awarded RAM Racing Mercedes driver Ferguson a stop/go penalty, although he maintained that the collision was a racing incident.

This all somewhat masked the fantastic start of Barwell Motorsport driver Shaun Balfe, who was able to force his Lamborghini Huracan past Leung's BMW into second on the short run to Paddock.

Aside from Andrew Howard pushing Leung back to fourth after the BMW hit dropped fluid, the lead positions remained stable through the opening stint, with

Cottingham gradually stretching away, although he was kept honest by Balfe prior to the first safety-car intervention. On 40 minutes, the field was neutralised following an incident between Richard Neary and Mark Smith, the Abba Mercedes driver having run wide at Stirling's before taking himself and Smith off at Clearways.

With the leading pair separated by a GT4 entrant at the restart, Cottingham was able to quickly amass a seven-second lead, although this was rendered null a handful of laps later when Simon Orange spun his McLaren at Westfield and got beached in the gravel.

After another safety-car restart, Cottingham pulled 2.5s clear, before the leading GT3 runners pitted together. Cottingham handed over to Adam, but had to suffer the pain of a 20s success

### EVANS/COWLEY WIN GIVES HOPE IN GT4 CHAMPIONSHIP BATTLE

Jack Brown and Charles Clark saw their dominant British GT4 lead slashed at Brands Hatch after suffering a nightmare weekend with reliability woes on both Saturday and Sunday, while the Academy Motorsport Ford of Matt Cowley and Erik Evans took victory.

The Optimum Motorsport McLaren Artura GT4 pairing arrived in Kent with a 33-point championship lead, meaning that they could secure the title with a round to spare if results fell their way, but what happened was close to the complete opposite.

Clark started from fourth, behind Josh Rowledge, Will Moore and the eventual

race-winning Ford Mustang GT4 started by Evans, but the order was shuffled at the opening turn when the field battled to avoid Ian Loggie's stricken Mercedes, with some drivers being forced to take to the gravel.

The incident was the open door that Evans needed, and the American successfully found the narrow gap on the inside of the chaos and immediately positioned himself as the class leader. Another big winner from the mayhem was Josh Miller in the R Racing Aston Martin Vantage, who leapt from fifth to second.

It didn't take long for the championship dynamic to change, when Clark slid off the track at

Surtees, followed by Ed McDermott, Harry George and Ian Gough after only a handful of laps. The end result was that Clark retired the McLaren with a split water pipe, fluid from which was likely the cause of the other incidents.

This was the second occurrence of the problem over the weekend, with the Optimum crew suffering a similar issue during practice, and the team believes the two are related.

With the pitstops approaching, Gough again found himself in the wars when his Race Lab McLaren ran wide at Sheene Curve before contact with the Toro Verde Ginetta of James Townsend, for which he copped a stop-go penalty.





Gunn led but was blocked by traffic



Cottingham/Adam still lead the points table

penalty for their win in Portimao.

This penalty complicated matters for the recovering Loggie, in the sister 2 Seas machine, who had used the safety-car periods to catch and make progress through the GT3 field. With both Mercs pitting on the same lap, the Loggie/Jules Gounon car was placed on trollies and angled out of the pitbox in anticipation of beating Adam out. This resulted in the team manager being summoned to race control, although no further action was taken. But Loggie had been hindered on pit entry by Mike Price, and Gounon exited behind the sister entry as a result.

Things were worse for the Barwell Lamborghini machine. After serving a 10s success penalty, Sandy Mitchell – now in for Balfe – was unable to rejoin safely due to traffic in the pits, and dropped out of victory contention.

This all left the Beechdean Aston Martin Vantage of Ross Gunn, in for Howard, clear at the front with only Harper, who had taken over from Leung, for company. Although Harper was pulling back fractions of a second per lap, Gunn appeared comfortable at the front, until Martin Plowman turned Joe Wheeler's GT4 Ginetta into the gravel at Clearways, calling the safety car into action for a third time. Plowman received a post-race stop/go penalty, which when converted to a 40s

addition to his race time, dropping him from sixth to ninth in the final order.

The caution put the two lead cars nose-to-tail with 45 minutes remaining and created an intriguing battle for the final podium position, with Adam, Gounon, Callum Macleod and Mitchell line astern. With no further interruptions, the race became a sprint to the flag, with traffic ultimately defining the outcome.

Harper shadowed Gunn's Aston Martin and had shown his nose into several corners, teasing the race leader that a move was incoming. It duly came through traffic – Harper made the most of Gunn being baulked by a GT4 runner to draw alongside on the exit of Hawthorns and complete the move into Westfield.

After receiving a small tap on the exit of the corner for his troubles, Harper maintained a 1s lead for the remaining 20 minutes to score a victory that leaves the Century pairing as the only remaining challenger to Cottingham and Adam in the championship. The 2 Seas crew finished third and hold a 13-point lead heading to the Donington Park decider next month.

Gounon was fourth to complete a strong recovery drive by the second 2 Seas machine, but Macleod lost fifth with two laps to go when his Greystone GT Mercedes ran out of fuel, promoting Mitchell.

**SAM HALL**

## RACE RESULTS



### GT3

**(79 laps) 1 Darren Leung/Dan Harper (BMW M4, above);** 2 Andrew Howard/Ross Gunn (Aston Martin Vantage) +1.055s; 3 James Cottingham/Jonny Adam (Mercedes-AMG); 4 Ian Loggie/Jules Gounon (Mercedes); 5 Shaun Balfe/Sandy Mitchell (Lamborghini Huracan); 6 Chris Hart/James Wallis (Mercedes).

**Fastest lap** Harper 1m24.480s (103.69mph).

**Pole** Cottingham/Adam. **Starters** 15.

**Points** 1 Cottingham/Adam 162; 2 Leung/Harper 149; 3 Loggie 119.5; 4 Gounon 107.5; 5 Balfe/Mitchell 106.5; 6 Howard/Gunn 91.

### GT4

**(75 laps) 1 Erik Evans/Matt Cowley (Ford Mustang, below);** 2 Josh Miller/Seb Hopkins (Aston Martin Vantage) +18.864s; 3 Michael Johnston/Chris Salkeld (BMW M4); 4 Will Moore/Matt Nicoll-Jones (Ford); 5 Carl Cavers/Lewis Plato (BMW); 6 James Townsend/Mike Simpson (Ginetta G56). **FL** Cowley 1m32.332s (94.87mph). **P** Aston Millar/Josh Rowledge (McLaren Artura). **S** 17.

**Points** 1 Jack Brown/Charles Clark 124.5; 2 Johnston/Salkeld 114; 3 Cowley/Evans 108; 4 Ian Gough/Tom Wrigley 90.5; 5= Millar/Rowledge 88.5; 5= Cavers/Plato 88.5.



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

Miller handed over to Seb Hopkins at the pitstops but, once the order had settled down, Hopkins found himself behind the Century BMW M4 of Chris Salkeld, which had been running third with Michael Johnston at the wheel. Hopkins moved back ahead on track, with the duo well clear of the chasing pack due to the numerous safety cars.

Out front, Cowley was unchallenged, taking the win by more than 18s to close to 16.5 points off the championship-leading McLaren, with third-place finishers Johnston and Salkeld now just 10.5 points off the title leaders.

**SAM HALL**



Mustang duo were never headed in GT4





Loake tried but failed to pass Voisin at start

ALL PHOTOGRAPHY: JEP  
motorsport  
IMAGES

## Wins move Loake and Voisin closer to title as Dunne falters

**BRANDS HATCH**  
**GB3**  
**9-10 SEPTEMBER**

The battle for the GB3 Championship crown has moved towards being a two-driver fight, with protagonists Joseph Loake and Callum Voisin each taking a win on Brands Hatch's Grand Prix layout last weekend. For Loake, victory in the opening race signified his fourth win of the year, more than any other driver so far, while Voisin's success in the sequel was incredibly his first of the campaign.

While both took to the top step in Kent, Alex Dunne slipped back in the title battle after failing to score a podium and, more crucially, retiring from the opener. The Hitech GP driver had entered the weekend just one point behind Voisin in the standings, but his title aspirations took a hit into Paddock Hill Bend on the first lap of race one thanks to contact with Matthew Rees.



Voisin finally took his first win of 2023

Dunne was out on the spot with his car beached in the gravel, while JHR Developments racer Rees was able to continue but copped a three-place grid penalty for race two due to the collision.

Poleman Loake led the field after the brief safety-car period to retrieve Dunne's stricken machine, and again when David Morales went off at Sheene, which necessitated a second caution. The JHR driver backed the pack up considerably at the second restart – further down the field this caught out Arden duo Nico Christodoulou and Noah Ping, who overtook before the startline and were penalised – and, once he accelerated, Loake was unbeatable over the remaining laps.

"The safety-car restarts spiced it up a little bit," related Loake. "I didn't want to do the same thing twice [at the restart], Callum was going to know, and I think he tried to predict I was going to do the same thing."

Voisin finished within a second, and the Rodin Carlin driver was shadowed by McKenzie Cresswell (Elite Motorsport) and James Hedley (Arden), the top four well clear of Douglas Motorsport's Tymek Kucharczyk and Rees.

Loake lined up second for the sequel, and was bullish before the race that he could pull alongside and even pass poleman Voisin off the line. And it almost came true – he ran side by side with Voisin through Paddock before having to concede into Druids.

Thereafter Voisin was never headed, stretching out to win by more than 1s from Loake, and lifting some pressure

### RACE RESULTS

#### GB3

**Race 1 (12 laps) 1 Joseph Loake;** 2 Callum Voisin +0.753s; 3 McKenzie Cresswell; 4 James Hedley; 5 Tymek Kucharczyk; 6 Matthew Rees.

**Fastest lap** Loake 1m19.695s (109.91mph). **Pole** Loake. **Starters** 23.

**Race 2 (14 laps) 1 Voisin;** 2 Loake +1.338s; 3 Cresswell; 4 Alex Dunne; 5 Rees; 6 Jarrod Waberski. **FL** Cresswell 1m19.779s (109.80mph). **P** Voisin. **S** 24.

**Race 3 (14 laps) 1 Daniel Mavlyutov;** 2 Nico Christodoulou +0.551s; 3 Lucas Staico; 4 Edward Pearson; 5 Noah Ping; 6 Michael Shin. **FL** Christodoulou 1m20.343s (109.03mph). **P** Mavlyutov. **S** 24.

**Points 1 Voisin 353;** 2 Loake 339; 3 Dunne 311; 4= Hedley 276; 4= Cresswell 276; 6 Rees 270.

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

since the lack of a win this year had been "a little bit in the back of my mind". Cresswell was third again, but only after repassing Hedley at Paddock after making a small mistake at Graham Hill Bend on a safety-car restart. Hedley went into the gravel in the process, allowing Dunne, Rees and Jarrod Waberski (Fortec Motorsport) to complete the top six.

Mayhem on the opening lap of the full-reversed-grid race eliminated five cars and, through the chaos, Hitech's Daniel Mavlyutov took his third win of the season from Christodoulou and Lucas Staico (Douglas).

Voisin finished 14th (one spot ahead of Loake, who had to pit for a new front wing under the safety car) and leads his rival by 14 points with six races remaining over the final two rounds.

**STEFAN MACKLEY**



# GB4 glory for Mills after another double

**BRANDS HATCH**  
**MSVR**  
**9-10 SEPTEMBER**

Tom Mills secured the GB4 Championship crown in emphatic fashion by claiming two more wins at Brands Hatch to take his season total to 10.

The KMR Sport driver was never headed in either of the first two races, blasting away from pole and managing the gap behind, with title rival Cooper Webster only able to claim third in the opener. The Evans GP Australian, who missed testing on the Grand Prix layout earlier in the week, went one better in the sequel, passing race-one runner-up Liam McNeilly around the outside into Hawthorns.

Despite being stuck behind Zack Ping for the majority of the full-reversed-grid race, seventh was enough for Mills to clinch the title, with Webster only able to finish fourth as Kai Daryanani took his maiden GB4 win. "I only knew going on to the last lap that my position was good enough," said Mills. "It feels pretty good, especially as I felt quite a lot of pressure this year as the only driver returning."

There were further titles won across two of the three Ginetta categories. Luke Reade clinched the inaugural GT Championship crown on home soil and in perfect fashion. The champion-elect started alongside polesitter Ruben Hage for race one, but swept around the outside through Paddock Hill Bend and Druids to complete the move.

Reade led again once racing resumed for a six-minute restart following a red flag, and had a clear run to the finish and the



Mills and KMR Sport took both GB4 titles at Brands

title when Hage's G56 conked out on the exit of Paddock.

"To be honest, before the race, I was about damage limitation but, as soon as the visor goes down, you want it [the race win]," said Reade. "It's my home track so I have family and friends here and I've never won here before."

Roles were reversed for the sequel, poleman Reade getting a slower getaway than Hage, who secured his sixth win of the year after resisting constant pressure from Reade. Hage looked like he might double up in race three when Reade dropped behind Callum Davies off the line, but fell to second thanks to a small error through Stirling's. Both Hage and Reade demoted Davies at Druids on the next tour, before Reade took the lead and victory when he forced Hage into a mistake at Paddock on lap seven of 12.

Freddie Slater secured the Ginetta

## WEEKEND WINNERS

### GB4

Races 1 & 2 Tom Mills

Race 3 Kai Daryanani

### GINETTA GT CHAMPIONSHIP

Races 1 & 3 Luke Reade (G56)

Race 2 Ruben Hage (G56)

### GINETTA JUNIOR

Races 1, 2 & 3 Reza Seewooruthun

### GINETTA GT ACADEMY

Races 1, 2 & 3 Nick White

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

Junior title despite not being in Kent due to his licence being upgraded to race in Formula 4. Hugo Schwarze was unable to finish on the podium in race two, handing Slater the title with a round to spare.

Slater's absence helped Reza Seewooruthun to claim a clean sweep with his first wins in the championship, resisting intense pressure from Alisha Palmowski in races two and three.

Nick White moved himself closer to the Ginetta GT Academy title when he forced championship rival Ravi Ramyeed into a mistake at Stirling's in the opening race for the win. White had a clear run to victory in the sequel after Ramyeed's poor getaway eventually left him spinning into the gravel at Paddock.

Ramyeed's decision to not have his vehicle towed through the gravel meant it eventually sat behind the barriers for the two-hour British GT contest, leaving no time for the team to prepare it for the third race, which White also won.

STEFAN MACKLEY



Reade and Hage battled in GT Championship



# Shepherd and Camp inherit the spoils on eventful TCR weekend

DONINGTON PARK  
BRSCC  
9-10 SEPTEMBER

TCR UK wins for Adam Shepherd and Alistair Camp, in which neither saw the chequered flag first, were typical of an incident-packed event at Donington Park.

In dry conditions, Jenson Brickley consistently had the upper hand in his Cupra Leon Competicion, but ended with just a single second place to show for his efforts. In the wet, Brad Hutchison was in command, only to lose a maiden victory for a ride-height infringement on his borrowed Cupra.

Shepherd's Hyundai i30 N qualified second to Brickley, and hung on around the outside of the first corner. The pair banged doors through Holly Wood and the Craner Curves, Brickley nosing ahead at the Old Hairpin before Shepherd edged in front through Schwantz Curve just as a caution was called for a first-turn incident. After slowing when he saw the safety car boards – rather than once past them – Brickley thought he was right to retake the position. It was a costly mistake and, after Brickley had charged to a 10-second victory, the clerk reversed their positions. "It's not how you want to get it," admitted Shepherd of his first win of the season.

After switching from his Gen I Audi to Steve Gales's more modern Cupra for the weekend, Hutchison dominated the wet reversed-grid race. He led home the problematic FL5-shape Honda Civic of 2022 champion Chris Smiley, revelling in conditions that were a "great equaliser", by 5s. But Hutchison and Smiley – the Northern Irishman had also benefited

from JAS Motorsport development driver Nestor Girolami's testing input – both failed the ride-height test, possibly caught out by the Goodyear wet tyres' lower profile.

So Camp, making only his second appearance in the Pro Alloys Hyundai i30, inherited a maiden victory after showing impressive pace and harrying Smiley in the closing stages. Shepherd, who took second, made inroads into Carl Boardley's points lead as the four-time race winner could only manage 10th. Boardley and de facto team-mate Brickley both struggled with too-high tyre pressures. A brake pipe failure had limited Boardley to 10th in qualifying, from where he progressed to fourth behind Jac Constable in the opener.

James Cossins was lying second in the Mazda MX-5 Supercup standings coming into the weekend, although he was without a win. But he righted that anomaly in style, storming to a hat-trick. When championship pacesetter Aidan Hills backed out of potential contact with leader Patrick Fletcher in the first race, Fletcher and Cossins broke. Cossins's decisive move came exiting the Old Hairpin on three-quarters distance.

Cossins was shuffled back when Fletcher passed at the end of the first lap in race two. But, as the front five squabbled, he worked his way up to second, then got ahead through the opening sequence at what should have been around half-



Shepherd (right) battles Brickley at the head of TCR UK flock



Bliss brothers were the drivers to beat in CityCar Cup contests



Cossins impressed with MX-5 Supercup hat-trick

ALL PHOTOGRAPHY: MICK WALKER





distance. But the race was cut short when Hills, who'd followed Cossins through, tangled with a backmarker at Schwantz and Fletcher was collected. Another red flag reduced the finale to a five-minute dash, but Cossins required less than two laps to climb from eighth on the reversed grid to overhaul leader Tom Griffiths. Alex Stott claimed a maiden podium while his Hills Motorsport team-mate Cossins chipped into their team boss's points lead.

Among the older Mk1 MX-5s, Luke Pullen scored a maiden victory on Sunday morning, then added a second in the afternoon's wet race. Pullen combined with AB Motorsport team-mate Ted Bradbury to break BC Cars singleton Adam Sparrow in

the dry. Sparrow split the pair in the wet but Pullen held his nerve, while Steve Foden denied Bradbury a podium finish.

Points leader Foden had earlier rebounded from a challenging Saturday to charge from the back and pip Sparrow for third on Sunday morning. He qualified second, despite a misfire that prompted an engine change for the race, but the issue wasn't resolved until reverting to the original with a new airflow meter on Sunday. Before then, Foden fell victim to robust moves from Callum Greatrex, making a one-off guest return, and Greatrex's father Jason, before touring in to retire. The Welshmen came home first and second but were disqualified from the meeting for their actions, gifting Sparrow a handy victory in his quest to catch Foden.

Matt Fletcher won both MX-5 Clubman races on the road, but 15s of track-limits penalties dropped him to fifth in the opener and gave Beau Parry his first win.

Riley Phillips secured Team Olympian's fourth Fun Cup win of the season by overhauling Scott Fitzgerald's 12s lead in the final stint. Fitzgerald and UVio/Hofmann's team-mate Fabio Randaccio had led for more three hours, after a safety car negated the busy Ted Bradbury's impressive early run in the JPR for Hire car. Randaccio/Fitzgerald lost most of their own 45s advantage to a safety car with 90 minutes of the four hours remaining. Phillips then recorded a new



## WEEKEND WINNERS

## TCR UK

**Race 1** Adam Shepherd (Hyundai i30 N TCR)

**Race 2** Alistair Camp (Hyundai i30 N TCR)

## MAZDA MX-5 SUPERCUP

**Races 1, 2 & 3** James Cossins

## MAZDA MX-5 CHAMPIONSHIP

**Race 1** Adam Sparrow

**Races 2 & 3** Luke Pullen

## MAZDA MX-5 CLUBMAN

**Race 1** Beau Parry

**Race 2** Matthew Fletcher

## FUN CUP

Team Olympian

(Chris Dovell/Kristian Rose/Riley Phillips)

## FIESTA JUNIORS

Finn Leslie (Zetec S, below)

## CITYCAR CUP

**Races 1 & 2** Stuart Bliss (Toyota Aygo)

## CLUBSPORT TROPHY

Scott Parkin (Audi TT CR)



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

lap record as he slashed the remainder. A brief tussle ensued before Fitzgerald slowed on the penultimate lap, limping home with a suspected electrical problem.

Two red flags, following rolls for Luke Hilton and Jenson O'Neill-Going, caused the first Fiesta Junior race to be abandoned. Jacob Hodgkiss held off a swarming pack for most of race two but, while he resisted Ben Mulryan's Coppice challenge on the final tour, non-scoring guest Finn Leslie opportunistically slipped inside both to take his second win in three starts. Ben Doughty also pounced to claim his first podium, and Hodgkiss fell to third and Mulryan to fifth behind Dan Lewis.

Stuart Bliss twice held off guesting brother Richard for CityCar Cup honours. Both races were cut short, the first to just five minutes – four laps – after a multi-car pile-up at the first attempt. Championship dominator Elliot Lettis briefly led the opener mid-race, but a slide at the Old Hairpin and spin at Redgate consigned him to 10th, from where he could only manage eighth in race two.

Clubsport Trophy's mini-enduro was also shortened, to 30 minutes. Scott Parkin (Audi TT CR) triumphed after David May's Nissan 370Z expired and James Alford (VW Golf) was penalised for a short pitstop.

MARK PAULSON





Two wins for Kelly's Van Diemen as National FF1600 competitors visited Scotland

## Kelly charges clear to win David Leslie Trophy

**KNOCKHILL  
KMSC  
9-10 SEPTEMBER**

The latest weekend of Knockhill Motor Sports Club racing brought the usual support cast to bolster the National Formula Fords, who had made their annual pilgrimage north to compete for the prestigious David Leslie Trophy.

Soaring temperatures made conditions tough for everyone in action, and it was Jordan Kelly who held off fierce competition initially to win both the

Formula Ford races by a comfortable margin and take home the David Leslie trophy. The depleted nine-car entry for the feature race was a disappointment, but the drivers who did show certainly entertained those in attendance. Lucas Romanek drove hard to take home second in race two, just defeating Morgan Quinn, which can be viewed as a good warm-up ahead of the end-of-season festivals.

The Scottish Fiestas were also competing on Saturday, Liam McGill further cementing his title as Scotland's best Fiesta driver with two dominant wins over Broddy

Orr. Steven Gray came home third in each race with the trio a class above the rest.

Stewart Black and Ryan McLeish picked up their year-long battle where they left it as they traded Scottish Legends victories throughout Saturday, Black taking two wins to McLeish's one. Scott Smith raced hard in the finale to secure his first podium after testing the braking bias throughout the first two heats.

Sunday brought more high-level performances and a change of direction when the racing ran in the anti-clockwise format. Temperatures had cooled

## Blackburn lifts Leinster Trophy

**MONDELLO PARK  
MPSC  
9-10 SEPTEMBER**

After two stoppages, the Leinster Trophy race, awarded to the Formula Vee class this year, finally got going at Mondello Park last weekend and it looked like the newly crowned rookie champion Ronan Doherty was going to claim the famous silverware, before fate cruelly intervened and his Sheane ground to a halt.

Doherty's misfortune left Colm Blackburn – who, as ever, was impressive in traffic as he fought his way forward – in the lead and he made no mistakes to take the honours in his Leystone, adding his name to the trophy once won by Mika Hakkinen, Ayrton Senna... and Eddie Jordan.

Elsewhere, Sean McGovern took the opening Fiesta Zetec honours, from fellow class young gun David Maguire, with Keith Rabbitt in third.

Rabbitt battled his way to the front to take race two, with rookie Jason O'Connell shadowing him all the way and series leader Michael Barrable surviving attention from Alan Dawson to claim third.

Cameron Fenton took two Global GT Lights wins, having to fight hard to hold off former Irish Touring Car champion Ulick Burke in the second race. Max Drennan completed both podiums, the class enjoying its largest Mondello grid of the year.

Richard Kearney dominated the opening Formula Sheane encounter, taking the David Sheane Trophy, but in race two he speared off with a jammed throttle. This left Enda O'Connor out front but he was tracked down by Vincent Keogh, who scythed by for an impressive win, with Richie Adams just edging out the ailing O'Connor on the run to the line.

Another driver to complete a double was Michael Cullen, who twice topped the Irish Stryker competitors. His son Victor was second in both, with Kevin



McGrath taking a pair of thirds.

Cullen Sr was also on Fiesta ST pole, but was beaten away by an on-form Max Turley, who eased clear to take the win, with Cullen second and Darragh McMullen third. In the second race, with the top six reversed on the grid, Shane McBride led away from pole and refused to be ruffled by pressure from McMullen, hanging on for a popular win for the O'Reilly Trophy.

Tony Greenan once again scored both Formula BOSS wins, with Karl O'Brien impressing by chasing him down each time for runner-up spot in his older





compared to Saturday, but the action hadn't and plenty of races were decided by last-lap overtaking moves.

In the second Legends race, Black and McLeish came together exiting the hairpin on the final tour, which allowed Chris Dewey to snatch victory. Both Black and McLeish were fortunate to finish after they made it to the tyre wall at decent speed. By the time race three rolled round, the heavens had opened. McLeish stormed through the reversed grid to win in stunning style, while Black had just pipped him in the day's opener.

Elsewhere, Jamie Blake nearly had his double Scottish Minis win taken off him when a lapped car locked up and almost took his R53 out of the race entirely. Blake was able to rejoin and hold on to score both victories. The third race, just for the Coopers, featured a titanic three-way battle between Jack Irvine, Oly Mortimer and

Robbie Dalglish as the rain fell. Dalglish managed to navigate his way to the front and just hold on over the line in a fantastic race to add to an earlier class victory, with Mortimer scoring the other.

It was a battle of the Radicals when it came to Scottish Modsports, Andy Forrest and Gordon Duncan trading victories on Saturday. Duncan was able to take another triumph on Sunday, with Paul Brydon in his BMW winning the last race.

Paul Rankin took the opening victory in his Westfield in the Northern Sports and Saloons Championship. He doubled up in race two, but a jumped start meant he had to pull out a 10-second lead.

Rab Jobson from Racing Awareness Scotland won his Super Lap class and also was crowned 2023 King of the hill. The Audi driver has been consistent all season to take home the crown.

**MICHAEL GRAY**



Dallara. Also topping the podium twice was Stephen Kelly, whose Mallock took two strong Historic Racing Car Association wins, with Johnny Flynn driving superbly to hold off Wolfgang Schnittger's similar MG Midget for second each time.

Bobby-Joe McFall continued his charge towards the Junior Mini title with two more wins, but they weren't easy. Once Logan Hoey had come out on top of a hectic battle with a feisty Holly Dunnion, the Dundalk youngster closed the leader down but ran out of laps. In the second race, Hoey grabbed the lead with McFall on

his bumper and Dunnion right there too. McFall squeezed ahead into Bridgestone, but Hoey was in front again by Lola. In a typical Junior Mini scrap, the duo ran door to door, with McFall ahead when it counted and Dunnion again third.

Peter Campbell's glorious-sounding V6 Alfa 155 took Future Classic honours in the opener, while Ian Thornton's Toyota Celica was first across the line in race two. Peter Barrable took two Legends wins, with rookie Willie Lawrence claiming the third.

**LEO NULTY**

## WEEKEND WINNERS

### KNOCKHILL

#### NATIONAL FORMULA FORD

Races 1 & 2 Jordan Kelly (Van Diemen RF06)

#### SCOTTISH FIESTA ST CUP

Races 1 & 2 Liam McGill

#### SCOTTISH LEGENDS

Races 1, 2 & 4 Stewart Black

Races 3 & 6 Ryan McLeish

Race 5 Chris Dewey

#### SCOTTISH MINI COOPER CUP

Races 1 & 2 Jamie Blake (Cooper R53)

Race 3 Robbie Dalglish (Cooper)

#### SCOTTISH MODSPORTS

Race 1 Andy Forrest (Radical SR8)

Races 2 & 3 Gordon Duncan (Radical PR6)

Race 4 Paul Brydon (BMW M3)

#### NORTHERN SPORTS & SALOONS

Races 1 & 2 Paul Rankin (Westfield Aero)

For full results visit: [smart-timing.co.uk](http://smart-timing.co.uk)

### MONDELLO PARK

#### FORMULA VEE

Race 1 Ronan Doherty (Sheane FV94)

Race 2 Colm Blackburn (Leystone JH002)

#### FIESTA ZETECs

Race 1 Sean McGovern Race 2 Keith Rabbitt

#### GLOBAL GT LIGHTS

Races 1 & 2 Cameron Fenton

#### FORMULA SHEANE

Race 1 Richard Kearney

Race 2 Vincent Keogh

#### IRISH STRYKERS

Races 1 & 2 Michael Cullen

#### FIESTA STs

Race 1 Max Turley Race 2 Shane McBride

#### FORMULA BOSS IRELAND

Races 1 & 2 Tony Greenan (Dallara F317)

#### HISTORIC RACING CAR ASSOCIATION

Races 1 & 2 Stephen Kelly (Mallock U2 Mk23)

#### JUNIOR MINI CHALLENGE

Races 1 & 2 Bobby-Joe McFall

#### FUTURE CLASSICS

Race 1 Peter Campbell (Alfa Romeo 155)

Race 2 Ian Thornton (Toyota Celica)

#### IRISH LEGENDS

Races 1 & 3 Peter Barrable

Race 2 Willie Lawrence

#### IRISH TOURING CARS

Race 1 Paul Twomey (Nissan Silvia S14)

Race 2 Rob Savage (Honda Accord)

#### SEAT SUPERCUP IRELAND

Race 1 Eddie Peterson

Race 2 Sam Mansfield

#### SUPERSPORTS IRELAND

Race 1 Dave Griffin (Crossle 9S)

Race 2 Alex Wilsdon (Radical PR6)

For full results visit: [timing.ie](http://timing.ie)



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Steve Shelley

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Event win went to Vegter (left), while Ericsson took third title

## Vegter wins after end of Ericsson's remarkable run

**SANTA POD  
DRAG RACING  
7-10 SEPTEMBER**

Going into this event, Pro Modified star Jan Ericsson had won 16 consecutive individual match-ups. That's an exceptional achievement in a brand of motorsport whose instant-knockout format allows no 'next lap' on which to make up lost ground and which punishes miscues and misfortunes decisively. The prize awaiting the Swede here at the European Finals was a third consecutive FIA European Pro Mod Championship.

For the second time this season, the European series shared a combined Santa Pod round with the Motorsport UK British Drag Racing Championship. Ericsson's winning streak began at this race one year

ago, when he beat Britain's Bobby Wallace in the final. The pair met again in May in the final of this season's first combined race, with the same result, before the FIA title chase headed overseas and Wallace made himself heir apparent to the British crown with unbeatable form at home.

But this was a poor weekend for the three British title contenders. Engine damage excluded Andy Robinson, who qualified 12th in the 16-car field, from Sunday's first elimination match, while Wayne Nicholson and Wallace also fell at the same stage. Wallace had qualified seventh (5.951s) but lost a close race to his 10th-qualified opponent, Dutchman Michel Tooren. So the points position in the Motorsport UK category remains unchanged. The series concludes in two weeks, with Wallace closing in on his first national title.

To no one's surprise, Ericsson qualified on pole. His figures of 5.825s and 247.85mph would prove the event's quickest and fastest. The weekend's heatwave took the edge off performances. In May, 11 racers had clocked career-best times or speeds. Here, just one managed the feat. Yet 11 qualifiers still achieved

sub-6s elapsed times, the gold standard.

Ericsson won his 17th consecutive elimination match by obliterating another British opponent, Jon Webster, but rode his luck to win his 18th. While racing Swiss veteran Bruno Bader, Ericsson hit vicious tyre shake and swerved and stuttered to apparent defeat at 9.5s/93mph. Bader's 5.959s/239.03mph looked like a winning pass, but he had left too soon and incurred instant red light disqualification.

Then came the deluge. Torrential rain halted proceedings for five hours, meaning Pro Mod's semi-finalists lined up in darkness at 1945. Ericsson's extraordinary winning streak came to an end against compatriot and near-namesake Mats Eriksson, who beat him 5.890s/241.59mph to Ericsson's 6.088s/242.38mph. Though unable to complete the season unbeaten, Ericsson closed his 2023 account as European champion for the third time.

The final pitted Eriksson against Dutch opponent David Vegter. Six times a beaten finalist, Vegter at last shook off his 'eternal runner-up' status with victory under the floodlights against Eriksson.

Top Fuel Dragsters' nickname, 'kings of the sport', is nowadays a misnomer. Ongoing supply-chain problems limited the show to just four entrants. Three were Europe's fastest-ever racing drivers – all women: Ida Zetterstrom (321.01mph), Susanne Callin (320.20mph) and India Erbacher (318.96mph). The lone male, 2017 champion Duncan Micallef, doubles as president of the Malta Motorsport Federation, the first head of a national motorsport authority to go drag racing. Zetterstrom sealed her first FIA Top Fuel championship with victory over Callin after scoring the event's best performance figures, 3.867s at 307.11mph, on a spectacular qualifying shot into the dark on Friday night.

**ROBIN JACKSON**



Zetterstrom emerged victorious among thin Top Fuel Dragsters entry



# FINISHING STRAIGHT

Family experience meant on-track action took back seat to Revival's many other attractions



JAYSON FONG

## ‘Time travel’ with a toddler

The Goodwood Revival is one of the highlights of the motorsport calendar, the event providing an experience as close to time travel as is possible without an actual TARDIS of your own.

For the purposes of this review, Autosport attended the Revival on the Friday and, despite term time having only just begun, the grandstands and grass verges were full of fans largely in period attire.

The first thing to say about the Revival is that this is not something you can only devote one day too. The sheer scale of the event is such that you can only truly appreciate it by being there, as things are not limited to the track and paddock – there’s a whole other field full of exhibits, trade stands and a modestly sized funfair.

This leads to a feeling, for this writer at least, that the on-track action is actually the cherry on the cake and is not, as you likely would have expected, the main attraction (*depends on your point of view!* – ed). It’s always great to see these iconic cars on track, but the opportunity to get up close and personal with them is something that is more than a little bit special.

However, while there’s plenty of gorgeous machinery on display in the open paddocks, many of the extra-special cars – such as historic Formula 1 cars, Le Mans-winning machines and such – are housed in the Goodwood Road and Racing Club paddock. In order to access this area, you must be a GRRC member.

All this brings us to the rather vulgar

topic of money. This is not a cheap day out/weekend at the races. Tickets start at £96 per person with a separate roving grandstand pass costing £79. There is the option to purchase a combined admission and grandstand ticket that also includes a programme and radio headset, which comes in at £182. The various packages and options continue to over £700.

While those kind of numbers may seem inaccessible to families, don’t fear, kids go free, meaning that a family of four could enjoy a day out from £192. This may not be F1 money, but it certainly will fit the description of being ‘a treat’ with that kind of outlay.

Bringing us back to the point of this

review, does this work as a family day out? Well, the answer is a little muddy in that respect. The Revival is certainly an event that is angled far more towards adults than children. In the place of burger vans are outlets selling steaks, and there are bars aplenty selling various alcoholic beverages. In the intense autumnal heat, champagne appeared to be the drink of choice for many.

While period dress is not mandatory, it will certainly enhance your experience. This can be done relatively cheaply if you are working to a budget, but even a token effort would greatly increase your enjoyment of what is a thoroughly immersive event.

Speaking to our unofficial Autosport toddler intern, the best bits were the dance floors in the various music tents, Johnny Herbert’s scooter, and the Lotus garages – despite declining the very kind offer to sit in one of Dan Gurney’s cars. Further appeal came in the form of the Settrington Cup pedal cars, although an entry into this race may need to wait another year or two!

If you have a child that’s crazy about cars, motorsport or aeroplanes, this is certainly an event to add to the bucket list and attend at least once. Beyond that, however, this is more of a showpiece to head to with friends than your kids!

The 2024 Revival will take place from Friday-Sunday, 6–8 September. Tickets go on sale on 6 November.

**SAM HALL**



Settrington Cup pedal cars an obvious hit

SAM HALL



## WHAT'S ON

INTERNATIONAL  
MOTORSPORT

## Singapore Grand Prix

F1 World Championship

Round 15/22

Marina Bay, Singapore

17 September

**TV Live** Sky Sports F1,  
Sun 1255**TV Highlights**Sky Sports F1, Sun  
1630, Channel 4, 1730

## FRECA

Round 8/10

Monza, Italy

16-17 September

**TV Live** Viaplay,  
Sat 1440, Sun 1310

## Super GT

Round 6/8

Sugo, Japan

17 September

**TV Livestream** via  
Motorsport.tv, Sun 051524 Hours of  
Barcelona

24H Series

Round 6/6

Barcelona, Spain

16-17 September

**TV Livestream** via  
Motorsport.tv, Sat 1030

## IMSA SportsCar

Round 10/11

Indianapolis, USA

17 September

**TV Live** Viaplay,  
Sun 1800

## NASCAR Cup

Round 29/36

Bristol, USA

16 September

**TV Live** Viaplay, Sun 0000

## NASCAR Xfinity

Round 27/33

Bristol, USA

15 September

**TV Live** Viaplay, Sat 0000GT World Challenge  
Europe Sprint Cup

Round 4/5

Tormo, Spain

16-17 September

## Australian Supercars

Sandown 500

Round 9/12

Sandown, Australia

16-17 September

**TV Live** TNT Sports 2,  
Sun 0445

## Extreme E

Round 4/5

Sardinia, Italy

16/17 September

**TV Live** ITV3, Sat 1400,  
Sun 1400

## UK MOTORSPORT

Donington Park MSVR

16-17 September

7 Race Series (310R, 420R),  
Bell Sport Challenge,  
Bernie's V8s & Historic  
Outlaws, GT Cup, Radical  
Cup, Sports 2000**TV Livestream** via YouTube

## Croft BRSCC

16-17 September

Audi TT Cup, BMW 1 Series  
Supercup, BMW Compact  
Cup, Classic VW Cup,  
Cooksport Renault Cup,  
Evolution Trophy, Fiesta  
ST150, Fiesta ST240,  
Mazda MX-5 Trophy,  
Mini Miglia, Mini Se7ens,  
Super Classic Pre-'99 FF1600

autosport.com/podcast

## Can anyone stop Max Verstappen?

On this month's edition of the Flat Chat podcast, *GP Racing* editor Stuart Codling is joined by Mark Gallagher and Matt Kew to discuss the unstoppable Max Verstappen. As he continues to break records, it's striking how matter-of-fact Verstappen is about his continued success. Our panellists discuss the question faced by every other team in the paddock: is there any way he can be stopped?

Also on the podcast we discuss the Italian Grand Prix and what happened afterwards as Carlos Sainz was attacked for his Richard Mille watch, and what's in this month's issue of *GP Racing*, including an interview with Alexander Wurz, the chairman of the GPDA, and a key figure in driving forward safety in the sport.



Anglesey 750MC  
MR2s among the line-up

## Pembrey BRSCC

16-17 September

C1 Endurance

## Snetterton BARC

16-17 September

British Superkarts, Hyundai  
Coupe Cup, JSCC, Kumho  
BMW, MGOC, Mini Challenge  
Clubsport, Mini Challenge  
Trophy, Track Attack

## Silverstone BARC

16-17 September

British Endurance, Britcar  
Trophy, British Trucks,  
CTCRC (Pre-'66/Pre-'83,  
Pre-'93/Pre-'03/BOSS,  
Thunder/Jaguars)

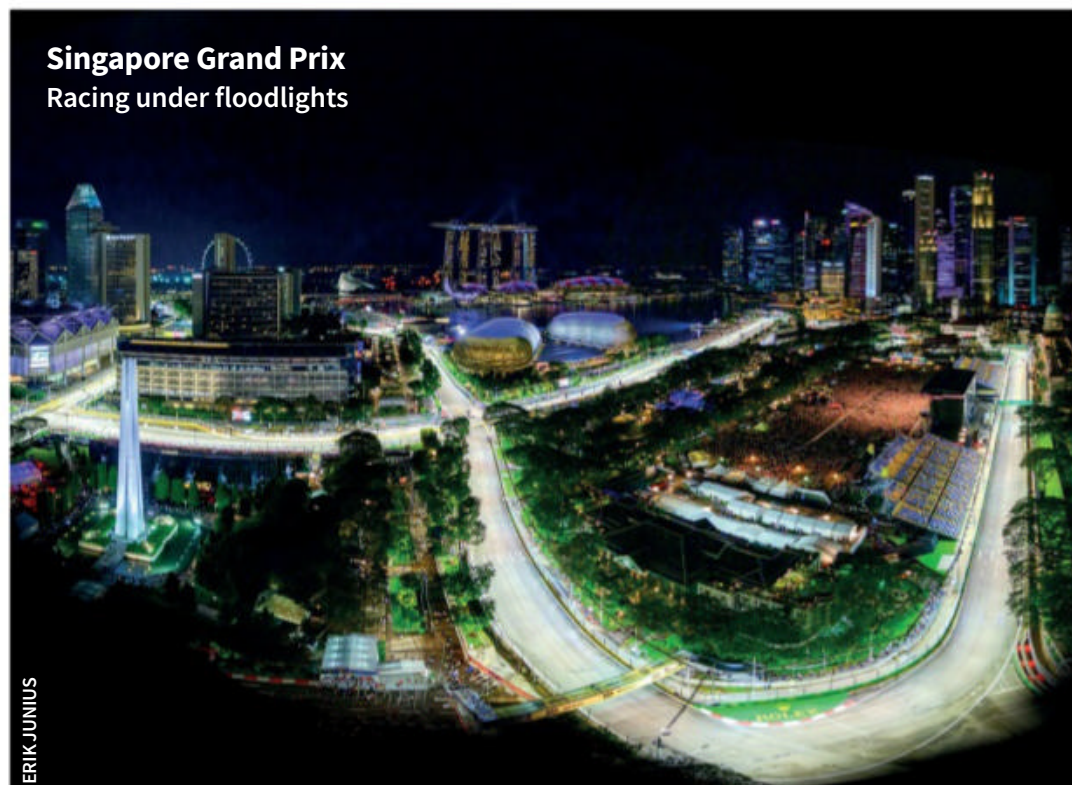
## Anglesey 750MC

16-17 September

750 Formula, CNC Heads  
Sports/Saloons, Formula  
Vee, Hot Hatch, Monoposto,  
MR2, Sport Specials,  
Sports 1000

## Brands Hatch MSVR

16-17 September

Clubmans Sports Prototype,  
CMMC (Intermarque  
Silhouettes, Super Saloons  
& Tin Tops), Focus Cup,  
Modified Ford, United  
FF1600, Z Cars &  
Production GTI

Singapore Grand Prix  
Racing under floodlights





#### FROM THE ARCHIVE

Formula 1 rookie Fernando Alonso already had a fastest lap at Monaco under his belt from his sole season in International F3000 when he took to the streets of the principality in his

Minardi-European PS01 in practice for the 2001 Grand Prix. After a cautious run on Thursday morning, he later found the limit, and the barriers, damaging his rear suspension. A spin on Saturday morning was followed

by a fine performance in qualifying, beating both Arrows cars, a Prost and his team-mate Tarso Marques to line up 18th of 22 starters. The 19-year-old then ran as high as ninth in the race before retiring with a broken gearbox.

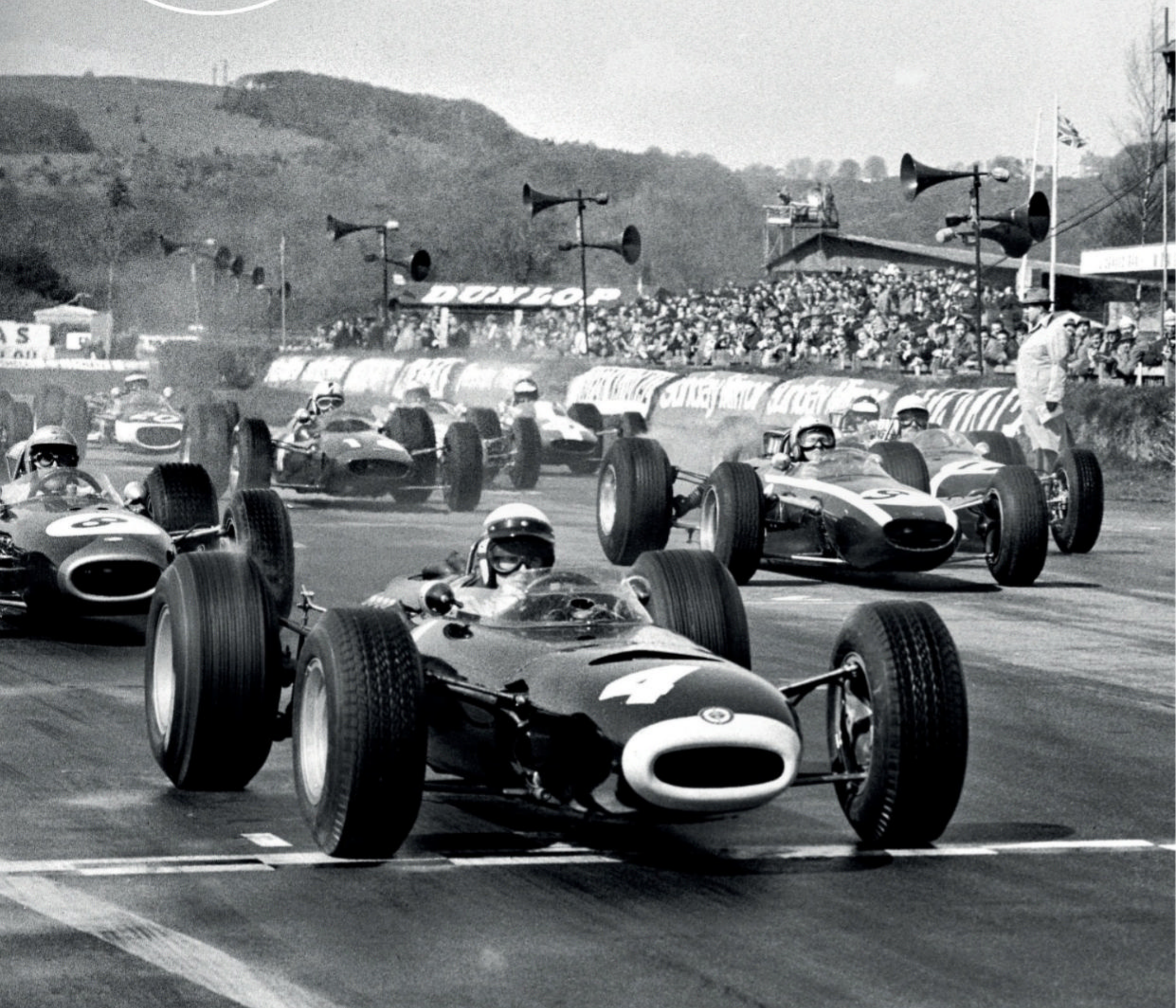


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#### FROM THE ARCHIVE

One of the non-competitive highlights of last weekend's Goodwood Revival was the sight of Sir Jackie Stewart demonstrating the Tyrrell-Cosworth 006 in which he secured his third Formula 1 world championship. Goodwood has great

significance in Stewart's career – it was at the West Sussex circuit in 1964 that he tested a Formula 3 car for Ken Tyrrell, greatly impressing the team owner and setting in motion the Scot's ascent. Here, star of qualifying Stewart launches his BRM P261 off the front of the

Goodwood grid at the start of the 1965 *Sunday Mirror* Trophy. The Easter Bank Holiday race didn't go quite to plan, though: he initially dropped to fourth place and ended up classified 10th, five laps down on winner Jim Clark (Lotus-Climax 25), following a camshaft issue.



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# Thruxton

**O**f the four British Formula 3 races at Thruxton he entered across 1994 and 1995, Warren Hughes started all of them from pole. Not a bad accolade considering his opposition included Jan Magnussen, Dario Franchitti, Oliver Gavin, Ralph Firman and Helio Castroneves.

Hughes had several magic moments at the Hampshire speedbowl during a lengthy British F3 career that aptly concluded with a podium there in a 1999 one-off with Alan Docking Racing. “Probably I wouldn’t have been able to get such a strong result on another track,” he reckons.

By then, Hughes was long since established as a Thruxton specialist – he’d won there in Formula Vauxhall Lotus in 1991, and set fastest lap by 0.4 seconds on the first British F3 outing for his Dallara-Fiat in 1993. His rescuing of sixth place from 21st on the grid after third and fourth gears were fitted incorrectly for qualifying alerted many to the Dallara’s potential, but “it aligned with my understanding of Thruxton, it was the perfect storm really,” he says.

Hughes only won once from his four poles in F3. Vincent Radermecker’s punt on the opening lap in 1994 left him “furious”, but the one-off with P1 Engineering yielded a Mitsubishi-backed

Japanese F3 drive that he parlayed into a full-season British F3 return with ADR in 1995. Hughes admits that “probably the psychological hangover” of a final-lap clash with leader

James Matthews, who moved into contention after the Geordie was baulked by a backmarker, contributed to going off in the wet second race, but he made amends later in the year and dominated.

Third with Portman Racing’s temperamental Renault engine in 1998 was also a high point that Hughes reckons “did flatter the package we had”.

He attributes his knack for Thruxton, where he also finished second aboard a TVR in a 2005 British GT round, to his late-braking style and “understanding of how to structure” the right-left-right complex comprising Campbell, Cobb and Segrave. Hughes sacrificed the exit of Campbell to get a slingshot through Segrave into the flat-out section comprising Noble, Goodwood, Village and Church, where he today encourages drivers he coaches to imagine they’re driving on an oval and minimise speed-scrubbing steering inputs.

“When the grip isn’t fully there, you’ve got to think about where you need to be quick,” he explains. “That’s always an area I felt I really understood.”

**JAMES NEWBOLD**



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