

F1 Brits battle at home



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11 JULY 2024

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long wait to take
record ninth
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SCAN ME



A great, record-breaking way to end a long wait

What a brilliant British Grand Prix that was. Three teams were in contention last weekend, four drivers led the race – including the trio of home heroes – and Lewis Hamilton ended his drought with an incredible ninth Silverstone Formula 1 success.

The fact that the seven-time world champion admitted to self-doubt during his barren spell says a lot about the journey Hamilton and Mercedes have been on since the end of 2021, as did the emotional response to their Silverstone victory.

As Alex Kalinauckas shows on pages 11 and 16, this was a race that McLaren could, perhaps *should*, have won. It's no coincidence that the two teams and drivers that have done most of the winning over the past decade came out on top in such a challenging GP, but the encouraging thing for McLaren is that it has a car capable of regularly battling for wins. The small details will surely follow.

Aside from all our British GP coverage this week, we also take a look at the start of the hybrid era in IndyCar (p13 and p32) and hear from 16-year-old Arvid Lindblad after his spectacular F3 double at Silverstone (p15). Now that Ollie Bearman is confirmed at Haas for 2025 (p5), Lindblad is moving himself up the list of drivers who could be the next Brits to make it into F1.

It's now more than 40 years since John Watson provided the home fans something to cheer about at Silverstone. He talks to Marcus Simmons about his greatest drives on p44, while Marcus Pye is your guide to this weekend's Goodwood Festival of Speed (p50).



Kevin Turner

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Sam Bloxham/Motorsport Images

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Perez future under threat as Red Bull tests Lawson

FORMULA 1

Sergio Perez's Red Bull Formula 1 future looks increasingly under threat as details of performance-related clauses in his contract begin to emerge.

The Mexican made a bright start to the 2024 season with three podiums across the first four race weekends, which helped him earn a two-year contract extension to remain as Max Verstappen's team-mate. But since May's Miami Grand Prix, the 34-year-old's form has collapsed, just as a stronger challenge from McLaren and Mercedes means Red Bull is desperate for him to bank big points for the constructors' standings. Another non-score for Perez at last weekend's British Grand Prix means he has brought home just 15 points in the past six events, compared to 119 for Verstappen.

The team remains hopeful that Perez can rediscover his early-season form, but patience is beginning to run out and it has already started mulling over a plan B. It is understood that he could still be dropped as early as the summer break if things do not change. Sources have suggested that Red Bull has the right to terminate Perez's contract if he falls more than 100 points behind Verstappen at key points of the championship – which are the summer break and the end of the season. He is now 137 points adrift and has just two races to get himself within that 100-point range if he is not to expose himself to the risk of Red Bull electing to look at other options.

Asked after the British GP about Perez's continuing failure to contribute to Red Bull's constructors' championship tally, team boss Christian Horner said: "He

knows it's unsustainable to not be scoring points. We have to be scoring points in that car and he knows that. Nobody is more eager than 'Checo' to find his form again."

The situation is complicated by Red Bull not having a clear-cut replacement lined up to slot into the seat alongside Verstappen. Daniel Ricciardo was brought back into the fold at sister team RB last year for that very scenario, but his inconsistent results have hurt his chances to earn a Red Bull return. The team does not yet feel that Yuki

Tsunoda is the right candidate for promotion, so its only other in-house solution is reserve Liam Lawson. The New Zealander, who is set for a filming day in a 2024 Red Bull at Silverstone this week, showed well during his stand-in appearances for Ricciardo at AlphaTauri last year, and senior management are said to be hugely impressed with his mindset.

Horner has played down the significance of Lawson's run, but it is obvious that Red Bull management will be looking closely



Perez had another poor weekend at Silverstone



Lawson is well-liked by Red Bull motorsport advisor Helmut Marko



Horner: Perez "knows it's unsustainable to not be scoring points"



GALLOWAY

P16 BRITISH GP REPORT

at how well he shows in a car that Perez is struggling with. It also shows similarities to Ricciardo's Silverstone test last year, which convinced Horner to give the Australian a second chance at AlphaTauri as replacement for the underperforming Nyck de Vries.

Perez's continued struggles may also have given Ferrari exile Carlos Sainz some food for thought as he keeps stalling on a decision. Sainz has been entertaining offers from Williams, Sauber/Audi and most recently Alpine. But with none of those three teams offering a frontline car, he may be holding out hope that the doors at Red Bull or Mercedes reopen.

Sainz seems to have moved back into the frame at Mercedes as it ponders whether or not its 17-year-old prodigy Andrea Kimi Antonelli should move up to F1 next year. Team boss Toto Wolff said that the Italian's maiden F2 victory in the Silverstone sprint race last Saturday "took a lot of weight off his shoulders", but as Mercedes returns to form it remains to be seen whether or not it is the best idea to thrust him straight into a top-level seat instead of loaning him out to a midfield squad for next year.

JONATHAN NOBLE



Latest FP1 run came at British Grand Prix

MAUGER

Bearman wins F1 promotion with Haas for 2025 season

FORMULA 1

Haas has confirmed that its reserve driver Ollie Bearman will race for the squad in Formula 1 next year.

The Ferrari Driver Academy youngster had been widely tipped for the seat in the wake of his impressive seventh place on his F1 race debut for Ferrari in the Saudi Arabian Grand Prix, when he was called up at the eleventh hour to replace Carlos Sainz. Bearman has long been prepared for promotion to F1 by Ferrari and Haas with several FP1 outings for Ferrari's American-owned customer team, a programme that started at last year's Mexican GP.

The 19-year-old from Chelmsford will get further FP1 outings in Hungary, Mexico and Abu Dhabi to help prepare him for his big move, dovetailing his reserve duties with his F2 campaign for Prema. "It's hard to put into words just how much this means to me," Bearman said. "To say out loud that I will be a Formula 1 driver for Haas makes me so immensely proud. To be one of the

very few people who get to do the thing what they dreamed of as a child is something truly incredible."

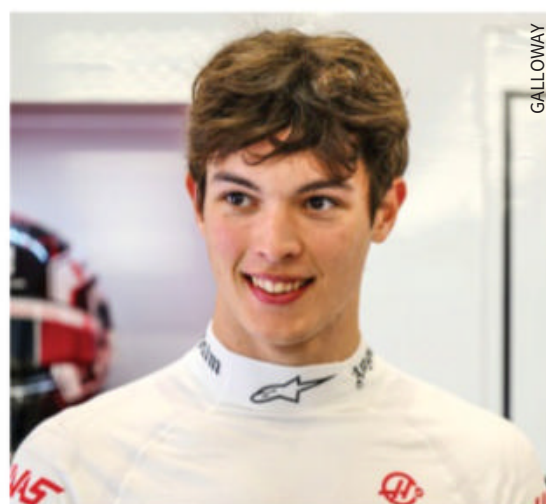
There is understood to have been some initial reluctance from team owner Gene Haas to turn to another rookie to replace Sauber-bound Nico Hulkenberg for 2025 after the team's challenging 2021 campaign running Mick Schumacher and Nikita Mazepin. But team boss Ayao Komatsu says Bearman has everything it takes to be successful in F1 after monitoring his progress closely. "He's developed into an incredibly mature driver under the guidance of the Ferrari Driver Academy and the world saw that for themselves when he was called in at the last minute to compete at the Saudi Arabian GP," said Komatsu. "Oliver proved he was more than ready for the task, and we've seen that for ourselves running him in the Haas cars in our FP1 sessions over the past two seasons."

Bearman has been a member of Ferrari's academy since just after he won the 2021 Italian and German F4 championships with Van Amersfoort Racing. He finished third in the 2022 F3 standings with Prema, and stepped up to F2 with the team last year to take four wins en route to sixth in the points.

Bearman and Mercedes junior Andrea Kimi Antonelli are both having a challenging F2 campaign with underperforming Prema this year.

Alpine exile Esteban Ocon is regarded as the clear favourite to replace Kevin Magnussen in the sister Haas for 2025, while Sauber's Valtteri Bottas could also be an alternative.

JONATHAN NOBLE



GALLOWAY

Wolff open to Mercedes power supply for Alpine

FORMULA 1

Mercedes Formula 1 team principal Toto Wolff says he “likes the thought” of supplying customer engines to Alpine in 2026 in place of Honda-bound Aston Martin.

Amid rumours over the state of its Renault power units for the 2026 regulations, Alpine is weighing up whether to abandon its own engine programme and become a customer team instead, with Mercedes thought to be the most likely source of engines for the Enstone-based squad. With current Mercedes customer Aston Martin set to run works Honda engines from 2026 onwards, spare capacity could be freed up at Mercedes’ HPP division in Brixworth.

Wolff indicated that Mercedes would be open to supplying Alpine. “That’s a complicated situation because we like the thought of replacing Aston Martin with another team, because of the sheer



Alpine is weighing up dropping Renault engines

learning you’re doing,” he said. “I think we’re set up as an organisation that the more power units, the better it is in terms of accelerating some of the developments or the reliability. It didn’t go beyond the point of exchanging opinions or having exploratory discussions. Alpine [need to] take a decision: do they want to continue with their Formula 1 engine programme or not? And only when they have taken that

strategic decision, we would dive into our agreements. But we’re open-minded.”

Wolff said it would be unrealistic to expect Alpine to make a final call before the summer break, because it is a “far too complicated and long-lasting, impactful decision”, although the longer it waits, the harder it will be for the squad to integrate power units from an outside manufacturer.

FILIP CLEEREN

Ex-Merc F1 engine boss becomes Aston chief

FORMULA 1

Ex-Mercedes Formula 1 engine chief Andy Cowell will replace Martin Whitmarsh as Aston Martin’s Group CEO from 1 October.

Cowell is best known for overseeing Mercedes’ High Performance Powertrains division between 2013 and 2020, during which it built the engines that led the Silver Arrows to dominate F1 and win seven title doubles in that period. It also secured the 2021 constructors’ championship shortly after Cowell had transitioned to working as a Mercedes consultant. “I am thrilled to join Lawrence [Stroll, Aston chairman]’s exciting project and look forward to working with the talented group of people that has been assembled,” Cowell said in an Aston Martin statement.

Whitmarsh will “be



Cowell has been the power behind much of Hamilton’s success

handing over responsibility before the end of the year” after joining in 2021 as CEO of Aston Martin Performance Technologies. “I have known Andy for many years and brought him to Mercedes HPP in 2004 where he became managing director, achieving huge success in the business and sport,” said

the former McLaren man. “He will be an incredible asset to Aston Martin and will make a significant contribution to the execution of our strategy.”

Cowell joins Aston as the team struggles to make its desired progress in F1 after it failed to repeat its impressive off-season gains

of 2022-23 last winter. In the background, Stroll has gone on an investment and recruiting spree to accelerate the team’s ascent, including a new state-of-the-art headquarters and wind tunnel in Silverstone.

Aston has also been heavily linked with a move for departing Red Bull designer Adrian Newey, and this week announced Enrico Cardile as its F1 chief technical officer, to work with technical director Dan Fallows. Ferrari had already confirmed its chassis technical director has left Maranello. “After almost two decades with Ferrari, Cardile has handed in his notice,” Ferrari communicated in a brief statement. “Therefore, with immediate effect as an interim measure, the chassis area will be overseen by the team principal Fred Vasseur.”

ALEX KALINAUCKAS



FORMULA 1 Jenson Button wound back the years at the British Grand Prix last weekend when he demonstrated an example of the car he raced as a Formula 1 rookie in 2000. The 2009 world champion was handed the reins of the three-litre, BMW V10-powered Williams FW22 by the Williams Heritage crew, and bubbled: “It’s mad how small the car is. It looks beautiful.” Button qualified an FW22 an eye-opening sixth and raced it to fifth place in the 2000 British GP at Silverstone, equally remembered for the April quagmire than the race itself. It was his best F1 result to date in his fourth start.

Conway back in saddle for Toyota in Brazil after cycling injuries

WEC

Toyota driver Mike Conway is returning to the cockpit for the Interlagos round of the World Endurance Championship this weekend after missing the Le Mans 24 Hours. The Brit is back in harness after breaking his shoulder and two ribs in a cycling accident ahead of the French event.

Conway is retaking his place in the #7 Toyota GR010 HYBRID Le Mans Hypercar for the Sao Paulo 6 Hours in Brazil just five weeks after sustaining the injuries in the run-up to the Test Day at Le Mans. His place alongside Kamui Kobayashi and Nyck de Vries was taken by former team-mate Jose Maria Lopez rather than Toyota reserve Ritomo Miyata.

“It’s great to be back and I can’t wait to be behind the wheel again,” said Conway. “Watching Le Mans from a distance was tough for me: I went through all the ups and downs with Kamui, Nyck and Jose but it was incredibly frustrating that I could not be part of it. Now I am just looking forward to competing again, fighting at the front and hopefully helping Kamui, Nyck and the team win the world championship.”

Kobayashi and de Vries sit third in the points after finishing second at Le Mans. Conway is seventh. Lopez will return to the wheel of the LMGT3 class Lexus RC F GT3 run by the French Auto Sport Promotion team alongside Esteban Masson and Takashi Kimura in Brazil.

GARY WATKINS



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Ferrari handed back power for Interlagos despite Le Mans win

WEC

Ferrari has been given a Balance of Performance boost for the Interlagos World Endurance Championship round this weekend. The Italian manufacturer's 499P has regained the horsepower that disappeared under the new 'power gain' component of the BoP introduced at the Le Mans 24 Hours last month, and then some.

The Ferrari Le Mans Hypercar won the 24 Hours with a 1.7% reduction in maximum power above 250km/h (155mph), whereas around the home of the Brazilian Grand Prix it will benefit from a 1.8% increase. But it is not as straightforward as it looks, because the increase above the threshold is on a lower figure than at Le Mans. Max power below 250km/h for the 499P is now 503kW rather than 508kW (674 rather than 681bhp). What's more, the Ferrari is also heavier than for the WEC double-points round – its minimum weight has gone up from 1043kg to 1060kg.

A change that appears to be in

favour of the Ferrari reflects the marque's struggles with straightline speed at Le Mans. It trimmed the car after the Test Day ahead of race week to try to gain back some raceability, but that ultimately compromised its performance in wet and damp conditions, where it was clearly in arrears of Toyota.

A comparison between the BoP for Interlagos to that for Le Mans isn't a true one, because the rulemakers – the FIA and the Automobile Club de l'Ouest – view the 8.47-mile Circuit de la Sarthe as a special case. A truer comparison would be between the figures in place for this weekend and the Spa round in May, but that was before the belated introduction of power gain, a feature designed to level up the acceleration and top-speed profiles of the cars racing in the Hypercar class.

Ferrari is slightly down on power from Spa – 503kW versus 506kW – and has gained 7kg in minimum weight. The power and weight figures in the Interlagos BoP are, for the most part, more in line with Spa than Le Mans.

The big changes from Spa to Interlagos are for the Porsche and the Peugeot. They have respectively gained and lost 14kg in minimum weight. The Toyota GR010 HYBRID LMH, which again pushed Ferrari to the finish at Le Mans, is down 4kg from Spa, but has lost 9kW. But the Japanese car has received a plus 1.9% power gain adjustment.

The Alpine A424 LMDh, one of the fastest cars in a straight line at Le Mans, has been given a minus 1.3% correction above 250km/h.

GARY WATKINS

Rossi on move, linked to Prema

INDYCAR

Indianapolis 500 winner Alexander Rossi is to split with Arrow McLaren at the end of the current IndyCar season, and is one of the drivers linked with newcomer Prema Racing for 2025, along with current Williams Formula 1 driver Logan Sargeant and sometime Arrow McLaren substitute Callum Ilott.

Arrow McLaren confirmed last week that Rossi will make way for Christian Lundgaard. The highly rated Dane, who will join Pato O'Ward and Nolan Siegel at the squad, has spent his first three IndyCar seasons with Rahal Letterman Lanigan Racing, and has claimed one race victory, in Toronto last year.

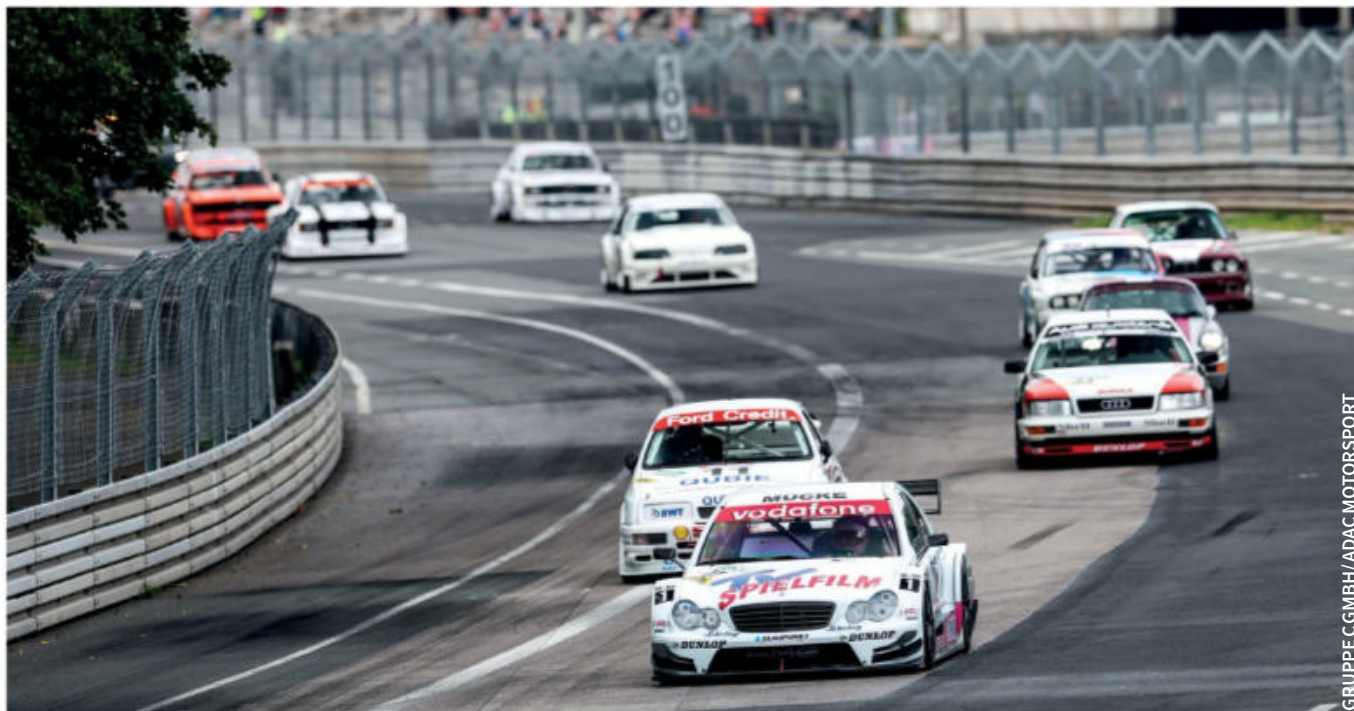
Eight-time IndyCar race winner Rossi (below), who has not scored any victories since joining Arrow McLaren at the start of 2023, said the split was "not a negative thing", but found that "we just couldn't find something that works for everyone. This was the most business-oriented kind of negotiations I think I've had in this sport, and that really is ultimately all it came down to."

The gossip is that Prema is talking to Rossi and to Ilott, who spent the 2017 season with the Italian team in European Formula 3, as well as Sargeant, who came close to the 2020 F3 title with the squad.

Prema chief Rene Rosin said it is "still too early to discuss about drivers from my point of view. Every day I hear something different! A month ago we started our work in the factory. We will receive the first two cars in one week's time more or less, so that has been the priority number one for us, together with securing the team for the highest position we can. We will then start looking more deeply at drivers. There is quite a lot of contact, but at the moment they are just contacts – no more than that."

JOEY BARNES, CHARLES BRADLEY & MARCUS SIMMONS





GRUPPE CGMBH/ADAC MOTORSPORT

DTM CLASSIC Bernd Schneider leads Robb Gravett?! Tin-top history buffs were in their element at the Norisring DTM round, where the DTM Classic was on the support bill. Stefan Mucke's ex-Schneider 2005 Mercedes C-Klasse DTM leads the ex-Gravett, 1990 BTCC title-winning Ford Sierra RS500 of Ronny Scheer and Altfred Heger's Audi last Saturday. Mucke went on to win, while Scheer retired with tyre problems and Heger with a faulty clutch. Mucke's father Peter took over the Merc on Sunday and finished second from Scheer, despite a clash with Heger for which the Audi took a drive-through penalty. Victory went to the Audi 200 of Anton Werner.

Toyota swamps Finland entry

WRC

Toyota will field a massive five-car Rally1 team when the World Rally Championship heads to Finland next month. It means that the Japanese manufacturer's entry of GR Yaris Rally1 machinery will comprise 50% of the 10-car field in the top class for the 1-4 August event, which is hosted in the Toyota squad's home city of Jyväskylä.

Regulars Elfyn Evans and Takamoto Katsuta will be joined by part-timers and multiple champions Kalle Rovanpera and Sebastien Ogier, meaning that the Frenchman will be back soon following his recent injuries in a Rally Poland recce crash, even if his participation in the next round in Latvia is not confirmed. It had already been announced that Rally2 star Sami Pajari will make his Rally1 debut.

The mighty Toyota line-up will take on Hyundai's regular three-car squad, with



MATT JELONEK/MCKLEIN

Finn Esapekka Lappi this time joining championship leader Thierry Neuville and title contender Ott Tanak. M-Sport will field its two full-time Ford Pumas for Adrien Fourmaux and Gregoire Munster.

Toyota WRC team boss and 18-time WRC rally winner Jari-Matti Latvala will also make a return to competition behind the wheel of a Rally2 version of the GR Yaris, which the Finn (above) played a role in developing before the car's launch this year. He was fifth on Rally Finland in 2023 on a one-off with a Rally1 Toyota.

TOM HOWARD

ROVANPERA WINS AT IMOLA

Can Kalle Rovanpera do no wrong? One week after winning Rally Poland for Toyota while effectively driving blind as a late call-up, he took his first race victory last Sunday in the Carrera Cup Benelux at Imola. Rovanpera had to overcome a five-second penalty for jumping the start, but just about eked out the time over ex-Formula Renault ace Paul Meijer, who had beaten him to victory in the Saturday race.

WHARTON'S F3 DEBUT

Formula Regional European ace James Wharton made his Formula 3 debut at Silverstone last weekend with Hitech GP. The Australian, who had raced at the circuit back in April in a GB3 one-off, replaced Martinus Stenshorne, who was suspended from the event for... racing at Silverstone in the same GB3 round. Wharton qualified 27th and took a best finish of 18th.

MCNEILLY BEATS WHELDON

British ex-Ginetta Junior and GB4 contender Liam McNeilly took a win in the USF Juniors round supporting the IndyCar Series at Mid-Ohio last weekend. McNeilly, driving for Jay Howard Driver Development, emerged from a battle in race two with Sebastian Wheldon for victory when Wheldon ran wide and dropped to fourth.

SOWERY'S STRONG START

Toby Sowery drove the #51 Dale Coyne Racing entry to its best finish of the season on his IndyCar Series debut at Mid-Ohio last Sunday. The Briton (below) became the sixth driver to race the car in 2024, and impressed by finishing 13th. "What a weekend," he said. "The car was alive in the race and I loved every lap."



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McLaren's crucial to-do list

With several victory opportunities missed, eliminating mistakes is essential to the Woking squad's aspiration to become a championship contender once again

ALEX KALINAUCKAS

Lando Norris and McLaren are just not going to be Formula 1 title contenders until they cut out the repeated errors they've consistently made from potentially winning positions in 2024.

As the team headed down from Silverstone to Woking last Sunday, it could rightly look back on its impressive progress since this time a year ago. But it should also be reflecting on how there are so many races where, had certain choices been made even slightly differently, it might be looking at a win tally of six, instead of solely at Norris's Miami GP triumph.

The memorable Imola climax doesn't count. But in Monaco, had Oscar Piastri strung together all his best sectors at the end of Q3, then he would have headed eventual winner Charles Leclerc on the grid, grand prix victory practically assured.

In Canada, Norris might have won without staying out an extra lap in his overcut attempt to jump both George Russell and Max Verstappen – the gap he needed was fleetingly there. In Spain, Norris felt that Russell's rocket start made the difference come the end in another thrillingly close fight with Verstappen. But there were also costly slightly slow pitstops, and Norris feeling that he pushed a tad too hard, too early on the tyres in his final stint.

And then Austria. While there can be no doubt that Verstappen's over-the-line defence ultimately stopped them both winning, there was a sense in the paddock at Silverstone that Norris's early

“I hate ending in this position and forever having excuses for not doing a good enough job”

attacks betrayed a slight panic – desperation even – to get ahead of such a tough rival. That centres on his early lunges and picking up a track-limits penalty. Contentious that latter aspect certainly was, but Norris had been warned about his strikes and still went full risk immediately, with what appeared to be a critical tyre advantage.

At Silverstone, both Norris and McLaren made costly pitstop mistakes. “I hate it,” Norris said of this latest narrow defeat. “I hate ending in this position and forever having excuses for not doing a good enough job.”

His demeanour when arriving in the post-race press conference highlighted his devastation. Norris was there well ahead of Verstappen and Lewis Hamilton – his answers to TV crews clearly much more concise than his Spanish GP exuberance or Austrian GP fury. He sat without looking up to the lecture theatre-like room.

Only Verstappen's arrival and their mutual confusion over a paper covering for the FIA-monogrammed carpet raised a smile – their friendship intact after that contretemps a week earlier. In fairness, Norris could turn on his usual friendly charm when the cameras where later pointed in his direction.

But this was far from petulance. It's just another example of how hard Norris takes defeats, and his fierce self-reflection on errors. Many have said that he's too hard on himself. But clearly that has enabled him to become the Verstappen-bothering title contender he feels he already is. Yet something must surely change if this isn't going to be his lot in F1 life: a superb trier, who has his golden moments, but ones that are sprinkled through a career that perhaps doesn't contain the ultimate triumph of a title? Hyperbolic, yes, but based on a real fear right now.

Although he doesn't acknowledge it, Verstappen managed to adjust following his run of mistakes in 2018 to become a title contender just three years later (and his 2020 brilliance is oft forgotten). Hopefully for Norris this is a similar situation, given Red Bull felt back then that those Verstappen errors were coming from a driver loading himself with pressure. Norris's highs are themselves airforce display-worthy in stature – there are just a lot of loops and swoops between them.

Norris told this writer in Spain that the expectation-relieving Miami win had only had a limited effect in his case – in terms of how that boosted subsequent performances; that he was still making small mistakes trying too hard. This centred on qualifying and chasing one-lap performance, but his struggle to adjust surely applies to in-race decisions in those high-pressure moments too.

McLaren team boss Andrea Stella rightly points out that his squad was “racing against the teams that have won championships and they are pretty stable in terms of the people that are there – they are even familiar with this kind of racing at the top in changeable conditions and so on”. Stella also feels McLaren should be thought of “as more of an under-construction site”. He added: “We take these near-misses... the frustration will go very rapidly. But the opportunity will come soon. So, we need to be ready.”

And this is the most important thing for McLaren, Norris and Piastri. Part of that sturdier construction must include learning how to consistently get the critical calls right; the art of winning, if you will. After all, that was what settled the Silverstone race for Hamilton and Verstappen. They've been around victory so much that the familiarity boosted them when it mattered most. If Norris and McLaren can get on a winning run in a season that seems so wide open, then the mistakes will be forgotten and their achievements only amplified. 🏁

➔ **P16 BRITISH GP REPORT**



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Pros and cons of hybrid debut

The jury's still out on the overall effectiveness of IndyCar's new technology, plus the wisdom of introducing it halfway through the current season

JOEY BARNES

The long wait came to an end last weekend as the IndyCar Series finally ushered in a new era with the race debut of its hybrid engine at the Mid-Ohio Sports Car Course, which stands as the midway point of the 17-race 2024 season.

A collaborative effort between IndyCar, Chevrolet and Honda paired the 2.2-litre, twin-turbocharged V6 internal combustion engines – which have been in the series since 2012 – with an electrical low-voltage (48V) Motor Generator Unit (MGU) and a 320 kilojoules-per-lap supercapacitor Energy Storage System (ESS). The first-of-its-kind unit operates at a maximum of 12,000rpm and allows the driver to deploy and harvest energy for up to an additional 60bhp. When combined with push-to-pass on road courses and street circuits, the output combines to over 120bhp extra, bringing the grand total to more than 800bhp.

But was it really all it was anticipated to be? Honestly, I am still struggling with that answer. On one hand, it should be celebrated that the 27 entrants completed an astounding 2115 of 2160 total race laps, which comes out to a respectable 97.9%. Additionally, the self-start software, arguably one of the biggest attractions of the hybrid system as it allows stalled drivers the ability to start/restart the car with a press of a button and continue on and keep the race from being interrupted with a full-course caution, climbed from struggles that led to temporary deactivation to operating successfully on race day.

But other elements are more complex to assess. The deployment provides 4.5 seconds of boost, which looks good on paper when this year's fastest race lap at the 2.258-mile, 13-turn road course was 122.167mph (66.5386s) versus 2023's 119.643mph (67.9419s). However, that's tougher to judge considering the track underwent a repave between the two events, ending up, as several drivers stated, smoother and with inherently more grip.

Then we must take into account that last year's race featured 158 total passes, with 120 for position. This year, there were 116 total passes, with only 78 for position. Why, despite having more than 800bhp for the first time in over two decades, is it even more difficult?

Arrow McLaren's Alexander Rossi referenced the roughly 100 additional pounds of weight due to the hybrid components. "I don't think the hybrid really changed anything," Rossi told Autosport. "It's really hard to pass with the weight of these cars; same for everyone."

While these are very early days with hybrid technology, Rossi doesn't have any immediate solution to make the cars lighter and, in theory, easier for drivers to create passing opportunities. However, the reliability aspect provided some hope that this debut weekend established a strong foundation to build from. "What's

amazing is, apart from one car, the reliability was there," Rossi said. "I think it was a very successful debut of the hybrid. It's a work in progress. It'll continue to get better and we'll use it to more of its potential and one day we'll maybe have a new car. It's the same for everyone. It just magnifies the importance of track position."

That "one car" that Rossi alludes to, though, happened to be six-time champion Scott Dixon. A six-time winner at Mid-Ohio (an all-time record), Dixon was set to roll off 13th but ended up stalled

"Celebrate that the 27 entrants completed an astounding 2115 of 2160 total race laps"

on track at Turn 5 on the formation lap. His Chip Ganassi Racing Dallara-Honda was hampered by a suspected issue related to the ESS discharging, but IndyCar continues to investigate the incident. Although Dixon returned, he was 22 laps down and ultimately retired with what was listed as a 'mechanical' after 40 laps.

Dixon had been second in the standings with a 23-point deficit to team-mate Alex Palou, the reigning and two-time series champion. Following the issue that led to a lowly result of 27th (last), he has dropped down to fourth and now trails by 71 points to Palou, who finished a close second in the 80-lap race.

The difficult part about coming to grips with what happened to Dixon is how predictable it was throughout the paddock that there would be growing pains with the hybrid and that it increased the likelihood of impacting the title fight. Ultimately, I can't help but feel that the introduction of the hybrid unit on a race weekend should have happened in a non-points exhibition event. And with over 32,000 miles logged in testing, with Andretti Global, Arrow McLaren, Chip Ganassi Racing and Team Penske privileged with handling roughly two thirds of the mileage, it's no wonder the best finish at Mid-Ohio by anyone not associated with those teams was seventh (Rahal Letterman Lanigan Racing's Christian Lundgaard).

Even with all the time spent in preparation, there was still a feeling that the switch to the new hybrid unit felt rushed and would have been better served to launch in 2025 after more testing, and maybe even with increased power and less weight.

There has been a massive amount of money, resources and time put into IndyCar's first hybrid unit, with a selling point of it being a modern marvel of motorsport. Time will tell if that's true or not. 🏆

➔ P32 MID-OHIO REPORT



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Rookie gatecrashing F3 title fight

Prema driver Arvid Lindblad was as surprised as anyone to take a victory double on home ground at Silverstone, putting the 16-year-old in contention for the crown

SAM HALL

Arvid Lindblad has unexpectedly joined the Formula 3 championship hunt with a surprise pair of wins at the British Grand Prix weekend, taking his tally to four in 2024, more than any other driver. “It’s pretty amazing,” reckons the Prema Racing-run Red Bull Junior. “But I’m just focused on taking it race by race and doing the best I can. We did a good job this weekend so I’m super-happy about the result. Obviously, an amazing stat doing the double here at Silverstone and being English – it’s crazy.”

Second-year F3 racer Luke Browning had led the title race coming into the weekend, but added only six points to his haul for various reasons, dropping the Hitech GP driver behind both new leader Gabriele Mini and Lindblad, with seven points now covering the breakaway top three.

More astonishing is that this is being achieved in Lindblad’s rookie F3 season, albeit a campaign he entered off the back of F4 success in Macau and third place in the Italian F4 Championship. The next best rookies are Laurens van Hoepen and Tim Tramnitz, in ninth and 10th in the standings respectively.

“I’m 16 years old, I’m in my rookie season of F3 with one year of F4 under my belt, so I’m not expected to be fighting for the championship – this was not our expectation going into the year,” says Lindblad, who was a finalist in last year’s Aston Martin Autosport BRDC Young Driver of the Year Award. “Obviously, it’s a great position to be in and I’m going to take every opportunity I can get. I’m not saying I’m not going to fight for the championship, that’s not how I look at it. I’m just focused on being the best that I can, race by race, and we’ll see where we end up.”

“It’s nice to be towards the championship hunt with a few races to go and I’ll probably only start thinking about it in Monza [for the finale], if we’re still in the hunt.”

The 2024 F3 season has been one of the most wide-open on record, with nine different drivers sharing the first nine wins of the season, before Lindblad followed up his opening race victory in Bahrain with another in the Spanish feature race. Now, with his Silverstone double, Lindblad has topped the podium in three of the past five races, with Nikola Tsolov and Browning the only other drivers to have multiple wins this year – each with two.

While Saturday’s sprint race victory came in relatively normal circumstances, albeit severely delayed due to appalling weather, Sunday’s success in the feature outing was far less straightforward. After lining up in 10th, Lindblad completed the formation lap on rain tyres before pitting for slicks at the end of the lap, a decision that ultimately won him the race while others, including polesitter Browning, remained on the wet rubber.

“It’s very much 50-50, it’s a discussion,” Lindblad says when

asked how the tyre decision was made. “It’s teamwork. I told my engineer at the time that I wanted to stay on slicks. I thought it was dry but I’m also aware that they have more information than me – they have the radar and all of this information, so I need to trust them. I have a really good engineer, so when he said, ‘Rain is coming and the radar is showing this, we think that maybe not now, but over the race, the wet is the better tyre’, I trusted him and listened to him on that.”

“I’m just focused on being the best that I can, race by race, and we’ll see where we end up”

“I told him on the formation lap that it looked dry and I just thought that, as we were starting P10, if we did the same as the others then we wouldn’t go that far forward, so we should take a risk and see what happened. We were both in the same mindset going into the race, that was how we were approaching it and that is what happened. I was telling him how dry it was on the formation lap and he said, ‘Fine, let’s box’. We did that and it paid off.”

Despite his victory, Lindblad was not the first driver to take the chequered flag on Sunday, with this honour instead going to fellow British rookie and Award finalist Callum Voisin. Also starting on slicks, and one of only two drivers to have elected against starting the formation lap on wets, the Rodin Motorsport driver stormed to the front but, in his haste, completed an early pass on Max Esterson while beyond the track limits and earned himself a five-second penalty.

“After the last safety car, it was a bit sketchy but it was drying throughout and I was able to go towards the front,” adds Lindblad. “I crossed the line in P2 but the penalty for Callum meant I took the win. It was amazing. I was informed of his penalty with a few laps to go, so I wasn’t pushing too hard and was quite happy to sit in second because I knew that was going to turn into a win. I was just more focused on trying to keep Gabriele behind, because he was my competition at the time.”

“To describe doing the double here at Silverstone, I have no words for it and it’s beyond my wildest dreams.”

Now, perhaps challenging for the title doesn’t seem quite such a wild idea. 🍀

➔ **P37 SILVERSTONE F3 REPORT**

RACE CENTRE



HAMILTON ENDS HIS LONGEST WAIT AT HOME

The seven-time world champion came out on top of a sensational race at Silverstone as three teams fought for victory

ALEX KALINAUCKAS

PHOTOGRAPHY  motorsport
IMAGES



Hamilton's joy so evident as he crowd-surfed once again with the Silverstone fans

“Just leave me to it, mate”

Lewis Hamilton in command of a British Grand Prix for Mercedes at Silverstone. High-drama, massive stakes.

It was all so familiar. And it can never happen in quite the same way again, as his quest to take his record victory tally at his home race into double figures will now be done in Ferrari red from 2025.

This was lap 41 of 52 last Sunday – Hamilton 2.7 seconds in front of Lando Norris. If he could keep any of his lead intact to the finish, a first Formula 1 win in nearly 1000 days was on. Hamilton had the chance to grab his 104th F1 victory thanks to five key moments, which swung things decisively in his favour.



1. Hamilton passes polesitter and early leader Russell

The rain that beat down on the Silverstone grid foreshadowed what was to come in the action ahead. After a dry start, the heavens opened – but you could just about get by without needing too much waterproofing. Not so in the second dousing, before this passed and strong summer sunshine returned.

During this final period, George Russell parked his Mercedes W15 at the head of the grid. He had impressively taken his third F1 pole for Mercedes, with Hamilton alongside, Mercedes enjoying its first front row lockout since the 2022 Brazilian GP. Behind them sat the McLaren of Norris and Max Verstappen's Red Bull. When the lights went out, Russell easily maintained the lead from pole, and the two Mercedes were generally unruffled out front, barring a slip for Norris at Village meaning his nose swung close to Hamilton's left-rear as they squirted towards The Loop, with the pack massed behind.

Here, Verstappen went on the offensive, determinedly going all the way around the outside of Norris as the left-hander unwound and fed into the following left of Aintree. Now the attention turned back to the Mercedes ahead, but Russell was already scampering to a



0.8-second advantage by the end of the first lap.

By lap eight, this gap had reached 1.6s. Russell, said Hamilton later, “had a really great pace and he was trying, obviously, to break the tow. So, I was trying to make sure that I stayed within 1.6s or two seconds,” he added of a time when he was struggling with understeer – Hamilton lacked front-wing angle to aid his balance in the conditions. “And then I could see the rain was coming.”

The two Mercedes drivers were circulating solidly within the 1m31s bracket – “really controlling the pace at the beginning”, according to team boss Toto Wolff. “And then it was very encouraging,” he continued. This referred to how Verstappen had slipped back to 4.8s adrift of Russell by lap 15, Hamilton having closed in on the sister Mercedes, and then fallen back to 1.6s behind.

World champion Verstappen, his Red Bull's floor replaced for the race after he'd inflicted damage with his qualifying off at Copse, felt he “just didn't have the pace” and was “slowly dropping back when it mattered in the beginning”.

Lots of factors fed into this. One was how, as Red Bull team boss Christian Horner noted, “it was all about the tyre working at a certain point in time, a certain condition – whether it was hot, cold”. The early stages were 16.4C ambient, compared to low thirties in Austria a week earlier. Horner felt that this boosted the Mercedes pair because the



car “has always been strong in the cooler conditions and George looked to have things pretty much in control”.

The Mercedes machines were lower on downforce overall than the McLarens and Red Bulls, as could be seen from the top speed outputs in qualifying, where GPS trace data had them at 202mph for the Mercedes and Red Bulls at the end of the Hangar Straight (the Red Bull’s slippery overall design and DRS efficiency overcoming the added drag of a bigger rear wing) and 198mph for McLaren. In theory, with reduced sliding thanks to the stability provided by the bigger wings in slower corners, this would pay the McLarens and Verstappen’s Red Bull back as the opening stint on the medium tyres, on which all the leaders had started, wore on.

But we never got to see that play out. There had been a chorus of race engineers telling their drivers to expect rain just past the one-quarter distance, and now it really started coming down. Regular spots had been falling up to this point but, as the track finally started to get properly wet, Hamilton “knew that that was the moment to pounce” on Russell.

On lap 18, with the younger Briton’s lead having fallen by over a second to 0.8s on the previous tour, Hamilton blasted ahead with DRS into Stowe. The next time around, the two silver-and-black cars dramatically fell off the road at Abbey. Ready to make his own opportunistic move was Norris.

“THE OVERSPEED OF THE MCLAREN WAS SO BIG THAT THEY COULD HAVE GONE EITHER SIDE”

The race’s other home hero (with a hat tip to London-born Alex Albon too) had spent the race to this point generally lurking around 1s behind Verstappen. But on lap 14 he got that down to 0.6s and then the next time by, with DRS down the Hangar Straight, Norris got revenge of sorts for that Austria crash. Verstappen surprisingly offered no fight and stuck to the racing line, Horner explaining that “the overspeed of the McLaren was so big that they could have gone either side”. Norris switched to the inside and powered past on the approach to Stowe.

Two laps later, Oscar Piastri, who had lingered in DRS range behind his team-mate for much of the early chase behind Verstappen, made a thrilling dive on the Dutchman at Stowe to move up to fourth.

Norris would spend only four laps in third place – his speed compared to the Mercedes pair was scintillating as the pace briefly fell to 10s slower than the opening phase while the rain intensified. On lap 19, when the Mercs skidded back onto the track from the >>

McLaren hit wet-track sweet spot on medium tyres ahead of need to pit for inters



run-off behind Farm, he was able to nip inside Russell at The Loop.

Norris's gripe about an unsafe rejoin didn't matter, because on the next lap he shot past Hamilton to take the lead at Abbey. Piastri, chasing close behind, then sensationally got Russell around the outside of The Loop, and Hamilton too with a determined run (without DRS) to Stowe after the Mercedes had slithered through Becketts. Ahead, Norris had slid off and been forced to cut Maggotts.

Over the next two laps, Norris shot to a 2s lead that Piastri would then whittle down as the rain eased off and the pace returned to the 1m31s bracket set by Russell during the initial phase. Piastri's advantage here was around the same over Hamilton, and early leader Russell suddenly faced a 5s deficit to the front. If that seemed surprising, Verstappen was a whopping 10.5s adrift at this stage on lap 24. The next phase helped decide the outcome overall.

2. McLaren's first pitstop blunder removes Piastri's threat

Wolff said "you could see the massive performance of the McLaren, they were simply in the sweet spot of the tyre" during all the wetter weather last Sunday. The bigger rear wings on the orange cars were certainly helping them in the slippery lower-speed turns. But for Piastri, this was all about to become meaningless.

On lap 26, Verstappen decided that now was the perfect time to take intermediate tyres. His team-mate Sergio Perez, Charles Leclerc's Ferrari and Zhou Guanyu's Sauber had already been running them for several laps. Not only had this cost them a lot of time, but it was also costly when the rain finally returned – they'd all burned through the tread on those inters during the brief dry phase. Pirelli reckoned that at no point during the race was the track as wet as it was during the only consistent wet practice the field had, during FP3. But with the approaching second spell of rain predicted to last longer, Verstappen had been carefully eyeing the crossover point to finally abandon the medium rubber as the drops fell again.

The medium rubber offered the greatest strategic flexibility for the leaders, which is why only Esteban Ocon and Zhou had started on softs – and that decision backfired because they had to pit before the rain. But on lap 26, Verstappen indicated to Red Bull that the time had arrived, and the team responded by calling him in.

The next time around, McLaren did so for Norris too, but opted to

leave Piastri out for one more lap. This decision would prove disastrous for the Australian, especially because Mercedes moved to double-stack its cars behind Norris, Russell duly following Hamilton into the pits.

The rain was so heavy now that Piastri's in-lap was 8s slower than Norris's. When he rejoined, he was 18.5s back from his leading team-mate, in sixth place. "We were a little greedy – we didn't want to accept that we would have lost time with the double-stack," McLaren team boss Andrea Stella said afterwards. "I think Oscar would have been in a really strong position today, like at least as strong as Lando, in terms of opportunities to win the race."

By this stage, after 29 laps, Norris led Hamilton by 3.3s, with Verstappen third after undercutting Russell. Key to this, reckoned Horner, was "a really good out-lap from Max – he was 5s quicker in the middle sector, which leapfrogged him ahead". Horner added: "But then the next three or four laps, we were nowhere and it was like that extra lap we had taken out of the tyre had really hurt us."

Indeed, Verstappen, 8.1s behind Norris on lap 29, fell back to over 10s from the McLaren's lead again, and over seven seconds off the rear of Hamilton by the time Russell regretfully retired with a water system problem in his engine on lap 33. After that, Verstappen then shaved 2s back again as the next critical moment of the race approached.



Verstappen still on slicks while Leclerc's inters are looking worse for wear



“WE WERE A LITTLE GREEDY - WE DID NOT WANT TO ACCEPT THAT WE'D HAVE LOST TIME WITH THE DOUBLE-STACK”

3. McLaren's second and third pitstop errors do for Norris

The easing of the rain meant the lap times up front tumbled from the low 1m40s towards the mid 1m36s, with Norris's lead down to 1.9s by the end of lap 37, having hovered around 3.5s in the slippery tours just past the first pitstops. The slicks crossover point had arrived, and Kevin Magnussen, Daniel Ricciardo and Leclerc stopped for softs at the end of lap 37.

One lap later – with the high-energy demands of this layout somewhat incentivising an early switch to slicks because the drivers can quickly build and retain tyre temperature here versus, say, Montreal with its long, tyre-cooling straights – Hamilton and Verstappen were back in the pits. Mercedes and Wolff had been guided by “the strategists saying, “We believe the crossover is now”, while Verstappen decided “f*** it” and did likewise, having been informed of Hamilton's pit entry. Hamilton went to the softs in 2.9s, and the Red Bull was fitted with hards in 2.2s.

They had each come into the race with one set of new hard tyres and the mediums on which they'd started. With Wolff explaining “we didn't believe the hard was the right tyre to go”, softs were all Mercedes could pick. McLaren, meanwhile, had an extra set of new mediums available for Norris, something it had also decided to give to Piastri when he came in on the same lap as Hamilton and Verstappen.

The Australian had made his way back past Carlos Sainz, who had impressively threatened Verstappen just ahead of the first pitstops on what was otherwise an awful weekend for Ferrari.

On his in-lap, Norris asked McLaren for information on the soft tyre's warm-up pace before he decided he had to pit come what may. Engineer Will Joseph offered him a “medium to cover people like Verstappen, or soft to cover people like Hamilton”. He rapidly decided “Hamilton”, but then almost immediately asked “do >>

QUALIFYING



For Jim Clark, John Surtees and Innes Ireland at Aintree 1962, read George Russell, Lewis Hamilton and Lando Norris for Silverstone 2024: the two occasions on which home heroes have swept to a 1-2-3 in British Grand Prix qualifying.

For this to be possible last Saturday, something really bad had to happen to Red Bull. Sergio Perez spinning off into the Copse gravel in Q1 wasn't altogether surprising. But it was for Max Verstappen to smash his RB20's floor at the same spot after the red flag. Both were undone by the early intermediates-to-slicks switch, with Perez's off coming on his out-lap. Verstappen's moment cost anywhere from 100-1000 downforce points – judging by comments from Red Bull motorsport boss Helmut Marko and the Dutchman himself.

Verstappen rallied, progressing from Q1 (11th) and Q2 (sixth), but he never looked like a pole contender thereafter. To the fore as Norris's rival stepped Mercedes. Russell had felt huge pressure making it through Q1 and Q2, with the track evolution factor massive as the circuit dried. The times dropped by nearly four seconds from the end of Q1 to the climax of Q3 – from Hamilton's 1m29.547s to Russell's 1m25.819s.

Norris had made it through Q2 0.164s clear of Russell but, when the final segment got under way, the Mercedes was in “a perfect window”. Russell blitzed to provisional pole, a rapid final sector key to edging Norris by just 0.006s at this stage, with Hamilton third and facing a 0.172s gap. Verstappen impressed in taking his hobbled machine to fifth, which became fourth when he beat Oscar Piastri on the final runs.

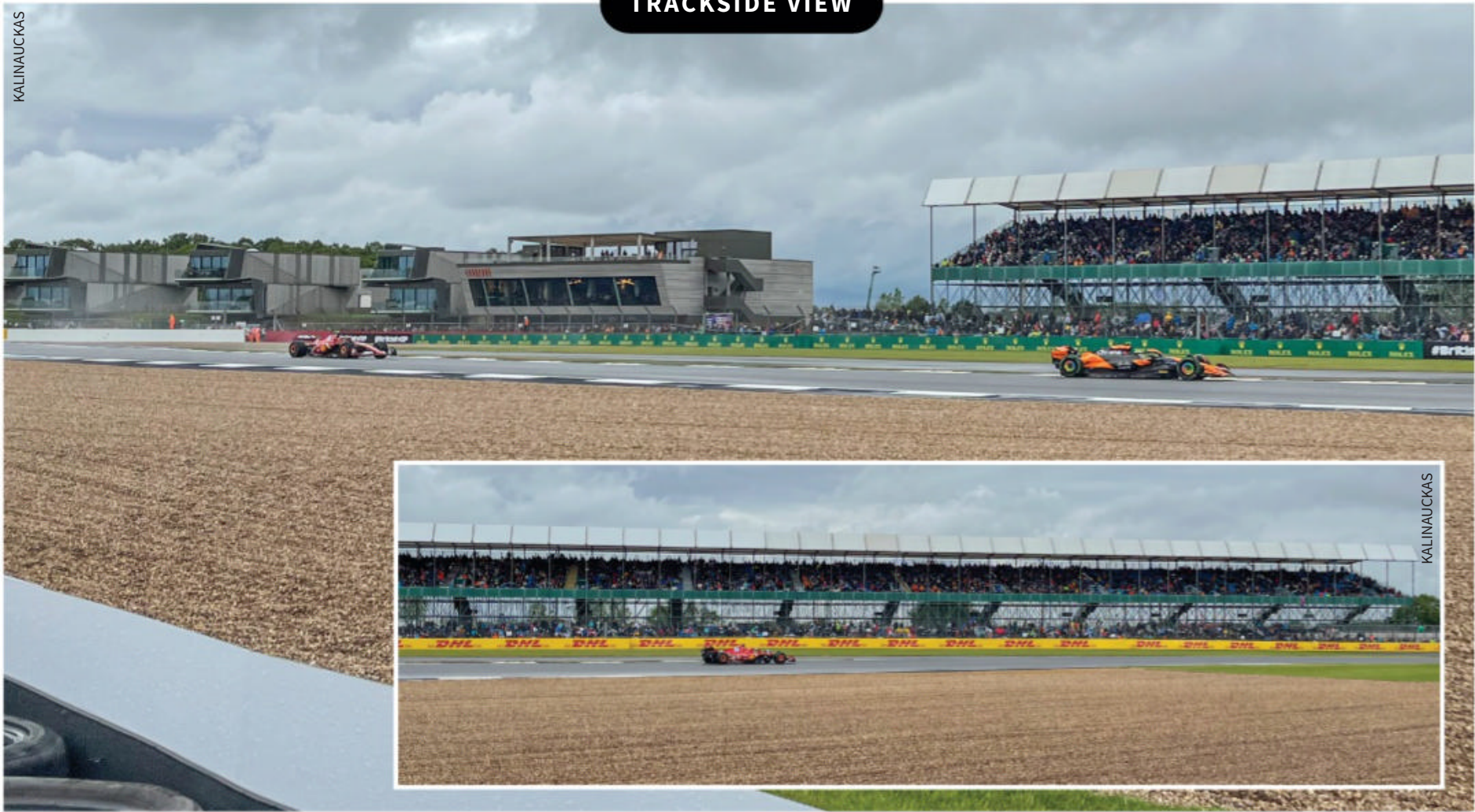
In these, Hamilton led the way for the provisional top three. His first sector was not an improvement, just as Verstappen's hadn't been either, and so too for Norris and Russell. “The wind picked up and you had a bit more of a tailwind through Turns 3 and 4,” Russell explained.

“The wind picked up and you had a bit more of a tailwind through Turns 3 and 4”

Then they all found time, but Becketts provided the critical difference. Here, Norris clunked the kerb of the opening left-kink element that all bar the Ferrari drivers had been avoiding in FP3 (see Trackside panel, p22). It was an aggressive choice, which backfired as his McLaren was unsettled – it slid wide for the second part of Becketts, and nearly off track at Chapel. Norris abandoned his effort, feeling pole had already been blown as he was “already a tenth and a half down” anyway.

GPS data shows that Russell and Hamilton arrived at Maggotts separated by 0.036s. Russell nailed the Becketts opening kerb sweet spot, while Hamilton's fractionally holding back meant his deficit rose to 0.09s. Russell's later sweep into Stowe got this up to 0.120s and, although Hamilton tried to hit back by braking later for Club, this meant he had to slow a mite more overall to get stopped, and the gap rose to 0.171s.

TRACKSIDE VIEW

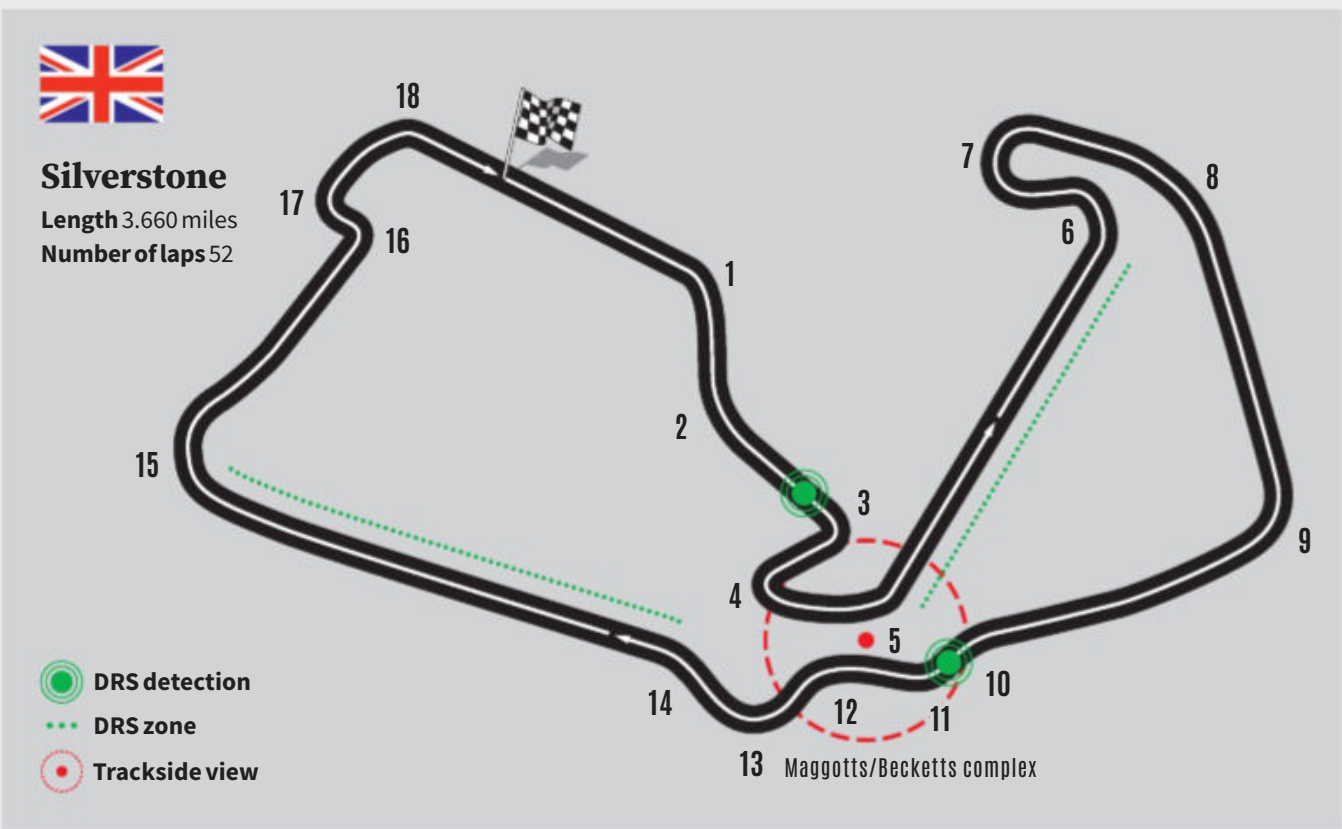


They're racing by. Big, menacing, constant. No missing them from the Becketts grandstand. The fleeting Great British Summer has been chased away, clouds overhead at any moment set to douse Silverstone once again.

Autosport is on the other side of the track, taking in the whole Maggotts/Becketts complex during FP3. The rain that lashed this place through the night has finally, briefly, abated. The minor undulation through here means there's still a big puddle between the final part of Maggotts and the first element of Becketts – soon the cars are vengefully sending water back towards the heavens.

Through Becketts in these opening minutes, the drivers are struggling to power out – Valtteri Bottas first, then Lance Stroll, not even Max Verstappen is immune from rear-end squirming. But before too long, with the racing line drying and rain not returning until near the end of the session, the drivers are no longer having this problem.

That's even as they press on with the intermediates that they'll run throughout the session, the drivers continually gaining confidence. Here they're generally errorless – the high-speed turns are exactly the corner type these ground-effect cars love. It's the low-speed stuff, such as the entry to Club, where Verstappen pirouettes in the early laps and Pierre Gasly then spins off



“The high-speed turns are exactly the corner type these ground-effect cars love”

into the gravel, where they're cumbersome and need much coaxing. A giant screen at our backs – working these days with subtitles and sign language for improved fan accessibility – explains why the red flags are flying after seven minutes.

When the cars return, we're concentrating on rear ride height levels. It's notable that the rear floor edges on both Red Bulls

are higher than most of those from rival frontrunning squads, a clear chink of daylight visible under the RB20s as the flash past. The Mercedes and Ferraris are notably lower, but the red machines are visibly oscillating as they traverse the left kink that forms the Becketts opening. This is interesting since the Ferrari drivers' concern over bouncing in high-speed turns in Spain and Austria – robbing them of confidence since the sidepod, floor, diffuser and rear wing updates were added at Barcelona last month – meant the team opted to take them off Carlos Sainz's car

in Friday practice in a bid to fully evaluate their effectiveness. Both SF-24s will head into qualifying in the pre-Spain configuration.

The damp track means no one is pushing as hard as usual here, but such movement remaining would be concerning for Charles Leclerc and Sainz. But our ears reveal what's really going on: they're just taking the left-hand kerb directly in front of us much more aggressively than anyone else and it's this that's unsettling their cars. Mystery solved, just as the rain starts to fall once again...

ALEX KALINAUCKAS

you think medium? I don't mind". McLaren, having acknowledged his initial call, stuck with fitting the softs at Norris's inevitable stop. This took 5.4s to complete – in large part because Norris slid past his pitbox marks and forced his mechanics to re-adjust before they could get the inters off. This 1.5s swing to Hamilton meant Norris emerged behind the Mercedes. "It was enough [to lose the lead]," Stella said of the slow stop. "If I can do the race again, I would pit at the same time as Hamilton and Verstappen."

As the race's final fifth kicked off, Hamilton led by 2.7s, with Verstappen 3.4s behind Norris. A grandstand finish was set, where this time the seven-time world champion's efforts were really rewarded.

4. Hamilton aces the final chase

Over the next eight laps, Hamilton's gap to Norris fluctuated before rising to 3.1s, the Mercedes driver careful to bed his softs in with a gentler out-lap and first full flier. This would prove crucial – just like in FP2, the softs were graining before degrading quite heavily. The graining was because the regular rain last weekend kept cleaning the track, and the degradation stemmed from the improved pace of the 2024 cars over their predecessors here.

Hamilton's job to reach the finish – he had asked engineer Peter Bonnington to keep the updates to a minimum during the initial phase after the second pitstop – then changed.

Verstappen, able to press on with the hard tyres, had roared up to the rear of Norris. He was regularly "circa half a second a lap quicker in the middle sector". This covers Copse, Maggotts and Becketts, and is critical for tyre management driving – something Verstappen could eschew thanks to the more durable compound he was running, even as the track dried in the belated sunshine.

"We knew that the hard tyre was better for us," said Horner. "We had a bit of info from Checo [who had started on hards] from the beginning of the race that it seemed to have performed pretty well. What was baffling for us was that McLaren was the only team that had a new medium to them and they chose not to run it. It would have been an ideal tyre for those conditions."

On lap 48, Verstappen used DRS to close in on Norris down the Hangar Straight and, with the Briton making at least an attempt at resistance, stole around the outside at Stowe to seal second.

Verstappen now had five laps to close a 3.3s gap to Hamilton. For the leader, all thoughts of tyre preservation had to be abandoned in the effort to stay ahead on the wearing softs. "When Max started to close in, again I was just trying to give it absolutely everything," Hamilton revealed when asked how hard he was pushing to the finish. "Right on the edge, full attack – to try and keep the gap at three seconds. And the tyres started to just drop off a little bit towards the end. So, I think it was the perfect distance of a stint. If we had another five laps I don't know if we would have held on to it, but I'm grateful that we were able to."

Indeed, Hamilton came home to win by 1.5s, with Norris 6.1s further back. But there was one more moment to consider as key to his first victory since the 2021 Saudi Arabian GP, and this had actually happened on Saturday.



“WHAT WAS BAFFLING FOR US WAS THAT MCLAREN HAD A NEW MEDIUM AND THEY CHOSE NOT TO RUN IT”

5. Hamilton's pre-race choices prove critical

Hamilton had said after qualifying that he'd been "cautious with my set-up, more thinking to have a nice balance in the race rather than all for one particular lap". It is understood that this referred to a choice made to slightly raise the Mercedes' ride height, which gives away some peak downforce. But, as the team learned to its cost here in the 70th Anniversary GP of 2020, massive speed through the high-load, high-speed turns here chews the tyres, with the ground-effect cars going even quicker in these places on skinnier wings overall than historically typical at Silverstone.

But another Hamilton decision ultimately paid off even more handsomely. "I was here until about 10pm Saturday night," he explained of the time after he and Russell had joined thousands of spectators in watching England beat Switzerland on penalties in the quarter-finals of Euro 2024 on Silverstone's gigantic fanzone main stage. "I came back and just really worked on my craft. Worked on things that I needed to improve on from practice that weren't quite good enough. And I feel like I was able to implement that [in the final stint]. So, I think that time [Saturday] night really made the difference."

Mercedes had tried the soft tyres in FP2 last Friday – unlike Red Bull. Hamilton's average had come in at 1m32.583s versus Russell's 1m32.232s, with Hamilton's pace starting off faster before tailing off quite dramatically. Not so when it really mattered.

"That's the longest stint that I've not had a win – 945 days," he finally, expressively concluded. "And the emotion that's accumulated over that time."

"So, this one feels like it could be one of the most special ones for me, I think, if not *the* most special." ❄️

**NEXT
F1 REPORT**
Hungarian Grand Prix
25 July issue

HULKENBERG EXPERIENCES JOY OF SIXTH AGAIN

Nico Hulkenberg reckoned that Haas had firmly moved into contention to be F1's fifth-best team after securing his second consecutive sixth-place finish at the British Grand Prix.

Although the German lost ground at the start from sixth on the grid after running wide into Village, he was able to atone for that mistake and passed Lance Stroll on the 19th lap to reclaim one of his lost positions. Charles Leclerc's badly timed stop for intermediates and George Russell's retirement paid back the other two, allowing Hulkenberg to lock down his position. He had to ward off a threat from the Aston Martins towards the end of the race, but kept just enough life in his soft tyres to manage that.

"We worked for it – we stayed clean, no mistakes, good strategy," he said, also noting that the new floor upgrades had helped the team in the high-speed corners. "I think that the best of all, though, is the performance we've had, the update really did something to the car. And I genuinely think we're in the fight for fifth-fastest team now with sometimes Aston, sometimes Alpine, sometimes others maybe. I think we're there. We have been pretty consistent this season. And I think we can hang onto that."

Team-mate Kevin Magnussen went unrewarded, but enjoyed a solid run to 12th.



GALLOWAY



HONE

Leclerc gets inter more trouble amid Ferrari woe

Ferrari threw away a potential seventh place for Charles Leclerc with a badly timed call for the intermediate tyre as the Monegasque lamented a "worse than a nightmare" run of form since his Monaco Grand Prix win in May.

Leclerc had managed to make up for a Q1 exit with a good start, rising to eighth and then passing Lance Stroll for seventh, but Ferrari overreacted to the initial belt of light rain and hauled him in on lap 19 of 52 – a point at which the rain started to ease up and the track dried. By the time that heavier rain started to pepper the Silverstone circuit, Leclerc's intermediates were shot, and he'd lost huge chunks of time to the cars ahead tiptoeing around on wet-weather tyres on a dry track.

Without a safety car to compress the field, his hopes of scoring were dashed. "Clearly the wrong [strategy],"

Leclerc said. "Obviously with the decision, with the message I got and the information I had in the car, I felt like it was the right one. It was raining quite a lot in T15 [Stowe]. I was told that in this lap, the rain was going to be very heavy, so I stopped to try and anticipate. However, the rain came eight or nine laps later. That was the end of our race."

Sergio Perez had the same issue, although he'd not enjoyed anything like the bright start that Leclerc had managed. After throwing his car into the gravel in Q1 to qualify 19th, Perez started from the pitlane after taking new power unit components. He cleared Esteban Ocon and the Saubers before getting stuck behind Kevin Magnussen. Red Bull gambled on the early inters call but, like Leclerc, Perez's slim hope of a top-10 finish was eradicated immediately.



DUNBAR

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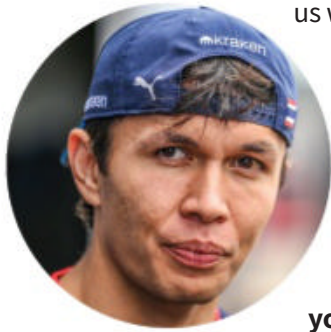
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Number of laps between Red Bull drivers Max Verstappen (second) and Sergio Perez (17th) at the end of the 2024 British Grand Prix

Q&A

**ALEX ALBON
WILLIAMS DRIVER****Was there first-lap contact?**

I had contact in Turn 3, contact in Turn 4. I had a relatively good launch. But Fernando [Alonso] had an absolute rocketship start and got boxed in into Turn 1. I think Nico [Hulkenberg] made everyone slam the brakes on. We came out P12 on lap one but, to be honest



with you, I knew it didn't really matter too much because the race was going to come to us with the rain. When it did rain, Nico bunched up towards us and we kind of created a little group.

Can you explain your tyre strategy?

Once we pitted for the inter, we could adjust the front wing to rebalance some of the damage that we had from lap one. And then the car felt good from then

on. The inter was OK, not a bad stint, and then on the final stint, I think we did a really good job of the strategy. We timed it right, but we also went on the mediums, where I think a lot of the others went on the softs.

And Yuki Tsunoda ahead was on softs...

The first two laps I knew we were on the right tyre and we could really push from that tyre. I think the soft runners had to manage a bit too much, so I was very happy. In the last six, seven laps of the race, that was the best it has felt

all year. I need to understand why that is, but it was a lot of fun.

Good execution from the team?

Yes, for sure. It was a race where, like always around this track, we need to understand why it pays more towards our car than others. We had true pace this weekend. I think that was a big difference to previous weekends. We just did the quickest strategy rather than trying to find a way to be optimistic. But I was kind of stuck in the group. In some ways I actually think we could have finished even a bit further up.

**ASTON MARTIN 'BACK TO NORMALITY' WITH TWO CARS IN THE POINTS**

Aston Martin banked a double-points finish on its front lawn, with Lance Stroll taking seventh and Fernando Alonso eighth. The Spaniard now believes that the team has turned its back on a difficult period and has recaptured its pre-Imola form with a handful of updates, which included a new front wing at Silverstone.

Alonso had only qualified 10th because he managed just one flying lap in Q3, getting outqualified by Stroll in eighth, and then got baulked into the opening corners by the off-road Nico Hulkenberg at Village. Regardless, he managed to keep his foot in the top 10 amid the early stages, building a gap over Yuki Tsunoda's

RB and the other points contenders.

Alonso got past Stroll prior to the intermediate tyre stops but, since Stroll stopped a lap earlier, the Canadian was able to return ahead of his more experienced team-mate. Thanks to George Russell's retirement with a water system issue, the two were elevated into their final finishing positions, but not before pressuring Hulkenberg at the end.

"The feeling was back to normality," Alonso said after the race. "We were the fifth, sixth fastest team. I think it's more or less the positions we were before Imola [in May] in a way, so we came back to our more natural position. So I'm happy for that."

Gasly's chances up in smoke before the start

A dismal weekend left Pierre Gasly having to retire before the end of the formation lap after Alpine detected a gearbox issue on his car.

The Frenchman had already sacrificed his own FP1 session for reserve driver Jack Doohan, and FP2 provided his only real running of his whole weekend; he got caught in the gravel during FP3, and then barely appeared in qualifying. He was also beset by grid penalties for

taking a new suite of power unit components.

"It's a pity we couldn't take part in the race to at least try and fight back for positions," said the 2020 Italian GP winner. "With the weather being so unstable, there might have been some opportunities for us, but that just was not on the cards today."

Esteban Ocon could only manage 16th, and was left to rue poor tyre choices throughout the race.



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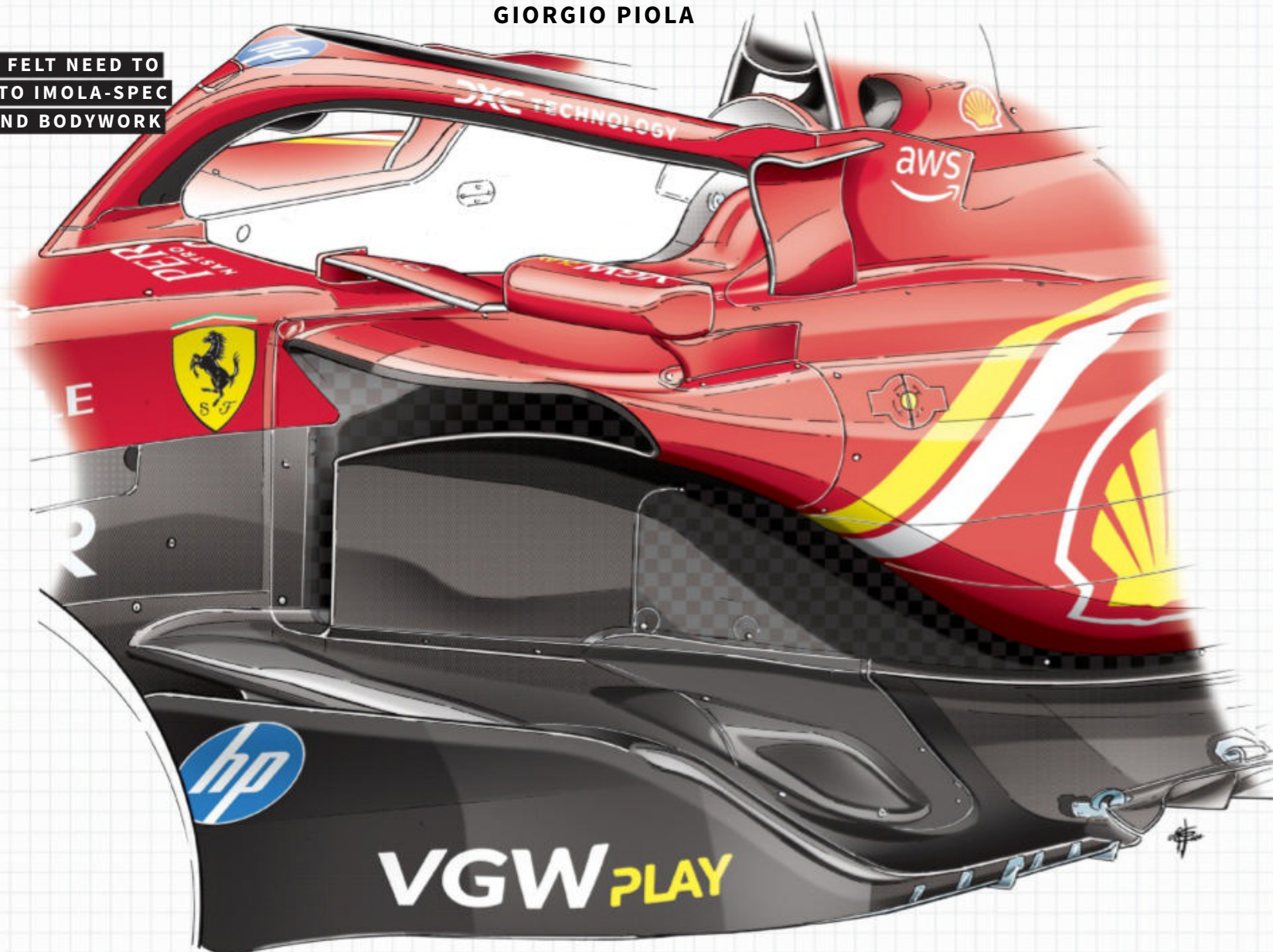
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DRAWING BOARD

GIORGIO PIOLA

FERRARI FELT NEED TO
REVERT TO IMOLA-SPEC
FLOOR AND BODYWORK



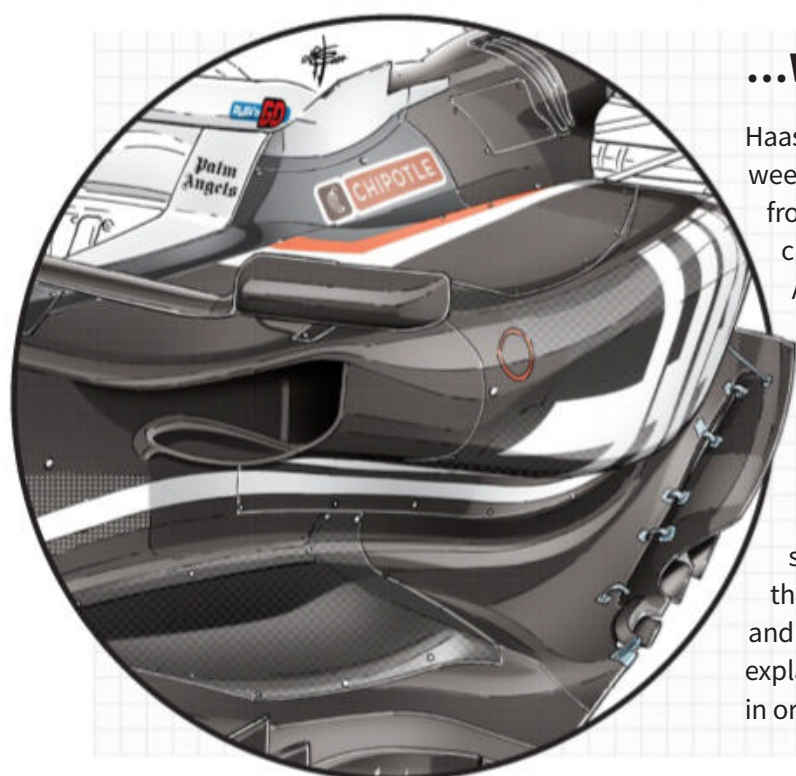
FERRARI HAS TO ROLL BACK RECENT UPGRADES...

Bouncing in the high-speed corners has been a problem for Ferrari in recent races, and it now seems that it's a problem exacerbated by the series of upgrades brought to the Barcelona round for the SF-24 last month. For Silverstone, the team looked to find more consistency in the wide range of higher-speed corners at the British circuit, so rolled back to an Imola specification in an effort to control the unwanted oscillations.

It appears floor related, but the bodywork (pictured) has also been rolled back to ensure that it works with the old floor developed for the Imola round in May. Team principal Fred Vasseur explained that, although the performance of the Barcelona-spec parts correlated to Ferrari's simulations, it was not possible to see the effect of bouncing until the car hit the circuit in the real world. Carlos Sainz, who suggested that Ferrari might use the newer floor for the Hungarian GP

later in the month owing to the circuit's nature, was unhappy with the situation. "Since Imola everyone has upgraded, probably added two tenths to the car and we have had to revert," Sainz rued. "We have lost two or three months of performance gain in the wind tunnel or performance we could have added in these three months, so clearly we haven't taken the right calls recently."

JAKE BOXALL-LEGGE



...WHILE HAAS CONTINUES ITS MARCH FORWARDS

Haas has looked markedly improved in recent weeks. The team has closed to four points away from sixth-placed RB in the constructors' championship thanks to excellent Austrian and British grands prix.

The American squad introduced a series of upgrades at Silverstone, featuring a new floor, revised sidepod inlet (pictured), and bodywork to target a weakness in high-speed corners.

Since Nico Hulkenberg scored a second successive sixth place after reaching Q3, the updates appear to have done the job, and aerodynamics team leader Luca Metelli explained how the team aimed to get the pieces in order: "The high-speed [performance] was

something that we were lacking at the start of the season. Already with the previous upgrades is something that we improved quite a lot. If you see Austria we were quite good. And so we just work in order to improve the consistency of the rear load in order to make the drivers feel more comfortable, and avoid sliding and destroying the tyres and improve the tyre management.

"From the simulations, I would say that it's roughly in line with the upgrades that we already brought in race five and seven [at Shanghai and Imola]."

Haas also appears to have strong correlation practices, meaning that the updates generally reflect their simulation performance.

JAKE BOXALL-LEGGE

20Perez #11
1m38.348s

18Ocon #31
1m34.557s

16Bottas #77
1m32.431s

14Zhou #24
1m27.867s

12Sargeant #2
1m27.175s

19Gasly #10
1m39.804s

17Magnussen #20
1m32.905s

15Ricciardo #3
1m27.949s

13Tsunoda #22
1m27.269s

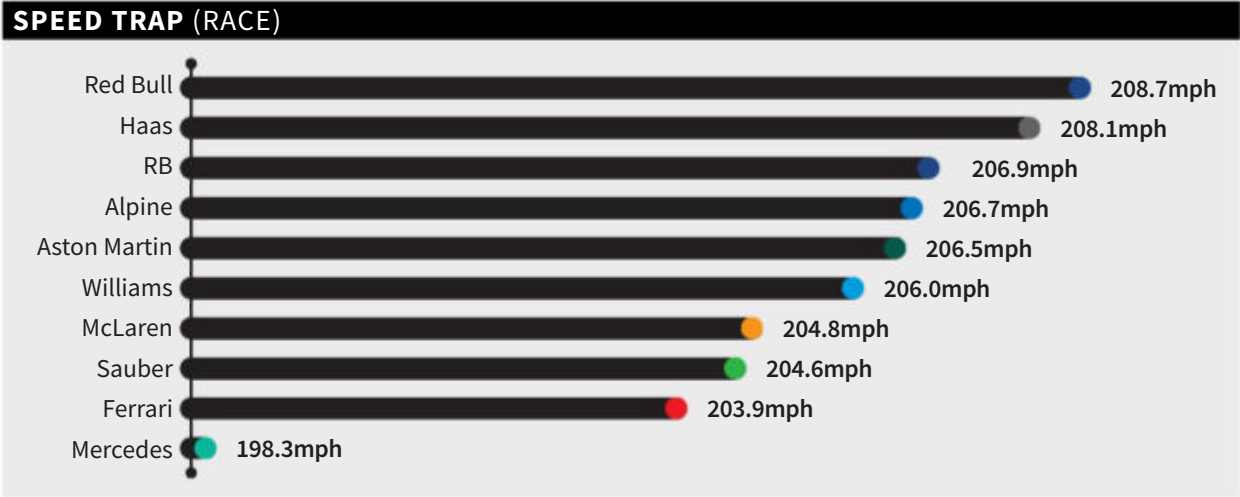
11Leclerc #16
1m27.097s

FREE PRACTICE 1			FREE PRACTICE 2			FREE PRACTICE 3		
POS	DRIVER	TIME	POS	DRIVER	TIME	POS	DRIVER	TIME
1	Norris	1m27.420s	1	Norris	1m26.549s	1	Russell	1m37.529s
2	Stroll	1m27.554s	2	Piastri	1m26.880s	2	Hamilton	1m37.564s
3	Piastri	1m27.631s	3	Perez	1m26.983s	3	Norris	1m37.714s
4	Verstappen	1m27.729s	4	Hulkenberg	1m26.990s	4	Sainz	1m38.139s
5	Russell	1m27.738s	5	Leclerc	1m27.150s	5	Verstappen	1m38.393s
6	Alonso	1m27.794s	6	Hamilton	1m27.202s	6	Leclerc	1m38.454s
7	Hamilton	1m27.858s	7	Verstappen	1m27.233s	7	Piastri	1m38.654s
8	Leclerc	1m27.903s	8	Sainz	1m27.249s	8	Alonso	1m38.940s
9	Sainz	1m27.925s	9	Stroll	1m27.274s	9	Perez	1m39.284s
10	Ocon	1m27.974s	10	Russell	1m27.294s	10	Hulkenberg	1m39.340s
11	Hulkenberg	1m28.082s	11	Alonso	1m27.372s	11	Albon	1m39.603s
12	Bottas	1m28.254s	12	Bottas	1m27.381s	12	Stroll	1m39.700s
13	Ricciardo	1m28.477s	13	Albon	1m27.645s	13	Sargeant	1m39.702s
14	Bearman	1m28.536s	14	Gasly	1m27.732s	14	Tsunoda	1m39.820s
15	Zhou	1m28.590s	15	Ocon	1m27.743s	15	Bottas	1m40.242s
16	Albon	1m28.649s	16	Tsunoda	1m27.745s	16	Ocon	1m40.430s
17	Doohan	1m28.735s	17	Sargeant	1m27.809s	17	Magnussen	1m40.539s
18	Colapinto	1m29.078s	18	Zhou	1m27.813s	18	Ricciardo	1m40.823s
19	Hadjar	1m29.270s	19	Ricciardo	1m27.916s	19	Zhou	1m41.785s
20	Tsunoda	1m29.864s	20	Magnussen	1m28.122s	20	Gasly	notime

WEATHER Overcast, air 18-19C track 20-22C

WEATHER Mixed, air 17-20C track 19-28C

WEATHER Rain, air 11C track 13C



QUALIFYING 1			QUALIFYING 2			QUALIFYING 3		
POS	DRIVER	TIME	POS	DRIVER	TIME	POS	DRIVER	TIME
1	Hamilton	1m29.547s	1	Norris	1m26.559s	1	Russell	1m25.819s
2	Russell	1m30.106s	2	Russell	1m26.723s	2	Hamilton	1m25.990s
3	Leclerc	1m30.496s	3	Alonso	1m26.730s	3	Norris	1m26.030s
4	Sainz	1m30.557s	4	Piastri	1m26.733s	4	Verstappen	1m26.203s
5	Piastri	1m30.895s	5	Hamilton	1m26.770s	5	Piastri	1m26.237s
6	Tsunoda	1m30.994s	6	Verstappen	1m26.796s	6	Hulkenberg	1m26.338s
7	Albon	1m31.135s	7	Sainz	1m26.843s	7	Sainz	1m26.509s
8	Zhou	1m31.190s	8	Hulkenberg	1m26.847s	8	Stroll	1m26.585s
9	Alonso	1m31.264s	9	Albon	1m26.933s	9	Albon	1m26.640s
10	Ricciardo	1m31.291s	10	Stroll	1m26.938s	10	Alonso	1m26.917s
11	Verstappen	1m31.342s	11	Leclerc	1m27.097s			
12	Stroll	1m31.410s	12	Sargeant	1m27.175s			
13	Norris	1m31.596s	13	Tsunoda	1m27.269s			
14	Sargeant	1m31.608s	14	Zhou	1m27.867s			
15	Hulkenberg	1m31.929s	15	Ricciardo	1m27.949s			
16	Bottas	1m32.431s						
17	Magnussen	1m32.905s						
18	Ocon	1m34.557s						
19	Perez	1m38.348s						
20	Gasly	1m39.804s						

WEATHER Overcast, air 13-14C track 20-22C

NEXT RACE

21 July

Hungarian GP

Hungaroring

SEASON STATS			
DRIVERS' CHAMPIONSHIP	PTS	BEST FINISH	BEST QUAL
1 Verstappen	255	1	1
2 Norris	171	1	1
3 Leclerc	150	1	1
4 Sainz	146	1	2
5 Piastri	124	2	2
6 Perez	118	2	2
7 Russell	111	1	1
8 Hamilton	110	1	2
9 Alonso	45	5	3
10 Stroll	23	6	8
11 Hulkenberg	22	6	6
12 Tsunoda	20	7	7
13 Ricciardo	11	8	5
14 Bearman	6	7	11
15 Gasly	6	9	7
16 Magnussen	5	8	12
17 Albon	4	9	9
18 Ocon	3	10	9
19 Zhou	0	11	14
20 Sargeant	0	11	12
21 Bottas	0	13	10

CONSTRUCTORS' CHAMPIONSHIP		PTS
1 Red Bull		373
2 Ferrari		302
3 McLaren		295
4 Mercedes		221
5 Aston Martin		68
6 RB		31
7 Haas		27
8 Alpine		9
9 Williams		4
10 Sauber		0

QUALIFYING BATTLE			
Verstappen	12	0	Perez
Hamilton	2	10	Russell
Leclerc	7	4	Sainz
Leclerc	1	0	Bearman
Norris	9	3	Piastri
Alonso	7	5	Stroll
Gasly	4	7	Ocon
Sargeant	0	11	Albon
Ricciardo	3	9	Tsunoda
Zhou	1	11	Bottas
Magnussen	2	9	Hulkenberg

Events removed when one driver in a team could not record a representative time for reasons outside their control

WINS		FASTEST LAPS	
Verstappen	7	Alonso	2
Hamilton	1	Hamilton	2
Leclerc	1	Leclerc	2
Norris	1	Verstappen	2
Russell	1	Norris	1
Sainz	1	Piastri	1
		Russell	1
		Sainz	1

POLE POSITIONS	
Verstappen	8
Russell	2
Leclerc	1
Norris	1

STARTING GRID

10 Alonso #14 1m26.917s	8 Stroll #18 1m26.585s	6 Hulkenberg #27 1m26.338s	4 Verstappen #1 1m26.203s	2 Hamilton #44 1m25.990s
9 Albon #23 1m26.640s	7 Sainz #55 1m26.509s	5 Piastri #81 1m26.237s	3 Norris #4 1m26.030s	1 Russell #63 1m25.819s

RESULTS ROUND 12/24 (52 LAPS – 190.26 MILES)

POS	DRIVER	TEAM	FINISH TIME	LED	TYRES
1	Lewis Hamilton (GBR)	Mercedes	1h22m27.059s	15	Mn, In, Su
2	Max Verstappen (NLD)	Red Bull-Honda RBPT	+1.465s		Mn, In, Hn
3	Lando Norris (GBR)	McLaren-Mercedes	+7.547s	19	Mn, In, Su
4	Oscar Piastri (AUS)	McLaren-Mercedes	+12.429s	1	Mn, In, Mn
5	Carlos Sainz (ESP)	Ferrari	+47.318s		Mn, In, Hn, Su
6	Nico Hulkenberg (DEU)	Haas-Ferrari	+55.722s		Mn, In, Su
7	Lance Stroll (CAN)	Aston Martin-Mercedes	+56.569s		Mn, In, Mn
8	Fernando Alonso (ESP)	Aston Martin-Mercedes	+1m03.577s		Mn, In, Mn
9	Alexander Albon (THA)	Williams-Mercedes	+1m08.387s		Mn, In, Mn
10	Yuki Tsunoda (JPN)	RB-Honda RBPT	+1m19.303s		Mn, In, Sn
11	Logan Sargeant (USA)	Williams-Mercedes	+1m28.960s		Mn, In, Sn
12	Kevin Magnussen (DNK)	Haas-Ferrari	+1m30.153s		Mn, In, Sn
13	Daniel Ricciardo (AUS)	RB-Honda RBPT	-1 lap/+9.937s		Mn, In, Sn
14	Charles Leclerc (MCO)	Ferrari	-1 lap/+40.473s		Mn, In, In, Sn
15	Valtteri Bottas (FIN)	Sauber-Ferrari	-1 lap/+41.821s		Mn, In, Sn
16	Esteban Ocon (FRA)	Alpine-Renault	-2 laps/+10.682s		Sn, In, Mn, In, Mn
17	Sergio Perez (MEX)	Red Bull-Honda RBPT	-2 laps/+18.005s		Hn, In, In, Mn, Sn
18	Zhou Guanyu (CHN)	Sauber-Ferrari	-2 laps/+54.476s		Sn, Mn, In, In, Su
R	George Russell (GBR)	Mercedes	33 laps-water system	17	Mn, In
NS	Pierre Gasly (FRA)	Alpine-Renault	gearbox		Mn

WEATHER Mixed, air 14-18C track 27-25C

WINNER'S AVERAGE SPEED 138.455mph FASTEST LAP AVERAGE SPEED 149.250mph.

FASTEST LAPS

POS	DRIVER	TIME	GAP	LAP
1	Sainz	1m28.293s	-	52
2	Piastri	1m28.748s	+0.455s	51
3	Verstappen	1m28.952s	+0.659s	48
4	Norris	1m29.262s	+0.969s	43
5	Hamilton	1m29.438s	+1.145s	45
6	Perez	1m29.707s	+1.414s	50
7	Alonso	1m29.710s	+1.417s	47
8	Albon	1m29.718s	+1.425s	52
9	Leclerc	1m29.748s	+1.455s	43
10	Hulkenberg	1m29.836s	+1.543s	43
11	Stroll	1m29.897s	+1.604s	46
12	Sargeant	1m29.972s	+1.679s	42
13	Magnussen	1m30.093s	+1.800s	42
14	Tsunoda	1m30.229s	+1.936s	43
15	Ricciardo	1m30.735s	+2.442s	47
16	Ocon	1m30.875s	+2.582s	46
17	Zhou	1m31.014s	+2.721s	43
18	Bottas	1m31.277s	+2.984s	44
19	Russell	1m31.298s	+3.005s	3

RACE BRIEFING

FP1 OLLIE BEARMAN replaced
MAGNUSSEN at Haas. **JACK**
DOOHAN replaced **GASLY** at Alpine.
FRANCO COLAPINTO replaced
SARGEANT at Williams. **ISACK**
HADJAR replaced **PEREZ** at Red Bull

GRID PENALTIES **GASLY** required
to start from the back of the grid –
additional power unit elements used
PEREZ required to start from the
pitlane – car modified while under
parc ferme conditions and additional
power unit elements used

56

Number of races between
Hamilton's 2021
Saudi Arabian and 2024
British GP victories

TYRES

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



LAP CHART

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
	Russell	Hamilton	Norris	Verstappen	Piastri	Hulkenberg	Sainz	Stroll	Albon	Alonso	Leclerc	Sargeant	Tsunoda	Zhou	Ricciardo	Bottas	Magnussen	Ocon	Gasly	Perez
G	63	44	4	1	81	27	55	18	23	14	16	2	22	24	3	77	20	31	10	11
1	63	44	1	4	81	55	18	16	27	14	22	23	2	24	3	31	20	77	11	
2	63	44	1	4	81	55	18	16	27	14	22	23	2	24	3	31	20	77	11	
3	63	44	1	4	81	55	18	16	27	14	22	23	2	24	3	31	20	77	11	
4	63	44	1	4	81	55	18	16	27	14	22	23	2	24	3	31	20	11	77	
5	63	44	1	4	81	55	18	16	27	14	22	23	2	24	3	31	20	11	77	
6	63	44	1	4	81	55	18	16	27	14	22	23	2	24	3	31	20	11	77	
7	63	44	1	4	81	55	18	16	27	14	22	23	2	3	24	20	11	31	77	
8	63	44	1	4	81	55	18	16	27	14	22	23	2	3	20	11	31	24	77	
9	63	44	1	4	81	55	18	16	27	14	22	23	2	3	20	11	31	24	77	
10	63	44	1	4	81	55	18	16	27	14	22	23	2	3	20	11	31	77	24	
11	63	44	1	4	81	55	18	16	27	14	22	23	2	3	20	11	31	77	24	
12	63	44	1	4	81	55	18	16	27	14	22	23	2	3	20	11	31	77	24	
13	63	44	1	4	81	55	16	18	27	14	22	23	2	3	20	11	31	77	24	
14	63	44	1	4	81	55	16	18	27	14	22	23	2	3	20	11	77	31	24	
15	63	44	4	1	81	55	16	18	27	14	22	23	2	3	20	11	77	31	24	
16	63	44	4	1	81	55	16	18	27	14	22	23	2	20	3	11	77	31	24	
17	63	44	4	81	1	55	16	18	27	14	22	23	2	20	11	3	77	31	24	
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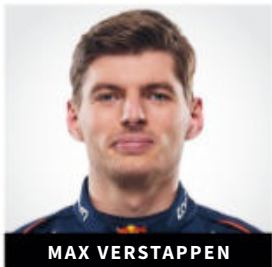
KEY: 1 Classification 1 Lap number G Starting grid 24 Lapped
24 Pit entry 11 Overtaken 77 Overtaken Retirement

BRITISH GP DRIVER RATINGS

Long-awaited return to the top step of the podium not quite enough for Hamilton to score full marks, while Hulkenberg also stars for Haas

JAKE BOXALL-LEGGE

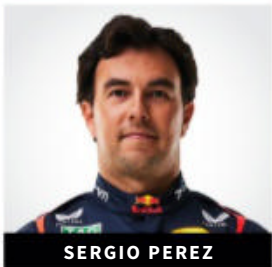
RED BULL



MAX VERSTAPPEN

Started **4th** — Result **2nd**

7 Contributed to getting big calls right: timed switch from intermediates just right, and pace on hard tyres forced Hamilton and Norris to take more life out of their softs. Qualifying was messy after damaging floor; could do little with poor race pace, but strong final stint redeemed him.



SERGIO PEREZ

Started **20th** — Result **17th**

2 Threw car off the road in Q1 at Copse and got stuck in gravel. Started from pitlane, but progress stalled behind Magnussen after clearing Ocon and Saubers. Race aspirations killed off through intermediate gamble – tyres were burned out before second rain cell hit the circuit.

MERCEDES



LEWIS HAMILTON

Started **2nd** — Result **1st**

9 Emotional win, built on getting basics absolutely right. Fastidious approach to tyre management on mediums underpinned overtake on Russell, and helped him keep hold of soft tyres in final phase to keep Norris and Verstappen at bay. Only downside was being outqualified by Russell in Merc 1-2.



GEORGE RUSSELL

Started **1st** — Result **R**

8 Water system issue led to retirement, having started to lose power while pressuring Verstappen. Scintillating in qualifying, with pole by almost two tenths. Early management of race was assertive, even if medium tyre judgement was marginally inferior to Hamilton's.

FERRARI



CHARLES LECLERC

Started **11th** — Result **14th**

6 Fell out of qualifying in Q2, but made good gains at start. Move on Stroll was long time coming, but well-drilled. Timing of intermediates switch disastrous, thrusting him further down the order. Spent weekend shy of Sainz's speed; currently ruing "worse than a nightmare" string of bad luck.

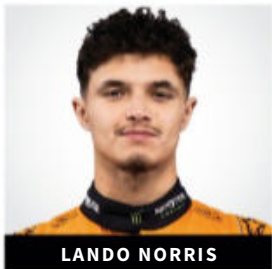


CARLOS SAINZ

Started **7th** — Result **5th**

7 Started to exert pressure on a floundering Verstappen as circuit dampened, but slip at Copse let him off. Made most of Ferrari struggling with high-speed corner bouncing. Probably pitted a lap too late after rain stopped; grabbed fastest lap with late switch to soft tyres.

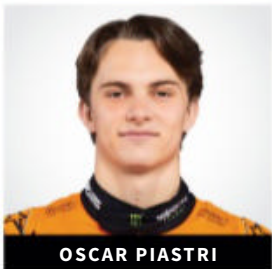
McLAREN



LANDO NORRIS

Started **3rd** — Result **3rd**

7 Indecision on final slicks call cost potential victory, voicing preference too late for mediums. Lost position early on to Verstappen but recovered it as Red Bull started to suffer degradation. Made most of McLaren's tyre heating in first rain phase to hit the lead, maintaining it until final round of stops.



OSCAR PIASTRI

Started **5th** — Result **4th**

8 Outqualified by Norris and probably should have been faster than Verstappen. Pressured Norris for lead in the damp, but race was significantly hindered by McLaren's double-stack evasion. Pushed for medium tyres after rain stopped, and got call right – but damage already done.

ASTON MARTIN



FERNANDO ALONSO

Started **10th** — Result **8th**

6 Pace on opening medium tyre stint marginally better than Stroll's, but hurt by stopping a lap later for intermediates. Got some payback with better-timed return to slicks, but had already ceded excess time to his team-mate. Only had one set of softs in Q3, but didn't make the most of them.



LANCE STROLL

Started **8th** — Result **7th**

7 Outqualified and outraced Alonso to cap off decent weekend. Defended well from Leclerc early on, but couldn't resist the Ferrari. Stopping a lap sooner than team-mate for inters was main differentiator, and ended final stint on mediums with much better pace than the veteran Spaniard.

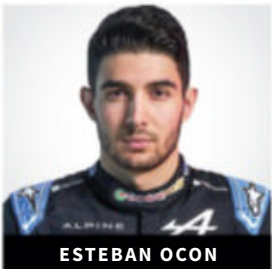
ALPINE



PIERRE GASLY

Started **19th** — Result **R**

N/A Effectively drove in one session. Handed FP1 seat to Doohan, 0.01s faster than Ocon in FP2, threw it into the gravel in FP3, and power unit changes led to token running in qualifying and he started last. Gearbox issue on formation lap, leading to failure to start the race. Abysmal luck, all told.



ESTEBAN OCON

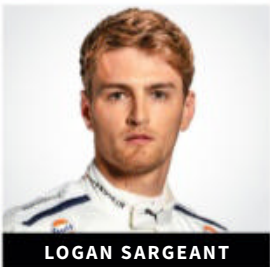
Started **18th** — Result **16th**

5 Hurt by a string of poor decisions. Confusion over chequered flag timing nixed final qualifying lap, resulting in Q1 elimination. Soft tyres too weak for opening phase, inters switch was too early, went back to mediums, took inters again when rain fell. Only final call for mediums went right.



MAUGER/MOTORSPORT IMAGES

WILLIAMS



LOGAN SARGEANT

Started 12th – Result 11th

6 Close to Q3 cut-off, but fell the wrong side in close Q2 session. Otherwise, had clean race in tough conditions. Was shy of Albon’s pace once his team-mate’s damage effects were mitigated, and lagged behind Tsunoda in intermediate stint, but ended race strongly, managing softs well.



ALEX ALBON

Started 9th — Result 9th

8 Broke into Q3 to end run of recent struggles. Caught in first-lap concertina and suffered damage, but rebalancing front wing in stop for intermediate rubber alleviated issues. Came alive in final stint as mediums proved to be best tyre, which set up a move on Tsunoda for ninth.

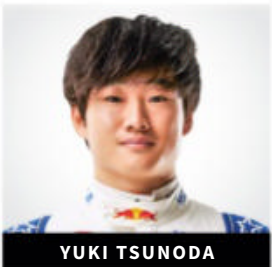
RB



DANIEL RICCIARDO

Started 15th – Result 13th

4 Normal service resumed and was off Tsunoda’s pace all weekend. Didn’t stitch competitive lap together in Q2, and pace was lacking when rain started to affect race. Stabilised slightly in the intermediate phase, but soft-tyre management at end was poor. Mystified by lack of pace.

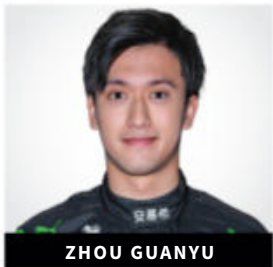


YUKI TSUNODA

Started 13th – Result 10th

6 Stronger than Ricciardo throughout – at least, after ignominious slip into Luffield gravel in FP1. Lacked overall pace to go beyond Q2, but skirted danger well on opening lap. Matched Astons for pace on intermediate tyres, but started to run out of steam on softs during the final phase.

SAUBER



ZHOU GUANYU

Started 14th – Result 18th

5 Outqualified Bottas. Soft tyre didn’t last in opening phase, so couldn’t eke it out to intermediate switch without stopping for mediums. Took inters gamble that didn’t work for first rain phase. Outpaced Bottas on second set and final soft stint, but damage was done with two extra stops.



VALTTERI BOTTAS

Started 16th – Result 15th

4 Caught out in Q1 by timing of slick-tyre lap. Sauber’s dire pace left him with little to fight with, although team at least got main pit calls right – on his side of the garage, at least. Slower than Zhou in second half of the race across intermediate and soft-tyre stints, hence he scores lower.

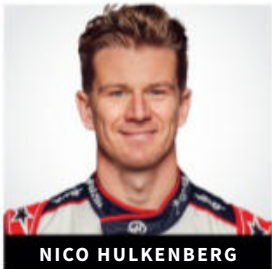
HAAS



KEVIN MAGNUSSEN

Started 17th – Result 12th

5 Lost out in a coin-flip Q1, and got held up in lower-midfield train. Began his ascent when conditions got more difficult to break past Ocon and Ricciardo. Progress hindered by coming to inters late. Although final stop for slicks was well-timed, soft-tyre decision cost time at the end.

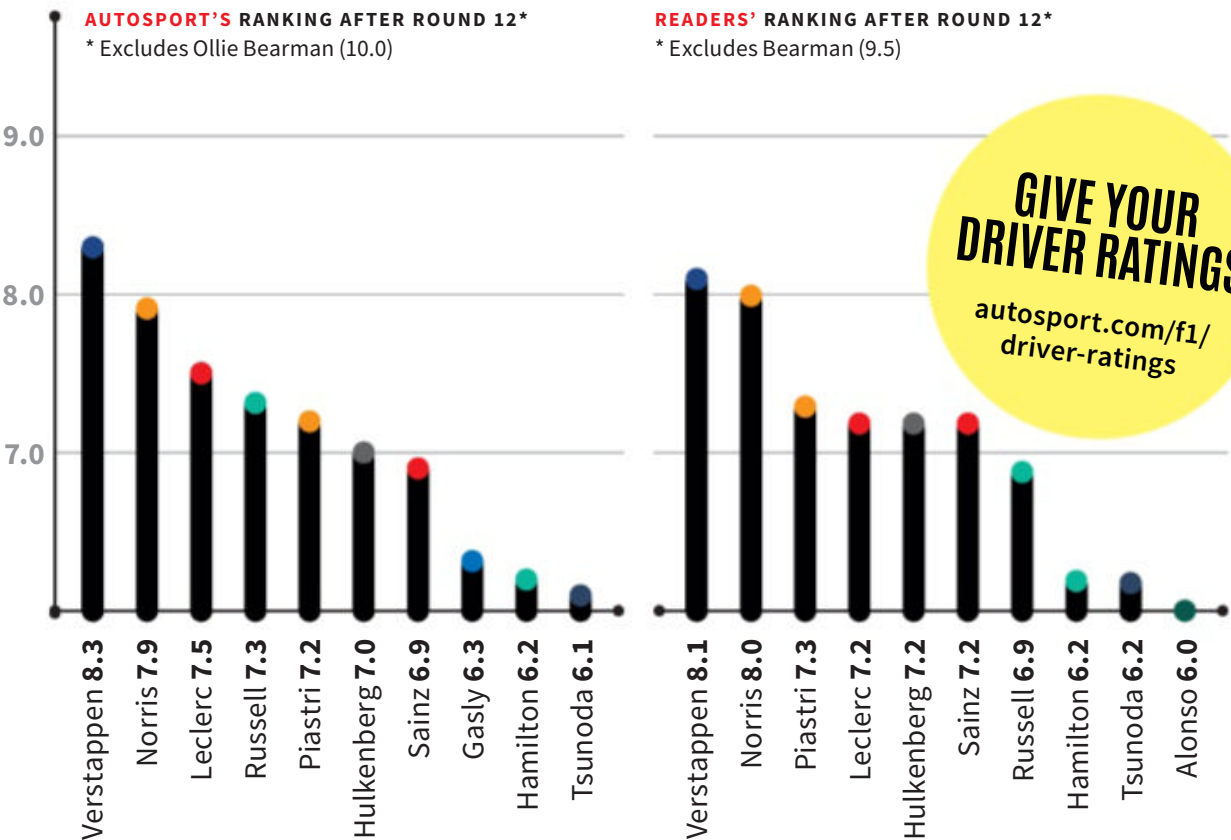


NICO HULKENBERG

Started 6th — Result 6th

9 Loses a point for a) minor mistake in final sector of qualifying lap, as fifth was possible, and b) first-lap excursion at Village to lose positions. Atoned over rest of the race; opening stint pace matched Sainz’s, and managed soft tyres well in final phase to keep enough in hand over Aston Martins.

TOP 10 AVERAGE RATINGS





INDYCAR

O'Ward pips imperfect Palou in first hybrid duel

When Chip Ganassi Racing's long-time race leader dropped the ball, it set up a thrilling chase to the finish with the Arrow McLaren driver on the debut of IndyCar's new tech

CHARLES BRADLEY

PHOTOGRAPHY



motorsport
IMAGES

The IndyCar Series' mid-point was meant to be highlighted by the introduction of the futuristic hybrid technology, but instead it provided a truly old-school open-wheel scrap to the finish between two hard chargers around a classic American road course. Pato O'Ward finally won a race on the road for Arrow McLaren for the first time since Iowa Speedway two years ago, although he did inherit victory in this season's St Petersburg opener after Josef Newgarden was disqualified for Team Penske's push-to-pass scandal.

It was a fantastic duel for the win, after the normally unflappable two-time champion and points leader Alex Palou squandered a six-second lead by overheating his tyres in the middle stint, before fluffing his exit from his final pitstop to allowed O'Ward ahead. It was a tough one for Palou to take, having led for a race-high 53 of the 80 laps, but O'Ward was in front for the 24 that mattered to the finish.

They were separated by 0.4993s at the finish line after O'Ward got mired in traffic – including Kyffin Simpson, Palou's Chip Ganassi Racing team-mate. The Mexican had to juggle not tripping over the obstinate CGR car in front while fending off the angry one behind. "It definitely made me sweat a little bit more," said O'Ward.

"Palou was on my bumper, I was on Kyffin's, and it was just all about not making mistakes and pedalling it to the end."

The focus coming into the race was all about the hybrid system's debut, which couples a supercapacitor energy store and motor generator unit to the 2.2-litre, twin-turbo V6 engines. But there was also a repaved track to consider, which has smoothed Mid-Ohio's notorious bumps, at a 2.258-mile, 13-turn track built 62 years ago amid some pleasantly green rolling countryside in the middle of nowhere.

The extra grip available was contrasted by an extra 30kg for the hybrid and harder tyres, which have impacted the cars' balance. Many drivers complained of extra understeer – and snap oversteers – due to the extra weight that's relatively high up due to the 20 supercapacitors being mounted above the MGU in the bellhousing. "I think it's been more of a hitter into car balance than anything," mused O'Ward before the race. "It's hard to say with the repave with what we felt here last year, but that extra weight does make a difference."

It also added an extra layer of complexity. "We used to have eight different engine maps – now we have like 24 or something,"



Less than half a second separated O'Ward and Palou at the flag...

ABBOTT

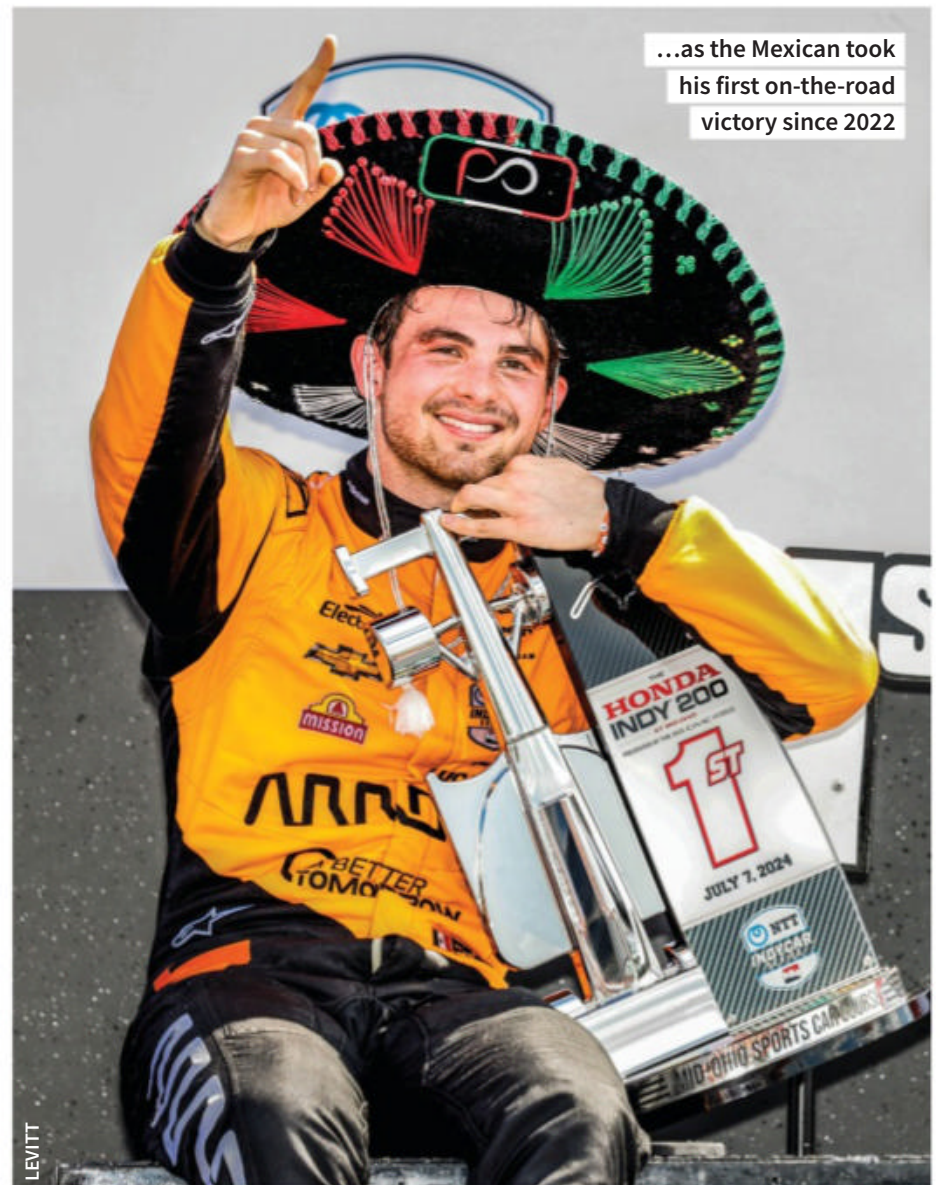
explained O'Ward, while Palou revealed the fingerwork now required on the steering wheel: "When you go from two to 11 on the rotary, it takes you forever. Like it's a full swing!"

Drivers deployed the hybrid energy on the pitstraight, regened through Turn 1, got on it again a little on the run to The Keyhole hairpin, but not too much that they wouldn't have 100% ready for the long drag down to Turn 4, where they really needed to empty the storage pack for maximum power. Following the switchback Esses sequence, there was enough regen opportunity to have another final squirt exiting Turn 9 and into Thunder Valley towards the end of the lap.

"It's one and a half, two tenths for free that's available," said Palou after qualifying on pole by 0.002s from O'Ward. "Whether you regen here or deploy there, it's free lap time, so you need to take it." His strategist Barry Wanser quipped: "We're all going to be a lot smarter at the end of this race."

Palou led the field to the green but only received it on lap three, after his championship contending team-mate Scott Dixon's car ground to a halt on the out-lap with a problem with the hybrid system that shut down his engine, so the original start was waved off. "Kinda weird, there were no alarms," rued Dixon, who would rejoin 21 laps down after the system was recharged. "Something started discharging the capacitors immediately at an excessive rate, some kind of failure there with the power cell of the hybrid."

O'Ward held second, while David Malukas ran third for Meyer Shank Racing after a scare when he stalled in the pitlane and had to dart his way through the pack to take up his third-placed starting spot. This came after a truly impressive qualifying performance in only his second start of the year following his pre-season mountain



LEVITT

"Whether you regen here or deploy there, it's free lap time, so you need to take it"

biking wrist injury that cost him his McLaren seat.

Colton Herta (Andretti Global) ran fourth from Scott McLaughlin (Penske), who passed the Andretti car of Marcus Ericsson for fifth in the opening turns and almost nipped past Herta at the following bend. Next up were Alexander Rossi for McLaren, and battling Danes Christian Rasmussen and Christian Lundgaard.

Palou extended a 3.5s lead by lap 10, lapping half a second faster than the rest of the field, as he tends to do when out front on road courses. The top 13 cars started on fresh primary tyres, with Meyer Shank Racing's Felix Rosenqvist the leading softer alternate runner in 14th, chased by Will Power on a similar strategy for Penske.

Rossi fell from seventh to ninth during the opening stint, with Rasmussen and Lundgaard getting ahead and then latching on to their fellow Scandinavian Ericsson, who'd dropped 2s back from McLaughlin.

Palou's lead was up to 6s when the pitstop cycle began on lap 27 for the two-stoppers. O'Ward was the first to stop, but had to hold his exit for Malukas coming in. Malukas stalled as he attempted to leave, taking him out of the frame. Palou stopped on lap 28 and, despite a stumble on his front-right corner, rejoined with the same advantage over O'Ward as their minor delays offset each other's. McLaughlin was the last of the frontrunners to pit on lap 30, and his overcut proved highly effective – he rejoined third ahead of Herta and Newgarden, who was the first of the three-stoppers.

Ericsson and Rasmussen fought out an entertaining battle following the first pitstops, and they ran sixth and seventh after the Swede pulled an impressive around-the-outside move at The Keyhole. All the two-stoppers opted for their fresh alternates for this stint, with early pitters Newgarden and Linus Lundqvist (up to >>

eighth for CGR) now on used primaries – but the three-stoppers would never threaten the top 10 finishers.

Palou lost a couple of seconds in traffic on this middle stint while lapping traffic, allowing O’Ward within 4s of him by half distance. McLaughlin was a further 9s in arrears, well out of range for another potential overcut to those ahead. “I was in no man’s land,” he sighed.

Herta was now closely chased by team-mate Ericsson, whose car really came to life on alternate tyres and pulled 8s clear of earlier combatant Rasmussen. Lundgaard ran seventh, with Rossi coming back at him after taking fresh primaries.

Palou’s pace then really started to falter, his lead coming down to 2.5s by lap 50. Ericsson passed Herta a lap later on the run to Turn 4 to take fourth, but attention quickly turned to the lead gap, which was under a second by lap 52.

Struggling with blistered tyres, his front-left particularly in distress by this point, Palou didn’t want to open the door to a potential overcut by pitting – as McLaughlin had already proved worked so well. O’Ward pounced for the trickier undercut instead, pitting on lap 55 for fresh primaries. He got a perfect exit this time, so all the pressure switched to Palou, who had to pass Power on his in-lap.

Palou, who took used primaries, was shockingly slow to pull away from his pitstall: “You cannot engage first gear when the fueller is in, so I just tried and it got denied, it cost like half a second or one second. Yeah, totally my fault.”

That allowed O’Ward to blow past him on the run to The Keyhole, and the Arrow McLaren car quickly extended a 1.6s lead on its hot rubber. “Coming out of Turn 13, I saw him launching from the box, and I said, ‘I got his ass,’” he quipped. McLaughlin ran longest again, but rejoined 12s in arrears of leader O’Ward and 10s behind Palou, and he was never a factor in this lead fight.

Newgarden cycled back into fifth at this point, but took a wild ride across the grass in Turn 11 and his engine went into anti-stall as he rejoined. He then compounded this by twice speeding in the pitlane, adding a painful 25th-place result to his season of unfathomable inconsistency.

Palou seemed rejuvenated after his poor pitstop, which cost him about 2s combined with a “crazy” in-lap, charging back up to O’Ward’s tail and breathing life into a race that had appeared to be a snoozer across its first half. Palou had a huge moment exiting Turn 13 with 14 laps to go, allowing O’Ward the breathing space of 1.3s.

The leaders hit traffic as the race ticked into its final laps, and suddenly their ‘overtake button’ usage equalled out as O’Ward



Palou leads from pole
– secured by just
0.002s from O’Ward

spent much of what he’d been saving – the hybrid and P2P button equalling an extra 120bhp when used in tandem. “Push-to-pass is more powerful because it lasts longer, but I was using both,” said O’Ward, while Palou added: “I could see where Pato was using it. I was trying to use it at different places to see if I could get an advantage somewhere.”

O’Ward got stuck behind Simpson, who was battling with Agustin Canapino for 22nd place. And with no obligation for backmarkers to move aside, Palou got right under O’Ward’s rear wing – until the Spaniard got loose again at the exit of Turn 9 with four to go.

O’Ward led Palou by 0.4s at the white flag, and the Mexican kept his cool, despite Canapino running out of fuel ahead of him in the final corners. He even found time for a showboating slide at the last turn to claim a brilliant victory.

Herta repassed Ericsson for fourth in the closing stages, as the ex-F1 man’s tyre gamble failed to pay off. Rossi claimed sixth from Lundgaard, while Kyle Kirkwood (Andretti) surged from 14th to eighth, ahead of Rasmussen and Santino Ferrucci.

Romain Grosjean spun off with two laps to go at Turn 9, almost collecting Nolan Siegel as he rejoined, but the race stayed green for that grandstand finish. Despite his defeat, Palou now has a handy 48-point lead in the standings with eight races at six venues to go. 🏆



Third-place
finisher McLaughlin
was never a factor
in the battle for
the lead

COLLET COLLECTS
MAIDEN INDY NXT WIN



Brazilian Caio Collet captured a breakthrough Indy NXT victory at Mid-Ohio. The Formula 3 race winner started on pole in his HMD Motorsports Dallara and was untouchable for all 35 laps, leading flag-to-flag en route to his first series win by 6.8 seconds over Andretti Global's Louis Foster on the natural terrain road course.

The victory came in only the ninth start for Collet, who came into the weekend with three runner-up finishes in the previous four events.

"It feels pretty amazing," said the 22-year-old. "Since Friday, we've been really quick. Honestly, since my first lap, the car felt really, really good, and I knew we had a chance to do a good weekend. Previous weekends we started a little bit behind, especially compared to him [Foster], and we were just playing catch-up. I think it was the first weekend of the season that we started on top from Friday, and we just built it up. We did a really good job together."

Jacob Abel closed on Foster in the late stages, but concerns over tyre wear forced the Abel Motorsports driver to settle for third.

The only incident of the day came on the opening lap, with contact between Andretti Global team-mates Jamie Chadwick and rookie Bryce Aron, plus Abel Motorsports rookie Jordan Missig, who ended up stranded in the Turn 4 gravel trap. Chadwick rebounded to finish 10th.

With his sixth podium in a row, Foster's lead in the championship has grown to 41 points over Abel, with Collet 71 points off the top in third.

JOEY BARNES



RESULTS ROUND 9/15, MID-OHIO (USA), 7 JULY (80 LAPS – 180.640 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	Pato O'Ward (MEX)	Arrow McLaren / Dallara-Chevrolet	1h33m22.6191s
2	Alex Palou (ESP)	Chip Ganassi Racing / Dallara-Honda	+0.4993s
3	Scott McLaughlin (NZL)	Team Penske / Dallara-Chevrolet	+16.1558s
4	Colton Herta (USA)	Andretti Global with Curb-Agajanian / Dallara-Honda	+24.8725s
5	Marcus Ericsson (SWE)	Andretti Global / Dallara-Honda	+31.6809s
6	Alexander Rossi (USA)	Arrow McLaren / Dallara-Chevrolet	+32.2443s
7	Christian Lundgaard (DNK)	Rahal Letterman Lanigan Racing / Dallara-Honda	+32.5714s
8	Kyle Kirkwood (USA)	Andretti Global / Dallara-Honda	+35.2218s
9	Christian Rasmussen (DNK)	Ed Carpenter Racing / Dallara-Chevrolet	+40.3182s
10	Santino Ferrucci (USA)	AJ Foyt Enterprises / Dallara-Chevrolet	+46.9084s
11	Will Power (AUS)	Team Penske / Dallara-Chevrolet	+48.6546s
12	David Malukas (USA)	Meyer Shank Racing / Dallara-Honda	+49.3906s
13	Toby Sowery (GBR)	Dale Coyne Racing / Dallara-Honda	+49.8866s
14	Felix Rosenqvist (SWE)	Meyer Shank Racing / Dallara-Honda	+51.8162s
15	Linus Lundqvist (SWE)	Chip Ganassi Racing / Dallara-Honda	+53.4794s
16	Sting Ray Robb (USA)	AJ Foyt Enterprises / Dallara-Chevrolet	+54.7413s
17	Marcus Armstrong (NZL)	Chip Ganassi Racing / Dallara-Honda	+55.8399s
18	Graham Rahal (USA)	Rahal Letterman Lanigan Racing / Dallara-Honda	+58.8681s
19	Rinus VeeKay (NLD)	Ed Carpenter Racing / Dallara-Chevrolet	+1m00.4550s
20	Nolan Siegel (USA)	Arrow McLaren / Dallara-Chevrolet	+1m05.8591s
21	Kyffin Simpson (CYM)	Chip Ganassi Racing / Dallara-Honda	+1m07.0413s
22	Agustin Canapino (ARG)	Juncos Hollinger Racing / Dallara-Chevrolet	-1 lap
23	Romain Grosjean (FRA)	Juncos Hollinger Racing / Dallara-Chevrolet	-1 lap
24	Pietro Fittipaldi (BRA)	Rahal Letterman Lanigan Racing / Dallara-Honda	-1 lap
25	Josef Newgarden (USA)	Team Penske / Dallara-Chevrolet	-1 lap
26	Jack Harvey (GBR)	Dale Coyne Racing / Dallara-Honda	-1 lap
27	Scott Dixon (NZL)	Chip Ganassi Racing / Dallara-Honda	40 laps-hybrid

Winner's average speed 116.071mph. Fastest lap Newgarden 1m06.5386s, 122.167mph.

Q3 1 Palou 1m05.3511s; 2 O'Ward 1m05.3535s; 3 Malukas 1m05.6509s; 4 Herta 1m05.7653s; 5 Ericsson 1m05.9592s; 11 Armstrong 1m05.9402s*.

Q2 Palou 1m05.2848s; O'Ward 1m05.3608s; Herta 1m05.5041s; Malukas 1m05.5073s; Armstrong 1m05.5525s; Ericsson 1m05.5944s; 6 McLaughlin 1m05.6178s; 7 Rossi 1m05.6427s; 8 Rasmussen 1m05.6911s; 9 Lundgaard 1m05.7705s; 10 Lundqvist 1m05.7805s; 12 Grosjean 1m05.7822s.

Q1 – GROUP 1 Palou 1m05.4915s; Malukas 1m05.5332s; Rossi 1m05.5546s; McLaughlin 1m05.6277s; Rasmussen 1m05.6374s; Ericsson 1m05.6703s; 14 Kirkwood 1m05.7147s; 16 Siegel 1m05.7679s; 18 Rahal 1m05.8508s; 19 Rosenqvist 1m05.6921s*; 21 Ferrucci 1m05.9414s;

24 Sowery 1m08.2499s; 27 Fittipaldi 1m06.0973s*.

Q1 – GROUP 2 Armstrong 1m05.5044s; Herta 1m05.6545s; Lundgaard 1m05.7484s; O'Ward 1m05.7862s; Lundqvist 1m05.8003s; Grosjean 1m05.8113s; 13 Dixon 1m05.8562s; 15 Power 1m05.9654s; 17 Newgarden 1m05.9857s; 20 VeeKay 1m06.0252s; 22 Canapino 1m06.0550s; 23 Simpson 1m06.1034s; 25 Robb 1m06.6894s; 26 Harvey 1m06.9614s.

*=grid penalty.

CHAMPIONSHIP 1 Palou 329; 2 Power 281;

3 O'Ward 259; 4 Dixon 258; 5 Herta 249; 6 Kirkwood 234; 7 Rossi 226; 8 McLaughlin 224; 9 Rosenqvist 192; 10 Newgarden 186.



Rasmussen leads fellow Dane (and namesake) Lundgaard

NEXT
REPORT
Iowa Speedway
18 July issue

Hadjar soaks up the pressure from Crawford. The American got past – on the road anyway

No cracker for Crawford as door is left ajar for Hadjar

FORMULA 2
SILVERSTONE (GBR)
6-7 JULY
ROUND 8/14

Red Bull Junior Isack Hadjar moved to the top of the Formula 2 standings with victory last Sunday at Silverstone, while previous points leader Paul Aron endured a horror weekend. Frenchman Hadjar's win was his third in a feature race this season, and came a day after Andrea Kimi Antonelli scored his maiden F2 success.

Hadjar has been on a comeback mission since enduring a dreadful start to the campaign that featured just one points finish in the first four races. But the Campos Racing driver is making amends.

He topped qualifying on Friday, but on a drying track in Sunday's race he immediately fell behind Victor Martins (ART Grand Prix) and Ollie Bearman (Prema Racing), who sliced through from fifth on the grid. The order remained the same until the drivers dived into the pits, with a slow stop for Bearman allowing Hadjar to leapfrog him. An elbows-out duel with Martins followed, with Hadjar slipping through when the Alpine F1 protege ran off track at Abbey after the pair had attempted to round the corner side by

side. This allowed the DAMS car of Jak Crawford into the fight, and the American wasted no time in sweeping past the pair, completing his journey to the front with a pass on Hadjar along the Wellington Straight, while Rodin Motorsport's Zane Maloney also relegated Martins.

Crawford, however, had been given a five-second penalty for an unsafe pit release right into the path of Maloney, so now his task was to pull out that gap on Hadjar to assure himself of the win.

Leading the charge of those on the alternative strategy of starting on the hard tyre was Franco Colapinto, who has enjoyed a recent uptick in form with feature race podiums in Spain and Austria. Once he was onto the soft rubber, the MP Motorsport-run Williams junior put in a late charge to pass the fading Martins for fourth, but as his tyres lost their bite he was unable to challenge the top three.

Crawford took the flag, but could pull out only 3.2s on Hadjar, who therefore inherited the win. Maloney took second – just – after Crawford failed by just 0.165s to eradicate his advantage. Behind Martins, Gabriel Bortoleto took sixth in his Invicta Racing machine, with Bearman seventh.

The Saturday sprint was completed in soaking wet conditions, and began with a



WEEKEND WINNERS

FORMULA 2

SILVERSTONE (GBR)

Race 1 Andrea Kimi Antonelli
Prema Racing

Race 2 Isack Hadjar
Campos Racing

FORMULA 3

SILVERSTONE (GBR)

Races 1 & 2 Arvid Lindblad
Prema Racing



For full results visit motorsportstats.com

single-file rolling start. From reversed-grid pole, Antonelli was in a class of one as he navigated numerous safety car restarts and went completely unchallenged.

The Prema-run, Mercedes F1-backed Italian's weekend finished on a low note on Sunday with an incident at the third corner putting him out, but in the sprint he showcased why there is so much hype surrounding him as he mastered the conditions that caught out championship chasers Hadjar and Aron, who went out on the same lap. In Hadjar's case, this was through an individual error at Copse; with Aron, it was through damage after Pepe Marti slammed into his gearbox. Hitech GP driver Aron's Sunday wasn't much better either: he was handed a 10s pitstop penalty for squeezing Joshua Durksen at Woodcote – the incident left the Paraguayan in the gravel – and finished 12th.

Antonelli was joined on the podium by Maloney and Bortoleto, only for the Brazilian's thrilling last-corner, last-lap battle with team-mate Kush Maini to later earn him a penalty for passing the Indian off track, dropping him to fourth.

SAM HALL

Slick work gives Lindblad a Silverstone double

FORMULA 3
SILVERSTONE (GBR)
6-7 JULY
ROUND 7/10

Arvid Lindblad thrust himself into the Formula 3 championship battle with an impressive clean sweep of wins at the British Grand Prix weekend in which he mastered the treacherous conditions, swerved chaos, and benefited from some great strategy by Prema Racing.

Saturday's sprint race was delayed for close to nine hours due to severe levels of standing water at its originally scheduled morning slot. When it finally got going, Lindblad started second on the reversed grid, and after just a few corners he aggressively forced his way past polesitter Noel Leon.

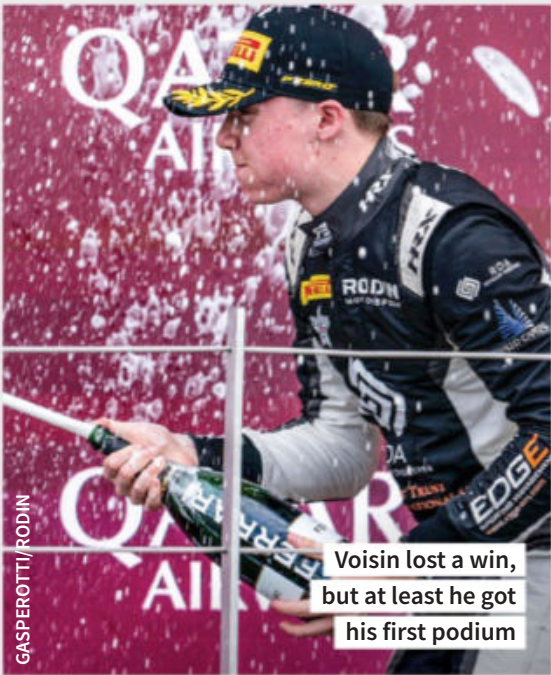
Lindblad cruised to victory ahead of the Van Amersfoort Racing car of Leon and Matias Zagazeta (Jenzer Motorsport). Rodin Motorsport's reigning GB3 champion Callum Voisin got ahead of Christian Mansell early on to claim fourth – his maiden F3 points.

Of the main title contenders, Gabriele Mini and Leonardo Fornaroli were sixth and 10th respectively, but pre-weekend points leader Luke Browning continued his dismal run of sprint race results. This time, the Williams F1 junior was forced to pit with a puncture after Tim Tramnitz locked up and collided with him.

Browning had topped qualifying in his Hitech GP car, with Max Esterson the surprise to line up alongside the Brit on the front row for Sunday's race. But as he did so, rain started to fall, leading 28 of the 30 drivers to switch to wet-weather tyres, and only the Rodin pair of Voisin and Piotr Wisnicki on slicks, in eighth and 30th respectively. That was the right choice – for now anyway – and Prema trio Lindblad, Mini and Dino Beganovic were among those who pitted for slicks at the end of the formation lap.

Browning led from the off, before Voisin assumed the lead after a brief safety car intervention on lap two. Then there was a further pause, when Sophia Florsch crashed in avoidance of an out-of-control rejoin from Alex Dunne on the Wellington Straight, the Irishman given a 10-place grid drop for the next round in Hungary. Now the rain returned, and the race was flipped on its head.

Voisin, who was now carrying a 10-second penalty for completing a pass of Esterson off the track, Lindblad and Mini dropped like stones to the rear of the pack as Browning took a commanding lead in the worsening conditions. And then the race was neutralised again when Dunne and Sebastian Montoya crashed heavily while taking avoiding action of the spinning Josh Dufek at Stowe.



Drizzle was still falling, but despite this there was an emerging dry line and the script changed once again. Voisin, Lindblad and Mini were 21st, 22nd and 23rd at the restart, and within four laps they were first, second and third, Voisin completing his rise with a move on Browning at Chapel Curve.

Voisin led to the line from Lindblad and Mini, but was dropped to third as a result of his penalty, with the team only informing him of the sanction after taking the flag. Behind Tommy Smith and Wisnicki, Oliver Goethe claimed sixth place ahead of Fornaroli and the disappointed Browning.

SAM HALL





EUROPEAN LE MANS SERIES
IMOLA (ITA)
7 JULY
ROUND 3/6

‘It ain’t over until the fat lady sings’, the old saying goes. In the case of the European Le Mans Series, it sometimes isn’t even over until after that, as the outcome of last Sunday’s 4 Hours of Imola proved.

On the road, it was a pole-to-victory run for the Panis Racing ORECA of Arthur Leclerc, Manuel Maldonado and Charles Milesi. But the history books will record it as the first win of the season for AO by TF trio Robert Kubica, Louis Deletraz and Jonny Edgar. The Panis squad did well to come out on top after a shorter final stop allowed Milesi to leapfrog Deletraz before going on to take the chequered flag first. Then the stewards decided that the Alpine Hypercar driver “speeded up too soon” in anticipating the end of a late-race Full Course Yellow.

The punishment was a 35-second penalty (a converted drive-through) that dropped the French squad from first to fifth.

The penalty put paid to a strong run from Panis, which included an impressive opening stint from Maldonado in which he ultimately buckled against the superior pace of the older, more experienced and platinum-rated Luca Ghiotto. Inter Europol Competition made the decision to start the Italian amid a pack of silvers so that the team’s ORECA could make up ground. That is exactly what Ghiotto did, charging up the order and eventually passing Maldonado just after the opening round of pitstops.

Unfortunately for the Polish-flagged squad, that’s as good as it would get. A nose change at the second pitstop would drop Ghiotto’s co-driver Oliver Gray to third, behind new race leader Kubica and Leclerc. From there, the race essentially boiled down to a one-on-one fight between Panis and Kubica’s AO by TF ORECA.

Leclerc, in only his third appearance at the wheel of the car, did well to pressure the far more experienced Polish racer, although AO by TF remained at the head of the field at the start of the final hour.

At the final pitstops, Milesi, now installed at the wheel of the TDS Racing-run Panis car, was stationary for just three seconds shorter than Deletraz. That was all it took for Milesi to emerge in front of Deletraz.

With Panis’s penalty applied, Vector Sport trio Ryan Cullen, Stephane Richelmi and Felipe Drugovich were classified second, with Sebastian Alvarez, Vlad Lomko and Tom Dillmann third for Inter Europol. Algarve Pro Racing, meanwhile, beat AF Corse and Richard Mille by TDS to the class win in LMP2 Pro-Am with Alex Quinn, Richard Bradley and Kriton Lendoudis victorious. In LMP3, the two-man EuroInternational Ligier squad of Matt Bell and Adam Ali led Julien Gerbi, Bernardo Pinheiro and Gillian Henrion (Team Virage Ligier) to class victory.

In the LMGT3 ranks, the Iron Dames brought an end to their streak of poor fortune and near-misses by converting class pole to victory with their Porsche 911 GT3-R driven by Sarah Bovy, Rahel Frey and Michelle Gattling. Gattling was forced to double-stint her Goodyear tyres when the team opted for a fuel-only stop to offset a 10-second penalty served for an FCY infringement. That brought the Dane into the crosshairs of Valentin Hasse-Clot in the Racing Spirit of Lemans Aston Martin he shared with Casper Stevenson and Derek DeBoer. Despite immense pressure, Gattling held on to win by 0.8s.

DAVEY EUWEMA



Waters and Payne as Ford pain ends

AUSTRALIAN SUPERCARS
TOWNSVILLE (AUS)
6-7 JULY
ROUND 6/12

Ford drivers bounced back into form in the Townsville round of the Supercars Championship, with Cameron Waters and Matt Payne sharing the wins.

After a difficult previous round in Darwin, Tickford Racing's Waters took pole position for Saturday's 250km race and claimed the win. But that only tells a part of the story; the Walkinshaw Andretti United Ford of Chaz Mostert took the lead when part of the track was hit by rain, and Waters had to slither his way past to prevail.

After his Hidden Valley travails, Mostert was pretty pleased, but not as happy as the man behind him. Points leader Will Brown qualified a disastrous 13th and had to pick his way through the field. Aided by great strategy and tyre life on the Triple Eight Chevrolet Camaro, he made it up to third, vowing to do better on Sunday.

It was worse. Brown started 17th and,



Young Kiwi Payne took the honours in Sunday's race

EDGE PHOTOGRAPHICS/MOTORSPORT IMAGES

on the first lap, got caught up in a tangle, losing a lap. He finished 24th and last, giving his worst weekend of the season.

In his absence, Erebus Motorsport stepped up, but not with reigning champion Brodie Kostecki. Jack Le Brocq took pole, but got a poor start, chasing hard in the opening part of the race. He would finish fourth behind the Ford Mustang trio of Payne, Waters and Mostert. Grove Racing opted for a three-stop strategy for Payne and the young New Zealander responded, sprinting through the pack to take his second career victory, and second on a street circuit.

Waters was second and Mostert third, while, behind Le Brocq, Thomas Randle completed the set for Tickford Racing with a solid sixth place ahead of Mostert's WAU team-mate, Ryan Wood.

For the second day in a row Broc Feeney was seventh, and now it looks like there will be some head-scratching at Triple Eight to work out why their cars are not speedy, particularly in qualifying trim. Brown and Feeney still sit 1-2 in the table but suddenly their positions don't seem quite so secure as the series heads to Sydney later in the month.

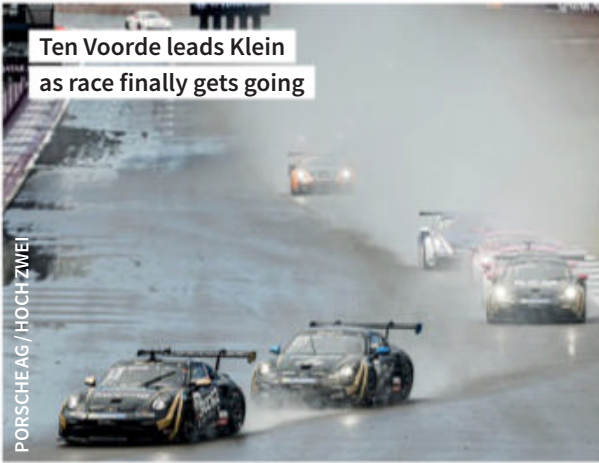
PHIL BRANAGAN

Ten out of 10 for ten Voorde again

PORSCHE SUPERCUP
SILVERSTONE (GBR)
7 JULY
ROUND 4/8

The Porsche Supercup got the worst of the British summer climate at Silverstone on Sunday morning, and Larry ten Voorde proved to be as supreme then as he had been in the dry of qualifying.

Ten Voorde headed a 1-2-3 on the grid for Come Ledogar's CLRT team ahead of Marvin Klein and Alessandro Ghiretti, and it was



these three at the front when the race finally got going following a red flag at the initial attempt – conditions were just *too* bad – and a safety car start. Predictably, local hero Harry King was on the move from fourth on the grid, the Lechner Racing man gunning around the outside of Ghiretti at Luffield on the second lap of green-flag racing, with team-mate Robert de Haan also muscling past the Frenchman.

But it was de Haan who had the better pace. The Dutch youngster dived inside King at The Loop next time around, and completed the move into Brooklands. Could he catch ten Voorde and Klein? No. While the gap to the French runner-up stayed similar, Dutch master ten Voorde had just eked his margin at the front out to over a second, as the sun finally emerged, when the safety car was called.

Huib van Eijndhoven, who had been running sixth behind Ghiretti and under pressure from Keagan Masters and Kas Haverkort, was embedded in the Luffield gravel trap. By the time the marshals had got him out, the clock had run down.

WEEKEND WINNERS

- EUROPEAN LE MANS SERIES**
IMOLA (ITA)
LMP2 Robert Kubica/Louis Deletraz/
Jonny Edgar
AO by TF (ORECA 07)
LMP2 Pro-Am Alex Quinn/Richard Bradley/
Kriton Lendoudis
Algarve Pro Racing (ORECA 07)
LMP3 Matt Bell/Adam Ali
EuroInternational (Ligier JSP320)
LMGT3 Michelle Gattung/Rahel Frey/
Sarah Bovy
Iron Dames (Porsche 911 GT3-R)

- AUSTRALIAN SUPERCARS**
TOWNSVILLE (AUS)
Race 1 Cameron Waters
Tickford Racing (Ford Mustang)
Race 2 Matt Payne
Grove Racing (Ford Mustang)

PORSCHE SUPERCUP
SILVERSTONE (GBR)
Larry ten Voorde
CLRT

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GRUPPE C GMBH/ADAC MOTORSPORT

Thiim work makes the dream work

DTM
NORISRING (DEU)
6-7 JULY
ROUND 4/8

Silverstone wasn't the only historic circuit where tears flowed last Sunday. After a dire start to his DTM season, Nicki Thiim had begun to ask himself uncomfortable questions: would he ever get the DTM win he'd craved since watching his father race on this very track back in the 1990s?

So when the 35-year-old son of 1986 DTM champion and multiple Norisring winner Kurt Thiim took his SSR Performance Lamborghini to victory in the Nuremberg classic, the emotion was borderline Hamiltonesque. That the win made the Thiims the first father-son combination to claim DTM wins no doubt jerked a few extra tears. "I'm super-proud to have this box ticked," said the Dane, whose win at the Spa 24 Hours a week earlier had done little to scratch his DTM victory itch. "And it shows I'm not too old for all this!"

Saturday's race also had its parallels to the British Grand Prix: it was won by making the right tyre calls on a damp circuit, followed by careful rubber management. And it also fell to a man who'd won the title in the years 2017, 2019 and 2020, in this case Rene Rast.

Rast's Schubert Motorsport BMW was running a mere fifth when the regular pit window opened 20 minutes into the race. Jack Aitken was controlling things after



GRUPPE C GMBH/ADAC MOTORSPORT

Rast held on with slicks to take the Saturday victory

starting his Emil Frey Racing Ferrari from pole, with Sheldon van der Linde (Schubert BMW), Mirko Bortolotti (SSR Lamborghini) and Maro Engel (Winward Racing Mercedes) behind him. But everyone was watching the skies and delaying their stops as long as possible: an ugly storm was lurking.

The rain only arrived as the 20-minute pit window was drawing to an end, by which time the frontrunners had all cracked and taken new sets of slick tyres. Five minutes later, amid thunder and lightning, things were getting particularly slippery down at the Grundig hairpin. And the declaration of a wet race meant drivers could come in and grab wets after all. Most did just that.

The Schubert crew tried to get Rast to follow suit even after the second-stoppers gave him the lead. Here's how the conversation went:

"Box, box."

Rast protests in strong terms.

"The other cars are two seconds a lap quicker."

"But it's stopped raining!"

"OK, stay out."

It proved a perfect advert for why drivers should make such calls. Rast mastered a

fast-drying circuit to defeat GRT Grasser Lamborghini duo Franck Perera (subbing for the injured Christian Engelhart) and Luca Engstler, both of whom had also braved out those final 15 minutes on slicks.

Thiim's perfect Sunday began with pole position, with team-mate Bortolotti lining up alongside him. And disregarding cameos by late stoppers, it was a straightforward lights-to-flag victory.

Bortolotti ran a steady second prior to the stops, but Engel pitted first and then pulled off an entertaining multi-corner pass on the Italian just after the Lambo rejoined a lap later.

Kelvin van der Linde, meanwhile, will be hoping the Norisring weekend wasn't a sign of things to come in the second half of 2024. The Abt Sportsline Audi man arrived in Bavaria with the points lead, but surrendered it to Bortolotti after getting that tyre call wrong on Saturday, and a Sunday that unravelled after the Engel incident and a subsequent tangle with Aitken.

RICHARD ASHER

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Kristoffersson ICE cool for double

WORLD RALLYCROSS
HOLJES (SWE)
6-7 JULY
ROUND 1/5

Internal combustion-engined cars returned to the World Rallycross Championship in Sweden last weekend (sustainably fuelled, of course) to take on the incumbent electric machinery in what is billed as the ‘Battle of Technologies’. And it was local hero and six-time champion Johan Kristoffersson who struck the first blow for good old-fashioned noisy cars by claiming a weekend double in his KMS-run, ICE-powered Volkswagen Polo.

Klara Andersson won both her Saturday

heats in her electric CE Dealer Team PWR RX1e, while Kristoffersson lost the second of his two heat victories when he was penalised down to third for contact that had pitched Niclas Gronholm into a spin. That put Andersson onto pole for the final.

There was no stopping Kristoffersson at the start. He launched into the lead and eventually headed Andersson by two seconds at the finish. Gustav Bergstrom, his sister VW to Kristoffersson’s electric-powered, took third, while Timmy Hansen made it an all-Swedish top four in his electric Peugeot, split from brother Kevin by Norwegian Ole Christian Veiby in his ICE KMS VW.

Under heavy rain on Sunday, Kristoffersson was invincible, winning both his heats and then claiming his semi-final by more than 12 seconds. That gave him pole for the final, in which he raced clear to win by 6.5s from Gronholm.

Gronholm, after failing to make the final on Saturday, redeemed his weekend by repeating team-mate Andersson’s Saturday result of second in his electric PWR. Veiby recovered from a stall at the start of the final to make it up to third, with Kevin and Timmy Hansen fourth and sixth respectively, sandwiching Bergstrom.



PHILIP PLATZER/RED BULL CONTENT POOL

WEEKEND WINNERS

DTM

NORISRING (DEU)

- Race 1** Rene Rast
Schubert Motorsport (BMW M4 GT3)
Race 2 Nicki Thiim
SSR Performance (Lamborghini Huracan GT3 EVO2)

WORLD RALLYCROSS

HOLJES (SWE)

- Races 1 & 2** Johan Kristoffersson
KMS (Volkswagen Polo 601 RX)

NASCAR CUP

CHICAGO (USA)

- Alex Bowman
Hendrick Motorsports (Chevrolet Camaro)

INDY NXT

MID-OHIO (USA)

- Caio Collet
HMD Motorsports

EUROCUP-3

PAUL RICARD (FRA)

- Race 1** Bruno del Pino
MP Motorsport
Race 2 Christian Ho
Campos Racing



For full results visit motorsportstats.com

It's Bowman as the windy city gets wet

NASCAR CUP
CHICAGO (USA)
7 JULY
ROUND 20/36

Luckily for Alex Bowman, time expired on his competitors’ chances to deny him the victory in last Sunday’s rain-delayed NASCAR Cup race at the Chicago Street Course. With a nearly two-hour rain delay in the second stage, NASCAR announced 8.20pm local time as the hard end to the originally scheduled 75-lap race. At that time, the leader would take the white flag and the race would end after the next lap.

Bowman’s Hendrick Motorsports Chevrolet was among a handful of cars that had not pitted before the start of the final stage and remained on wet-weather tyres, hoping the clock would run out on those who had stopped to take on four new slicks. After a several-lap battle with sportscar star Joey Hand, Bowman



JARRETT/NKP/MOTORSPORT IMAGES

moved into the lead on lap 51, just before a caution was displayed for a car smashing into the tyre barriers.

When the green flag was displayed again on lap 54, about four minutes remained. Bowman got a good jump on the restart, then held off Tyler Reddick – his 23XI Racing Toyota on the faster slick tyres – by 2.863 seconds. Reddick looked like he could catch Bowman, but scraped the wall on the final lap.

The win is the first of the 2024 season for Bowman, and as such locks him into the playoffs, where he joins Hendrick team-mates Kyle Larson, Chase Elliott and William Byron. “Man, I broke my back, had a brain injury, and we’ve kind of sucked

ever since, and you start to second-guess if you’re ever going to get a chance to win a race again,” he said. “We’re going to drink so much damn bourbon, it’s going to be a bad deal!”

Ty Gibbs (Joe Gibbs Racing Toyota) finished third ahead of Hand, making his first Cup start since 2022 in an RFK Racing Ford, and Michael McDowell.

Two of the top contenders for the win had their days end early. Three-time Supercars champion Shane van Gisbergen, who won this race a year ago on his Cup debut, got wrecked on lap 25 after leading early. Larson, who started on the pole, crashed out on lap 34.

JIM UTTER



Bagnaia smashes it, Martin crashes it

MOTOGP
SACHSENRING (DEU)
7 JULY
ROUND 9/20

Francesco Bagnaia came away from the German Grand Prix with victory and a 10-point lead in the championship, despite title rival Jorge Martin having the upper hand over him during most of the event. After Bagnaia's domination at Assen just a week before, Pramac Ducati man Martin had the perfect opportunity to strike back at the factory rider at the Sachsenring and cement his lead in the standings heading into the summer break. But the Spaniard binned it with two laps to go in Sunday's race, tilting the title fight momentum back in favour of the reigning champion.

Martin started the business part of the weekend by breaking the circuit lap record

in qualifying to take pole position, while Bagnaia was consigned to fourth after having to abort his final two flying laps due to yellow flags.

In the half-distance sprint, Martin didn't make the best of starts and dropped behind both Bagnaia and the Trackhouse Aprilia of Miguel Oliveira exiting the opening sequence of corners. But it didn't take him long to snatch those positions back, passing Oliveira into Turn 2 at the start of the second lap before slipping past Bagnaia with a bold move at Turn 8. From there on, the Pramac rider had no trouble keeping his rivals at bay as he reasserted his position as the king of sprint races, while Bagnaia had to be content with third after being passed by Oliveira.

The main race turned out to be a straight fight between Martin and Bagnaia for victory, with Oliveira lacking the pace to

contend at the front and quickly dropping off the lead group on his Aprilia. Much like the sprint, Bagnaia struck early and jumped to third at the start, before reeling in Oliveira at the final turn to move up to second. A lap later, he sent his factory Ducati up the inside of Martin in a replica of his pass on Oliveira, hitting the front for the first time in the GP.

First Martin and then Franco Morbidelli demoted him, so Bagnaia ran third at the end of lap nine, but he managed to repass his countryman by the midway point of the race to reinstate his battle with last year's runner-up. What was initially a 1.2-second gap came down by nearly half, but the Pramac rider still appeared to be in control of proceedings at the start of the penultimate tour when he lost the front end of his Ducati under braking for Turn 1 and hit the deck, retiring on the spot. It was a costly mistake from Martin, since it not only allowed Bagnaia to claim an unlikely win, but also leapfrog him in the standings at a crucial juncture in the championship.

Bagnaia was joined on the podium by the Marquez brothers, who shared a podium for the first time in MotoGP in a landmark result. Marc Marquez, who had broken a finger and bruised his ribcage in a horrifying highside on Friday, came through from 13th on the grid to take second place at one of his favourite tracks, while Gresini Ducati team-mate Alex clinched third to celebrate his first rostrum of the year.



Martin crashed out of lead on penultimate lap of the main race

ALL PHOTOGRAPHY: GOLDANDGOOSE/MOTORSPORT IMAGES



Sprint winner
Martin let points
lead slip away



Oliveira gave Trackhouse
maiden podium in sprint

Enea Bastianini claimed fourth on the second of the factory Ducatis, while Morbidelli recorded his best finish for Pramac in 2024 with fifth, after rubbing wheels with the elder Marquez exiting Turn 1 earlier in the race.

Oliveira, after delivering Trackhouse a maiden MotoGP podium in the sprint, could only manage sixth in the GP, while the Tech3 KTM of Pedro Acosta just inched ahead of VR46 Ducati racer Marco Bezzecchi and factory KTM man Brad Binder to cross the line in seventh. The top 10 was completed by Trackhouse rider Raul Fernandez on last year’s Aprilia.

Fabio Quartararo dragged his Yamaha to 11th place ahead of Maverick Vinales, who was the sole representative for the factory Aprilia squad after team-mate Aleix Espargaro elected to sit out the weekend in the wake of his two big crashes at Assen that left him with a fracture in his right hand.

Jack Miller could finish no better than 13th on the factory KTM, while LCR rider Takaaki Nakagami was the top Honda runner in 14th. Luca Marini finally picked up his first championship point as an HRC rider in 15th, but only after KTM’s Augusto Fernandez – who was originally classified 14th – was hit with a time penalty for running below MotoGP’s minimum tyre pressure requirement. Meanwhile, Remy Gardner crossed the line a lowly 19th while substituting for an injured Alex Rins at Yamaha.

RACHIT THUKRAL

RESULTS ROUND 9/20, SACHSENRING (DEU), 7 JULY (30 LAPS – 68.432 MILES)

POS	RIDER	TEAM	TIME
1	Francesco Bagnaia (ITA)	Ducati	40m40.063s
2	Marc Marquez (ESP)	Gresini Ducati	+3.804s
3	Alex Marquez (ESP)	Gresini Ducati	+4.334s
4	Enea Bastianini (ITA)	Ducati	+5.317s
5	Franco Morbidelli (ITA)	Pramac Ducati	+5.557s
6	Miguel Oliveira (PRT)	Trackhouse Aprilia	+10.481s
7	Pedro Acosta (ESP)	Tech3 KTM	+14.746s
8	Marco Bezzecchi (ITA)	VR46 Ducati	+14.930s
9	Brad Binder (ZAF)	KTM	+15.084s
10	Raul Fernandez (ESP)	Trackhouse Aprilia	+16.384s
11	Fabio Quartararo (FRA)	Yamaha	+17.235s
12	Maverick Vinales (ESP)	Aprilia	+18.865s
13	Jack Miller (AUS)	KTM	+25.425s
14	Takaaki Nakagami (JPN)	LCR Honda	+25.817s
15	Luca Marini (ITA)	Honda	+25.854s
16	Augusto Fernandez (ESP)	Tech3 KTM	+41.495s*
17	Johann Zarco (FRA)	LCR Honda	+41.952s*
18	Joan Mir (ESP)	Honda	+43.145s
19	Remy Gardner (AUS)	Yamaha	+50.115s
20	Stefan Bradl (DEU)	Honda	+59.047s*
R	Jorge Martin (ESP)	Pramac Ducati	28 laps
R	Fabio Di Giannantonio (ITA)	VR46 Ducati	9 laps
NS	Aleix Espargaro (ESP)	Aprilia	

* 16-second penalties

Winner’s average speed 100.962mph. Fastest lap Martin 1m20.667s, 101.798mph.

QUALIFYING 2 1 Martin 1m19.423s; 2 Oliveira 1m19.471s; 3 R Fernandez 1m19.643s; 4 Bagnaia 1m19.749s; 5 A Marquez 1m19.791s; 6 Morbidelli 1m19.946s; 7 Vinales 1m19.950s; 8 Di Giannantonio 1m19.957s; 9 Bastianini 1m19.978s; 10 Acosta 1m20.348s; 11 Binder 1m20.446s; 12 Bezzecchi 1m20.713s.

QUALIFYING 1 R Fernandez 1m19.678s; Bezzecchi 1m20.115s; 13 M Marquez 1m20.263s; 14 Quartararo 1m20.310s; 15 A Fernandez 1m20.419s; 16 Miller 1m20.515s; 17 Nakagami 1m20.553s; 18 Marini 1m20.565s; 19 Zarco 1m20.799s; 20 Mir 1m21.162s; 21 Bradl 1m21.270s**; 22 Gardner 1m21.297s. ** Three-place penalty for impeding M Marquez.

SPRINT RACE (15 LAPS – 34.216 MILES)

1 Martin 20m18.904s; 2 Oliveira +0.676s; 3 Bagnaia +1.311s; 4 Bastianini +1.458s; 5 Morbidelli +5.600s; 6 M Marquez +6.281s; 7 Vinales +6.284s; 8 Binder +9.061s; 9 A Marquez +9.201s; 10 Bezzecchi +10.800s; 11 Miller +13.815s; 12 Di Giannantonio +13.960s; 13 Quartararo +14.432s; 14 R Fernandez +15.329s; 15 Marini +15.430s; 16 A Fernandez +15.493s; 17 Zarco +16.205s; 18 Nakagami +20.321s; 19 Bradl +23.733s; 20 Gardner +26.366s; 21 Mir +26.668s; 22 Acosta +26.715s.

Winner’s average speed 101.055mph. Fastest lap Oliveira 1m20.609s, 101.871mph.

RIDERS’ CHAMPIONSHIP 1 Bagnaia 222; 2 Martin 212; 3 M Marquez 166; 4 Bastianini 155; 5 Vinales 125; 6 Acosta 110; 7 Binder 108; 8 Di Giannantonio 92; 9 Espargaro 82; 10 A Marquez 79.

CONSTRUCTORS’ CHAMPIONSHIP

1 Ducati 315;
2 Aprilia 175;
3 KTM 165;
4 Yamaha 48;
5 Honda 24.



NEXT
REPORT

British GP
8 August issue

WEEKEND WINNERS

MOTO2
Fermin Aldeguer
(below)
Speed Up (Boscoscuro)

MOTO3
David Alonso
Aspar Team
(CFMoto)

JOHN WATSON'S TOP 10 GREATEST RACES

The Belfast-born five-time grand prix winner and sportscar racer turned motorsport commentator helps us pick out his finest on-track performances

MARCUS SIMMONS



10

1983 DUTCH GP

ZANDVOORT **McLAREN MP4/1C**
STARTED 15TH RESULT 3RD

While team-mate Niki Lauda gave the new Porsche-built TAG turbo engine its debut in the sister McLaren, Watson drove his outpowered Cosworth-propelled machine to a superb third place behind the Ferraris of Rene Arnoux and Patrick Tambay. With the exception of the later adjudged illegal 1984 Tyrrells, it would be the last F1 podium for the three-litre DFV unit.

“Niki looked at the 1983 season as being a waste of his time and effort, because he realised you were unlikely to win the championship in a Cosworth-engined car,” says Watson. “He was pushing hard to get the turbo programme accelerated.

“At that point the TAG had pretty horrendous throttle lag. I outqualified Niki, and the set-up that I had the preference for was just fantastic around the circuit. On my favourite 05 Michelin tyres, it was just as nice a little race car as you ever could wish for. I sometimes read about what a fantastic drive Derek Warwick had in the Toleman [powered by the Hart turbo, and 33 seconds behind Watson] to finish fourth!”

Last F1 podium for
‘Wattie’ was also a
landmark for DFV





Fourth place at Monza allowed Watson to cling onto 1982 title hopes



SCHLEGELMILCH

Lightweight Chevron was ideal car to master Nordschleife

9

1974 NURBURGRING 750KM

CHEVRON B26

STARTED 8TH RESULT 15TH

Watson may have competed in Group C and IMSA during sportscar racing's 1980s pomp, but his endurance racing memory comes from piloting the works Chevron B26 at the world sportscar round on the Nordschleife. He planted the machine on pole for the two-litre class by 10 seconds, with a time that would have put him sixth on the grid for the following year's European Formula 2 round... Contact with a Porsche 911 delayed Watson and Peter Gethin early on, before wheelbearing failure meant they didn't see the chequered flag.

"It was the first of the full aluminium Brian Hart two-litre motors, and with the B26

Chevron, the combination of the weight of the car, the power of the motor, the design of the chassis – it was to me the ideal Nurburgring race car," he says. "And it helped me learn that the Nurburgring, instead of being 170-odd corners, it's actually about 100 corners, because what you're able to do is make a sequence into one big arc rather than three separate corners.

"The car was so confidence-inspiring that you could push yourself to a level that I'd never had at the Nurburgring. Peter Gethin, my co-driver, was hacked off like you can't believe, because nobody in a Chevron was quicker than Peter! He was about a second and a bit slower."



8

1982 ITALIAN GP

MONZA McLaren MP4/1B

STARTED 12TH RESULT 4TH

No one could live with the turbos on a power track such as Monza, but Watson put in a gallant drive to finish fourth behind Rene Arnoux's Renault and the Ferraris of Patrick Tambay and 'guest star' Mario Andretti. His McLaren was the only non-turbo to finish on the lead lap, and the result kept him – just – in title contention going into the finale in Las Vegas.

"Like in Austria [the previous month], we were running the car with too much downforce on a very high-speed circuit. We were just grinding the car into the race track in Austria. And to some degree when we started on Friday at Monza we were doing a similar thing. Between Friday and Saturday,

Alan Jenkins [race engineer] and Teddy Mayer [joint team boss] made substantial alterations to my car compared to, let's say, the John Barnard [designer] set-up sheet they were given. They took out a shedload of downforce and also made some mechanical changes, all of which culminated on Sunday morning when I went out and lapped quicker on full tanks and race tyres than I had on low tanks and qualifying tyres on Saturday. They'd freed up the car.

"I pissed past [team-mate] Niki [Lauda] in front of the pits like he was tied to a post, and I never saw him again. The team understood what I needed, gave it to me, and I made use of it."

7

1981 CANADIAN GP

MONTREAL **McLAREN MP4/1**
STARTED 9TH RESULT 2ND

In streaming rain, there were effectively only two drivers in this race at Montreal once Watson had passed the Ferrari of Gilles Villeneuve, whose front wing was vertical and hampering his view following an early incident. The McLaren finished six seconds behind the Ligier-Matra of victor Jacques

Laffite; Villeneuve, in third, was 1m44s adrift. “As it came towards the conclusion I was catching Jacques, but when you come down the back of the circuit under the bridge, that right-left, I made a small error of braking and had to run wide and go onto the grass. That was a race that I could have won, although

I’m not saying I *should* have won it – it would have been a last-lap shit-or-bust move to try and challenge Jacques. That was a disappointment because it was a race where I thought I’d done a good job overtaking other drivers, and got up to a position where I think I could have potentially had a go.”



Watson (and Laffite)
were in a class of
their own in the rain

6

1982 BELGIAN GP

ZOLDER **McLAREN MP4/1B**
STARTED 10TH RESULT 1ST

The F1 circus was shellshocked following the death of Gilles Villeneuve in a qualifying accident on Saturday. Watson qualified 12th, promoted to 10th on the grid by Ferrari’s tragedy-enforced withdrawal, and picked his way through the order. On the penultimate lap, he passed Keke Rosberg’s Williams for victory. “On Sunday morning, it was much warmer than you’d expect it to be for the warm-up. I did a run of three or four laps, came in, and Teddy Mayer was working on my car. I said, ‘Weiner [Mayer’s nickname], the left-front’s beginning

to give up’, so he looked around in the garage and said to one of the guys, ‘See that set of tyres up on the rack? Get the left-hand-side set down and put it on John’s car.’ And I went, ‘What are you doing?’ Teddy prevaricated and wouldn’t tell me, and I said, ‘I’m not bloody putting those tyres on’, and it went on like that for three or four minutes. Eventually I said, ‘All right, put the bloody things on’. “They were a set of Michelins that had been run in Las Vegas [at the end of 1981] – we didn’t run them, they were just tyres Michelin had there,

a different philosophy. So I went out in a negative frame of mind, fed up arguing about it, and thought I’d prove my point. On the first lap there was a slight imbalance to the Michelin 05 compound on the right, and on the first flying lap it didn’t feel bad, and after a couple or three laps it was actually quite reasonable but consistent. So I came back in and said, ‘Teddy, you know what? If the weather stays warm, that’s the way to go.’ “In the garage afterwards I was talking to Niki [Lauda], and I said, ‘This is what I’ve just done and if you don’t do it you’re a f***ing idiot. I’m telling you now, you will end up understeering off the race track if you don’t do what I’ve done.’ He wouldn’t do it, and I dragged it out of him, and it was a very interesting, important insight into him. He said simply, ‘Because I haven’t tried it myself’. It went to the core of a lot of his fundamentals of what being a race driver was all about. He was somebody who liked to do a lot of testing; don’t try it in a race before you’ve tested it. He couldn’t go against that value. “I passed him right in front of the McLaren pits, which gave me enormous pleasure, and I drove away from him. On the penultimate lap I caught up to Keke, who was on Goodyears, and, usual thing with Keke, he’d worn the tyres out. I was able to pass him and he didn’t even attempt to challenge, so that was it. It turned out to be an easy victory for me.”



Chasing Patrese’s powerful
Brabham-BMW. He needed
“perfection” to get past it



Leading Peterson and Hunt.
After the race, the beard came
off – and never returned!

PHIPPS/SUTTON

5

1976 AUSTRIAN GP

OSTERREICHRING **PENSKÉ PC4**
STARTED 2ND RESULT 1ST

Twelve months on from Penske talisman Mark Donohue losing his life at the Österreichring, and two weeks after Niki Lauda had suffered near-fatal burns at the Nurburgring, Watson produced a fairytale result for Roger Penske's team. After qualifying on the front row, he emerged from an early battle with Jody Scheckter and Ronnie Peterson – later joined by Gunnar Nilsson – for his maiden GP victory.

"The car was super-balanced, had good grip,

and was quick. It was a bit of a seesaw at the start, because you'd hit a damp patch and you'd lose a position. There were four or five of us all in contention, and then I was able to break clear of those pursuing cars. From that point on it was just a very easy job to bring the car home. I'd never led a GP, and it was all new territory, but the car was absolutely fantastic and it was easy. When the car is doing all the work, you're just guiding it, and that was what was happening. The result came

much to the delight of a certain Austrian racing driver who was recovering from his injuries...

"We had found a set of Goodyear tyres – it was the best set I'd ever had. There were a lot of inconsistencies in the diameters, of the rears in particular. If you didn't have matched tyres you had to use air to either inflate or deflate the tyre so you'd get, say, two rear tyres that were a similar diameter. That's how it was, and that set was just a magic set!"



Beautiful Brabham-Alfa
was fast around Dijon,
but it was also thirsty...

4

1977 FRENCH GP

DIJON **BRABHAM BT45B**
STARTED 4TH RESULT 2ND

This was just one of those that got away in Watson's first season with the Brabham-Alfa team... From fourth on the grid, he moved up to second on the opening tour, then passed James Hunt's McLaren for the lead on the fifth lap. Mario Andretti later overtook Hunt in his Lotus, and going into the 80th and final lap it was still Watson from Andretti...

"The Lotus was undoubtedly a more nimble car, but on that circuit the Brabham had sufficient straightline performance, and it was a circuit that wasn't stop-start, so it was good for that car [and its V12 Alfa engine]. On the final lap down at the hairpin, I turned in, got back on the throttle, and it was just went buuuuggghh. It was a fuel issue,

and nobody after the race understood whether it was a miscalculation in the amount of fuel put in, or did the engine use more fuel than was anticipated? I was never given the full story as to whether it was one or the other.

"It was a lovely engine to drive, but it was much thirstier than a Cosworth, and consequently you needed more fuel. I did all the hard yards, and that momentary hesitation was enough to let Mario accelerate and get up alongside me going into the following left-hand turn. Again it gave a little sort of burp, and that was it – all over. It was very disappointing, and it taught me a lesson: never assume you're going to win a race until you receive the chequered flag."



3

1982 DETROIT GP

McLAREN MP4/1B
STARTED 17TH RESULT 1ST

Watson qualified way down in 17th for the inaugural grand prix on the streets of Detroit. An early red flag meant this became a two-part aggregate race, and Watson charged through the field to pass Keke Rosberg's Williams for the lead going into the final third. It was a matter of time before Watson negated his aggregate time deficit, and Rosberg fell to an eventual fourth place.

"After the race got stopped, we went back into parc ferme, and Pierre Dupasquier, who was the

boss of the Michelin F1 programme, came to me. We were on the 06 compound, which was the softest that Michelin had, and in practice and qualifying we just couldn't get the tyre to switch on. Pierre said, 'Look John, take these tyres off, put on a set of 05s, and you'll win the race'.

"We restarted and the car came alive, because with the extra fuel on board it put extra energy into the tyre, which gave more core tyre temperature. Niki [Lauda] had been

sitting behind [Eddie] Cheever and [Didier] Pironi for God knows how many laps. One of Niki's strengths – or vulnerabilities – was he often predetermined things, and if he thought he couldn't overtake he wouldn't. 'Nobody can pass at Detroit' was the big byword of the weekend. I came up behind Niki into Turn 1 and made a normal move I would make, a clean overtake, committed. Further round the track, a harder move on Cheever – he tried to pinch me a bit, but he realised that was a mistake. And two corners following that I got past Pironi. I passed all three of them in one lap!

"And do you know what happened then? Niki woke up – he'd seen me coming and go 'bosh, bosh, bosh'. 'Oh, you *can* overtake!' Eventually I caught up to Keke going into Turn 1, and at that point I was three or four seconds a lap quicker than him. It was just crazy, inevitable. I needed to extend my advantage to him by 15 or 20 seconds, which I managed to do, and he had no response. Then my team-mate came up behind Keke as well but he dithered, he did that 'will I? won't I?' move up the inside, and Keke said, 'F*** it, I'm going to turn in and take my line', and clipped Niki and that was Niki out of the race.

"Ron [Dennis, McLaren boss] was really pissed off because Niki realised he hadn't been driving as he ought to have done in the first place. That could have been a 1-2 for the team. Ron was not happy about it, although he was happy that I won. No, he was happy that *McLaren* won."

2

1981 BRITISH GP

SILVERSTONE McLaren MP4/1
STARTED 5TH RESULT 1ST

The new John Barnard-designed, carbon fibre McLaren MP4 had carried Watson to third place in the Spanish GP, followed by second in the French. And at Silverstone the sequence was completed with victory. But that was only after a flirtation with disaster at the end of the fourth lap, when he effectively stalled while avoiding Gilles Villeneuve's accident, and had to carve his way back up from ninth place. With eight laps to go, he passed the ailing Renault of Rene Arnoux for the lead.

"It was inevitable that Villeneuve was going to lose control, and when he spun there was so much tyre smoke that Alan Jones wasn't able to avoid him. I was able to read what was happening and get stopped without having any contact. The engine had stopped because I'd had to brake so hard, but I had a little bit of momentum left so I very quickly flicked the electric fuel pump, got it into the right gear and just managed to bump start it, and off I went.

"I had to overtake a number of cars, and I was left with Arnoux leading and me in second place. Arnoux was slowing down

and I overtook him, and from that point onwards all I was thinking about was keeping my head down. I had Ron [Dennis] on the pitwall going 'slow down, slow down'. The way I chose to slow down was basically to reduce the rpm, so I dropped from ten-five, ten-six for changing gear to 10,000. And 'slow down, slow down'. I dropped it then to nine and a half. 'Slow down, slow down'. And finally I was changing gear at 9000, and it only made about a couple of tenths a lap difference. But I didn't want to lose my momentum, my rhythm. That's when you can find yourself starting to make little errors.

"It was a momentous occasion for everybody within the team. My family were in the grandstand at Copse, so they had a special day as well. It was validation for what Ron had been able to achieve with John Barnard, believing in the technology, and the backing that Philip Morris had given Ron and John in going down in a new direction. While carbon fibre was not new to F1, it was the first time a carbon-fibre chassis had won a grand prix."





**JOHN
WATSON**

GP STARTS 152

WINS 5

POLES 2

FASTEST LAPS 5

1

1983 UNITED STATES GP WEST

LONG BEACH McLaren MP4/1C
STARTED 22ND RESULT 1ST

Watson's final F1 win was arguably his finest, and his charge from 22nd on the grid to victory on the streets of Long Beach still represents the lowest starting position from which anyone has ever won a grand prix. The lightweight, non-turbo Cosworth-powered cars had trouble switching on their tyres in qualifying – Watson and Niki Lauda would even fail to make the grid in their McLarens in Monaco – but races were a different matter.

"I flew in Brazil [the opening round was held in Rio]; the car was fantastic. After that there was a Philip Morris [parent company of Marlboro] South America tour and it was going to be me, Niki and [Keke] Rosberg. On the Saturday of the Brazilian GP, newspaper journalist Barrie Gill came to me and said, 'John, we understand you're going on this tour of South America and you're going to Argentina', and this was only a few months after the Falklands War. He said, 'Obviously it's going to be a big story back home: Britain's leading Formula 1 driver visits Argentina on a celebratory tour'.

"So I went straight to Marlboro and said, 'Look, I'm not going, because I'm going to be crucified'. Instead I went straight up to Long Beach with Willi Dungl [Lauda's long-time fitness and health guru], and I had the benefit of Willi for six or seven days while the tour was on. That was a seminal moment for me, because Willi got to know me, and I got to understand better his preparation and philosophy. After the race, when they were all standing around somewhat shellshocked, Willi said to me, 'I knew



Watson and Lauda took a 1-2, after lining up 22nd and 23rd on grid

you were going to win the race'. Part of it was I'm a fairly simple kind of person, and it's a bit like you follow a guru, and I became a disciple of Willi Dungl. It was not a crutch, but a way of me getting to understand myself a bit better, and know that there was somebody else contributing to that. It was very straightforward stuff at the time – a mixture of diet, a little bit of training or whatever, but it helped me, and in the race I felt particularly strong.

"When it came to catching and overtaking

Niki, we'd been running nose to tail throughout the race, and I knew that if we let a car get between the two of us it was going to be hard to get back on his tail. Every time he passed, I was doppelganger and followed him through. Eventually I made a bit of a late move into the chicane and the car just flinched a bit, but it got the job done and on I went. I did a similar thing to [Jacques] Laffite for the lead midway round the circuit, with a momentary little lock-up on the left-rear, but got through and I was on my way."

PREVIEW

The dukes of Sussex

A wonderful line-up of stars and cars awaits onlookers at this weekend's Goodwood Festival of Speed. 'Eclectic' doesn't come close...

MARCUS PYE

Modern F1 machinery at play amid bucolic English splendour – it can only be the FoS





Horseless to hybrid; pioneers to the present

The pursuit of performance over 130 years of motorsport provides a vast canvas upon which the Duke of Richmond & Gordon's team has painted toothsome portraits across five epochs to the present. The contrasts in each window are staggering. Pioneers of Propulsion features an 1893 Salvesen Steam Wagonette presaging such pacy delights as Darracq 200bhp and Fiat S76 'Beast of Turin', Sunbeam 350bhp, Bugatti T35,

Alfa Romeo P3 and Napier-Railton and Auto Unions. Don't miss the wacky French Leyat Helica. Progression of Power focuses on the 1950s and 1960s, spanning BRM V16, Maserati 250F, shark-nose Ferrari 156s, Honda RA272 (driven by RB F1's Yuki Tsunoda), Lotus-Cosworth 49 and whistling gas turbine Howmet TX sportscar and Lotus 56B, the latter with marque founder Colin Chapman's son Clive and grandson Magnus up. Evolution of Revolution showcases Lancia

Stratos, Le Mans-winning Matra-Simca 670C, Porsche 936/77 and Alpine-Renault A442B, plus F1 Renault RS10 and Audi Quattro rally cars as the sizzling turbo era advanced. Innovation Unleashed stars McLaren F1 GTR, Audi R8C, BMW V12 LMR and Ferrari 333 SP Le Mans icons, while the Future of Speed showcases the 2022 hill-record-shattering McMurtry Speirling, manufacturer specials and the driverless Indy Autonomous Challenge.



Verstappen tops roster of sporting superstars

World champions have coloured the Festival's history since 1993. But to have the reigning Formula 1 title holder in attendance – in this case triple champion Max Verstappen – is unprecedented. Currently third in the all-time rankings with 61 GP victories, the 2024 points leader will wow onlookers on Sunday in a 2021 Red Bull Racing-Honda RB16B. Superstars pepper the entry as ever. NASCAR legend Richard Petty, with 200 stock car wins

on his slate, left a huge impression in 2004. At 87 'The King' is back with son Kyle and the bewinged 1970 Plymouth Superbird. Emerson Fittipaldi, 77, is the earliest F1 world champion in action. Fifty years after he secured his second crown in three years, 'Emmo' is reunited with his 1974 Brazilian and Belgian GP-winning McLaren M23-5. Fellow champs Damon Hill and Kimi Raikkonen line up too.

Double world endurance champion and six-time Le Mans winner Jacky Ickx, 79, represents the sportscar speciality, piloting a Porsche 936/77. Swedish rallymeister Stig Blomqvist, 77, commemorates the 40th anniversary of his 1984 WRC victory in an Audi Quattro, and flying Finn Kalle Rovanpera, 23 – champion of 2022-23, fresh from winning Rally Poland from the subs' bench – exercises a Toyota Yaris Gazoo Racing.



Red Bull 20 reunites alumni for RB17 launch

That Red Bull Racing has been in F1 for almost 20 years – snaring seven drivers’ world championships, through Sebastian Vettel and Max Verstappen, and six constructors’ titles – is an extraordinary record for the team that debuted in 2005.

Almost as telling is that the Austrian-founded energy drink offshoot’s equipe is the ninth longest-serving in F1 history, having surpassed BRM, which spanned three decades, and with Minardi’s and Ligier’s totals set to be swallowed next season.

To celebrate its 20th term in F1, Oracle Red Bull Racing has corralled 18 cars spanning the RB1 of 2005 to last year’s RB19 for inspection in the Cathedral Paddock, showcasing Cosworth, Ferrari, Renault and Honda powerplants.

Seven are set to hit the hill, with Christian Klien (RB1), Mark Webber, Daniel Ricciardo, team chief Christian Horner and David Coulthard in Vettel-era RB6-9 of 2010-13, and current team-mates Verstappen and Sergio Perez in RB16B and RB19 of 2021 and 2022 respectively.

On Friday the wraps will come off design guru Adrian Newey’s two-seat RB17 Hypercar. Powered by a hybrid engine developing more than 1100bhp, a run of only 50 of these technical tours de force will be made by Red Bull Advanced Technologies.



Sorcerers and apprentices showcase F1 teams

Formula 1 up the garden path has long been an FoS fan favourite, and the team personnel enjoy putting on a show too, often giving their development programme’s young guns a weekend to remember.

Alongside Red Bull, McLaren and Williams are strongly represented. Half a century on from his world championship with the Woking team, Emerson Fittipaldi (M23-5) will be joined by Bruno Senna in a magnificently svelte Honda-powered MP4/4, in which uncle Ayrton won the first of his three titles in 1988.

Current Williams racers Alexander Albon and Logan Sargeant sample Cosworth DFV-engined FW08-2, a sister to Keke Rosberg’s 1982 turbo

hordes-vanquishing championship winners. Teenaged American F1 Academy racer Lia Block and team principal James Vowles will share it.

Rising star Ollie Bearman, 19, who finished seventh in March’s Saudi Arabian GP for Ferrari as substitute for Carlos Sainz to become the youngest Briton to score F1 world championship points, is to saddle the Prancing Horse’s 2017 SF70H with FoS veteran Marc Gene.

Alpine is also supporting the event with Australian protege Jack Doohan and Germany’s Sophia Florsch taking turns in a 2012 E20. Dane Frederik Vesti drives a 2021 Mercedes in the marque’s set.



Sunday shootout to crown king of the hill

Speed hillclimbs traditionally climax with a run-off to determine which car-and-driver combo can ascend the course quickest against the clock. As a made-for-TV spectacle, Goodwood’s FoS offering has morphed from a pure racing car contest to become a showcase for technology on the 1.1-mile course.

The writing was on the wall for Nick Heidfeld’s outright record of 41.60s, set in a McLaren-Mercedes MP4/13 in 1999, when Frenchman Romain Dumas piloted Volkswagen’s electric I.D. R to 43.86s in 2018 and 42.32s in 2019. When Max Chilton unleashed a 39.08s in an electric McMurtry Speirling prototype in 2023, spectators

could barely believe what they had witnessed.

This year’s combatants range from Mark Walker’s 1905 Darracq 200HP Land Speed Record car to the F5000 Eagle-Chevrolet FA74 of Michael Lyons and Joe Twyman’s F1 March 741. BTCC leader Jake Hill (Nissan Skyline GT-R R32) and Le Mans winner Andy Wallace (Bugatti Bolide) will excel.

But watch for the 862bhp Subaru GL Family Wagon Huckster and WRX Airslayer of Travis Pastrana and Scott Speed, the Bridan twins’ sensational Porsche-based Oilstainlab Half11 and the Alpine A110 Pikes Peak to provide the spectacle.



Bike legend Agostini...

JEP

Seventy-five years of grand prix motorcycling

Motorcycle racing has been part of the FoS since its debut in 1993. When Valentino Rossi embraced the 2015 event, the Italian megastar's following was of almost papal magnitude.

The late seven-time world GP champion John Surtees (1934-2017) was an inspirational godfather to the two-wheeled aces who attended Goodwood events, and they continue to entertain appreciative sell-out audiences as the event celebrates a landmark anniversary.

The inimitable 15-time champion Giacomo Agostini, who at 82 turns back the years every time he straddles an MV Agusta, heads this year's crop. The Italian is joined by Americans Randy Mamola, Kenny Roberts (Senior and Junior) and 'Fast Freddie' Spencer, Australians Mick Doohan and Casey Stoner, and Belgium's Didier de Radigues.

Home-grown heroes Davey Todd (fresh from his maiden Isle of Man TT victory), Michael Dunlop and Peter Hickman (who both added to their gold tallies last month), John McGuinness, Jeremy McWilliams, Mick Grant and Steve Parrish guarantee fireworks. Watch too for sidecar world champions Todd Ellis/Emmanuelle Clement, who won legions of fans in winning April's awesome Goodwood Members' Meeting shootout.



...will be in action at age of 82

STALEY

And not forgetting...

WATTIE LEADS NIKI LAUDA TRIBUTE

Technically gifted and versatile, three-time F1 world champion Niki Lauda's career is showcased in a colourful tribute led by Brabham and McLaren team-mate John Watson. BRM's sleek P160 and P180 and the lumpen March 721X masked the Austrian's potential initially, but stellar subsequent stints with Ferrari, Brabham and ultimately McLaren bore bountiful fruit. Wattie drives Niki's 1978 Swedish GP-winning Brabham-Alfa Romeo BT46B 'fan car' for period team owner and F1 ringmaster Bernie Ecclestone. Sonorous Ford Cologne Capri RS3100 and BMW 3.0 CSL 'Batmobile' provide contrasting V6 and straight-six soundtracks.



Watson honours Lauda

SUTTON

MERCEDES' 130 YEARS IN RACING

Since the dawn of motor racing in the 1890s to Lewis Hamilton's British GP victory last weekend, Mercedes has been at the forefront of competition. Its 130-year odyssey is celebrated at Goodwood by a pageant bookended by a 1907 GP car to the current AMG GT3 racers. Karl Wendlinger drives a 100-year-old Mercedes-Benz Targa Florio, and examples of the W25, W125, W196 and W196 streamliner hark back to the Silver Arrows. Kenneth Acheson pilots his own 1989 Sauber C9 and Nic Minassian a Sauber C11 alongside David Clark's C-Class DTM car and Frederik Vesti in a 2021 Mercedes-AMG F1 W12 E Performance.



Sauber-Mercedes C9

JEP

WRC LEGENDS ATTACK FOREST STAGE

Double world rally champion Kalle Rovanpera (2024 Toyota GR Yaris Rally1 Hybrid) and five-time runner-up Thierry Neuville (2021 Hyundai i20 Coupe WRC) in the house will delight fans on the Forest Rally Stage originated by Hannu Mikkola. Neuville scored his 20th WRC win in Monte Carlo this year and will star in the contemporary class. A sensational range of machinery from Alpine A110 through Group B legends – Audi Quattro, Ford RS200 Evo, Lancia 037 and Delta S4, MG Metro 6R4, Peugeot 205 T16s and Porsche 911 – to Subaru, Mitsubishi, Ford Escort RS Cosworth and Focuses make it a must-see.



Lancia 037

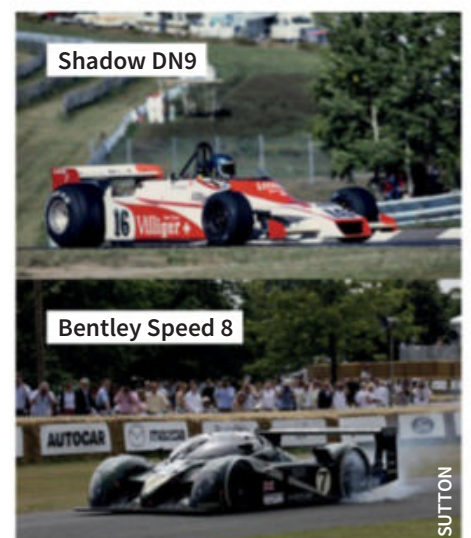
J BLOXHAM

Rovanpera

MCKLEIN

JOEST AND SHADOW FAMILY REUNIONS

Reinhold Joest's team's fabulous Le Mans history is traced from the 935J of 1980 through Group C 956 and 962 to WSC-95, then to Audis, bisected by a Bentley Speed 8. Le Mans winners Stefan Johansson, Dindo Capello, Emanuele Pirro, Benoit Treluyer and David Brabham are among the celebrants. Building on the superb gathering of Don Nichols's Shadow Can-Am cars corralled by super-collector Jim Bartel and Era Motorsport's Kyle Tilley at April's Members' Meeting, the monsters are back, joined by F1 stablemates. Hans-Joachim Stuck reunites with a 1978 DN9 in a set spanning Tony Southgate's DN1 stunner to a DN11.



Shadow DN9

Bentley Speed 8

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- Continuously help to improve operational processes and procedures.

Requirements

- A degree in a relevant discipline (Engineering) or similar
- Completed your degree within the past 12 months, or you are scheduled to complete it within the next 12 months.
- Sound technical knowledge of automotive electronic systems, CAN and sensing technologies.
- Understanding of electrical schematics and wire harnessing technology.
- Experience of the configuration and management of motorsport data logging systems would be advantageous.
- Able to perform duties in a timely manner with minimal errors under the supervision of senior staff.
- Clear and concise communication, verbally and with the use of email.
- Ability to prioritise in a time pressured environment and manage personal deadlines.
- Good levels of IT skills including MS Office, Word, Excel and PowerPoint.
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- Where applicable help race coordinators with finalizing race accounts and liaise with the finance department in getting invoices out to clients and assist in answering queries that may arise.
- Assist the Department with D365 / Credit cards statements along with general administration where required.
- Maintain clear communications with managers, staff and third parties.

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- Excellent communication skills with the ability to convey complex ideas and concepts effectively to diverse stakeholders.
- Analytical mindset with proficiency in data analysis and interpretation to drive data-driven decision-making processes.
- Certification in quality management (e.g., ASQ Certified Manager of Quality/Organizational Excellence) is desirable.

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- Desire to learn and develop and take ownership.
- Proactive attitude with the skills and enthusiasm to drive significant benefits.
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- Organise team events and meetings.
- Provide administrative support to the MD & Team Principal and members of the SLT including managing calendars, scheduling meetings and complex travel arrangements.
- Prepare and distribute reports, minutes and presentations on behalf of the MD & Team Principal and the Senior Leadership Team.

Facilities Management:

- Develop and maintain relationships with vendors and contractors for facility maintenance, repairs, cleaning and renovations, across Bicester Heritage and McLaren Services.
- Coordinate facility-related projects.

Knowledge, Skills and Experiences

- Previous demonstrable administrative and facilities management experience.
- Able to prioritise a demanding workload and working effectively to deadlines.
- Excellent communication skills, both written and verbal.
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- To work as an effective team member in relation to the tyre-fitting team.
- To be available to travel to events on a rota basis.

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- Accuracy and attention to detail.
- Ability to work to and consistently achieve tight deadlines.
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- Drive the optimization, usage, and progress of in-house as well as external tools

Your profile

- Bachelor's or Master's degree in engineering, mathematics, computer science or equivalent STEM qualification
- Several years of proven track record as a Race Strategist comfortable with live decision making
- Confident in reporting, presentation, and communication
- Proficient in writing software (primarily Python and Matlab) and MS Office tools.
- Independent and precise way of working even under time pressure
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- Build and maintain strong relationships with customers, understanding their requirements and providing tailored solutions.
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Qualifications:

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- Strong engineering/technical background with hands-on experience in the motorsport or high-performance automotive sectors.
- Excellent communication and interpersonal skills, with the ability to explain complex technical concepts to non-technical stakeholders.
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- Checking and approving design specifications and checking drawings for production.
- Management of related processes such as faults, track testing requests, accident damage assessment etc.
- Promoting best design practice and driving continuous improvement.
- Some international travel may be required.

Our ideal candidate is someone who has:

- An in depth understanding of fundamental engineering principles.
- A relevant degree or equivalent qualification supported by design experience in a top-level motorsport field.
- Experience with simulation and stress calculations would also be advantageous.
- Strong CAD skills, ideally with experience of NX, however training will be provided for conversion from other CAD systems.
- Data analysis experience as it would be beneficial for this role.
- Effective and efficient people management skills along with a strong knowledge of contemporary F1 technology and design.
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- A creative, proactive approach to problem-solving, along with good attention to detail.

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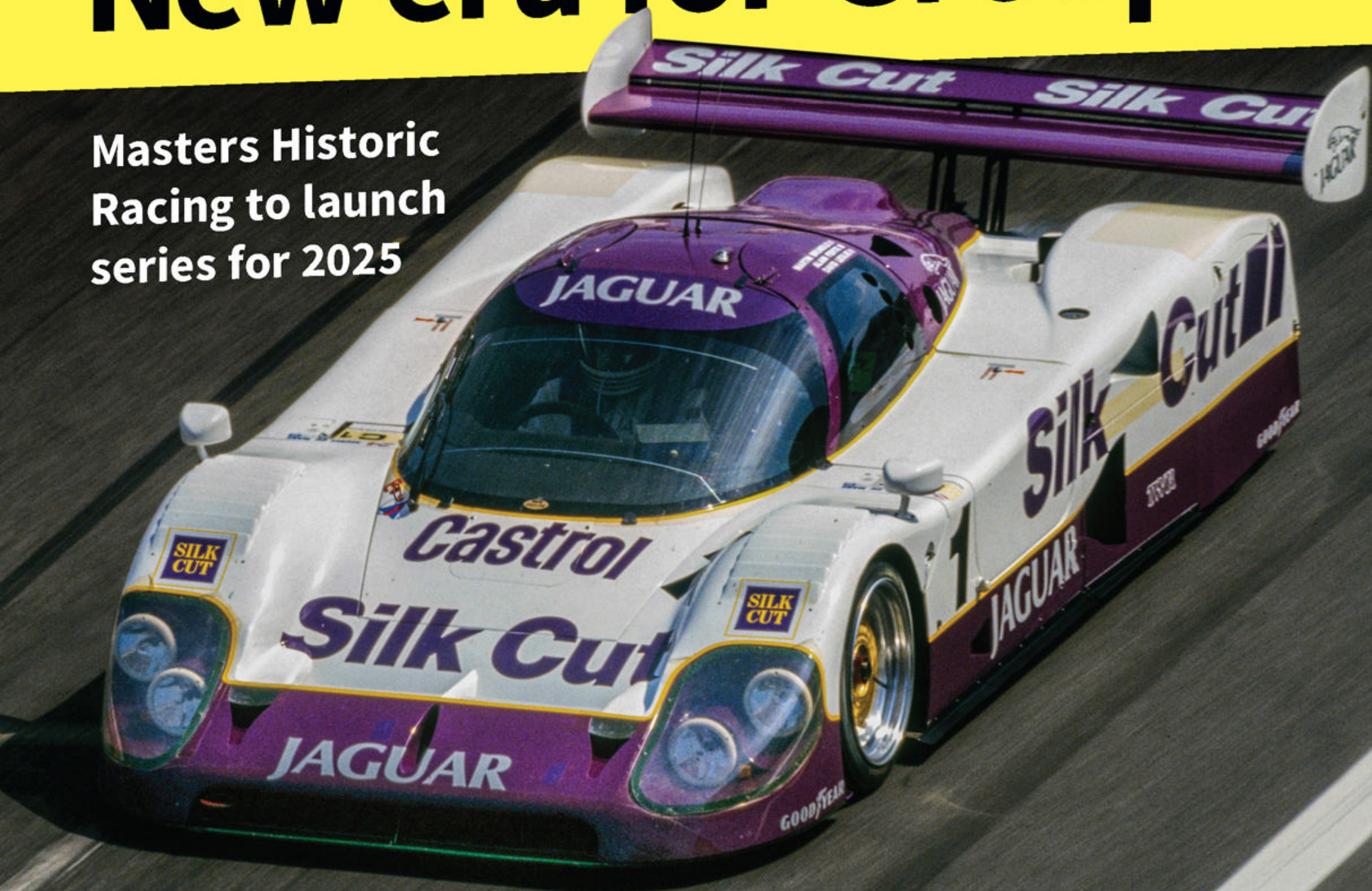
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British GT Academy plans GT3 Mustang entry

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New Group C series to be launched in '25

HISTORIC

Masters Historic Racing will introduce a new series next year for the spectacular Group C prototypes of the 1980s.

The new Masters Le Mans 80+ category has been developed by Masters boss Frederic Fatien, who took over at the end of last year and had previously told Autosport (7 March) about his desire to assess potential additions to the historic racing organiser's portfolio.

The first of these will be dedicated to Group C machines from 1982 to 1993 as well as the similar IMSA GTP cars that raced in North America during the same period.

Fatien is the driving force behind the Gulf Historic Dubai Grand Prix Revival, which also features Group C cars. He

explained he had consulted with various owners of the prototypes about plans for the new series, and with many of these also fielding cars in the Masters Racing Legend series for Historic Formula 1 machinery from the 1966-85 era, he believes it will be a good addition.

"The people who love F1 cars, they also love Group C cars," said Fatien. "These cars [have] great pedigree and stories to highlight – they are incredible. It's a must to have this kind of car on track. I've been working on it for a long time because I love these cars to race."

Fatien said the calendar for Masters Le Mans 80+ is still being developed, but intends for there to be "three or four" races in 2025 to assess interest in the category.

"It's important to focus where you race this kind of car," added Fatien, who said there has been an enthusiastic initial response to the new series. "You need a safe but also an enjoyable place for people to race Group C and you need a wide circuit so there's enough room for everybody."

The Peter Auto organisation already runs events for Group C machinery, this year visiting Mugello, Spa and Paul Ricard.

Fatien also said that further categories could be introduced in the coming years as he continues to evaluate Masters' direction.

He said: "We need to consider what drivers want for their friends and family, and step-by-step we're understanding what we need to do."

STEPHEN LICKORISH

Senna display to feature 20-plus cars

SILVERSTONE FESTIVAL

Some of the cars that will form part of the Ayrton Senna celebration at the Silverstone Festival have been revealed.

The three-time Formula 1 world champion's life will be remembered at the event on 23-25 August, where more than 20 cars raced by the Brazilian will be available to view up close.

This includes the Toleman TG184 that Senna drove during his first season in F1, alongside Lotus, McLaren and Williams racers from his illustrious career.

The yellow-liveried Van Diemen Formula Ford 1600 and 2000 machines with which Senna began his car racing in the UK, as well as his 1983 F3 title-winning Ralt RT3, will also be on display.



"We are proud to be bringing together such a comprehensive display of cars raced by the great Ayrton Senna, encouraging motorsport fans to come together and celebrate one of the greatest talents our sport has seen," said event director Nick Wigley.

Academy plans GT3 Mustang entry



JEP/MOTORSPORT IMAGES

BRITISH GT

Reigning British GT4 champion squad Academy Motorsport is looking into adding a Ford Mustang GT3 to its all-GT4 Mustang line-up this year for either British or European competition.

Academy, which took Erik Evans and Matt Cowley to last year's British GT4 drivers' title, has raced GT4 Mustangs in British GT since 2020, and this season runs two new-for-2024 models. The team also returned

to the GT4 European Series this year, with Academy competing in partnership with Ford Performance and Multimatic.

The Mustang GT3 was introduced last season and finished third in the Le Mans 24 Hours LMGT3 class this year.

Academy owner Matt Nicoll-Jones said: "We've wanted a GT3 programme for a number of years, but we've just wanted to be in line with the manufacturer that we want to work with, and that's very much Ford.

"So the intention is very much to have a GT3 before the end of the year, and we're already looking at what programmes we can put together to utilise that correctly.

"We've got a lot of interest in that programme and we're just seeing what makes sense and what doesn't in terms of pairings and things. We're entertaining a lot of enquiries.

"We love British GT, we're part of the scenery, so we have every intention of keeping our GT4 programmes going as they

are for British and for European; maybe we'll extend the GT4 programme a little bit further with European, running a third car.

"But for British we'll stick with the two GT4s and certainly look to add a GT3 programme to either British or something in Europe. This has been four and a half years in the making, so it's not a flash-in-the-pan thing. We've upgraded everything whether it be kit, equipment, staffing, premises."

GRAHAM KEILLOH

Watts back for Snetterton

BRITISH GT

British GT racer Simon Watts is set to return to the championship at Snetterton this weekend, having missed the entire season so far through a combination of injury and family reasons.

Watts, who raced in British GT in 2022 aboard a Team RJN McLaren 720S, was on the 2024 full-season entry in a Pro-Am partnership with fellow championship returnee Alex Buncombe. Amateur driver Watts missed the Oulton Park season opener

due to family reasons, then sustained a compression fracture in a Friday testing crash ahead of Silverstone's second round. He has been out of action since then, and Buncombe's older brother Chris has substituted.

Buncombe Jr said: "Simon's going to be back in for the next round. It'll be great to have him back in the car. It's been a long time out for him.

"He's got to heal himself and time is the only thing that can cure that. So not much else he can do, but obviously he's well keen to get back behind the wheel."



JEP/MOTORSPORT IMAGES

Watts was also forced to miss the recent Spa 24 Hours, where he was replaced by Josh Caygill in the RJN line-up that also included both Buncombes and Jann Mardenborough.

GRAHAM KEILLOH



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Pearson makes winning return in CNC Heads Sports/Saloons series

OULTON PARK

After a five-year lay-off, Stuart Pearson made a winning return in the CNC Heads Sports/Saloons Championship last weekend at Oulton Park.

Aboard his AB Sabre, Pearson took the lead after Ben Roberts overshot the Knickerbrook chicane in his Locost-Honda. With the race ending in heavy rain, Roberts managed to limp home in second with broken steering after clattering the barrier at Knickerbrook on the last lap, taking the flag with Connor

Modro (Westfield) closing.

The second race was restarted for just three laps, with Modro taking the win from Roberts and Pearson.

Richard Tarling and Callum Grant shared the victory spoils in the Heroes of FF1600 Sprint Cup.

Tarling's Reynard 89FF ousted poleman James Clarke's Van Diemen RF90 for the early lead in race one, and Clarke's hopes of regaining the advantage were dashed on lap three when he was stuck in gear at Lodge after almost nosing alongside.

Grant (RF91) then made a late challenge but, despite going side by side through Deer Leap for the final time, Tarling just held on by 0.389s.

Tarling had the early advantage again in race two before Grant broke clear, leaving Tarling to just hold off William Liston and Joseph Ahrens for second.

Peter Erceg and Marcus Clutton maintained their unbeaten record in the British Endurance Championship with a lights-to-flag victory in their Audi GT3.

PETER SCHERER

OLIVER BREAKS RIBS

Stuart Oliver has said he will "100%" be at next month's British Truck meeting at Donington Park after breaking two ribs in a practice crash at Thruxton last weekend. The 10-time champion was left a bystander after a broken piston knocked the power steering pump off in his Volvo VNL, locking the steering and causing him to crash over the barriers on the inside of Allard on Saturday morning.

SUMMERS'S ISLAND OUTING

British Hillclimb Championship leader Alex Summers has decided to contest the two Channel Islands events next week in Jersey and Guernsey. "The Channel Islands really didn't fit the schedule for this year [originally]," said Summers, who holds a 14-point lead in the BHC. "I'm driving at the Goodwood Festival of Speed for four days with McMurtry and then we go straight to Jersey for Bouley Bay. But having got to this stage in the championship race, we'd be crazy not to go."

LULHAM'S WINNING WAYS

Radical Cup UK leader Chris Lulham made it 11 wins from 12 races this season, with a dominant treble in his Valour Racing SR3 XXR at Paul Ricard last weekend. It was a disappointing weekend for his closest rival Luke Hilton who, apart from taking second in race two, was out of the podium places in the other two races. Valour team-mates Chris Preen and Kristian Brookes fared better, each taking a brace of podium finishes.

F4 FOR BUSTAMANTE

McLaren Development Driver Bianca Bustamante will make her British Formula 4 Championship debut this weekend at Zandvoort with Hitech. The 19-year-old (below) has spent the past two seasons in F1 Academy where she has taken a best result of second in Miami this term. She will use her F4 outing in the Netherlands as preparation for when F1 Academy races at the same venue in August.



Peter Mann 1948-2024

OBITUARY

The historic racing world lost one of its great stalwarts last Thursday when Peter Mann succumbed to cancer aged 75, shortly after diagnosis.

Grandson of Ernest Eldridge, who raised the Land Speed Record to 146.013mph 100 years ago this week, Mann campaigned English Racing Automobiles continuously from 1976 to 2008.

Having initially acquired the ex-Dennis Scribbans ERA R9B, Mann bought AJM1 in 1994 and Pat Fairfield's 1937 South African GP-winning R4A in 1996. When Mann stopped racing, he entered R9B and Frazer

Nash Le Mans Replica Mk2 for trusted friends. None more so than John Ure, winner of four Monaco GP Historique races, two each in R9B and the Nash.

Mann also encouraged Peter Russell to pursue a career with Hawker Restorations, where his cars were prepared. "I'm devastated," said Russell. "Peter started me off in historic racing and we had a lot of great times. Warm and generous, he was a proper gentleman racer."

Mann leaves behind wife Anna, while brother Chris's two victories in Alfa Romeos at Donington Park on Sunday could not have been a more fitting tribute.

MARCUS PYE

Van Kouwen family supports 2024 Festival

FORMULA FORD

Forty years after Gerrit van Kouwen won the Formula Ford Festival in his Lola T644E, the popular Dutchman's family will honour his memory by naming this season's Brands Hatch showpiece after him.

The British Racing & Sports Car Club's blue riband will be known as the Gerrit van Kouwen Anniversary Formula Ford Festival, the 53rd running of the event to be held on 19-20 October and honour van Kouwen, who died of cancer in January, aged 60.

His British-born wife Suzy revealed the initiative last Friday, on what would have been van Kouwen's 61st birthday: "Unfortunately we are unable to celebrate today. However, it is an appropriate date to announce with great pride that my family and I will be sponsoring the Festival.

"While it will be very emotional for us, we would like it to be a truly happy celebration, with great racing and fun



Van Kouwen dominated the Festival in 1984, claiming £5000 prize

MAIN AND INSET PIC: SUTTON/MOTORSPORT IMAGES

as he would want, and that his friends, colleagues, marshals, officials, teams, drivers and fans enthusiastically embrace the spirit of the meeting."

Multiple champion van Kouwen regarded the Indy Circuit as his second home, and not only did he dominate the 1984 event, but he left another indelible legacy by setting its first sub-49-second lap, scooping a prize of £5000.

Suzy, daughters Sian and Ellie and son Ethan, plus their wider family, are supporting Saturday's three heats and Sunday's semi-finals and grand final. Entries opened this week and further special features will be announced soon. As a focal point, Andrew Crighton is expected to enter one of his Lola T644Es in van Kouwen's period colours as a tribute livery.

MARCUS PYE

NZ F5000 racers make the trip for Superprix



EUAN CAMERON

HISTORIC

Six historic Formula 5000 racers from New Zealand have bolstered the Derek Bell Trophy entry, making it one of the largest grids at this weekend's Historic Sports Car Club's Legends of Brands Hatch Superprix.

Multiple champion Steve Ross starts among the favourites in his 1973

McRae GM1. NZ series sponsor David Banks, veteran Russell Greer, Bruce Kett and Ian Riley bring 1974 Lola T332s and Glenn Richards his T400.

Fourteen stock-block V8 monsters form almost half the pack, with DBT race winners Christian Pittard (Chevron B28) and Neil Glover (B37) joined by UK-based American

debutant Gary Lapidus (Lola T400) among others.

Mark Charteris and Alex Kapadia lead the F2 opposition in March 782 and 762 respectively, while recent Thruxton race winner Martin Wood (March 73B) and returnee Henry Chart (Modus M1) are bound to challenge in their rapid FAtlantics.

MARCUS PYE

ANGELO R. DRIVE

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Should Oulton Park remain on the British GT calendar?

The Cheshire circuit has been dropped as the sportscar series' opening venue after major disruption this year – our writers debate whether it should stay on the schedule at all



YES
GARY WATKINS

It's important not to overreact to a crash-fest of an event held in poor weather. Oulton Park has a place on the British GT Championship calendar for the very reason that it's more likely to be hit by cautions and, dare I say it, carnage than other venues. It's a challenge that adds kudos to the series.

The British racing scene, when these shores were at the epicentre of the junior single-seater world, produced Formula 1 drivers by the dozen. I've always believed that the circuits they raced on were an important part of their education. I'm talking about Oulton, the Brands Hatch Grand Prix circuit and even Cadwell Park, a fixture on the Formula 3 trail until 1983. British GT can play the same role for the GT3 up-and-comer today.

Casting an eye to the past also brings up the fact that the cars competing in the series were quicker 25 years ago than they are today. At the end of the 1990s, when British GT was open to GT1 machinery such as the long-tail McLaren F1 GTR and the Porsche 911 GT1, lap times were a couple of seconds faster

around a circuit that remains unchanged apart from a tweak to the Knickerbrook Chicane. I don't remember calls for Oulton to be axed from the schedule then.

Drivers got to the limit in a different way back then. They edged up to it, rather than overshooting it and working back. Simulation and gaming have a lot to answer for, I believe, and along with safer cars and tracks have changed the mindset of the racing driver.

The argument about GT3 machinery and Oulton also needs to be widened out. Or rather simplified. How about moving the end of the question 'Are GT3 cars too fast for Oulton Park?' forward three words. GT3s are getting faster as they become ever more extreme – and expensive. The category threatens to price itself out of existence. It's why its architect, Stephane Ratel, came up with a new GT2 as a kind of insurance policy in case of that eventuality.

Moving Oulton from what had become a traditional season-opening slot is a common sense compromise. One, I hope, that will secure its place on the British GT calendar for years to come.

“Moving Oulton from a season-opening slot is a common sense compromise”



NO
STEPHEN LICKORISH

Let's get a few things clear to begin with. First off, I think Oulton Park is a great circuit and have nothing against it. It is certainly one of the most picturesque in the UK and its twisty and undulating nature make it a real drivers' track. And it always attracts a brilliant crowd of enthusiasts to watch.

But, for all its many good points, I just don't think it's suited to modern GT cars. These machines are getting faster and larger and, considering there is little run-off at many of Oulton's corners, any crash is likely to be a big one. It is also a very narrow track, meaning many overtaking attempts simply end in contact.

This year's British GT opener there certainly cannot be described as a great event given a total of one hour across the two 60-minute races was lost to Full Course Yellows and safety cars. And that is not an isolated occurrence. Back in 2020 – on a dry track in August (due to the COVID-19 pandemic delaying the start of the season) – almost half the second contest was also

run under caution. And we have seen some sizeable GT Cup and Ferrari Challenge UK incidents there in recent years, too.

I applaud the decision to move it from being the British GT season-opener to later in the year in a bid to reduce the risk of crashes and lengthy clean-up tasks. But, if that fails to have an impact, it should be

“Drivers are not stumping up sizeable sums to sit behind the safety car”

removed from the schedule altogether. After all, drivers are not stumping up considerable sums to compete only to sit behind the safety car.

However, one of the problems of striking it off the calendar is the lack of suitable alternative venues, something UK motorsport as a whole is battling following Rockingham's closure. But that alone should not be a reason to keep Oulton on the calendar.

And its departure could bring other benefits to the series, as its tight confines are part of the reason why the full-season British GT entry is capped at 36 cars. Take it away and more spaces could potentially be found on what is regularly an oversubscribed grid.

As always, there are no easy answers, but ultimately it comes down to whether drivers would prefer less variety or risk having more caution-ruined contests.



Beating Rivett meant Smith completed the perfect weekend

Unstoppable Smith marches to five out of five

**THRUXTON
BARC
6-7 JULY**

Reigning eight-time British Truck Racing champion Ryan Smith proved unbeatable at Thruxton, putting in a peerless performance to win five out of five races in a mix of conditions.

The Daimler Freightliner driver started both of Saturday's races from pole position, with the grid order determined by championship position after qualifying was cancelled due to an earlier lengthy delay (see News).

He was never headed in either dry contest, charging to wins of 10.5 seconds and 13.7s as Michael Oliver and Steven Powell proved his closest competition respectively. Starting eighth for the three partially reversed-grid races on Sunday, Smith had to battle up the order each time, beginning with a pass for the lead inside four laps on David Jenkins at the Complex.

After a red flag and subsequent restart following a clash between Oliver and David Smith into the Complex on the opening lap, Ryan Smith left it late in race four to grab another win after damaging his rear axle in an earlier bit of contact with David Smith. Long-time leader Steven Powell was unable to cover the inside line into Church on the final lap, though, finishing just 0.6s off top spot.

Although his margin of victory was greater, Ryan Smith's most hard-fought success came in a wet finale as he battled the worst of the tricky conditions to chase down a 3.8s gap to Paul Rivett's Division 2 MAN TGX. After losing the lead at Allard, Rivett finished second, nearly 12s clear of Oliver, who was still nursing a broken spring from his incident in race four.

Matt Simpson's decision to miss the Hampshire meeting to compete in a short-oval event offered the opportunity for a new name to occupy top spot in the Pickup Truck standings, and three drivers claimed

victory across the weekend.

Dale Gent eased to victory in the opener having gained the lead early on from Dean Tompkins and Mark Willis, but Willis charged to the win in Sunday's damp sequel after passing Gent mid-race into the Complex. Ryan Hadfield took a dominant win in race three, again on a damp track, as Tompkins and Willis completed the podium once more.

Having arrived tied on points with fellow title rival Jonathan Moore, Harry Smith moved into the outright lead of the Junior Saloon Car Championship as Moore suffered a "bittersweet weekend". Moore had taken victory on the road in the opener after a typically frenetic affair, but only by cutting across the Club Chicane on the final lap that gave him the run to the line over Smith. It meant a one-place demotion post-race, handing Smith victory, but Moore led comfortably in the sequel before it was red-flagged after a crash for Ben Smiles in worsening conditions.

Moore threw away any chance of victory after running deep into the Complex at the restart before being collected by another driver. Having moved into the lead, Smith had to settle for second behind Josh Salvadorai, who had spun on the opening lap at the Complex in the original start after contact with Smith.

"I was going to wait until the last lap because if I got him on the penultimate lap, the tow into the chicane was so big he was going to get me back, but I got sideways out of the Complex so lost time," said Smith.

Salvadorai doubled-up in the final despite cutting across the Complex at the start to move into a lead he was never to relinquish. Moore finished



Smith (10) and Salvadorai (110) shared the JSCC wins

WEEKEND WINNERS

BRITISH TRUCKS

Races 1, 2, 3, 4 & 5 Ryan Smith
(Daimler Freightliner)

PICKUP TRUCKS

Race 1 Dale Gent
Race 2 Mark Willis
Race 3 Ryan Hadfield

JUNIOR SALOONS

Race 1 Harry Smith
Races 2 & 3 Josh Salvadorai

HYUNDAI COUPE CUP

Race 1 Daniel Munro
Race 2 Mark Ridout (below)

TRACK ACTION

Race 1 Paul Roddison (VW Scirocco)
Race 2 Charlotte Birch (Honda Civic)

MINI CHALLENGE CLUBSPORT

Races 1, 2 & 3 Ross Alexander (Mini Cooper S)

MG OWNERS' CLUB

Race 1 Jonathan Candler (MG ZR)
Race 2 Robb Addison (MG ZR)



For full results visit: tsl-timing.com

third as Smith was left in sixth.

Poleman Dan Munro was never headed in the first Hyundai Coupe Cup race but had to defend from Mark Ridout, as Luca Staccini Anzanello completed the podium having gone five-wide at one point along the Brooklands straight. Ridout got his win in a damp sequel after Munro had a shocking start from pole, eventually finishing fourth minus his front bumper. Staccini Anzanello was promoted to second as Darren Banks dropped to third due a 10-second penalty for a false start.

Thruxton track instructor Charlotte Birch (Honda Civic) was denied a victory at the final corner in the opening Track Action contest as Paul Roddison's VW Scirocco passed her into the chicane, the pair having embarked on one more lap with less than a second left on the clock. Birch got her revenge in the sequel after contending with a restart as Roddison finished 1s behind.

Ross Alexander won all three Mini Challenge Clubsport races but engaged in a titanic tussle with Stephen Berry, especially across a wet second contest where the lead continuously changed hands.

STEFAN MACKLEY

NEW AND OLD WINNERS IN MG OWNERS' CLUB



Addison (l) and Candler
both won at Thruxton

"Since I started racing, I said if I can win at Thruxton I'm happy, and I could have possibly done that in front of a load of friends and family."

Among the monsoon conditions that plagued the MG Owners' Club opener at Thruxton there was some joy to be found, as Jonathan Candler found himself being crowned the winner – eventually.

The MG ZR driver had been running third on the road as conditions worsened in Hampshire on Sunday, with leaders Steve McDermid and Fergus Campbell up the road following an earlier restart after Luke Boniface's ZR had found the hedges at Goodwood, thankfully without harm.

But with McDermid under increasing pressure, the MG stalwart suffered a snap of oversteer exiting Noble that pitched him hard into the side of Campbell as the second-place driver tried to move ahead.

The collision and two stranded vehicles brought out a second red flag and, having been the cause of the stoppage, both McDermid and Campbell were taken out of the final result, handing Candler the victory.

"I got into third place and thought I'd be quite happy to sit here because it was really difficult conditions and then I came around the corner and they're both sideways in the grass," said Candler



Thumbs up: Candler's
trip was worth it

before his win was confirmed. "After the red flag for the next 10 minutes I was like, 'Have I won this?'"

"This is the first time I've ever driven this car in these conditions, and I've only ever driven the car once before at a trackday, so this is the first proper test of it and I can't believe I've potentially won a race, I'm chuffed."

The army reservist's victory was even more special after he travelled through the night to reach Thruxton, arriving at 3am on Sunday having competed in the Armed Forces Race Challenge the previous day at Anglesey. Aboard his Peugeot 306, Candler's best result in Wales had been two runner-up places in class and fifth overall each time.

But with McDermid and Campbell both out of race two at Thruxton due to damage, the door opened for Candler to potentially add another win, although he found a challenge in the form of Maninder Golhar and Robb Addison.

Last weekend marked Addison's return to the MGOC after an absence of 11 years, having been enticed back as son Josh got up to speed in the championship this season. A two-time MGOC champion, Addison Sr had led the opening race prior to the first red flag before a poor restart and a further mistake consigned him to seventh in the final order.

In dry conditions, he just got the better of Candler after an entertaining early dice, as the race one winner lost out to Golhar into the chicane on the final lap – the top three separated by just 2s.

"That was hard work but I've got to give these guys credit because they were clean, really good close racing," said Addison Sr, who plans to compete in the MGOC again at Donington Park.

STEFAN MACKLEY

Celebrating 90 years of the VSCC's history

DONINGTON PARK
VSCC
7 JULY

Sunday's Vintage Sports-Car Club meeting at Donington Park was a celebration of 90 years since the club's inception, with some machines over a century old competing during the day's races.

The opening race was the inaugural Mephistopheles Trophy for Pre-1925 racing cars, named after the car that, almost 100 years earlier to the day, set a new land speed record of 146mph. It was fitting, therefore, that another land speed record breaker was present on the grid in the form of Mark Walker's Darracq 200HP.

The Darracq, which took the record in 1905, was almost 30mph slower than the time posted by the Fiat Mephistopheles in 1924. Walker qualified it sixth, but it failed to start on the grid and was pushed into the pitlane and forced to fight for scraps, denying spectators a three-car battle for the win. "It just didn't want to start," said Walker, who eventually finished fifth. "I really wanted to see what we could do with the chaps at the front, but it wasn't to be."

The win went to Archie Bullet in the Picard Pictet, despite finishing behind the Alfa Romeo RL Targa of Christopher Mann. Perennial VSCC winner Mann had crossed the line a second ahead of Bullet but was penalised for track limits, demoting him to second after a 15s time penalty was applied.

A win for Mann wasn't too far away



though – he jumped from one Alfa straight into another. At the wheel of a 1931 8C Monza with a Bugatti colour scheme inspired by French racer Helle Nice, Mann retained his grasp on the Bill Philips Trophy for Pre-war Sportscars with a comfortable win over Clive Fidgeon's Frazer Nash TT. "The thing is, this is a damn good sportscar – it can run really well in multiple grids," reckoned Mann. When pushed to pick a preference between the Targa and the Monza, he couldn't, simply beaming "whichever I'm driving at the time".

Mann may well have leaned towards the Monza later that day, when he took a second victory in his third race behind the wheel of the azure-coloured machine, this time claiming the Williams Trophy for Pre-1935 Grand Prix cars ahead of Jonathan Bailey's

Bugatti T35C. Bugatti livery had triumphed over Bugatti machinery.

In the longest race of the day, the 50-minute Redgate Mug Trophy for Pre-War Le Mans cars, it was ex-Force India Formula 1 team boss Vijay Mallya and Patrick Blakeney-Edwards who celebrated the win behind the wheel of a BMW 328.

The polesitters dropped back to seventh in the early stages of the race, but the change of drivers from Mallya to Blakeney-Edwards rocketed the BMW back up through the field. Lapping three seconds quicker than his nearest rivals, Blakeney-Edwards finished ahead of the 1927 Bentley 3/4½ Litre of Ewen Getley and Lewis Fox, and a range of other classics from Le Mans history.

DOM D'ANGELILLO

Powell father/son duo storm to Equipe GTS spoils

DONINGTON PARK
EQUIPE
6 JULY

Familiar British summer weather and classic British cars combined for a thrilling Equipe meeting at Donington Park on Saturday.



ALL PHOTOGRAPHY: MICK WALKER

Overcast and breezy conditions were prevalent for most of the event, but that didn't stop a capacity grid of Equipe Libre cars putting on a breathless display in the pick of the day. The victory went to the polesitting Lotus Elan 26R of father/son duo Nick and Eddie Powell, but it was far from simple. Powell Sr got bogged down at the start and was quickly demoted by Brian Caudwell's powerful AC Cobra and several other Pre-'63 machines.

"I'm used to rolling starts, so I couldn't get it right," he admitted, while son Eddie joked: "He just didn't give it enough revs."

With the Powells' Lotus back in fifth, the win was set to be between Caudwell's Cobra and the Lotus 11 Le Mans of Dayfd Richards at the end of the pit window, but it

was a victory that eluded both. Almost immediately after regaining the lead following his pitstop, Caudwell received a drive-through penalty for speeding in the pitlane, which all but gifted the win to Richards. But just as the Lotus driver began to defend against Powell Jr, who was now within touching distance of the win, Richards's race also ended when he went into the gravel at the Old Hairpin in avoidance of a backmarker.

"With these grids, you get such a difference in speed and cars are soon on you," sighed Richards. "I thought he'd move, but my car is quite low so maybe he hadn't seen me." Powell Jr, on the other hand, preferred to believe "it's because I was putting him under pressure".

WEEKEND WINNERS

DONINGTON PARK – VSCC**MEPHISTOPHELES & LANCHESTER TROPHY**

Archie Bullet (Piccard-Pictet Sturtevant)

BILL PHILIPS TROPHY

Christopher Mann (Alfa Romeo 8C Monza)

WILLIAMS, BRUTON, KENNETH BEAR & JOHN BOWEN TROPHIES

Christopher Mann (Alfa Romeo 8C Monza)

REDGATE MUGVijay Mallya/Patrick Blakeney-Edwards
(BMW 328)**DONINGTON MUG/JOHN GODDARD TROPHY**

Theodore Hunt (Frazer Nash TT Replica)

AMSCHEL ROTHSCHILD, SHUTTLEWORTH, NUFFIELD & HAWTHORN SPANISH TROPHIES

Geraint Owen (Kurtis 500 C)

ALLCOMERS HANDICAP

Ian Goddard (MG PA-PB)

LONG CAR RACE

Andy Newbound (Vauxhall 30/98)

For full results visit: theresultslive.co.uk**DONINGTON PARK – EQUIPE****EQUIPE LIBRE**

Nick Powell/Eddie Powell (Lotus Elan 26R)

EQUIPE 70s WITH BCV8s

James Wheeler (MGB GTV8)

EQUIPE GTS

Chris Ryan (TVR Grantura MkIII)

EQUIPE MG CUP**Races 1 & 2** Stuart Tranter
(Rover 220 Turbo Tomcat)**EQUIPE F2 ATLANTIC****Race 1** Tom Smith (March 74B)**Race 2** Marc Mercer (Ralt RT1)**For full results visit: tsl-timing.com**

Bullet (right) finished behind Mann but came out on top



Mann got his victory after beating Fidgeon in Bill Philips Trophy

Whichever it was, the Powells were able to celebrate their first Equipe victory from John Tordoff's similar Lotus and the recovering Caudwell.

Just 8s at the finish between the top three in the 70s & BCV8 field didn't paint the full picture after James Wheeler and Neil Fowler (MGB GTV8s) and the Ford Escort Mk2 of Ian and Frank Guest exchanged the lead countless times throughout the 40-minute encounter. Wheeler opted to gamble and take an early pitstop, a strategy he admits was risky, but one that eventually paid dividends after a thrilling comeback.

After the pit window closed, the net result was a seven second deficit to his frontrunning rivals, a huge gap in similar-powered cars. But despite this, after setting fastest lap after fastest lap, Wheeler made what he called a "brave" move on Fowler to take the lead and the win, a result he boldly



Powell duo took top honours in Elan

claimed was "my best ever".

In the GTS race, Chris Ryan (TVR Grantura Mk3) made it a second win in two rounds after celebrating at Silverstone last month. It was a race that was dominated by a lengthy safety car period in which almost the entire grid pitted on the same lap.

Ryan was one of a handful to avoid the pitlane invasion and stayed out, but ended up as far back as 10th at the restart. This meant he was forced to work for his win, carving through lap after lap to narrowly beat the George Grant/Rob Boston-driven MGB Roadster.

DOM D'ANGELILLO



Lawrence stormed up from 12th on the grid

STEVE JONES

Maiden overall Clio Sport win for reigning champion Lawrence

ANGLESEY
750MC
6-7 JULY

Mixed weather and close racing featured throughout the 750 Motor Club's traditional summer trip to Anglesey, with Chris Lawrence's first overall victory in the Clio Sport Championship from 12th on the grid headlining the action.

Lawrence won the outright title last year by picking up class victories but switched to a newer 197 model for 2024, and he put in a storming drive that included passing 10 cars on the opening lap of a wet second race. He got the better of race one winner Justin Griffiths at Church on lap three and went on to pull out a 4.6-second gap. Griffiths chased Lawrence throughout the third race of the weekend but couldn't find a way through, and Lawrence took a second victory. Pete O'Connor secured a clean sweep of 182 victories to extend his points lead.

Three previous champions won the trio of Sports 1000 Championship races. First it was points leader and reigning champion Ryan Yarrow who claimed

the opener in his Spire. Then 2015 king Scott Mittell, in a car he designed and built, won a wet race two on his return to the championship after spectacularly passing returning 2022 title winner Richard Webb (Spire) at School, before Webb won the third contest.

John Cutmore became the fourth different Cup 200 winner of the season after passing race one and two winner Alastair Boulton in the third bout.

Double Locost champion Craig Land took his first Ma7da victory after passing David Hitchin on lap eight at Rocket. Land fell off the track in race two, allowing the fast-starting Eddie Mawer to lead most of the race before Ben Powney passed him on lap eight with an impressive move around the outside of the Corkscrew to claim his third win of the season.

Matt Wilkins scored a brace of Type R Trophy victories after race two winner Joe Jessup was penalised for track limits in the third contest.

Leon Morrell won both Bikesports races in his Radical SR3 RSX after mechanical dramas affected Charles Hall (Mittell MC-41R) and Shane Stoney (Radical PR6). Morrell's championship rival Philip Brown was second in both races in a similar car.

Mark White won a bizarre dash to the line in the second Armed Forces Race Challenge bout. Race one winner Louis Woodward spun his BMW M235i out of the final corner and bounced off the tyre wall. He selected first gear and accelerated to the line, but not quickly enough to beat White's Honda Civic, which finished 0.54 seconds ahead.

Matthew Highcock won both 116

WEEKEND WINNERS

CLIO SPORT

Race 1 Justin Griffiths (197)

Races 2 & 3 Chris Lawrence (197)

SPORTS 1000

Race 1 Ryan Yarrow (Spire GT-3)

Race 2 Scott Mittell (Mittell MC-53)

Race 3 Richard Webb (Spire GT-3)

MA7DA

Race 1 Craig Land

Race 2 Ben Powney

TYPE R TROPHY

Races 1 & 3 Matt Wilkins

Race 2 Joe Jessup

BIKESPORTS

Races 1 & 2 Leon Morrell (Radical SR3 RSX)

ARMED FORCES RACE CHALLENGE

Race 1 Louis Woodward (BMW M235i)

Race 2 Mark White (Honda Civic Type R)

116 SPRINT & 120 COUPE CUP

Races 1 & 2 Anthony Seddon (BMW 120i)

116 TROPHY

Mack Priestwood

MINI MIGLIA

Race 1 Andrew Jordan

Race 2 Jeff Smith

MINI SE7EN

Race 1 Damien Harrington

Race 2 Joe Thompson

For full results visit: tsl-timing.com

Locost champion Land took his first Ma7da win



STEVE JONES

Ryder tames the conditions to claim a double

HAREWOOD
BRITISH HILLCLIMB
6-7 JULY

Matthew Ryder was the big winner at Harewood on Sunday with an impressive double win to get his British Hillclimb Championship title bid firmly back on track. But two strong runs from Alex Summers kept him at the top of the points table at the start of a busy month for the championship.

The great British summer played tricks on the title contenders, with heavy rain showers soaking the Yorkshire hill at regular intervals and turning tyre choice into a lottery. But through it all, Ryder and his team kept their heads, and he delivered with two strong runs in ever-changing conditions.

In the opening run-off, Ryder just edged Wallace Menzies by 0.01s as the flying Scot bagged his best result of a challenging season to date. Will Hall went with them and was only 0.1s away to make it an all-Gould podium, while Summers was in touch in fourth at a hill that never quite suits the DJ Firestorm.

At the end of a long day, Ryder was the final runner in the second run-off and went onto a still damp hill knowing that the mark had been set by Summers at 51.51s. Like most of his rivals, Ryder was still running wet-weather tyres all round and turned in a blistering 50.31s to make it a Harewood double.

Equally impressive was Jack Cottrill, who fired his DJ Dallara into a career best third overall by edging Menzies back to fourth. Menzies had run wide at the Esses when the front tyres just didn't give him as much grip as he had hoped, and that cost



Ryder slid his way back into title contention

PAUL LAWRENCE

him more than a second.

"That's a brilliant weekend," said Ryder, who now heads to the Channel Islands double-header 14 points down on Summers. "The DJ doesn't love Harewood," admitted Summers, for whom another podium was a bonus result, with Summers yet to finish lower than fourth in any run-off this season.

Sean Gould bagged a single sixth place but was unlucky not to win the first run-off after getting the best of the weather. Unfortunately, the time was disallowed when he skittled the floppy markers on the exit of Quarry. David Warburton twice topped the smaller-engined cars in his Gould GR59 as Stuart Bickley and David Tatham both impressed.

The weather even played games on the opening class runs, which decided the qualifiers for the first of two run-offs. Steven Darley made good use of a dry hill to get a slot in the coveted BHC top 12 run-off in Damien Bradley's Subaru Legacy. Darley went on to bag points for ninth place – the first time a closed-

cockpit car has scored BHC points for approximately eight years.

Running alongside the main run-off were two run-offs for closed-cockpit cars to start the season of Tin Top – Top 10s. Roger Moran was superb in his Skoda Fabia R5 to win the opener by 0.01s from Damien Bradley after Darley had his foot slip off the brake going into Country Corner and lost a lot of time.

Some time later on a drying track, Simon Bainbridge bagged victory in the second contest with his mighty SBR Chrono, while Bradley and Darley edged Moran back to fourth.

PAUL LAWRENCE

WEEKEND WINNERS

ROUND 10

1 Matthew Ryder (4.0 Gould-Judd GR59JB) 55.29s; 2 Wallace Menzies (3.3 Gould-Cosworth GR59M) 55.30s; 3 Will Hall (4.0 Gould-Judd GR59) 55.40s; 4 Alex Summers (2.65 DJ-Cosworth Firestorm) 56.10s; 5 Trevor Willis (3.2 OMS-RTE 28) 57.05s; 6 David Warburton (1.6 Gould-Suzuki GR59) 57.31s; 7 Stuart Bickley (1.1 Force-Suzuki TA) 57.84s; 8 David Tatham (1.1 DJ-Suzuki Firehawk) 58.46s; 9 Steven Darley (2.0t Subaru Legacy) 62.47s; 10 Ben Hamer (0.75t OMS-Suzuki 28) 68.74s.

ROUND 11

1 Ryder 50.31s; 2 Summers 51.51s; 3 Jack Cottrill (2.65 DJ-Cosworth Dallara) 53.52s; 4 Menzies 53.64s; 5 Hall 54.26s; 6 Sean Gould (4.0 Gould-Judd GR59JB) 54.52s; 7 Warburton 55.11s; 8 Johnathen Varley (2.0 GWR-TKD V8 Predator) 56.08s; 9 Tatham 56.57s; 10 Bickley 56.61s.

POINTS

1 Summers 99; 2 Ryder 85; 3 Hall 81; 4 Willis 59; 5 Gould 55; 6= Dave Uren & Menzies 49.

For full results visit: britishhillclimb.co.uk



Summers still leads the BHC standings

PAUL LAWRENCE



A multitude of different disciplines will be showcased in National Motorsport Week

NATIONAL FOCUS

PUTTING UK MOTORSPORT IN THE SPOTLIGHT

The governing body's National Motorsport Week begins today as it seeks to capitalise on interest in the British Grand Prix to give a boost across the sport

STEPHEN LICKORISH

Hundreds of thousands on site, millions watching at home and more tuning in from around the globe. Of the 4000 motorsport events that take place in the UK every year, there can be no denying that the British Grand Prix is the one that gets the most attention. Especially when the previously all-conquering Red Bull is under threat. And governing body Motorsport UK is keen to capitalise on all that interest and keep the sport firmly in the spotlight afterwards with the revival of its National Motorsport Week initiative, which begins today (Thursday).

Running until 21 July, the scheme is designed to showcase the diverse range of disciplines that form the UK's motorsport scene. The 11-day celebration is part of Motorsport UK's ongoing efforts to grow the sport and, ultimately, the aim is to get more people involved and turn armchair fans into active participants.

"The holy grail, if you like, is getting brand-new people into the sport," says Motorsport UK CEO Hugh Chambers of the decision to relaunch National Motorsport Week. "The vast majority of people come in through friends and family. But what we've all

experienced since COVID is the *Drive to Survive* factor and there is no question the effect of the Netflix series on communities that were very hard to reach – younger kids, females – who have engaged with the sport almost from no prior involvement or knowledge, so they're brand new to the sport. A lot of those will just remain fans and want to go on to social media and follow their favourite drivers or whatever, but some of those will go, 'Why can't it be me?' And we want to provide that bridge.

"You can run marketing campaigns that are a drip-feed throughout the whole year, but they tend to not have enough impact, enough momentum to cut through. So the principle of having a National Motorsport Week is to have that focal point and to do that off the back of the British Grand Prix, so the peak of public interest in motorsport in this country. But also use the counterpoint to the grand prix because the grand prix is 20 drivers, hyper talented and they probably spent €5million before they even have a chance of getting on the grid. So we need to explain that there are 4000 other events that Motorsport UK and the community put on every year across the whole of the UK, starting



Car Trials are one of many grassroots competitions that are cost-effective to enter



Goodwood Festival of Speed is one of the higher profile events



JEP

Chambers wants to grow UK motorsport

JEP/MOTORSPORT IMAGES

“There are 4000 events every year, starting at £40 to do an autosolo in the car you drive to the shops in”

at an entry fee of £40 to go and do an autosolo in the car you drive to the shops in. So it’s to really get the whole of the community together with a focal point to promote the sport to new audiences.”

HUGE RANGE OF EVENTS BEING HELD

With a staggering 103 events taking place across the elongated week, there’s almost guaranteed to be something happening near to any potential new participant. This ranges from high-profile fixtures such as the Goodwood Festival of Speed – where a certain Max Verstappen is due to make an appearance – and London’s Formula E decider, to far more grassroots contests, including the Southern Rover Owners Club cross-country trial at Renhurst Farm in Sussex.

“There’s so much going on that we can showcase,” continues Chambers. “And it tends to get a little bit lost [ordinarily] because everybody is so focused on putting on their event and talking to their competitors, but we need to celebrate this and make sure a broader audience knows about it.

“There’s rounds of the British Autotest Championship, the British Hillclimb Championship, dozens of club races, kart races – you name it, all of our disciplines are represented over those two weekends because it’s the peak of the season.”

And that is another reason why National Motorsport Week is happening now, in order to not just capitalise on the grand prix but also the sheer volume of events before things quieten down a little over the summer holidays. Many of these take place away from the established motorsport venues, helping to bring the sport to the masses. Sure enough, the StreetCar scheme that encapsulates so many of these low-cost disciplines has been one of Motorsport UK’s flagship initiatives in recent years, and it ties in perfectly with the promotional period. “For the price of going to the pub for a couple of people and buying a few pints, you can >>



JAMES ROBERTS

Road-going MX-5s can be used on navigational rallies, autosolos and hillclimbs

“Motorsport requires a huge human resource to run and there’s a need to bring new people in constantly”

have a whole day in your Mazda MX-5 going on a navigational rally or doing an autosolo or a production car hillclimb – there’s so many different things you can do in the sport that have really low barriers to entry,” says Chambers.

OTHER IMPORTANT MESSAGES TO SHOUT ABOUT

Chambers is also keen to use this spotlight on motorsport to highlight several other key points. Chief among these is inclusivity, and that stretches far beyond just encouraging those without deep pockets. “Motorsport is very unusual in the sporting sphere in that it is completely democratic,” he states. “It’s obviously gender neutral but also, if you’ve got disabilities, you can compete alongside able-bodied people in exactly the same race and competition in exactly the same cars. I think getting that across, and promoting racial diversity and different ethnic groups to get involved in the sport, is incredibly important.”

However, the focus will not just be on those competing. Chambers also wants to use this opportunity to demonstrate the enormous number of different ways people can get involved as a volunteer. “The most obvious thing is that people think I’m going to be driving a racing car or driving a rally car, but motorsport requires a huge amount of human resource to run it and, in particular, to keep it safe,” says Chambers. “So, with a community of over 10,000 marshals and 4000 officials, there’s a constant need to bring new people into the sport, and if you don’t have the budget or the wherewithal or the talent to be driving a racing car, there’s so many other ways you can get involved and be intimately involved with the whole organisation of events.”

Alongside that, another area Chambers wants to highlight is



The inclusivity of motorsport will also be highlighted

the UK’s technology base, to try to inspire more people to become part of an industry that already employs 40,000 people and generates an annual turnover of £9billion. “Now the RB Formula 1 team will be firmly based in Milton Keynes, we’ve got eight out of the 10 F1 teams here,” says Chambers of the UK’s motorsport industry. “What that brings are opportunities for kids who are thinking about STEM subjects to get inspired by the aerodynamics of racing cars to be able to reconsider their choices of GCSEs and A Levels. If we can communicate the excitement of science through motorsport, then I think that’s really important.”

But, if you are already active in the sport, why does this all matter? Chambers says many competitors are not fully aware of the sheer size of the community and therefore the importance of bringing new faces in, particularly on the volunteering side. “It’s around 100,000 people who are actually registered with Motorsport UK and there’s a vast array of volunteers who are not registered with us,” he explains. “There’s at least a quarter of million people who are actively involved with motorsport week in, week out and I don’t think people are aware of the size of that community.”

Yet, ultimately, everyone benefits when that community is large and active, and Chambers feels National Motorsport Week can be an important way of ensuring that continues to be the case. “We’re all inundated by special national days and weeks and things, but I think motorsport lends itself [to such promotion] because of the complexity and diversity of the sport – it’s a rich basket to put on the table,” he concludes. “The media needs a hook to tell a story. We need to give people an excuse to talk about it – ‘Ooh, it’s National Motorsport Week, so let’s all talk about motorsport.’” And that’s certainly something we can all play a part in. 🏁



There’s a continual need to recruit new volunteers to run events, such as marshals

JEP

SOME OF THE HIGHLIGHTS OF NATIONAL MOTORSPORT WEEK

*More than 100 UK motorsport fixtures are taking place from 11-21 July.
Here are just a few to illustrate the wide and eclectic range*

Goodwood Festival of Speed

11-14 July

National Motorsport Week gets off to a spectacular start with the motoring extravaganza in Sussex. There will be a special focus on the Red Bull Formula 1 team this year, while a host of other F1 squads will also have a presence on the famous hill.

EnduroKa 24 Hours, Anglesey

12-14 July

From the glitz and glamour of Goodwood to the humble Ford Ka and the beautiful Welsh Anglesey circuit. The EnduroKa 24 Hours is a great way of going endurance racing on a budget and is the perfect event to highlight how inclusive club motorsport can be.

Nicky Grist Stages, Builth Wells

13 July

There is a multitude of rallying events taking place during the next 10 days and the Nicky Grist Stages, a blast around the Welsh forests, will be one of the highest-profile.

Coast to Coast Classic Car Run

13 July

Not all of the fixtures on this list are so fast-paced and this event – now in its 32nd year – features a scenic drive from the Lancashire coast in Morecambe all the way across to Whitby in Yorkshire, a distance of 170 miles.

Legends of Brands Hatch Super Prix

13-14 July

Historic racing is one of the most popular strands of the sport and the Historic Sports Car Club's annual visit to Kent is set to host an eclectic mix of classic sportscars, tin-tops and powerful single-seaters.



OLLIE READ

EnduroKa 24 Hours

Perkins Peterborough Goblins

13 July

It is not just for the adults, as this Greenpower event is targeted at children aged between nine and 11. Fostering an interest in science and technology is the name of the game here via the design and construction of an electric car.

Lydden Legend Festival

19-21 July

The history of rallycross is being celebrated at this new event at the Kent venue. Group B and four-wheel-drive monsters headline the cast list, while the latest rounds of the Retro Rallycross Championship will be held.

HERO-ERA's Summer Trial, Chester

19-21 July

The Historic Endurance Rallying Organisation-Endurance Rally Association organises some

hugely popular contests; this is a trial around Cheshire, Shropshire and the Welsh Borders.

Classic Nostalgia, Shelsley Walsh

20-21 July

The Worcestershire hill's historic showpiece attracts a diverse range of cars and stars. Among those due to be in attendance this year are Tyrrell, Lotus, Hesketh and Benetton F1 machinery, 1984 World Rally champion Stig Blomqvist, and there'll be a celebration of 40 years of Prodrive.

Formula E London E-Prix

20-21 July

There's an international flavour to round out National Motorsport Week as Formula E descends on London for its season finale. Briton Oliver Rowland may now only have an outside chance of title glory, but there are plenty of other drivers in with a shout.



Shelsley Walsh Classic Nostalgia



MATT BRISTOW

Lydden Legend Festival



BAGNALL/MOTORSPORT IMAGES

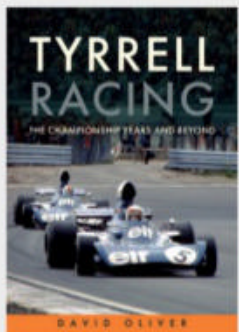
Formula E London E-Prix

FINISHING STRAIGHT

Stewart
debuts Matra-
Cosworth MS10
in 1968 Race of
Champions at
Brands Hatch



Let the pictures tell the story of this British Formula 1 team



BOOK REVIEW TYRRELL RACING – THE CHAMPIONSHIP YEARS AND BEYOND

David Oliver
RRP £15.99

Last year's release
of *Tyrrell: The Story
of the Tyrrell Racing*

Organisation by Richard Jenkins detailed the erstwhile British team's journey through Formula 1. A weighty tome, it covered everything from its nascent years developing title-winning cars from a Surrey woodshed after a couple of years with Matra and March chassis, to its declining years and buyout by British American Tobacco. Interviews and images of

collections from former personnel and drivers lent a behind-the-scenes view of Ken Tyrrell's eponymous outfit, detailing the familial atmosphere that endured its 30-year history in F1.

And there's another literary release behind the history of Tyrrell: *Tyrrell Racing – The Championship Years and Beyond* written by former photographer David Oliver. As expected from someone who had close access to Tyrrell largely through the team's span in the 1960s and 1970s, there's some wonderful imagery from Oliver himself. From snaps of Jackie Stewart deep in conversation with his contemporaries, to Jody Scheckter coaxing the six-wheeled P34 through the corners, there's a real through-the-ages historical record of the team's peak in F1 when it was at the forefront of innovation and performance.

Fans of that era are accustomed to images of Stewart wearing a tartan flat cap and aviators in the pitlane, or Ken Tyrrell's toothy grin, but there's an earthy reality to Oliver's portraits: the grime from an over-oiled Cosworth DFV feels in reach, and the conversations between Tyrrell and his wife Norah appear almost audible as they pore over a timesheet – of course, manual recordings from a stopwatch had not yet been supplanted by timing loops in that era of F1.

A plethora of action shots also illustrate

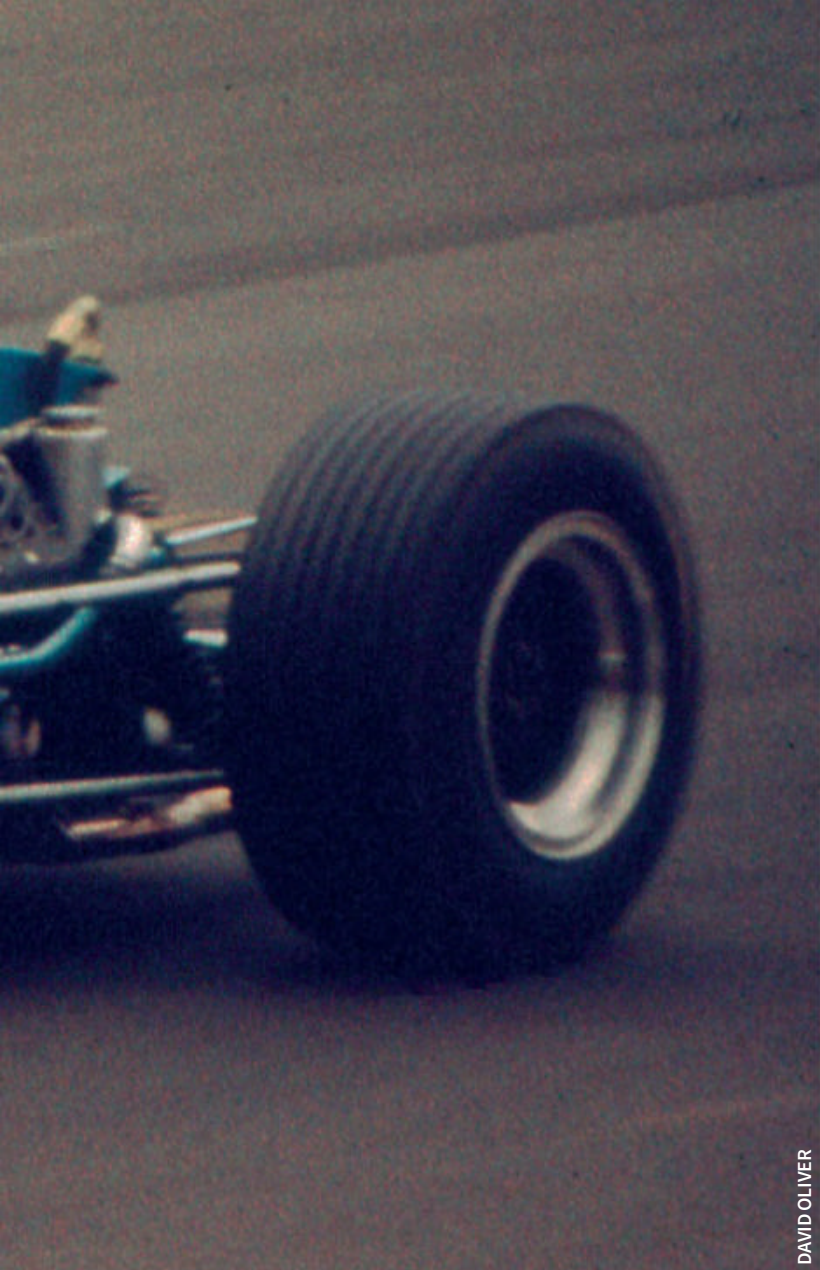
the book, all contextualised with pin-sharp captions that encompass that little slice of history within. Mechanic Roy Topp filling an oil tank might appear mundane, or innocuous, but it's a capsule of a time long gone. Look again, and it's all about the set pieces around it: Brands Hatch, Scheckter's Tyrrell 007, sky-blue short-sleeve shirts, a toolbox covered in stickers. The images pull you in, and you notice a new detail that feels antiquated by today's standards each time you look.

As the cliché goes, a picture tells a thousand words. And it's something that Oliver leans on as, unfortunately, the prose itself is a little light on detail. Unlike Jenkins' book released last year, it lacks the same depth of stories and the revelations provided by those who worked at Tyrrell. That's not to say there are none: quotes from team manager Jo Ramirez and mechanic Roger Hill do appear to add their real, human stories from the death of Francois Cevert. Here, they're very much welcome, as the rest of the writing appears to drift into the realms of dispassionate Wikipedia entries.

The blurb notes that *Tyrrell Racing* is the "definitive concise story" of the team which, at 96 pages, appears to hold true.

It's sadly formulaic: team goes to race, this happens, then they go to the next one. Thankfully, there are accompanying images





DAVID OLIVER



Patrick Depailler's 1972 Monaco F3 win in Alpine A364 earned F1 break with Tyrrell

that serve the story and lend a tangible peek behind the curtain for many of them, as it would be far too staid without them.

There are a couple of other gripes too: the rare instances of pull quotes aren't set in the text particularly well, with a minor indent to identify them. Block text spacing around the images can be a tad haphazard, and there are a few minor instances of misspellings here and there – 'Saturo Nakajima' being one of the more glaring issues.

When Oliver is unable to rely on his own images, there's the occasional straying into images with minimal rights protection, with some sourced from Wikipedia and others from various photographic agencies. That's not a problem if the images serve the book, which they do mostly, but this creates a variation in quality throughout.

Perhaps Oliver's own varied photography would be better suited to a hardback coffee-table book, yet there's still plenty to like here. The £15.99 pricetag is probably worth it for the images alone, but the text unfortunately falls a little flat.

JAKE BOXALL-LEGGE

FINISHING STRAIGHT



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



HONE/MOTORSPORT IMAGES

Podcast: British Grand Prix review

Bryn Lucas is joined by Haydn Cobb and Jake Boxall-Legge to discuss all the action from a thrilling British GP, which saw Lewis Hamilton return to the top step of the podium after a 945-day wait, while McLaren will again feel like this was one that got away.



WHAT'S ON

INTERNATIONAL MOTORSPORT

IndyCar

Round 10/15

Iowa, USA

13-14 July

TV Live Sky Sports F1, Sun 1700

Indy NXT

Round 8/12

Iowa, USA

13 July

TV Live Sky Sports F1, Sat 1905

6 Hours of Sao Paulo

World Endurance

Championship Rd 5/8

Interlagos, Brazil

14 July

TV Live Eurosport 2, Sun 1700

IMSA SportsCar

Round 7/11

Mosport, Canada

12-14 July

TV Live IMSA.tv

NASCAR Cup

Round 21/36

Pocono, USA

14 July

TV Live Premier 2, Sun 1900

NASCAR Xfinity

Round 19/33

Pocono, USA

13 July

NASCAR Trucks

Round 14/23

Pocono, USA

12 July

Extreme E

Round 2/5

Dumfries and Galloway, Scotland

13-14 July

TV Live ITV3, Sat 1500, Sun 1500

Formula Regional European by Alpine

Round 5/10

Mugello, Italy

13-14 July

TV Live YouTube

UK MOTORSPORT

Goodwood Festival of Speed

11-14 July (see page 50)

GB3

Round 5/8

Zandvoort, Netherlands

13-14 July

TV Live gb-3.net

Snetterton MSVR

13-14 July

British GT, GB4, Ginetta (Academy, Championship, Junior), Snetterton Saloons

TV Live britishgt.com

Oulton Park BRSCC

13 July

Evolution Trophy, Fiesta

ST150 Challenge, MG Metro Cup, Superclassic Pre-'99 FF1600, Supersport Endurance

Croft BRSCC

13-14 July

Audi TT Cup, Civic Cup, Fiesta Junior, Fiesta ST240, Mazda MX-5 (Championship, Clubman, Supercup), TCR UK

TV Live YouTube.com

Brands Hatch HSCC

13-14 July

Classic FF1600, Derek Bell Trophy, Griffiths Haig Trophy, Guards Trophy, Historic FF1600, Historic F2, Historic F3, Super 60s, Touring Car Allcomers

Cadwell Park BARC

13-14 July

Caterham (270R, 310R, Academy, Roadsport, Sigmax 135, Sigmax 150)

TV Live barc.net

Anglesey MSVR

13-14 July

Boxster Cup, Clio Cup, EnduroKa, Miata Trophy, Porsche Club

British Hillclimb Championship

Round 7/14

Bouley Bay, Jersey 17 July



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Victory in LMP2 at
Sebring. Inset: pole at
COTA on Truck debut



THACKER / NKP/MOTORSPORT IMAGES

GALSTAD/MOTORSPORT IMAGES

A

t the start of this year, 17-year-old American Connor Zilisch signed a multi-season development deal with NASCAR Cup team

Trackhouse, adding him to the same talent stable as Supercars-turned-stock-cars star Shane van Gisbergen.

“The opportunity basically landed in my lap,” Zilisch admits. “It was very hard to say no to signing a long-term contract with a Cup Series team – getting the opportunity to go NASCAR racing, and hopefully getting to race in Cup one day.”

Zilisch is a former karting star from Charlotte, who’s been tearing up multiple series across America on all kind of tracks despite his tender years. A winner of several national kart titles in his youth, Zilisch notably became the first American to win the CIK-FIA Karting Academy Trophy in 2020, which was won by Ferrari F1 driver Charles Leclerc in 2011.

He switched to car racing, becoming Rookie of the Year in the Mazda MX-5 Cup in 2022 and has so far racked up nine wins

in that ultra-competitive series.

Last year, he almost scored a maiden ARCA win on his series debut in NASCAR’s fourth tier – after leading at Watkins Glen for 34 laps – but was passed at the final corner by Xfinity Series ace Jesse Love. Zilisch also starred in Trans-Am TA2, becoming its youngest-ever race winner and taking five wins.

Due to his age, Zilisch cannot yet run a full-time national NASCAR-sanctioned series; he’s only allowed to contest events on shorter oval tracks and the road courses. But he’s already won two ARCA races from two starts this year (plus another in the regional Eastern series), his most recent coming after an incredible duel for victory at Iowa with William Sawalich, a fellow 17-year-old prodigy who is signed to Toyota.

Zilisch scored pole position on his NASCAR Truck Series debut at Austin’s Circuit of The Americas by twice smashing the lap record in qualifying, and finished fourth against some drivers who were racing in the series before he was born. But his most impressive feat to date has been winning the LMP2 class at this year’s Daytona 24 Hours and 12 Hours of Sebring with Era Motorsports, despite never having driven a prototype previously.

“It’s definitely been a surprise to me,” says Zilisch of his rise to IMSA prominence. “Winning prestigious races like Daytona and Sebring has been surreal. Even though my path now is chasing NASCAR, I dreamed of racing stuff like this when I was a kid.”

CHARLES BRADLEY

CV



- Age** 17
- 2024** LMP2 winner in Daytona 24 Hours and Sebring 12 Hours; NASCAR Truck Series (1 pole); ARCA national series (2 wins); ARCA East (1 win); CARS Late Model Stock Car Tour (1 win); Mazda MX-5 Cup (1 win)
- 2023** Trans-Am TA2 Series (5 wins); Mazda MX-5 Cup (4 wins); CARS Pro Late Model Tour (1 win)
- 2022** Mazda MX-5 Cup (4 wins, Rookie of the Year); Carolina Pro Late Model Series (1 win)

“WINNING PRESTIGIOUS RACES LIKE DAYTONA AND SEBRING HAS BEEN SURREAL”



FROM THE ARCHIVE

Much of the field separates the McLarens of Alain Prost (#7) and Niki Lauda (#8) at the start of the 1984 Portuguese Grand Prix at Estoril, the season finale. And, once the

Frenchman was established in the lead (he's about to be temporarily usurped into the first turn by the Williams of Keke Rosberg and Nigel Mansell's #12 Lotus), the Austrian had to finish in second place to secure his

third world championship crown and deny Prost his first – by half a point. What followed was a mighty and ultimately successful performance from Lauda that he was to select as his 'Race of my life' for Autosport in 1993

– “It was a very close and difficult race; it was special because it was so close,” he stated, while McLaren designer John Barnard called it “the one time I saw Niki just chuck everything at it and go for it big time”.





Tomas Enge

A strong rookie season in the 2002 Formula 3000 International Championship, then Formula 1's main supporting championship, set Bjorn Wirdheim on the path to becoming its penultimate champion the following year. And it also provided the Swede with an opportunity to work closely alongside the driver he picks as his favourite team-mate from a career that encompassed 12 years in Japan and the European Le Mans Series title in 2015.

At Christian Horner's previously winless Arden team, Tomas Enge brought pedigree from past victories at the McLaren junior and Nordic teams, and in his fourth full season of F3000 was "always willing to share information that certain other drivers would hold back on".

"He was just a perfect team-mate, I couldn't ask for anyone better," reflects Wirdheim, now working as a coordinator with Porsche Carrera Cup Scandinavia since his racing career wound down. "He had the experience and he was willing to share all his knowledge. It made it so much easier for me in my debut season."

Wirdheim acknowledges that the Czech "definitely had an influence in

how I was able to get the results and build on that for the next year". The Lola B02/50 was new for 2002, and Wirdheim recalls "the car was pretty sorted out already" upon joining Arden thanks to Enge's development input.

Wirdheim describes Enge as "a genuinely nice person" and found his chirpy personality to be unique among drivers he encountered. He admits it took some time before he was comfortable enough in a series to be as open with a team-mate as Enge had been with him.

"He is the only one I came across that behaved in that way," he confirms. "That's very unusual, especially when you are racing in a single-seater championship."

"I was lucky to have him as a team-mate at the right time in my career. He was a good reference, someone you would like to see yourself becoming."

Enge ultimately lost the 2002 title after testing positive for a banned substance and losing his victory in Hungary. For Wirdheim, Enge "was always the champion in 2002". That it wasn't recognised by the history books only increased his motivation to deliver Arden its first F3000 title in 2003.

JAMES NEWBOLD



PLUS
Newey on his RB17

IN NEXT WEEK'S ISSUE

What's going on at Aston Martin

CAN THE SILVERSTONE TEAM GET BACK TO THE FRONT OF F1?



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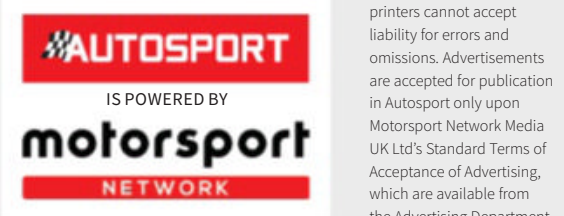
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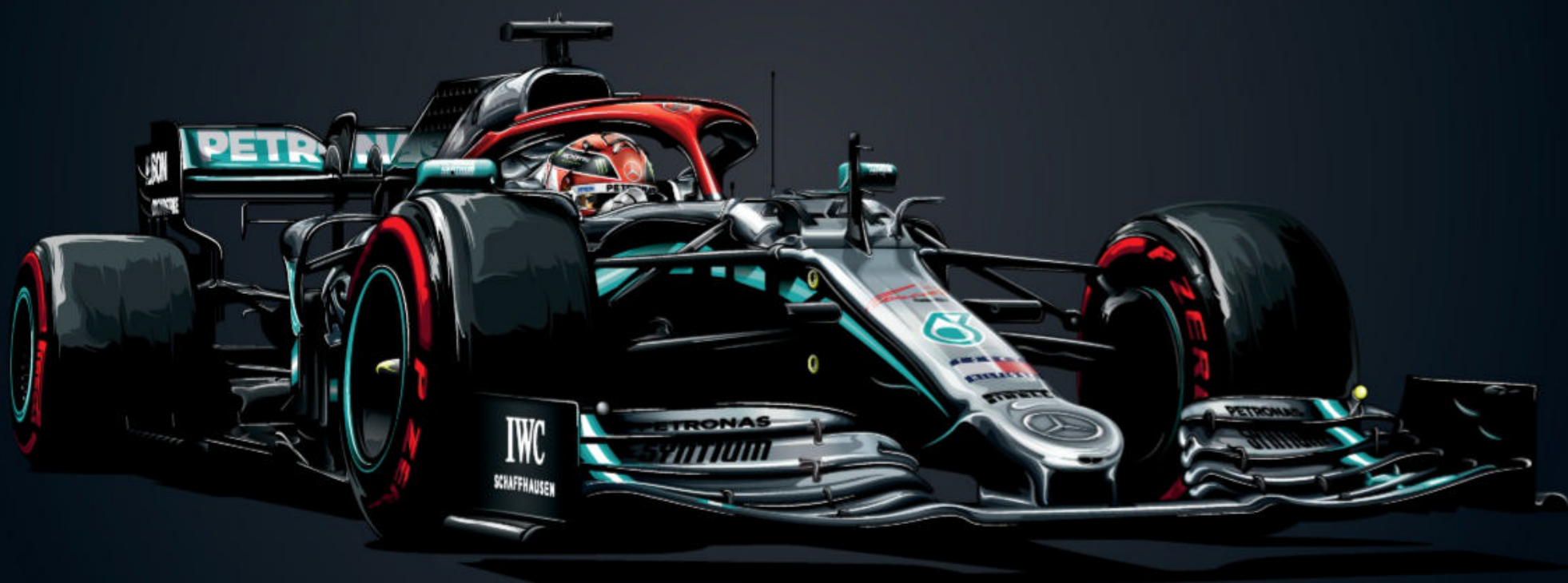


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BRIAN JAMES

TICKET INFORMATION:

One-Day: On-the-day price Adult **£25** Concessions (65+) **£20**

Full Weekend: On-the-day price Adult **£35** Concessions (65+) **£30**

**Display Passes, Exhibition Space and Discounted
Public Admission for Clubs.**