

F1 McLaren defeats Red Bull in Dutch GP

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DUTCH GP

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Norris dominates Verstappen at Zandvoort as McLaren upgrades hit the mark

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Are Norris, McLaren and F1 starting to believe?

Since Zandvoort returned to the Formula 1 schedule in 2021, Max Verstappen's domination on home soil had been complete until last weekend: three poles and three wins. But, as we've started to expect in 2024, Lando Norris and McLaren made things difficult for Red Bull and the reigning world champion this time around.

More than that, the way in which Norris dominated the event despite a sluggish getaway – and won by 22.9 seconds – increased the murmurs about a possible fightback in this year's title race.

It's never quite as simple as that, of course. As Alex Kalinauckas shows in our report on page 14, Red Bull's set-up gamble left Verstappen vulnerable in the Dutch Grand Prix, while McLaren's tech upgrade (p29) is likely to have less of an impact this weekend at high-speed Monza. Verstappen surely remains the favourite to take the drivers' title, but a 30-point gap in the constructors' standings shows we have much more of a battle in 2024 than anyone expected...

That's also true of the British Touring Car Championship following Ash Sutton's comfortable fourth crown last year. All the leading protagonists had their ups and downs at Donington Park and Stephen Lickorish was there to see Jake Hill take a slim points lead (p38).

For those wanting a broader array of racing machinery to behold, the Silverstone Festival was the place to be last weekend – once the British weather decided to play ball. Our coverage of the historic extravaganza starts on p30, while we also look ahead to the important Rali Ceredigion as international stars return to the UK (p52).



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PIT + PADDOCK

Haas has Monza scare before Uralkali payment

FORMULA 1

The Haas Formula 1 team was under threat of having its equipment seized at the Dutch Grand Prix amid a row with former sponsor Uralkali but will race at Monza this weekend.

Uralkali, the Russian fertiliser company that sponsored Haas in 2021 and 2022 through driver Nikita Mazepin, saw its deal terminated in early 2022 in the wake of Russia's invasion of Ukraine.

A Swiss arbitration court ruled in June that Haas should refund Uralkali part of its sponsorship payment that had already been made for the 2022 season, plus an F1 car also promised to the company. While the court stated that Haas was within its rights to terminate the deal, it also said that the American-owned squad could only keep a portion of the \$13million sponsorship balance paid for the campaign.

Haas was therefore ordered to give back the remainder of the sponsorship payment that went beyond 4 March 2022, when the deal was cancelled. But with neither the payment nor car having arrived by the July deadline, Uralkali decided to escalate the matter with courts in Holland last week.

It successfully asked for Haas's assets at the Dutch GP to be seized and, as a result, bailiffs and police visited the Haas team at Zandvoort on Thursday night to evaluate the team's assets. While it was agreed that Haas's participation in the Dutch GP could proceed as normal, the team was told that it would not be allowed to remove its cars and equipment from the country after the race until the outstanding payment had been made, putting its plans to travel to Monza's Italian GP at risk.

Haas clarified on Friday that it was working with Uralkali to finalise the transfer of the funds, but said it had to be sure that any payments fully complied with sanctions that have been imposed on various Russian companies. The statement said: "Haas fully intends to pay to Uralkali all amounts due pursuant to the arbitration award, and there is no dispute over the amounts owed. Haas has been working with its lawyers to ensure payment will comply with all relevant US, EU, UK and Swiss sanctions and regs."



Uralkali issued its own statement on Friday, welcoming the fact that Haas was working on sorting out the payment – but said it did not view the sanctions issue as a justifiable reason for the delay. "The arbitral ruling was issued 12 June with immediate effect and has been ignored by Haas," said a Uralkali spokesperson. "Haas has had over two months to implement the ruling, and, as was reported previously, Uralkali reached out to Haas's representatives with options about how to make payment and where to send the race car, without ever receiving a substantive answer.

"There are not now and never have been any sanctions issues preventing Haas from fulfilling its obligations. Nevertheless, they have gone unfulfilled. We are delighted to hear that, following last night's visit from Dutch authorities, Haas is finally paying attention to the arbitral ruling. Uralkali wants nothing more than to receive what it was awarded during a fair judicial process."

On Monday afternoon Uralkali confirmed it had finally received a refund payment believed to total \$9m and an F1 car. Haas had insisted the payment had been made on Friday and confirmation was delayed because it was the weekend. It is understood the \$9m sum was deposited into an account in the Middle East after Haas had been concerned that making a direct payment would be in breach of sanctions placed on Russian businesses. "Uralkali have now confirmed receipt of last Friday's financial transfer and therefore our trucks have been given clearance to depart the Netherlands and make their way to Italy immediately," Haas said in a statement.

The one-day delay should not impact preparations for this weekend's Italian GP.

MARK MANN-BRYANS AND OLEG KARPOV





Doohan gets his F1 chance with Alpine for 2025

FORMULA 1

Alpine has finally confirmed that Jack Doohan will race for its Formula 1 team in 2025.

The French manufacturer has been evaluating options for a replacement for the Haas-bound Esteban Ocon for several months. And with its efforts to lure Carlos Sainz on board having failed, it has elected

to hand its young driver Doohan the opportunity to partner Pierre Gasly.

Doohan, who has acted as reserve for the past two seasons, will be the first Alpine Academy driver to step up to a race seat with the F1 squad. "I am so happy to secure promotion into a full-time race seat in 2025 with Alpine," said the 21-year-old. "I am very

grateful for the trust and belief by the team's management. There is so much work ahead to be prepared and I will give my best in the meantime to absorb as much information and knowledge to be ready."

New Alpine team principal Oliver Oakes said: "I worked with Jack back in 2019 and I am fully aware of his raw talent and potential. He is a very hard

worker behind the scenes and his commitment is hugely valued by the team."

Doohan, son of five-time 500cc motorcycling world champion Mick (with Jack, above), has achieved success on the junior single-seater ladder. He was runner-up in the 2021 F3 championship and finished third overall in F2 in 2023.

JON NOBLE

Schumacher and Lawson in Williams frame

FORMULA 1

Mick Schumacher and Liam Lawson have emerged as leading contenders for Williams if the Grove-based squad elects to make an imminent driver change.

Williams team boss James Vowles is understood to be evaluating his options in the wake of another big accident for Logan Sargeant at Zandvoort last weekend. The American crashed heavily in Saturday morning's wet final free practice session and missed qualifying as a result.

It is understood that Vowles has sounded out rival team bosses over options to partner Alex Albon for the rest of the season. One option is Schumacher, who is reserve driver for Mercedes, whose engines Williams run.



Big Zandvoort crash has put Sargeant under more pressure

Mercedes chief Toto Wolff said he would like to see Schumacher get another opportunity in F1. "I would very much hope that Mick gets the chance because we haven't seen the real Mick," he said. "The opportunity with Williams is something that we would be cheering for. But this is James Vowles's decision."

When asked if Red Bull reserve driver Lawson was available, team boss Christian Horner replied: "If they needed a driver next weekend, we'd certainly be open to that. It would depend on which terms and if we needed him back that we could have him back quite quickly."

JON NOBLE

Renault staff call for rethink over F1 ‘betrayal’

FORMULA 1

Renault Formula 1 engine staff have urged the French manufacturer not to go ahead with a plan for its Alpine team to become a customer squad, suggesting the decision is a ‘betrayal’.

Alpine is poised to commit to becoming a Mercedes customer team from 2026 onwards to improve its fortunes. But with Renault engine staff already understood to have voiced dismay to bosses and Renault CEO Luca de Meo over the decision to abandon its F1 engine project, which originally began in 1977, representatives of its personnel have now gone public with their concerns.

A statement issued by the Social and Economic Council of Alpine employees in Viry, sent to Autosport, outlined that the technical promise already shown by its 2026 engine more than justified Renault continuing with the project. It said: “We



Staff members are not keen on the idea of running Mercedes engines

MAUGER/MOTORSPORT IMAGES

do not understand what justifies killing this elite entity that is the Viry-Chatillon site and betraying its legend and its DNA by grafting a Mercedes heart into our F1 Alpine [car].

“We cannot accept that Alpine and the Renault Group damage their images, which is why we ask Mr De Meo and his board of directors to renounce this decision.

“The [2026 engine] is seen by all the

Viry-Chatillon teams as a great success, a well-born engine with a clear potential.”

While Renault has promised to move current Viry F1 engine staff on to new projects, which could include hydrogen technology, the Council believes this makes no sense. A final decision on the engine plan and the future of its headquarters is expected by 30 September.

JON NOBLE

WRC selects finalists to be the next female star

WRC

The World Rally Championship has selected 15 aspiring female drivers that will compete to win a fully funded drive in the Junior WRC next year.

The WRC launched its women’s driver development programme in the hope of unearthing new talent and increasing female participation in rallying.

In recent years women have enjoyed success in co-driving with Reeta Hamalainen and Enni Malkonen winning world titles in WRC2 and WRC3 respectively in 2022, but 1982 title runner-up Michele Mouton remains the last woman to win a WRC round as a driver.

Applications from drivers aged 27 or under from around the world have been received, resulting in the



Mock-up of the Fiesta Rally3 the finalists will drive

championship organisers forming a group of 15 finalists. They are: Lyssia Baudet (Belgium), Emma Chalvin (France), Ann Felke (Germany), Joanna Hassoun (Lebanon), Mako Hirakawa (Japan), Hannah Jakobsson (Sweden), Suvi Jyrkiainen (Finland), Luz Marina (Spain), Nuria Pons (Spain),

Aoife Raftery (Ireland), Claire Schonborn (Germany), Madelyn Tabor (USA), Alexandra Teslovan (Romania), Hanna Lisette Aabna (Estonia) and Dorka Zagyva (Hungary).

They will now attend a three-day training camp at M-Sport Poland’s Krakow headquarters, where they

will undergo a series of challenges testing their mechanical knowledge, media nous and driving ability on mixed surfaces.

Three successful applicants will be selected by a panel of judges to compete in the Central European Rally, which hosts the penultimate round of the 2024 WRC in October. The trio will drive Ford Fiesta Rally3 machinery. A driver will then be selected to contest a fully supported campaign in the 2025 FIA Junior WRC.

“We were overwhelmed by the number and quality of applicants,” said WRC Promoter’s senior director of sport Peter Thul. “We do not want any of the unlucky candidates to be discouraged and we hope they will apply again in the future as we are committed to this programme for multiple years.”

TOM HOWARD



YOUNG DRIVER AWARD Formula 3 racer Joseph Loake had his first taste of F1 machinery on the Silverstone Grand Prix circuit last week as part of his prize for winning the 2023 Aston Martin Autosport BRDC Award. The 19-year-old Rodin Motorsport driver climbed aboard a 2022 Aston Martin AMR22, the first time a ground effect F1 car has been used for the prize. “Words don’t really describe how crazy a machine this is,” said Loake. “It’s just such a special day for me. Obviously, I hope to drive a car like this again, but the first time is always the most special and it’s a day that I’ll never forget.” **Photo by Motorsport Images**

Barnard joins Bird in all-British McLaren 2025 Formula E line-up

FORMULA E

Taylor Barnard will partner fellow Briton Sam Bird at McLaren’s Formula E team for the 2024-25 season.

Barnard, an Aston Martin Autosport BRDC Young Driver of the Year finalist in 2023, replaces Jake Hughes, who was confirmed at Maserati MSG earlier this month.

The F2 race winner became the youngest driver to compete in the all-electric championship when he made his debut at April’s Monaco E-Prix at the age of 19, having been called in as a late replacement for Bird, who broke his hand in a practice crash. After finishing 14th on the streets of Monte Carlo, Barnard scored a double

points finish in Berlin before resuming his role as McLaren’s reserve driver when 12-time race winner Bird returned.

“I’m excited to race alongside Sam this season, and I’m sure I’ll learn a lot from him,” said Barnard, who is racing in F2 with PHM/AIX Racing and took his victory in Monaco’s sprint race. “He is one of the most experienced drivers on the grid, and I hope that together we can score plenty of points and collect some trophies for the team. It’s an amazing opportunity to be able to continue the journey with the team as full-time Formula E driver, and I can’t wait to get started.”

McLaren finished seventh in the teams’ table last season with one victory.

STEFAN MACKLEY



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Isotta Fraschini out of WEC after split but could return

WEC

Revived Italian manufacturer Isotta Fraschini has called time on its World Endurance Championship's Hypercar class attack for the remainder of the season. It announced last week that its Tipo 6 LMH Competizione run in conjunction with the French Duqueine team will be absent from the final three rounds of the 2024 campaign.

The move follows a breakdown in its relationship with Team Duqueine, which stepped up from the LMP2 ranks in the European Le Mans Series to run the Isotta Le Mans Hypercar developed by longtime Ferrari GT partner Michelotto Engineering. It stated that "there are no longer any conditions to continue the partnership" without any further explanation.

Isotta outlined an ambition to return to the WEC with the Tipo 6 in 2025 when it would be forced to run two cars under new regulations for manufacturers in Hypercar. It thanked the series and its co-organiser, the Automobile Club de l'Ouest, for its support and stated that it "hopes for possible return in the near future".



Glickenhaus left after Monza's 2023 round

"As a new manufacturer with great ambitions, not continuing in the 2024 WEC season is a strategic obligation to conserve our resources and ensure the continuity of our project," said Isotta CEO Miguel Valdecabres. "This very difficult decision has not been made lightly, but it allows us to build on our successes, fostering the growth of our brand and the development of our products in both the racing and hypercar markets."

The 2024 Isotta WEC programme had been scheduled to be run by the British Vector Sport team before a financially motivated switch to Duqueine. The marque talked about the team having a sponsor, but it ended up putting in silver-rated pay drivers Carl Wattana Bennett and Antonio Serravalle alongside Jean-Karl Vernay.

Isotta's disappearance from the WEC grid follows that of fellow independents Glickenhaus and Vanwall. Glickenhaus, a participant in the series from year one of the Hypercar division in 2021, opted out after three campaigns that included a podium at Le Mans for its 007 LMH in 2022 to concentrate on building road cars. The former ByKolles team with its Vanwall-Gibson Vandervell 680 LMH was not invited back after a single season last year.

Glickenhaus Racing missed the final two races of the 2021 and 2022 campaigns and successfully gained an entry for the following two seasons. There would appear to be room for Isotta on the planned expansion of the grid to 40 cars next year, which will leave space for 22 Hypercars.

GARY WATKINS

Toyota hit most by latest BoP

WEC

Toyota appears to be big loser under the Balance of Performance for this weekend's Austin round of the World Endurance Championship. Its GR010 HYBRID Le Mans Hypercars will go into the US round of the series with less power and more weight after winning last time out at Interlagos in July.

The Japanese machines (below) have lost 9kW or 12bhp in base power and gained 5kg in minimum weight for the Lone Star Le Mans six-hour race on Sunday. But the Toyotas have received an upward adjustment under the power gain feature of the BoP introduced for the Le Mans 24 Hours round in June: above 250km/h (155mph), the Toyota will be allowed 4.6% more power, an increase of 1.8% over Interlagos.

The Toyotas will race at 497kW (666bhp) base power and at 1065kg minimum weight at the Circuit of The Americas compared with 506kW and 1060kg in Brazil.

WEC championship leader Porsche, which finished second to Toyota in Brazil, has also lost power and gained weight under the Hypercar class BoP for round six of the 2024 WEC. The factory Porsche Penske Motorsport and the customer Jota and Proton 963 LMDhs will race at 509kW (682bhp), down 3kW (4bhp) on Interlagos, and 1053kg, up 2kg.

Ferrari's double Le Mans-winning 499P LMH, which could finish no better than fifth in Brazil, has had its minimum weight lowered by 5kg, but lost 3kW in base power under the Austin BoP.

The big winner appears to be Peugeot, whose 9X8 2024 LMH has received a 14kg reduction in minimum weight for Austin. The BMW M Hybrid V8 has received a 7kg weight break.

GARY WATKINS





BTCC Andrew Watson admitted his “confidence took a hit” after this dramatic crash into the Esses tyre stack during the opening British Touring Car race at Donington Park last weekend. The Toyota driver was disappointed by the damage from the “freak accident” but was glad the tyre stack moved and did not remain in place, which would have caused a greater impact. “I’m not sure what happened – the car was sideways without any warning,” he said. “I tried to save it, then it was made worse with the tyre barrier – but I get why they’re there.” **Photo by Tim Crisp**

SVG GOES FULL-TIME

Triple Supercars champion Shane van Gisbergen will make the full-time move to the NASCAR Cup in 2025 as Trackhouse Racing expands to three cars. Van Gisbergen, who has won three times so far in his current Xfinity campaign with Kaulig Racing, will pilot the #88 Chevrolet Camaro and join Trackhouse regulars Ross Chastain and Daniel Suarez.

LIBERTY TO SELL F1 SHARES

Formula 1 owner Liberty Media has announced it is selling an \$825million stake in F1 to fund the purchase of MotoGP. It was announced in April that Liberty would acquire 86% of the shares of Dorna Sports, the Spanish company that has owned MotoGP since 1992.

SUPER FORMULA EXPANDS

Super Formula has revealed a 13-race calendar for 2025, including a first overseas event since 2004 at South Korea’s Inje Speedium. The Japanese series is set for its largest-ever number of races, up from this year’s nine, with five of the eight weekends scheduled as double-headers.

MCNEILLY’S HAT-TRICK

Briton Liam McNeilly finished his rookie USF Juniors campaign with three wins in the Portland finale last weekend. The Jay Howard Driver Development ace ended up second in the standings, five points behind Max Taylor (below), who skipped the final race having secured the crown with second in race two.



**Peter Procter
1930-2024**

OBITUARY

Racers should doff their caps to Peter Procter, a brave and versatile driver who fronted a flameproof overalls campaign following the horrific accident that ended his career at Goodwood on Easter Monday 1966. The Yorkshireman’s motorsport career evolved alongside his professional life in building and property development.

A British cycling team member in his teens, Procter was 1952 national road racing champion. Third on his car debut in an Aston Martin DB2/4 at Oulton Park in 1955, Peter soon graduated to an F3 Cooper and started winning in 1957.

He also rallied the Aston, then a Sunbeam Rapier. With Rootes Group backing, he and Peter Harper finished a class-winning third on the 1960 Acropolis. Fourth on the 1962 Monte Carlo with Graham Robson was another highlight.

Procter and Harper shared Sunbeam

Alpines at Le Mans from 1961-63, finishing 16th and winning the Index of Thermal Efficiency first time out.

Formula Junior had furthered Procter’s racing career. He had a factory Lotus offer for 1962, but Peter had committed to The Chequered Flag’s Gemini Mk4, which was disastrous and unreliable.

Later, Ken Tyrrell broached an F1 Cooper deal but, with family and business priorities, Procter declined.

For 1964 Peter graduated to a 1000cc F2 Lotus 32, scoring aggregate seconds at Aspern and Avus. Wins in the Tour de France’s touring category in Alan Mann Racing’s Mustang, with Andrew Cowan, and the Brands Hatch 6 Hours with Sir John Whitmore (Lotus Cortina), presaged a 1965 European Touring Car drive.

For 1966 Procter joined Broadspeed alongside John Fitzpatrick. When his Anglia was sent rolling and its fuel tank ruptured, Peter sustained extensive burns. Following treatment by pioneering surgeon Sir Archibald McIndoe at East Grinstead’s Queen Victoria Hospital, he occasionally competed in celebrity races.

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EVENT INFO

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F1 ITALIAN GRAND PRIX PREVIEW



Monza
 Length 3.600 miles
 Number of laps 53

 DRS detection
 DRS zone

UK START TIMES

Friday 30 August
 FP1 1230 FP2 1600

Saturday 31 August
 FP3 1130
 QUALIFYING 1500

Sunday 1 September
 RACE 1400

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TYRE ALLOCATION

HARD MEDIUM SOFT

C1 C2 C3 C4 C5 INTERMEDIATE WET

CHAMPIONSHIP POSITIONS

Drivers			Constructors		
1	Verstappen	295	1	Red Bull	434
2	Norris	225	2	McLaren	404
3	Leclerc	192	3	Ferrari	370
4	Piastrri	179	4	Mercedes	276
5	Sainz	172	5	Aston Martin	74



MONZA STATS

Previous winners

2023	Max Verstappen	Red Bull
2022	Max Verstappen	Red Bull
2021	Daniel Ricciardo	McLaren
2020	Pierre Gasly	AlphaTauri
2019	Charles Leclerc	Ferrari
2018	Lewis Hamilton	Mercedes
2017	Lewis Hamilton	Mercedes
2016	Nico Rosberg	Mercedes
2015	Lewis Hamilton	Mercedes
2014	Lewis Hamilton	Mercedes

2023 POLE POSITION

Carlos Sainz
1m20.294s

POLE LAP RECORD

Lewis Hamilton
1m18.887s (2020)

RACE LAP RECORD

Rubens Barrichello
1m21.046s (2004)



Monza podiums

Michael Schumacher	8
Lewis Hamilton	8
Sebastian Vettel	6
Fernando Alonso	6
Juan Manuel Fangio	5
Rubens Barrichello	5
Alain Prost	5
Ayrton Senna	5
Nelson Piquet	4
Ronnie Peterson	4



Norris answers the critics

The McLaren driver's brilliance in both qualifying and the race at Zandvoort, elevated by an unremitting quest for self-improvement, speaks volumes

ALEX KALINAUCKAS

They were delivered with his trademark smile and gushing style, but there was a biting note to much of what Lando Norris had to say at Formula 1's 2024 Dutch Grand Prix.

The memory of his stunning pole lap and even better overall race performance will be what this event goes down for. After all, Norris's winning margin last Sunday was the biggest clocked so far in 2024 (albeit ahead of the Max Verstappen-led Red Bull 1-2 in Bahrain, where the next non-RB20 came in 25.1 seconds down). But the underlying message in Norris's attitude last weekend mattered too. Particularly if this is a true sign of things to come in the 2024 title run-in – where McLaren team boss Andrea Stella said his squad is aiming to do what Sebastian Vettel did in 2013. That year, the then Red Bull star won nine times in a row to close out the season.

After Norris had topped qualifying at Zandvoort, F1TV commentator Jolyon Palmer had asked: "It's a shorter run to the first corner than Barcelona and Budapest – can you hang on to it?" To which Norris replied, quick as a flash: "I don't know why you're saying that."

Perhaps Norris is just sick of facing the media ever more now McLaren is firmly on the up. A nice problem to have, of course. But there was more to this weekend than just getting high enough in the qualifying and race classifications that a driver's media

“There was still one thing that left McLaren frustrated last weekend: its race starts”

commitments expand as per F1's rules. These were statement results from Norris and McLaren. Sure, it was on ground where the MCL38 excels, with Zandvoort's long corners and high-downforce requirements, but Norris was supreme. His consistent race pace was stunning, while in qualifying – where it must be said Verstappen with the now recalcitrant RB20 was also excellent to reach the front row ahead of Oscar Piastri – he was brilliant.

Earlier in the year, he'd identified eliminating mistakes on the edge against the clock as an area where he still wanted to improve. And the tyre management art Verstappen came to perfect is also somewhere those wanting to be world champion always need to work. Norris was excellent in both these respects last weekend.

This was evidenced both by that brilliant Q3 lap to bust the 1m10s barrier and how he'd enough tyre life left to successfully

chase the race's fastest lap even on ancient hards on the last tour. He alluded to working "hard over the summer" after topping qualifying and said that "little bits are paying off already". Clearly.

But with more than a touch of inevitability, there was still one thing that left McLaren frustrated last weekend: its race starts. It's interesting to note that practice starts at Zandvoort are not allowed at the pit exit due to the track's narrow confines and so had to be done solely on the grid. The weekend's regular rain bursts meant no one got consistent grip rate in their data analysis, but McLaren really must now make better starts a point of focus to solve as quickly as possible. At least Piastri's similar struggle from the second row demonstrated this was not Norris bottling a big chance.

Norris claimed Piastri is "one of the best starters on the grid – I'm not as good as him, but there or thereabouts". This backs up the point that it wasn't solely down to the MCL38's pilots in what did go wrong last weekend. A cynic might claim that, by highlighting this, Norris enhances his own reputation. But, given he's told this writer that Piastri seems to overthink less at the limit in qualifying, with the implication that this is a strength for his team-mate, this must go down as another part of Norris's famously open character.

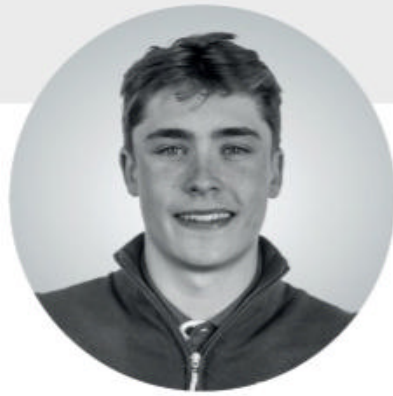
He and McLaren now head to Monza. Norris, again with a note of chippiness, said post-race in Zandvoort that "I've been fighting for the championship since the first race of the year". But the fast-arriving Italian GP is the biggest test of such worthy ambition.

Monza's long straights are perfect RB20 territory, with its well-bred, aerodynamically efficient design. There will likely also be little of the random, strong wind problem that so unsettled Verstappen's machine last weekend. Ferrari was a huge threat for the win at its home race a year ago and will be unleashing another upgrade package in a bid to recover its winning ways in front of the tifosi, too.

But McLaren's Zandvoort upgrade was all about matching Red Bull's long-held aero efficiency prowess and the GPS data from qualifying suggests it has gone some way to succeeding. Norris was quicker down the straights than Verstappen and essentially on par with Sergio Perez running a smaller rear-wing package.

McLaren isn't getting carried away. And there are major layout changes (wider approach to the Rettifilo chicane, newly banked Lesmos, new kerbs at Ascari) and new asphalt for all the teams to contend with at Monza, as part of a €21million venue refurb. Red Bull also "struggled a bit more than we were expecting" last weekend, as Norris acknowledges. But any sportsperson can only play what's put in front of them. And he totally smashed it at Zandvoort. 🏆

➔ P14 DUTCH GP REPORT



Ready for a title showdown

The Hitech driver and BRDC SuperStar on his 2024 campaign so far – and heading to the F3 finale this weekend with a real chance of the crown

LUKE BROWNING

My season has gone well so far. We're going into the last round six points from the lead and well within a shout of winning it. So, it should be exciting. It's a 10-round championship, and I think Formula 3 is well known to be possibly one of the hardest championships out there now. It really is at the peak and it's arguably tighter than F2 – it's difficult to be at the top.

I think what we've done a really good job of this year is just being consistent and nailing the points in the feature races.

Compared to last year, when we turned up just in time for the final test, this year we were prepared. When you have the benefit of a season, you've had all the testing to get ready, I know the team. I've got a fair shot at it, whereas last year just getting thrown in, not really knowing what was going on, I think it's more difficult.

We've probably had the highest peaks. We had back-to-back pole positions at Red Bull Ring and Silverstone, which is pretty rare, and we could have had the back-to-back feature wins, if the weather hadn't been so unpredictable. So, when we look back on it, I'd say I've had the highest highs throughout the season and we've been, arguably, the quickest. It's just the sprint races are where we've been inconsistent. My championship rivals have gained 20-30 points, or even more in the sprint races throughout the year, and I've gained six, so I've had to make the points up through the features. So far we've been doing that, but it's just the reversed-grid races that have let us down a bit.

The pole at Silverstone was pretty huge. To be on pole position for the home grand prix meeting was pretty good, and especially to do it in the fashion that we did. We saved a set of tyres in free practice as we were so confident going into qualifying, and we nailed the lap. Then we led the race, although it was a tough call at the point that the weather changed.

At Red Bull Ring we won the race from start to finish, and we won the first race of the season in Bahrain too. So, we've had a few really good highlights this year, and hopefully we can finish it off in Monza with the championship.

It's my second year as a Williams Racing Academy driver and they've been amazing. Being supported by a junior team is superb and without them it wouldn't be possible. The guidance of the team back at the factory in the simulator sessions, as well as just being under the management of them, has been really beneficial.

Also, Oliver Oakes at Hitech has been amazing. I've got some really great people behind me that have supported me. I'm

super lucky to be in this position and now I just want to show them why they've given me the opportunity.

With Williams we get involved in stuff away from the track, whether it be simulator sessions, media, or even engineering talks and understanding how everything works underneath you, but when we're actually at the race weekend it's important to focus on the job at hand. Getting time on the F1 simulator is good experience for me though, and I can help out the team, as well as

“I've had the highest highs through the season and we've been, arguably, the quickest”

giving me some more experience in the F1 car.

Of course, I'm a member of the BRDC SuperStars programme once again, which is really helpful. The bursary was useful in doing some fitness, as well as some karting. It means I can stay on top of the fitness side of things. I've also been supported with some race kit, which has been super nice.

Having the guidance of the British Racing Drivers' Club guys has been super helpful. I went to watch Joseph [Loake] do his F1 test, which was only a year ago that I was doing it, and it put a smile on my face. It's always nice to see Derek [Warwick, chairman of the judges] and everyone doing this for young talents in the UK. It's amazing. It was a privilege to be invited to the test and I'm looking forward to seeing what happens with the next line of drivers.

Winning the Aston Martin Autosport BRDC Young Driver of the Year Award [in 2022] was one of the defining moments. It was the turning point of my career. It's what put me on the map. I don't think I'd be in a junior programme without

that now. It was very, very big and after the F1 test is when the phone calls came in. So, it was a pretty special moment.

I absolutely love Monza. We went from 27th to fifth there last year in the sprint race, which was a highlight of the season. I think our race car has been very quick there, so if we qualify in the top five, we're in with a pretty good chance. Next year is all looking good – nothing is confirmed yet, but it's early days. The focus is just Monza, where the plan is to win! 🏆

F3 TOP FIVE GOING INTO MONZA

POS	DRIVER (TEAM)	POINTS	WINS
1	Leonardo Farnaroli (Trident)	129	0
2	Gabriele Mini (Prema)	128	1
3	Luke Browning (Hitech)	123	2
4	Arvid Lindblad (Prema)	113	4
5	Dino Beganovic (Prema)	100	2

RACE CENTRE



FORMULA 1

NORRIS THRASHES VERSTAPPEN AT HOME

McLaren updates and Red Bull miscalculation resulted in a dominant win for the Briton. Could we have a title fight after all?

ALEX KALINAUCKAS

PHOTOGRAPHY  motorsport
IMAGES

“F

oot to the floor, the lights are out.” There’s no chance Lando Norris thought this at the start of Formula 1’s 2024 Dutch Grand Prix he won for McLaren. Not in 0.28 seconds.

Home hero Max Verstappen clocked the exact same time reacting to the start lights extinguishing at Zandvoort. And with his impressive pole position lap the day before, that should have been enough for Norris.

With overtaking at such a premium on this narrow, brilliantly brutal, old-school, seaside track, the pressure had been ratcheted up on this moment as soon as qualifying ended. The statistics did the rest: Norris had secured a fourth F1 career pole but, considering he’d not managed to lead at the end of the opening lap from the previous three (plus when he’d headed the grid for a couple of sprints), the heat was on.

He did everything right when it mattered as the lights went out last Sunday. The extra eight metres at the head of the grid would surely see him through the oncoming 164-metre run to Tarzan. Alas, no. Once again, as had struck Norris at Barcelona and Budapest, the second phase of the launch was to prove an undoing. That it not only turned out to be temporary but came with uncharted 2024 F1 territory – Red Bull humbled in a 23-second defeat 72 laps later – was remarkable. The stories couldn’t have been more different for the two standings leaders. Joyful scenes for the now two-time grand prix race winner, while the >>





Piastrri made swift work of passing Russell on fresher set of hard tyres

HONE

result was not how Verstappen would have wanted to end his 200th GP – with Red Bull ringing alarm over his now 70-point championship lead.

It was the setting of this race that had sowed the seeds of the home star's defeat. Grand old Zandvoort, on the edge of the North Sea, had showed just how the changing elements can characterise this event a year ago with that soaking thriller. This time, although the race was dry throughout, the weather once again played a major part. It just did so much earlier in the weekend.

On Friday, McLaren had been fielding questions about its floor edge, suspension fairing realignments, reshaped brake ducts, and new beam and rear wing updates to the MCL38. Given how well its last major package had worked in Miami in May, much was expected of the team's subsequent developments. "Hopefully, it's a decent chunk again, but it's less clear," said chief designer Rob Marshall. "There's some things we're not so certain about, some things are slightly more risky than others..."

McLaren therefore back-to-back tested its new and old packages by applying the new parts just to Norris's car in FP1 – a session that featured rain early on and wild winds of up to 50mph. That reduced the teams' chances of assessing how the Pirellis would withstand a race stint around this 2.65-mile course with the faster cars of this year.

When the cars did get out for a typical dry-throughout FP2 session later on Friday afternoon, McLaren was impressively fast on the medium tyres that all the leaders would start the race on.

Pirelli had predicted that the extra grip the rather durable softs provided here might entice more teams to start on it and so was surprised "the majority of teams decided to tackle the first stint more cautiously", according to its motorsport boss Mario Isola. This was "given there was not much information available to them [after the wet practices]", he added.

McLaren's FP2 medium tyre advantage came in at 0.555s over Red Bull, with Mercedes in the hunt on one-lap pace at this stage too. The nature of the Zandvoort layout plays to the long-established strengths of the MCL38, with its "high downforce, long corners", per team boss Andrea Stella.

Although the Silver Arrows squad's potential disappeared in the qualifying challenge of keeping the tyres cool enough to eke out the best lap times, Red Bull had the chance to alter its set-up in a bid to cut McLaren's advantage. It did so by adding its biggest available rear-wing package to Verstappen's car from Saturday morning. FP3 then also being wet prevented Red Bull from seeing if there might have been any disadvantages in its approach.

The wind also making "every single lap just feel different" – per Verstappen in qualifying – further hampered the considerable set-up adjustments Red Bull was making to try and find the best through-corner balance for the RB20s. Sergio Perez had revealed "we tested quite a bit out on track with set-up" on Friday. "We took a little bit of a gamble," team boss Christian Horner added of the rear wing choice, with Perez being given a smaller one. "Because we thought the deg was going to be quite high. And so, we went up a lot on the downforce level, to maximum downforce. And if the deg had been high, we felt it would help."

Red Bull motorsport advisor Helmut Marko had said after qualifying that the team's set-up choice had made Verstappen's car "calmer". >>



...but couldn't extend his lead, later complaining of poor grip from "numb" tyres

FERRARO

"WE TOOK A BIT OF A GAMBLE. WE WENT UP QUITE A LOT ON THE DOWNFORCE LEVEL, TO MAXIMUM DOWNFORCE"

S BLOXHAM

Home hero
Verstappen
immediately
deposed polesitter
Norris at the
start...



QUALIFYING

Lando Norris's fourth Formula 1 pole position was built on two key elements. The first was his excellent first sector in his second run in Q3. The second was home hero Max Verstappen's slide at the Turns 11-12 combination at the end of Zandvoort's back straight on his own last effort.

The session – despite Storm Lilian threatening – was dry throughout. But, with FP3 having been wet again, the track reset and qualifying took place amid a big track evolution factor. Also at play was the low surface and tyre temperature combination, plus the wind. The drivers wanted to start a lap with their rubber cold enough that the softs were still providing good grip at the end, but warm enough to not have horrible understeer and mid-corner sliding (as well as snap oversteer in places such as the long, left-hand Turn 10) as many struggled with initially in Q1.

It was gusting much less than the North Sea-exposed circuit had endured in FP1, where wind speeds of up to 50mph had been clocked. But still blowing enough, and randomly, that Verstappen reckoned “every single lap just feels different”.

He trailed the McLaren pair after the first runs in Q3 – where Norris headed team-mate Oscar Piastri by 0.119 seconds on a 1m10.074s. Verstappen faced a 0.198s deficit at this stage.

The Dutchman then led the pack around for the final fliers.

He set a personal best first sector and then put in a stonking middle sector to go 0.221s up on provisional pole, but then came Turn 11. Here Verstappen had to grapple a sudden slide, which pinched his momentum on the inside of the rapidly following Turn 12. He shot to the line and improved to 1m10.029s and the top spot, but paid the price for his slip with a lack of improvement in the final sector.

Not so for Norris. Having set a blistering quickest first sector with great traction out of Turns 1 and 3 compared to Verstappen, he gained again with a much better exit from Turn 12 and powered to the line to set a 1m09.673s and clinch pole in his rival's wake.

“It's just not easy around here,” Norris said afterwards. “But it's also even more difficult with the wind and the conditions and stuff. So just doing laps which are mistake-free and not doing anything which would make me lose a little bit of confidence [was key].”

Verstappen was able to head Piastri after the Australian “didn't do as good a job as I should have” on the final runs, with George Russell fourth ahead of Sergio Perez and Charles Leclerc. Lewis Hamilton and Carlos Sainz missing Q3 were the headline fallers, while Logan Sargeant's fiery FP3 crash meant he missed the session entirely.

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“It's not easy around here. But it's also even more difficult with the wind and the conditions and stuff”



This appeared to point to the Dutchman getting on terms with Norris over a race stint on Sunday. But to see the reality play out, the leaders had to get through the start and Tarzan. And it couldn't have been easier for Verstappen. Having reacted at the same time as the polesitting McLaren ahead, the Red Bull just powered by and took Turn 1 totally uncontested. The home crowd went wild – this was exactly what they'd been hoping for. But that Oscar Piastri suffered a near-identical poor getaway to his McLaren team-mate suggested this wasn't down solely to driver error.

As he faced the media post-race, Stella claimed his lack of immediate pre-debrief information meant he couldn't offer an explanation at this stage. But he highlighted again what he'd said post-qualifying amid all the speculation on Norris's previous pole-to-win conversion rate. That the starts all come down to a combination of “the drivers in terms of their launch procedure, execution, and a team point of view because there's some aspects which are under team control, and what kind of optimisation we are able to do”.

Marshall had claimed ahead of the race that McLaren was “not worried about our start performance”. But, on leaving Zandvoort, Stella was reflecting “we do have to look very carefully into the details about why our competitor seems to gain a little bit on us”.

Red Bull's intense work on improving its start systems in mid-to-late 2023 seems to be paying it back handily this season. And for Norris the solution for McLaren, glibly, is to “not get wheelspin”. “We know what's required to do a perfect start,” he continued. “But we're talking about fine margins. Because we both didn't get it right, it seems like maybe there was more underlying issues or something wasn't how it was supposed to be. Oscar's one of the best starters on the grid. I'm not as good as him – but there or thereabouts. I'm not a bad starter, but not as good as obviously we need to be. Again, it was a race which almost slipped away off the line, but today was, again, different to every other thing that's happened [in 2024].”

Indeed, Verstappen had shot to a 0.96s lead at the end of lap one and Marko was remembering how pre-race, Red Bull had believed, “if he wins the start, we can win the race”. Things seemed unerringly familiar when Verstappen was able to pull clear of DRS threat when it was activated on lap two, but from there he didn't disappear. Instead, Norris stuck with him.

He was “actually just surprisingly calm, maybe because I'm a bit used to going backwards at the start”. “I'm very prepared for those

...and any fleeting bid by the world champion to hold on around the outside was futile



“LANDO COULD BE FAST WITHOUT HAVING TO ABUSE THE CAR BALANCE OR ABUSE THE TYRES”

kind of scenarios,” joked Norris. “And I was very calm and just [thought], ‘OK, well, what can I do now?’ And that was just to look ahead, start saving tyres, see what I had pace wise. I started to gain quite a bit of optimism that actually I could almost pass him on track.”

Verstappen’s lead had reached a maximum of 1.5s on lap nine, but generally stuck around 1.3s. Then, on the 12th tour, Norris was able to shave more than 0.3s from his advantage. Finally armed with DRS, he flew down the main straight each time – the aerodynamic efficiency gains all those updates had really been about seemingly apparent.

But it took four more laps of pressure before the gap came down dramatically again. With Norris attacking from 0.4s back at the 17th tour’s start, Verstappen was able to cover the inside run to Tarzan. But he was already aware the game was nearly up, telling engineer Gianpiero Lambiase “my tyres are numb – they don’t grip”. The next time by at the start of lap 18, Verstappen’s lead as the pair flashed across the start/finish line was just 0.1s. Norris had just hoovered up his previous gap with that smaller (but still big) rear wing and, although there was a small jink of resistance, there wasn’t the usual uber-level of Verstappen defence aggression. Norris was ahead as they braked and, although Verstappen had a speculative look at holding on around the outside, the lead was gone. And for good.

“Looking at Lando’s data,” Stella said of the early laps where his charge ran second, “he still seemed to be pretty comfortable. He could be fast without having to abuse the car balance or abuse the tyres. So, there it became apparent that, with this kind of pace, we could have overtaken – because Max was on a Monaco rear wing and we were on a relatively small rear wing. It became apparent, ‘let’s not think about undercutting, because I think this situation will sort itself naturally with overtaking’”

Red Bull’s wing gamble hadn’t paid off. Not only “as it turned out, the deg was low”, per Horner, but the more compliant McLaren in the crosswinds at Turns 1, 10 and 12 – that got stronger just as Norris passed



– was just chewing through its rubber even less than the Red Bull.

Verstappen’s RB20 hadn’t been tweaked into a position where “tyre wear will probably be better”, as Marko had claimed on Saturday. And the wing “just made us slow in a straight line”, said Horner. “He did the hard part at the start,” Horner added. “But pretty early on you could see Lando was very comfortable behind him and then obviously passed him pretty easily.”

There was still so much grand prix left to go, but the contest was just over at this point. For a start, Norris had a 5.7s lead by the time Verstappen pitted on lap 27 – to exchange mediums for hards – built at a rate of 0.6s per lap. This comes in nearly a whole tenth up compared to McLaren’s FP2 advantage and Norris spent the first 17 laps in dirty air. The extra sliding this added was shown up when Verstappen’s RB20 twitched noticeably as Norris was powering ahead out of Tarzan.

In FP2, both McLaren and Red Bull had ended their race simulations by sampling the softs, which had shown in Yuki Tsunoda’s hands here last year to be capable of 50 laps if temperatures were low enough. That they were 2C up on 2023 (in terms of ambient temperature) perhaps explains the general conservatism Isola highlighted earlier across the grid.

On the hard tyres for the second stint that he’d taken one tour after Verstappen, Norris remained faster, albeit at a slightly lower rate than before. Even around lapping everyone up to Alpine’s Pierre Gasly in ninth, he gapped Verstappen at a rate of 0.4s each time. Horner >>

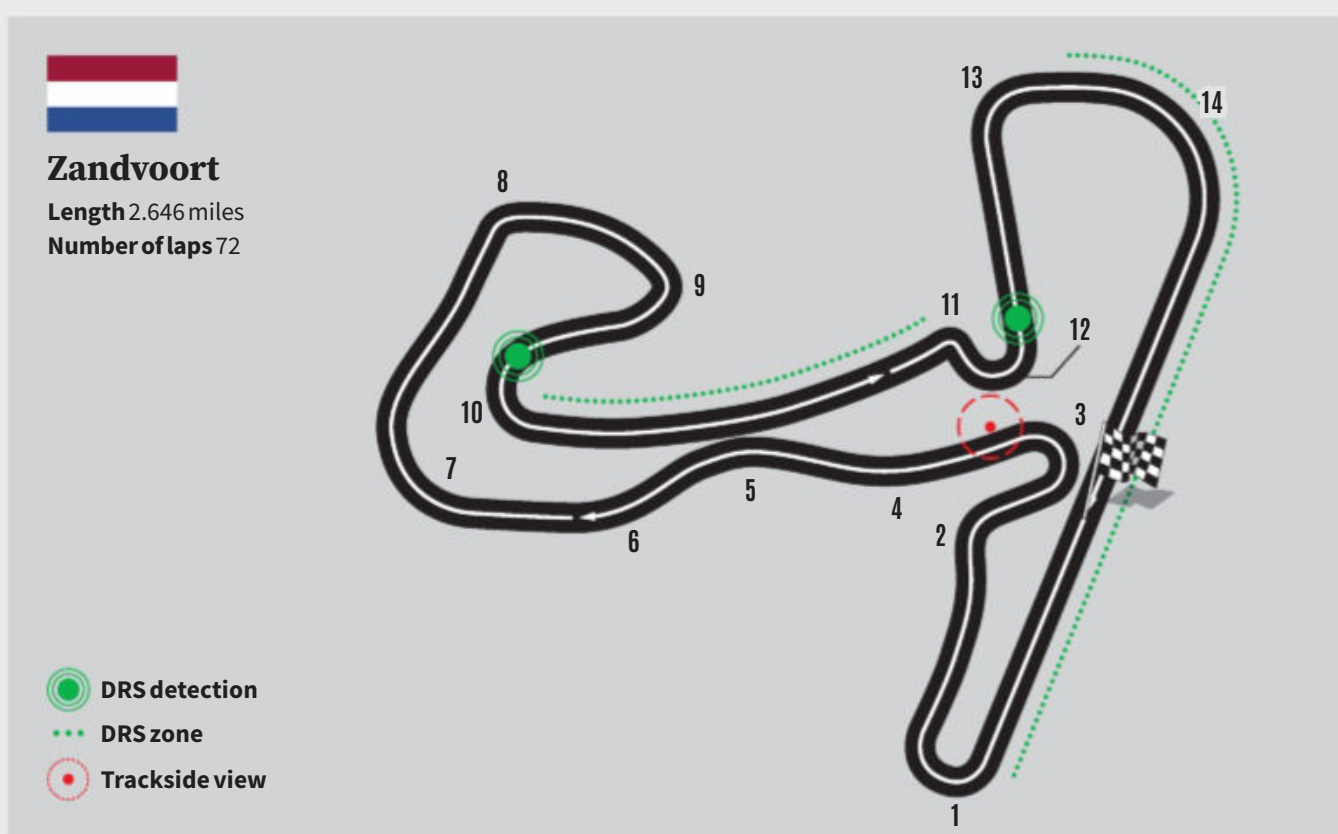
TRACKSIDE VIEW

Haas drivers could vouch for tricky nature of Turns 11-12 once the wind is up



Apart from constant refrains of ‘Super Max’ and ‘Tu-tu-du-du... Max Verstappen’ Zandvoort has specific things to offer on a trackside experience. It’s an old-school race track with modern elements to increase overtaking opportunities. The most eye-catching corners are the banked Hugenholtzbocht (Turn 3) and Arie Luyendykbocht (Turn 14). When the track was rebuilt, the final corner attracted most attention as drivers can open DRS in it, but for trackside observations and overall lap time the Hugenholtzbocht is more interesting.

Autosport heads there for a rainy and windy FP1, where back in 2021 the drivers tried different lines before understanding that staying high in the banking is the best way to get on the throttle quickly. A good exit is crucial as then it’s flat-out all the way to Scheivlak (Turn 7). While fans fight their raincoats in the wind, the drivers handle the banking in front of us surprisingly well despite the lack of grip in the conditions. Everyone takes the high line without touching the painted parts in the run-off. Only



the Saubers look unstable when applying the throttle, mostly for Robert Shwartzman (replacing Valtteri Bottas for this session).

A day later we head back to the same spot and it’s raining again. This time it’s surprising how the drivers are able to take Turn 3 on intermediates without encountering significant snaps

of oversteer at the exit.

“But wait for Logan Sargeant to hit the track,” a colleague jokes. A couple of minutes later it’s prophetic. Sargeant takes risks for a better exit, but runs wide over the kerbs and wet grass beyond the exit kerbs. A massive crash follows, destroying his updated Williams.

After repairs to the barriers are made, I continue my walk down the track and get stopped by two marshals: “That crash, was that you again?” It’s a running gag in the media centre: wherever this writer stands next to a race track it seems to attract crashes and rare pictures of the underfloor. Last year it happened with Lewis Hamilton at Monaco, Sergio Perez in Hungary and Sargeant in Belgium. This year it’s Sargeant again at Suzuka and Zandvoort – leading to jokes that

a certain Dutch journalist won’t be allowed trackside any longer...

Thankfully the stewards let me continue the walk through the dunes towards the track’s arena section in the final sector. Apart from a lot of orange, you can see the slowest parts here – the Hans Ernstbocht (Turns 11-12).

The inside of the first right-hander is a good place to see how tricky the downhill braking zone is in windy conditions – just ask the Haas drivers. The exit is crucial again as it affects the run all the way to the finish line. But, before causing even more chaos, I decide to head back to the media centre, thinking: “If you stay inside now then at least the drivers are safe.” For them, might be better to stick to stroofwafels and bitterballen...

RONALD VORDING

Vording ‘jinx’ jokingly blamed for Sargeant’s whopper of a crash



ALL PICS: RONALD VORDING



**“THE NATURE OF THE VICTORY AND
MCLAREN’S CONSISTENT UPGRADE HITS
HAVE LIT THE TOUCH PAPER OF POSSIBILITY”**

STALEY

claimed Verstappen’s “pace thereafter [being passed], was just managing the race”.

Marko reckoned Perez’s pace on the hards being “faster than Max” was the final proof that Red Bull had got it wrong on Verstappen’s choice of wing level. The Mexican’s average comes in at 1m15.135s versus his team-mate’s 1m15.093s (with Norris’s at 1m14.717s) for stint two, but Perez was getting quicker as his wore on, unlike Verstappen. “Max knew he couldn’t beat Lando today,” Horner said afterwards. “The most important thing, that we discussed before the race, was, ‘If you can’t beat him, make sure that we beat the rest of the field’. And I think at one point we were concerned about Piastri coming up very quickly...”

The second McLaren’s race had been very different to the one that ended up winning with the biggest victory margin so far in 2024 – a third triumph for an MCL38 that had been defeated by 48.5s against Verstappen back in Bahrain.

Piastri’s similarly sluggish getaway had left him running behind Mercedes’ George Russell through the first stint. He’d been caught off the line, then passed on the inside at Turn 1, while the fast-starting Charles Leclerc had also been able to threaten Piastri on the undulating run through Turns 4 and 5 after the McLaren had taken to the slower low line for Hugenholz. From there, Piastri spent the first stint bottled up slightly adrift of Russell. And, in a twist given he’d qualified 0.9s slower than Norris, Leclerc was applying pressure to the race-winning package too. He even tried to pass Piastri at Tarzan on the lap he stopped. “It wasn’t straightforward to keep Leclerc behind,” Piastri said of his first-stint trials.

Leclerc was the first of the frontrunners to pit on lap 24, with Russell coming in the next time by. Leclerc’s out-lap speed – even around catching and passing Fernando Alonso’s yet-to-stop Aston Martin – was enough to jump the Mercedes. “We’d been struggling from Friday,”

Leclerc explained afterwards. “In the race, we found some more pace, executed a perfect strategy – we undercut two of our competitors there.”

Because McLaren left Piastri out for eight laps after Russell had come in to take the hards Leclerc was now on, the Australian spent four tours in the lead once Verstappen and Norris had come in. This enabled Piastri to briefly reach the high 1m15s bracket Norris had been doing before stopping, but the temporarily leading McLaren couldn’t hold it as consistently – and behind, the hard tyre was proving to be fast and resilient. Leclerc’s pace had generally been in the low 1m15s with fresh rubber, and Piastri emerged behind the Ferrari and Russell.

But, given the major tyre-life offset the later stop had created over his rivals and the way he erased Russell’s four-second advantage in six laps before getting by with a mighty hold around the outside at Tarzan, a McLaren double podium seemed a near certainty. And Piastri’s pace was bothering Red Bull over Verstappen’s spot too.

But here, after taking five laps to reach DRS range to the Ferrari ahead, Leclerc proved to be a stumbling block. “My engineer was telling me about Oscar’s lap time, which when he was in free air was quite a bit quicker than me, I think nearly a second,” Leclerc explained of the period when Piastri had been lapping in the mid-1m14s (Norris wasn’t even doing this consistently at this stage) in hot pursuit. “Then, when he got closer, I started to push a bit more and gained five tenths. And I think with the dirty air, he probably lost three or four tenths. He managed to stay behind and to put me quite under pressure for two, three laps, but then couldn’t stay there because of the overheating.”

Indeed, Piastri fell out of DRS threat on lap 52 and, although he briefly regained it, in the end, he finished 1.9s down on the lead Ferrari.

“It was a really good strategy,” reflected Leclerc. “I did not expect to keep that third place until the end, but we did a really good job as a team. I don’t think there was anything more we could have done today.”

Ferrari team boss Fred Vasseur reckoned “we are in a better shape on the long stint, and on tyre management”. But, for Stella, Piastri’s result was “a significant missed opportunity”. “[The start] did cost us,” Stella concluded. “Because I think with Oscar, if we had not lost the position, I think it would be a different race. Oscar had the pace to beat Max.”

Although afterwards Norris said discussing a potential title surge was “pretty stupid to think of anything at the minute”, the dominant nature of his victory and McLaren’s consistent upgrade hits have lit the touch paper of possibility now the 2024 title run-in has kicked off.

To underline just how good he was here, on the final tour, Norris set the race’s fastest lap by 0.061s on hards that had already done 43 pounding laps. He hadn’t asked McLaren for permission; he knew what the answer would have been... ❄️



Verstappen fulfilled team’s aim of salvaging runner-up spot in event of Norris being uncatchable

GALLOWAY

**NEXT
F1 REPORT**
Italian Grand Prix
5 September
issue

SAINZ AND PEREZ BOOSTED AFTER TROUBLES

Carlos Sainz and Sergio Perez finished fifth and sixth and well adrift of the podium battles at Formula 1's 2024 Dutch Grand Prix, but each had reasons to be optimistic leaving Zandvoort.

Ferrari turned its weekend around after a horror show in qualifying, where Sainz was dumped out in Q2. The Spaniard had also not been able to complete a single sighter lap on the soft tyres due to a gearbox problem in FP2.

In the first stint on the mediums, Sainz battled from 10th to seventh – including passing Alpine's Pierre Gasly at Turn 2 following a close, side-by-side scrap. After stopping six laps later than Ferrari team-mate Charles Leclerc ahead, he caught and passed Perez around the outside at Tarzan on the hards a third of the way into his second stint. This was after Perez had previously mounted a stiff defence at this spot.

"I felt like the car in high fuel was feeling quite a bit better than [qualifying] in low fuel and I felt like we could do something a bit better than what our predictions were, that was to finish P7," Sainz said afterwards.

Leclerc had jumped Perez at the start and the Mexican then dropped back, before falling into Sainz's clutches. Both drivers gained when George Russell stopped unexpectedly for a second time, with Perez boosted by Red Bull's assessment of his stint-two pace after tricky races prior to the summer break.



Disqualification and controversy for Albon

Alex Albon had a headline-grabbing weekend in the Netherlands, as he was disqualified from qualifying for his Williams failing post-session scrutineering checks that cost an eighth-place grid spot, then in the race he was highly critical of the "dangerous" tactics deployed by Haas's Kevin Magnussen.

The pivotal moment of Albon's weekend came when the FIA scanned his FW46 after he'd been impressive in reaching Q3. The scan showed Albon's new floor to be too wide – beyond the 1600mm width permissible by the regulations. The part was a piece of Williams's upgrade package unleashed at this race, which the team had scanned multiple times at its factory and believed to be in conformity. It did not dispute the FIA's measurement, however, and Albon had to start 19th.

Having had his floor reprofiled to pass the post-race scan checks, Albon started the race by jumping his team-mate Logan Sargeant, who had missed qualifying following a big crash in FP3, and then became the race's first stopper when he came in

to take the hard tyres after his starting mediums on lap 12. He undercut his way up the order and briefly reached 10th just past halfway.

Here he was following Magnussen, who, like controversially in Jeddah and Miami this term, was holding up chasers for team-mate Nico Hulkenberg, running ahead on the same early stop strategy as Albon. Albon was critical of Magnussen's driving – he claimed the Dane was braking mid-corner at times – before they were part of a five-car overtaking move (in which Magnussen fell from 10th to 14th) as Pierre Gasly and the Aston pair got stuck in on the run to Tarzan.

Albon then slipped back as his hards faded and he eventually took a second set of mediums for his final 17 laps. He gained four spots back from rejoining 18th.

"Kevin's an unbelievable team player, and I give him full credit for it," Albon later reflected. "[But] there's a bit of a grey area between what is correct in backing up a group of cars."

“WE HAVEN'T BEEN THIS WEAK IN ANY OF THE RACES THIS YEAR AND IT'S NOT LIKE WE MADE A STEP BACKWARDS - THIS TRACK IS REALLY HIGHLIGHTING THE WEAKNESSES OF THE CAR”

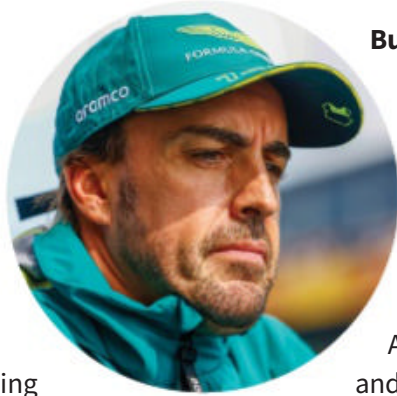
Valtteri Bottas on Sauber's dismal Zandvoort weekend. The Finn started 16th and finished 19th, with Zhou Guanyu a spot behind each time. Both Saubers were lapped twice.



Q&A

FERNANDO ALONSO
ASTON MARTIN
DRIVER**How do you assess your weekend, after starting seventh and finishing 10th?**

Probably even one point is a bit too much for the pace we had, but we did a good qualifying and starting P7 obviously that gave us the possibility to score this point. We need to get better. There were a couple of races already that we were struggling to keep up with some of the midfield teams and we need to understand why and we need to get better.

**But is this at least a good way to start back after the summer break?**

I think it didn't change much after the break. Budapest, we were fighting with Yuki [Tsunoda's RB] until the last lap. In Spa, Williams and Alpine, they were faster than us and we beat them on the strategy.

Here, Alpine and Haas, they were faster than us. So we need to get better for sure.

How hard were the Haas cars to overtake?

It took me two laps, one to know the exit of the last corner [and how fast he needed to be there] but I mean it was amazing the pace

they had with that amount of laps in the tyres. To catch him, it took much longer than anticipated, so they were very fast.

Is the AMR24 better in qualifying or race trim in 2024?

Qualifying is probably our strength. We've been very fast in qualifying and, again, in this kind of circuit, it's difficult to overtake, so to put two cars in Q3 is normally a good sign. [The race] is reality, as nothing changed in the last three or four races. We need to bring some new parts for the next races and try to be as we started the year. We were not fighting with the top four teams, but we were a couple of tenths clear of the midfield and we want to be back by the last race.

**GASLY IMPRESSES TO SCORE AHEAD OF ASTONS**

Alpine's Pierre Gasly finished a fine ninth at Zandvoort, where his successful Turn 1 outside line attack on the Aston Martin pair that had finished above him in Q3 proved crucial.

The move allowed Gasly to run seventh from his ninth-place grid spot, while he was a net eighth when he stopped just before half-distance after his defence against Carlos Sainz had finally broken. But he'd held on ahead of Lewis Hamilton, the Mercedes nearly losing it behind Gasly at Tarzan the lap before it pitted.

In the second half, Gasly stayed ahead of Fernando Alonso (Hamilton having undercut ahead), while passing Alex Albon's early stopping Williams and eventually the similarly set Nico Hulkenberg too.

"It was a pretty intense race," Gasly said afterwards. "But as a team we're extremely happy to leave with two points because it was very much looking very difficult [to score beforehand]."

Mercedes falls back amid Zandvoort struggles

Mercedes went from finishing 1-2 on the road pre-summer break at Spa, to leaving Zandvoort after a "poor weekend" – per team trackside engineering director Andrew Shovlin. George Russell fell back from starting fourth to finish seventh, one spot ahead of team-mate Lewis Hamilton.

The seven-time world champion had been a shock Q2 faller and was then shuffled back to start 14th after being penalised for impeding Sergio Perez in Q1. Hamilton began on the soft tyre from there and got stuck in at the start. He eventually rose to ninth before stopping for the hards.

Mercedes thought about converting his two-stopper to

a one, but a mid-stint lock-up meant it went back to his original plan and he was stopped again for softs for a 24-lap run to the flag, where he was catching Russell late on.

Russell had run third in the first stint after jumping McLaren's Oscar Piastri. But higher than expected tyre degradation – that Shovlin theorised was down to "not generating good grip" – meant he too was given a second stop for softs, with Carlos Sainz and Perez bearing down.

"We could have hung out there with a [hard] tyre that was going down and ended up P7, P8, or just try to two-stop and maybe catch Perez or Sainz, which we didn't do at the end," team boss Toto Wolff said afterwards.





FREE PRACTICE 1

POS	DRIVER	TIME
1	Norris	1m12.322s
2	Verstappen	1m12.523s
3	Hamilton	1m13.006s
4	Sainz	1m13.074s
5	Russell	1m13.142s
6	Albon	1m13.159s
7	Piastri	1m13.230s
8	Hulkenberg	1m13.563s
9	Magnussen	1m13.597s
10	Zhou	1m13.965s
11	Stroll	1m14.151s
12	Perez	1m14.279s
13	Leclerc	1m14.306s
14	Tsunoda	1m14.418s
15	Alonso	1m14.467s
16	Shwartzman	1m14.658s
17	Sargeant	1m15.605s
18	Ocon	1m15.796s
19	Ricciardo	1m16.231s
20	Gasly	1m22.036s

FREE PRACTICE 2

POS	DRIVER	TIME
1	Russell	1m10.702s
2	Piastri	1m10.763s
3	Hamilton	1m10.813s
4	Norris	1m10.961s
5	Verstappen	1m10.986s
6	Alonso	1m11.357s
7	Tsunoda	1m11.374s
8	Magnussen	1m11.430s
9	Leclerc	1m11.443s
10	Albon	1m11.550s
11	Stroll	1m11.576s
12	Perez	1m11.581s
13	Ricciardo	1m11.630s
14	Gasly	1m11.644s
15	Sargeant	1m11.818s
16	Zhou	1m11.934s
17	Ocon	1m12.061s
18	Bottas	1m12.206s
19	Sainz	1m13.108s
20	Hulkenberg	1m13.296s

FREE PRACTICE 3

POS	DRIVER	TIME
1	Gasly	1m20.311s
2	Magnussen	1m20.450s
3	Bottas	1m21.155s
4	Norris	1m21.387s
5	Alonso	1m21.461s
6	Ocon	1m21.643s
7	Piastri	1m21.850s
8	Stroll	1m21.941s
9	Hulkenberg	1m22.354s
10	Sainz	1m22.589s
11	Zhou	1m23.240s
12	Sargeant	1m23.287s
13	Russell	1m23.958s
14	Albon	1m24.007s
15	Hamilton	1m24.098s
16	Leclerc	1m24.158s
17	Verstappen	1m24.360s
18	Ricciardo	1m25.433s
19	Tsunoda	no time
20	Perez	no time

WEATHER Rain then sunny, air 19-22C track 20-24C

WEATHER Sunny, air 23-25C track 28-30C

WEATHER Rain, air 17-21C track 20-23C

SEASON STATS

DRIVERS' CHAMPIONSHIP	PTS	BEST FINISH	BEST QUAL
1 Verstappen	295	1	1
2 Norris	225	1	1
3 Leclerc	192	1	1
4 Piastri	179	1	2
5 Sainz	172	1	2
6 Hamilton	154	1	2
7 Perez	139	2	2
8 Russell	122	1	1
9 Alonso	50	5	3
10 Stroll	24	6	8
11 Hulkenberg	22	6	6
12 Tsunoda	22	7	7
13 Ricciardo	12	8	5
14 Gasly	8	9	7
15 Bearman	6	7	11
16 Magnussen	5	8	12
17 Ocon	5	9	9
18 Albon	4	9	9
19 Zhou	0	11	14
20 Sargeant	0	11	12
21 Bottas	0	13	10

CONSTRUCTORS' CHAMPIONSHIP

CONSTRUCTORS' CHAMPIONSHIP	PTS
1 Red Bull	434
2 McLaren	404
3 Ferrari	370
4 Mercedes	276
5 Aston Martin	74
6 RB	34
7 Haas	27
8 Alpine	13
9 Williams	4
10 Sauber	0

QUALIFYING BATTLE

Verstappen	15	0	Perez
Hamilton	4	11	Russell
Leclerc	9	5	Sainz
Leclerc	1	0	Bearman
Norris	12	3	Piastri
Alonso	10	5	Stroll
Gasly	5	8	Ocon
Sargeant	0	13	Albon
Ricciardo	4	10	Tsunoda
Zhou	1	14	Bottas
Magnussen	2	11	Hulkenberg

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

WINS

Verstappen	7
Hamilton	2
Norris	2
Leclerc	1
Piastri	1
Russell	1
Sainz	1

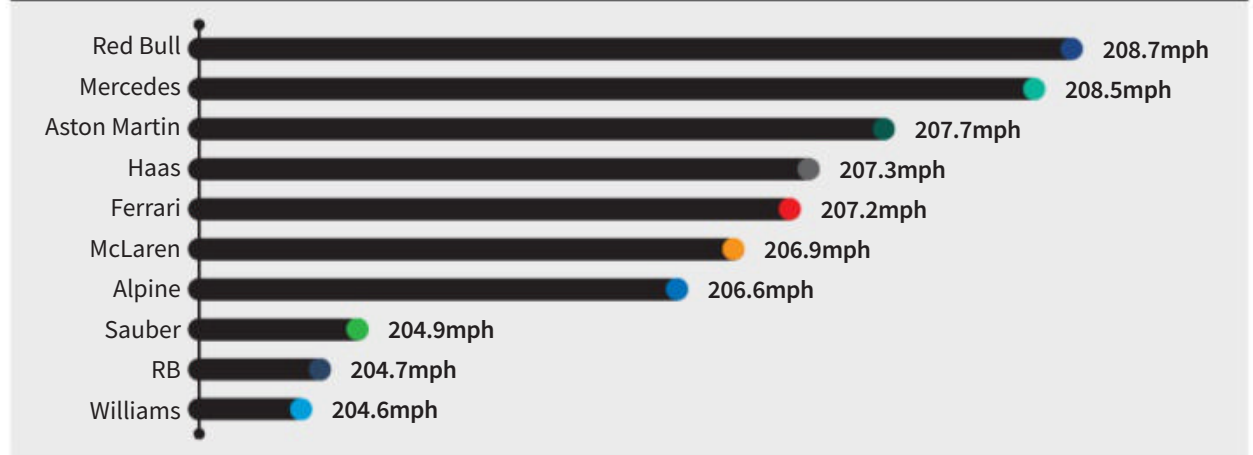
FASTEST LAPS

Alonso	2
Hamilton	2
Leclerc	2
Norris	2
Russell	2
Verstappen	2
Perez	1
Piastri	1
Sainz	1

POLE POSITIONS

Verstappen	8
Norris	3
Leclerc	2
Russell	2

SPEED TRAP (QUALIFYING)



QUALIFYING 1

POS	DRIVER	TIME
1	Perez	1m11.006s
2	Russell	1m11.049s
3	Sainz	1m11.327s
4	Leclerc	1m11.370s
5	Hamilton	1m11.375s
6	Norris	1m11.377s
7	Verstappen	1m11.393s
8	Alonso	1m11.493s
9	Albon	1m11.503s
10	Stroll	1m11.518s
11	Piastri	1m11.541s
12	Tsunoda	1m11.603s
13	Magnussen	1m11.630s
14	Gasly	1m11.718s
15	Hulkenberg	1m11.832s
16	Ricciardo	1m11.943s
17	Ocon	1m11.995s
18	Bottas	1m12.168s
19	Zhou	1m13.261s
20	Sargeant	no time

QUALIFYING 2

POS	DRIVER	TIME
1	Norris	1m10.496s
2	Piastri	1m10.505s
3	Russell	1m10.552s
4	Stroll	1m10.661s
5	Perez	1m10.678s
6	Leclerc	1m10.689s
7	Albon	1m10.768s
8	Verstappen	1m10.811s
9	Gasly	1m10.815s
10	Alonso	1m10.845s
11	Sainz	1m10.914s
12	Hamilton	1m10.948s
13	Tsunoda	1m10.955s
14	Hulkenberg	1m11.215s
15	Magnussen	1m11.295s

QUALIFYING 3

POS	DRIVER	TIME
1	Norris	1m09.673s
2	Verstappen	1m10.029s
3	Piastri	1m10.172s
4	Russell	1m10.244s
5	Perez	1m10.416s
6	Leclerc	1m10.582s
7	Alonso	1m10.633s
8	Stroll	1m10.857s
9	Gasly	1m10.977s
DQ	Albon	1m10.653s

WEATHER Overcast, air 24-25C track 26-28C



STARTING GRID

10 Sainz #55 1m10.914s
 9 Gasly #10 1m10.977s
 8 Stroll #18 1m10.857s
 7 Alonso #14 1m10.633s
 6 Leclerc #16 1m10.582s
 5 Perez #11 1m10.416s
 4 Russell #63 1m10.244s
 3 Piastri #81 1m10.172s
 2 Verstappen #1 1m10.029s
 1 Norris #4 1m09.673s

RESULTS ROUND 15/24 (72 LAPS - 190.50 MILES)

POS	DRIVER	TEAM	FINISHTIME	LED	TYRES
1	Lando Norris (GBR)	McLaren-Mercedes	1h30m45.519s	51	Mn, Hn
2	Max Verstappen (NLD)	Red Bull-Honda RBPT	+22.896s	17	Mn, Hn
3	Charles Leclerc (MCO)	Ferrari	+25.439s		Mn, Hn
4	Oscar Piastri (AUS)	McLaren-Mercedes	+27.337s	4	Mn, Hn
5	Carlos Sainz (ESP)	Ferrari	+32.137s		Mn, Hn
6	Sergio Perez (MEX)	Red Bull-Honda RBPT	+39.542s		Mn, Hn
7	George Russell (GBR)	Mercedes	+44.617s		Mn, Hn, Su
8	Lewis Hamilton (GBR)	Mercedes	+49.599s		Sn, Hn, Sn
9	Pierre Gasly (FRA)	Alpine-Renault	-1 lap/+8.604s		Mn, Hn
10	Fernando Alonso (ESP)	Aston Martin-Mercedes	-1 lap/+13.533s		Mn, Hn
11	Nico Hulkenberg (DEU)	Haas-Ferrari	-1 lap/+19.214s		Mn, Hn
12	Daniel Ricciardo (AUS)	RB-Honda RBPT	-1 lap/+21.067s		Mn, Hn
13	Lance Stroll (CAN)	Aston Martin-Mercedes	-1 lap/+25.712s		Mn, Hn
14	Alexander Albon (THA)	Williams-Mercedes	-1 lap/+40.711s		Mn, Hn, Mn
15	Esteban Ocon (FRA)	Alpine-Renault	-1 lap/+46.878s		Mn, Hn
16	Logan Sargeant (USA)	Williams-Mercedes	-1 lap/+1m04.539s		Mn, Hn
17	Yuki Tsunoda (JPN)	RB-Honda RBPT	-1 lap/+1m05.146s		Sn, Mn, Hn
18	Kevin Magnussen (DNK)	Haas-Ferrari	-1 lap/+1m05.707s		Hn, Mn
19	Valtteri Bottas (FIN)	Sauber-Ferrari	-2 laps/+3.248s		Sn, Hn, Mn
20	Zhou Guanyu (CHN)	Sauber-Ferrari	-2 laps/+36.019s		Mn, Hn, Sn

WEATHER Sunny, air 19C track 27-31C

WINNER'S AVERAGE SPEED 125.941mph FASTEST LAP AVERAGE SPEED 129.064mph.

FASTEST LAPS

POS	DRIVER	TIME	GAP	LAP
1	Norris	1m13.817s	-	72
2	Hamilton	1m13.878s	+0.061s	62
3	Russell	1m13.927s	+0.110s	57
4	Sainz	1m14.117s	+0.300s	40
5	Piastri	1m14.237s	+0.420s	36
6	Albon	1m14.434s	+0.617s	71
7	Leclerc	1m14.585s	+0.768s	62
8	Perez	1m14.587s	+0.770s	69
9	Verstappen	1m14.752s	+0.935s	30
10	Alonso	1m14.758s	+0.941s	34
11	Gasly	1m14.855s	+1.038s	54
12	Magnussen	1m14.954s	+1.137s	42
13	Ricciardo	1m15.222s	+1.405s	52
14	Stroll	1m15.255s	+1.438s	51
15	Ocon	1m15.390s	+1.573s	50
16	Sargeant	1m15.539s	+1.722s	26
17	Tsunoda	1m15.552s	+1.735s	16
18	Hulkenberg	1m15.657s	+1.840s	59
19	Zhou	1m15.724s	+1.907s	67
20	Bottas	1m15.822s	+2.005s	45

RACE BRIEFING

FP1
ROBERT SHWARTZMAN replaced **BOTTAS** at Sauber

GRID PENALTIES
HAMILTON three-place penalty for impeding Perez
ALBON excluded from qualifying - floor too wide
MAGNUSSEN required to start from the pitlane - car modified while under parc ferme conditions and additional power unit elements used

RACE PENALTIES
STROLL five-second penalty for speeding in the pitlane

108

Verstappen has scored 108 podiums in his 200 grands prix, a hit rate of 54%

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	
1 Norris	4	1	81	63	11	16	14	18	10	55	18	27	22	44	77	3	31	23	2	24	20
2 Verstappen	1	4	63	81	16	11	10	14	55	18	27	44	22	77	3	31	23	2	24	20	
3 Piastri	1	4	63	81	16	11	10	14	55	18	27	44	22	77	3	31	23	2	24	20	
4 Russell	1	4	63	81	16	11	10	14	55	18	27	44	22	77	3	31	23	2	24	20	
5 Perez	1	4	63	81	16	11	10	14	55	18	27	44	22	77	3	31	23	2	24	20	
6 Leclerc	1	4	63	81	16	11	10	14	55	18	27	44	22	77	3	31	23	2	24	20	
7 Alonso	1	4	63	81	16	11	10	14	55	18	27	44	22	77	3	31	23	2	24	20	
8 Stroll	1	4	63	81	16	11	10	14	55	18	27	44	22	77	3	31	23	2	24	20	
9 Gasly	1	4	63	81	16	11	10	14	55	18	27	44	22	77	3	31	23	2	24	20	
10 Sainz	1	4	63	81	16	11	10	14	55	18	27	44	22	77	3	31	23	2	24	20	
11 Tsunoda	1	4	63	81	16	11	10	14	55	18	27	44	22	77	3	31	23	2	24	20	
12 Hulkenberg	1	4	63	81	16	11	10	14	55	18	27	44	22	77	3	31	23	2	24	20	
13 Ricciardo	1	4	63	81	16	11	10	14	55	18	27	44	22	77	3	31	23	2	24	20	
14 Hamilton	1	4	63	81	16	11	10	14	55	18	27	44	22	77	3	31	23	2	24	20	
15 Ocon	1	4	63	81	16	11	10	14	55	18	27	44	22	77	3	31	23	2	24	20	
16 Bottas	1	4	63	81	16	11	10	14	55	18	27	44	22	77	3	31	23	2	24	20	
17 Zhou	1	4	63	81	16	11	10	14	55	18	27	44	22	77	3	31	23	2	24	20	
18 Sargeant	1	4	63	81	16	11	10	14	55	18	27	44	22	77	3	31	23	2	24	20	
19 Albon	1	4	63	81	16	11	10	14	55	18	27	44	22	77	3	31	23	2	24	20	
20 Magnussen	1	4	63	81	16	11	10	14	55	18	27	44	22	77	3	31	23	2	24	20	

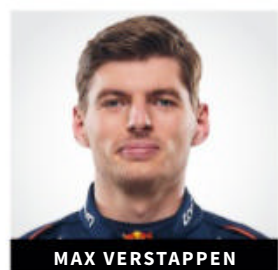
KEY: 1 Classification 1 Lap number 17 VSC lap 6 Starting grid
 24 Lapped 3 Pit entry 16 Overtook 27 Overtaken Retirement

DUTCH GP DRIVER RATINGS

Race-winner Norris misses out on a perfect score thanks to his fluffed start, while Leclerc shines after defying expectations to make the podium

JAKE BOXALL-LEGGE

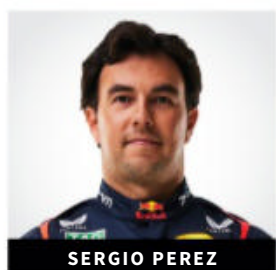
RED BULL



MAX VERSTAPPEN

Started **2nd** — Result **2nd**

8 On the receiving end of his usual hallmarks of dominance. Outqualified by Norris but returned the favour into Turn 1 to lead opening part of the race. Couldn't shake off Norris after struggling with balance, and could eventually offer little defence against the McLaren.



SERGIO PEREZ

Started **5th** — Result **6th**

6 Performed more in line with expectations, with almost 0.4s deficit to Verstappen in qualifying. Passed by Leclerc at start and couldn't keep hold of the Ferrari driver during opening phase. Defended well initially from Sainz, yet was unable to keep him at bay. Moved up a place when Russell pitted.

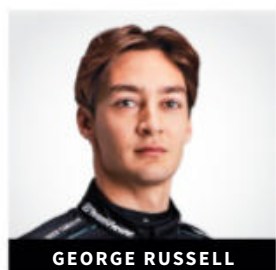
MERCEDES



LEWIS HAMILTON

Started **14th** — Result **8th**

6 Q2 elimination a surprise, and loses another point for grid drop for impeding Perez. Impressive tyre management on opening soft stint offered track position, and put together a string of overtakes in hard-tyre phase. Reckoned he had top-five pace without qualifying woes.



GEORGE RUSSELL

Started **4th** — Result **7th**

7 Qualifying was solid and made a good start to overlap Piastri, but later outfoxed by Leclerc's strategy. Decision to do two stops cost a position, which he was unable to recover with length of soft stint. Regardless, did well despite Mercedes' baffling lack of Sunday speed.

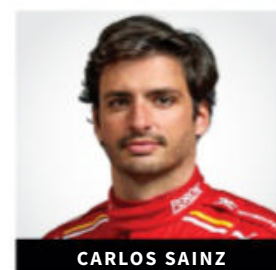
FERRARI



CHARLES LECLERC

Started **6th** — Result **3rd**

9 Reckoned podium was a miracle. Made up a place at start, and loaded pressure on Piastri despite clear car difference. Made strategy work to undercut Russell and Piastri, and expended battery charge at right times to defend from the threat. Deserves commendation for his efforts.

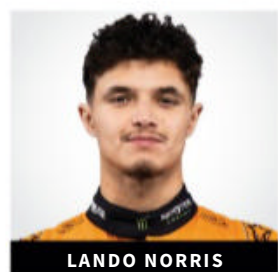


CARLOS SAINZ

Started **10th** — Result **5th**

7 Loses mark for dropping out in Q2, but swashbuckling start helped by Ferrari's unexpected strong race pace. Cleared Alonso and Gasly and set about closing Perez down, helped by the Mexican's slower pitstop. Maintained pressure to make an assertive pass for fifth.

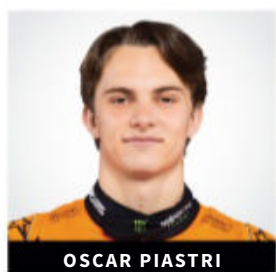
McLAREN



LANDO NORRIS

Started **1st** — Result **1st**

9 Summed it up best himself: not a perfect race, because of wheelspin at the start. Searing qualifying lap demonstrated his and McLaren's pace, and move on Verstappen in the race was well-timed, leading to plenty of margin ahead of sole pitstop. Winning gap was a very clear statement.



OSCAR PIASTR

Started **3rd** — Result **4th**

6 Qualified solidly. Lost a place at start to Russell, and didn't fight back too hard to eke out tyres. Overcut cost track position, but used offset to overcome the Mercedes and start to attack Leclerc. Assault stalled out as Ferrari driver absorbed the pressure, and settled for fourth.

ASTON MARTIN



FERNANDO ALONSO

Started **7th** — Result **10th**

6 Reckoned a point was better than expected, but race paled in comparison to decent qualifying. Long medium stint worthy of plaudits, but that forced him into using tyre offset to overcome track position disadvantage. Clinched final point with move on long-stinting Hulkenberg.

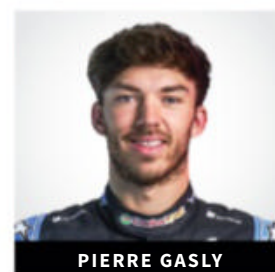


LANCE STROLL

Started **8th** — Result **13th**

4 Did well to line up eighth, but fell out of points when Hamilton came by and never found his way back in. Gasly and Sainz had moved past early on, and both of Stroll's stints were slower than Alonso's despite getting undercut assistance. Copped a five-second penalty for speeding in pitlane.

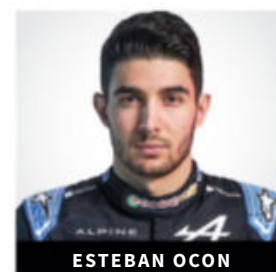
ALPINE



PIERRE GASLY

Started **9th** — Result **9th**

8 Thought his around-the-outside pass at first corner on the Aston Martins made his race. Was able to put together a strong performance to ensure Alpine claimed valuable points. Moves on midfield runners ensured points were on the cards, and Hulkenberg pass doubled his fun.



ESTEBAN OCON

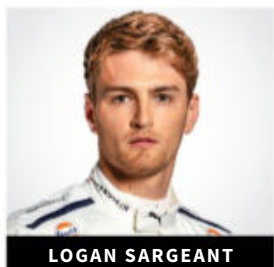
Started **15th** — Result **15th**

4 Outperformed significantly by Gasly across the weekend; dumped out in Q1 with a quarter-second gap to his team-mate, and then never really got going in the race. Lost ground at the start to Bottas, stayed in midfield back, and got passed by Albon with three laps remaining.



FERRARO/MOTORSPORT IMAGES

WILLIAMS



LOGAN SARGEANT

Started **18th** – Result **16th**

3 That his chassis survived his car being smeared across the wall in FP3 and subsequent fire was a minor miracle. Couldn't drive in qualifying as repairs were ongoing, although Williams ensured his car was race ready. Kept it clean during the GP, but not particularly fast at any stage.

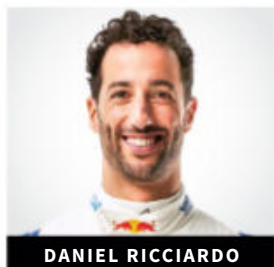


ALEX ALBON

Started **19th** – Result **14th**

6 Not his fault his floor was deemed microns too wide for FIA's scanners, as eighth in qualifying had been stellar. Starting from the back forced strategy rethink, and early stop gave him little to work with. Briefly got into top 10, but that was the zenith and he needed a second stop.

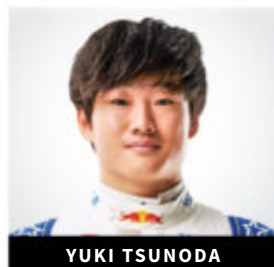
RB



DANIEL RICCIARDO

Started **13th** – Result **12th**

5 Happy with his Sunday despite lack of points, as RB appeared to struggle. Outqualified by Tsunoda and lost two further places at start to soft-tyres-shod Hamilton and Bottas, but stabilised. Felt he needed "bigger changes" between tyre sets, but nonetheless pressured Stroll by the end.

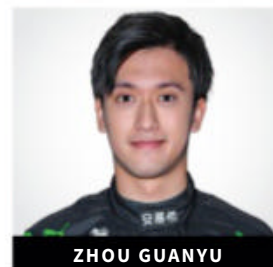


YUKI TSUNODA

Started **11th** – Result **17th**

5 Was unsure what caused slow start, and spent early laps fighting with those on the cusp of the points but couldn't make early ground on soft tyre. Two-stopper proved to be wrong strategy, and felt entire race was spent in dirty air. With tools he had, probably performed as expected.

SAUBER



ZHOU GUANYU

Started **17th** – Result **20th**

4 See Bottas, but worse. Suffered with under-performing car, but was just slower than his team-mate all weekend. Failed to put a proper lap together in qualifying, and was easily brushed aside by Williams duo at the start. Spent rest of the race propping up the field, 33 seconds adrift of his team-mate.



VALTTERI BOTTAS

Started **16th** – Result **19th**

5 Probably seems generous given he finished 19th, but noted it was Sauber's weakest weekend of season. Banking caused team to run at compromised ride heights, and wind exacerbated the problem. Started well and stayed in the mix in early stages, before sliding to the back after stopping.

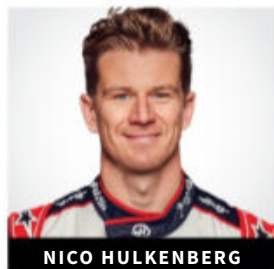
HAAS



KEVIN MAGNUSSEN

Started **20th** – Result **18th**

5 Engine penalties forced pitlane start, prompting long run on the hard tyre to open his race as something of a gamble on a safety car. Effectively used as a buffer to help Hulkenberg once again, but was soon overwhelmed by a mass of cars behind and came in at the end of lap 40.

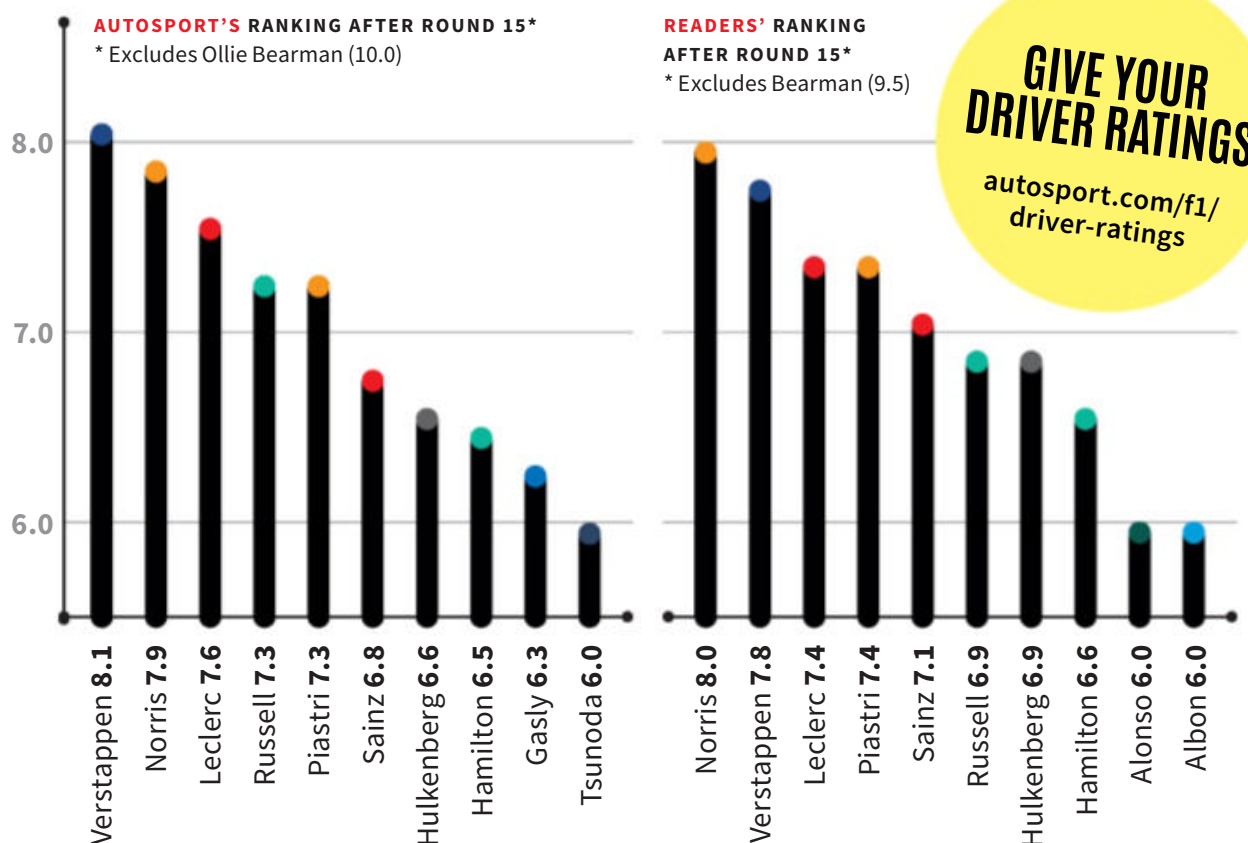


NICO HULKENBERG

Started **12th** – Result **11th**

6 Although braking issues plagued him during practice, he broke into Q2 and made a place on Tsunoda early doors. Defended well against Hamilton, and early stop later offered track position. Long stint on hards almost paid off, but couldn't resist Gasly and Alonso on fresher rubber.

TOP 10 AVERAGE RATINGS



TURNING PASSION INTO PERFORMANCE



Motorsport is in our DNA. That's why we put all our passion into researching and developing the most advanced braking systems so we can help those who rely on us be successful too. The same passion and dedication run through everything we do, because innovation is always a race. There is no finish line.

TURNING ENERGY
INTO INSPIRATION



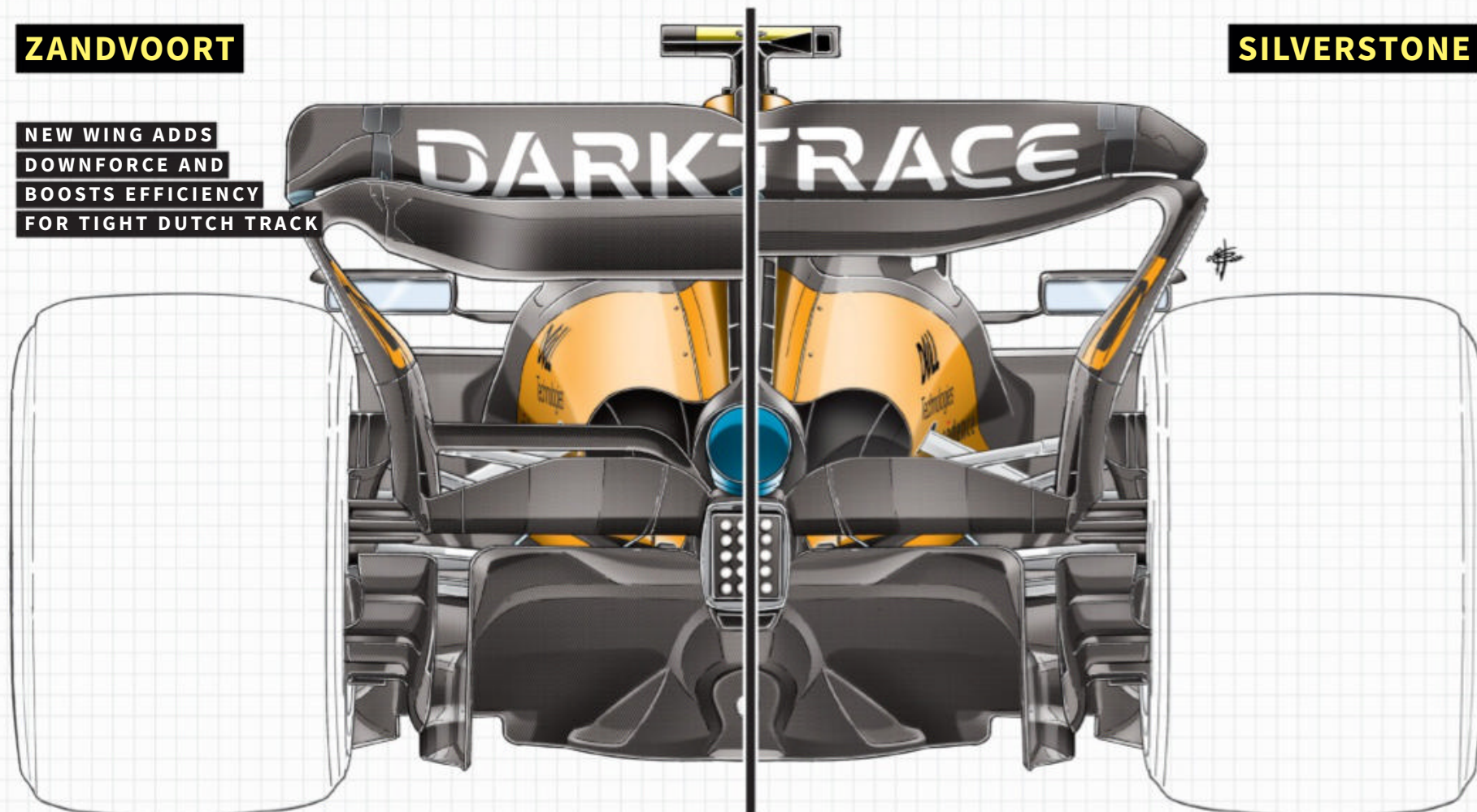
DRAWING BOARD

GIORGIO PIOLA

ZANDVOORT

SILVERSTONE

NEW WING ADDS DOWNFORCE AND BOOSTS EFFICIENCY FOR TIGHT DUTCH TRACK



REAR WING KEEPS McLAREN FLYING

After May's Miami Grand Prix, McLaren had introduced few upgrades to its MCL38 over the following races, instead choosing to invest its aerodynamic testing allowance on parts for the second half of the season. This came to bear after the summer break; it introduced a larger package for the Dutch round to continue its offensive against Red Bull in the championship.

A new rear wing was taken to the Netherlands in an effort to bolster the downforce around the tight, technical

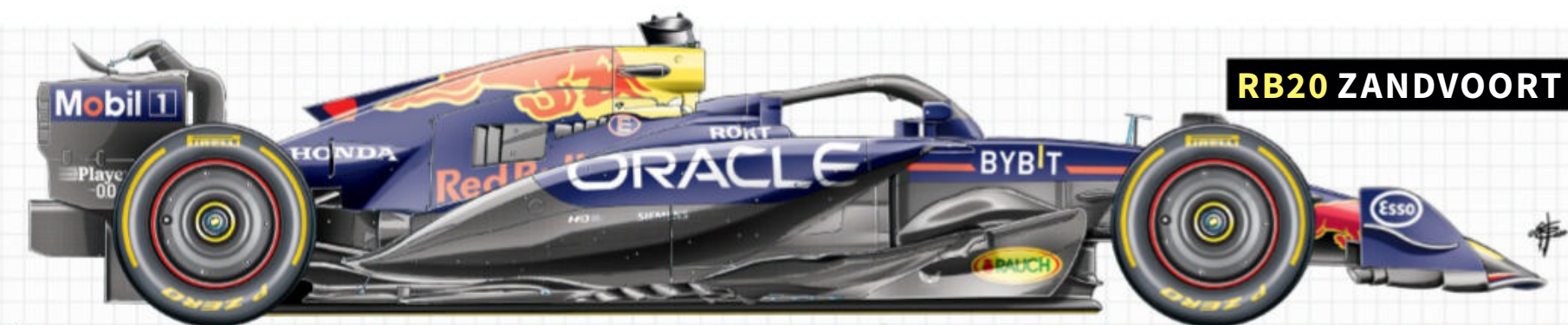
Zandvoort layout. The upper element is more squared off at the tips, and features a longer chord length overall versus the example shown at Silverstone. Below this, the mainplane has a deeper camber to introduce further downforce generation.

McLaren says that this wing satisfies the "higher isochronal" nature of the circuit – in other words, meaning that the efficiency of the wing is greater. This is calculated by increasing the coefficient of downforce by a greater factor

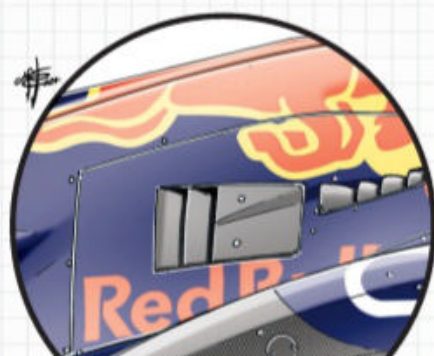
compared to the drag coefficient.

Below this, the beam wing has a second, short-chord element that increases the downforce slightly more without too much being added to it in terms of drag. Technical chief Rob Marshall stated that the upgrade targeted "general efficiency gains: aerodynamic efficiency and a few things to try and help the way the car feels to the driver as well. A bit more downforce tends to fix everything."

JAKE BOXALL-LEGGE



RB20 ZANDVOORT



LARGER LOUVRES PART OF 'CANNON'-FREE BODYWORK

RED BULL REFLECTIVE WITH NEW MIRRORS AND MORE

As it had at the Hungarian GP in July, Red Bull ran throughout the weekend with the bodywork that removes the engine cover 'cannon' outlets from the car. Although there were questions raised by the design after the Hungaroring race, the team saw fit to revisit the design that it had initially developed to

improve the cooling performance for the circuits that required it. The engine cover flares out at the location of the Honda logo, and the cover itself has larger louvres compared to the standard design.

There were some changes, particularly around the cockpit area. The inlets either side of the

headrest have been altered to accommodate the vertical strake next to the halo mounting, along with revised mirrors to improve airflow over the top of the sidepod. These were minor changes in an effort to help tweak how the RB20 fares aerodynamically.

JAKE BOXALL-LEGGE

Spiers scored a remarkable win over the mid-engined F1 cars in the wet with his 250F

SILVERSTONE FESTIVAL

Stars shine despite the Silverstone gloom

Surprise results, close finishes and fantastic cars won out in the face of the worst the British 'summer' weather could throw at the historic grand prix track

DAMIEN SMITH

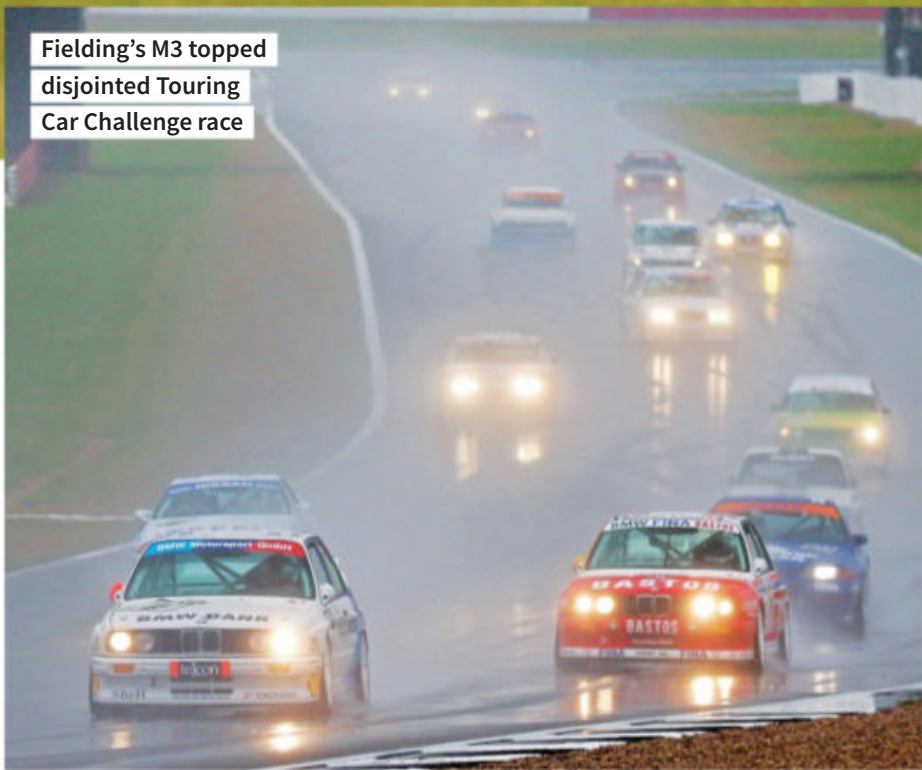
PHOTOGRAPHY JEP/SILVERSTONE FESTIVAL

A tale of two race meetings. That was the sense at the 2024 edition of the Silverstone Festival as good old British summertime weather at first played havoc, then bequeathed its favour to allow the world's biggest monster of a historic race meet to end in triumph. The 180-degree turnaround in mood and emotion befitted the life-affirming tone set by the magnificent Ayrton Senna collection of the great Brazilian's associated racing cars displayed with care and pride in the paddock behind The Wing.

Following dry qualifying on Friday, the weather really couldn't have been much worse as the Festival's opening race day barely dawned in a thick murk. The 9am start time for the Formula Junior opener came and went, the 1960s single-seaters then retreating from the National paddock assembly area. The much-anticipated Formula 2 Classic Interseries field didn't even get that far. A plan was hatched for the F3 Classic Interseries to break the monotony

instead, but still the heavens opened and back they went – before the intrepid MRL Touring Car Challenge grid lined up. Finally, just after 1030am, racing began. But not for long.

Two safety car interruptions and an eventual red flag frustrated the tin-top racers, with only a handful of the 10 laps on the board run under green flag conditions. Julian Thomas had led the way from pole position in his Kaliber Ford Sierra Cosworth RS500, only to spin under pressure from Paul Mensley on lap two. The mandatory pitstops played out between the safety car interludes, after which Darren Fielding's Schnitzer-liveried BMW E30 M3 was left out front from 11th on the grid. He was then proclaimed the winner. "You need a little bit of luck in racing and I'll take it," he grinned. Ric Wood, who had similarly served his stop at the optimal time, was frustrated to miss out on a crack at beating Fielding in his Nissan Skyline GT-R, while David Tomlin was first of the RS500s to complete the overall podium.



Fielding's M3 topped disjointed Touring Car Challenge race



One of Greensall's many outstanding drives came in Lister-Jaguar

MRL's Royal Automobile Club Woodcote and Stirling Moss Trophy for 1950s sportscars stepped up next, but conditions were little better – and worsened during the race to again force an early (literal) bath. Modern-day sportscar racer Johnny Mowlem had claimed pole position in an ex-Graham Hill Lotus 15, but partner Bonamy Grimes lost out to John Spiers' Lister Knobbly at the start, then by Copse Nigel Greensall had blasted by both in a Lister Costin. The plan was for Greensall and Spiers to pit at the same time and switch cars, but in the murk Spiers missed his pitboard – so Greensall pressed on to run solo in the Costin. He was challenged by Roger Wills and David Hart in Lotus 15 and Lister Costin respectively, but following an evitable safety car interlude began to edge away – only for Wills to come back at him as conditions worsened again. Frustratingly, that stopped the race with seven minutes left, just as it began to look interesting. Wills lost second place to a time penalty, having been judged

“Frustratingly, rain stopped the race with seven minutes left, just as Wills came back at Greensall”

to have passed Hart under the safety car.

These stop-start affairs summed up much of a messy Saturday. A renewed attempt to run the Formula Junior opener lasted all but five minutes before it was called off – without a final result being declared. And that was it for Saturday morning.

Happily, the afternoon races rolled out more or less to plan as conditions improved to the point of an almost sun-kissed evening – although the track surface remained challenging for much of the time. No wonder there was trepidation when the >>



LMP1 OAK-
Pescarolo won both
impressive Masters
Endurance Legends
encounters

Masters Racing Legends field for 1966-85 Formula 1 cars emerged for the first race of the afternoon. But finally, we had a cracker – at least between the top two, who were a class apart.

Matthew Wrigley’s pole-winning Tyrrell 011 led away, but at Village Stuart Hall’s Rothmans March 821 went past, the ex-Aston Martin works GT driver pulling a great and committed move. “I knew I had probably only one chance, at the start,” he said. The pair then drove away in a race of their own, Wrigley coming back at the end and finishing just 0.356 seconds down – more than half a minute ahead of next-best Jamie Constable in Tyrrell 011B.

Next up, the F1 generations wound back for the Historic Grand Prix Cars Association pre-1966 thrash – and surely the drive of the day. A front-engined Maserati 250F isn’t supposed to win these races, but in the model’s 70th anniversary year that’s what Spiers

– at an age another three years older and from 13th on the grid – pulled off to general amazement. Admittedly, he was helped by Will Nuthall’s Cooper T53 letting him down from a commanding lead for the second year in succession, with coil failure. Then Charlie Martin lost his T53 at Village, forcing Sam Wilson in Lotus 18 into avoiding action. That gifted Spiers, already in the fight, the lead – but then he fully earned his win. Wilson came back at him and the pair were side by side through Stowe for the final time. Spiers “left him room and then we got there”.

The GT Masters Trophy changed the tone to something far more modern. But it clanged to a dissonant one in a truly messy affair that was hard to follow, as chaotic safety car interruptions spoiled the race. Jon Minshaw was proclaimed the winner in his BMW Z4 GT3, 20s up the road from Nick Maton’s Lamborghini Gallardo GT3.



Minshaw’s BMW Z4 –
not yet in its teens –
took GT Trophy...



...while BRDC 500-winning
Frazer Nash Super Sports
is in its 10th decade!



Smith ran away from the F3 field in his March 783



Hall and Wrigley were the class of the F1 pack and each scored a win

In contrast, the Masters Endurance Legends thrash for modern-era sports-prototypes was excellent. The Gulf-liveried OAK-Pescarolo LMP1 of Timothy and Harindra de Silva was an early spin casualty having started from pole, with Steve Brooks forced to take avoiding action in his second-generation turbodiesel Peugeot 908. Then Werner D'Ansembourg, in another OAK-Pescarolo, picked off the ex-Nigel Mansell Ginetta of Keith Freiser to claim a decisive lead, with son Christophe taking over to secure a cherished family victory. But they were forced to sweat for it, as Brooks came back into the fray.

He stormed between both the Pescarolo and Max Lynn's BR01 at Stowe – only to then drop back again with a grassy moment out of Copse. Stuart Wiltshire's similar 908 eventually finished second, just 4.744s down, with Shaun Lynn's BR01 completing the podium. But most eyes in those final laps were trained on Dane Mikkel Mac, who had taken over the 'Red Five' Ginetta from Freiser and set a series of fastest laps – leaving a final impressive mark of 1m57.514s, far quicker than anyone else – to finish fourth.

Relief swept over Silverstone as the final race day dawned bright and sunny, and the Formula Juniors were let off the leash first thing. Michael O'Brien completed what he'd threatened in the abandoned Saturday race by dominating the giant entry in his Lotus 27. But Horatio Fitz-Simon was feeling "cursed" for the second year running, despite rising from eighth following a snapped throttle cable in qualifying to finish second. His yellow Brabham BT6 had passed Callum Grant's Merlyn before it tripped over in traffic.

Andy Smith laid the groundwork for a potential F3 and F2 double as the stunning fields of 1970s single-seaters swept away the misery of the missed Saturday races. Smith's March 783 was more than 20 seconds up the road from Dominik Jackson's Lola in the F3 thrash, but the fading fuel pressure that dogged his 782

in qualifying robbed him of an equally comfortable F2 triumph. Alex Kapadia in older March 762 was grateful for the gift, having passed poleman Matthew Watts' March 772 at Brooklands early on.

Chris Ward revelled in a dominant pre-war debut, sharing Patrick Blakeney-Edwards' Frazer Nash Super Sports in the BRDC 500 celebration for the Festival's oldest cars. But the race was cut short when James Morley's Bentley gave him a fright by snapping a half-shaft, his left-rear wheel departing. Ross Keeling's Delahaye 135 also left an unhelpful trail of oil when a feed pipe split.

Ward then completed a Sunday morning double, sharing victory with Gregor Fisker in the Scot's 'Junkyard Dog' Shelby Cobra in the RAC Historic Tourist Trophy for pre-63 GTs. Ward cooked his rear tyres in a superb tail-wagging all-Cobra duel with Greensall,

“Starting ninth and eighth respectively, Hall and Wrigley sliced their way to the front”

who'd taken over Spiers' version that was only deemed eligible for 'invitation' class status. But having taken the lead as Ward ran wide at Stowe, Greensall was thwarted by falling fuel pressure with four minutes left. Richard Cook's Cobra picked off John Pearson's Jaguar E-type, started by brother Gary, for second on the last lap.

The Masters F1 cars returned for a partially reversed-grid second bash to open the Sunday afternoon festivities. Starting ninth and eighth respectively, Hall and Wrigley sliced their way to the front. But Hall's ambitions were frustrated, the March driver >>

seemingly aggrieved by leader Christophe d'Ansembourg's legitimate defence at Stowe – especially as Wrigley took full advantage of his checked momentum to slip past his rival at Vale. The Tyrrell then took d'Ansembourg's Williams at Village on the next lap for the lead. Hall made it to second before half-distance and traded fastest laps with the leader, but the win was out of his grasp, Wrigley dedicating his victory to late father Mike.

The d'Ansembourg father-and-son duo then completed a Masters Endurance double in their Pescarolo, Wiltshire once again rising to second – just half a second short and frustrated by traffic in his Peugeot. Wiltshire's mood must have darkened further when he was later docked 30s for speeding under full course yellows, promoting Hugo Cook's Lola B12/80.

“That's the best fun I've ever had. I tried everything, I got alongside him, but Olivier is good”

Spiers had no hope of repeating his front-engined victory antics in the second leg of the HGPCA pre-1966 F1 affair. His Maserati 250F was swamped from pole position by assorted Coopers and Lotuses. Fuelled by the “frustrations of yesterday”, Nuthall coolly went to work in his lowline T53. Starting 39th out of 42, he passed a mere 23 cars on the opening lap and relieved Charlie Martin's smoking Cooper of the lead on the outside of Chapel on lap eight of nine. Martin graciously gave Nuthall full credit for a remarkable display of controlled fury. Senna would have approved.

A mammoth grid of 53 pre-1966 saloons lined up for the penultimate thrash of the Festival, but Sam Tordoff's magenta Ford Falcon was a class apart. Greensall shadowed him for the first stint, but the Mustang faded to fourth in Spiers' hands. Thomas rose from eighth on the grid to finish runner-up, ahead of the Alex Brundle-built Mustang driven by historic racing debutant Jann Mardenborough and Jimmy Broadbent.

Nearly there, just one to go. But this epic meeting had somehow saved its best to last as the International Trophy for Classic pre-1966 GTs served up one of the best one-on-one duels anyone hardy enough to stick around to the very end will ever likely witness. No exaggeration. Early on, the prolific Greensall was



Hart ended the weekend with fantastic victory in the pre-1966 GT race

again out front, this time in Spiers' TVR Griffith. But the final 20 minutes, once the pitstops had cycled through, were all about a pair of blaring Shelby American Cobra Daytonas – and what a spectacle they put up.

Thomas had the bit between his teeth for the finale as his dark blue Cobra poised over the green version driven by Ferrari 512 hero (see panel) Olivier Hart. The duel began – and it only ended with the chequered flag. They'd probably still be at it now if allowed. The two Cobras slithered on the limit from corner to corner never more than a few feet apart, in a balletic display of hard but fair racing – without costly contact. It was mesmerising, Hart putting up a defensive masterclass in a rare duel that was genuinely matched to perfection. Both were ecstatic at the finish, as Hart just about won by an arm's length. “That's the best fun I've ever had,” said an emotional Thomas, who didn't seem to mind finishing second. “I tried everything, I got alongside him, but Olivier is so good. He just placed his car so well. That was gentleman driving.” It was, in the very best sense. The wretched moments of Saturday despondency had been fully exorcised. ✨

[P36 FESTIVAL IN PICS](#)



Nuthall charged from 39th to pass Martin (59) on the penultimate lap

HART TO HART IN GLORIOUS FERRARI 512



The Masters Sports Car Legends field racing into sunset on Saturday night stole the show at the Festival last year – and after a difficult and rainy day this time, the race again defied the earlier gloom to somehow repeat the trick. And just like last time, a pair of glorious Ferrari 512Ms were at the heart of the action.

The track was still damp as the Saturday finale began, but it was dry by the finish at 7pm amid a calming orange glow. Little else was serene.

The sight of David Hart in red 512M versus Alex Ames in a yellow one duelling over the opening laps rewarded the hardy who had stuck it out to the end of the day. On lap two, a move that started on the Wellington Straight finished at Copse as Ames asserted himself, before a brief safety car interruption. Once they were racing again, Hart was back through with a good move at the Loop. Now Alex Brundle – winner last year in a 512, this time in Lola T70 – got in on the act, shooting past both to hit the front.

There was another interruption, but Full Course Yellows are so much quicker and less intrusive than the blight of safety cars, after which both Ferraris pitted together. Brundle followed two laps later. Now, once he'd cycled back through to the lead, he faced a serious race on his hands. Olivier Hart was in the red 512 for father David, and got his head down. The gap reduced quickly and Brundle bowed to the inevitable, when Hart Jr pulled a forceful move on the way into Maggotts, of all places.

There was more. Brundle's Lola had been in the wars with Goncalo Gomes's Lola T296 at Club at the end of the first lap, and now found himself tracked by the same car in the hands of James Claridge. Through Club again, this time on the dash to the flag, Claridge made a thrust and was alongside, the Lolos making contact as they crossed the finish line while lapping a Can-Am McLaren. Claridge got the nod, by a scant 0.048s, from a lightly ruffled Brundle.

SILVERSTONE FESTIVAL RESULTS

ADRIAN FLUX TROPHY FOR MRL HISTORIC TOURING CAR CHALLENGE (10 LAPS) **1 Darren Fielding (BMW E30 M3)**; 2 Ric Wood (Nissan Skyline GT-R) +27.527s; 3 David Tomlin (Ford Sierra Cosworth RS500); 4 Paul Mensley/Michael Lyons (RS500); 5 Mike Manning (RS500); 6 Howard Spooner (BMW 635i). **Fastest lap** Julian Thomas (RS500) 2m32.972s (85.64mph). **Pole** Thomas. **Starters** 48.

RACWOODCOTE TROPHY/STIRLING MOS TROPHY (12 LAPS) **1 Nigel Greensall (Lister-Jaguar Costin)**; 2 David Hart (Lister-Jaguar Costin) +15.343s; 3 Roger Wills (Lotus 15); 4 John Spiers (Lister-Jaguar Knobbly); 5 Bonamy Grimes/Johnny Mowlem (Lotus 15); 6 Lukas Halusa/Alex Ames (Jaguar D-type). **Woodcote winners** Halusa/Ames. **FL** Greensall 2m51.520s (76.38mph). **P** Mowlem. **S** 39.

MASTERS RACING LEGENDS (F1 1966-85) (8 LAPS) **1 Stuart Hall (March 821)**; 2 Matthew Wrigley (Tyrrell 011) +0.365s; 3 Jamie Constable (Tyrrell 011B); 4 Simon Fish (Arrows A4); 5 Werner d'Ansembourg (Brabham BT49); 6 Lukas Halusa (Williams FW08). **FL** Wrigley 2m13.501s (98.13mph). **P** Wrigley. **S** 26.
RACE 2 (11 LAPS) **1 Wrigley**; 2 Hall +1.299s; 3 Mike Cantillon (Williams FW07C); 4 Christophe d'Ansembourg (FW07C); 5 Steve Hartley (McLaren MP4/1); 6 Halusa. **FL** Wrigley 1m51.460s (117.54mph). **P** C d'Ansembourg. **S** 28.

HGPCA PRE-1966 GRAND PRIX CARS (6 LAPS) **1 John Spiers (Maserati 250F)**; 2 Sam Wilson (Lotus 18) +0.380s; 3 Charlie Martin (Cooper T53); 4 Rod Jolley (T53); 5 Tim Child (Brabham BT3/4); 6 Geraint Owen (Kurtis 500C). **Front-engined winner** Spiers. **FL** Will Nuthall (T53) 2m50.762s (76.72mph). **P** Nuthall. **S** 40.
RACE 2 (9 LAPS) **1 Nuthall**; 2 Martin +2.101s; 3 Child; 4 Jolley; 5 Rudi Friedrichs (T53); 6 Nick Fennell (Lotus 25). **Front-engined winner** Owen. **FL** Nuthall 2m18.025s (94.92mph). **P** Spiers. **S** 42.

MASTERS GT TROPHY (14 LAPS) **1 Jon Minshaw (BMW Z4 GT3)**; 2 Nick Maton (Lamborghini Gallardo GT3) +20.357s; 3 Bonamy Grimes/Johnny Mowlem (Ferrari 458 Challenge); 4 Ray Harris (Ginetta G55); 5 Richard Cook (Z4 GT3); 6 Lawrence Tomlinson/Freddie Tomlinson (Ginetta G56 GT4). **FL** Adam Smalley (Porsche 911 GT3 Cup). **P** Aaron Scott (Lamborghini Huracan Super Trofeo Evo). **S** 45.

MASTERS ENDURANCE LEGENDS (18 LAPS) **1 Christophe d'Ansembourg/Werner d'Ansembourg (OAK-Pescarolo 01)**; 2 Stuart Wiltshire (Peugeot 908) +4.744s; 3 Shaun Lynn (BR Engineering BR01); 4 Keith Frieser/Mikkel Mac (Ginetta-Zytek 09S); 5 Maxwell Lynn (BR01); 6 Yutaka Toriba/Alfie Briggs (BR01). **GT winner** Cor Euser (Marcos LM600 Evo). **FL** Mac 1m57.514s (111.49mph). **P** Tim de Silva (OAK-Pescarolo 01). **S** 34.
RACE 2 (13 LAPS) **1 C d'Ansembourg/W d'Ansembourg**; 2 Hugo Cook (Lola B12/80) +22.657s; 3 Wiltshire; 4 Steve Tandy (Lola-Judd B12/60); 5 Gregor Fisker (Dallara-Judd SP1); 6 Frieser/Mac. **GT Euser**. **FL** de Silva 1m45.196s (124.54mph). **P** C d'Ansembourg/W d'Ansembourg. **S** 31.

HISTORIC FORMULA JUNIOR (9 LAPS)

1 Michael O'Brien (Lotus 27); 2 Horatio Fitz-Simon (Brabham BT6) +6.978s; 3 Sam Wilson (Cooper T59); 4 Alex Ames (BT6); 5 Andrew Hibberd (Lotus 22); 6 Tim de Silva (Brabham BT2). **Front-engined winner** Ray Mallock (U2 Mk2). **FL** O'Brien 2m17.515s (95.27mph). **P** Ames. **S** 50.

F3 CLASSIC INTERSERIES (12 LAPS) **1 Andy Smith (March 783)**; 2 Dominik Jackson (Lola-Toyota T670) +21.319s; 3 Eric Martin (Martini MK39); 4 Pascal Gerbout (Ralt RT1); 5 Simon Jackson (Chevron B43); 6 Frederic Lajoux (March 793). **FL** Smith 2m06.001s (103.98mph). **P** Smith. **S** 25.

F2 CLASSIC INTERSERIES (13 LAPS) **1 Alex Kapadia (March 762)**; 2 Matthew Watts (March 772) +9.482s; 3 Mark Charteris (March 782); 4 Dean Forward (Surtees TS10); 5 David Tomlin (Rondel Motul M1); 6 Graham Ridgway (March 742). **FL** Andy Smith (March 782) 1m57.732s (111.28mph). **P** Watts. **S** 24.

BRDC 500 FOR MRL PRE-WAR SPORTS CARS (10 LAPS) **1 Patrick Blakeney-Edwards/Chris Ward (Frazer Nash Super Sports)**; 2 Gareth Burnett (Alta Sports) +37.060s; 3 Rudiger Friedrichs (Alvis Firefly Special); 4 Robert Beebee/Josh Beebee (Frazer Nash TT Replica); 5 Clive Fidgeon/Eddie Williams (Frazer Nash TT Replica); 6 Michael Birch (Talbot AV105). **FL** Blakeney-Edwards 2m43.084s (80.33mph). **P** Blakeney-Edwards/Ward. **S** 35.

RAC HISTORIC TOURIST TROPHY (20 LAPS) **1 Gregor Fisker/Chris Ward (AC Cobra)**; 2 Richard Cook (Cobra) +44.195s; 3 Gary Pearson/John Pearson (Jaguar E-type); 4 Jack Minshaw/Guy Minshaw (E-type); 5 Howard Spooner (E-type); 6 Patrick Blakeney-Edwards/Mike Grant Peterkin (E-type). **FL** Nigel Greensall (Cobra) 2m28.763s (88.07mph). **P** Greensall. **S** 35.

MUSTANG CELEBRATION TROPHY/PRE-1966 TOURING CARS (18 LAPS) **1 Sam Tordoff (Ford Falcon Sprint)**; 2 Julian Thomas (Ford Mustang) +11.773s; 3 Jann Mardenborough/Jimmy Broadbent (Mustang); 4 Nigel Greensall/John Spiers (Mustang); 5 John Davison (Mustang); 6 Michael Whitaker Jr (Mustang). **FL** Tordoff 2m27.746s (88.67mph). **P** Tordoff. **S** 53.

INTERNATIONAL TROPHY FOR CLASSIC GT CARS (21 LAPS) **1 Olivier Hart (Shelby Cobra Daytona)**; 2 Julian Thomas (Cobra Daytona) +0.345s; 3 Harry Barton (TVR Griffith); 4 Dan Eagling (Ginetta G4R); 5 Nigel Greensall/John Spiers (Griffith); 6 Graeme Dodd/James Dodd (E-type). **FL** Thomas 2m21.478s (92.60mph). **P** Greensall. **S** 52.

MASTERS SPORTS CAR LEGENDS (20 LAPS)

1 David Hart/Olivier Hart (Ferrari 512M); 2 Goncalo Gomes/James Claridge (Lola T296) +13.409s; 3 Alex Brundle (Lola T70 Mk3B); 4 John Spiers/Nigel Greensall (McLaren M1B); 5 Dan Eagling (Royale RP17); 6 Alex Ames/Lukas Halusa (Ferrari 512M). **FL** O Hart 2m06.453s (103.60mph). **P** O Hart. **S** 32.



O'Brien's Lotus 27 topped a quality Formula Junior entry

SENNA CELEBRATION The biggest collection of ex-Ayrton Senna cars assembled to pay tribute to the three-time world champion, who died 30 years ago. Three karts joined 11 Formula 1 cars, as well as junior single-seaters, motorbikes, road cars and two of the rally machines Senna tested in 1986.



MODERN MERC STRUTS ITS STUFF Former grand prix driver Esteban Gutierrez demonstrated a 2021 Mercedes W12, sporting a 2024-style livery, on Saturday. Despite wet conditions for his brief run, the Mexican lapped in the 1m47s, only a couple of seconds slower than the fastest dry racing laps by the Masters Endurance Legends frontrunners.



PEDIGREE PROVEN AC Cobra 'Junkyard Dog', Carroll Shelby's demonstration car, made its European racing debut in the hands of owner Gregor Fischen and Chris Ward. The duo qualified second and then won the RAC Historic Tourist Trophy for pre-1963 GTs, and plan to race at next month's Goodwood Revival.

ALL PICS: JEP/SILVERSTONE FESTIVAL



TITLE WINNER SCOOPS AWARD The Toyota Corolla in which Chris Hodgetts secured the 1986 British Saloon Car Championship won the Stuart Graham Award for the most admired competition car at the Festival. Formula Ford star Chris Middlehurst took the 1600cc machine to a giant-killing eighth overall in the rain-hit MRL Historic Touring Car Challenge.



MAGNUSSEN TURNS HEADS Le Mans class winner and 24-time Formula 1 grand prix starter Jan Magnussen shared a Turner GT with fellow Dane Nikolaj Mortensen in the RAC Historic Tourist Trophy for pre-1963 GTs. After qualifying dramas, the duo climbed from 26th to an impressive ninth overall and scored a class win in the 1650cc machine.



LMP1 GINETTA-ZYTEK RETURNS Father and son Lawrence and Freddie Tomlinson have joined the Masters Endurance Legends grid this summer in the LMP1 Ginetta-Zytek 09S that Tomlinson Sr, Richard Dean and Nigel Moore raced at Le Mans in 2009. With a fresh engine, Tomlinson Jr took the car from 23rd to eighth in the second race.



He may have felt unwell, but two podiums and a fifth gave Hill something to smile about

Ups and downs for top quintet

Donington Park's undulations produced a rollercoaster of emotions for the BTCC title contenders as Jake Hill battled illness to return to the points summit

STEPHEN LICKORISH

PHOTOGRAPHY JEP

Should you want evidence of how quickly fortunes can change in motorsport, just ask any of the British Touring Car Championship's leading quintet of drivers about their Donington Park weekend. Take Tom Ingram, who went from a race-two retirement with a stone through his radiator to a storming drive from 19th to second in the finale. Or Ash Sutton, who landed just his second win of the season in the middle contest but then failed to be a classified finisher in race three after suffering damage in a collision. Then there was Colin Turkington, who went from two strong results to facing the wrong way at the hairpin to recovering strongly. And Dan Cammish, who rebounded from being speared off onto the Redgate grass in the second encounter to land his first victory of the season in the next bout. Or even Jake Hill's recovery from his sickbed to recapturing the points lead.

It really was the definition of a topsy-turvy weekend – and it all started with Josh Cook taking his first pole for over two years. The Speedworks Toyota Corolla driver has been gradually getting more and more comfortable with his new steed after spending the past five seasons racing Honda machinery, and achieved two non-reversed-grid wins and a second in the three events prior to the series' return visit to Leicestershire.

But Cook knew he had a challenge on his hands with Turkington's West Surrey Racing BMW 330e M Sport lining up alongside him on the front row for the opener. Turkington was disappointed to miss out on a third consecutive pole by just 0.071 seconds as the free choice of tyres in qualifying made for a tough



decision for the teams. Turkington opted for a new set of saved softs, which he stuck with throughout the three segments, but admitted he had lost the best performance from them by Q3.

That proved largely trivial, however, as the Northern Irishman surged into the lead at the start, with Cook slightly slow away, and the BMW remained at the front throughout. Not that it was easy, as he had to manage a safety car restart – when Andrew Watson's Toyota spectacularly crashed into the Esses' tyre stack – and later Turkington's fellow four-time champion Sutton closed in with his Alliance Racing Ford Focus. "It's always a tough race when Ash is behind you!" smiled Turkington, who was able to repel Sutton for the one lap of extra hybrid boost his rival had remaining before pulling clear in the final few laps.

Sutton had moved up to second after Cook had a wobble out of the Old Hairpin early on and another moment through the Esses left him striking that troublesome tyre stack and dropping a further place behind Hill's BMW. "We just struggled with pace, going uphill we seemed to be a lot slower than the BMW and Ford – you try to make that up through the corners, but it really bites you," said Cook of his sideways action.

While Sutton benefited from those problems for his good mate, it was clear that his Focus was looking far more potent this time. He arrived at Donington with just one win to his name in 2024, compared to the eight he had already scored by this point last year. "We just came here with a slightly different package in terms of set-up and put the car in a better place in terms of a working window and we've unlocked some of that 2023 performance

While his rivals faltered, Hill (l) largely stayed out of trouble to grab a nine-point lead



we've been missing," he explained. "We've got to crunch time and we need to try to claw some points back."

Sutton did just that again in the second contest, which began with the drivers facing a tyre dilemma. With the medium Goodyears mandated for the races, the rubber appeared to be one fewer variable for the teams and drivers to contend with last weekend – only for a heavy rain shower to pour down shortly before race two. However, as quickly as it had arrived, it began to dry and Nick Halstead's Hyundai i30 N Fastback was the only car starting the green-flag lap on slicks. But he soon realised the surface was too dry and bolted for the pitlane at the first opportunity.

Yet the conditions did still have an impact in the opening laps as Turkington admitted to being tentative. He was slow through the Old Hairpin and Sutton pounced through Schwantz. Just like a few hours earlier, the opening-lap lead change proved to be the only one – but again Sutton did not have things easy.

Ingram was on a charge in his Excelr8 Hyundai, seeking to continue the storming performance he displayed in the opener. The 2022 champion was in a feisty mood earlier and took to the Esses gravel as he battled with Mikey Doble for fourth, edging ahead into the hairpin. But he was then sent sideways as Doble's Power Maxed Racing Vauxhall Astra – which had impressively qualified third to continue the squad's recent strong performances – clattered into him. "I had a bad series of events with Tom," confessed Doble. "We were side by side for a few corners. I then got pushed out coming out of the hairpin and had to defend from Aron [Taylor-Smith, Doble's Power Maxed team-mate]. When I was



Turkington scored his fifth win of the season with race-one success

defending, I missed my braking point and hit Tom – it was completely unintentional and damaged the car quite badly."

Ingram resumed in 12th but progressively picked off those ahead, aided Esses strife for Taylor-Smith to return to the fifth place that he had qualified in.

He then sought to continue that upward trajectory in race two and immediately jumped Cook off the line before going around >>

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Sutton felt Alliance Racing had turned a corner and unlocked 2023 performance levels

the outside of key rival Hill at the hairpin and continuing to run side-by-side to seal the place into Redgate. Next up was Turkington and, on lap four of 14, the Hyundai dived ahead, this time on the inside of the hairpin, and he set off after Sutton.

Just as he was beginning to pressure the Focus, he suddenly dropped back on lap 10 before entering the pits on the following tour. A stone had pierced his radiator, causing coolant to leak and the engine to overheat, forcing him out, and what had been a slight points deficit to Hill after race one now stood at a larger 16.

Sutton's second win of the season meant he had closed the gap to just nine to Hill, but he didn't do himself any favours by selecting ball number 11 for the reversed-grid draw. That put him in the thick of the midfield chaos and, sure enough, he got caught up on the very first lap of the finale. He was battling team-mate Dan Rowbottom and Tom Chilton's Hyundai into the Esses, but contact from the latter sent Sutton through the gravel and he had to pit with toe-link and exhaust damage. Yet he remained remarkably sanguine afterwards, preferring to focus on the positive of the improved performance. "We were very unlucky with the slight bit of contact there – it's just touring cars isn't it ultimately!" he said. "If there was someone at fault, I would maybe be a little bit more annoyed, but it's just a racing incident. We were three-wide and got tagged and can't do much more than that."

It was another reminder of how quickly things can change, and Ingram also provided further evidence of that. Starting down in 19th, it seemed his title aspirations would take another dent. But Ingram had other ideas. He had rocketed up to 14th by the end

“You never seem to have a safe, beige run through it – you have these mountains and crevasses”

of lap one and continued to rise rapidly from there, including making an important pass on Hill for eighth at Redgate. Ingram was admittedly aided by two safety car periods – one to recover debris from a puncture on Chris Smiley's Restart Racing Cupra Leon, the other to retrieve Aiden Moffat's stricken Toyota from the Esses gravel – that kept the field bunched together.

A terrifically close scrap for second involving Taylor-Smith, Doble, Adam Morgan (BMW), Cook and Rowbottom also boosted Ingram's chances of a strong recovery. He had navigated his way to fourth by the second of those cautions and picked off Doble with an excellent move at Schwantz, taking advantage of his full allocation of eight laps of hybrid being available. Then, on the penultimate tour, he made another fantastic move, this time around the outside of Taylor-Smith at Coppice to complete a remarkable comeback that Ingram was somewhat bemused by.

"It's a truly stupid game we seem to play, this is – I don't really understand why we do it!" he postulated. "The highs are massive and the lows are terrible. It seems to go in waves, you seem to have terrible times that are followed by amazing times, just as you have amazing times followed by terrible times. You never seem to have a safe, beige run through it – you seem to have these mountains and crevasses that appear. This weekend was exactly that."

Ingram also described digging deep to overcome the race-two disappointment: "I've done a lot of work over the years with a sports psychologist and that was where he came into his own. Those feelings and emotions that you have to park, the feelings and emotions you have to bottle, the feelings and emotions you want to let out but can't, and you just have to think of the bigger picture. That was a case in point. A little bit of maturity and experience, I guess, and knowing it's not over. I was incredibly emotional [after taking second] – I spent the entirety of the in-lap crying, I spent all of the interview with Louise [Goodman] crying."

A couple more laps and Ingram could actually have won, but Cammish – another who endured an emotional rollercoaster – stood firm. The three-time Porsche conqueror had set the pace in the mixed conditions of practice but struggled in qualifying to line up ninth for the opener and he was only able to move one place >>

Doble admitted he missed his braking point when he clattered into Ingram





Ingram produced a stirring comeback drive in the finale

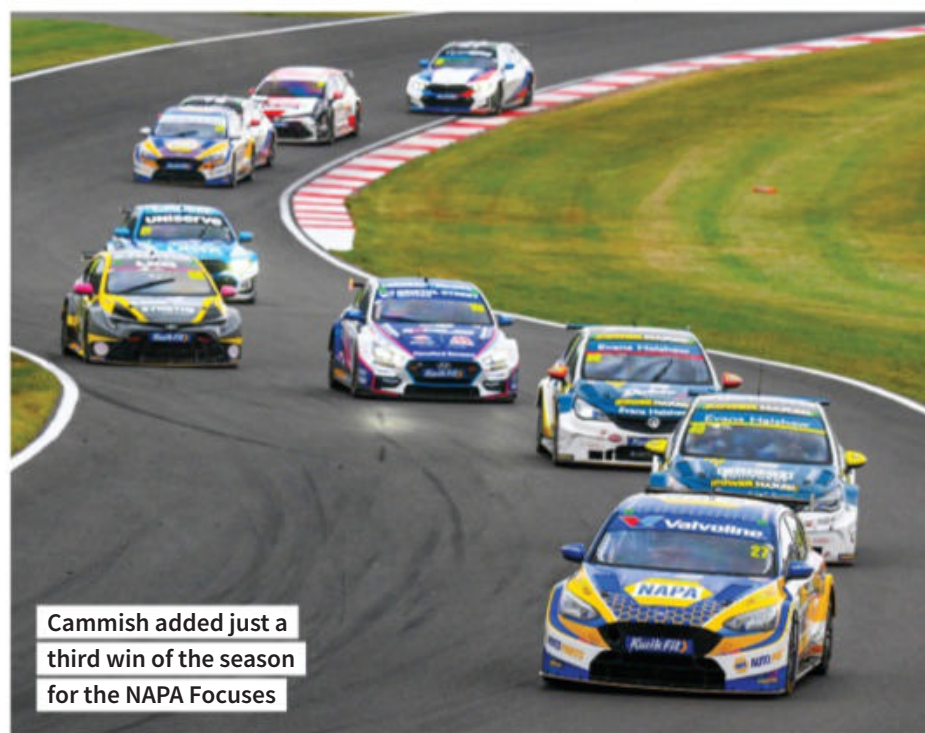
further forward. Things then got much worse in race two when he, Cook and Morgan tangled out of Redgate, which left Cammish's Ford on the grass and he had to fight back to finish 11th. That misfortune turned into something far brighter when Sutton picked out ball number 11 and put his team-mate on pole.

Cammish then mastered the two safety car restarts and the tricky conditions with mid-race rain (during which Halstead again incorrectly pitted for wets!) to break his 2024 duck and land just a third win of the year for the NAPA Focuses. Although, when the rain arrived, Taylor-Smith did close in and the Irishman admitted he thought the win was potentially on, only for Ingram to have other ideas. Still, third was an excellent way for him to continue his run of being the only driver to score points in every race this year so far. Further back, another driver celebrating was Unlimited Cupra pilot Daryl DeLeon, who again underlined his potential by netting the best result of his BTCC career in ninth.

While Ingram's and Cammish's luck finally changed in race three, Sutton was not alone in being the victim of contact. Turkington – who was well placed to claw back some further points – was another in strife early on. Amid the typical bunching into the hairpin on lap two, Rowbottom clattered into Rob Huff's Toyota – which was fitted with a new steering rack between FP1 and qualifying on Saturday in a bid to cure some handling woes – who in turn cannoned into Turkington, spinning the BMW around. His recovery may not have been quite of the same ilk as Ingram's, but his rise back up to seventh still netted him some vital points.

"Things seemed to work in my favour again coming back forward," Turkington admitted. "It could very easily have been game over [after the contact]. I think, because everybody was holding each other up, I was able to get back into it a bit. That was the slight frustration, my car was really fast."

Nevertheless, Turkington closed the gap to the points summit



Cammish added just a third win of the season for the NAPA Focuses



DeLeon achieved his best BTCC result

“We came here 20 points behind, we leave here 20 points behind, so it's a bit of a kick in the nuts”

from 54 to 43 and is optimistic. “It's nice to be the hunter with a bit of hybrid going to Silverstone!” he said with a glint in his eye.

But through all the chaos and contrasting emotions came Hill, who delivered consistently good results – two thirds and a fifth – to snatch a nine-point lead over Ingram heading to Silverstone. Not that it was straightforward either for Hill on a weekend when the team was remembering Laser Tools founder Martin Smith, who died recently. Hill was far from feeling his best and relied on some pre-qualifying jelly babies and naps between sessions to boost his energy on Saturday, before feeling slightly better on Sunday.

“At first I thought it was food poisoning, but now I'm not so sure – either way the feeling of being sick or always wanting to be sick when you're in the car is not particularly nice,” he said.

But there were certainly no ill-effects on his driving as he picked up a handy 41 points across the weekend – which he was, unsurprisingly, “chuffed to bits” about. “It's just the consistency, and we've scored another two podiums this weekend – I'm up to 11 for the year, which is fantastic – so we've done well,” Hill continued. “But Silverstone's going to be a real challenge going into qualifying with no hybrid – it's going to be a real fight.”

While Hill is apprehensive about the trip to Northamptonshire in three weeks' time, Sutton is relishing his upturn in form – despite the disappointing way his weekend ended. “We're in the mix – we came here 20 points behind, we leave here 20 points behind, so for us it's a bit of a kick in the nuts,” he said. “But we know we've got a good car under us now and that gives me a bit more confidence in the package we've got going into the last two rounds.”

There may only be six races left in an enthralling season but, if the Donington weekend proved anything, it's that there is still plenty of time for the leading quintet's fortunes to have a few more ups and downs. ✨

ZELOS IMPRESSES ON UNEXPECTED BTCC DEBUT



Dan Zelos had been expecting to perform his regular role coaching Excelr8 Motorsport's battalion of Mini Challenge Trophy drivers at Donington Park last weekend. That was until a few days beforehand, when he was given the chance to finally make his British Touring Car debut in one of the squad's Hyundai i30 N Fastbacks, following Excelr8's "amicable split" with Ronan Pearson post-Knockhill.

It had been quite a few weeks for Zelos as he wrapped up a third Mini JCW title a fortnight earlier and was now being given the BTCC opportunity he had long craved. But it was not the easiest of starts for the 26-year-old as wet weather created tricky and unrepresentative track conditions in the two practice sessions. Nevertheless, he qualified a respectable 16th and acquitted himself well in the races, scoring points each time – the highlight being a feisty 11th in the finale, after which he picked up a reprimand for contact with Chris Smiley's Restart Racing Cupra Leon.

"It was an unexpected opportunity, but we grabbed it with both hands, and I feel like I've done everybody proud," said Zelos. "This is the dream I've had since I was a little boy and we had the opportunity to make that a reality – just being here, that's the box ticked for us. Anything after that is a bonus. I had a good P11 and properly got my elbows out and properly got into the touring car racing. The problem is now I've got even more hunger for more!"

And, after such an accomplished maiden weekend, he is entitled to want more. He's optimistic about continuing in the car for Silverstone but admitted "we've got to do a bit of work" to make that happen. Regardless of whether he's on the grid again in three weeks' time, Zelos is just grateful to finally be able to say he has achieved that childhood dream.



RESULTS ROUND 8/10, DONINGTON PARK, 25 AUG RACE 1 (17 LAPS – 42.246 MILES)

POS	DRIVER	TEAM / CAR	TIME
1	Colin Turkington (GBR)	West Surrey Racing / BMW 330e M Sport	29m43.663s
2	Ash Sutton (GBR)	Alliance Racing / Ford Focus ST	+1.863s
3	Jake Hill (GBR)	West Surrey Racing / BMW 330e M Sport	+6.416s
4	Josh Cook (GBR)	Speedworks Motorsport / Toyota Corolla GR Sport	+7.693s
5	Tom Ingram (GBR)	Excelr8 Motorsport / Hyundai i30 N	+10.188s
6	Adam Morgan (GBR)	West Surrey Racing / BMW 330e M Sport	+10.817s
7	Rob Huff (GBR)	Speedworks Motorsport / Toyota Corolla GR Sport	+13.884s
8	Dan Cammish (GBR)	Alliance Racing / Ford Focus ST	+14.655s
9	Aron Taylor-Smith (IRL)	Power Maxed Racing / Vauxhall Astra	+15.259s
10	Sam Osborne (GBR)	Alliance Racing / Ford Focus ST	+16.212s
11	Aiden Moffat (GBR)	Speedworks Motorsport / Toyota Corolla GR Sport	+18.402s
12	Dan Zelos (GBR)	Excelr8 Motorsport / Hyundai i30 N	+19.718s
13	Chris Smiley (GBR)	Restart Racing / Cupra Leon	+20.140s
14	Dan Rowbottom (GBR)	Alliance Racing / Ford Focus ST	+20.935s
15	Mikey Doble (GBR)	Power Maxed Racing / Vauxhall Astra	+21.323s
16	Tom Chilton (GBR)	Excelr8 Motorsport / Hyundai i30 N	+22.539s
17	Daryl DeLeon (PHL)	Unlimited Motorsport / Cupra Leon	+23.098s
18	Scott Sumpton (GBR)	Restart Racing / Cupra Leon	+34.502s
19	Nick Halstead (GBR)	Excelr8 Motorsport / Hyundai i30 N	+42.108s
R	Andrew Watson (GBR)	Speedworks Motorsport / Toyota Corolla GR Sport	2 laps-accident

Winner's average speed 85.26mph. **Fastest lap** Turkington 1m33.973s, 95.28mph.

Q3 1 Cook 1m33.498s; 2 Turkington 1m33.569s; 3 Doble 1m33.637s; 4 Sutton 1m33.667s; 5 Ingram 1m33.674s; 6 Taylor-Smith 1m33.900s.

Q2 Ingram 1m33.850s; Turkington 1m33.918s; Cook 1m33.942s; Sutton 1m34.009s; Doble 1m34.090s; Taylor-Smith 1m34.352s; 7 Hill 1m34.423s; 8 Morgan 1m34.451s; 9 Cammish 1m34.544s; 10 Chilton 1m34.649s; 11 Huff 1m35.014s; 12 Osborne 1m35.470s.

Q1 – GROUP 1 Doble 1m40.948s; Taylor-Smith 1m41.963s; Ingram 1m42.709s; Osborne 1m42.828s; Cammish 1m43.152s; Chilton 1m43.372s; 17 Halstead 1m44.510s; 18 Moffat 1m44.837s; 19 Watson 1m46.479s; 20 Sumpton 1m47.240s.

Q1 – GROUP 2 Hill 1m35.278s; Cook 1m35.307s; Turkington 1m35.376s; Morgan 1m35.720s; Sutton 1m35.862s; Huff 1m35.915s; 13 DeLeon 1m36.755s; 14 Smiley 1m37.273s; 15 Rowbottom 1m37.488s; 16 Zelos 1m39.306s.

GRID RACE 2 Decided by result of Race 1.

RACE 2 (14 LAPS – 34.784 MILES)

1 Sutton 22m10.948s; 2 Turkington +1.712s; 3 Hill +5.121s; 4 Cook +5.540s; 5 Morgan +11.242s; 6 Rowbottom +13.741s; 7 Huff +15.024s; 8 Taylor-Smith +16.376s; 9 Doble +18.034s; 10 Osborne +25.009s; 11 Cammish +27.839s; 12 Chilton +28.866s; 13 Zelos +30.482s; 14 Watson +33.306s; 15 Smiley +33.567s; 16 Sumpton +37.858s; 17 DeLeon -1 lap; 18 Halstead -1 lap; R Ingram 11 laps-overheating; R Moffat 3 laps-damage.

Winner's average speed 94.08mph.

Fastest lap
Turkington
1m34.026s,
95.23mph.

GRID RACE 3 Decided by result of Race 2, with top 11 reversed.

RACE 3 (17 LAPS – 42.246 MILES)

1 Cammish 29m29.302s; 2 Ingram +1.959s; 3 Taylor-Smith +2.894s; 4 Cook +3.652s; 5 Hill +4.048s; 6 Doble +4.522s; 7 Turkington +5.145s; 8 Morgan +5.712s; 9 DeLeon +11.337s; 10 Osborne +12.585s; 11 Zelos +13.950s; 12 Watson +14.305s; 13 Rowbottom +14.430s; 14 Sumpton +17.293s; 15 Huff +17.314s; 16 Chilton +1m31.320s; 17 Halstead +1m36.845s; R Sutton 14 laps-damage; R Moffat 7 laps-accident; R Smiley 5 laps-puncture.

Winner's average speed 85.95mph.

Fastest lap Ingram 1m33.901s, 95.35mph.

CHAMPIONSHIP

1 Hill 316; 2 Ingram 307; 3 Sutton 296; 4 Turkington 273; 5 Cammish 270; 6 Cook 262; 7 Taylor-Smith 182; 8 Huff 181; 9 Rowbottom 173; 10 Morgan 171.

**NEXT
REPORT**
Silverstone
26 September
issue

Power was in charge throughout for his 44th career victory



Power bounces back in Portland

INDYCAR
PORTLAND (USA)
25 AUGUST
ROUND 13/15

After two frustrating rounds, which included being involved in the controversial restart incident last time out at St Louis, Penske's Will Power was untouchable en route to a dominant victory at Portland International Raceway last weekend.

The closest anyone got to the 43-year-old Aussie was at the start when he overtook the AJ Foyt Racing Dallara-Chevrolet of polesitter Santino Ferrucci with an inside pass going into Turn 1 just seconds after taking the green flag. Although championship leader Alex Palou, who started third, was able to apply some pressure on Power in the early and middle stages, his usual overcut antics

during pit cycles weren't enough to prevail from his less-favoured strategy of three runs on the harder primary tyres compared to the softer alternates.

In the end, Power's pace was too much for the field as he led 101 of 110 laps to capture a 9.8-second victory over Palou around the 12-turn, 1.964-mile natural terrain road course.

Power noted the early start alongside Ferrucci, who is a pseudo team-mate due to the technical alliance shared between Penske and AJ Foyt Racing. "Santino and I talked about the start, he was not going to block or anything," said Power. "He braked earlier than expected, because I braked earlier. I was going to let him lead. Yeah, he's a good team-mate. Very fair. I have to thank him for helping me out there."

"From there it was a pretty straightforward race of playing the game with in- and out-laps against Palou. I think

we definitely had a better car on reds [alternate tyres]. We could pull a good gap. I think black tyres at the beginning, that got a bit tough. It was green for a long time, kind of mentally drained."

While reigning champion Palou scored his sixth podium of the season, it was a demoralising weekend for his Chip Ganassi Racing team-mate Scott Dixon, who saw his title aspirations dashed moments after taking the green flag. After starting ninth, the six-time champion made progress charging into Turn 1, but trouble struck once through the first sector after the Andretti Global Dallara-Honda of Kyle Kirkwood made a late lunge.

Kirkwood pushed to the inside of Dixon, which led to him dropping his left-side wheels off course and losing positions. As Dixon tried to gather himself back on the racing line, he was met wheel-to-wheel by Rahal Letterman Lanigan Racing's Pietro Fittipaldi, with the contact sending Dixon back off course before crashing hard into the Turn 8 barrier.

While Fittipaldi was handed a drive-through penalty for avoidable contact, Dixon was left as the first retirement of the race. After coming into the weekend third in the standings, 65 points behind Palou, the 28th-place result has relegated Dixon to fifth and 101 points down.

"The #27 [Kirkwood] I think caused all that mayhem," said Dixon, who reckoned the penalty had gone to the wrong driver. "Just a lunge and then gave me zero room

First-time polesitter Ferrucci didn't make it hard for 'team-mate' Power to take the lead



SEDGWICK

ALL PHOTOGRAPHY: MOTORSPORT IMAGES

ABBOT

ABBOT



Sixth podium of the season for points leader Palou



Ferrucci's contribution was noted by a grateful Penske man

on the exit, which knocked me off. And then you try to recover. With Fittipaldi, honestly, getting the penalty there it's no real fault of him; it just funnels there. The penalty should have been on the #27."

Power's third win of the season was also the 44th of his career. It vaults the double champion into second in the title race, where he now trails Palou by 54 points with three races remaining.

There has been no denying Penske's prowess on ovals in recent years and, considering the last three races come on the track discipline (including a double-header this weekend at Milwaukee), there are plenty of points on the table for Power. And seeing as how he sits higher than either of his team-mates in the championship, with Scott McLaughlin fourth and Josef Newgarden seventh, he would prefer to see them rally as a group to elevate chances of winning his third title instead of each racing for themselves.

"If we have the cars to win, and we want to win the championship, yes, that's probably what we should do with three to go," Power said. "We should be looking at how can we get the #12 car in the best possible position. That's our only chance.

"We've got three really good drivers – four, really, if you include Santino – that are capable of running at the front. That can take up a lot of positions. I'm the head of that group – we win the race and that starts to make things look possible."

JOEY BARNES

RESULTS INDYCAR ROUND 13/15, PORTLAND (USA), 25 AUGUST (110 LAPS – 216.040 MILES)

POS	DRIVER	TEAM / CAR	TIME
1	Will Power (AUS)	Team Penske / Dallara-Chevrolet	1h55m34.1948s
2	Alex Palou (ESP)	Chip Ganassi Racing / Dallara-Honda	+9.8267s
3	Josef Newgarden (USA)	Team Penske / Dallara-Chevrolet	+23.2046s
4	Colton Herta (USA)	Andretti Global with Curb-Agajanian / Dallara-Honda	+37.1039s
5	Marcus Armstrong (NZL)	Chip Ganassi Racing / Dallara-Honda	+38.0334s
6	Marcus Ericsson (SWE)	Andretti Global / Dallara-Honda	+40.7687s
7	Scott McLaughlin (NZL)	Team Penske / Dallara-Chevrolet	+42.3498s
8	Santino Ferrucci (USA)	AJ Foyt Enterprises / Dallara-Chevrolet	+44.8556s
9	Graham Rahal (USA)	Rahal Letterman Lanigan Racing / Dallara-Honda	+49.5811s
10	Kyle Kirkwood (USA)	Andretti Global / Dallara-Honda	+50.9987s
11	Rinus VeeKay (NLD)	Ed Carpenter Racing / Dallara-Chevrolet	+52.1760s
12	Alexander Rossi (USA)	Arrow McLaren / Dallara-Chevrolet	+52.4979s
13	Christian Lundgaard (DNK)	Rahal Letterman Lanigan Racing / Dallara-Honda	+55.4967s
14	Felix Rosenqvist (SWE)	Meyer Shank Racing / Dallara-Honda	+56.7606s
15	Pato O'Ward (MEX)	Arrow McLaren / Dallara-Chevrolet	+58.3930s
16	Kyffin Simpson (BRB)	Chip Ganassi Racing / Dallara-Honda	+59.4851s
17	Toby Sowery (GBR)	Dale Coyne Racing / Dallara-Honda	-1 lap
18	Sting Ray Robb (USA)	AJ Foyt Enterprises / Dallara-Chevrolet	-1 lap
19	Juri Vips (EST)	Rahal Letterman Lanigan Racing / Dallara-Honda	-1 lap
20	David Malukas (USA)	Meyer Shank Racing / Dallara-Honda	-1 lap
21	Nolan Siegel (USA)	Arrow McLaren / Dallara-Chevrolet	-1 lap
22	Conor Daly (USA)	Juncos Hollinger Racing / Dallara-Chevrolet	-1 lap
23	Linus Lundqvist (SWE)	Chip Ganassi Racing / Dallara-Honda	-1 lap
24	Jack Harvey (GBR)	Dale Coyne Racing / Dallara-Honda	-1 lap
25	Pietro Fittipaldi (BRA)	Rahal Letterman Lanigan Racing / Dallara-Honda	-1 lap
26	Christian Rasmussen (DNK)	Ed Carpenter Racing / Dallara-Chevrolet	-2 laps
27	Romain Grosjean (FRA)	Juncos Hollinger Racing / Dallara-Chevrolet	-3 laps
28	Scott Dixon (NZL)	Chip Ganassi Racing / Dallara-Honda	0 laps-accident

Winner's average speed 112.161mph. **Fastest lap** Malukas 59.7452s, 118.343mph.

Q3 1 Ferrucci 58.2046s; 2 Power 58.3120s; 3 Palou 58.4316s; 4 Lundgaard 58.5809s; 11 Kirkwood 58.5960s*; 12 Rahal 58.6332s*.
Q2 Power 58.1196s; Kirkwood 58.3491s; Palou 58.3796s; Lundgaard 58.3917s; Ferrucci 58.3982s; Rahal 58.4066s; 5 Newgarden 58.4163s; 6 Grosjean 58.4494s; 7 Armstrong 58.4518s; 8 Herta 58.4593s; 9 Dixon 58.4772s; 10 Ericsson 58.5044s.
Q1 – GROUP 1 Palou 58.2459s; Power 58.2552s; Armstrong 58.3407s; Ericsson 58.3651s; Grosjean 58.3713s; Newgarden 58.4076s; 15 Vips 58.6209s; 17 Rossi 58.6822s; 18 Rosenqvist 58.7179s; 20 McLaughlin 58.4489s*; 21 Lundqvist 58.7726s; 23 Siegel 58.8205s; 27 Harvey 59.1787s; 28 Simpson 58.8525s*.
Q1 – GROUP 2 Lundgaard 58.2063s; Kirkwood 58.2463s; Ferrucci 58.2715s; Herta 58.3300s; Rahal 58.4117s; Dixon 58.4773s; 13 Fittipaldi 58.4955s; 14 VeeKay 58.5074s; 16 Rasmussen 58.5493s; 19 Sowery 58.7204s; 22 O'Ward 58.7903s; 24 Robb 58.8687s; 25 Malukas 58.6299s*; 26 Daly 58.9721s.
 *six-place grid penalty for unapproved engine change.

CHAMPIONSHIP 1 Palou 484; 2 Power 430; 3 Herta 417; 4 McLaughlin 396; 5 Dixon 383; 6 O'Ward 360; 7 Newgarden 353; 8 Kirkwood 342; 9 Rossi 295; 10 Ferrucci 274.



Power celebrates his win, and elevation to second in the points

NEXT REPORT
Milwaukee
5 September issue

AO by TF avoids the chaos to take narrow ELMS win

Edgar, Kubica and Deletraz won from pole as there were plenty of incidents for those behind



ELMS
SPA (BEL)
25 AUGUST
ROUND 4/6

Louis Deletraz held off a charging Tom Dillmann in a nail-biting finish to take AO by TF's first European Le Mans Series victory in last Sunday's 4 Hours of Spa-Francorchamps – a race that finished on a positive note after a chaotic and, at times, perplexing opening two hours.

Only 1.1 seconds separated Deletraz and Dillmann at the flag as the Frenchman did his best to chip away at a lead that Deletraz's co-driver Robert Kubica had masterfully built during the middle phase of the fourth round of the ELMS season.

Prior to that, the race had been frequently interrupted by incidents that required four separate appearances by the safety car and that took out many of the top

LMGT3 contenders, including points leader Iron Lynx as well as home hero Sarah Bovy.

Amid the chaos, AO by TF did well to keep its nose clean, capitalise on pole and finally deliver the team's first win of 2024 after a slow start to the season. A podium followed at Paul Ricard and the team was then briefly victorious at Imola, when Panis Racing was penalised, only for that decision to be reversed.

At Spa, however, Deletraz, Kubica and Jonny Edgar looked strong from the early stages, faced off a challenge from Inter Europol and parried an attack from an off-sequence Filip Ugran (United Autosports) to take the win. As it happened, the biggest battle in the class was for the final spot on the podium, with three teams gaining and then losing the position in a matter of minutes. At first, Cool Racing's Malthe Jakobsen looked to have the place sealed, but the Dane faded and dropped to fifth

behind Job van Uitert and Charles Milesi. Out of those two, it was Milesi on the charge as he overtook the Dutchman to seemingly claim third himself. However, Milesi then also faded and dropped to sixth at the flag. Van Uitert was eventually able to take the trip to the podium together with IDEC Sport team-mates Marcos Siebert and Reshad de Gerus. LMP2 Pro-Am honours went to AF Corse's Francois Perrodo, Alessio Rovera and Matthieu Vaxiviere.

Ferrari locked out the LMGT3 podium as a strong middle stint from Esteban Masson laid the groundwork for himself, Takeshi Kimura and Daniel Serra to take their bright yellow Kessel Racing 296 GT3 to victory. GR Racing and AF Corse finished second and third in a race where half of the LMGT3 field were on the sidelines by mid-distance. That came as part of an incident-filled opening two hours in which, most notably, Bovy, Matt Griffin and Johnny Laursen tangled in a multi-car collision at Les Combes, only for Bovy to later inadvertently run into championship leader Hiroshi Hamaguchi and eliminate both cars run under the Iron Lynx banner. When Formula Racing also crashed out in an incident involving the Richard Mille by TDS LMP2 machine, it left none of this season's LMGT3 winners standing and the Kessel crew picked up the pieces.

The LMP3 class featured a second consecutive win for Eurointernational's Matthew Richard Bell and Adam Ali, as they also bounced back from an early-race incident. A tag into the Les Combes gravel for Bell couldn't stop the Italian squad from further expanding its championship lead.

DAVEY EUWEMA



AO by TF trio scored a first win of 2024 and lead the points

Honours even for WRT and Winward again

GT WORLD CHALLENGE EUROPE SPRINT CUP
MAGNY-COURS (FRA)
24-25 AUGUST
ROUND 4/5

The battle at the top of the GT World Challenge Europe Sprint Cup standings remains too close to call as it was honours even between Team WRT BMW and Winward Racing Mercedes in the penultimate round at Magny-Cours.

Returning to the French circuit after a year away, the crews were split by just two points coming into the weekend, and that margin was unchanged come Sunday afternoon as the pair of title protagonists enjoyed a win and a second apiece. That said, Dries Vanthoor and Charles Weerts may well have faced a points deficit had they not inherited race one victory from on-the-road winners, Rutronik Racing's Patric Niederhauser and Sven Muller – who were penalised five seconds for an unsafe release.

In what has become tradition at the Nevers track, the first of the one-hour races took place on Saturday night under the floodlights, with Emil Frey Racing's Ben Green continuing his strong recent form by taking pole. The Ferrari led off the start and initially had the measure of Bronze Cup points leader Dan Harper, who gave way to BMW stablemate Vanthoor to have a crack at the race lead.

Green and Vanthoor duked it out for first, with the former shortcutting the Nurburgring chicane to remain just in front, but Vanthoor seized the advantage at the Imola chicane. Contact between Harper and Green then



WEEKEND WINNERS

EUROPEAN LE MANS SERIES

SPA (BEL)

LMP2 Jonny Edgar/Robert Kubica/
Louis Deletraz
AO by TF (ORECA 07)

LMP2 Pro-Am Francois Perrodo/Alessio
Rovera/Matthieu Vaxiviere
AF Corse (ORECA 07)

LMP3 Matt Bell/Adam Ali
Eurointernational (Ligier JSP320)

LMGT3 Takeshi Kimura/Esteban Masson/
Daniel Serra
Kessel Racing (Ferrari 296)

GT WORLD CHALLENGE EUROPE SPRINT MAGNY-COURS (FRA)

Race 1 Dries Vanthoor/Charles Weerts
Team WRT (BMW M4 GT3)

Race 2 Lucas Auer/Maro Engel
Winward Racing (Mercedes-AMG GT3)

LE MANS CUP

SPA (BEL)

Ben Stone/Theodor Jensen
Bretton Racing (Ligier JSP320)



For full results visit motorsportstats.com

pitched the Ferrari into the gravel at Chateaux d'Eau and resulted in a 10s penalty for the Bronze Cup BMW.

Vanthoor handed over to Weerts after the mandatory pitstop, but it was the Porsche of Niederhauser that seemed to have the pace advantage at this stage of the race. The Swiss driver snatched the lead on the main straight and duly cruised to victory, only for the #96 crew to be demoted to third post-penalty. "I got the news about 15 minutes before [race two] qualifying that we lost the win; it's hard but we obviously accept the penalty," said Niederhauser.

Winward's Lucas Auer and Maro Engel finished third on the road, elevated to second, and had the better starting position for race two on Sunday in third as Jules Gounon took Boutsen VDS to its maiden overall series pole.

Weerts and Vanthoor's progress up the order was aided by a chaotic opening lap in which contact between Konsta Lappalainen's Ferrari and Max Hofer's Audi at Turn 1 sent both into the gravel; Hofer spun and continued while Lappalainen suffered a front-right puncture. Further round the first lap, Ivan Klymenko went off at Grande Courbe and hit the barrier, bringing

out the safety car.

Amid the melee, Weerts was up to fourth from eighth on the grid, as Gounon led Tom Gamble's McLaren in the early stages. After the stops, it was a three-horse race, with Maximilian Gotz taking over from Gounon and just staying in front of Engel and Vanthoor.

Struggling for pace, Gotz was quickly passed by Engel and then by Vanthoor, but Gotz forced his way back ahead at the final corner, which gave Engel the necessary gap at the front to ease clear. Once Vanthoor saw off Gotz for good, time was running out, but the BMW did put up a decent fight in the closing minutes, although Engel did just enough to take the win by 0.6s.

STEPHEN BRUNSDON





GALSTAD/MOTORSPORT IMAGES

Snow and Sellers
outpaced Mustang to
take an overall win

BMW pairing prove unstoppable for first Pro victory

IMSA SPORTSCAR
VIRGINIA (USA)
25 AUGUST
ROUND 9/11

One year ago, Madison Snow and Bryan Sellers combined to take Paul Miller Racing's BMW M4 GT3 to a commanding GTD victory in IMSA's GT showcase event at the glorious Virginia International Raceway road course. On that occasion, however, they had to be content with a third-place overall finish in a two-hour-and-40-minute race that was won by the GTD Pro Chevrolet Corvette team.

This time around they went even better. After having graduated to GTD Pro, last year's GTD champions took charge of last weekend's race from the get-go and ended up with a convincing overall win – the first for Snow and Sellers in the senior category.

In fact, their domination was complete. Snow eclipsed the old qualifying lap record and led a majority of the way under a sunny sky in front of a record crowd.

Sunday's race was notable for another breakthrough performance as the Ford Multimatic Motorsports Mustang GT3 claimed its first IMSA podium finish. England's Harry Tincknell kept the pressure on Snow throughout the first stint, and while Mike Rockenfeller couldn't quite match the pace of the BMW, he still brought it home safely in second place in by far the car's best outing to date.

Another standout performance came from the Heart of Racing Aston Martin pairing of Alex Riberas and Ross Gunn. After Riberas struggled to make much progress in the first stint, the team made a bold decision to make an early first pitstop with only 21 of the eventual 86 laps in the

books. Gunn then took advantage of a clear track and emerged in the lead when Sellers relieved Snow after 33 laps.

The balance was redressed at the second round of stops, when Snow hopped back aboard the PMR BMW and required less fuel than the Aston, and any hopes of the win were extinguished by a drive-through penalty for failing to meet the minimum refuelling time. Fortunately, the leaders' advantage had been enough for Gunn to resume in third, after which he ran nose-to-tail behind Rockenfeller's Ford.

In GTD, Kenton Koch and Mikael Grenier combined to score a fine maiden victory for the Korthoff/Preston Motorsports Mercedes-AMG GT3, which was chased home by the Heart of Racing Aston Martin of Canadian pair Zacharie Robichon/Roman De Angelis.

JEREMY SHAW

Ten Voorde takes charge at home

PORSCHE SUPERCUP
ZANDVOORT (NLD)
25 AUGUST
ROUND 7/8

Larry ten Voorde put himself on the brink of a third Porsche Supercup title with victory at Zandvoort that left Briton Harry King as his sole remaining rival. Having started from pole, the Schumacher CLRT driver was composed at the front despite never establishing a big margin over surprise podium finisher Jaap van Lagen, who stood on the rostrum for the first time since the Hungarian round in 2018.

A typically frenetic start featured multiple instances of contact, with Francesco Braschi (Dinamic Motorsport)



Ten Voorde led throughout
to stay clear of the drama

PORSCHE

the final victim as he ended up in the gravel at Turn 10. The following safety car period allowed King (Lechner Racing) to cool off slightly, after getting involved in two quickfire incidents with Mathys Jaubert at Turns 11 and 12 – first being forced onto the gravel on the inside before then pushing Jaubert off the track on the exit. The stewards stayed their hand on both instances.

However, there was more drama for King when he made contact with Spa winner Marvin Klein on the exit of Turn 3, pitching the Schumacher CLRT driver into a slide

before pulling clear. Klein's race would end shortly before the chequered flag with apparent radiator damage.

A second safety car came on lap 11 of the 17, when Niels Troost came of worst in another vigorous midfield battle.

Robert de Haan took the rookie win with fourth place for BWT Lechner Racing after dropping a position with a post-race penalty, while King ended up fifth. That means he heads to Monza this weekend 20 points behind ten Voorde with 25 on the table.

SAM HALL

Team-mate spin helps Makino to win

SUPER FORMULA
MOTEGI (JPN)
25 AUGUST
ROUND 5/7

Tadasuke Makino reignited his Super Formula title hopes with a second win of the season at Motegi, but only after team-mate Kakunoshin Ohta spun out.

The two Dandelion Racing drivers ran nose-to-tail in the battle for the win in the closing stages, having adopted different strategies to get there. Ohta had run second behind poleman Kenta Yamashita early on, but seized the initiative by pitting at the minimum cut-off of lap 10 of 37, while both Yamashita and Makino stayed out.

Makino held on until lap 22 to make his mandatory tyre change, jumping Yamashita in the process, and then carving into Ohta's advantage at a rate of over a second per lap with the benefit of his fresher rubber.

Makino arrived on Ohta's tail with three laps to go and made a failed bid to wrest the lead at the Turn 10 hairpin. It looked like Ohta had done enough to claim his first win of 2024 after that, but on the penultimate lap he lost the rear



ISHIHARA/MOTORSPORT IMAGES

exiting Turn 11 and spun into retirement, which Dandelion said was caused by a drive-by-wire throttle problem.

Although the team lost a chance for a first 1-2 since 2012, Makino picked up his second win of the year following on from his maiden Super Formula triumph at Autopolis, closing to within five points of championship leader Tomoki Nojiri.

Kondo Racing's Yamashita matched his best finish of the year in second thanks to Ohta's late demise, with Team Mugen driver Nojiri completing the podium, ahead of three-time champion Naoki Yamamoto (Nakajima Racing).

The other two title contenders, TOM'S driver Sho Tsuboi and Red Bull junior Ayumu Iwasa (Mugen), lost ground to Nojiri after finishing fifth and seventh respectively. Tsuboi looked to have the pace for a podium from eighth on the grid, but light contact with Iwasa at Turn 1 cost him two places and left him with too much work to do.

Ex-F1 driver Nyck de Vries picked up a 13th-place finish on his Super Formula debut for Team Impul having started 18th after what he admitted was a "messy" lap in qualifying.

JAMIE KLEIN

Pulling and Pin share Dutch wins

F1 ACADEMY
ZANDVOORT (NLD)
24-25 AUGUST
ROUND 4/7

Abbi Pulling extended her F1 Academy lead to 71 points at Zandvoort after fellow race winner Doriane Pin was denied a race-one podium thanks to a jump-start penalty.



A pole and win apiece for Pulling and Pin

The early stages of the weekend took place in wet and windy conditions, a storm that hit as the cars lined up on the grid for Saturday's race eventually resulting in the outing being postponed to Sunday morning.

With the two races separated by 90 minutes on the revised schedule, race one was a comparatively timid affair. Pulling dominated from Pin, who was denied second after receiving a 5s penalty for a hard-to-spot jump start. Nerea Marti and Maya Weug thus completed the podium.

The action was largely limited to the opening lap, with Aurelia Nobels dropping behind series rookie Nina Gademan, who continued to finish fourth.

Prema Racing's Pin started race two from pole. The French driver controlled the race to win by 1.9s from Weug, who had jumped Pulling's Rodin machine at the start.

Gademan was again at the centre of the action, picking up a 10s penalty for contact with Nobels at the Turn 11-12 chicane.

SAM HALL

WEEKEND WINNERS

IMSA SPORTSCAR

VIRGINIA (USA)

GTD Pro Bryan Sellers/Madison Snow
 Paul Miller Racing (BMW M4 GT3)

GTD Mikael Grenier/Kenton Koch
 Korthoff/Preston (Merc-AMG GT3 Evo)

PORSCHE SUPERCUP

ZANDVOORT (NLD)

Larry ten Voorde
 Schumacher CLRT

SUPER FORMULA

MOTEGI (JPN)

Tadasuke Makino
 Dandelion Racing (Dallara-Honda)

F1 ACADEMY

ZANDVOORT (NLD)

Race 1 Abbi Pulling
 Rodin Motorsport

Race 2 Doriane Pin
 Prema Racing



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30/02 FEB 2025	Portimão /P	6h. PORTIMÃO		FWS	
13/16 FEB 2025	Valencia /E	GTWS	G4	FWS	
27/02 MAR 2025	Aragón /E	GTWS	G4	FWS	PTWS
06/09 MAR 2025	Barcelona Catalunya /E	GTWS	G4	FWS	PTWS
13/16 MAR 2025	Barcelona-Catalunya /E	6h. BARCELONA			

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12/13 DEC 2024	Portimão /P	RACE TEST
14/15 DEC 2024	Portimão /P	RACE TEST
21/22 JAN 2025	Portimão /P	RACE TEST
12/13 MAR 2025	Barcelona-Catalunya /E	RACE TEST

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RACE TEST



Burton took a surprise win and is in the playoffs

Shock victory and playoff spot for Wood's Burton

NASCAR CUP
DAYTONA (USA)
24 AUGUST
ROUND 25/36

Harrison Burton delivered a dramatic and shock victory in the penultimate round of the regular NASCAR Cup season at Daytona International Speedway. Driving the iconic Wood Brothers #21 Mustang, he surged ahead of two-time champion Kyle Busch to earn his first career win on Saturday night.

In his 98th start, Burton was pushed ahead by Parker Retzlaff and blocked aggressively to win the race by 0.047 seconds. He also earned the honour of collecting the Wood Brothers team its

100th victory in the series. Established in 1953, the organisation's previous win came at Pocono just over seven years ago.

Burton entered the race 34th and last among full-time drivers in the standings, but will now compete in the playoffs for the first time in his career. "I cried the whole victory lap," said Burton, who will be released from the team at season's end. "Obviously got fired from this job. I wanted to do everything I could for the Wood Brothers. They've given me an amazing opportunity in life. To get them to 100 on my way out is amazing."

The closing laps of the race were punctuated by two airborne crashes from the lead, setting up an overtime finish.

Michael McDowell was leading when a mid-corner bump from Austin Cindric sent him spinning down the track on the entry to Turn 1. Joey Logano slammed into the door of his fellow Ford driver, sending McDowell's car up into the air before slamming back onto the walls in a multi-car accident. It appeared that NASCAR's recent addition of an air deflector above the right side of the car was useful, only for a far worse crash to halt the race soon after.

Josh Berry got spun from the lead on the backstretch, flipping upside down before slamming into the inside wall and spinning like a top while the car remained on its lid. Thankfully, he emerged unscathed.

NICK DEGROOT

Jacob proves Abel in ending Foster's run

INDY NXT
PORTLAND (USA)
25 AUGUST
ROUND 10/12

Jacob Abel scored a sensational Indy NXT victory at Portland International Raceway to keep his title hopes alive.

While Andretti Global's championship leader Louis Foster started on pole, it was Abel's move from the outside of the front row to the inside that took the lead into Turn 1. Despite sporadic pressure through the early and middle parts of the contest, Abel held firm at the front for all 35 laps to win by 0.4 seconds over Foster. Andretti's Bryce Aron, Foster's team-mate, finished third to match his best result of the season.

"It was kind of like an over-under type of move," said Abel after his third victory of the campaign. "He [Foster]



Abel makes his winning move on poleman Foster

got a good run out of the last corner. I tucked into the draft, faked left a little bit, then dove it down on the inside. I didn't really know [how much room there was], I was just going to go for it either way.

"I really wanted to get a win for us and I knew that we really needed to be out front if that was the case. It ended up working really well."

Abel is the only driver who can still mathematically beat Foster to the title, but is 79 points back with two races and 108 possible points remaining.

JOEY BARNES

WEEKEND WINNERS

NASCAR CUP
DAYTONA (USA)
 Harrison Burton
 Wood Brothers (Ford Mustang)

INDY NXT
PORTLAND (USA)
 Jacob Abel
 Abel Motorsports

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RALI CEREDIGION PREVIEW

BIG-TIME RALLYING RETURNS TO WALES

While Rally GB remains much-missed, this weekend's European championship round could signal the start of a sporting revival

TOM HOWARD

Ever since Wales Rally GB dropped off the World Rally Championship calendar in 2020, the UK rally scene has been bereft of a global event. But the wait is finally over as this weekend marks the return of international-level rallying in Britain with the European Rally Championship hosting its penultimate round of the season in Wales.

While the rally-mad nation's famous gravel forest WRC stages continue to lie dormant, the emergence of Rali Ceredigion offers a new breed of high-speed asphalt tests, where the best from the European continent and Britain will do battle. Perhaps more importantly, the 14-stage event is seen as a beacon of hope for British rallying and an opportunity to showcase itself on the international stage once again.

"I think it's hugely important for UK rallying," event director Charlie Jukes tells Autosport on the eve of the ERC's return to Wales for the first time in 28 years. "I think everyone really has shared a bit of concern about what's going on and how tough the sport is. I think rallies themselves, we need this high-profile type of event to be able to keep the whole thing going."

It's been quite a remarkable rise for the asphalt rally based out of Aberystwyth in the picturesque Ceredigion region. This weekend marks only its fourth running, having made its debut in 2019. Since then, and following a two-year COVID-19-induced hiatus, the rally has grown rapidly, making its British Rally Championship debut in 2022. This year it has secured its intended target – a place on the coveted ERC bill – as part of a multi-year deal.

Its rapid success is down to a team of passionate and dedicated members and volunteers from four motor clubs – Newtown Motor Club, Teifi Valley Motor Club, Lampeter Motor Club and Aberystwyth Motor Club – who shared a vision. The rally also owes itself to a 2017 change in the Road Traffic Act 1988 that now permits closed-road motorsport events in the UK. Led by Jukes, the initial inspiration for the rally wasn't triggered by Wales Rally GB's sudden demise but from an event in Essex.

"After Clacton-on-Sea ran the first closed road rally [in 2018], I sat in the office and thought, 'well, we need to be doing this in Wales,' so I rang a few different people that I thought could put it all together," recalls Jukes. "I couldn't believe how quickly it came together."

"There were four clubs involved, and it grew from there, but the ambition was always to take it to ERC from day one. It has happened a lot quicker than we were expecting. Obviously with COVID we



ITINERARY

Friday 30 August

- 0830 Shakedown (Cwmerfyn) 2.58 miles
- 1630 SS1 Aberystwyth 1 0.83 miles
- 1805 SS2 Aberystwyth 2 0.83 miles

Saturday 31 August

- 0805 SS3 Brechfa 1 12.27 miles
- 0925 SS4 Llyn Brianne 1 16.50 miles
- 1113 SS5 Nant y Moch 1 9.02 miles
- 1201 Service (Aberystwyth)
- 1401 SS6 Brechfa 2 12.27 miles
- 1521 SS7 Llyn Brianne 2 16.50 miles
- 1709 SS8 Nant y Moch 2 9.02 miles
- 1804 SS9 Aberystwyth 3 0.83 miles
- 1824 SS10 Aberystwyth 4 0.83 miles
- 1849 Service (Aberystwyth)

Sunday 1 September

- 0833 SS11 Bethania 1 6.67 miles
- 0935 SS12 Hafod 1 10.73 miles
- 1102 Service (Aberystwyth)
- 1205 SS13 Bethania 2 6.67 miles
- 1405 SS14 Hafod 2 (Power Stage) 10.73 miles

How to watch

Every stage of Rali Ceredigion will be broadcast live through the Rally.TV subscription service. ITV4 will show highlights through its British Rally Championship programming following the event.

JAMES WARD/CHICANE MEDIA



missed two years as well, but the amount of support for the event in the locality is unbelievable – that’s what has really helped us take it to where it is today, the support from local businesses and council and all the stakeholders.”

Organising motorsport events often requires significant funding. For example, Ireland’s recent bid to land a spot on the 2025 WRC calendar required €15million in government funding spread across a three-year period. It was the lack of funding that resulted in this proposal being put on ice, and it was a similar story for Northern

“Most of the funding is coming from the locality, and the support from local business has been phenomenal”

Ireland’s WRC project that aimed to secure the WRC in 2022 and 2023.

While the costs to stage an ERC event are lower than the WRC, the belief in the Ceredigion project from the local community and the tireless work of volunteers has refreshingly been duly rewarded. It’s this support, instead of large grants from government or Motorsport UK, that has provided the backing to put Wales and the UK back on the international rally map.

“We’ve done it all ourselves, and it’s all down to the team of super people that we’ve got involved from all over Wales and beyond,” adds Jukes. “Most of the funding is coming from the locality, and



Current ERC champion Paddon (left) won the Welsh event in 2022

the support from local business has been absolutely phenomenal. It’s support from all angles, whether it’s been cash or product or just labour support. This is still all volunteer-led.”

This effort hasn’t gone unnoticed by the competitors, including Welshman Osian Pryce, who will be aiming for a hat-trick of Ceredigion wins to add to his 2019 and 2023 triumphs, piloting a Ford Fiesta Rally2.

“It’s nice to have something of real status back as Rally GB is missed,” says Pryce. “It’s the European Championship, it’s not quite world championship, but it’s hopefully a step in the right direction. >>



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RALI CEREDIGION

First run 2019

Stages 14

Stage mileage 113

Entries 140 cars

Previous winners

Osian Pryce (2019, 2023),
Hayden Paddon (2022)

Spectacular backdrop for
the rally's challenging
sealed-surface stages...

At the end of the day, these are all people that have jobs and the majority are pretty much volunteers so, when you think about it, if they could do that, then there's no reason why our governing body couldn't push for something else and maybe get Rally GB back.

"I know it's not as simple as that but, when you look at the scale of the work, I know some of them fairly well, and I know how hard they work in their day job. But to do this, it's a massive task and fair play to them for even attempting it, let alone pulling it off."

Three-time British Rally champion Mark Higgins, who is set to cross the start ramp in a Subaru Impreza on Friday, believes volunteers are often taken for granted rather than praised for keeping motorsport alive. "We've got to keep the volunteers interested and appreciate it because, without them, these things just don't happen," says Higgins. "If I look at the rallies I've done this year, it's the same sort of marshals that have been doing it for 20-30 years and, when that generation retires, there's not enough of the new generation coming through."

This extraordinary effort and belief to bring a major rally event to Wales was quickly brought to the attention of the WRC Promoter, which runs the ERC, resulting in the long-term agreement that begins this year. According to ERC manager Iain Campbell, it was an easy discussion to add Rali Ceredigion to the calendar given the support it has garnered and its unique high-speed, crest-laden, tricky stages that travel through the Welsh countryside.

"It's going to be something that's unique for the championship and a different type of Tarmac," says Campbell. "But we also know that the organisation behind it, with Charlie Jukes leading his team and rally control, is pretty much the faces that I would have seen

...plus huge support made
ERC's decision to sign up
the event an easy one



TOM BANKS PHOTOGRAPHY



JAMES WARD/CHICANE MEDIA

“Everybody knows that Motorsport UK has the ambition to get the WRC back into the UK”

when I was clerk of the course of Rally GB, so there’s a huge amount of experience there and depth of knowledge.

“From a European Championship point of view, it was quite an easy discussion. We have the ambition of the event, very enthusiastic backers and the local authority are desperate for the event to be there. We want to be in the UK market, as well, so altogether we were heading in the same direction. There was very little pushback, so that makes for a good partnership.”

While the rally organisers have been clear that there are no plans to bid for the WRC in the near future, the rally has been heralded as a step in the right direction for future WRC projects in Britain. It represents an opportunity to showcase to prospective backers what can be achieved and proof that rallying remains a popular form of motorsport. These are among the key factors that are required to help secure funding to put on major international motorsport events.

“We have a long-term commitment with them so we want to see that grow,” adds Campbell. “For me it’s only a benefit for UK rallying, having been involved with Rally GB. It will not only help the profile of the sport, it also helps our competitors because they’ll get to measure themselves against the best in Europe. All of a sudden, our stage commander teams, our marshals are now going to be back to deliver to international standard. So UK rallying will benefit not just this weekend in August, but across the whole season.

“I think everybody knows that Motorsport UK has the ambition to get the World Rally Championship back into the UK. It’s not the work of a moment, so everything that could be done to do that [showcase rallying] will help.”

While there are many looking to the future, Jukes and the team behind Rali Ceredigion are firmly focused on the now as 140 crews, led by the current European champion and 2016 Rally Argentina winner Hayden Paddon, head to Aberystwyth in a bid to conquer some of Wales’s most challenging asphalt roads.

The UK is ready to embrace international rally competition for the first time in five years, and just maybe Ceredigion could be the catalyst for a British rallying revival on the world stage. ❄

➔ P56 WHAT TO WATCH

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WHAT TO WATCH AT RALI CEREDIGION

The challenge of the event's idiosyncratic stages playing a crucial role in who takes the ERC title plus the return of BRC greats are among the highlights

TOM HOWARD

ERC TITLE BATTLE SET FOR PIVOTAL CHAPTER

Ceredigion could be crucial in deciding the outcome of this year's European Rally Championship. The top three in the standings head to Wales for the penultimate round split by 24 points, with Hyundai driver and reigning champion Hayden Paddon holding a 14-point lead over Skoda driver Mathieu Franceschi. Poland's Miko Marczyk is only 10 points further back, waiting to pounce.

One-time WRC rally winner Paddon (right) will have the advantage of being a previous Rali Ceredigion conqueror, although the New Zealander has struggled to extract performance from his i20 N. With only one podium from six events to date, his lead is very much based on consistency.

"It has definitely got character, it is unique and that's why it's great that it's part of the European Rally Championship," says Paddon. "With Wales I was used to it being in the forest on gravel, so when we went there for the first time on Tarmac, with the narrow lanes and with the changeable weather, I really enjoyed it."

Franceschi is heading into the relative unknown but is under no illusions regarding the challenge ahead: "I think they are really special roads. I've spoken with [BRC frontrunner] Chris Ingram and he told me they are strange as you have crests and then like a gravel surface on a Tarmac road."



STAGES LIKE NO OTHER

Wales is most famous for its iconic forestry gravel roads that featured in the World Rally Championship for decades, but Rali Ceredigion's asphalt tests are equally challenging. The event features a mix of high-speed narrow lanes, flowing roads and countless crests that stretch through spectacular scenery in the Ceredigion, Carmarthenshire and Powys regions. This year 90% of the route is new, which will add to the challenge for both local and international drivers.

Two-time Ceredigion winner Osian Pryce (right) knows what's required to tame the roads: "It's a unique challenge because it doesn't really compare to anything. There is a mixture of different types of roads, but the intensity is very, very high. There's no relaxing. You have to know when to put the hammer down. It's flat-out from the word go, but you have to keep that little bit in your pocket in case you have to really use it."

Changeable weather is also set to cause a



JAMES WARD/CHICANE MEDIA

surprise, according to Paddon: "It is challenging but more so due to the weather and the amount of mud that can potentially come out onto the road – that's probably one of the biggest things."

Irish ERC regular Jon Armstrong believes it will present a new test for the ERC contingent. "We're used to this style of roads, but I think it'll be a big challenge for the Europeans, which is part of the draw for the event," he says.

BEST OF BRITAIN VERSUS CREAM FROM EUROPE

While the European Rally Championship is the headline act, the rally will also host a double points scoring penultimate round of the British Rally Championship. This has helped create the thrilling prospect of the best drivers from the BRC going up against the best from the ERC, with many predicting up to 15 drivers could be in the mix to win this weekend's event.

Ireland's William Creighton (Ford) leads the BRC standings by a point from Castrol MEM Rally Team's Chris Ingram, who tasted victory last time out at the Grampian Forest Rally driving a Toyota GR Yaris Rally2.

"It's a massive opportunity for [teammate] Meirion [Evans] and me with the two Castrol Yaris Rally2s in the ERC for the first time and a double-header BRC round," says Ingram (above right).

Osian Pryce, sitting fourth in the standings, is also relishing the chance to take on the



best from the ERC, but will be picking his battles with the BRC title in mind. "These [ERC] guys are very, very good," says the 2022 British Rally champion. "They will raise the bar, there's no doubt about that. I'd like

to become the first person to win three [times at Ceredigion]. We'd love to win and that is what they say fuels the fire. But I've got one eye on that championship again, it's double points so it is very crucial."

FORMER BRITISH CHAMPIONS RETURNING TO THE STAGES

Gwyndaf Evans and Mark Higgins are set to return to the stages almost 30 years on from their British Rally Championship battles that lifted them to rally stardom.

Evans, the 1996 BRC champion and four-time runner-up, will pilot a Ford Escort Mk2 in the M5 National class, while three-time champion Higgins (1997, below, and 2005-06) will drive a 2008-specification modified Subaru Impreza in the M6 class.

Higgins, also known for his stunt driving exploits in *James Bond* movies, has made a return to rallying this year competing in the British Historic Championship, before this opportunity to drive a Chevron Motorsport-prepared Subaru on home soil.

"That's the thing about rallying, it's very hard to let it go, it's almost a bit of a drug," says Higgins. "Obviously, it's [the Subaru] not an R5 [Rally2] car, but, it would be nice


to give a few of them a run for their money."

While the pair will be competing in different machines, Higgins is looking forward to rekindling memories with Evans on the stages: "Gwyndaf will never be uncompetitive; he is a proper driver and it's good to see him competing.

"It's hard to believe it was 1997 when we were all battling in the F2 cars. I don't feel any older, it's just when I walk past the mirror!"



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Monza season finale for GB3 as five F1 circuits make up 2025 calendar

GB3

The GB3 Championship will race at Monza for the first time next season, as well as three other destinations outside the UK, after its 2025 calendar was revealed. The UK's top single-seater championship will compete on five circuits used by Formula 1, including the famous Italian venue, Zandvoort, Hungaroring, Spa and Silverstone as part of an eight-round calendar.

The Silverstone Grand Prix layout will be used twice: as the season-opener on 26-27 April, replacing the traditional Oulton Park round, and 2-3 August. GB3 will support British GT both times. The series will visit Zandvoort on 17-18 May alongside GT World Challenge Europe, before racing in Belgium (31 May-1 June) and Hungary (5-6 July), the latter supporting International GT Open.

Two further UK outings will take

place at Brands Hatch (23-24 August) and Donington Park (4-5 October), again each alongside Brit GT, before the season finale takes place at Monza on 18-19 October, supporting International GT Open.

Over the past few years, championship organiser MotorSport Vision has moved towards adding more overseas rounds to the calendar to further bridge the gap between GB3 and F3 on the junior single-seater ladder.

"It's the right time to be moving it forward into a series that's covering circuits that are F1 circuits," said Steve Hunter, whose JHR Developments team runs cars in GB3. "The whole point to the ladder as such is to ensure that they are moving forward [on circuits] that they are going to be racing on further up the ladder."

"I'm more than happy with what we're doing, where we're going with it. The whole concept about what's been put

together for 2025 I think will be a very strong championship.

"With its own area of where GB3 fits, we already had the quickest car [at this level] and now we've probably got the best calendar as well. I think it's going to be about pushing going forwards and looking forward to seeing the movements in the right directions."

As well as more overseas rounds next season, the championship will also introduce a new car for the upcoming campaign that will implement the Drag Reduction System (DRS), as well as a more powerful engine, bigger tyres and greater aerodynamic performance.

"The plan is to limit it to 30 cars and we'd be very surprised if we aren't pushing towards that from next year," said team owner Chris Dittmann.

"Costs will definitely go up, that's inevitable with the overseas racing, the car, bigger tyres, but it will still be very competitive. GB3 is almost half the price of what Formula Regional European is and provides more track time."

The GB4 Championship also announced its 2025 calendar, which includes seven rounds at five circuits, all of which will be in the UK. It will run alongside GB3 at the four previously mentioned meetings in the UK and will support British GT at all but one round. The season begins at Donington on 5-6 April and includes other events at Oulton (24-26 May) and Snetterton (12-13 July).

STEFAN MACKLEY & STEVE WHITFIELD



ALL PICS: JEP

Keen and Loggie swap from Merc to Porsche 911

BRITISH GT

British GT frontrunners Phil Keen and Ian Loggie will switch to a Porsche 911 GT3-R for the final two rounds of the 2024 season after previously driving a Mercedes-AMG.

This will be the first time the 992-spec version has appeared in the series since the third round of 2023, when one was used by Team Parker Racing at Silverstone.

One of the models will now return for the Donington Park event next weekend and it is hoped the Porsche may help propel the 2 Seas pair to championship glory, as they sit 38 points behind leaders Rob and Ricky Collard with 75 left available.

“It’s nigh on impossible to source a new Porsche GT3 so, when the opportunity arose to acquire a low-mileage example, I jumped at the chance,” said 2022 champion Loggie, who has raced a Mercedes since 2019. “The 992 has been successful all over the world in factory and customer hands and I really



Keen and Loggie aim to mount GT3 title bid with new car

2SEAS MOTORSPORT

hope that translates to British GT as well.”

The German marque has a record 16 British GT titles, its last in 2012, and 2 Seas will run a livery that honours Porsche’s 1-2 at the 1998 Le Mans 24 Hours.

“Porsche has a great history in this championship, so hopefully we can add some spice to the last two events,” Loggie added. “I wanted a striking design for the

911 that also echoed GT racing’s history. That conversation begins and ends with the 1998 Le Mans winner.”

Loggie also won the 2013 Britcar Championship with a Porsche 997, while Keen was aboard a 911 for his first six British GT victories – two class and four overall – from 2006 to 2014.

ED HARDY

PalmerSport to run Ginetta scholarship again

Inaugural winner Nicholas has impressed this season



GINETTA GT ACADEMY

PalmerSport and Ginetta will again link up to run a scholarship to secure a fully funded drive in the Ginetta GT Academy next season.

The scholarship was held for the first time earlier this year. It is open to PalmerSport customers aged over 25 who have

never previously held a race licence, with a range of assessments taking place at Bedford Autodrome. James Nicholas was selected as the inaugural winner and was victorious on his debut car racing weekend at Oulton Park. He currently sits second in the GT Academy rookie class standings.

A broadly similar

format will be retained for the second running of the scholarship, with entrants paying £1500+VAT to sample PalmerSport’s Caterham, Palmer JP-LM prototype and Ginetta G56 GTA machinery before two drivers are chosen to progress to the final. The GT Academy prize drive is estimated to be worth £100,000.

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Steed and Sidhu have already won BEC class title with Xentek



XENTEK MOTORSPORT

Leading Ginetta squad Xentek to make Brit GT debut with Cayman

BRITISH GT

Multiple Ginetta title-winning team Xentek Motorsport will make its British GT debut by contesting this season's penultimate round at Donington Park next weekend.

Bal Sidhu and Josh Steed will drive a Porsche 718 Cayman GT4 RS Clubsport after their first season of competition together for the Sheffield-based squad. They claimed this year's British Endurance Championship GT4 crown, which made it consecutive titles for Sidhu, who won the 2023 Ginetta GT5 Challenge Am class with Xentek.

"We're delighted to be making our debut in the British GT Championship," said team boss Christopher Richards. "Bal and Josh deserve this opportunity after their brilliant

performances in BEC and we're excited to see how they get on in British GT."

Xentek took four class wins in five to seal the BEC title with a round remaining during Sidhu's first season of GT4 racing, while Steed last competed full-time in 2021, contesting Ginetta GT5. "After our success together in BEC, I'm thrilled to be making this next step with Josh," said Sidhu.

Steed, who has also been a Xentek driver coach, added: "This is an incredible opportunity for us all to take the next step up the GT ladder – I have kept a keen eye on British GT for many years."

Breakell Racing will rejoin the grid at Donington with a Mercedes-AMG GT4 after finishing seventh in class at Silverstone.

ED HARDY

Graves first to sign up for TOCA Junior

TOCA JUNIOR

Graves Motorsport has become the first team to officially confirm it will enter the new TOCA Junior category next year.

The squad has enjoyed success in an array of different series in recent years and currently fields drivers in the Mini Challenge Trophy and Clio Cup GB, as well as powering Max Coates to the Porsche

Sprint Challenge GB points lead. It will now move into the junior racing scene with an entry into British Touring Car-supporting TOCA Junior and plans to run up to four of the category's Chevron B1417 cars.

"We've been looking for a junior championship to compete in for a while now and TOCA Junior has arrived at the perfect time," said team owner Karl Graves. "As a team, drivers

will be able to have their first car racing experience with Graves Motorsport and then have the opportunity to continue with us onto the Porsche Motorsport pyramid and then hopefully on into the BTCC or GTs."

The category was formally launched earlier this month and the new B1417 made its first public appearance last weekend when it was on display at the Donington Park BTCC event.

KARTING RECORD BROKEN

The world record for the greatest distance covered by an individual in a 24-hour karting event was broken by Chris Pedlingham at the Teesside track earlier this month. In a gruelling feat of endurance, Pedlingham was at the wheel for the whole race, pausing only for occasional 15-minute breaks to eat. He completed 1004 laps of the circuit, which equates to 1647 kilometres (1023 miles).

ALLEN JOINS PORSCHE GRID

Former South East Asia Formula 4 champion Lucca Allen made his Porsche Carrera Cup GB debut last weekend at Donington Park. Allen raced in a variety of single-seater categories, including British F4 and Super Formula Lights, earlier in his career, before switching to prototype machinery and competing in last year's Le Mans Cup. He linked up with Eden Race Drive for his Porsche bow and took a best result of 20th.

WOMBLES' TRICKY START

For the Cockwombles C1 team, the dramas had started before the 2CV 24 Hour race at Snetterton even began, when their car was extensively damaged during Friday's running. It necessitated a trip to South Wales to purchase another car from Mini ace Endaf Owens, which allowed Tristan Judge, Scott Lawrence and Zoltan Csabai to start Saturday's race. After a fairly trouble-free run, Judge finally brought the new car home in fifth.

ELBROWS OUT IN 2CV

The Surrey Speed Shop team not only made its 2CV 24 Hours debut at Snetterton last weekend, but for all but one of the crew it was their track race debuts, too. Having trialed a Citroen Dyane, Geoff Elbrow decided to buy the ex-Team Iceni car (below) and enter the 24 hours with sons Harry, Alex and Edward. "I race a Plymouth Belvedere with Equipe, but I am the only one in the family that's raced before," said Alex, after finishing 10th in class. "We had got up to sixth and then snapped a kingpin, but it was a great weekend."



RICHARD STYLES



New Phantom wins on debut as marque suffers mixed fortunes

CLUBMANS

Phantom Racing Cars constructor Alex Champkin impressed on his Suzuki Hayabusa-powered PR24's debut in the Clubmans Sports Prototype series at Castle Combe on Monday.

The combo won twice and recorded a best race lap of 1m05.199s, a phenomenal average speed of 102.14mph and the circuit's fastest of the season.

Built in just three and a half weeks by the Bidford-on-Avon constructor around a bespoke frame fabricated by Ashley Pearce, the motorcycle-engined machine, with its six-speed sequential gearbox, weighs 485kg, a whopping 80kg less than its conventional predecessor.

Delivering 180bhp at the wheels, the RLM-prepared Hayabusa provided a different driving experience when Champkin shook it down at Combe on

Thursday. "The paddleshift and rev range – 10,500rpm through the gears and 11,500 in top – takes some getting used to," he said, having qualified on pole with a 1m06.589s.

Unfortunately, the day brought mixed fortunes for the marque, originated by mainstream automotive designers Chris Greville-Smith and Richard Cresswell in 1972. Alan Cook's Zetec-engined PR22 – in which Champkin and James Clarke won the 2022 and 2023 titles respectively – caught fire, stopping race two.

Clubmans veteran Cook, who brought the car to a halt at a marshals' post at Old Paddock corner, was treated for burns to his hands, forearms and shoulder at the circuit's medical centre before being transferred to the specialist unit at Bristol's Southmead Hospital. Initial investigation by the team into the cause of the fire discovered a blocked fuel injector.

MARCUS PYE

NEW INVESTMENT FOR REVOLUTION RACE CARS

REVOLUTION

Revolution Race Cars has announced that it has secured substantial investment that will allow it to "introduce exciting new models and push the boundaries of performance".

Phil Abbott and Nigel Redwood have been joined by long-time customers Marc Russell and Terry Thompson, who along with Zac Moseley from Cabotage Corporation, an investment company formed by Classic Car Club, have acquired 100% of the issued share capital of Abbott Automotive Limited, trading as Revolution Race Cars.

Moseley will assume the role of chairman, with Redwood as managing director, while James Abbott will continue as head of product development alongside his father, Phil, who will serve as operations director.

Phil Abbott, co-founder of Revolution Race Cars, said: "James and I are thrilled to witness the evolution of our next phase. With this new investment and leadership, we're poised to introduce exciting new models and push the boundaries of performance."



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Garrett clinches Locost title with double after braving the elements

750MC

Daniel Garrett secured the 750 Motor Club Locost Championship title with three races to spare after the first of his two Brands Hatch victories last Saturday.

Lee Emm burst through from row two to lead the wet opener but spun at Druids to hand the advantage back to Garrett, who took his sixth win of the year. Emm retained his lead for much longer in race two, only relinquishing it at Surtees on the final lap of a truncated race.

Soaking conditions for the first Bikesports race mitigated an intermittent issue on victor Shane Stoney's Radical PR6, but in the drier rerun he couldn't keep pace with the Mittell of Pedro Oliveira, who took his first win. Having won his class in race one, Leon Morrell needed just a handful of points to retain his title, but he did it the hard way by starting on wet tyres and changing

to slicks at the mandatory stop.

Although he passed Tom Cockerill, he was penalised for pitlane speeding but still wrapped things up.

Ma7da points leader David Hitchin suffered an enormous blow when he was caught up in a four-car startline incident, ruling him out of both races. Martin West and Ben Powney shared the victories, but Craig Land took two podiums and is in the strongest position with four rounds left.

Formula Vee title contender Craig Bell's AHS Dominator was pushed off the grid in the first race, won by Leon Frost's GAC, but he bounced back extraordinarily to snatch the second six-lapper from his title rival Matt Harbot on the run to the line.

The Vauxhall Nova of Pip Hammond and the Peugeot 205 of Stewart Place shared the Classic Stock Hatch wins to set up an exciting finale between the pair at Mallory Park.

IAN SOWMAN



FRENCH CONNECTION

Bath's Angus Fender, a Castle Combe GT winner last October in a Dodge Viper, debuted the ex-Steve Griffiths Ligier JS2R at the Wiltshire venue on Monday, finishing a strong fourth in race two. Having established a relationship with the French manufacturer, Fender and his father Neil hope to bring more of the coupes (above) – built for a series in Europe – across next season.

TRIP FROM GERMANY

German veterans Klaus-Dieter Haeckel and Gerhard Hauschulte's unstinting support for the United Formula Ford championship's Heritage division resulted in them towing their Van Diemen RF91s to Castle Combe for Monday's rounds. Posting consistent best laps a tenth of a second apart in both races, Haeckel and Hauschulte finished fifth and sixth overall in the latter.

FORTUNATE ESCAPES

Nigel Mustill, 71, escaped injury when his seven-litre Chevrolet V8-powered Volvo clone rolled, having lost its wing on Avon Rise during Monday's first Castle Combe GT race. The stout Solution F tube-frame chassis, which came to rest on its side, was not badly damaged. James Macgregor also emerged unscathed when his Honda Integra flipped after sideswiping the foam barrier cushioning beneath the start gantry in the Hot Hatch opener.

Verstappen to compete in historic rally with Porsche

RALLYING

Ex-Formula 1 driver Jos Verstappen will compete in his first historic rally later this year at the wheel of a 1974 Porsche 911 Carrera 3.0 RS.

The 106-time grand prix starter and father of three-time champion Max will take part in the Tour de Corse Historique from 5-12 October as he takes the next step in his off-road career.

The Dutchman (right) has competed in the Belgian Rally Championship since 2022, where he has already taken six victories. Earlier this year, he also tackled the Rallynuts Severn Valley Stages, where he placed 11th overall on the British Rally Championship event.

"He doesn't yet have the terrain reading skills of a true specialist to anticipate changes in grip on the track," said his

co-driver Renaud Jamoul.

"However, he retains an exceptional sensitivity to braking from his circuit days. He presses very hard on the pedal until the point of lock-up, then releases gradually, like an ABS system."

Car preparer Romain Joffroy added: "Jos belongs to the generation of H-gearboxes, so handling an older car is not an issue for him, unlike current F1 drivers."





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The highs and lows of a club racing driver

A wet outing at Brands Hatch showcased the best and worst that national racing has to offer

STEFAN MACKLEY

I’m just going to check your neck for any soreness.” Stood at the side of a race track with a medic gently massaging my neck was not what this writer had on his bingo card last weekend, but then neither was having my first proper ‘crash’ in a racing car.

I say ‘crash’ because, although I did hit the barrier, it was perhaps the most uneventful collision there’s ever been, the left-front wheel of my Ma7da just glancing the Armco along Cooper Straight at Brands Hatch, which was enough to bend the wishbones and leave me stranded in a wet qualifying session.

On the flip side, it gave me a first-hand glimpse at the response from the marshals, medics and recovery crew – and it was exemplary. The medical crew took all of a minute to reach me after I’d got out of the car unaided and a marshal had already asked if I was OK. My neck and hands were then checked for any sign of injury, while my helmet was given a quick look over to make sure it had not suffered an impact. All standard procedure for what was just a minor prang but, if anything, it put my mind at ease knowing that, if a far more serious crash were to happen, those same people would have been on the scene in the same professional manner.

“I had a stinker of a start, though that probably saved me from running into the incident ahead”

As it transpired, they were called into action several hours later for just such an incident, which occurred at the start of the opening race and eliminated four cars, one written off in the case of poleman Eddie Mawer – who had been slow to launch off the line in horrendous conditions.

We were left to question why no green-flag lap had been given after being sent straight out of the assembly area to line up on the grid. While a green-flag lap is only reserved for categories running with a race tyre or that use a rolling start, as per Motorsport UK regulations, conditions had undeniably worsened since qualifying nearly four hours earlier, even if that session had ultimately been run in the wet.

There’s obviously no guarantee that a formation lap would have prevented the incident that took place, but it would have given drivers a chance to feel the lack of grip off the line at a track where

even launching well in the dry is a challenge. In my own case, I’d never started a Ma7da off the grid in the wet and, low and behold, I had a stinker as the rear wheels excessively spun. Although, ironically, that probably saved me from running straight into the incident ahead.

Sitting on the reformed grid with the rain continuing to fall as I got cold and questioned where exactly the fun of national racing lay in this situation, the marshals came down the grid to rub salt into the wounds – there would be one green-flag lap ahead of the restart. If there was time for a green-flag lap after a lengthy delay to remove wrecked cars, then surely there was time for one prior to those cars suffering that significant damage?

It was the second time during the day that I was not alone in being thoroughly unimpressed by officials. The Ma7da championship had been selected for scrutineering at 0900, which coincided with an open practice session for many of us – for which we had paid an extra £95 to participate in. We’d been told that we would be able to scrutineer from 0730, which is when it opened for the BMW Car Club Racing Championship.

Prior to 0730, Ma7da drivers had queued up ready to go, but it took until 0850 for us to be pulled through into the scrutineering bay. I had the ‘honour’ of being the last, as other Ma7da competitors behind me were waved away because officials had run out of time! I hastily put on my race overalls as the car and equipment were being checked and was sent on my way literally as the track action started. It put needless pressure on drivers and teams as they rushed to prepare tyre pressures and fuel for the session, which unlike all of testing on Friday, was held in monsoon conditions to compound our frustration.

The 750 Motor Club that ran the meeting confirmed seven scrutineers were present during the day and that a full list of those competing in the open practice had been sent to the scrutineers, which was confirmed by officials on arrival. So why were we not given priority? Why did they also decide that some Ma7da runners could go out for practice before returning later to complete scrutineering? Surely that decision should have been made well in advance of the 0900 session, not with 10 minutes remaining.

There’s no denying that scrutineers and race officials have a difficult and generally thankless task, which is shown in a lack of new blood coming into the sport to fill these important roles – a serious issue for UK motorsport. But, for the club competitor, who has spent hard-earned money to be on the grid, there’s also no denying that such decisions and subsequent consequences leave a bitter taste in the mouth. ✨

Hickton holds on to lead after Mini fightback

MINI CHALLENGE TROPHY

Harry Hickton bounced back from a disastrous qualifying to hold onto his championship lead during a wild weekend in the Mini Challenge Trophy at Donington Park. An ABS failure left the Westbourne driver towards the back of the grid for the first and third contests, but stunning recovery drives and mixed fortunes for his main rivals helped him limit the damage.

Rhys Hurd (Chandler Motorsport) prevailed in a three-way fight to take his third win of the season in the opener, while Sam Gornall snatched second from Reece Lycett after a side-by-side battle that lasted for half a lap. Fifth for Alex Solley initially drew him level at the top of the standings with Hickton, who climbed up the order to ninth and secured reversed-grid pole for race two.

Hickton made full use of his advantage in the sequel to take a commanding win ahead of James Black, while Lycett came out on top in the squabbles behind to take another podium. Solley tumbled out of contention with a puncture on



Despite qualifying issues, Hickton still took a win

his Graves-run Mini and Gornall also suffered a blow to his title hopes by slipping to eighth following a feisty move late on from Ronnie Smith.

A frightening three-car crash led to Sunday's finale being red-flagged and pushed back to the end of the schedule after Joshua Wilby spun on the exit of Old Hairpin and was collected by both Callum Eason and John Castle. The trio all avoided serious injury.

The restarted contest proved to be one of the races of the weekend, with as many as 10 cars involved in the front battle at one stage. A stunning charge from 20th resulted in Hickton remarkably leading briefly after

capitalising on a dice between Gornall and Hurd to inch ahead, but he then slipped back to fifth after going off at McLeans. Gabe Fairbrother was another to make it a three-wide scrap for first only to miss the chicane at Fogarty, leaving Hurd second while Gornall remained ahead to take victory.

Hickton was edged in a photo-finish for the final podium spot by Fairbrother, but Hurd's post-race penalty for gaining an unfair advantage during the battling resulted in a two-place demotion and Hickton ending the weekend with his points lead still intact.

STEVE WHITFIELD

Higgins wins again, Fairclough puts one hand on title

BRITISH F4

James Higgins ended his British Formula 4 victory drought in style with back-to-back wins, while runaway championship leader Deagen Fairclough just missed out on sealing the crown with two rounds to spare at Donington Park last weekend.

Alex Ninovic won a slippery opening

contest after sweeping past both Rowan Campbell-Pilling and Fairclough exiting Redgate for the first time before leading home the latter in a four-lap dash to the finish following a red-flag stoppage.

Ninovic led again in Saturday's second race, a rescheduled contest from round one, but the Australian tumbled down the order on lap two after running wide, with

his Rodin Motorsport team-mate Higgins then resisting relentless pressure from Fairclough to score his first victory of the season. Jack Sherwood edged Reza Seewooruthun and Leo Robinson to third.

Having waited 14 months since his last triumph, Higgins then won again in Sunday's partially reversed-grid race after squeezing between front-row starters Maxwell Dodds and Chloe Chong and then pulling clear, while Ninovic was one of four cars caught up in an opening-lap tangle at Hollywood. Having threaded her way through the chaos, Ella Lloyd valiantly held off Fairclough for several laps before being pipped to second by the Hitech driver.

Ninovic initially chased Fairclough hard in the finale but faded after coming under pressure from Campbell-Pilling, allowing Fairclough to take his 10th 2024 win. This left him just two points shy of the title heading into the penultimate round.

STEVE WHITFIELD



Fairclough (left) can win title at the next round

Ellis moves ahead of Martin at top

PORSCHE CARRERA CUP GB

A dramatic weekend in the Porsche Carrera Cup GB ended with the in-form Hugo Ellis snatching the championship advantage from Will Martin.

Matthew Rees led race one on the road throughout, despite huge pressure from behind, but the single-seater convert was denied his second victory of the campaign



Foster took his first win of the season

by a five-second track-limits penalty.

His Team Parker Racing team-mate Ellis therefore inherited a third victory of the season ahead of Century's Angus Whiteside and Will Burns, with Harry Foster moving up to fourth. Martin initially finished fifth but was later demoted to 10th behind fellow title contender Charles Rainford due to an early skirmish. Despite suffering a broken radiator in a qualifying clash, George Gamble recovered from the back of the grid to beat the pair to eighth and keep his own hopes of taking the crown alive.

Rees led again in race two but was shuffled down the order in the early exchanges, with Foster (Eden Race Drive) taking his first win of the year ahead of Gamble (Century), who gained six places to second. Having challenged Gamble several times in the closing stages, Ellis finished third while Martin had to fight hard to take fourth ahead of Burns and Rainford.

STEVE WHITFIELD

RACE RESULTS

MINI CHALLENGE TROPHY

Race 1 (11 laps) 1 Rhys Hurd; 2 Sam Gornall +0.488s; 3 Reece Lycett; 4 Alex Keens; 5 Alex Solley; 6 Ronnie Smith. **Fastest lap** Solley 1m54.713s (78.05mph). **Pole** Solley. **Starters** 24.
Race 2 (10 laps) 1 Harry Hickton; 2 James Black +1.439s; 3 Lycett; 4 Luca Marinoni Osborne; 5 Gabe Fairbrother; 6 Smith. **FL** Lycett 1m54.425s (78.25mph). **P** Hickton. **S** 24.
Race 3 (11 laps) 1 Gornall; 2 Fairbrother +1.068s; 3 Hickton; 4 Hurd; 5 Black; 6 Harvey Riby. **FL** Hickton 1m54.219s (78.39mph). **P** Keens. **S** 24.
Points 1 Hickton 493; 2 Gornall 470; 3 Black 422; 4 Solley 416; 5 Fairbrother 394; 6 Keens 361.

BRITISH FORMULA 4

Race 1 (4 laps) 1 Alex Ninovic; 2 Deagen Fairclough +1.712s; 3 Leo Robinson; 4 Kai Daryanani; 5 James Higgins; 6 Zack Scoular. **FL** Fairclough 1m29.397s (100.16mph). **P** Fairclough. **S** 18.
Race 2 (13 laps) 1 Higgins; 2 Fairclough +0.204s; 3 Jack Sherwood; 4 Reza Seewooruthun; 5 Robinson; 6 Alex Berg. **FL** Fairclough 1m29.087s (100.51mph). **P** Ninovic. **S** 18.
Race 3 (12 laps) 1 Higgins; 2 Fairclough +3.258s; 3 Ella Lloyd; 4 Daryanani; 5 Seewooruthun; 6 Rowan Campbell-Pilling. **FL** Fairclough 1m29.064s (100.53mph). **P** Maxwell Dodds. **S** 18.
Race 4 (12 laps) 1 Fairclough; 2 Ninovic +2.930s; 3 Campbell-Pilling; 4 Robinson; 5 Higgins; 6 Yuanpu Cui. **FL** Fairclough 1m28.716s (100.93mph). **P** Fairclough. **S** 18.
Points 1 Fairclough 455; 2 Ninovic 317; 3 Seewooruthun 207; 4 Higgins 206.5; 5 Sherwood 187; 6 Abbi Pulling 122.

PORSCHE CARRERA CUP GB

Race 1 (both 19 laps) 1 Hugo Ellis; 2 Angus Whiteside +0.387s; 3 Will Burns; 4 Harry Foster; 5 Matthew Rees; 6 Andrew Rackstraw. **FL** George Gamble 1m29.298s (100.27mph). **P** Rees. **S** 22.
Race 2 1 Foster; 2 Gamble +3.459s; 3 Ellis; 4 Will Martin; 5 Burns; 6 Charles Rainford. **FL** Gamble 1m29.338s (100.23mph). **P** Rees. **S** 22.
Points 1 Ellis 80; 2 Martin 76; 3 Gamble 73; 4 Rainford 72; 5 Rees 59; 6 Foster 37.

PORSCHE SPRINT CHALLENGE GB

Race 1 (all 13 laps) 1 Joe Marshall; 2 Tom Bradshaw +1.593s; 3 William Jenkins; 4 Seb Hopkins; 5 Max Coates; 6 Ethan Hammerton. **FL** Coates 1m31.846s (97.49mph). **P** Marshall. **S** 24.
Race 2 1 Bradshaw (below); 2 Marshall +3.608s; 3 Coates; 4 Jenkins; 5 Jacob Tofts; 6 Toby Trice. **FL** Marshall 1m31.627s (97.72mph). **P** Marshall. **S** 24.
Race 3 1 Marshall; 2 Jenkins +2.817s; 3 Coates; 4 Hopkins; 5 Bradshaw; 6 Matt Kyle-Henney. **FL** Marshall 1m31.603s (97.75mph). **P** Bradshaw. **S** 24.
Points 1 Coates 92; 2 Hopkins 86; 3 Bradshaw 76; 4 Jenkins 67; 5 Hammerton 44; 6 Trice 35.



For full results visit: tsl-timing.com

Marshall makes his mark – twice

PORSCHE SPRINT CHALLENGE GB

Graves Motorsport's Max Coates replaced Seb Hopkins at the top of the Porsche Sprint Challenge GB standings during a weekend where the title contenders were put in the shade by double victor Joe Marshall.

In only his second weekend in the series, Marshall led from lights to flag in the opener despite a late charge from Thomas Bradshaw, who had prevailed in a battle for second with Will Jenkins. Hopkins just missed out on a podium spot to his Team Parker Racing stablemate, while Coates passed his own team-mate Ethan Hammerton to finish fifth.

Marshall was chased again by Bradshaw in race two, but the Rob Boston Racing driver ran wide at the halfway stage while under pressure into the Melbourne hairpin, allowing Bradshaw to sneak through and pull clear for a comfortable victory. Coates edged Jenkins for third, the latter having made his way past Jacob Tofts, but a final-lap collision with Toby Trice sent Hopkins spinning out of contention and the lead of the points standings.

Marshall led home Jenkins and Coates in the finale, while Hopkins had to settle for fourth despite catching his championship rival late on following an early battle with Bradshaw.

STEVE WHITFIELD

Marshall came out on top in only his second outing



Robinson (14) kept Philpott honest in both Jaguar encounters



Philpott roars to double Jaguar Championship spoils

BRANDS HATCH
CSCC
25-26 AUGUST

As the Brands Britannia event celebrated the best of British, Colin Philpott proved to be top cat in the Jaguar Championship with a pair of wins that take his XJS closer towards a maiden title.

Philpott led the opener from start to finish but came under increasing pressure from Jack Robinson's XK as they negotiated traffic, while a rebuilt V12 in his XJS helped James Ramm into third. From a partially reversed grid, Philpott hit the front within two laps of the sequel but had both Ramm and Robinson looming in his mirrors as he managed a tired gearbox. Robinson couldn't make a move stick on Ramm as the pair reversed their previous positions.

A terrific drive from Andy Southcott took him from the rear of the grid to the win in Special Saloons and Modsports, which were racing in memory of series stalwart Ricky Parker-Morris. Southcott had also started

the opener from the back after missing qualifying following differential failure on his Lenham Midget in the earlier Slicks Series race.

He had reached third before an early finish but completed the job later – diving past Thomas Carey's BDG-powered Honda CRX silhouette on the penultimate lap. Carey himself had risen from row six after winning the opener, passing Simon Allaway's Lotus Esprit clone just before Southcott's ambush.

Pippa Cow and James Hughes split Midget & Sprite Challenge honours, as each hit trouble in the other race. Paul Sibley's Modsports-spec Midget looked set to dominate before expiring in the opener, by which time Hughes's Austin-Healey Sprite had pulled in with a fuel-pump problem. Two-time champion Cow's similar car marched on to victory as Ian Burgin bested Connor Kay in a fantastic duel for second – and class honours.

Cow and Hughes exchanged the lead four times in the opening half-lap of race two,

but their battle was cut short when Cow pulled up on the third tour. Kay's Midget snatched second after a Code 60, while Burgin held third despite a half-spin on oil.

Paul Tooms's Lotus Elan GTS dominated Classic K, winning by over a lap from Allan Ross-Jones's Triumph TR4. Malcolm Johnson (Elan) may have tested Tooms without an 80-second success penalty, but set fastest lap en route to fifth.

Split across two grids, Swinging Sixties wins went to Stephen Pickering and Steve Hodges. Pickering's V8-powered Sunbeam Tiger saw off the challenge of Ray Barrow's Chevrolet Camaro. Barrow initially hung on but a super-quick pitstop extended Pickering's advantage, with the entire field later penalised for Code 60 infringements. For Hodges, a well-timed Code 60 helped his Lotus 7 overhaul Connor Kay's pacy TVR Tuscan.

New octogenarian Nigel Ainge celebrated the start of his ninth decade by relaying Danny Cassar to Tin Tops victory. The pair's Honda Integra jumped Richard Wheeler/Danny Harrison's fifth-gearless Ford Fiesta ST in the pits, then Cassar charged past those who'd gained under a safety car. Harrison's challenge ended when a loose exhaust manifold caused a Fiesta firework display, attracting the clerk's attention.

Niall Bradley took two dominant BMW Championship wins, while Graham Crowhurst may have secured repeat runner-up finishes but for a cracked gearbox casing. That promoted the duelling Bryan Bransom and Jason West to the podium. Concurrent Slicks Series victories went to Nathan Luckey (Porsche 991.1 GT3 Cup) and Tom Walpole (Ariel Atom) as a success penalty and then a puncture



Pickering's Sunbeam Tiger came away with victory in Swinging Sixties Group 1

ALL PHOTOGRAPHY: GARY HAWKINS

WEEKEND WINNERS

JAGUAR CHAMPIONSHIP

Races 1 & 2 Colin Philpott (XJS)

SPECIAL SALOONS & MODSPORTS

Race 1 Thomas Carey (Honda-BDG CRX)

Race 2 Andy Southcott
(MG Lenham-Millington Midget)

MIDGET & SPRITE CHALLENGE

Race 1 Pippa Cow (Austin-Healey Sprite)

Race 2 James Hughes (Austin-Healey Sprite)

CLASSIC K

Paul Tooms (Lotus Elan GTS)

SWINGING SIXTIES

Group 1 Stephen Pickering (Sunbeam Tiger)

Group 2 Steve Hodges (Lotus 7 Series 2)

TIN TOPS

Nigel Ainge/Danny Cassar (Honda Integra Type R)

BMW CHAMPIONSHIP/SLICKS

Races 1 & 2 Niall Bradley (BMW M3 E46)

MODERN CLASSICS/MG TROPHY

Tom Mensley (BMW M3 E36 Evo, below)

FUTURE CLASSICS/MG TROPHY

Tom Butler (BMW E30)

OPEN SERIES/MAGNIFICENT SEVENS

John Cutmore (Spire RB7)

MORGAN CHALLENGE

Races 1 & 2 Andrew Thompson (+8)



For full results visit: tsl-timing.com



SAVED FROM THE SKIP After a decade away from racing, Devon driver John Pugsley has reprised memories of 1979 with his Modsports Davrian Mk6. The low-line car, which suffered from overheating in its first two outings, is newly built by Ron King of hillclimb specialist Empire Racing Cars around a shell Pugsley acquired from Darrian over 20 years ago. Pugsley, who scored a 16th and a 14th, was motivated to get the car on track by “the thought of the lads putting it in the skip to get rid of it!”



BIG CATS GROUP C DEMO Racing royalty at Brands Britannia came in the form of three Jaguar Group C cars, including the 1988 Le Mans 24 Hours winner. Jan Lammers, Johnny Dumfries and Andy Wallace drove their seven-litre V12-powered XJR-9 to Jaguar’s first La Sarthe victory since 1957. Jock Howe was joined in an on-track demonstration by the fourth-placed finisher (#22) driven by Geoff Page, along with the XJR-11 driven by one-time British GT champion Calum Lockie.

thwarted pacesetter David Harrison’s 991.2.

Alongside a crushing Modern Classics success for Tom Mensley’s BMW E36, James Dennison took an MG Trophy win on his seasonal debut. Having diagnosed an ECU wiring problem, Andrew Rogerson charged to victory in the sequel, but second and sixth places leave James Cole on the brink of securing the crown. Tom Butler (BMW E30) scored a maiden Future Classics victory as the chasing Nick Rinylo’s smoky Porsche 911 SC expired at the conclusion.

John Cutmore’s Spire held off Christian Pittard’s determined challenge to win the combined Open Series and Magnificent Sevens race, having moved ahead in the pitstop sequence. Cutmore had earlier scrapped with BOSS Racing duo Colin Watson and Tim Davis before a misfire and fuel-pump failure claimed both.

MARK PAULSON



ONE-OF-A-KIND ANGLIA Steve Goldsmith’s self-built Ford Anglia went through many different engines before he settled on its quieter, trackday-friendly, EcoBoost ST180 powerplant. Sometime Hot Rodder Goldsmith stored the shell for 15 years before turning it into a racer during the COVID-19 pandemic. With six-speed Tractive sequential ‘box, Quantum dampers and a Capri rear axle located in National Hot Rod three-link style, Goldsmith admits “there’s nothing Anglia underneath it”.

Emax 346 and Team Lion roar to 24-hour glory

SNETTERTON
BARC 2CV 24 HOURS
23-25 AUGUST

Pete Sparrow led 2CV Team Lion to another victory in the 2CV 24 Hours at Snetterton last weekend alongside David O’Keeffe and Gary Adnitt.

Heavy rain began almost on cue for the start of the race, with standing water soon causing problems for a field of 29 runners. Sparrow and KT Racing’s Kris Tovey began battling for supremacy, with Crisis@Tete Rouge’s Andrew Bull heading the chase, before Sparrow had an early excursion. “I was passed by a C1 and couldn’t see the corner in the spray,” he said. “When I did, I was heading for the grass.”

2CV Lion made its first stop early, during the first safety car intervention, but most crews ran until the two-hour mark, with the skies brightening after four hours, albeit just before darkness descended.

Through the night, it continued to be a three-way battle, with KT heading Crisis@Tete Rouge and 2CV Team Lion down to third. With Adnitt and O’Keeffe taking stints for 2CV Team Lion, they reached half-distance a lap clear of KT, which had Peter Rundle, Louis Tyson and Alex Cockhill sharing with Tovey. Behind,



Dilligaf’s Nick Crispin, Sean Sidley and James Dartiailh had pushed Crisis@Tete Rouge down to fourth.

As dawn approached, 2CV Lion had managed to pull a couple of laps clear of KT after Adnitt did a marathon stint of 88 laps in just under three hours. But drama was on the horizon for both of the leading crews. “I could smell gear oil and the car was spluttering, I managed to keep going for 20 minutes and then pitted,” said KT’s Tyson. “But, as we lifted the bonnet, the engine was covered in gear oil.”

2CV Lion’s O’Keeffe also had issues:

“I was going through the Bomb Hole and it dropped a valve, so I limped back to the pits.”

Adnitt took over again but a lead of eight laps had been cut to just two over Dilligaf with Crisis @Tete Rouge in third, despite Brian Heerey losing a front wheel – which incurred a three-lap penalty.

O’Keeffe took the final stint for 2CV Lion and managed to consolidate the lead in the closing hours, taking class victory by three laps and ninth overall from Dilligaf. Heerey brought home the Crisis@Tete Rouge car third after sharing

Smith bags the double in Formula Ford thrillers

CASTLE COMBE
CCRC
26 AUGUST

Rory Smith’s Castle Combe Formula Ford double on Monday came too late to bring him back into the circuit championship’s running with only October’s double-header decider to

come. Felix Fisher, twice second, and Alex Walker, who shared thirds and fourths with Luke Cooper, will take the title fight all the way as the quartet raced clear.

Nathan Ward completed his Class B crown defence with trademark wins but, in David Cobbold’s absence, Australian Will Liston claimed C golds, besting at seventh overall, and beating 1995-97 champion

Kevin Mills in a swansong outing.

Despite the small field, the top four United Formula Ford runners provided two scintillating races. Championship leader Morgan Quinn, Tom Nippers, Charlie Mann and local hero Alex Kite finished 0.586 seconds apart in the opener. Kite sprang from third to lead race two at the Esses on the final lap, but Nippers outbraked him brilliantly into Tower to seize his first win.

As Kite slid wide onto the grass, Mann dived past and Quinn nearly got ahead into Bobbies. But, when Kite clipped the inside kerb, his Spectrum hopped into Quinn, taking both out, and surprising Jason Pribyl and Ben Cox with second and third as Mann was hit with a 5s track-limits penalty.

Harrison Chamberlain had continual issues with his VW Golf GTI, having to reboot its electrics in the Saloon opener, but with Adam Prebble posting two smoky retirements, he nursed it home ahead of Dave Spiller’s Audi TT. Chamberlain inched



WEEKEND WINNERS

SNETTERTON

CITROEN 2CV 24 HOURS & C1 CLASS

Emax Motorsport 346 (David Alstadter/
Stuart Ratcliff/James Little/Jake Little)

2CV CLASS

2CV Team Lion (Pete Sparrow/
David O'Keeffe/Gary Adnitt)

MINI GRANDE CLASS

Misfits (Steven Rideout/Dave Rees/
Paul Ogborn/Neven Kirkpatrick)

CASTLE COMBE

CCRC FORMULA FORD

Races 1 & 2 Rory Smith (Medina JL18)

UNITED FORMULA FORD

Race 1 Morgan Quinn (Van Diemen RF99)

Race 2 Tom Nippers (Van Diemen RF01)

CCRC SALOONS

Races 1 & 2 Harrison Chamberlain
(VW Golf GTI)

CCRC HOT HATCH

Race 1 Shaun Goverd (Citroen AX)

Race 2 Craig Fleming (Honda Civic EG)

CCRC GTs

Races 1 & 2 Doug Watson
(Ferrari 488 Challenge)

CLUBMANS SPORTS PROTOTYPES

Races 1 & 2 Alex Champkin
(Phantom-Suzuki PR24)

MARK SUTTON REMEMBRANCE RACE

Dylan Popovic
(Ginetta-Chevrolet G50)

For full results visit: tsl-timing.com



Team Lion took the 2CV spoils after 24 hours

with Bull, Nick Roads and Ian Gibbon.

SL Racing finished fourth in class with Neil Savage, and Laurence and George Broadhurst, while KT finally settled in fifth. Lion Hansgrohe's Said Baloui, Giles Owen, John Paul-Wilkinson and Max Wyer completed the top six.

The battle for the overall race win was between the eight invitational Citroen C1s. In the wet, Mike Hart set the pace in Emax 343 but, after heading the first two hours, the rest of the race became a duel between the Emax 346 car of David Alstadter, Stuart Ratcliff, and James and Jake Little, and the

WRC Developments C1 of David Drinkwater, Ryan Bensley, John Gladman and Mike Harris.

In the end, the 346 car took victory, the WRC entry a lap down in second, while James Cannings, Christopher Clarke, Greg Owens and Warren Heath along with Hart in 343 were third.

Misfits won the Mini Grandes in eighth overall with Steven Rideout, Dave Rees, Paul Ogborn and Neven Kirkpatrick, after their only rivals, No Sleep 'til Sunday, spent much of the race in the pits.

PETER SCHERER

closer to the title when young rival Jez Williams' Peugeot 106 broke in race two.

Shaun Goverd's Citroen AX won the first Hot Hatch counter after polesitter Craig Fleming's Honda Civic broke a driveshaft off the line and management system gremlins impeded chaser Ross Parker's Civic. The race was red flagged when James Macgregor's Honda Integra hit the barriers exiting Camp and crossed the timing line on its roof. Fleming, Parker and championship leader Jason Stack (Renault Clio) filled the second podium.

With GT leader Keith Butcher's Lamborghini Huracan sidelined by driveshaft failure in qualifying, the title race was thrown wide open. In battles of sophistication versus thuggery, Doug Watson's powerful tech-laden Ferrari 488 won both races under immense pressure from Dylan Popovic's brutish Ginetta-Chevrolet G50, with Jordan Billinton's new Huracan Super Trofeo Evo in his mirrors. Popovic's fastest lap bonuses leave him a point behind Watson going into the finals, both having topped Butcher's score.



Champkin debuted his new Phantom machine

The Clubmans front-engined sports-racers left a big impression on their first visit since 1998. Phantom Racing boss Jamie Champkin, debuting his new Suzuki Hayabusa-engined PR24 (see News), qualified on pole and trumped Clive Wood's 200bhp Mallock-MG Mk23 and Steve Dickens' less potent Mallock-MG Mk29. The second race was stopped with Champkin, Wood and Dickens ahead when Alan Cook's Zetec-engined Phantom PR22 caught fire

between the Esses and Old Paddock.

Billinton outdragged poleman Popovic at the start of the second Mark Sutton Remembrance Race, but the Lambo straightlined the Esses, strimming the grass and emerged third behind the Ginetta and Chamberlain's Golf. Popovic dominated either side of mandatory pitstops, finishing over 27s ahead of Billinton.

MARCUS PYE

FINISHING STRAIGHT



London show ups the wow factor



EXHIBITION
THE FORMULA 1
EXHIBITION
ExCeL London
£25-33

The F1 Exhibition has landed in London. After opening its doors in Madrid last year, the travelling exhibition has made its way to Vienna, Toronto and now welcomes visitors at ExCeL London.

If you've already been to the exhibition, you'll notice plenty of upgrades, including contributions from all 10 Formula 1 teams. New to London, a partnership with the Silverstone Museum helps to share the history of the British Grand Prix. Visitors are given the opportunity to channel their inner Lewis Hamilton on state-of-the-art racing simulators. Not only will you get an idea of what it's like to sit behind the wheel of a Formula 1 car, but all racers (even the learner drivers) will be entered into a monthly prize draw to win 2025 British GP tickets.

This exhibition is your opportunity to step into the world of F1 as you go through a unique storytelling experience combining the past, present and future of the sport. It's designed to appeal equally to casual

fans, diehard enthusiasts and even those who are new to F1.

"There's lots of intricate details, if you look at every instalment, read all the text, look at every picture and watch every video, then I think the diehard fan will get a lot out of it," says exhibition co-curator Peter Windsor. "We've uncovered a few little details perhaps people aren't aware of and we'll be reminding fans of a lot of great things that have happened in Formula 1 over the years.

"But at the same time, the exhibition is beautiful to look at, in terms of lighting, the cars, the way we've put it together. You walk in and think, 'Wow, this is great', and I'm hoping for the casual observer that will be a marvellous moment for them."

And with cool cars, sim racing and interactive displays, it certainly has that wow factor. Across six rooms you will be transported through F1's most memorable moments, including Romain Grosjean's 2020 Bahrain crash. His charred chassis remains can only be described as breathtaking. The emotional showstopper serves as a reminder of the dangers of F1, while acknowledging the huge safety improvements we've seen.

You'll be able to get up close and personal with an incredible collection



Hill gets interactive to show he's still got it

of cars, including the 1970 Lotus 72, Hamilton's 2018 W09, Max Verstappen's 2021 RB16B, Mika Hakkinen's 1999 McLaren MP4-14, the iconic 1961 'Sharknose' Ferrari 156, and Damon Hill's personal favourite, Ayrton Senna's 1988 McLaren MP4/4.

Tim Harvey (no, not the 1992 BTCC champ), the show's curator, describes the past seven years creating the show as a "giant treasure hunt". There are certainly plenty of hidden gems to be found. My personal favourite: Bernie Ecclestone's letter to Leonid Brezhnev, misspelling the Soviet Communist Party leader's name.

But the all-important question when it comes to experiences like this... is it worth the money? For just £25-33 for adults and £14-18 for children (under 17), the exhibition successfully combines the prestige, technology and glamour of F1 without breaking the bank. The only downside is having to pay an extra £15 to hop on the sims. But considering the F1 Arcade (with UK sites in London and Birmingham) will cost you a minimum of £15.95, you can't complain too much!

For £30, this exhibition should be considered a mandatory pitstop.

TATUM MANDY



ALL PICS: F1 EXHIBITION

WHAT'S ON

INTERNATIONAL MOTORSPORT

Italian Grand Prix
F1 World Championship
 Round 16/24
 Monza, Italy
30 August-1 September
TV Live Sky Sports F1, Sun 1355
TV Highlights Channel 4, Sun Sky Sports F1, 1730

Aragon MotoGP
 Round 12/20
 Aragon, Spain
31 August-1 September
TV Live TNT Sports 2, Sat 1330, Sun 1215
TV Highlights TNT Sports 2, Sat 1330, Sun 1215

IndyCar
 Round 14/15
 Milwaukee, USA
31 August-1 September
TV Live Sky Sports F1, Sat 2300, Sun 1930

Lone Star Le Mans
World Endurance Championship
 Round 6/8
 Austin, USA



1 September
TV Live Eurosport 1, Sun 2130

Formula 2
 Round 11/14
 Monza, Italy
30 August-1 September
TV Live Sky Sports F1, Sat 1310, Sun 0900

Formula 3
 Round 10/10
 Monza, Italy
30 August-1 September
TV Live Sky Sports F1,

Sat 0825, Sun 0730
Porsche Supercup
 Round 8/8
 Monza, Italy
1 September
TV Live Sky Sports F1, Sun 1100

Indy NXT
 Round 11/12
 Milwaukee, USA
31 August
TV Live Sky Sports F1, Sat 2050

Super GT
 Round 5/8
 Suzuka, Japan
31 August-1 September
Livestream Motorsport.tv

NASCAR Cup
 Round 26/36
 Darlington, USA
1 September
TV Live Premier Sports, Sun 2230

NASCAR Xfinity
 Round 23/33
 Darlington, USA
31 August
Live Premier Sports (streaming only) 2000

ADAC GT Masters
 Round 4/6
 Spa, Belgium
30 August-1 September
TV Live Premier Sports 2, Sat 0955, Sun 1245

UK MOTORSPORT
Mallory Park VSCC
31 August
 Allcomers, Austin 7s,

Handicap, Pre-'66 Racing Cars, Pre-war Sportscars, Scratch, Triple M, VSCC Specials

Kirkistown 500MRCI
31 August
 FF1600, Fiestas, Formula BOSS, Formula Sheane, Junior Minis, Libre Saloons & GTs, Mazda MX-5s, Superkarts

Brands Hatch BARC
31 August-1 September
 Caterham (270R, 310R, Academy, Roadsport, Seven UK), Formula Libre, Hyundai Coupe Cup, Intermarque Silhouettes, Super Saloons & Tin Tops
Livestream barc.net

Rali Ceredigion
British Rally Championship
Rd 5/6 & European Rally Championship Rd 7/8
 Aberystwyth, Wales
30 August-1 September



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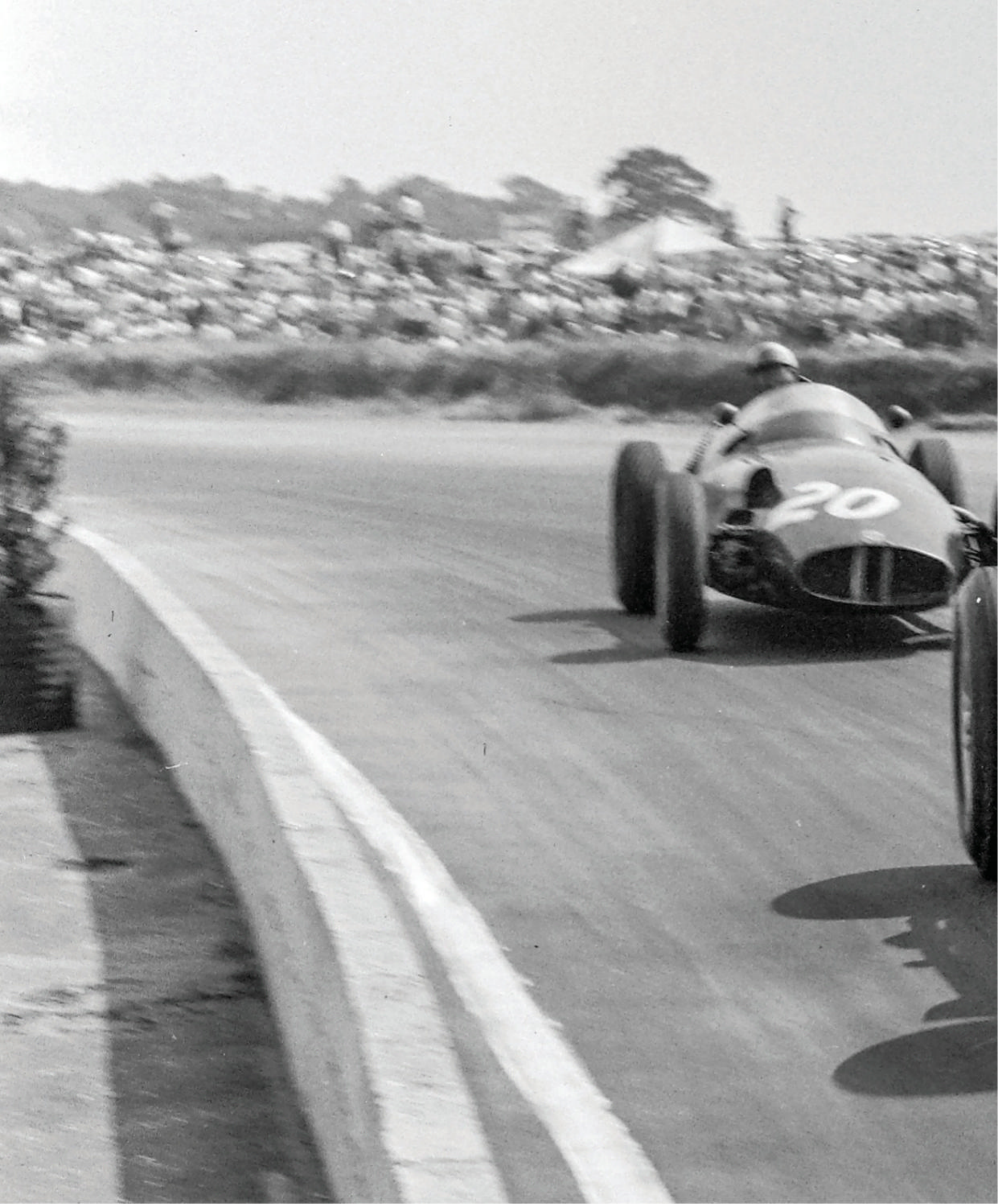


Paddy Lowe: From F1 titles with Lewis Hamilton to zero-emission fuels

In his podcast this week James Allen looks to the future and asks what Formula 1's move to zero-emission fuels from 2026 actually means. With zero emissions, you don't need hybrid technology anymore, so will it open the door for the return of the lighter, great-sounding V8 and V10 engines of the past? Or is hybrid tech the only thing keeping the manufacturers in F1? And what exactly are these magical fuels?

Former Mercedes F1 technical chief Paddy Lowe tells us that synthetic fuels that cost a fortune today will be cheaper to buy than normal fuels in 10 years' time and therefore affordable for owners of the billion-plus cars on the road.





FROM THE ARCHIVE

Peter Collins on his way to his third and final Formula 1 world championship win, the 1958 British Grand Prix at Silverstone. Seen here leading Harry Schell's BRM, the

Ferrari driver sadly had only a couple of weeks to live. He would fall victim to the Nurburgring at the following round in Germany... but this was a day for celebration as British drivers swept the podium at home.

Team-mate Mike Hawthorn was second, with Roy Salvadori third for Cooper. Fourth was fellow Brit Stuart Lewis-Evans, another who would lose his life later that grisly season. This race was also noteworthy as

one of only two Bernie Ecclestone entered as a driver. As in his other appearance at Monaco the same year, he didn't set a representative lap time. It was already clear he preferred life as a team owner.





McLaren MP4-20

SUTTON

He only raced it once, but Pedro de la Rosa doesn't need even a second to come up with the answer. "McLaren MP4-20, definitely the fastest car I've ever driven," says the Aston Martin ambassador and former McLaren test and race driver, almost two decades after he set a record at the wheel of that car that still stands. Hard to believe, but true: the Sakhir circuit lap record – 1m31.447s set by de la Rosa during the 2005 Bahrain Grand Prix – is still unbeaten.

It was de la Rosa's only race of the season, as he replaced Juan Pablo Montoya – the Colombian sidelined with a shoulder injury which, according to the official version, was sustained on the tennis court. And, while it was Alex Wurz who was named as McLaren's reserve driver that year, it was the Spaniard who got the nod in Bahrain, as the tall Austrian "did not fit properly in the car".

He would finish fifth in what turned out to be his last race for McLaren that year. By the time the Imola race came around, the team's engineers had made some changes to accommodate Wurz in the cockpit, but it was due to be de la Rosa's turn to race after that.

"If Juan Pablo had not recovered for Barcelona, my home race, it would have been my turn," he recalls. "On Friday I was the third driver – and I was the fastest. But then he decided to race.



SUTTON

And that was really tough!"

Nevertheless, de la Rosa drove the MP4-20 "every week" that year, as testing wasn't banned at the time, and that alone left him with "fantastic" memories. "It was physically very demanding," he says. "It was the last V10 car: super-fast, a great engine in the Mercedes, but most of all amazing aerodynamics.

"Such a beast... Just the acceleration and the g-forces through the corners, it was very demanding. They were very intense sessions because we were always running new sets of tyres. Every time you did a run it was a new set, so there were no slow laps, just push, push, push. After a couple of days like this you were physically totally exhausted."

OLEG KARPOV



IN NEXT WEEK'S ISSUE

Monza matters

CAN FERRARI CHALLENGE RED BULL AND McLAREN AT HOME?

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