

## Are we closer to F1's next female racer?

Jamie Chadwick on her W Series success and Williams F1 role

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# When will a woman race in F1 again?

It is now 43 years since Lella Lombardi (above) started the 1976 Austrian Grand Prix, the last time a woman raced in the Formula 1 World Championship. Given the technological and social changes that have happened during that time, that is ridiculous.

As Autosport's first Women in Motorsport special in August 2015 showed, it's largely a numbers game. Only very few karters ever make it to F1 and a vast majority (nearly 96% according to Motorsport UK's figures on page 25) of them are boys, which goes a long way to explaining the wait.

The key is getting more girls and women interested in the sport, and challenging the wider perception that 'it's a man's game'. Several initiatives, including Dare to be Different and the new-for-2019 W Series, have attempted to do just that in recent years. This week we take a look at what they have achieved, what still needs to be done, and talk to many successful motorsport women.

Thanks to the high profile of the W Series, inaugural champion Jamie Chadwick has shot to prominence this season. As Chadwick points out in our interview on p15, she isn't racing to show what women can do – she's simply a driver trying to get as high up the racing ladder as she can – but hopefully she is an inspiration. W Series should not be judged on whether Chadwick, or her immediate successors, get to F1, but on how many more young girls it encourages to take up the sport. Then those stats will change.

The aim of getting more women into motorsport should be self-explanatory, but we are living in strange times. Motorsport needs all the fans, participants and supporters it can get. Why on Earth would it only want to embrace 50% of the population?

Stopwatches aren't sexist and performance is what it's all about. As Australian Supercars team boss Betty Klimenko says, "If they can do the job, they get the job".



**Kevin Turner**  
Editor

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29 AUGUST**

Who are the most powerful people in motorsport? We reveal our 2019 list



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Verstappen's Hungarian GP pole was Honda's first since 2006 Australian GP



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# HONDA WEIGHS UP STRATEGIC

## FORMULA 1

Honda heads into the second half of the Formula 1 season facing a “very complicated” decision on when to introduce its next upgraded engine and trigger grid penalties for Red Bull.

Honda has already introduced two engine upgrades during the 2019 season, with its aggressive development programme presenting the opportunity to introduce a third update the next time it gives Red Bull and Toro Rosso fresh engines. The Japanese manufacturer's Spec 3 engine made its debut in the French Grand Prix in June and has completed five races.

With power-sensitive circuits coming up at the Belgian and Italian GPs, followed by one of Red Bull's potentially strongest races in Singapore, either of the two races immediately after the summer break represents a logical time to introduce a new engine. Spa and Monza are traditionally favoured venues for changes that trigger grid drops, as it is easier to recover ground there without compromising a strong race in Singapore.

But Honda F1 technical director Toyoharu Tanabe said a decision had not been made prior to F1's summer break. “We are discussing all the time with the teams and we will decide when we apply a new engine or updated spec,” he said. “It depends on the situation and timing and the result of the discussions with the teams. It's very complicated.”

Singapore will almost certainly be prioritised given it represents a significant opportunity for Red Bull to take

another win this season, but Honda's home race in Japan is only the fifth race after the summer break. That Suzuka race is firmly in Honda's sights as the best opportunity for the manufacturer to score its first points finish at home since it returned to F1 in 2015.

If Red Bull's leading driver Max Verstappen takes a grid penalty at Spa or Monza and does not take another fresh engine before Suzuka, he will have to contest Honda's home grand prix with a power-unit package that is several races old. Honda believes its engines are now reliable enough to complete six full weekends without problem or significant degradation in performance, but it may not be willing to chance that at Suzuka. A potential solution to that could be an engine change at the preceding race in Russia. By sacrificing that grand prix, Honda could have a fresh engine ready for Suzuka, and likely have enough engines in the pool to complete the season without further changes or penalties.

## WAITING ON 2021 DECISION

Honda believes that it cannot do much more to secure its F1 future as its programme chiefs await a decision from the company on whether to continue beyond 2020.

The manufacturer ended its win drought in June's Austrian GP, where Max Verstappen scored the first victory for Red Bull's and Honda's new-for-2019 partnership. Verstappen won again in Germany and scored his first pole position in Hungary, as Red Bull-Honda cemented itself as Mercedes' most consistent challenger heading into the summer break.

## POCONO SHUNT PUTS ROSENQVIST IN HOSPITAL

### INDYCAR

IndyCar rookie Felix Rosenqvist was hospitalised following a shocking five-car pile-up on the opening lap of last Sunday's 500-mile race at Pocono.

Takuma Sato, Alexander Rossi and Ryan Hunter-Reay collided approaching Turn 2. James Hinchcliffe could not avoid the wreckage, while Rosenqvist clipped Sato – whose car overturned – and was launched into a scary aerial ride along the fence (below), echoing Robert Wickens's career-ending accident at the same track in 2018.

While the other four drivers were checked over in the infield medical centre, Rosenqvist was taken to hospital for scans but was later released.

"I just have some minor back pain and a bit of a headache," said Rosenqvist, who will be back behind the wheel of his Chip Ganassi Racing car for this Saturday's race at Gateway. "Hopefully I will be back to normal in a couple of days. A big thank you to the IndyCar track staff and medical personnel; they did an awesome job looking after everything. Luckily the other drivers are OK as well, which I think is the main thing."

Rossi slammed Sato for the incident. "I can't even begin to understand after last year how Takuma thinks any sort of driving like that is acceptable," he said. "To turn across two cars at that speed is disgraceful."

Sato tweeted: Looks like [Rossi] squeezed both Ryan and I, and if you reference [track] seams, Alex clearly moved up. We [are] all racing very close and unfortunately we made contact."

### ➔ P50 REPORT



MOTORSPORT IMAGES/DZIADOSZ

# RED BULL PENALTIES

Honda is weighing up whether to continue in F1 after the end of next season, and its victory in Austria was well timed in that it preceded a board meeting.

"There is not much we could do more than this," said Honda F1 managing director Masashi Yamamoto. "What we've kept saying is we wanted to exceed last year's Red Bull result. We didn't say we want to win five races, but we want to exceed the points Red Bull scored last year and maybe five wins is possible."

Honda needs three more wins and nine more podiums with Red Bull to beat the team's 2018 record with Renault, but is on course to beat its points tally despite a performance disparity between the team's 2019 drivers. Pierre Gasly has struggled in his first year with the Red Bull senior team and will be replaced by Alex Albon from the upcoming Belgian GP, but Verstappen's impressive campaign means Red Bull has 21 more points with Honda than it did at the same stage last season with Renault.

Verstappen has 181 points with Honda power compared to 105 points at the same point in 2018. Even Daniel Ricciardo, who was Red Bull's lead driver in the championship heading into the summer break, only had 118 points at this time last season.

Yamamoto's faith in Honda's ongoing participation has been increased following the two victories. "I think it's going to encourage us for continuation," said Yamamoto. "Honda and generally in society [in Japan] are in a very good mood that Honda has won. I think it's going to be very good for us."

SCOTT MITCHELL



Tanabe faces a dilemma

ROMNEY

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## ORECA in talks to bring extra manufacturer to hypercars

### WORLD ENDURANCE

More manufacturers could be gearing up to join the new hypercar World Endurance Championship division in season two of the category in 2020-21. French constructor ORECA has revealed that it is talking to multiple major manufacturers with a desire to take on Toyota and Aston Martin – who have already committed to the class – at the pinnacle of sportscar racing.

“There is a clear interest in hypercar from ORECA and we have started to work on a project,” said company boss Hugues de Chaunac (below). “At the same time we have had some, I would say, early discussions with OEMs.

“We have proved our level of technology and that our design office and our race team are at a very high level, so we can offer a very strong package to an OEM.”

He also explained that ORECA was having ongoing talks with Rebellion Racing, for which it has developed the existing R-13 LMP1 car (above), about the new class. De Chaunac wouldn't divulge to which manufacturers he is talking, but he confirmed that ORECA is working on a 'lookalike' hypercar prototype like Toyota.

An entry into the hypercar division for its maiden season in 2020-21 was ruled out by de Chaunac. “With a

quick green light we could be ready for the beginning in 2021-22,” he said. “I think it would be possible to have a car running by August 2021.”

### SECOND REBELLION FOR OPENER

Rebellion has made a late entry of a second car for next month's Silverstone 2019-20 WEC opener. The additional Gibson-engined R-13 will be raced by Loic Duval, Pipo Derani and Nathanael Berthon in what the team is suggesting is a one-off at the moment.

The team has never made any secret of its desire to run the two cars, for which it filed entries back in May. Sources indicate that Rebellion is close to firming up the car for the full season with the same driver line-up, except at Fuji in October when Duval will be on DTM duty for Audi.

“At the end of many negotiations, the team managed to enter a second car for this first round of the WEC and keeps on working to be able to line up two cars in each round of the WEC, although priority will be given to Spa-Francorchamps and the Le Mans 24 Hours in 2020,” said Rebellion owner Alexandre Pesci.

Meanwhile, the factory Ginetta team has announced its drivers for its WEC programme under the Team LNT banner with a pair of AER-powered G60-LT-P1s.

Ben Hanley and Egor Orudzhev, who raced BR Engineering P1 chassis for DragonSpeed and SMP Racing respectively in 2018-19, will share with Ginetta factory driver Charlie Robertson. Former Le Mans winner Guy Smith will make a return to racing alongside his long-time driving partner in the American Le Mans Series, Chris Dyson – a director of AER – and Mike Simpson.

**GARY WATKINS**

## Bird loses place in Ferrari team

### WORLD ENDURANCE

Sam Bird's stint as a fixture in Ferrari's factory World Endurance Championship squad has come to an end after three seasons. The Briton has been replaced in its GTE Pro line-up as a result of continuing uncertainty over date clashes with his Virgin Formula E programme.

Miguel Molina, who has driven alongside Bird at the Le Mans 24 Hours for the past three editions, will race the #71 AF Corse-run Ferrari 488 GTE in the full 2019-20 WEC, which kicks off at Silverstone on September 1. He will share the car with Davide Rigon, Bird's team-mate over the past three seasons.

Ferrari explained that the prospect of up to two clashes between the WEC and FE calendars was behind the move. The WEC has shifted next year's Spa round to avoid a conflict with the new FE fixture in Seoul, but there is still uncertainty over the TBA on the FE calendar in December and the Chinese fixture in March that take place on the same weekends as the Bahrain and Sebring WEC events respectively.

Bird will remain as a Ferrari factory driver. The manufacturer has reiterated that he will be given a programme for 2019-20 that will likely include a Le Mans appearance alongside Molina and Rigon.

Meanwhile, long-time Aston Martin factory driver Darren Turner is returning to the WEC full-time. The Briton, who contested only four rounds in 2018-19, will race in GTE Am together with Paul Dalla Lana and Ross Gunn.

Turner and Gunn, who has been handed his first full WEC programme after a season as official reserve driver, take the place of Pedro Lamy and Mathias Lauda in Dalla Lana's factory-run, second-generation Vantage GTE. The move ends a relationship between the Canadian, Lamy and Lauda that stretches back to 2015.

**GARY WATKINS**





**S5000** None other than ex-Formula 1 World Championship runner-up Rubens Barrichello is the first driver confirmed for the inaugural race for Australia's new Formula 5000-inspired category: S5000. The event, at Sandown on 20-22 September, will be the first single-seater exploits for Barrichello since his 2012 IndyCar campaign. The Onroak/Ligier-built S5000 spec chassis is powered by a 560bhp Ford Coyote engine, and is built to 2018 FIA safety standards.

## Japanese choose new Dallara for renamed F3

### FORMULA 3

The Japanese Formula 3 Championship has committed to Dallara's new update of its 'traditional' F3 car from 2020, with the series renamed Super Formula Lights.

Dallara recently unveiled the 320, which features a halo and will also be used in the Euroformula Open series. The Japanese organisers, whose F3 championship runs on the undercard of the country's top-level Super Formula contest, weighed up the FIA's Regional F3 formula before finally plumping for continuing the heritage of a series that dates back to 1979, using the lightweight F3 chassis and open engine competition.

With FIA homologation of the existing Dallara F312 generation of chassis running out at the end of this year, the Japanese series – which offers 10 superlicence points to its champion – has to drop 'F3' from its title in 2020. The new name puts it into closer alignment with Super Formula, where Japanese F3 champions and frontrunners traditionally graduate.

Dallara is set to give the 320 its initial shakedown at the Vairano test track in

northern Italy at the end of August, where it will be powered by an HWA engine.

Former Renault Formula 1 protege Sacha Fenestraz wrapped up the Japanese F3 title at Motegi last weekend, with the double-header finale at Okayama still to come. The Franco-Argentinian (both pics, right) won two of the three races at Motegi in his B-Max with Motopark Dallara-Spiess, and is now out of reach of TOM'S-run Toyota protege Ritomo Miyata, who won the other race.

Fenestraz, 20, is also runner-up in the GT300 class of the Super GT Championship in a Kondo Racing Nissan GT-R, which he shares with Kazuki Hiramine. They lie 4.5 points adrift of Honda pair Nirei Fukuzumi and Shinichi Takagi with three races to go.

His target for 2020 is GT500 and Super Formula. "That's the dream ticket," said Fraser Shearer of ADD Motorsports, which manages Fenestraz. "His focus is Japan, and we're assessing our options with all three manufacturers [Honda, Nissan and Toyota]. It's about summing up the best GT500 scenario and dovetailing that with the best Super Formula option."

**MARCUS SIMMONS**



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## Earnhardt and family escape from Tennessee plane crash

### NASCAR

Collapsed landing gear caused a plane carrying ex-NASCAR star Dale Earnhardt Jr and his family to crash off a runway last week before bursting into flames.

Earnhardt's jet caught fire and burned out within minutes during the incident at Elizabethton Municipal Airport in Tennessee. The plane had careered off the end of the runway and through the fencing at the end of the airstrip.

Earnhardt, his wife Amy, daughter Isla, their dog and the two pilots escaped the Cessna Citation 680 before it burst into flames. The Earnhardts were transported to Johnson City Medical Center, with Dale Jr treated for cuts and abrasions.

Nearby CCTV cameras caught the crash, allowing National Transportation Safety Board investigators to identify that the right-side main landing gear collapsed after a second or third heavy 'bounce' along the runway as it attempted to land.

Senior investigator Ralph Hicks said: "We're going to be on the scene for two or three days, documenting the perishable evidence at the site."

Earnhardt's former Cup Series crew chief and now co-commentator Steve Letarte said that the Earnhardt family were "relatively OK, healthy, [with] no major medical issues". "Much like the reports said it was a scary situation," added Letarte. "Now they're together, resting and recovering."

**CHARLES BRADLEY**

## BTCC to try fan-friendly pit garage tweak

### BTCC

The British Touring Car Championship will trial reverse pit-garage access next month at Silverstone to increase fan engagement ahead of a possible part-time 2020 introduction.

All cars will face the backs of their garages and towards the paddock, rather than the pitlane as is customary.

Although the BTCC offers pitlane walks to fans, it is

hoped that this measure will enable more spectators to see the cars being worked on by mechanics.

BTCC chief Alan Gow said: "The garages will all be dressed up, and the public gets to see everything going on in the garage."

"At the moment, we dress up the garages to face the pitlane and be seen just by ourselves. The fans only ever get to see the back of the cars, and the oil drums.

"It'll also give the teams and drivers more time to interact with the public."

The scheme will be trialled across the 28-29 September round at the Silverstone National circuit and will also operate at Donington Park and Snetterton next season.

It is thought that the BTCC will become the first major championship to introduce this measure.

**MATT KEW**



MIKE HILLS SPEED IMAGES





## Neuville wins tin-top race debut

### TCR GERMANY

World Rally Championship title contender Thierry Neuville took a sensational hat-trick of pole position, fastest lap and victory on his circuit racing debut in TCR Germany at the Nurburgring last weekend.

Neuville, third in the WRC standings with Hyundai, had tested the South Korean manufacturer's i30 N TCR car before the weekend and said he was "surprised about the speeds you could go".

The Belgian topped the first free practice session and then secured pole on Saturday morning ahead of the weekend opener.

The 19-lap race wasn't straightforward for 31-year-old Neuville, as he had to survive a restart following a safety car, called when Bradley Burns parked his Pyro Motorsport Honda Civic by the track after it had caught fire, but after the restart he led every lap on his way to victory.

With Neuville not eligible to score points in TCR Germany as a guest driver, his Team Engstler team-mate Max Hesse appeared happy to hold second, finishing 4.233 seconds behind Neuville.

The top 10 finishers lined up in reverse order for the second race on Sunday, meaning Neuville began the race in 10th. While the action started in the dry, rain began to fall and the race was red-flagged as it increased in intensity, with Neuville classified sixth and Hesse winning.

"It was a great opportunity for me, especially before the Germany Rally, to drive a little bit on Tarmac," Neuville told Autosport. "Every minute you can get in a car is good, so I'm pleased to be here and enjoying it."

Neuville confirmed that he wants to take part in a 24-hour race in the future – and could do so in a GT3 car – but he wants to spend at least the next two years focusing on his quest to score a first WRC title.

"The opportunity [to contest the Nurburgring 24 Hours] is there every year to be honest with Hyundai, also the 24 Hours of Spa there's always the opportunity to drive with a good team," added Neuville. "It really doesn't match with the WRC at the moment. It's too time-consuming and takes too much energy so I prefer to focus on the WRC."

Antti Buri, the 2012 UK Formula Ford champion, scored a fourth and a third in his LMS Racing Audi, and the Finn leads Hesse by 22 points in the standings with two rounds remaining.

### JACK BENYON



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## IN THE HEADLINES

### VILLENEUVE RACES PORSCHE

Jacques Villeneuve returned to Porsche Carrera Cup Scandinavia action at the Swedish circuit of Karlskoga last weekend. A radio problem meant the 1997 Formula 1 champion pitted one lap before the finish in race one, before he claimed eighth position in race two.

### SPEED BREAKS HIS BACK

Former Toro Rosso F1 driver Scott Speed has broken his back following a heavy landing after a jump in a rallycross event. Speed was competing in a Subaru WRX STI in the second Nitro Rallycross event at Utah Motorsports Park, part of the Nitro World Games conceived by extreme sports star Travis Pastrana. The 36-year-old Speed was found to have broken three vertebrae, putting the remainder of his season into doubt.

### TIDEMAND FOR TURKEY

Swede Pontus Tidemand will be back in the M-Sport Ford World Rally Championship team for next month's Rally Turkey. Tidemand, who contested the first two WRC rounds of the season with M-Sport, will complete what would be a three-car line-up of Fiesta WRCs should Elfyn Evans be back in action after his back injury. Gus Greensmith continues to deputise for the Welshman on this weekend's Rally Germany.

### ROSSI & HINCH TO BATHURST

IndyCar stars Alexander Rossi and James Hinchcliffe are to team up for an attack on Australia's biggest race – October's Bathurst 1000. The pair will share a Holden Commodore run by the Walkinshaw Andretti United team, crewed not only by WAU staff but also personnel from Rossi's Andretti Autosport squad plus the United Autosports sportscar team. While the race will be Rossi's debut in an Australian Supercar, Hinchcliffe competed at Surfers Paradise in 2012.

### POWELL'S IMSA CHANCE

W Series race winner Alice Powell will make her IMSA SportsCar Championship debut this weekend. Powell, who spent several seasons out of the sport before W Series put her back in the cockpit in 2019, will drive a GTD-class Acura NSX GT3 for Meyer Shank Racing at Virginia International Raceway. She replaces Christina Nielsen, who is on Suzuka 10 Hours duty, alongside Katherine Legge.

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# One step back, two forward?

*If Esteban Ocon returns to a full-time Formula 1 race seat in 2020, he'll join a small band of drivers who've made such a comeback in the top level of motorsport*

EDD STRAW

**M**ost drivers who set out on the road to Formula 1 never make it, and those who do find it almost as hard to stay there as to get there in the first place. But the rarest of breeds is the returnee – the driver who arrives, disappears, then returns triumphant.

This is exactly what Esteban Ocon aspires to do, either by taking Valtteri Bottas's Mercedes seat or landing a deal with a rival team.

In elite sport, a year on the sidelines is regarded as disastrous for career momentum. Losing a year when you have a relatively short competitive shelf life is never a good thing, but it's not necessarily the bodyblow some believe it to be. If Ocon is frustrated, he just needs to look to the example of a certain Fernando Alonso back in the early 2000s.

After a successful rookie season with Minardi, during which he impressed those paying close attention despite not finishing above 10th and, on countback to a best result, ending up behind team-mate Tarso Marques in the 2001 championship, Alonso was benched for 2002. Like Ocon, he spent that season as test driver for a manufacturer team – Renault, albeit with the benefit of 40 days of running in 2002 compared to Ocon's exclusively virtual driving.

What Alonso was able to do during that year extended beyond just driving the car. He built relationships with key team members and, by being embedded with the race team, gained a deeper understanding of how things worked in preparation for his return

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**“If Ocon's frustrated at a year on the sidelines, he just needs to look to the example of Alonso”**

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to the grid. It's no coincidence that he bagged his first pole position, thanks to a lower-fuel gambit, and podium on just his second 2003 outing in Malaysia.

Such experience is invaluable and there are other examples of top drivers for whom this approach worked. Felipe Massa had an up-and-down debut season with Sauber in 2002 but, after spending the following year as Ferrari test driver, returned to the Swiss team in 2004 a far more rounded performer. Long since under contract with Ferrari, this set him on a path to promotion to its race team as Michael Schumacher's team-mate in 2006.

Then there's Mika Hakkinen, who originally signed for McLaren as a race driver in 1993 but then found himself spending most of the year as tester thanks to Ayrton Senna's indecision on whether or not to race. When he did get his chance after Michael

Andretti walked away, Hakkinen immediately outqualified Senna for his comeback race at Estoril.

The year out can also have other, unexpected, benefits. No driver wants to be out of a race seat, but it does offer the chance to regroup, see things from a different perspective and round off some of the rough edges that would remain exposed if the relentlessness continued.

Daniil Kvyat is a superb example of this, citing the year out as critical to his return this season as a more complete and consistent driver with Toro Rosso. While he fell off the grid in very different circumstances to Ocon after being dropped entirely by Red Bull, he also spent the subsequent year as a simulator driver for one of F1's biggest teams – in his case, Ferrari.

“There were tough times after losing my F1 seat, but it's an important process of self-realisation, finding yourself, what works for you, what doesn't,” says Kvyat. “It's about understanding your weak points and working on them as hard as you can, and small things here and there. Because everyone has talent in F1, it's about how to make the most of it.”

“It was really good to have a year off, to help to see everything from a different perspective, to have more mental rest because those two or three years were quite tricky for me, and to realise some things that I can work on and improve. I think it was crucial to have the year's rest; it was very important.”

It perhaps doesn't feel like it for Ocon, but he is probably benefiting from the same thing. If he does find himself as team-mate to Lewis Hamilton, it will be the toughest test he has ever faced. Every step up the ladder offers a more intense challenge and most do crumble at one altitude or another. Pierre Gasly is perhaps the best example of this as, after a strong season with Toro Rosso in 2018, he struggled badly at Red Bull against Max Verstappen and has now been demoted back to the junior team. Precious few drivers prove up to it at the highest level.

Over the previous six years, Ocon has had to go through a great deal. He's had to adapt to cars from karts in Formula Renault, beat Verstappen in Formula 3, win a tense GP3 campaign, dabble in the DTM and make his name in F1 with Manor and Force India/Racing Point. Then he's had to come to terms with losing his seat through no fault of his own. This year will have offered the opportunity to consolidate that experience.

His ability or otherwise to maximise the potential benefits of this year on the sidelines will not only have a big impact on whether Ocon does get his dream shot at Mercedes, but also on his capability to make good on his prodigious potential when he does. At the very top level, even tiny weaknesses that are invisible elsewhere can be ruthlessly exposed, so Ocon will need to come back refreshed and better than ever. ✨



# What W Series needs to do next

*The first all-women W Series championship was a big hit with racers, spectators and television viewers alike, but it will have to evolve in order to build on its success*

LUCY MORSON

**T**he inaugural W Series season drew to a close at Brands Hatch earlier this month with Jamie Chadwick a triumphant first champion. Almost overnight – if the plethora of international television and mainstream press appearances are anything to go by – Chadwick’s star power and notoriety have trebled, but so too have W Series’ own.

From the outset, W Series has been subjected to intense scrutiny, and its second year will only bring even higher expectations. Continuing the upward trajectory it has established will now be more important than ever.

By its own admission, the series has adopted a trial-and-error approach to running such a unique championship. That method has proved successful so far, but that’s not to say there are not still some changes to be made as it heads into trickier waters.

One of the biggest talking points of the first W Series season was the experimental full-points-order reversed-grid non-scoring race run at the penultimate round at Assen, won in spectacular style by Megan Gilkes. The success of that race means its core concept is definitely something W Series should be keen to keep for the future, but the organisers are understandably reluctant to introduce a second race so as not to compromise their lucrative Channel 4 television deal.

But still, the drama of that Assen race was *made* for TV and

**“W Series has been subjected to intense scrutiny and next year will bring higher expectations”**

would be especially interesting to the casual viewer that W Series is keen to attract. So why not keep one reversed-grid race – but with points – as the penultimate round of the season to introduce new jeopardy and shake up the championship before the finale?

Doing it as a one-off means the entertainment of a reversed-grid event remains part of the W package without risking suggestions of its integrity as pure motorsport being compromised, which would surely follow a wholesale move to reversed grids for the entire calendar – and without threatening the TV presence.

With just six races in the space of three months this year and now a nine-month off-season ahead, another obvious area for improvement for 2020 would be to expand the calendar. For this there is one option that doesn’t require too much change at all.

The most sensible – and most likely, in the spirit of not trying

to run before you can walk – way of expanding is to stick with the DTM and appear at all of the rounds. That would take the total up to nine races per year, which could even go so far as to make the FIA more generous when it comes to deciding how many superlicence points will be awarded to W Series for next year.

The awarding of superlicence points in 2020 and the chance of another shot at a pretty helpful prize fund means it would be unsurprising if all of 12 of the 2019 drivers guaranteed a drive in W Series in 2020 – including Chadwick – took up that option and returned for another year.

It can be argued that, by way of the short calendar and the bad luck experienced by Alice Powell and Emma Kimilainen this year, we were denied a four-way championship battle rather than the two-horse race we had between Chadwick and Beitske Visser. Getting those four back for a title fight would be perfect for that crucial television profile, and there was also a range of lesser-known drivers proving their skill in the second half of the season – giving them another year to develop could make 2020 even more open.

But there is a flipside to this. If W Series works as intended, there will be no reason for drivers to stick around in it for more than two or three seasons before moving on to bigger and better things. Yet for drivers at the lower end of that top 12, it would be a difficult decision to choose to walk away from a championship that is fully funded and does offer so many unique benefits. That could lead to some of the field remaining in W Series indefinitely, possibly creating the ‘segregated’ championship that W Series has fought so hard to prove it is not.

For this reason it may be worthwhile establishing a limit on how many seasons can be contested by a driver, but again – as with most things in this new series – there is an element of needing to wait and see what happens before introducing drastic measures.

Perhaps more important than any of these points is that W Series needs to keep proving why its greatest asset is its own ability and willingness to transcend the ‘motorsport bubble’ in the hope of inspiring real change for women and girls in every walk of life. At Brands Hatch, the series invited 100 young girls and women from the London Youth group to attend as VIPs and allowed people a glimpse into a world it’s very unlikely they’d have seen otherwise.

Irrespective of whatever happens in 2020 and beyond, that W Series has been so committed to opening doors and doing all it can to make a difference in an environment often totally entrenched in its ways is both admirable and refreshing. Formats, calendar and prize funds are all minor priorities for the series compared to maintaining its inventiveness and keeping up the pressure on the world of motorsport. ✨

 P14 WOMEN IN MOTORSPORT SPECIAL

# YOUR SAY

*I would argue that the calendar should be a maximum of 20 races, with no country hosting more than one per year*

**MICHAEL BRIERLEY**

### Not just a great racing driver

Congratulations on an excellent focus on the Porsche 917 (Autosport, 15 August), truly an iconic race car.

I was working for an American entrant on a Porsche 935 K3 at Le Mans in 1981, but don't recall any problems at scrutineering for the Kremer 917K/81 (right). Everybody knew it was coming, and I am sure the Kremer brothers were wise to the rules. Does the rear-view mirror ahead of the 'postbox' look like an afterthought? I think not!

Bob Wollek had driven our 935 at the Nurburgring 1000Km two weeks previously, to a brilliant third place. I encountered him behind the pits at Le Mans, just after he had decided to call it a day with the 917K/81. He said to me that he wished he had been driving our car. I told him that we had just retired the car, and he gave a beautiful Gallic shrug: "C'est la vie".

A true gentleman, but a great competitor.

**Adam Going**  
Somerset

*Our man Gary Watkins has seen pictures of the 917K/81 over the weekend without the 'post box', so the plot thickens! Many thanks for all the positive feedback on the Porsche 917 issue last week. If there are other cars you think deserve special treatment, please let us know – ed*

### Should the Formula 1 season reach a limit?

The 2020 F1 season looks likely to be the longest on record, with a rumoured 22 races all vying for a spot on the calendar, including new territories in Vietnam, a return to Holland and the much anticipated saving of the British Grand Prix.

Of course, this is great news for the fans and showcases F1 as being the premier world championship. It is right that the sport visits as many countries as possible, while paying homage and retaining its more historic venues.

However, this shouldn't be done at the expense of burnout for the teams and their personnel involved. To some extent as well, the prospect of a race every week may be even too much for the viewing public.



I would argue that the calendar should be a maximum of 20 races, with no country hosting more than one per year. If this means that some nations are forced to alternate, then so be it.

**Michael Brierley**  
Stalybridge, Cheshire

### Ginetta Junior races show how it's done

What a motorsport fan wants more than anything is to see good, close racing. Well, having just attended the British Touring Car round at Thruxton, I witnessed a truly memorable Ginetta Junior race last Sunday.

The battle between Will Martin and Zak O'Sullivan was truly epic. These two young drivers, for lap, after lap, after lap, were nose to tail, overtaking, touching, completely on the ragged edge but, most importantly, totally fair. It could easily have ended in tears, but it was a great credit to both drivers that it did not. The crowd were totally gripped by the action.

That race alone was worth the price of admission – that's how good it was.

You cannot ask for more than that.

**Michael Skeet**  
Lordswood, Southampton


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# Women in motorsport

ARAL ultimate ARAL ultimate ARAL ultimate ARAL ultimate ARAL ultimate



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# Making history is only the start

*Twelve months ago, Jamie Chadwick was at a crossroads. Now she's the inaugural W Series champion and is part of the Williams F1 team, and her career momentum is in top gear*

LUCY MORSON

PHOTOGRAPHY  **motorsport  
IMAGES**

“I fell into this late and kind of by accident,” explains newly crowned W Series champion Jamie Chadwick of her introduction to motorsport. “I’m not from a motor racing background and I followed my brother into it initially – I wouldn’t have been exposed to it otherwise.”

Six years on from the beginning of her car racing career, at the age of 14 in the Ginetta Junior Championship, you’d say that nothing that has happened to Chadwick in the past 12 months can be considered ‘accidental’. In the space of that one year, she has gone from midfield British Formula 3 contender to the new shining hope to become the first female to start a Formula 1 World Championship race in more than four decades.

She has already won two titles in 2019: first the Indian-run MRF Challenge trophy at the beginning of the year – in which yes, she headed a field of predominantly men – and now the inaugural W Series crown, wrapped up this month at Brands Hatch, and in which she beat ex-Formula Renault 3.5 racer Beitske Visser to the \$500,000 prize fund. In June, there was a class win at the Nurburgring 24 Hours with Aston Martin, while there have also been a couple of Formula E tests in Ad-Diriyah and Marrakech.

“It really has been a crazy year actually, a lot better than expected and a lot more going on,” says Chadwick. “The MRF Challenge was a really big turning point for me. I couldn’t do another year of British F3 or the next level of single-seaters because the step up financially was just huge and I couldn’t really justify it with what I’d done in British F3. What a lot of people don’t see is just how much goes into F3, and a lot of people were doing a lot more than I was doing. I realised I needed to stack the odds in my favour a little bit more. I went out there and it felt like I stepped up a level, so when I came back and straight into W Series I was able to hit the ground running after a really good winter.”

After finishing in the top five in a one-off in the Asian F3 opener at Sepang (using the same Tatuus chassis and Alfa Romeo turbo engine that features in W Series), Chadwick definitely did hit the ground running when it came to the start of the W Series season with a dominant display at the Hockenheim opening round – she topped every session, claimed pole and then scored an emphatic victory. She was never off the podium at each of the four following rounds, and only missed out in the title decider at Brands Hatch, where she took a fourth place that she described as “awful” despite it still being enough to secure the championship.

Her breakout year has not gone unnoticed, not least because Williams F1 team boss Claire Williams was in attendance for that Hockenheim masterclass, with a coveted F1 role arriving with the team in time for Chadwick’s 21st birthday shortly afterwards. “It’s a huge honour to be

*“I’m immersed with them on race weekends, so it’s about learning as much as I can in and around a Formula 1 team”*

a part of the team and I’m really proud of my involvement with them,” she says. “I’ve known Claire for a while now and she’s always kept up to date with my career, so the contact had been there for a long time.

“Just prior to Hockenheim, the conversation opened about potentially doing something with them and I obviously showed a lot of enthusiasm towards that, so they said that they would come out to Hockenheim. I don’t know how much pressure was on that race, but it was nice for Claire to come and see the first race and she was converted – she had her reservations about W Series to begin with, but actually she absolutely loved it.

“In terms of what I do in a development role, it’s a lot of factory-based simulator work, which I’m finding so useful at the moment. But also I’m immersed with them on race weekends so it’s about learning as much as I can in and around an F1 team. There’s a lot I do on the simulator that goes on to correlate closely with what the drivers do at the track, so I can actually see what they’re doing and know what they’re doing because >>







Chadwick won twice  
in W Series campaign  
– this is at Misano



Sharing data added  
extra challenge to title  
fight with Visser (left)



SBLOXHAM

## From reservation to vindication

When W Series was announced last autumn, it faced a lot of criticism for “segregating” women in one of the few international sports where they can compete equally alongside men. Almost a year on from its launch, with one successful season under its belt, W Series can largely put those criticisms behind it.

Jamie Chadwick may have won the inaugural title, but even she had her doubts about the series to begin with. “I had reservations all the way until the first selection test in Melk,” she says. “It was a bit of an unknown, just because I had always gone about my racing career in a particular way and had always liked the way that I’d done it. Maybe I’m a bit conservative and I don’t really like change, so this was always going to be a bit different. Usually I follow my gut more than my head, and my gut was really unsure about W Series, but my head told me to go for it and I think it’s the best decision I’ve ever made.”

*“My gut was really unsure, but my head told me to go for it. It’s the best decision I’ve ever made”*

One feature unique to W Series is that the cars are swapped between the field of 20 drivers during the season, removing the potential for any arguments over an advantage in performance. The engineers are also rotated, and all of the data gathered is completely out in the open – presenting a particular challenge in a two-way championship fight such as the one between Chadwick and Beitske Visser this year – but Chadwick says this is something that has helped develop her driving further.

“I would say that the biggest challenge of the W Series is the way you have to share everything and how you’re constantly swapping cars, and how nothing is kept to yourself and sharing all of your data and onboards,” she says. “That’s the hardest thing. It’s really pushed me on this year to make sure that I’m at the top of my game and that I’m ahead where I can be.”

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Chadwick started  
her career in  
Ginetta Junior



British GT4 crown  
came in 2015 alongside  
Ross Gunn

MAUGER



Victory at Brands  
Hatch in BRDC  
British F3



Class win for Aston  
Martin in 2019  
Nurburgring 24H

I've done a lot of the work on the simulator. They're a proper family and they've welcomed me in really nicely. I've always really looked up to Claire, and Claire herself is one for championing women. You only have to walk around the factory to see that they are the most diverse team in Formula 1. But ultimately for any young driver to be involved with Williams, with all their history, it means a lot."

That involvement with Williams slots Chadwick neatly into a place formerly occupied by Susie Wolff – both literally and in the sense that her stellar 2019 positions her as the leading role model for the next generation. You only need to look at the buzz that was created by W Series at Brands Hatch, and the attention that Chadwick and all of the other drivers in the field received from the crowds, to see that this really does mean something when it comes to proving what women can achieve in a sport – and a society – so misogynistically driven for so long.

Chadwick admits that she didn't face – or at least didn't notice – much prejudice in her early career, but that as she ascended through the ranks she realised she was one of few women in the field and that it wasn't a "normal" place to be for a woman. If W Series' and Chadwick's new-found fame is successful in heightening female involvement, that will soon change – but to have become the face of change almost overnight must certainly be daunting.

"I don't take much notice – maybe it's selfish, but I'm just doing

*"I know women are capable of achieving so much in the sport. There is a female equivalent of Lewis Hamilton out there"*

it for me," admits Chadwick. "The fact that this might inspire other people is a massive added bonus – but I know what it's possible for me to achieve and so I want to achieve that for myself. I know that women are capable of achieving so much in the sport so I want that to happen. I think it's fantastic that W Series has the platform and the exposure that it has because I'm desperate for more girls and women to get involved. I have no doubt that there is a female equivalent of Lewis Hamilton out there, but not every person drives a racing car like they can kick a football. I'm desperate for it to happen though and maybe this is the first step."

When Autosport ran its last Women in Motorsport issue in the summer of 2015, it was Wolff who graced the cover, while Chadwick was a 17-year-old successfully bidding for the GT4 class title in the British GT Championship with Aston Martin. Four years have passed since then, and it now feels as though motorsport has proven that it has – and is inching closer to be willing to enact upon – an enormous capacity for change.

Wolff announced her retirement from competition just a year after that Autosport cover, but is still in a public and high-profile role as the principal of the Venturi Formula E team and spearheads the Dare to be Different campaign (see page 22), alongside her new FIA-backed Girls on Track initiative aimed at encouraging school-aged girls into motorsport in a wide range of different fields. Perhaps it's as a direct result of the achievements of women such as Chadwick and Wolff, or perhaps it's a cultural zeitgeist in our evolving times, but all signs point to the statistic that 'no woman has raced in F1 for over 40 years' being consigned to history before long.

It may be Chadwick who does it, it may be another inspired by her, or it may be another woman just doing it to prove a point to herself – but regardless, now feels the best time to be a woman in motorsport. And that's a bright and exciting prospect. 🏁



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**W SERIES REVIEW**  
**5 SEPTEMBER ISSUE**

How Chadwick took the crown, and the verdict on its inaugural season



Inaugural W Series title gives Chadwick a place in history

SBLOXHAM

## “I just want to be out there racing as much as possible”

So what comes next for Jamie Chadwick? Her development role with Williams suggests that the potential for a Formula 1 testing or free practice appearance may be on the horizon, but for that there's the small hurdle of superlicence points to overcome, of which Chadwick currently has none.

It was announced by the FIA at the World Motor Sport Council in June that from next season W Series will be eligible for superlicence points and, unlike many junior single-seater categories, Chadwick is welcome to return in 2020 to bid for a second title, giving her the chance to earn those valuable points and an extra \$500,000 if she wins again.

“I just want to be out there racing as much as possible; I don't care what it's in,” says Chadwick, admitting no decisions on her next move have been made yet. I just

love spending my weekends in a racing car, so to have the opportunity to have the diversity I've had this year with my relationship with Aston Martin has been great. It's all about seat time, so it's been great to have the

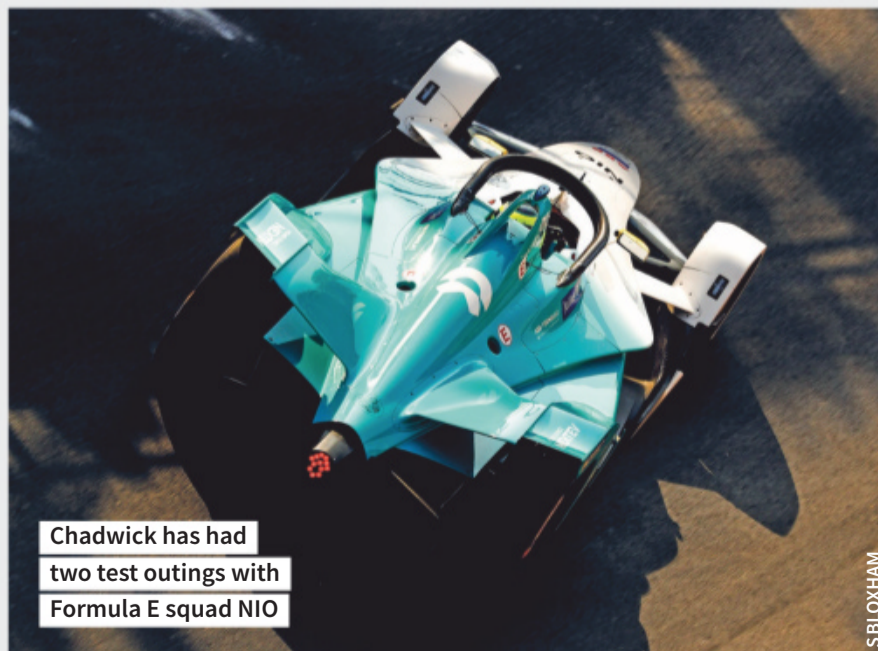
sportscar racing alongside W Series, and hopefully that's something I'll be able to balance all the way through my career.”

Despite her successes in single-seaters this year and her F1 ambitions, Chadwick is adamant

that she won't eschew opportunities that appear elsewhere in the motorsport landscape or turn her back on her proven success in GT racing.

“There's so many things you can do that are so cool,” she says. “Obviously, I'm under no illusions about how hard it is to get to the top of our sport and F1 is the ultimate goal. But I think something has definitely changed. My eyes have been opened and a lot of young drivers are usually just blinkered on F1 and that's all they want to do. If they don't make it, that's when they look at other options, whereas now the view has become a lot more open and more people think that actually they could look towards Formula E or x-y-z, as opposed to just focusing on one thing.

“The way I see it is that I need to do as much as I can while I can.”



Chadwick has had two test outings with Formula E squad NIO

SBLOXHAM

W  
M

# Has daring made a difference?

*Susie Wolff launched her Dare to be Different campaign at Autosport International in January 2016. Now, as Venturi team principal in Formula E, she's still pushing the cause of women in motorsport. Is it working?*

TOM ERRINGTON

PHOTOGRAPHY  motorsport  
IMAGES

S BLOXHAM

S

usie Wolff is hiding in the Venturi garage from a sweltering hot day in the Red Hook area of Brooklyn, metres away from the famous New York City skyline, at the ABB FIA Formula E Championship finale.

Following her spell as a test-and-development driver for the Williams Formula 1 squad, Wolff took on one of the biggest challenges of her motorsport career when she was announced as the team principal of the Venturi squad ahead of the 2018-19 FE season.

Throughout the campaign, Wolff has had to balance getting the most out of ex-Formula 1 driver Felipe Massa in his FE rookie season alongside Edoardo Mortara, as well as Venturi's early-season reliability struggles, while also coming to grips with the role of team principal. On top of that, she has helped steer her Dare to be Different campaign into the new broader FIA-backed Girls on Track via an event at the Mexico City E-Prix, with the long-term goal of encouraging girls into the wide-ranging spectrum of motorsport employment.

Wolff guest-edited Autosport's previous Women in Motorsport special in 2015, so now it's time for her to talk about the change in attitudes in the intervening four years, her long-term goals and her reflections on her first season in FE.

*"We get these girls into work experience in teams from F1 down. We're helping to drive female talent in every aspect of the sport"*

**Tom Errington** Has there been a change in the perception of women in motorsport since you guest-edited our first Women in Motorsport special?

**Susie Wolff** I certainly feel it's talked about a lot more, which has to be something positive. Without remembering everything

in detail that has happened, generally the standout moment for me was that we had an all-female test in Formula E [in Saudi Arabia last year], which was a great platform for a lot of young female drivers to have a great opportunity.

We had Jamie Chadwick winning a British Formula 3 race, which was a great step in the right direction. Obviously for me since 2015, Dare to be Different has gone from strength to strength. Now we are joining forces with the FIA to become a global organisation [Girls on Track]. The joining of that force, and the fact that we've been able to have such an impact – it's moving in the right direction, but I think more important than any of that is that it's a topic that has been talked about a lot more.

W Series certainly has become quite a talking point. Some are for, some are against it, but the fact that we're all speaking about it a lot more makes it feel like to me we're slowly but surely making progress.

**TE** Is it easier to make that change if the issue is kept in people's minds by various means?

**SW** Yes, and I think the reason that it's in people's minds so much is because people do want to see change. They see motorsport as a very standout sport that's been very heavily male-dominated, and I do think it brings a positivity when there is a success for a female, whether that be on the track or success for females off the track.

It's also because people want to see that change happen. It's a change that's coming because society, in general, is in a big wave of a moment that wants to see more change and more equality and more diversity, and that's in many different environments, that's in many different sports. Motorsport is riding that wave of positivity, and people are really expressing a wish to see change.

**TE** Dare to be different... what difference do you believe it made?

**SW** I always said that I wish there'd been something like that when



Wolff relishes out-of-the-comfort-zone challenge of team management

I was racing, and I wanted to make sure it was easier for the next generation than it was for me. Certainly we've made big progress, not just in the events that we do, but also that we do our community network events, where young girls, whether it be racers or engineers or journalists, have a support network.

Where we've really created opportunity, we get these girls into work experience in motorsport teams from Formula 1 down to a national level in the British Touring Car Championship. We're really helping to drive female talent in every aspect of the sport. It's always difficult to quantify in numbers where we are, what numbers we're producing, and that's something that won't happen overnight.

That's something that is going to happen more in the longer term. Motorsport UK, with its new chairman David Richards, has been incredibly supportive of what we're doing. And now we've joined forces with the FIA, and become a global organisation, there is the possibility to go even one step further and really make sure that the momentum we have is creating change,

that in the medium to long term will create more women in motorsport, doing great work.

**TE** You mention the global organisation. What role does Dare to be Different play in it now?

**SW** It no longer stands on its own; we've become one organisation with Girls on Track. Everything has come together, because having these two initiatives running alongside each other, it was much stronger to join forces. So now, Girls on Track globally run by the FIA is showcasing what's possible, but there is obviously the regional aspect – we've got a fantastic initiative running in Australia already, in the UK, Germany.

Now on a more global scale, it's making sure other countries are picking that up because regionally that's where we can really have the impact. Going into the schools, getting the girls to race tracks, going into headquarters of companies who want to show the diversity and show that they're supporting change. >>



Dare to be Different inspires girls to look to motorsport as a career



Massa's Monaco podium was one of the season's highlights for Venturi

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**TE How crucial is it to make sure there is a diversity in options for women to find a career?**

**SW** Let's take the example of this race in New York. There are 22 drivers on the grid, but there will be at least, from a rough number, about 5000 people involved in the running of this event, from the teams and the organisation and the technical side. Take a Formula 1 race; you've got 20 drivers, you've probably got 10,000 people involved in that whole event. So if we're only going to focus about the on-track, that's great from a visibility aspect, but that's not motorsport – there's so much more.

That's where we really tried to make the sport more accessible, really try to break down the barriers of people thinking it's just a man's world, and taking role models of successful women in all the different areas, and showcasing that to the next generation. It's had such a positive impact already. Some of the letters I get from teachers, and parents, it's really having an impact on these young girls. That's positive for the sport.

**TE It's tough to measure by numbers, but what would you judge as a success for Girls on Track four to five years down the line?**

**SW** As you said, it's very difficult to judge it purely on numbers. My vision is that in five years' time, there's a woman working somewhere in motorsport that says, 'I'm here, and I was inspired by Girls on Track, they came and showed me what was possible, I got inspired, and that's why I'm doing the job that I'm doing now.'

We already have a couple of stories of young girls studying engineering because we went in and showed them the possibilities through a work placement. We connected them with an engineer in an F1 team. So we already have these standalone success stories which build up and build up. The more of those there are, the more change in the long term that we'll be able to quantify the difference. It's very difficult to put a number down of what we've created.

If nobody does anything, nothing is going to change. So we've got to be proactive, we've got to make the sport more accessible, we need to get the FIA on board to make sure the sport in the long term is more diverse because, in the end, you're missing out on 50% of the population.

**TE Moving on to Formula E, how have you found the challenge of being a team boss?**

**SW** I've loved the challenge. I'm definitely really happy with



*“If nobody does anything, nothing's going to change. So we've got to be proactive, we've got to make the sport more accessible”*

having come in and taken the job. There were certainly difficult moments that I felt we had to climb, but we had our first win [through Mortara in Hong Kong], podiums [notably Massa in Monaco], so I think generally it was a positive first season. There's a lot more I want to do next season. But overall, it's been a great learning curve but also a great challenge.

**TE Any surprises or elements you didn't expect to occur during the season?**

**SW** No, I think I knew what I was getting into. Having watched my husband [Mercedes F1 team boss Toto Wolff] and what he does, there wasn't anything I was unprepared for. There were certainly difficulties along the way, which I had to learn very quickly. I'm someone who loves always developing and progressing, and I love pushing myself out of my comfort zone and learning new things, working with great people. And from that perspective, this has been a really great role to take on. ✨

## Female licence holders in UK motorsport

Have Dare to be Different and other efforts to increase female involvement in motorsport worked in the UK? We asked Motorsport UK, the country's governing body

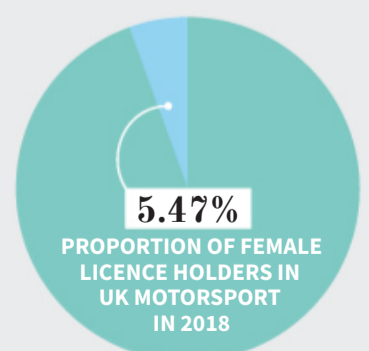
of the sport, for its 2018 figures on licence-holders, and compared them with 2014 – the last full-season statistics available when we last ran a Women in Motorsport special in 2015.

While there were more women in car racing last season than four years earlier, their percentage of the total had decreased by a fraction, as it had also done in rallying and speed

events (hillclimbs and sprints). There was a minor increase in the percentage of females officiating. But the best news is in karting – where the future stars are to be found. While this

branch of the sport has taken a big hit on numbers overall since 2014, the ratio of females to males has increased substantially. But there's still a long way to go...

LICENCE	2014		2018			CHANGE
	MALE	FEMALE	MALE	FEMALE		
Racing	10104	310 (2.98%)	10760	318 (2.87%)	▼ 0.11%	
Karting	3697	129 (3.37%)	2521	109 (4.14%)	▲ 0.77%	
Rallying	6638	357 (5.10%)	5354	283 (5.02%)	▼ 0.08%	
Speed events	1353	91 (6.30%)	1141	76 (6.24%)	▼ 0.06%	
Officials	2604	418 (13.83%)	3469	559 (13.88%)	▲ 0.05%	
<b>TOTAL</b>	<b>24,396</b>	<b>1305 (5.08%)</b>	<b>23,245</b>	<b>1345 (5.47%)</b>	<b>▲ 0.39%</b>	



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# The rise of the Iron Dames



*Alonso and Toyota stole the headlines, but there was another significant subplot at Le Mans*

JAMES NEWBOLD

PHOTOGRAPHY motorsport IMAGES

Kessel-run Ferrari  
488 GTE hit target  
of top-10 class finish

PORTLOCK

**T**he GTE Am class rarely garners the same attention as the fight for overall victory at the Le Mans 24 Hours, but that doesn't mean the race is any less significant for the division's mix of professional and amateur competitors. That was certainly the case this year for Kessel Racing trio Rahel Frey, Michelle Gattling and Manuela Gostner, who became the first all-female line-up to enter the race since 2010, when the Ford GT Frey shared with fellow Swiss drivers Natacha Gachnang and Cyndie Allemann expired in flames.

The idea behind the so-called 'Iron Dames' came from Ferrari Challenge racer and entrepreneur Deborah Mayer, who approached Kessel Racing to run a Ferrari 488 GTE in the European Le Mans Series and also reached out to the FIA Women in Motorsport Commission, headed by Group B rallying legend Michele Mouton.

This meant much more than carrying a logo, as the advice of Mouton – a Le Mans class winner in 1975 – and WIMC ambassador Cathy Muller benefited the drivers and gave the entry clout when it came to navigating the tricky waters of the ACO selection process to make it onto the grid.

"I think in the end the package made the decision," says long-time Audi GT racer Frey, the only member of the trio with previous Le Mans experience. "This was important for Michele because she said, 'When they do something, it has to be right.'"

With the blessing of Audi to drive for a rival marque, Frey found the well-proven Ferrari 488 a reliable and consistent platform and enjoyed working with Kessel, making its Le Mans bow after many years of success in GT3 racing. "I've never tested that much with a private team before," says Frey. "This is impressive about Deborah – when she wants to do something, she makes it happen."

Having achieved their seasonal target of finishing on the ELMS podium first time out at Paul Ricard, hopes of a repeat at Monza were scuppered by a loose bonnet that required an unscheduled pitstop and dropped them to a lapped sixth. By contrast, Le Mans



Frey, Gattling and Gostner: first all-female Le Mans line-up since 2010

TRIENTZ

*"This is our learning season. Now we know how to finish a 24-hour race, the next time we have to push even harder"*

was uneventful, with no mistakes from the crew or finger trouble in the pits. The Dames finished ninth in class and Frey is already eyeing an improvement next year.

"Honestly I thought we can do a bit better," she says. "But this was our learning lesson. Now we know how to finish a 24-hour race, the next time we have to push even harder."

And it's certainly no flash-in-the-pan publicity stunt either. Frey says that Mayer has a "long-term" plan to develop the Iron Dames brand and involve more female racers. "I think right now we've just started," says Frey. "As I get to know Deborah, I'm sure about it." ❦

# Motorsport's hen party

*Anita Makela grew up on a chicken farm. Now she's a multiple European drag racing champion, and is bidding for another title in 2019*

ANDY WILLSHEER



Top of the pecking  
order: FIA champ and  
chicken farmer Makela

Dedicated fans show  
their allegiance by  
sporting chicken hats



It's the fastest form of motorsport you can find anywhere, it has its European championship-deciding event in England next month, and the driver bidding to follow up their 2018 title with another crown is... a middle-aged Finnish mum. While circuit racing and rallying bid to get greater female participation, drag racing is ruled by Anita Makela. Crowned FIA champion in 2016 and 2018 in the headlining Top Fuel category, she'll be bidding to retain the title at Santa Pod over its big weekend on 6-8 September.

A stint at summer school in the late 1970s in the US – the home of drag racing – initially fired the then-16-year-old Makela's enthusiasm for powerful machinery. While in Ohio, she fell in love with the notion of acquiring a Pontiac Trans Am. "For a country girl raised with three other sisters on the family's chicken farm in Vilppula, central Finland, this was for me a dream car," she says.

Back home and five years later, she bought a Trans Am and it wasn't long before the lure of cruising, car shows, diners and generally having fun with like-minded fans of American cars took a firm hold. An overheard conversation in 1987 at her local drag strip – Motopark Raceway in Virtasalmi, around 150 miles east of her home – led to her procuring her first dragster, a Competition Eliminator entry previously campaigned by Norwegian racer Rune Gronlund.

*"The car was left much the worse for wear after the parachutes were late in deploying during an eliminations run"*

A group of friends became involved as crew members and, after the rookie team won the final race of the season at Motopark, Makela, now 26, saw that there was an event at Santa Pod. The race car was transported the 1500 miles to the home of British drag racing where, unfortunately, it was left much the worse for wear after the parachutes were late in deploying during an eliminations run, the dragster running into the farmer's ploughed field at the end of the shutdown area.

The unfazed Makela quickly regrouped and went on to annex her country's class championship both in 1988 and 1989, as well as earning kudos for running Finland's first seven-second elapsed time. "I worked alongside my father, effectively the two of us being responsible for building up the poultry hatchery business to a point where we were doing rather well," she recalls. "Not that I expected my racing career to be funded by dad, relying instead >>

on my own earnings and sponsor deals, the latter being relatively easy for me thanks to the popularity and media coverage of motorsport in Finland.”

Further success followed in 1990 when, in association with crew chief Simo Patoharju, she moved up the performance ladder through acquisition of a supercharged, alcohol-guzzling Pro Comp dragster from a Canadian team, gaining her class licence in the States at the historic Famoso Raceway in California. Finnish expat Jarmo Pulkkinen, who’d moved to southern California, was instrumental in Makela’s purchase of the proven car, in which she claimed two further European championships in the Top Alcohol ranks, a category created when Pro Comp was split between flip-bodied Funny Cars (TAFC) and dragsters (TAD) to make individual classes. She was also credited with record times and speeds during a five-season period, an achievement underlined by her always finishing somewhere in the class’s top three spots.

One particularly unfortunate episode occurred when she took delivery of a new Bob Meyer Race Cars dragster in the States and entered it in the TAD class at Firebird International Raceway in Arizona for a National Hot Rod Association event. The surface had been relaid just before the race was due to be held, and during the course of qualifying there were several incidents. Makela’s car crossed lanes and impacted the guard wall during eliminations, suffering severe chassis damage. She was unhurt, but it was unsurprising that the event was subsequently postponed until later that season after track issues had been resolved.

The car was rebuilt, freighted across to Europe and her racing career carried on unabated, Makela setting terminal speed and elapsed time records, and realising her ambition to make the transition to the sport’s premier class towards the end of the 1990s. The stars aligned when Makela and fellow Finn Tommi



Family business:  
Tommi, Hanna,  
Heikki and Anita

Haapanen, himself a Top Fuel competitor, informally got together while returning home from a race – “I thought he was a charming man and would be quite the catch,” she opines – and following an idyllic courtship they married in 1997, the same year in which she attained her licence to drive the quickest-accelerating, wheel-driven, land-locked missiles on the planet.

Driving for Sweden’s Peter Lantz, she secured third place in the European Top Fuel Championship series the year following matrimony. But Makela and Haapanen decided it would be ideal to race a Fuel car together, so they formed Tommi & Anita Top Fuel Racing. After taking time out of the sport when motherhood took priority – daughter Hanna was born in 1998, and son Heikki in 1999 – Makela made a welcome return to racing at the turn of the millennium, stamping her authority in winning style when in



Makela stormed to  
victory in 2019 season-  
opener round in May

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ROGERRORRIDGE



2000 she added her first FIA Top Fuel championship trophy to the collection of silverware back at the couple's racing headquarters on the farm.

Raising a family took precedence in the early part of the 2000s, and Makela opted to give up the hot seat. Haapanen, a car mechanic by trade, had bought an ex-Dick LaHaie Fueller in 1994, and following his wife's decision to take a racing hiatus he returned to driving that dragster himself in Sweden at Mantorp Park's Veidec Festival in 2007 and a new Mats Eriksson-constructed machine in 2008.

Come 2009, the kids were of an age where they both wanted to get along to the races with mum and dad, but who would be the driver of the Top Fuel dragster? In April of that year, Makela conducted a fun survey on Europe's premier drag racing website

– eurodragster.com – asking readers to decide whether she or her husband should pilot the new dragster. The resulting – and overwhelming – verdict was 85% in favour of Makela, upon which Haapanen graciously stood down, while Makela has not missed a championship round over the past decade.

The racing operation took an upturn following a fortuitous introduction to the American Lagana brothers – Dom and Bobby – at a national event in Arizona while the Finnish first family of drag racing were on a winter break. The Laganas epitomise Top Fuel racing on a budget and, after visiting an FIA round at Sweden's Tierp Raceway in 2013 in a consultancy capacity, they were able to empower the team. The two teams follow a similar ethos – with family involvement and the fun factor a priority – and although the Lagana boys are now largely committed to working with the Torrence Racing team (Steve Torrence is the NHRA Mello Yello Top Fuel champion) in the States, their involvement with Makela continues to pay dividends. "I've been very lucky in my driving career to meet the right people at the right time, and simply enjoy the sport with its attendant highs and lows," she says.

That family theme continues, with Heikki working as Makela's clutch man and Hanna on cylinder heads, while crew chief Sami Lehtimaki, Australian tuner Ben Patterson and a coterie of keen young mechanics and seasoned veterans complete the enthusiastic set-up. Under their charge, Makela completed Finland's first sub-four-second pass at Kauhava in July, her 3.987s run for the 1000 feet featuring a top speed of 304.4mph...

With her recently announced induction into the British Drag Racing Hall of Fame, 2019 is becoming a stellar year for Makela. The question is whether this ebullient woman grounded in chicken farming can continue to, erm, rule the roost when the European season climaxes at her "second home" of Santa Pod. 🍷



## A field of 50% women

Anita Makela may deservedly have the highest profile in drag racing's Top Fuel class, but there are other women who have joined the category to do battle with the guys in the straight-line wars

### Jndia Erbacher

Switzerland's Jndia Erbacher (her birth certificate shows the name 'India', but she changed it to mimic the stylised 'I' on the logo of US motorcycle maker Indian, which looks like a J) has followed in the footsteps of custom-bike-dealer dad Urs, and campaigns a Top Fueller in FIA competition as time and funds permit. She has run in the three-second zone in her dragster – named Jasmine – and like her dad, a three-time FIA European Top Fuel champ, she's experienced National Hot Rod Association action in the US, where she gained Super Comp and Top Methanol Dragster licences.

### Maja Udtian

Maja Udtian is the woman behind the tiller of the Islanders Top Fueller, a dedicated team of racers from Norway. Her father, Paul Ingar Udtian, has a lengthy involvement in the sport, and younger sister Mari campaigns a Super Comp dragster. Maja made her Top Fuel debut at Santa Pod's FIA Euro Finals in 2017, and this season worked her way to the final round of May's season-opener at the same venue, but problems put the 21-year-old out of contention in the finale, allowing Makela a clear run to victory. Subsequent to this, Udtian is snapping at Makela's heels and is well in the points hunt.

### Susanne Callin

Susanne Callin, the Swedish wife of Santa Pod Raceway CEO Keith Bartlett, stepped away from driving one of the late Knut Soderqvist's Top Fuel dragsters at the end of the 2005 season. It wasn't until Easter of this year that she returned to racing a Top Fueller, this time in one of expat Norwegian Rune Fjeld's stable of cars that operate from the RF Motorsport base at the Pod. Having regained her licence, hers was one of four cars at the Main Event being driven by women – 50% of the field of eight.

← P30 READER OFFER

**Sarah Shaw**

Jordan King's F2 race engineer describes herself as "old-school" and "quite hands-on"



# A woman's world of motorsport

*We put the spotlight on six females carrying out crucial roles in high-profile championships around the globe*

JACK COZENS, MATT JAMES, ALEX KALINAUCKAS, MARCUS SIMMONS, ANDREW VAN LEEUWEN & GARY WATKINS

PHOTOGRAPHY motorsport IMAGES

PORTLOCK



## Leena Gade

**Role** Race engineer, Mazda  
**Series** IMSA SportsCar

As Leena Gade was growing up dreaming about working in motorsport, she never imagined that it wouldn't be possible for a woman. The engineer, who won the Le Mans 24 Hours in 2011, 2012 and 2014 with Audi, insists that "no one was ever negative about what I wanted to do".

Audi backed Gade's aspirations to take responsibility for running a car after she started working as an assistant engineer, initially for the Champion Racing squad in the American Le Mans Series in 2007. "It wasn't always a smooth ride, but Audi supported my development," she says. "There was always a

network of more experienced engineers in the background."

Gade isn't sure that her successes, which include working on the winning Audi in 2008 featured in the film *Truth in 24*, have changed attitudes to women in motorsport. "The film gave Audi a Hollywood moment and was good for raising the profile of women in motorsport," she says. "Audi certainly didn't sweep the fact that it had a woman race engineer on the pit wall under the carpet when we were winning the World Endurance Championship.

"The WEC had a good profile, so maybe it helped people realise that motorsport wasn't just a



Gade is one of sportscar racing's leading engineers

*"It doesn't matter if it's a club racer or an LMP1, the principles are the same"*

bunch of guys running race cars. There is more female representation in the paddock now, but I can't say why. You'd have to ask the teams employing women whether barriers have come down."

Gade got her first experience in racing with a Formula Vee team. She tells

anyone asking her about how to get into the sport to go out and get experience "even if it means working for free". That's what she did at weekends after getting a job in the automotive sector with Jaguar after university.

"It was the best thing I could have done," says Gade, who now manages

Multimatic Motorsport's vehicle dynamics centre in Norfolk and engineers for Mazda in the IMSA SportsCar Championship. "It gave me an insight into every aspect of motorsport. It doesn't matter if it's a club racer or an LMP1, the principles are the same."

**GW**



### Betty Klimenko

Plain-speaking Erebus Motorsport boss has made her 'team of rejects' one of Supercars' best



### Michela Cerruti

Operations manager successfully mixes motherhood with "a job I really love"



### Charlie Broughton

Power Maxed Racing mechanic is back working with Jason Plato after 19 years



### Francesca Valdani

DS Techeetah coordinator sees her role as the "glue between different parts of the team"



### Leena Gade

Race engineer brings Le Mans-winning pedigree to Mazda's IMSA effort



## Sarah Shaw

**Role** Race engineer, MP Motorsport  
**Series** FIA Formula 2

"We've both gone from washing wheels with club-level teams, while others have come from F1. So we're quite hands-on. In some ways we're quite old-school, but we do move with the times."

Those words from Sarah Shaw describe the start that she and husband Tony got in motorsport – long before they ever met. Now they're the married couple who jointly engineer Jordan King at MP Motorsport in the FIA Formula 2 Championship. Along the way, they ran the successful Manor Competition team in Formula Renault UK before interest in that series dried up and they jumped ship in 2012 to take up an offer

from Dutch team MP.

That was initially in European FRenault, before the Shaws added F2's predecessor GP2 in 2014-15. "That was a bit crazy because we hardly ever got to go home and we've got a little daughter," says Shaw. "From 2016 we said we'd just focus on GP2."

The husband-wife dynamic is easier in F2 than it was in FRenault, where they engineered two drivers each: "I'd try different tyre pressures and then absent-mindedly mention it over dinner and Tony would go nuts! Now we're constantly sharing."

Shaw, who describes King – who raced in FRenault with Manor in

2011 – as "almost family, not just on a personal level but his work ethic is really good", believes there's little to stop women in motorsport.

"It's strange – I see a lot of women engineers in the F1 pitlane but still don't see many women mechanics," she says. "When I started in the mid-1990s, there were a lot of dinosaurs around but because I was a novelty people were willing to give me the opportunity. The initiatives [to help women] are great but they'll still only do it if they're passionate about it. It's not a nine-to-five job. I don't think there's any barriers to stop them."

**MS**



Shaw reckons there's little to stop women if the passion is there

## Charlie Broughton

**Role** #2 mechanic, Power Maxed Racing  
**Series** British Touring Cars

Charlie Broughton's career could have taken a very different route. She started her working life as a beauty therapist, but the motorsport passion had already been lit – she had a mother with an obsession with Formula 1, and that set young Broughton in a new direction.

After meeting some resistance – “even my friends told me it was a stupid idea and I couldn't do it” – Broughton used persistence to muscle her way in. When MSD was running the Peugeot British Touring Car Championship team in the late 1990s, Broughton made a nuisance of herself: “I badgered them, and wherever they went I was – even Knockhill. I would

offer my help, trying to do this job or that for free.”

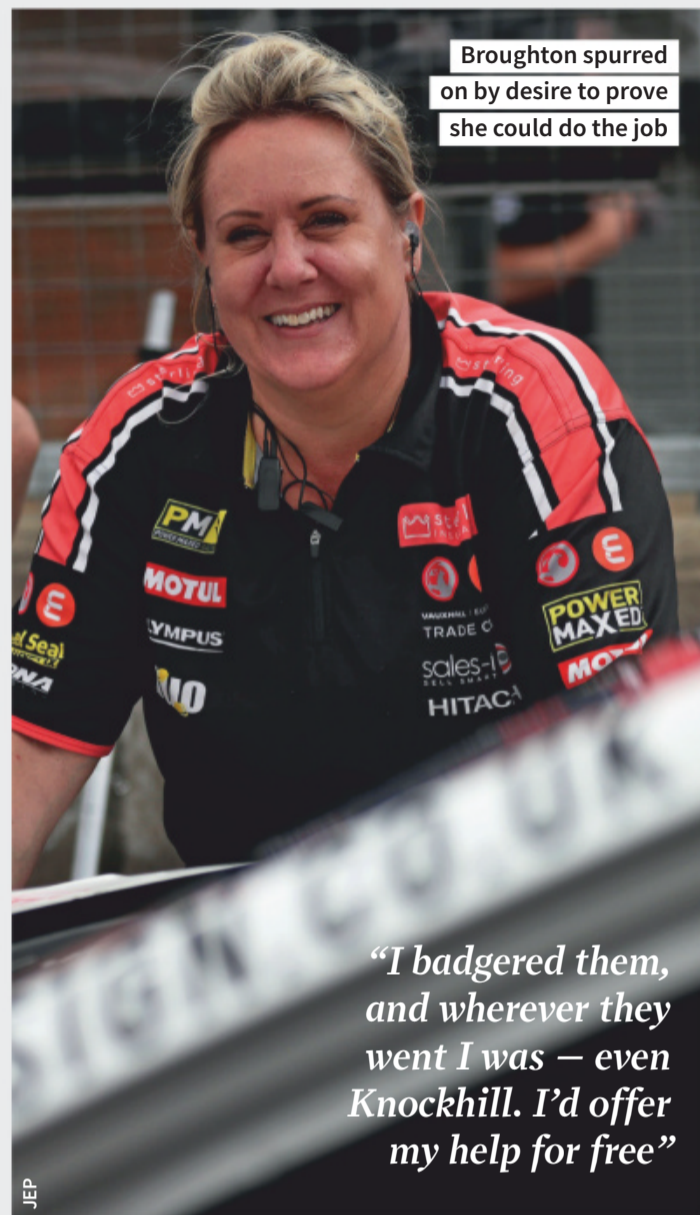
An unpaid spell helping a team in the BTCC-supporting Vauxhall Vectra Challenge led to a full education in motorsport, and eventually to a fully fledged job at Triple Eight Race Engineering, which ran the series and the media guest car, which Broughton oversaw. Then she switched to the BTCC side of Triple Eight in 2000.

From there, Broughton moved to Prodrive to work on the Subaru rally team and that's where things ramped up. “I worked back in the factory, but I was desperate to go on events – I wanted to get out there and get my hands dirty,” she says. “But the boys said I didn't have the strength –

you need to be able to lift things like gearboxes on your own. They had a way of doing it and they showed me that, but I just couldn't manage it. But after a while, and doing it *my way*, I did manage it. It was another of those instances where you do something because people think you can't.”

When Subaru withdrew from rallying in 2009, Broughton went back to the BTCC with Triple Eight, and then she followed her partner (and now team manager) Martin Broadhurst to Power Maxed Racing, where she works as a number two mechanic – ironically on the Vauxhall of Jason Plato, a driver she first worked with in the BTCC 19 years ago.

**MJ**



Broughton spurred on by desire to prove she could do the job

*“I badgered them, and wherever they went I was – even Knockhill. I'd offer my help for free”*

JEP

## Francesca Valdani

**Role** Team coordinator, DS Techeetah  
**Series** FIA Formula E

Francesca Valdani is team coordinator for the DS Techeetah ABB FIA Formula E Championship squad, which won the drivers' and teams' championships in the 2018-19 season.

After working at Monza, her local track, in roles from carpark traffic coordinator to chief paddock security officer at the Italian Grand Prix, she joined her first team in Italian Formula Renault in 2009. She then moved into the International Formula

*“I had to fight against the people that maybe didn't trust in what I wanted to do”*

Master series before joining the ROAL Motorsport World Touring Car Championship squad, where she worked as team manager.

Valdani began working in FE in its 2015-16 season and her role for DS Techeetah means being the “glue between different parts of the team”.

“During the race week I care about the drivers, I prepare all the stuff that they need, so they focus on driving and find everything ready for them – helmet, overalls, etc,” she explains. “Before the race, I prepare all the logistic stuff – so I need to be sure everything is ready for the race.”

On her experience of working as a woman in



Valdani is proud to be working in Formula E

motorsport, Valdani says: “It was quite hard in the beginning because no one knows you, so you have to explain to them that you are there for work and not just for fun. And if you want to focus and reach a good result in your career, you should be focused on what you want to really do,

because motorsport from outside [can look different] with everything – parties, champagne – but it's not like this. For me, it's what I wanted to do in my life and I'm very proud that I'm in Formula E, a really a good championship.

“It was not so easy in the beginning because I wanted

to work in a high level, and I had to fight against the people that maybe in some ways didn't trust in what I wanted to do. But after many years it's different because motorsport is a small world – everyone more or less knows each other and now it's easier.”

**AK**

S BLOXHAM

## Betty Klimenko

**Role** Team owner, Erebus Motorsport  
**Series** Australian Supercars

For Betty Klimenko, the journey to Supercars team ownership started when her husband bought a road-going Porsche. A high-performance driver training day that came with the car whet their collective appetite for motor racing, ultimately leading to the formation of Erebus Motorsport and forays into Formula 3 and GT racing.

Propelled by immense personal wealth from her late father, retail tycoon John Saunders, Klimenko arrived in Supercars at the end of 2012 with a sensational buyout of the Stone Brothers Racing operation. Right now, the self-proclaimed 'team of rejects' is one of the best squads in the category.

Outspoken and

unapologetic, Klimenko admits that breaking new ground as a female owner in the series has come with its challenges. "Owing a Supercars team as a female is totally different to just working in the sport," she says, "because [the other team owners] aren't used to having a woman there. They are used to PR girls and promo girls, but they had to get used to a different type of thinking. Women think differently to men. I'd go to an owners' meeting and they would all be thinking off to the left, and I'd throw an idea out to the right."

"It was just being able to accept that a woman does understand what they are talking about. You need to be a bit tougher as a



Team boss Klimenko is involved in Dare to be Different

*"It's never worried me whether it's a male or female. If they can do the job, they get the job"*

woman, and a little bit more aware. You can't just get lost in a sea of men – you stick out."

While a keen promoter of women in motorsport,

including an involvement in the local arm of the Dare to be Different programme, Klimenko is adamant that nothing trumps performance in what is a competitive team environment.

"I have found there are more women coming to races with their husbands, and more girls coming and asking me for autographs,"

she says. "That side of things, that's great. The other side doesn't bother me. I've never seen these people as boys or girls – they're my team."

"It's never worried me whether it's a male or female. If they can do the job, they get the job. If they aren't good at the job, they'll get chucked out."

AVL

## Michela Cerruti

**Role** Operations manager, Romeo Ferraris  
**Series** World Touring Car Cup

From novice, to multi-discipline racer, to operations manager of an international racing team – all in barely 11 years. Michela Cerruti's career is anything but ordinary.

She only started racing aged 21 in 2008, yet two years later was competing in the Superstars International Series. The following season she became the first (and only) woman to win a race in the series, achieving a similar feat in Auto GP in 2014.

Her biggest break was a short spell in the fledgling world of Formula E with Jarno Trulli's team, which preceded sportscar and TCR forays. Cerruti's next step effectively brought her

career full circle, as a move to head up Romeo Ferraris (overseeing its racing and commercial interests), for which she had been racing, meant she joined its management alongside Mario Ferraris – her first team-mate, and the man who'd spotted her potential.

Her journey was far from straightforward – "at the beginning I jumped in a car and drove, but I didn't know anything about technique" – and included what she calls "episodes" where she

*"At the beginning I jumped in a car and drove, but I didn't know anything about technique"*

felt she was being treated unfavourably, but she is proud of her part in inspiring the next generation. "Even if in some moments I didn't feel so special, there were many wonderful girls or women writing to me, to thank me because I was a role model for them," says Cerruti.

Cerruti gave birth to her first child this year. But that hasn't stopped her essentially working full-time since. "To be a mum is the most difficult thing that I've done in my life – that's for sure," she says. "It's two amazing experiences, but I can do both. I'm really lucky and happy because I have a job that I really love."

JC



Cerruti celebrates with tin-top ace Kevin Ceccon



Travers plays crucial role monitoring fluids in Mercedes' F1 cars

# Helping Mercedes make fluid progress

*Stephanie Travers emerged from more than 7000 entrants to win a place as a Petronas trackside fluid engineer in F1. And she's there to stay*

STUART CODLING

PHOTOGRAPHY ETHERINGTON FOR MERCEDES-BENZ GRAND PRIX LTD

**I**n July last year, as Silverstone sizzled in one of the hottest summers in recent memory, Petronas used the British Grand Prix as a platform to announce a global search for a new trackside fluid engineer to join the Mercedes Formula 1 team at every round of the 2019 season. Over 7000 candidates worldwide threw their hats into the ring – a remarkable number given the demands of the job.

Working in the cramped environment of the back of a race truck, the two Petronas trackside fluid engineers play one of those vital but unheralded roles in motorsport: continuously monitoring the functional fluids in their cars to maintain performance, legality and reliability. The tools in the small but surgically clean trackside fluid lab can reveal the tiniest traces of contamination in the fuel tank or the early signs of failure in the engine... if the people using those tools are sharp enough.

It's a tough job. "You'll do everything you can, even sweeping the floor if you have to, to make sure Lewis [Hamilton] and Valtteri [Bottas] can go faster," said Petronas CEO Giuseppe D'Arrigo at the launch of this year's search for another new trackside fluid engineer to join the inaugural competition's winning candidate. Yes, it proved so successful that Petronas is doing it all over again.

Twenty-five-year-old Stephanie Travers has "really raised the bar" in the role, according to Mercedes team principal Toto Wolff. And this is only her second job since graduating from Imperial University in 2017 with an MSc in advanced chemical engineering.

Born in Zimbabwe, Travers moved to the UK at the age of 10 with her family, who settled in Epsom. "I chose my GCSEs to align with motorsport because I've always been a motor racing fan," she says. "Watching races with my parents, I travelled to some races with friends and family, some cousins were in karting and I had



L-r: Giuseppe D'Arrigo, Stephanie Travers, Nasri Shafie and Toto Wolff

a cousin who worked in the DTM. So I'd grown up in and around motorsport events, and that really inspired me – I knew one day I wanted to work in that world. I had a preference for F1 because that's the one I enjoyed the most.

“But I knew I wanted to keep the chemistry side going rather than studying something like, say, automotive engineering. I wanted to stay within the engineering world but on the chemistry side, so I did that and maths, plus further maths, and that enabled me to study chemical engineering at Bradford University. I completed my undergrad studies there, got a first class, then went on to Imperial University to do my postgrad degree.”

By pure coincidence, Travers's first job was with a company that enjoys a much-mythologised role in F1: BASF. In 1983 a subsidiary of the multinational chemicals giant unearthed a Second World War-era aircraft fuel mix that enabled BMW to unleash more than 1400bhp from its 1.5-litre turbocharged four-cylinder engines in qualifying trim, thanks to the fuel's anti-knock properties. Travers's role as asset care engineer, though, didn't involve stealthy trips to the BASF archive to locate abstruse lead-replacement formulas.

“I was working on a chemicals site in Leeds – it had only been a year since I graduated – when I saw the advert for the Petronas search,” she says. “I applied and went through the five-stage process. The application was just a CV and covering letter, then the next stage was a psychometric test...”

Psychometric tests – whether numerical or verbal, or a combination of the two – are typical elements of many corporate recruitment programmes, as are examinations based on logical or mechanical reasoning, or critical thinking. Usually performed against the clock, they're a highly effective (if ruthless) method of filtering candidates whose educational background and qualifications look similar on paper. The timed format and prevalence of trick questions highlight those hopefuls whose capacity for attention to detail doesn't wilt under deadline pressure. Travers was one of just a handful of candidates to pass this stage.

“After that I was selected to go into the top 10 and had to create

a one-minute video answering some questions from Valtteri Bottas and the team,” she says. “That went out to Petronas worldwide to be voted on, and from there I made it to the final five.

“For the last round of tests the five of us went to Malaysia, where we had to complete a case-study interview, based on our interpretation of on-track activities. From there the last three of us did a final stage – an amazing race through Kuala Lumpur, kind of like a treasure hunt, where we had to follow a series of clues to locate the CEO [D'Arrigo] and do a final interview with him. That was as difficult as interviews are – but I'm here now, so I made it through!”

Travers officially joined the team in February during testing at Barcelona, working alongside Nasri Shafie in the Petronas trackside

*“For me, motor racing being a male-dominated sport didn't deter me in any way, and it still doesn't bother me”*

fluids lab. Next season she'll remain with Mercedes and mentor the winner of this year's global search, which Petronas announced at the German Grand Prix in late July. Tough it may be, but the application process is entirely meritocratic.

“The competition was certainly a level playing field in terms of male and female participation,” says Travers. “It certainly wasn't easy. For me, motor racing being a male-dominated sport didn't deter me in any way, and it still doesn't bother me. I was one of only five girls in my [student] cohort so I was used to being surrounded by men. I saw the opportunity and went for it.”

The search for a new trackside fluid engineer remains open, and you can apply by visiting the Petronas Lubricants International LinkedIn page or emailing your details to [ptfe2020@pli-petronas.com](mailto:ptfe2020@pli-petronas.com). We'd wish you luck – but this is one competition where luck doesn't come into the equation. ❄️

# The clubwoman of Clubmans

*One of the UK's oldest amateur categories always seemed to be the domain of jolly chaps having fun at a low cost. Until Michelle Hayward took a class title in 2018*

PAUL LAWRENCE

JOYRICHINGS

Clubmans racing is not an obvious place for a talented female racer to make her mark and win a national championship. But that's just what Michelle Hayward did in 2018 when she raced her Mallock Mk27 to the CSP2 title in the Clubmans Cup.

Clubmans has been around for well over 50 years now and remains as valid as ever. Mainly in front-engined sports-racing cars designed or inspired by the late Arthur Mallock, countless racers have enjoyed a largely unrivalled bang-for-buck ratio. It may be inexpensive in racing terms, but the cars are blindingly quick and generate great gobs of downforce with which to reward the committed.

The category has its roots in the self-build generation, which proliferated in the 1960s. Gifted and enthusiastic racers toiled in draughty sheds to design, build and prepare their cars and that ethos remains strong today. While Mallocks tend to dominate

nowadays, most are self-run and a Clubmans paddock is a place of fettling and friendship rather than artics and awnings. In some ways, the blokey bonhomie that conjours might seem to make it an unusual choice for a female racer, but Hayward has broken that particular mould.

Now 38 years old and living in Wrexham, Hayward can trace her passion for speed back to university, where she was first exposed to karting. She competed at a fairly serious level and then started riding motorbikes for fun on the road. The fun was rather short-lived, however, and ended with a stay in hospital.

The injuries sustained failed to dampen her enthusiasm, and while lying in a hospital bed she saw an advert for the fledging Formula Woman – entrepreneur Graeme Glew had created the first all-female race series, with a bold plan to offer fully funded seasons for the best 16 novice racers.

Hayward got through to the final at Bruntingthorpe for



Hayward has been competitive in Clubmans since 2012



Hayward (centre) with fellow racers Trish Hunter (l) and Monika Arvidsson

assessment and was picked for a race place in the last 16. She picks up the story: “We had a couple of preliminary races, and then, six weeks before the championship was due to start, Graeme said he’d been unable to find the full funds required for the championship and that we’d all got to raise £10,000.”

After completing an MSc in Motor Sport Engineering, she was working at Xtrac at the time and was able to fund the first couple of races at Pembrey in a Caterham. Race-winning pace marked her out as one of the favourites, but finding £10,000 put a full campaign out of reach.

By now Hayward was in a relationship with ace Clubmans racer Mike Evans and, coincidentally, the Clubmans pack was at the same Pembrey meeting as the first Formula Woman Championship round. Typically for a formula of racing that has maintained a glorious spirit over more than half a century, the Clubmans fraternity responded with support and generosity. >>

“Marcus Bicknell had watched me take a convincing win in the wet at the first round at Pembrey,” she says. “He offered me a drive in his Clubmans car at Snetterton three or four weeks later at a fraction of the cost of Formula Woman. From that, Chris Hart came along and offered me a great deal to buy his Mallock. So I bought a Clubmans car in 2007!”

The opportunity was very much down to multiple Clubmans champion Evans, as he knew Mallocks inside out and even knew the car that Hayward was buying. He led the preparation and the couple spent many hours in the garage working on the Rover K-powered, front-engined sports-racing car.

Time and funds limited Hayward to occasional outings until a life-changing experience encouraged her to consider a full championship campaign in 2012. “That was the first season I decided I wanted to have a proper go at it,” she says. “It coincided with my cancer diagnosis. I went for surgery in February 2012 to have bowel cancer removed. It does focus your mind about what you really want to achieve and I really wanted to have a go at the championship.” Seven years on, the cancer checks reveal a so-far, so-good outcome.

She became one of the first women to make a mark in Clubmans, although Divina Galica did flirt with the category and Leslie Wood was quick in the family Mallock, while other women have campaigned Mallocks on the hills with success.

“I remember forking out for a brand new set of slicks at Croft, which I’d never had before. I’d been using second-hand tyres from the Gibsons [a long-standing Clubmans racing family]. I put it on the front row alongside Daniel Gibson and it was the best



Fast, high-grip Mallock rewards committed drivers

HAWKINS

qualifying result I’d ever had. It was following him that got me onto the front row and I remember him taking Sunny In and Sunny Out practically flat and I kept up with him, having not realised I could take those corners that fast!

“I had a good season and finished second in the championship. That was the start of me really pushing myself and getting a lot closer to the limit. They are such brilliant cars and fantastic fun to drive. I just love Clubmans. In 2014, I sort of threw it away by missing the first round while we were out of the country and I ended up losing the title to Howard Payne by one point. It was a big relief last year when I finally won the championship.



Hayward is taking a break from racing in 2019 but will be back

HAWKINS





Hayward has also had success in Fun Cup endurance racing

*“You are very much an equal but you do feel you have to get your elbows out a little bit to show that you’re not going to be a pushover”*

I could not have done it without Mike.”

As the 2018 season ended, more change was coming as Hayward and Evans parted company after 15 years together: “We intend to remain friends. It was a really difficult decision and we’re both involved in the running of the Clubmans Register.”

For now, one Clubmans chapter has closed but a return is still a significant option for the future. “I definitely see me getting back to Clubmans but I’d want to upgrade the car into the CSP1 category because I want to be able to win races outright,” she says. The CSP1 category, home to 200bhp projectiles, offers even quicker racing yet retains the timeless Clubmans mantra of affordable motor racing in a great atmosphere.

Alongside the Clubmans campaign, Hayward has raced in the Fun Cup: “I had a fantastic couple of years racing in the Fun Cup. I was really fortunate to meet a guy called Chris Webster who essentially funded my Fun Cup years. I really loved the endurance aspect of the racing and competing with a team. We did the Spa 25 hours and finished on the class podium, and then we went one better and took our maiden victory at Portimao in the night race: such good times and unforgettable memories.”

The personal hiatus has put a temporary hold on racing and it seems likely that she will see out 2019 on the sidelines. “It’s only a sabbatical, for sure,” she says. “I’m working on getting financially stable and will then start working on going racing again. It is a time of change and racing is on hold at the moment.”

When she moved to Chester in 2008 to be with Evans she requalified as a personal trainer and that fitted well with the racing. But a switch back to project management is an option for the future.

While Hayward has carved a place in national racing history as the first woman to win a Clubmans title, clearly winning against whoever is on the grid is what matters and she does not see the gender issue as a big deal. “I don’t think gender has made any difference to my racing,” she says. “I’ve always been pretty used to being in a man’s world and I’m naturally very competitive. You are very much equal on the track, but you do feel that you have to get your elbows out a little bit and show that you’re not going to be a pushover.

“I do wonder if the guys have a bit more of a pride/ego thing and don’t want to be beaten by a woman. But Clubmans is extremely friendly and people are very supportive of each other. After a race, they all go up and congratulate each other on a good drive and you don’t get that feeling of, ‘Oh God, I’ve just been beaten by a woman.’”

And her success has sparked the interest of other women in

## An all-women Formula Ford race

History was made at Snetterton in October 1985, when 18 female drivers took to the track in Van Diemen RF78s for what is believed to be the first all-female single-seater race in the UK, if not the world.

The Jim Russell Racing School-run Esso All-Ladies’ Race was won by 20-year-old Anita Latham, ahead of Linda Keen, who was then a motorsport journalist at *Motoring News* (now *Motorsport News*) and Virginia Murray.

Racewear designer Wendy Hobday was behind the idea, persuading the Jim Russell school to organise an all-female driving course and the race itself. The drivers were recruited from the world of motorsport, with some additions brought in from TV and the press – “the media girls”, according to Keen. Latham reckons that “around half a dozen” were actively involved in motorsport, with the rest just interested.

Keen had been racing on short ovals for several seasons and Latham had competed in rallies. Hazel Clements worked for a racewear company, Sue McLernan worked for the Jim Russell school as a secretary, Susan Osman was a TV newsreader and Julie Brown presented the music slot on TV-am. While Osman

went on to become a screenwriter, Brown became famous as MTV VJ ‘Downtown’ Julie Brown.

“We had such a laugh with the instructors,” says Keen. “John Kirkpatrick [a boss at the school for many years] was called ‘The Kilt’, and he was a great instructor. If you speak to John Pratt [then one of the UK’s leading junior single-seater talents], he’ll probably be terribly uncomplimentary! He was one of the instructors.”

Despite the instructors being “terrorised” by a gang of women, Latham remembers them taking what they were doing seriously, although “they didn’t know what to make of us”.

The race itself was run over six laps. Keen freely admits that lap times were: “Rubbish! Two to three seconds off the pace of the time.” She also admits that a penalty for exceeding the maximum permitted revs dropped Murray below her to third in the final results, just ahead of Belgian Isobel Joset. Brown was fifth – she did not particularly enjoy the race and put her pace down to being scared to use the brakes properly.

**Rachel Harris-Gardiner**

*“Snetterton in October 1985 saw what is thought to be the first all-female single-seater race”*

a category that has never had many female participants. “Even in Clubmans, we’ve got a couple of women racing now and they say they were inspired by what I’ve done,” she says. “It is very good that there are more women in motorsport, and seeing women competing does inspire others to have a go. It’s getting more and more accepted.”

But this has never been just about being on the grid for Michelle Hayward. She is determined, competitive and has excellent natural pace: “It’s not just about taking part. There are a growing number of women at the front of the field fighting for podium positions and winning championships. We’re proving ourselves to be equal!” ❁



# Sicilian sensation

*The diminutive Elisabeth Junek came close to winning the 1928 Targa Florio against the big stars of the day – including Nuvolari*

PAUL FEARNLEY

PHOTOGRAPHY COURTESY OF THE BUGATTI TRUST

**B**oth had contested the race once before. Both were driving a supercharged 2.3-litre Bugatti Type 35B. But there the similarities ended. Parisian Albert Divo was a vastly experienced professional – rated France's best by some – who had won grands prix for Sunbeam and Delage. Elisabeth Junek (an Anglicised name) was a 5ft 11in woman from the Moravia region of Czechoslovakia.

She had been competing since 1922, initially as co-driver to her Prague banker husband, nicknamed 'Cenek' – apparently changing gear on occasion due to his wartime hand injury – before taking over the controls in 1924. She impressed on local events before finishing fourth overall to win the three-litre category of the 1927 German GP, run to sportscar regulations, at the Nurburgring. Sicily's Targa Florio, however, was a step too far, surely. Held

over five laps of a wild, 67-mile road course that wound and climbed 3000ft into the mountains, it was the season's toughest test of man and machine. Man and machine.

Her 1927 attempt had been cut short by stiffening steering – probably triggered by Cenek's minor accident during practice – that almost sent her Bugatti over a precipice. But she had learned a lot and was undaunted. When that year's winner Emilio Materassi, a tough nut, quizzically squeezed her slim shoulder, Junek tapped her forehead. All had been noted (literally) and stored for future use.

This painstaking process continued in 1928. Junek arrived on the island two weeks before the 6 May event and, according to admiring rival Rene Dreyfus, completed as many as 40 reconnaissance laps in a brace of Bugattis: a T38 tourer and an unblown T35 racer. (Cenek, meanwhile, had returned home and left her to it.) She walked

sections on foot, drew annotated diagrams and placed coded signals by the roadside. She even asked the race's founder Vincenzo Florio to have faded numbers on marker stones repainted; a task that was completed overnight. The men – bar perhaps Count Caberto Conelli – had neither the time, nor patience, nor forethought, to complete so thorough a preparation. No one knew the course as well as she did. But her progress in the race – now at the wheel of a new GP car, painted yellow – would be a huge surprise. Even to her.

*“No one knew the course as well as she did. But her progress in the race would be a huge surprise. Even to her”*

Fourth at the end of the first lap – 17 seconds behind the leading works two-litre T35C of Louis Chiron, but a half-minute ahead of the soon-to- retire privateer version of Tazio Nuvolari – she took the lead on the second, her cornering noticeably smooth and efficient. Chiron, in contrast, had slid wide, punctured and lost five minutes. Cars had been flagged away at two-minute intervals, and so Junek was left to her own devices rather than be jostled and blocked by shamefaced males. This was a pure test of speed and skill, as she charged into the dust raised by Divo.

Divo had inherited his seat just days before, in the aftermath of Pietro Bordino's fatal accident at Alessandria. Third after two laps, he slipped a place next time around when the frontrunners made planned stops for fuel and tyres. At which point Giuseppe Campari, who had started 40 minutes before the battling T35Bs – cars had been released in ascending order of engine capacity – and so was driving 'blind', surged into the lead.

The burly Italian was at the wheel of a supercharged 1.5-litre

6C Alfa Romeo, the type he had used to win the Mille Miglia the month before. It had, however, been stripped of tail and cockpit sides for the Targa, battery and an extra oil tank now occupying its passenger seat; soloing participants had to carry 70kg of ballast. It was also carrying a single spare tyre, Alfa Corse preferring to dot depots around the course than carry a pair. Campari's less thirsty car led Junek's by 2m15s after three laps.

Whereupon Alfa's strategy caught it out, Campari choosing to run six miles on a rim to the next depot rather than stop to change a puncture. Deficit thus reduced to a single minute, Junek was confident that she could jump that gap on the last lap.

Divo, however, was coming on strongly. He had completed only three laps in a Delage back in 1926, and so was relearning the circuit as he went along. Its surface was cutting up, and yet now he was cutting a dash, closing to within 11s of Junek, who in turn was benefiting from the resultant improved visibility.

Campari was the first to reach the finish, situated near Garda railway station, and there he awaited the cannon shots that foretold of rivals' arrivals. He had suffered another puncture and was relieved, therefore, when Conelli, in a supercharged 1.5-litre T37A, failed by 17s to overhaul him. Divo, meanwhile, was uncoiling his fastest lap – 3s faster than his opener, when the circuit had been at its best. Junek would have to match this feat if she wanted to win. Could she withstand the pace?

It was luck and car that let her down. Stones in the road punctured a rear tyre as she entered the long coastal straight approaching the finish, and a failing water pump had her riding mechanic dashing to a house seeking replenishment. Nine minutes – and a likely second place to Divo – were lost. Junek finished fifth, never to return.

The death of Cenek during July's German GP, again run to sportscar regulations, persuaded Elisabeth to concentrate on her first love: travelling the world – in a Bugatti, more often than not. ❦



Divo's charge set up a dramatic finish before fate intervened

# RACE CENTRE

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# Cammish lifts the Team Dynamics cloud

*A wet-weather victory in the finale completed a Honda Thruxton hat-trick, but it was the factory team that was forced to wait the longest*

MATT KEW

PHOTOGRAPHY JEP  motorsport  
IMAGES



Collard led the way in race three until a small mistake cost him dear



Since switching to full Next Generation Touring Car specification Honda Civics back in 2012, Team Dynamics has won a staggering 49 out of the 231 races run in the British Touring Car Championship. With a strike rate over 21%, it's easy to see why its cars have become so desirable. AmD Tuning bought a brace of the previous-shape FK2 Civic Type Rs for 2019, while BTC Racing switched to two of the current FK8s.

Courtesy of Sam Tordoff's and Josh Cook's triumphs in the opening races of the second visit of the season to Thruxton, ex-Dynamics cars have now notched up a total of six victories this year. But, prior to the finale last weekend, the factory-supported squad had yet to see one of its drivers on the top step of the podium. Then, thanks to the composure of Dan Cammish, time was finally called on Dynamics' comparatively lengthy 21-race dry spell.

Cammish's qualifying effort was 0.073s

shy of pole, and he started third behind Tordoff and Jason Plato. But, for the second time this season, two-time champion Plato pulled up at the end of the green-flag lap with his Vauxhall Astra's bumper ahead of the line denoting his grid box. That resulted in a drivethrough penalty, boosting Cammish to second behind Tordoff at the flag.

Although laden with success ballast, Cammish's Honda was 6kg lighter than Tordoff's for race two, so he had a genuine shot at victory. But the win would have to wait. He bogged down off the line and, in his efforts to get the car back in the power band, suffered masses of wheelspin in the next phase of his launch. A couple of places gained come the finish limited the damage, but ultimately he returned fifth place.

"I don't think you can get much closer to stalling," Cammish said. "With a bit of luck, I saved it, dumped the clutch and off we went. There was not enough throttle input as I was trying to make too clean a start, from which I erred on the side of caution."

The stroke of good fortune came with the draw for the partially reversed grid ahead of race three: only the top six cars would swap order – the lowest possible number.

That meant Cammish would again line up second, and this time he wasn't going to be as conservative. It was by no means the perfect getaway, made to look even worse as the fast-starting rear-wheel-drive BMW 330i M Sport of Tom Oliphant zipped past to drop Cammish to third. Nevertheless, this time only the one driver had nipped by.

Although all cars run the same standard brake package, the Civic's suspension set-up means it's a class act in the braking zones. Combined with a healthy tow on the run out of Church, Cammish dived round the outside of the 3 Series on the approach to the Club chicane to reclaim the position.

That left polesitter Rob Collard up ahead. Twice Cammish teed up the same move as he had pulled on Oliphant, before ducking back behind the Power Maxed Racing Vauxhall to maintain the order.

Then Cammish received another small dose of luck as Collard slid wide on the exit of the high-speed Church right-hander to hamper his momentum. Making the most of the slipstream, Cammish pulled ahead even before stamping on the anchors.

"He just got ever so slightly out of shape at Church and I was catching him all the time with a tow down the back straight," Cammish said. "I thought, 'If I can get more than a good run, if I can get the best run and be almost past him by the time we get to Club, then I can just let the motor and the aero do its thing.'"

The position was his, just as the rain inconveniently arrived. As the first to



False start sent Plato through the pitlane, killing hopes of a win



experience the deteriorating grip levels each lap, Cammish was on the team radio trying to get as much information as possible about the conditions. And, thanks to some old tricks, he kept the final laps clean to wrap up the victory by almost 2s over Collard.

“I was saying to the team, ‘Look, get in the pitlane. Tell me exactly how much this rain is coming down now,’” said Cammish. “Even a little bit of rain out there feels like a lot when it falls on the windscreen. They said, ‘Don’t worry about it, it’s not a lot’, but as I slid through Turn 1 I thought, ‘You guys are telling me a couple of lies.’ I could see then that it was really coming.

“It was about managing it, hitting the track at the right speed and managing the gap to Rob. There were no heroics in that – he was consolidating second, which allowed me to consolidate first. I was managing the rain, keeping off the kerbs, using every bit of karting knowledge I have. You learn these things along the way.”

Dynamics technical director Barry Plowman confirmed that Cammish “panicked initially a little bit”, but the team reassured their driver that the rain had come late enough that no one was going to pit for wet tyres and make a late surge.

That proved to be the case, and allowed Cammish to bring the car home for his third BTCC career win and boost him to third in the standings – 34 points shy of leader Colin Turkington. Combined with the race one podium, it had been a profitable display.

“Of course I was happy to be on the podium in race one,” said Cammish. “But when you’re consistently the ‘almost man’ you’ve got to start asking yourself, ‘What’s going on? I feel like I’m driving the >>

## MORGAN’S REINVIGORATING RESTRUCTURE

Thruxtton has been kind to Adam Morgan and his Ciceley Motorsport-run Mercedes A-Class over the years.

In the 2016 season, Morgan earned a podium in each of the races at the venue, and last year he even departed Hampshire as the overall points leader.

Let alone first place in the standings, even the chance of three top-three finishes last weekend looked bleak. Except for a final-race third place at Brands Hatch, his 2019 campaign had so far been immensely frustrating and short on success.

Added to his unsighted impact into the side of Andrew Jordan’s BMW 330i M Sport at Donington Park, he twice retired at Snetterton thanks to gearbox and power steering failures. A lowly 17th spot in the championship heading into last weekend was not reflective of a driver of considerable speed and consistency.

Before the fug began to suffocate, Ciceley Motorsport decided to take action. Out went two staffers, in came ex-Jason Plato engineer Paul Ridgway and Steve Farrell, with whom Morgan has worked for the past two years in the Chinese Touring Car Championship.

The impact was immediate: third, second and fourth last weekend.

“It’s clear to see what having a fresh pair of eyes and a different approach can do,” said Morgan. “We’ve not tried to reinvent the wheel; we’re still using everything the same but just put together differently.

“It was time for a change. The bad luck has been no one’s fault but we wanted to come away from the final four rounds of the year knowing the car is still capable.”

The A-Class made its British Touring Car



Championship debut in 2014, designed and built originally by Ridgway. Last year Morgan proved it was still competitive, but that was yet to carry over into this season.

Such was the difficulty in extracting results from the A-Class in 2019 that fellow Merc runner Laser Tools Racing chose to return the Infiniti Q50 to the series after a four-year hiatus.

“All of a sudden, over a winter, you don’t lose that ability,” said Morgan. “The car is still quick, the car can still do it. We need to remember that and not go into a mad panic and rush to buy a different car. We’ve stuck with it.”

Ridgway is fixture-tied and won’t be back for Knockhill, but Farrell will return with the team. That means the salvage job is well and truly on.





Old vs new: Tordoff showed FK2's lasting pace with race one win

wheels off the thing so why's there always one guy that's doing a better job than I am?' It's added up, pole positions I've missed by thousandths. Finally, today it came. Is the pace here to stay? Who knows, but we're going to make very sure that it does."

It also completed a Honda hat-trick for the weekend. Whereas Andrew Jordan's BMW won twice at Thruxton earlier this season, this time around front-wheel-drive cars dominated the action.

Plowman added: "To sell a couple of cars and to have one [of those BTC Racing machines] win races before you do is not ideal, but then it does prove that we're not selling second-rate products to someone else – something that's different to what we use ourselves. We've sold them a pukka deal; they've got everything we've got. There is back-and-forth: generally [BTC] come to us when they think they're not where they should be and we are, or we'll go to them when we're not. It's very open and actually in the contract for the cars and engines to data-share."

Once again AmD Tuning proved that,

despite their Civics having been replaced by a new model in the showrooms, the FK2 still has plenty to offer. In many ways, thanks to Gordon Shedden's and Matt Neal's success in the car since 2012 (and discounting the oddball estate Civic in 2014), that machine has been *the* car of the NGTC era.

Tordoff had been desperately unlucky not to win the opening race at the Hampshire circuit back in May. A failing alternator had drained his electrical supply, and when it killed the power steering he ran wide and lost the win. This time he put that to rights.

A strong launch from Plato meant it wasn't until the stop for Campbell that Tordoff truly established himself in the lead. But Plato's penalty soon took him out of contention and allowed Tordoff to break his 2019 duck.

The misfortune of unreliability didn't spare him for too long, however, as first-lap damage to his radiator in the second race sent the water temperature soaring. He managed the issue to the flag, but not before dropping down to 10th position.

That teed up Cook for the win, having

climbed from fourth to third almost immediately after Cammish's fluffed start. Tordoff was stout in the defence of his lead, and Cook needed to relieve the Ciceley Motorsport Mercedes of a rejuvenated Adam Morgan from second place. Again proving the FK8's braking prowess, Cook demoted both on the run to Club. They ran three abreast, but Cook was the more aggressive to claim the scalps.

Tordoff's resilience continued as he held up a queue of cars before finally being forced off line and conceding five positions in one hit. By this time, Cook was already cruising to a 2s win, with Morgan still clear of final podium finisher Neal by 6.4s.

The high average speeds of Thruxton mean it's mislabelled as a power circuit. In truth, the key is to preserve momentum around its fast corners. Chassis balance is essential and simple straight-line performance isn't an absolute. Since Jordan's brace of wins at Thruxton earlier this season, the BMW 330i M Sport has had its turbo boost dropped, everyone else has had theirs upped, plus the BMW's centre of gravity has been raised. Combine it all with Turkington's maximum of 54kg of success ballast and Jordan's 48kg, and it dropped them almost 0.5s off in qualifying.

Unable to run in clean air, and having to be mindful of bagging points wherever possible among the scramble of the midfield, progress was slow for BMW's title contenders. Seventh and ninth respectively for Jordan and Turkington in race two was a high point.

The tight confines of Knockhill for the next round won't be entirely kind to the 330i's long wheelbase. But precedent shows that it's at least another rear-wheel-drive hunting ground. With three rounds of the season to go, that'll come as a welcome shot in the arm for the WSR drivers' title hopes. ❄️



Title contenders Jordan and Turkington had to grit their teeth in the midfield



**RESULTS ROUND 7/10, THRUXTON, 18 AUGUST RACE 1 (16 LAPS - 37.696 MILES)**

POS	DRIVER	TEAM / CAR	TIME
1	<b>Sam Tordoff</b> (GBR)	AmD Tuning / Honda Civic Type R	20m55.872s
2	<b>Dan Cammish</b> (GBR)	Team Dynamics / Honda Civic Type R (30kg)	+0.403s
3	<b>Adam Morgan</b> (GBR)	Ciceley Motorsport / Mercedes A-Class	+0.714s
4	<b>Josh Cook</b> (GBR)	BTC Racing / Honda Civic Type R (36kg)	+1.208s
5	<b>Tom Oliphant</b> (GBR)	WSR / BMW 330i M Sport	+3.189s
6	<b>Rob Collard</b> (GBR)	Power Maxed Racing / Vauxhall Astra	+4.660s
7	<b>Rory Butcher</b> (GBR)	AmD Tuning / Honda Civic Type R (42kg)	+8.923s
8	<b>Matt Neal</b> (GBR)	Team Dynamics / Honda Civic Type R (6kg)	+10.562s
9	<b>Ash Sutton</b> (GBR)	BMR Racing / Subaru Levorg (24kg)	+10.863s
10	<b>Chris Smiley</b> (GBR)	BTC Racing / Honda Civic Type R	+11.446s
11	<b>Tom Ingram</b> (GBR)	Speedworks Motorsport / Toyota Corolla GT (18kg)	+12.883s
12	<b>Andrew Jordan</b> (GBR)	WSR / BMW 330i M Sport (48kg)	+13.422s
13	<b>Colin Turkington</b> (GBR)	WSR / BMW 330i M Sport (54kg)	+15.118s
14	<b>Bobby Thompson</b> (GBR)	Team Hard / Volkswagen CC	+17.272s
15	<b>Ollie Jackson</b> (GBR)	Motorbase Performance / Ford Focus RS	+18.034s
16	<b>Jake Hill</b> (GBR)	Trade Price Cars Racing (AmD) / Audi S3 Saloon	+19.126s
17	<b>Jason Plato</b> (GBR)	Power Maxed Racing / Vauxhall Astra (12kg)	+22.321s
18	<b>Aiden Moffat</b> (GBR)	Laser Tools Racing / Infiniti Q50	+25.134s
19	<b>Stephen Jelley</b> (GBR)	Team Parker Racing / BMW 125i M Sport	+25.337s
20	<b>Daniel Rowbottom</b> (GBR)	Ciceley Motorsport / Mercedes A-Class	+25.837s
21	<b>Matt Simpson</b> (GBR)	Simpson Racing / Honda Civic Type R	+27.670s
22	<b>Tom Chilton</b> (GBR)	Motorbase Performance / Ford Focus RS (6kg)	+29.823s
23	<b>Michael Crees</b> (GBR)	Team Hard / Volkswagen CC	+38.288s
24	<b>Jack Goff</b> (GBR)	Team Hard / Volkswagen CC	+38.454s
25	<b>Rob Smith</b> (GBR)	Excelr8 Motorsport / MG6	+39.463s
26	<b>Nicolas Hamilton</b> (GBR)	Motorbase Performance / Ford Focus RS	+41.643s
27	<b>Mark Blundell</b> (GBR)	Trade Price Cars Racing (AmD) / Audi S3 Saloon	+46.446s
28	<b>Sam Osborne</b> (GBR)	Excelr8 Motorsport / MG6	+48.601s
29	<b>Senna Proctor</b> (GBR)	BMR Racing / Subaru Levorg	+1m04.720s
30	<b>Carl Boardley</b> (GBR)	Team Hard / Volkswagen CC	-1 lap

**Winner's average speed** 108.05mph. **Fastest lap** Tordoff 1m17.345s, 109.65mph.  
All cars were on the hard tyre for all three races

**QUALIFYING**

**1 Tordoff 1m15.876s; 2 Plato 1m15.890s; 3 Cammish 1m15.949s; 4 Morgan 1m15.995s; 5 Cook 1m16.111s; 6 Butcher 1m16.182s; 7 Oliphant 1m16.188s; 8 Ingram 1m16.240s; 9 Smiley 1m16.275s; 10 Collard 1m16.353s; 11 Turkington 1m16.360s; 12 Sutton 1m16.362s; 13 Jordan 1m16.381s; 14 Jackson 1m16.410s; 15 Thompson 1m16.429s; 16 Chilton 1m16.446s; 17 Neal 1m16.491s; 18 Proctor 1m16.523s; 19 Goff 1m16.555s; 20 Hill 1m16.597s; 21 Rowbottom 1m16.906s; 22 Simpson 1m16.990s; 23 Jelley 1m17.071s; 24 Hamilton 1m17.259s; 25 Moffat 1m17.305s; 26 Blundell 1m17.624s; 27 Crees 1m17.837s; 28 Smith 1m17.889s; 29 Boardley 1m17.958s; 30 Osborne 1m19.022s.**



Cook pounced on Morgan and Tordoff to win second bout

**NEXT REPORT**

**KNOCKHILL 19 SEPTEMBER ISSUE**

Cammish and Team Dynamics will hope for another kind race-three grid draw to assert their form at a track where rear-wheel drive is king.



Win number three in BTCC puts Cammish third in the points

**GRID RACE 2** Decided by result of Race 1.

**RACE 2 (16 LAPS - 37.696 MILES)**

**1 Cook (36kg) 20m55.108s; 2 Morgan (42kg) +1.973s; 3 Neal (12kg) +8.360s; 4 Oliphant (30kg) +8.440s; 5 Cammish (48kg) +9.022s; 6 Collard (24kg) +9.608s; 7 Jordan +10.082s; 8 Ingram +10.666s; 9 Turkington +10.823s; 10 Tordoff (54kg) +13.823s; 11 Sutton (6kg) +13.917s; 12 Chilton +14.388s; 13 Plato +15.272s; 14 Butcher (18kg) +15.782s; 15 Hill +15.935s; 16 Jelley +19.060s; 17 Simpson +19.871s; 18 Jackson +20.370s; 19 Goff +22.848s; 20 Rowbottom +23.483s; 21 Smiley (6kg) +23.732s; 22 Thompson +28.647s; 23 Smith +31.178s; 24 Moffat +32.127s; 25 Crees +35.956s; 26 Blundell +38.793s; 27 Hamilton +40.558s; 28 Osborne +43.805s; 29 Proctor +52.412s; R Boardley 15 laps-loose bonnet.**

**Winner's average speed** 108.12mph.

**Fastest lap** Cook 1m17.228s, 109.82mph.

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

**RACE 3 (15 LAPS - 35.340 MILES)**

**1 Cammish (30kg) 19m48.732s; 2 Collard (24kg) +1.974s; 3 Neal (42kg) +4.670s; 4 Morgan (48kg) +5.444s; 5 Plato +6.239s; 6 Cook (54kg) +6.585s; 7 Oliphant (36kg) +7.814s; 8 Ingram (12kg) +8.513s; 9 Sutton +8.996s; 10 Jordan (18kg) +9.428s; 11 Tordoff (6kg) +9.516s; 12 Hill +10.122s; 13 Turkington (6kg) +10.368s; 14 Rowbottom +13.177s; 15 Jackson +13.857s; 16 Simpson +14.617s; 17 Smiley +15.516s; 18 Goff +15.831s; 19 Thompson +16.137s; 20 Proctor +18.315s; 21 Moffat +22.077s; 22 Chilton +22.409s; 23 Jelley +25.307s; 24 Smith +27.089s; 25 Crees +27.933s; 26 Osborne +41.974s; 27 Blundell +47.026s; R Boardley 13 laps-damage; R Hamilton 7 laps-radiator; R Butcher 0 laps-clutch.**

**Winner's average speed** 107.02mph.

**Fastest lap** Plato 1m17.252s, 109.79mph.

**CHAMPIONSHIP**

**1 Turkington 249; 2 Jordan 219; 3 Cammish 215; 4 Cook 211; 5 Butcher 188; 6 Sutton 179; 7 Neal 168; 8 Ingram 165; 9 Tordoff 147; 10 Plato 143.**

# Power finally breaks his 2019 duck

**INDYCAR SERIES**  
**POCONO (USA)**  
**18 AUGUST**  
**ROUND 13/16**

Through mechanical issues, team fumbles, driving errors and sheer bad luck, Will Power had gone winless this year until last Sunday's truncated 500-mile race at Pocono Raceway. But with his third win in the last four IndyCar events at the 2.5-mile tri-oval, Team Penske's 2014 series champion extended his streak of winning at least one race per year to 13 seasons.

Power was annoyed that qualifying was cancelled due to bad weather, the grid being arranged in championship order. He was confident that his fondness for a slightly loose but less 'draggy' car at 215mph would have allowed him to nab his second straight pole at the venue. Instead, he would start fifth. But the two-hour afternoon practice

that replaced morning practice and qualifying did give him a good feel for his Chevrolet-powered car's handling on full and light fuel loads, and on new and used tyres.

Just how much he and race engineer Dave Faustino had learned in that session came to light after the fourth pitstop in a race shortened from 200 to 128 laps due to the arrival of lightning and rain. Having been running fourth behind Chip Ganassi Racing's Scott Dixon, Dale Coyne Racing's highly impressive and brave rookie Santino Ferrucci, and Penske team-mate and early leader Simon Pagenaud, Power had saved a lot of fuel and was able to run six laps longer than Dixon. More importantly, those six laps on worn tyres but a clear track were as fast as his Kiwi rival was able to produce on fresh rubber, the Honda-powered Dixon having stymied himself with a handling imbalance that left him struggling on turn-in.

Power rocketed out of the pits well ahead of Pagenaud, who had himself jumped Ferrucci in the pitstop exchange and then held off the feisty youngster. Turning the fastest lap of the race, Power was swiftly all up in Dixon's business and zapped past him on lap 115 before pulling out a six-second gap in just 10 laps. When the lightning came and the race was halted, he had it all in hand.

Such dominant pace from Power in the closing stages doesn't mean his race was easy. From fifth on the grid, he had moved straight into third at the end of the long pitstraight to complete a Penske 1-2-3 on the opening lap, behind Pagenaud and Josef Newgarden but ahead of Dixon. Front-row starter and 2018 Pocono winner Alexander Rossi, meanwhile, had been caught napping slightly, so that down to Turn 2 he was passed by Dixon and then came under threat from Andretti Autosport team-mate Ryan Hunter-Reay on his inside and Takuma Sato (Rahal Letterman Lanigan Racing) on the outside. As they approached Turn 2, Sato appeared to jink slightly left, perhaps a result of running over one of the track's seams, squeezed Rossi down into Hunter-Reay, and the resultant collision collected James Hinchcliffe's Arrow Schmidt Peterson Motorsports machine and the second Ganassi car of Felix Rosenqvist. The Swedish rookie was flipped up and onto the wall and ground along the catch fencing, but thankfully without the career-halting consequences of Robert Wickens's shunt at Pocono a year earlier. Rosenqvist was taken



Sato is helped out of upturned car as Rossi and Hunter-Reay fume

DZIADOSZ



Power led last 15 laps of incident-packed event before lightning and rain stopped race

LePAGE

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to hospital but later cleared and released.

The race was red-flagged but, under yellow before the restart, Power picked up debris, giving him a slow puncture that sent him to the pits and dropped him towards the rear of the now 17-car field. He worked his way up to 12th in the first stint, while Pagnaud and Dixon pulled away from Newgarden, but Power went longer than his rivals, yet pitted just in time before the pitlane closed due to Spencer Pigot hitting the Turn 1 wall. With the field at reduced pace, Power was able to emerge second, behind Pagnaud, and went with him at the restart, briefly taking the lead and then settling in behind him to save fuel.

Towards the end of that second stint, Power got around Pagnaud, who was briefly held up by the repaired but many-laps-down car of Hinchcliffe, but running longer on this occasion cost him: Colton Herta had shunted at Turn 2, and the pits were closed before Power – and other long-runners Tony Kanaan, Charlie Kimball and Conor Daly – were able to stop.

When the pits opened, they all stopped and Power only dropped to seventh. At the restart he and Ed Carpenter swiftly demoted Sebastien Bourdais and Newgarden, before Power also got around Carpenter.

That left Power in fourth for what would prove to be the penultimate stint, just before he put on his decisive race-winning clinic over the final 15 laps. He was able to lead home Dixon, Pagnaud, Ferrucci and series leader Newgarden.

**DAVID MALSHER**



Will Power collected his first winner's trophy of the season

**RESULTS ROUND 13/16, POCONO (USA), 18 AUGUST (128 LAPS – 320.000 MILES)**

POS	DRIVER	TEAM/CAR	TIME
1	<b>Will Power</b> (AUS)	Team Penske / Dallara-Chevrolet	1h53m45.8296s
2	<b>Scott Dixon</b> (NZL)	Chip Ganassi Racing / Dallara-Honda	+5.4688s
3	<b>Simon Pagnaud</b> (FRA)	Team Penske / Dallara-Chevrolet	+7.0950s
4	<b>Santino Ferrucci</b> (USA)	Dale Coyne Racing / Dallara-Honda	+9.4697s
5	<b>Josef Newgarden</b> (USA)	Team Penske / Dallara-Chevrolet	+10.1771s
6	<b>Ed Carpenter</b> (USA)	Ed Carpenter Racing / Dallara-Chevrolet	+15.4239s
7	<b>Sebastien Bourdais</b> (FRA)	Dale Coyne Racing with Vasser Sullivan / Dallara-Honda	+19.1641s
8	<b>Tony Kanaan</b> (BRA)	AJ Foyt Enterprises / Dallara-Chevrolet	+23.3941s
9	<b>Graham Rahal</b> (USA)	Rahal Letterman Lanigan Racing / Dallara-Honda	+25.2060s
10	<b>Charlie Kimball</b> (USA)	Carlin / Dallara-Chevrolet	+27.4361s
11	<b>Conor Daly</b> (USA)	Carlin / Dallara-Chevrolet	+29.2835s
12	<b>Marcus Ericsson</b> (SWE)	Arrow Schmidt Peterson Motorsports / Dallara-Honda	+32.6051s
13	<b>Zach Veach</b> (USA)	Andretti Autosport / Dallara-Honda	-1 lap
14	<b>Matheus Leist</b> (BRA)	AJ Foyt Enterprises / Dallara-Chevrolet	-1 lap
15	<b>Marco Andretti</b> (USA)	Andretti Herta Autosport / Dallara-Honda	-2 laps
16	<b>Colton Herta</b> (USA)	Harding Steinbrenner Racing / Dallara-Honda	72 laps-accident
17	<b>Spencer Pigot</b> (USA)	Ed Carpenter Racing / Dallara-Chevrolet	39 laps-accident
18	<b>Alexander Rossi</b> (USA)	Andretti Autosport / Dallara-Honda	-89 laps
19	<b>Ryan Hunter-Reay</b> (USA)	Andretti Autosport / Dallara-Honda	25 laps-accident
20	<b>James Hinchcliffe</b> (CAN)	Arrow Schmidt Peterson Motorsports / Dallara-Honda	19 laps-accident
21	<b>Takuma Sato</b> (JPN)	Rahal Letterman Lanigan Racing / Dallara-Honda	0 laps-accident
22	<b>Felix Rosenqvist</b> (SWE)	Chip Ganassi Racing / Dallara-Honda	0 laps-accident

**Winner's average speed** 168.771mph. **Fastest lap** Power 41.7287s, 215.679mph.



**GRID** (set according to championship positions)

**1 Newgarden; 2 Rossi; 3 Pagnaud; 4 Dixon; 5 Power; 6 Hunter-Reay; 7 Sato; 8 Rahal; 9 Rosenqvist; 10 Hinchcliffe; 11 Bourdais; 12 Pigot; 13 Ferrucci; 14 Herta; 15 Carpenter; 16 Ericsson; 17 Andretti; 18 Veach; 19 Kanaan; 20 Leist; 21 Kimball; 22 Daly.**

**CHAMPIONSHIP**

**1 Newgarden 535; 2 Rossi 500; 3 Pagnaud 495; 4 Dixon 483; 5 Power 407; 6 Hunter-Reay 344; 7 Rahal 334; 8 Sato 331; 9 Rosenqvist 304; 10 Bourdais 300.**

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# Hirakawa passes Palou to take first Super Formula win

**SUPER FORMULA**  
**MOTEGI (JPN)**  
**18 AUGUST**  
**ROUND 5/7**

Ryo Hiramakawa took his maiden Super Formula win with the Kazuyoshi Hoshino-run, Toyota-powered Team Impul squad, the Red Bull athlete taking a breakthrough result in front of Red Bull's Helmut Marko.

Following his first pole last time out at Fuji, rookie Alex Palou planted his Nakajima Racing Dallara-Honda at the front of the grid again. He led Hiramakawa for the first 23 laps of the 51-tour race, before Hiramakawa made an opportunistic pass for the lead in the double-left near the end of the lap.

Honda protege Nirei Fukuzumi ran third in his Dandelion Racing car, while Kamui Kobayashi had a superb start and opening lap to vault his Toyota-engined KCMG car from seventh to fourth. Kobayashi then grabbed third from Fukuzumi on lap 33,

and began to close on Palou.

The leading four had all started on the durable but faster soft tyres, and Hiramakawa pitted first for the medium rubber with 14 laps remaining, while Palou went one lap longer and Kobayashi four laps further still. Hiramakawa remained in the lead once everyone had resumed, while Kobayashi had leapfrogged Palou for second.

While Kobayashi finished just under three seconds adrift of Hiramakawa, Palou endured further gloom at the hands of Nick Cassidy. The Kiwi qualified his TOM'S Toyota car 12th, started on mediums and made an early stop. He then went on a charge and passed Palou to grab the final podium spot with six laps to go. Cassidy also took the series lead from Naoki Yamamoto, who stalled at the start and finished ninth.

**JIRO TAKAHASHI**

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## WEEKEND WINNERS

**SUPER FORMULA**  
**MOTEGI (JPN)**

Ryo Hiramakawa  
 Team Impul (Dallara-Toyota)

**JAPANESE FORMULA 3**  
**MOTEGI (JPN)**

**Race 1** Sacha Fenestraz  
 B-Max with Motopark  
 (Dallara-Spiess F314)

**Race 2** Ritomo Miyata  
 TOM'S (Dallara-Toyota F317)

**Race 3** Sacha Fenestraz  
 B-Max with Motopark  
 (Dallara-Spiess F314)

**NASCAR CUP**  
**BRISTOL (USA)**

Denny Hamlin (below)  
 Joe Gibbs Racing (Toyota Camry)

**NASCAR XFINITY SERIES**  
**BRISTOL (USA)**

Tyler Reddick  
 Richard Childress Racing (Chevrolet Camaro)

**ADAC GT MASTERS**  
**NURBURGRING (DEU)**

**Race 1** Mirko Bortolotti/Christian Engelhart  
 GRT Grasser Racing Team  
 (Lamborghini Huracan GT3 Evo)

**Race 2** Franck Perera/Rolf Ineichen  
 GRT Grasser Racing Team  
 (Lamborghini Huracan GT3 Evo)

**SUPER TC2000**

**SAN NICOLAS (ARG)**  
 Matias Rossi  
 Toyota Gazoo Racing Argentina (Toyota Corolla)

**EUROPEAN RALLY CHAMPIONSHIP**  
**RALLY ZLIN (CZE)**

Jan Kopecky/Pavel Dresler  
 Skoda Motorsport (Skoda Fabia R5 Evo)

# Hamlin sorry for DiBenedetto

**NASCAR CUP**  
**BRISTOL (USA)**  
**17 AUGUST**  
**ROUND 24/36**

Denny Hamlin immediately apologised to second-placed Matt DiBenedetto after winning at Bristol last Saturday.

The Joe Gibbs Racing Toyota driver's late overtake for the lead was perfectly clean, but denied DiBenedetto a maiden Cup victory at the end of a week in which the NASCAR underdog announced that he will lose his Leavine Family Racing drive at the end of the season.

"I am so sorry to Matt DiBenedetto," Hamlin said after scooping his fourth win of 2019. "I hate it. I know winning

would mean a lot to that team, but I have to give 110%."

Polesitter Hamlin was two laps down during the second stage after pitting with a loose wheel just moments before a caution was called. He rallied back onto the lead lap with a free pass towards the end of the stage, before surging through the field to set up the late-race showdown with DiBenedetto's Toyota.

In the playoff battle, a spin for Clint Bowyer allowed Stewart-Haas Racing team-mate and rival Daniel Suarez to scoop nine extra stage points. Suarez leapfrogs Bowyer and is two points above the playoff line, while Jimmie Johnson has slipped to 26 points adrift.

**KYRAN GIBBONS**



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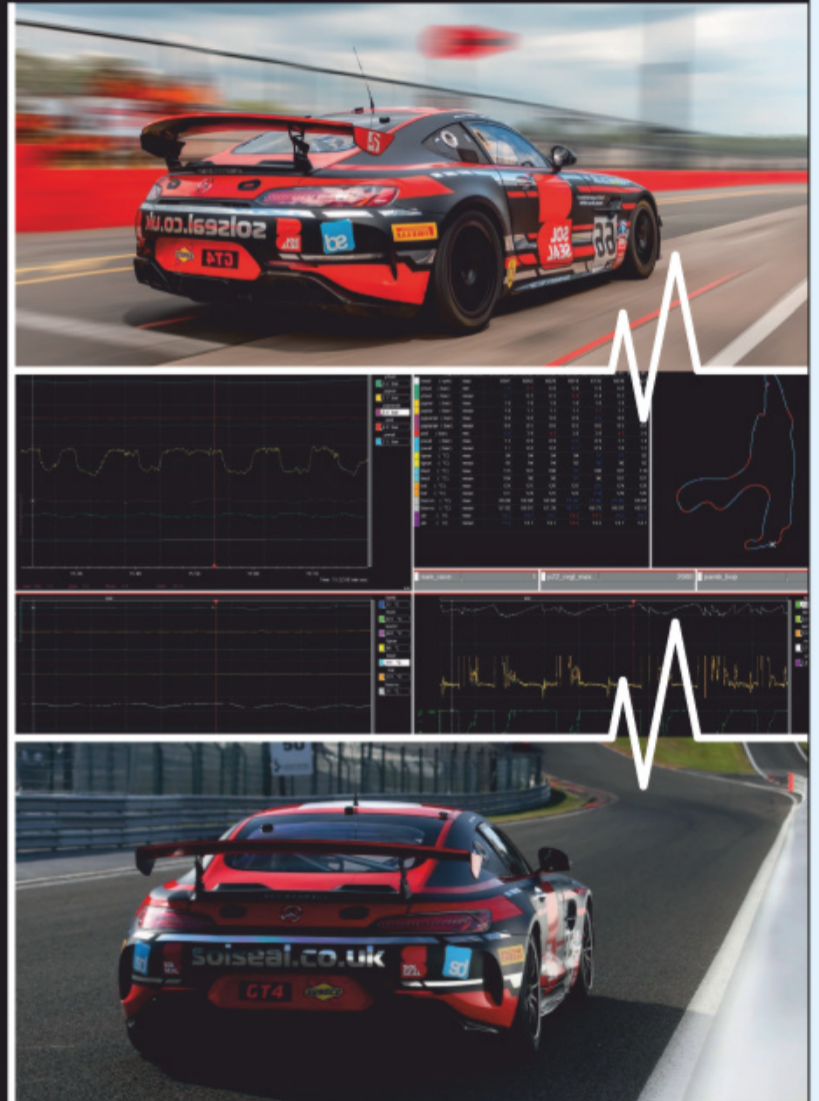
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Goodwood regular Franchitti hasn't raced since 2013 IndyCar shunt

## INDY CHAMP FRANCHITTI TO RACE AGAIN AT REVIVAL

### GOODWOOD REVIVAL

Three-time Indianapolis 500 winner and four-time IndyCar champion Dario Franchitti will return to racing at next month's Goodwood Revival for the first time since his career-ending 2013 accident.

Franchitti, now 46, walked away from his top-flight US single-seater career in 2013 on medical advice after he suffered a spinal fracture and concussion.

A final-lap collision at Houston as he clipped the stricken car of Takuma Sato sent Franchitti airborne and into the catch fencing. Combined with injuries previously sustained, the risk of permanent paralysis from any further crashes meant Franchitti retired from competitive motorsport.

Franchitti, who will drive in two races at the Revival on 13-15 September, said: "I'm delighted to be returning to competition at this year's Goodwood Revival. I really thought my racing days were behind me but it's tough to give up something that has been a part of my life for so long and that I love so much. Of course, this won't mean a return to front-line competition – so no Indy

500. It's simply enjoying the sport I love as an amateur."

Franchitti will drive a Ferrari 250 GT SWB in the Friday twilight Kinrara Trophy race for pre-1963 GT cars. It is the first time the Ferrari has raced since its crash at the Le Mans 24 Hours in 1962.

Nine-time Le Mans 24 Hours winner Tom Kristensen and five-time winner Emanuele Pirro have also been confirmed for the race.

In addition, Franchitti will pilot an ex-Jack Sears works AC Cobra in the Royal Automobile Club Tourist Trophy race for 1960-64 GT cars. He will share the car with renowned historic driver Gregor Fisken.

"I would like to thank everyone who has helped make this possible, in particular my family, friends and my doctors," Franchitti added. "I'm also grateful to the Duke of Richmond and everyone at Goodwood for being so supportive over the years."

Franchitti, who regularly demonstrates cars at the Festival of Speed, will join other names competing in the Revival, such as four-time NASCAR Cup champion Jeff Gordon and ex-MotoGP rider Dani Pedrosa.

MATT KEW





## Coates blasts Young for Clio clash

### RENAULT UK CLIO CUP

Renault UK Clio Cup title contender Max Coates has hit out at his rival Jack Young's "unacceptable" move at the final corner of the second race at Thruxton last weekend.

Coates failed to finish the contest after being pitched into a spin at the Club chicane by MRM driver Young on the last lap. Young crossed the line as the winner before being excluded post-race.

This was the latest incident between the pair as Young had twice been penalised at Snetterton for contact with Coates.

"This decision doesn't give me my win back – it doesn't pay to repair the damage," said Coates. "I feel like I'm quite a clean

driver but the same standard isn't there from the rest – it's unacceptable.

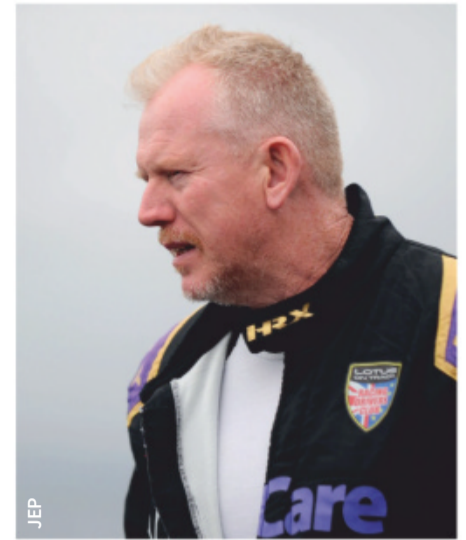
"I'm now kicking myself for not managing to get it across the line – all sorts of alarms were going off [in the car]."

Young appealed the exclusion, believing he was not at fault, but was unsuccessful.

"We were coming through Church and he was defending from me," said Young. "I switched places, as he moved across the track, and he just turned in on me. As far as I'm concerned I didn't do anything wrong."

After the exclusion, Coates leads the standings by 10 points over Young, but Jamie Bond is only 32 adrift despite missing the opening Brands Hatch races.

**STEPHEN LICKORISH**



## McINULTY TRIES SUPERCUP AHEAD OF ENDURO TILT

### GINETTA GT4 SUPERCUP

Lotus Cup Europe frontrunner Jason McNulty joined the Ginetta GT4 Supercup grid at Thruxton last weekend as he evaluates branching into long-distance sportscar racing with his brother David.

Run by ES Motorsport, his regular Lotus team, McNulty finished the final Supercup race of the weekend fourth in the Am class on his first outing at Thruxton since competing on motorcycles 15 years ago.

"We're just looking at whether we go endurance racing," said McNulty. "That's the plan as we're getting a bit older now! I'll be 50 in a couple of years and my brother's seven years older than me so we're going to start slowing down and taking it easier. But we still enjoy the racing."

"We'll see what the car goes like with the aero and the slicks because I haven't done that. It's trying to get your head around how late you can brake and how fast you can carry the corner speed – probably not the best circuit to learn on!"

McNulty and his brother David, also a Lotus regular, could contest Creventic 24 Hour series races next year in a Ginetta GT4 car or LMP3 machinery, alongside their Lotus campaigns. The 2019 title hopes of the former Production Class champion in Lotus Cup Europe took a dent with a double retirement at Brands Hatch recently, when his Evora GT4 got stuck in fourth gear.

**MARK PAULSON**



## Bushell to return with Cortina

### CSCC

Ex-British Touring Car Championship driver Mike Bushell will make his racing return in a Lotus Cortina at Brands Hatch this weekend.

The double Renault UK Clio Cup champion lost his BTCC drive on the eve of the 2019 season and has since engineered AMD Tuning driver Rory Butcher to two wins.

Bushell made his rear-wheel-drive debut in the Cortina last year at Brands, and will return for the Bank Holiday Classic Sports Car Club meeting to share with owner Richard Wheeler.

"Richard has been a good friend and a loyal supporter of my racing, so he treats us every

now and again," said Bushell. "It's a bit more special for me this year as I haven't done any racing at all. I'll definitely dust off the cobwebs!"

Last season, Bushell qualified the car fifth for the Classic K race but started from the pits after a clutch failure on the way to the grid.

"It actually responds a lot like a front-wheel-drive car," he said. "If you're on the throttle too much then it tends to push on, but there's this lovely sweet spot where you're just balancing. It's bliss to drive."

Bushell has no further outings lined up, but said that he was out to make some connections at the meeting.

**MATT KEW**

# Motorsport UK seeks entries for new Olympic-style event

F4 single-seaters will be one of the disciplines



SRO/DIRK BOGAERTS PHOTOGRAPHY

## MOTORSPORT GAMES

Britain's motorsport federation has asked potential competitors to apply for the chance to compete in the inaugural Olympics-style Motorsport Games.

Motorsport UK is seeking representatives to compete in the six categories – GT, touring cars, Formula 4, drifting, karting slalom and Esports – that will comprise the FIA event, which takes place at Vallelunga in Italy from 31 October–3 November.

Motorsport Games is an expansion of the amateur-based FIA GT Nations Cup, which took place for the first time last December and was won by a team of Turkish drivers.

Motorsport UK chief executive Hugh Chambers, who spent a decade working in Olympic sports before returning to

motorsport, told Autosport: “We’ve had a lot of interest in the GT category, and a lot of debate on the ways to select drivers and a team for that category. Should we choose current [championship] leaders, last year’s champions? None of these are perfect. So we felt it appropriate to open it up to drivers and teams to apply.”

Chambers added that “we haven’t had that debate yet” when asked if, as an extreme example, three-time British Touring Car champion Colin Turkington or 2012 World Touring Car king Rob Huff applied for the tin-top element with WSR.

“One of the curiosities about the construction of the event is there are only prizes for medallists,” he said. “So if you come fourth you’re the first of the losers. To some extent, as an ASN, you could take

the view that you want to go to participate, or only enter a discipline you think you can win a medal in. But a top team would be fantastic, and that’s one of the reasons we’ve thrown it open to applications.”

Competitors are asked to provide their own funding, but Chambers said this could evolve from 2020: “We could look for a team sponsor. It’s reasonable to expect GT teams to include it in their budget, but we could fund karting and slalom drivers – it wouldn’t be uniform across all disciplines.”

Potential entrants, who must hold a British passport, are asked to fill in a form from the FIA website and send completed entries to [race@motorsportuk.org](mailto:race@motorsportuk.org) by midday on Friday 30 August.

**MARCUS SIMMONS**

## Special display to mark British GT’s 300th race

### BRITISH GT

British GT will mark its 300th race at Donington Park next month with a collection of historic supercars that have contested the series since it began as the BRDC National Sports GT Challenge in 1993.

Among them will be the exceptionally rare Ian Stinton-

owned Harrier GT1-98, which was entered in the GT1 class in 1998 by the factory Harrier team and had Jamie Campbell-Walter among its driver roster, while a Jaguar XJ220 chassis owned by Chamberlain Engineering will also be present.

TWR 004, which has been converted to road-car specification, will be driven



to and from Donington by the project’s chief development engineer Alastair Macqueen, who also masterminded Jaguar’s Le Mans 1988 and 1990 wins.

One of two existing TVR

Cerbera V12s, also converted to road-spec using pooled parts from the original chassis that raced in British GT between 2000 and 2002, will attend too.

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# Fiesta drivers escape injury after dramatic Anglesey crash

## BRSCC

Fiesta Championship drivers James Waite and Jake Dawson were uninjured despite a dramatic opening-lap collision at Anglesey last weekend.

Dawson lost his brakes heading to Rocket and, after running wide to try and halt his momentum, collided into the left-front of second-place runner Waite, forcing a lengthy red flag period.

The impact pitched Dawson into the air, his car rolling over twice and coming to a stop the right way up.

"I'd been suffering with my brakes the whole weekend," Dawson said. "When it

came to the corner they just went. I tried pulling left to slow down but it was too late and I couldn't avoid it. The car's a write-off, a next-year job."

While Dawson was out, the Jamsport team worked through the night to repair the car of championship leader Waite.

"It's pretty much the whole front end [that was damaged]," said Waite. "Gearbox, driveshaft, chassis leg, half the engine, practically, but it's looking like we'll need a new car."

Despite getting Waite back out, a snapped fan belt cut short his race two and he was seventh in the finale.

**DOM D'ANGELILLO**



## IN THE HEADLINES

### EPPS'S LAST-MINUTE DEAL

Ginetta GT4 Supercup podium finisher Mike Epps made a late switch to the G55 usually raced by Team Hard team-mate Tom Barley at Thruxton last weekend. Epps looked set to miss the round due to budget issues but stepped in when Barley dropped out because of his own budget constraints. With Epps's car already pressed into service in the GT Cup meeting at Silverstone, he took over Barley's machine and scored a best finish of fourth in race three.

### GULF WINNERS GET UK RACE

Radical Gulf Cup winners Jeff Curtis and James Edmeades made their debuts in the Radical Challenge Championship at Silverstone last weekend as their prize drive for last year's Middle East success. The Radical Works Team-run pair finished 20th and 21st on Saturday, but were running in a much more promising 12th before having to retire the car at Farm in the finale on Sunday.

### COOK TO RACE TVR GRIFFITH

British Touring Car Championship race winner Josh Cook will switch to historics this weekend to share the TVR Griffith of Mike Gardiner in the Guards Trophy race at Oulton Park. Cook will take the drive normally occupied by Dan Cox, who is temporarily out of action having broken a couple of ribs in a mountain biking accident.

### COMBE ASTON CELEBRATION

The 60th anniversary of the 1959 Le Mans victory for Aston Martin will be celebrated during the Castle Combe Autumn Classic on 5 October, topped by the second-placed DBR1/4. A special Le Mans-themed display will be headlined by the car that finished second with Maurice Trintignant and Paul Frere (below). Other classic Astons will be present, including an example of the Nimrod Group C project, which ended in 1984 when both cars were badly damaged in one fiery accident at Le Mans.



# From NASCAR to Formula Renault

## MONOPOSTO

NASCAR Euro Series teenager Ben Creanor made his debut foray into single-seaters at Silverstone last weekend in Monoposto.

The 16-year-old Brit has been competing in his maiden Euro NASCAR season this year but, in a bid to gain more experience on his CV, secured a drive with the Spirit Motorsport squad driving a Formula Renault.

"I saw an ad on Facebook

and I thought, 'What's the worst that can happen?'" he said. "The aim is to get a feel in a single-seater because I haven't done it before and need to get some experience. This weekend is a learning curve."

Creanor took 20th in the first race but coped well with the tricky wet track for 14th in race two of the mammoth 48-car grid.

While the Silverstone weekend was a one-off, Creanor hopes to have more outings in the future.

Spirit Motorsport team boss John Cowan said he was impressed with Creanor's prowess behind the wheel, given Friday testing was held in the wet and the car's lack of action in the last 16 months.

"Ben's performance has blown us away," he said. "For him to come in and drive a single-seater in those conditions and be on it straight away is very impressive. It shows the ability of Ben and his feeling of the car."

**JASON NOBLE**

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**HEROES OF IMSA** The Motorsports Reunion at Laguna Seca, which takes place during the famed annual Monterey Car Week in California, celebrated 50 years of IMSA last weekend. A greatest hits ensemble included the Toyota-powered Eagle Mk3 (#99), a flurry of Porsche 935s and the John Greenwood-designed Corvette C3 from the mid-1970s, as well as DPi and GT machines from the current 2019 field. **Photograph by Eric Sawyer**



Road and race XJR-15s plus former drivers gathered at Goodwood

PETERSUMMERS

## Jag 'Group C' road cars assemble

### GOODWOOD MOTOR CIRCUIT

Just 53 examples of the Jaguar XJR-15 'road car' were produced during its three-year build run from 1990-92, and 11 of those came out of hiding to line up at the Goodwood Motor Circuit on Monday.

Its chassis, housing a six-litre V12, was developed from the Tony Southgate-designed XJR-9 – the Group C sportscar that won the Le Mans 24 Hours in 1988.

Manufactured in conjunction with Tom

Walkinshaw Racing, the XJR-15 enjoyed a brief three-race spell on the 1991 Formula 1 support package in the form of the Jaguar Intercontinental Challenge.

It raced at Monaco, Silverstone and Spa, with Armin Hahne bagging the \$1million prize fund.

Among those at the Goodwood meet-up were Jeff Allam, John Watson, Ian Flux and Tiff Needell, who recalled "opposite lock at 130mph" through the Monaco tunnel.

**MATT KEW**

## WALL OUTSCORES LOCOST RIVALS

### BRANDS HATCH

Top quality club racing was on view last Saturday for the second 2019 visit by the 750 Motor Club to Brands Hatch.

A trio of hectic Locost outings provided the highlights. Louis Wall, Murray Shepherd and Ben Powney won, Wall outscoring the three drivers ahead of him in the standings. Cars often attempted to take Paddock Hill Bend three abreast, and Druids four at a time.

Sunday brought the fourth running of the Festival Italia, with a strong emphasis on off-track displays and demonstrations.

Tristan Simpson and Tim Mogridge were victorious in the headlining Ferrari Formula Classic for pre-1997 cars. James Little twice trounced a small field in the Ferrari Club Racing series for later models.

**BRIAN PHILLIPS**



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# When rules aren't the rules

*Rules and regulations often stir up controversy, but what if they appear to be clear-cut and it's the ruling body's application of them that's inconsistent?*

STEPHEN LICKORISH

**R**ules and regulations. They are always going to provoke plenty of debate. There will always be those who grumble about there being too many restrictions and unnecessary stipulations, and there will also always be some who feel that the rules don't go far enough and that there are loopholes that should be closed or extra clarity added.

But, in recent weeks, rules have caused controversy and bafflement in a different way. This time, it's the rulings made by governing or independent bodies that go completely against the written regulations.

The chief example of this surrounds Ginetta Junior driver Roman Bilinski. The rookie's had a pretty eventful opening half of the season after being disqualified from a win on a technical infringement and subsequently changing teams.

He's also been involved in rather a lot of incidents on track. And this came to a head at Oulton Park in June when he accrued his 12th licence penalty point of the season. Motorsport UK rules state that this should trigger a three-month ban.

But Bilinski was back in action at the following Snetterton and Thruxton rounds (ironically picking up two more licence points at Snetterton, and then being forced to sit out the final Thruxton race last weekend with a damaged car).

How was he able to race? Because Motorsport UK never took

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**“These rulings made by the governing bodies go completely against the written regulations”**

---

his licence away as some of the points were awarded on the same day – and the argument was that, when this happens, only the highest set of licence penalty points awarded on any given date actually counts towards the 12.

But nowhere is this stated in Motorsport UK's Yearbook or its Judicial Procedures document. And there doesn't seem to be any motorsport precedent for it either.

It's understood that this system is in place to mirror the rules on public roads. For example, if a driver is caught accidentally speeding in the same restricted zone, unaware of the reduced limit, they may only get one set of points because it's deemed to be the same incident. But why should that be used in racing to argue that points accrued on the same date count as the same? For example, Bilinski picked up two sets of points on the Sunday of the

Donington Park meeting, but they were in different races and were certainly separate offences.

What this system essentially means is that once a driver has caused an incident, they can do what they like for the rest of the day as only one set of licence points will count. And that is a very bad message to be giving out.

Regardless of whether you think Bilinski deserves to be banned or was at fault for the various incidents, to not lose his licence on these grounds is nothing short of bizarre. The rules do state that the three-month ban can be appealed to the National Court on the grounds of special circumstances – and, given his youth and limited amount of experience, a case could certainly be made.

And it must also be pointed out that the decision has nothing to do with Ginetta. The manufacturer should abide by the governing body's decisions – and it wouldn't want a customer banned anyway.

This is not the only baffling motorsport decision that has emerged recently. The Motor Sport Council's National Court – separate to Motorsport UK – provides another example.

The second British Formula 4 race at Croft in June was rained off after two laps and, with insufficient time to run it later in the meeting, series organisers referred what to do regarding championship points to the National Court.

The panel ruled that the 'race' does count, despite regulations featuring the countback rule that states the results of any contest that ends with a red flag should be taken from one lap before the red flag comes out. This means the result was declared after a single lap, and therefore appears to contravene another rule that states a race can only count towards a championship if a minimum of two racing laps are completed. Given only one lap counted, again the anticipated outcome would be the race declared void and it would be rerun at a future round. But instead the court ruled that half points should be awarded.

And there was a more worrying example in Europe recently when Matteo Nannini was given special dispensation to race in the FIA's new Formula Regional European Championship despite being under age. He didn't turn 16 until 10 July but was still allowed to take part in the Vallelunga rounds on 4-5 May, raising the question of why 16 is the minimum age limit. A couple of years ago, Olli Caldwell wasn't even allowed to take part in British Formula 4 on the Saturday at Croft because he didn't turn 15 until the Sunday. Surely, that's the only way age limits should be policed.

All these examples show the rules seemingly being twisted by those in charge, albeit with varying severity.

Regardless of whether you think motorsport is over or underregulated, all of these instances beg the question: what's the point in having rules if they are not going to be applied? ❄

TOCA SUPPORTS THRUXTON 17-18 AUGUST



## Martin and O'Sullivan provide a doorbanging Ginetta thriller

### GINETTA JUNIOR

Zak O'Sullivan and Will Martin started the Ginetta Junior finale side by side. And it was a sign of what was to come because the duo were inseparable throughout a cracking race.

Martin emerged ahead into the complex on the opening tour but the pair then spent the first nine laps scrapping relentlessly – and frequently banging doors up Woodham Hill. And matters came to a head on lap 10 of 12.

Martin attempted to pass his rival at Allard but was squeezed onto the grass on the inside exiting the corner. Remarkably, Martin kept control as he bounced across the muddy terrain and rejoined just behind O'Sullivan. Then he passed O'Sullivan at Church. It was an incredible recovery but it still wasn't over. On the final lap the R Racing car of O'Sullivan charged ahead at Church, only for Martin to outdrag him out of the corner and secure the win.

Richardson Racing driver Martin described it as the most intense race he'd

been involved in and added: "Coming into the first corner I just got a run and he edged me off and I went straight on."

But O'Sullivan was disappointed about how Martin got ahead: "It was close and controversial. It was such a good race until Will tried a very ambitious move. He lost his bumper on the grass and he had a big advantage as he had less drag."

Title leader James Hedley should have been part of that fight for the win, but his Elite Motorsport car stopped on lap four with a major gearbox issue, diminishing his large points advantage to 50. "I went down to change gear and heard a massive explosion in the car," he explained.

Hedley had won the weekend's opening race, making the decisive move on Gus Burton at Church. He was part of another tussle with Martin and O'Sullivan in race two, but that time it was O'Sullivan who triumphed from Martin and Hedley.

Another driver who was part of the lead fight in the opener was Lorcan Hanafin. The Douglas Motorsport racer ended his podium drought with third behind Hedley and O'Sullivan. But race two didn't go so well as he was involved in a five-car incident that caused a red flag. "I was turned round into the second part of the complex, and facing everyone while stationary was a bit scary," admitted Hanafin. "Three people hit me and there's a lot of damage."

But Hanafin bounced back with a podium in race three. He surged from 17th on the grid to grab fourth, and inherited third when team-mate Burton was penalised for contact.

**STEPHEN LICKORISH**

## It's Carter the unstoppable speed machine

### BRITISH FORMULA 4

There was no stopping JHR at Thruxton as the squad's drivers won all three British Formula 4 races.

The first and third encounters followed a similar pattern as Carter Williams got ahead of polesitter Luke Browning at the start and powered into a lead he wasn't to lose; race one was the American's maiden victory in the series.

He finished well clear of Sebastian Alvarez in race one, but the third contest ended in a close finish as JHR team-mate Josh Skelton was right on his tail, though Williams clung on to win. "It's been mega from the start – the momentum is strong with us right now," said Williams.

While Williams was delighted, Browning lamented engine troubles that caused him to drop back down the order.



Also dropping back was Zane Maloney. Although the polesitter crossed the line first in race two, he was given a 10-second penalty for being out of position at the start, which dropped him to fifth – this was his second penalty of the weekend after exceeding track limits in the opener.

Maloney's indiscretion meant second-placed Tommy Foster had been on course



to inherit the win. But Skelton launched a last-lap bid around the outside of the chicane, which led to both of them cutting the corner, and Skelton sneaked ahead to make it a JHR clean sweep.

With Maloney only finishing sixth in the finale, the Carlin driver's advantage over Alvarez has been cut from 54 points to 37.

**STEPHEN LICKORISH**



# More penalties as rivals clash

## RENAULT UK CLIO CUP

It is now four consecutive races in which the first Renault UK Clio Cup driver to take the flag has not been declared the winner, because both Thruxton results were altered in the clerk's room.

Brett Lidsey claimed his maiden series pole for the opener but he was too quick away and was handed a 10-second penalty. That didn't stop him playing a part in a thrilling race that more resembled a Formula Ford slipstreamer than a tin-top contest as Lidsey, Max Coates, Jack Young and Jamie Bond were constantly changing positions.

It appeared that Coates had triumphed,

but he was demoted behind Young after passing him off the circuit at the Club chicane and not giving the place back.

The second race was all about Coates and Young after early leader Ben Colburn dropped back before having a lurid spin at Church. Coates again had the advantage on the last lap, but Young attempted to get ahead at the final chicane. Instead he succeeded in spinning a furious Coates around into a tyre stack (see news) and was excluded post-race. That meant the surprise final result featured a first win for Ethan Hammerton, with Bond second and debutant Tyler Lidsey third.

**STEPHEN LICKORISH**



Young sent Coates spinning at final corner



Hammerton inherited his maiden victory

# King's rule hit by rival Burns

## GINETTA GT4 SUPERCUP

The combination of a terrific weekend for Will Burns and wretched luck for Harry King at Thruxton changed the complexion of the Ginetta GT4 Supercup championship fight.

It hadn't looked to be that way when King led race one from pole until the final lap. Getting a better exit from Club, Burns tried a move into Allard. King shut the door and there was slight contact between his right-rear wheel and Burns's splitter. It was enough to puncture King's tyre and he trailed around to retire, as Burns won from Tom Hibbert.

Worse was to come for King in race two, as his driveshaft failed on the green-flag lap for the second time this season, while Mike Epps suffered a similar fate. Burns took full advantage as he again led home Hibbert.

From the back of the Pro grid in race three, King salvaged something from the weekend, making the most of his fresher tyres to scythe through the field and chase down Carlito Miracco for the win. Miracco held second, his best result in the championship, while Burns prevailed in a titanic scrap for third with Epps and Hibbert.

**MARK PAULSON**



King leads Miracco on way to redemption in finale

## WEEKEND RESULTS

### GINETTA JUNIOR

**Race 1 (11 laps) 1 James Hedley;** 2 Zak O'Sullivan +2.803s; 3 Lorcan Hanafin; 4 Joel Pearson; 5 Ben O'Hare; 6 Casper Stevenson. **FL** Hedley 1m32.657s (91.53mph). **P** Hedley. **S** 21.  
**Race 2 (9 laps) 1 O'Sullivan;** 2 Will Martin +1.796s; 3 Hedley; 4 Stevenson; 5 Pearson; 6 Joshua Rattican. **FL** Hedley 1m32.644s (91.55mph). **P** Hedley. **S** 21.  
**Race 3 (12 laps) 1 Martin;** 2 O'Sullivan +0.242s; 3 Hanafin; 4 Stevenson; 5 Gus Burton; 6 Rattican. **FL** Hedley 1m32.685s (91.51mph). **P** O'Sullivan. **S** 19.  
**Points 1 Hedley 472;** 2 O'Sullivan 422; 3 Martin 383; 4 Stevenson 313; 5 Burton 269; 6 Hanafin 249.

### BRITISH FORMULA 4

**Race 1 (16 laps) 1 Carter Williams;** 2 Sebastian Alvarez +3.569s; 3 Josh Skelton; 4 Luke Browning; 5 Tommy Foster; 6 Zane Maloney. **FL** Alvarez 1m14.463s (113.90mph). **P** Browning. **S** 13.  
**Race 2 (16 laps) 1 Skelton;** 2 T Foster +0.435s; 3 Alvarez; 4 Browning; 5 Maloney; 6 Williams. **FL** Louis Foster 1m14.638s (113.63mph). **P** Maloney. **S** 13.  
**Race 3 (16 laps) 1 Williams;** 2 Skelton +0.342s; 3 L Foster; 4 Bart Horsten; 5 Alvarez; 6 Maloney. **FL** Alvarez 1m14.241s (114.24mph). **P** Browning. **S** 13.  
**Points 1 Maloney 310;** 2 Alvarez 273; 3 L Foster 237; 4 Skelton 230.5; 5 Horsten 201.5; 6 T Foster 165.

### RENAULT UK CLIO CUP

**Race 1 (12 laps) 1 Jack Young;** 2 Max Coates +0.005s; 3 Jamie Bond; 4 Ben Colburn; 5 Ethan Hammerton; 6 Jade Edwards. **FL** Bond 1m23.918s (101.07mph). **P** Brett Lidsey. **S** 10.  
**Race 2 (15 laps) 1 Hammerton;** 2 Bond +3.655s; 3 Tyler Lidsey; 4 Luke Warr; 5 Edwards; 6 Colburn. **FL** Coates 1m23.911s (101.07mph). **P** Coates. **S** 10.  
**Points 1 Coates 240;** 2 Young 234; 3 Bond 208; 4 B Lidsey 197; 5 Colburn 172; 6 Hammerton 164.

### GINETTA GT4 SUPERCUP

**Race 1 (12 laps) 1 Will Burns;** 2 Tom Hibbert +0.443s; 3 Reece Somerfield; 4 Carlito Miracco; 5 Michael Epps; 6 Fin Green. **FL** Burns 1m16.004s (111.59mph). **P** Harry King. **S** 14.  
**Race 2 (15 laps) 1 Burns;** 2 Hibbert +0.867s; 3 Green; 4 Colin White; 5 Miracco; 6 Somerfield. **FL** Hibbert 1m15.512s (112.32mph). **P** Burns. **S** 14.  
**Race 3 (16 laps) 1 King;** 2 Miracco +3.168s; 3 Burns; 4 Epps; 5 Hibbert; 6 Nathan Heathcote. **FL** Miracco 1m16.280s (111.19mph). **P** Somerfield. **S** 14. **Points 1 Burns 364;** 2 King 351; 3 Hibbert 333; 4 Somerfield 300; 5 Epps 262; 6 Miracco 201.

### PORSCHE CARRERA CUP GB

**Race 1 (20 laps) 1 Daniel Harper;** 2 Josh Webster +5.982s; 3 George Gamble; 4 Seb Perez; 5 Esmee Hawkey; 6 Jamie Orton. **FL** Harper 1m15.043s (113.02mph). **P** Harper. **S** 15.  
**Race 2 (20 laps) 1 Harper;** 2 Webster +3.164s; 3 Lewis Plato; 4 Perez; 5 Hawkey; 6 Dan Vaughan. **FL** Harper 1m14.742s (113.47mph). **P** Orton. **S** 15.  
**Points 1 Harper 102;** 2 Plato 67; 3 Webster 58; 4 Gamble 57; 5 Perez 41; 6 Vaughan 36.

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TOCA SUPPORTS THRUXTON 17-18 AUGUST



## Double delight for dominant Dan as he builds commanding lead

### PORSCHE CARRERA CUP GB

Dan Harper continued his march towards the Porsche Carrera Cup GB title as he became the first driver this season to win both races in a weekend.

Harper edged Josh Webster to claim his fourth pole position in five rounds, but the opening race threw the curveball of a rain shower as the cars made their

way to the grid. Motorbase Performance duo Lewis Plato and Dan Vaughan were joined by Tom Roche in peeling in for rain tyres and starting from the pitlane.

“It poured down so I was like, ‘Right, this is Croft all over again – get the wets on,’” said Plato, Harper’s closest challenger in the points, who sacrificed fourth on the grid.

Although only half the track –

from the complex to Church – was very wet, the gamble initially looked to be paying off. Roche, whose Rob Boston Racing squad got him to the end of the pitlane first, led the trio through the field, taking the lead on lap five of 20, with Vaughan and Plato swiftly following.

But within two laps Harper had the fastest car on track as the pendulum swung back towards the slick runners. Those on wets became sitting ducks and, once back in front, the JTR man traded fastest laps with Webster before easing clear. George Gamble completed the podium, with Plato the best of those who’d rolled the dice in eighth.

“The first few laps especially it was quite treacherous, so it was just a matter of not going off the track,” said Harper. “I knew the guys on wets were coming pretty quickly but I knew eventually it would go the opposite way.”

Harper’s victory continued his record of winning every weekend’s higher points-paying opening race this year, but he had yet to finish better than third in a reversed-grid encounter.

That changed in what turned out to be the more straightforward race. From row three, Webster and Harper took advantage of the early skirmishes to run first and second by lap two. They streaked clear, and Harper sold Webster a dummy into Club to take the lead just after half-distance.

MARK PAULSON

### FROM SPORTSCARS TO SINGLE-SEATERS FOR HAWKEY

Plenty of drivers race in more than one championship during a season, either to build their experience or maximise their earnings. For some, that involves switching between different cars or even different types of car. But beyond Formula E and the World Endurance Championship – where the drivers fall into the category of paid professionals maximising their income – it’s rare to alternate between single-seaters and sportscars.

That is what Porsche Carrera Cup GB racer Esmee Hawkey has been doing this year as she also fitted in a campaign in W Series.

“Driving the Formula 3 car in W Series and then also the Carrera Cup car, it’s been tough,” said Hawkey. “They’re totally different cars so it’s been a difficult year, jumping in and out of both. You have to completely change your driving style so it takes a little while to adjust.”

“As a racing driver, I’ve come on a lot this year, just because I’ve had so much experience in both Carrera Cup and the Formula 3 car.”

Of the six W Series venues, Brands Hatch was

the only circuit Hawkey – who had no previous single-seater experience – had visited before. She made that count by qualifying third for the season finale there a fortnight ago. But a stall and a drivethrough penalty meant she didn’t score the points needed to finish in the championship’s top 12 and secure an automatic place on the 2020 grid.

“Had I stayed where I was and finished where I qualified then I’d have been in next year,” she said. “You learn the first year and then go for it in the second. Exactly as in Porsche Carrera Cup – last year was a huge learning curve for me. I made a few mistakes but this year I’ve come back stronger and it’s paying off.”

After claiming her first Pro-Am win at Oulton Park last time out, Hawkey impressed with a double class victory at Thruxton. She finished a career-highest fifth overall in the wet/dry race one, then repeated the result in race two despite getting shuffled back at the first corner. The results have moved Hawkey ahead of Karl Leonard into the Pro-Am championship lead with three weekends remaining.



“To be fighting with and quicker than some of the guys in front of me, it’s given me a lot of confidence,” said Hawkey, who now has to wait to find out whether she’ll be given a second chance in W Series.

“I’m just going to focus on Porsche Carrera Cup, get that class win at the end of the year, and if it’s not meant to be for next year in W Series, I will put my application through for 2021. I’m not giving up yet!”

MARK PAULSON



Winning Team  
Gadget Racing car  
leads last year's victor  
Beacon Downe, which  
took fourth

## Gadget squad masters the 2CV

**SNETTERTON  
BARC  
16-18 AUGUST**

Team Gadget Racing won the Classic 2CV 24 Hours at Snetterton after holding off a late challenge from the Tete Rouge Crisis team.

The Gadget squad last won the event in 2008 and has been waiting for another triumph ever since, but Tom Perry, Lien Davies, Ainslie Bousfield and double series champion Simon Clarke were able to deliver victory this time around.

The race itself was dominated by two European BMW-engined cars; rather like Le Mans, the prototypes streak away into the distance leaving the other classes to run their own races. The BNLL 2 car of Michel Crespin, Mehdi-Rik Bouchereau, Philippe Denis and Claude Crespin defeated the faster sister car of Philippe Courtois/Yves de Kelper/Mathieu Devos due to the latter crew spending a lengthy period in the pits and doing well to work their way back up to second.

Gadget Racing was fourth overall, behind the two BNLL cars and the Mini of Slarky Malarky, made up of Mighty Minis regulars. Tete Rouge was fifth, having regained the place from Mini runners-up Team Toyshed.

Just two hours from the end, Gadget had looked under threat from Tete Rouge. The Gadget car was ahead by one and a half

laps, its lead having been reduced by a drivethrough penalty for overtaking under a safety car. Tete Rouge was gaining and, what was more, had completed its scheduled pitstops, while Gadget still had one to go. If Tete Rouge had not suffered contact and slowed, Gadget's victory would not have been assured.

The favourite, Team Lion 1, finished seventh and third 2CV. Multiple race winner Pete Sparrow's team hoped to avenge its defeat at the hands of Beacon Downe in last year's 24 Hours. Both teams spent considerable time in the pits and Lion 1 was especially impressive in coming back from last after a timing issue necessitated an overnight engine change. Prior to the timing going awry, Lion had been up there with Gadget and Tete Rouge and it was fitting that they finished next to each other in the standings.

The race win was out of reach for Sparrow, but he still had a title to retain. His nearest rival, Nick Crispin of GS Racing, needed to finish second for a chance at the championship but he and his teammates were eighth, just behind Lion.

For such a long race, there were remarkably few retirements, due to the snap-together nature of the 2CVs and Minis that made up the field. Mini team APO Sport led its class early on but had to pack up due to a porous cylinder head, although Lyford Racing's Mini just got



### WEEKEND WINNERS

#### 2CV 24 HOURS

**Euro BNLL 2** (Michel Crespin/ Mehdi-Rik Bouchereau/Philippe Denis/ Claude Crespin)

**2CV Club** Team Gadget Racing (Tom Perry/Lien Davies/Simon Clarke/ Ainslie Bousfield)

**Mini Grand** Slarky Malarky (Neil Slark/ Ian Slark/Ben Butler/Steve Miles)

#### HONDA VTEC AND CLASSIC VW CUP

**Races 1 & 2** Luke Schlewitz (Honda Civic)

#### HYUNDAI COUPE CUP

**Races 1 & 2** Wayne Rockett (below)

#### BARC SALOONS

**Race 1** Mark De'ath (Subaru Impreza)

**Race 2** Steve Rothery (Peugeot 308)



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itself classified by reappearing for the last couple of laps. The Burton 2CV prototype of Gascard Racing Organisation only managed 14 laps before expiring for good.

The unluckiest classified car was probably that of Hollis Racing, which finished despite a roll in the night, at least one fire and mechanical issues. No Sleep Til Sunday rolled a Mini but it hardly affected the handling, according to team member Lisette Ogborn.

The drivers of all-female team Blueberry Tarts were just glad to finish and Jelly Snake Racing just avoided having to strip the engine from a team member's 2CV van in order to get to the chequered flag.

**RACHEL HARRIS-GARDINER**



Simmons leads polesitter  
Jewiss early on in the third  
BRDC British F3 race

## Jewiss fails to capitalise on double F3 pole

**SILVERSTONE**  
**MSVR**  
**17-18 AUGUST**

“Up to now I would have said two second places would have been excellent. But to get pole and do the hard work to get there, to lose it off the line twice is not acceptable from my side and not good enough. I cost the team two victories this weekend.”

Kiern Jewiss may be the kind of driver who beats himself up when not achieving his best, but it was hard to disagree with the Douglas Motorsport racer’s ‘what-could-have-been’ assessment of the Silverstone BRDC British F3 weekend after he had lost two race wins from pole.

In race one he lost out to Sasakorn Chaimongkol into Copse, Hillspeed’s second-year Thai driver becoming the 12th different winner this year.

Jewiss seemed to have only one opportunity to try and get back past, that being a sneaky shuffle up the inside

of Luffield to get almost entirely alongside, but couldn’t match the corner exit speed of ‘Cutter’. Instead Jewiss had to defend from title contender Johnathan Hoggard in third, a feat he successfully managed.

Race three represented a second chance, but again Jewiss fell behind Ayrton Simmons (Chris Dittmann Racing) into Copse. This time Jewiss seemed to have better speed, inching closer to his 2018 F4 sparring partner by a tenth a lap, until one wobble at Brooklands put paid to that surge and he had to settle for second again.

The timesheets may have recorded a solitary podium for Carlin’s Clement Novalak, but extending his 40-point lead in the standings to 52 from Hoggard represented a good weekend’s work.

Two fourth-row starts in races one and three weren’t ideal, neither was his seventh place at the end of the opener. But ninth to third in just four laps for the damp second race banked more important ‘passing points’, followed up with a

seventh-to-fourth run in race three.

Other than the first race podium, Hoggard’s weekend was a struggle. In race two, a light touch between Hoggard and Neil Verhagen at Club spun both around and, while able to continue, he found the pace hard to come by. That was followed by fifth in race three with no real chance to pounce on Novalak.

Befitting a series which has a knack of finding new winners, race two unearthed the season’s 13th victor from the 17-car grid. Manuel Maldonado finished at the back in race one, but crucially kept going despite wing damage to start the damp-but-drying second race up front.

He kept the car planted through the slippery surface, even though he was the first to encounter the trouble spots, managing the conditions deftly to claim his first 2019 victory.

“Even though that’s not the way we want to do it in the reversed grid, we made sure in tricky conditions we got off the line well, built a gap up and stayed there,” the Fortec Motorsports driver said.

The 41-second winning margin for the supersoft-shod Dallara F301 of Ashley Dibden in the second Monoposto race was not nearly as dominant as it seemed. Michael Watton – third in race one – actually had the best grip in the greasy conditions in his 2002 Jedi, reeling in Dibden with the aid of a few backmarkers. The pass was made with only a few minutes to go, but just one lap later Watton stopped at Brooklands with an issue, allowing Dibden back into the lead. Alex Fores (Dallara F301) won the opener by a much smaller 4s margin over Dibden.

Cian Carey was unlucky that a safety car in the F3 Cup opener shortened his chance of challenging George Line for the win.



Maldonado streaked clear to  
become 13th different winner

ALL PICS: READ

## SILVERSTONE WEEKEND WINNERS

### BRDC BRITISH FORMULA 3

**Race 1 (10 laps) 1 Sasakorn Chaimongkol;** 2 Kiern Jewiss +0.824s; 3 Johnathan Hoggard; 4 Ayrton Simmons; 5 Ulysse de Pauw; 6 Kaylen Frederick. **Fastest lap** Manuel Maldonado 1m56.360s (113.25mph). **Pole** Jewiss. **Starters** 17.  
**Race 2 (10 laps) 1 Maldonado;** 2 Nico Varrone +4.001s; 3 Clement Novalak; 4 Simmons; 5 Kris Wright; 6 de Pauw. **FL** Simmons 2m04.744s (105.63mph). **P** Maldonado. **S** 17.  
**Race 3 (10 laps) 1 Simmons;** 2 Jewiss +0.546s; 3 Neil Verhagen; 4 Novalak; 5 Hoggard; 6 Hampus Ericsson. **FL** Simmons 1m56.223s (113.38mph). **P** Jewiss. **S** 17.  
**Points 1 Novalak 463;** 2 Hoggard 411; 3 Simmons 402; 4 Jewiss 360; 5 de Pauw 301; 6 Neil Verhagen 295.

### MONOPOSTO

**Race 1** Alex Fores (Dallara F301)  
**Race 2** Ashley Dibden (Dallara F301)

### F3 CUP

**Race 1** George Line (Dallara F310)  
**Race 2** Cian Carey (Dallara F311)

### RADICAL CHALLENGE

**Race 1** Jerome de Sadeleer (SR3 RSX)  
**Race 2** Jac Constable (SR3 RSX)  
**Race 3** Joe Stables (SR3 RS)

### GT CUP

**Race 1** Richard Chamberlain (Porsche 935)  
**Races 2 & 3** John Seale/Jamie Stanley (Lamborghini Huracan GT3)  
**Race 4** Shamus Jennings (Porsche 911 GT3)

### TRACKDAY TROPHY

Kester Cook (Ford Fiesta)

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

Carey pumped in a series of fastest laps to reduce a 7.3s gap to just 1.3s in five tours when the safety car, for David Gillett's off, came out. The green flag flew with one to go and, after a last-gasp side-by-side duel at Brooklands and Luffield, Line was able to hold by just a tenth.

A creeping start for Carey in race two threatened his chances, but he built a lead of more than 10s to negate the inevitable time penalty and hold the victory.

Dominik Jackson took the lead on lap one for the Radical Challenge finale from ex-Ginetta driver Jac Constable, who dropped to fourth behind Marcus Clutton and Joe Stables.

But the undercut worked for Clutton and Stables, who pitted on laps 11 and 12 respectively and, by the time leaders Jackson and Constable dived in for their mandatory stops on lap 14 of the 22, Stables and Clutton had made the necessary time up on track to launch themselves into the lead.

Squabbling between Constable and Jackson allowed race-one winner Jerome de Sadeleer to ease through for third.

**JASON NOBLE**

## SEALE GETS THE UPPER HAND IN CHAMBERLAIN DUEL



The duel between Richard Chamberlain and John Seale has been finely poised in the GT Cup this year.

Heading to Silverstone, the duo had shared six GTO (open-spec) class wins apiece, and by the end of Saturday another victory each – the sprint for Chamberlain and the pit contest for Seale's Lamborghini, shared with Jamie Stanley in the 50-minute races – ensured the duel between the two continued.

Chamberlain, in the CTR Developments-entered Porsche 935, enjoyed a lights-to-flag victory in the first sprint, but suffered heartbreak in the 50-minute second race with a stuck throttle.

Chamberlain had engaged with the Huracan started by Seale in a fierce battle where the lead changed hands several times. The Porsche driver was ahead by around a second heading into the pit phase and, despite the Lambo leading by 17s once Pro driver Stanley was in the driving seat, Chamberlain was still on for decent points in second.

But with 10 minutes to go, a slow-moving Chamberlain was forced to pit with his sticking throttle, which assisted the Wessex Motorsport Nissan GT-R NISMO GT3 shared by Nigel Mustill and Craig Dolby into second and the Adam Carroll/Laki Christoforou Ferrari into third.



The top two in the opening race had been way ahead of the rest – 33s at the chequered flag. The tussle for third was between Grahame Tilley in another Nissan GT-R, Shamus Jennings (Porsche 911 GT3) and the Ferrari 488 GTC of Graham de Zille. Half a second was all that separated Tilley in third from fourth-placed de Zille, with Jennings fifth.

Jennings wasn't able to continue his momentum into the first of the pit races, as a slipping clutch put him out on the first lap. And there was more strife for Jennings in the second sprint race on Sunday when he rubbed bodywork with the de Zille FF Corse Ferrari, which spun the Prancing Horse around, with two more Ferraris also collected in the melee. A red flag and restarted race was needed, but realistically was always going to be in the gift of Seale's Lambo, as an engine issue in qualifying for Chamberlain meant Seale's main rival was unable to start the race.

Jennings, meanwhile, finally broke through in the final pit race. Seale pitted from the lead on lap 12 of 23 shortly after the pit window opened, but co-driver Stanley lost out when Tilley's run on the grass at Luffield prompted a safety car.

Leader Jennings and the second-placed Lamborghini driven by James Webb dived for the pits. With Webb's brother Tom aboard, he and Jennings found themselves as the only two on the lead lap as the safety car picked them up following the stops.

It set up an enthralling duel for the win, with the gap just 0.3s with one minute to go before a spin for the Lambo ended it early in Jennings's favour. "The safety car was called at a fortuitous time," he admitted. "But I am delighted to be number one on the podium."

**JASON NOBLE**

# Strategy key to JPR Uvio's Fun Cup win

ANGLESEY  
BRSCC  
17-18 AUGUST

With the eight-hour 'into the night' Fun Cup race breaking time, lap and distance records, it was perhaps fitting that the win went to one of the most experienced and tactically astute teams on the endurance grid.

In taking victory, the JPR Uvio squad with drivers Scott Fitzgerald and Fabio Randaccio not only became the first multiple winners of the season, but also took a step closer to securing the 2019 crown.

Despite being drawn on the penultimate row of the grid, after two hours of consistent lap times and fantastic strategy, the Uvio car was seven seconds clear of its nearest rival 2Rent Dominos (Henry Dawes/Chris Hart). Double fuelling at the start meant the Brands Hatch winners could save time in the initial pitstops by simply changing drivers, while teams behind were forced to also refuel.

It was a tactic Uvio used throughout the eight-hour marathon and, when twinned with mechanical misfortune for 2Rent Dominos – Hart stating "the clutch exploded" – the lead was well over a minute, with two cars scrapping for second.

That battle was between JPR GT Radial (Ellis Hadley/Jonathan Benson/Martin Gibson) and JPR Axiometrics (Kristian Rose/Chris Weatherill/Chris Dove) until



the latter suffered from a broken driveshaft mid-way into the fifth hour. With that car stopping on the exit of the pitlane, a safety car period was immediately initiated, slashing Uvio's significant lead. This meant that, on the restart, second-placed GT Radial would be right behind, but little did Radial know what Uvio was planning.

Driver Fitzgerald displayed the team's depth of Fun Cup rule knowledge, opting to pit for a tyre change despite not being within a pit window – a move the rules allow. While track position was sacrificed, being on fresh rubber for the remaining three hours put any tyre worries to bed.

Uvio soon regained and extended the lead and, though two more safety cars late into the second half of the race neutralised the progress, Uvio's double fuelling and

cheeky tyre change tactics worked wonders, particularly in the final stages. For the last stops, GT Radial refuelled and changed rear tyres whereas Uvio simply had to swap drivers. The time saving was monstrous, and, by the fall of the flag, Uvio's Randaccio was back to a minute ahead of Hadley in the Radial car. Apollo's Guy Wenham rounded out the top three a lap behind.

"It's been a great drive, knacker for the two of us, but brilliant," said Fitzgerald. "It was a great call by the team and strategists to pit [for tyres behind the safety car] and it really paid off."

Three frantic BMW Compact Cup races of over 30 cars resulted in three different winners, with a close battle for the crown. The in-form Ian Jones made it three in a row, with a race one victory from pole, but



ALL PICS: BOURNE

## ANGLESEY WEEKEND WINNERS

### FUN CUP

JPR Uvio (Fabio Randaccio/Scott Fitzgerald)

### BMW COMPACT CUP

Race 1 Ian Jones

Race 2 Steven Dailly

Race 3 Matthew Parkes

### FORD FIESTAS

Races 1, 2 & 3 Isaac Smith

### NORTHERN FORMULA FORD 1600

Races 1 & 2 Davide Meloni (Van Diemen JL15)

### BRSCC PORSCHE

Races 1 & 2 Andrew Porter (Supersport Boxster)

### FIESTA JUNIOR

Races 1 & 2 Joseph Loake

### COCKSHOOT CUP

Races 1 & 2 Ray Collier (MG ZR 190, below)



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

couldn't add to the hat-trick. Leading in the early parts of race two, Jones eventually lost out to Steven Dailly, admitting: "It [the car] was understeering like a pig and he just crept through at the hairpin."

In race three, Matthew Parkes was drawn on pole and held the position until the chequered flag for his first win of 2019.

The title fight for the Ford Fiesta Championship was also blown wide open after championship leader James Waite suffered a huge setback. Waite was an innocent bystander when he was hit by Jake Dawson in race one. Dawson lost his brakes heading through the School straight and into Rocket and, in pulling off track, continued into the front of Waite's car. While Dawson's car was entirely written off, Waite's Fiesta required a complete front end rebuild, finishing with a best of seventh.

With opportunity knocking, Isaac Smith – fifth in the standings – took the initiative, taking a hat-trick of wins and getting his 2019 campaign back on track, despite disqualification in earlier rounds.

When asked if he still thought he could be in with a shout for the title, the now four-time winner declared: "Yep – we were unbeatable this weekend and it gives us confidence to continue until the end."

**DOM D'ANGELILLO**

## HOW DAILLY'S SETBACKS SPURRED HIM TO SUCCESS

Personal loss and qualifying crash led to a tough weekend for Dailly



There's a throwaway line in the film *Rocky Balboa* that perfectly encapsulates BMW Compact Cup driver Steven Dailly's weekend: "It's not about how hard you hit, it's about how hard you get hit and keep moving forward."

Hit both literally and figuratively during the Anglesey weekend, through sheer dedication, determination, teamwork and drive, the Scotsman bounced back from a torrid meeting at Croft, where he left with a solitary point, to claim a win and two podiums in the worst of circumstances.

On the drive down from Edinburgh, Dailly received the sad news that his grandmother had passed away but, not wanting to give up, he opted to finish the journey and race in her honour.

"It's something we knew was going to happen," Dailly explained. "We've got to take it on the chin and use it this weekend. If it wasn't for her we wouldn't be here, so I'm going to try and do it in her memory."

But before Dailly's day even truly got under way there was already another setback. Mere moments into qualifying, a collision involving Dailly and title rival Mark Skeats ended both driver's sessions with only one flying lap set.

With cars in front running wide into Target, dirt was kicked up on Skeats' and Dailly's windscreens. Entirely unsighted,



Dailly was on the podium every race

the two came together, the former being rear-ended by Dailly, who suffered significant front-end damage. The session was instantly cut short.

"It was completely unavoidable, there was nothing we could do, so we'll rebuild it and go from there," said Dailly soon after the crash. "Most of it is the bodywork, but there are a few things that need checking internally."

Despite the setback, Dailly still qualified seventh and was adamant he would be fighting at the front in the first three laps.

He was wrong. Dailly was fighting for the lead after only three corners and, with an impressive drive, settled for the final podium spot.

"The KC Motorsport guys have done an incredible job – the car's still not 100% but we're going to win," he declared after race one.

This time Dailly's prediction was bang on. Fighting his way through from third in race two, the two-time champion looked untouchable, setting fastest lap after fastest lap on his way to victory.

Even in the final race of the weekend, Dailly fought from 13th, after an off at the hairpin, to regain the final podium position.

The weekend was a true *Rocky Balboa* comeback for Dailly. Trying to recover from on-track drama was one thing, but twinned with Dailly's emotional off-track setback, it goes to show the passion and drive racers have at every level.

When asked how he managed to balance the emotions of everything, the Scotsman replied with two simple words: "Pure determination." A simple response that wouldn't sound out of place in one of Stallone's sport comeback movies.

**DOM D'ANGELILLO**



## Lewis wins as Historic Festival celebrates Mini

**MONDELLO PARK  
HISTORIC FESTIVAL  
17-18 AUGUST**

Mondello Park's Historic Festival might have been one of many events that celebrated 60 years of the Mini but, with Formula 1 demos, visiting UK drivers and various other paddock entertainments, it was a huge success for the Irish circuit.

Snetterton Speed Shop's Jonathan Lewis clinched pole position when the much-anticipated Classic Mini racers took to the asphalt. In the opening race, he duly led away from team-mates and Mondello tin-top regulars Michael Cullen and Dave Maguire.

Steve Griffin, though, was on a charge. Despite Dave O'Neill's famous Wolseley Hornet only being completed the previous week, and Griffin not having competed in a front-wheel-drive car for many years, the combination stormed up to second. Griffin annexed many of the positions with some impressive moves into the final corner.

Neil Kavanagh, in the newly built Granby

Motor Sport, ex-Tom Pitcher 1275GT, gradually closed down the Appendix K machines and used his Group 1 power to ease by Lewis for the lead. As the rain fell, however, Kavanagh slid off and parked in the gravel to prompt a red flag. Lewis retook the lead and the win over the impressive Griffin, with Cullen completing the podium.

Ray Cunningham, fresh from a class win in the Ulster Rally in his Cooper S, arrived at Mondello on Sunday morning to join the fun. Having taken pole for the second race, the Galway driver relished the horrendous conditions as he eased away for an impressive win. Griffin was on form again as he hung on for second, just pipping Kavanagh in a drag race to the line.

Jackie Cochrane's rumbling Sunbeam Tiger took its customary pole position for the first Historic Racing Car Association race ahead of returnee Brendan Keane's Mallock and Bernard Foley's MGB GT V8. Despite a tardy start, the Tiger was some 15 seconds to the good at the flag, with Foley fighting off an inspired challenge from Clive Brandon's Lotus 47 for the runner-up spot.

In race two, Foley drove the race of his life

to inflict a rare defeat on Cochrane, with Brandon in third being the only other competitor to remain unlappped by the charging duo.

Edmund Cassidy's MG Magnette-based Iona Special took the opening Pre-1955 race, with Kevin Sheane second and Liam Ruth completing the podium in Cassidy's Mk2 Special. Handicap honours went to the Alvis Silver Eagle of Nick Bennett.

In race two, Shane Houlihan's beautiful Riley 12/4 took the win from Tom Mullins' modified MG TD and Bennett.

Irish Legends didn't disappoint on their first appearance at the Historic Festival. Perennial pacesetter and reigning champion Paul O'Brien took the honours in all three races. UK visitor James Holman was second in the first race, with Geoff Richardson taking second in race two and Greg Richardson being runner-up in the finale.

Paddy Howley's ex-Mondello racing school Rover 25 GTi was quickest of a large Future Classics grid in qualifying, but the fact he shattered the dreaded barrier time meant he started at the back. That promoted Stephen Martin to pole position, ahead of class organiser Aidan Byrne. Class newbie Gareth Thompson and past champion Timmy Duggan made up row two, with Gary Duggan taking pole for the slower class in his Abarth Punto.

Byrne used all his experience to take the win in race one, crossing the line well ahead of his opposition. Almost 20 years after he was involved in the introduction of the manufacturer-backed Fiat Uno Cup, David Hammond took a giant-killing second place, somehow holding off Mike Dermody's Vauxhall Vectra in a thrilling race. Gary Duggan took honours in the slower class,





Kavanagh briefly grabbed lead before error ensured Lewis (left) took the opening Classic Mini win



**GRIFFIN DELIGHTS** Steve Griffin is famous for his exploits in the ‘Smarties’ Mini, one of the first cars to sport commercial backing in Irish motorsport. Some 40 years later, at the wheel of Dave O’Neill’s newly restored ex-Alec Poole Wolseley Hornet, Griffin showed that he had lost none of his pace or racecraft with a pair of impressive second places. After a successful maiden outing, O’Neill plans to bring the car across the water to some of the bigger UK historic meetings in 2020.

## MONDELLO PARK WEEKEND WINNERS

### CLASSIC MINIS

**Race 1** Jonathan Lewis (Cooper S)  
**Race 2** Ray Cunningham (Cooper S)

### PRE-55

**Race 1** Edmund Cassidy (Iona Special)  
**Handicap** Nick Bennett (Alvis Silver Eagle)  
**Race 2** Shane Houlihan (Riley 12/4)

### HISTORIC RACING CAR ASSOCIATION

**Race 1** Jackie Cochrane (Sunbeam Tiger)  
**Race 2** Bernard Foley (MGB GT V8)

### IRISH LEGENDS

**Races 1, 2 & 3** Paul O’Brien

### FUTURE CLASSICS

**Races 1 & 2** Aidan Byrne (Toyota Celica, below)



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

his 1800cc Punto just holding off the older 1.4-litre machine of Paul Flanagan, with John Twomey third in his Citroen Saxo.

Byrne relished the horrendous conditions in race two to do the double with Irish Touring Car Championship regular Ulick Burke his closest challenger in his borrowed Punto. Darmody was third, just ahead of Hammond. Duggan took another class win, with Jimmy Kilbride’s Peugeot 106 next up from Flanagan in third.

### LEO NULTY



**DROUGHT’S F1 RUN** Ireland’s top female racer Nicole Drought was delighted to demonstrate John Campion’s immaculate 1981 March 811. Ex-grand prix driver Derek Daly was on hand to oversee proceedings as Drought tasted Formula 1 power for the first time. Campion is a big supporter of Irish motorsport and backs many of the younger drivers – including James Roe, Jordan Dempsey and Craig Breen. Roe, Dempsey and Lucca Allen were all lucky enough to have a run in the car too.



**RILEY DEBUTS** The pre-1955 grid is an integral part of the Historic Festival, and grows every year. Collector Shane Houlihan brought his beautiful Riley and took a popular win in the 1500cc 12/4, crossing the line comfortably ahead. With MGs, an Alvis and the usual Ford Specials among the entry, the class is a varied addition. For 2020, there are a number of famous Irish race cars in build, including the ACJ Austin Special, and organisers are keen to invite some UK drivers to join the fun.

# THE ORANGE ARMY'S ONGOING BATTLE

*Without marshals, there would be no motorsport.  
But are there enough and do they get proper recognition?*

STEPHEN LICKORISH



Skilled, experienced marshals are an important factor in the smooth running of events

Marshals were firmly in the spotlight at the British Automobile Racing Club meeting at Donington Park on 1 June. Or rather, a shortage of them was. Insufficient numbers had signed up to volunteer at the event to allow the Britcar Endurance races to take place on the Grand Prix layout of the Leicestershire venue. Instead, the shorter National configuration had to be used.

That incident raises the very valid question: do we have enough marshals for the amount of British motorsport there is? British Motorsports Marshals Club chair Nadine Lewis – a marshal for 22 years – reports that the club has a stable number of members, while Brands Hatch flag marshal Bob McEwan says numbers are rising “fairly steadily” in the south east. Rather than an overall lack of marshals, both instead believe individual marshals are attending fewer events.

“I think marshals are being more choosy about which events they go to,” says Lewis. “There’s probably the same number of marshals out there and they just aren’t necessarily doing as many meetings. About 20 or 30 years ago marshals did every meeting possible, while now some do eight or nine a year.

“I think the events that seem to be well attended are ones where there’s decent grid numbers, a number of different championships at the same event and the marshals are recognised.”

Considering that marshals are having to give up their free time to help at events and work in all weathers, it’s perfectly understandable that they’re being selective. McEwan says the difference in numbers between meetings can be vast.

“Some meetings are more popular – there are normally seven, eight or nine marshals on a post at touring cars, but you may only have three at Brands Hatch for a club meeting and you have to muck in more and do extra jobs,” he says.

The issue of marshal numbers is also very much related to the amount of club motorsport. On the same weekend as the Britcar meeting, there were also events at Silverstone, Thruxton, Snetterton, Croft, Oulton Park and Brands Hatch – plus Coventry MotoFest.

BMMC vice-president George Copeland says this is a problem. “When there are two or three meetings at adjacent circuits on the same weekend, it’s the same people – there’s only half the available marshals,” he says. “Silverstone, Donington Park and even Snetterton comes into this central area, but the

HOW TO GET INTO MARSHALLING

For those interested in having a go at marshalling, it's not just a case of signing up to a marshal club, turning up at a meeting and being responsible for a post. Marshals are graded based on experience and the training they have undertaken, with different-graded marshals being able to undertake different tasks at events.

Brands Hatch marshal Bob McEwan reckons the best way for somebody thinking about volunteering is to try a taster day. These are held at a number

of circuits, including Brands, and allow prospective marshals to get a better idea of what the role involves.

"We take them behind the scenes at scrutineering, race control, and put them on track at a post and that's a good way of gaining new members," he says.

More information about becoming a marshal can be found at the marshals.co.uk website, where taster days can be booked, as well as at Motorsport UK's site volunteersinmotorsport.co.uk



Popularity of meetings is reflected in the number of marshals on a post

HAWKINS



Paucity of marshals forced Donington Britcar races onto shorter track layout

READ

marshals can only be in one place at a time."

As well as the quality of the racing at certain events, the way marshals are recognised is also key. "I agree marshals sometimes, depending on the club and the weather conditions, can be poorly looked after," notes McEwan. "At a Brands Hatch meeting we were told if we want water we have to ask for it, but when I went to New York for Formula E it was in coolboxes at each post."

This in turn raises the question of whether they should get paid for the vital role members of the orange army perform. Other volunteers at race meetings – like clerks and administration officials – do get paid some expenses and it has previously been suggested that marshals should be given £50 per day for their efforts. But Lewis, McEwan and Copeland all disagree with the idea of formal payment.

"I think we all see it as a hobby so wouldn't want to be paid to do it in that sense," says Lewis. "I do allocations at some events and sometimes the chief marshal will give me money to hand out to marshals. At those events I give out money, I often get the 'what's this for?' question.

"I don't think people want payment but recognition,

whether it's tickets for an end-of-day raffle or vouchers, anything like that. It's better than nothing and shows they've recognised I've had to come this distance."

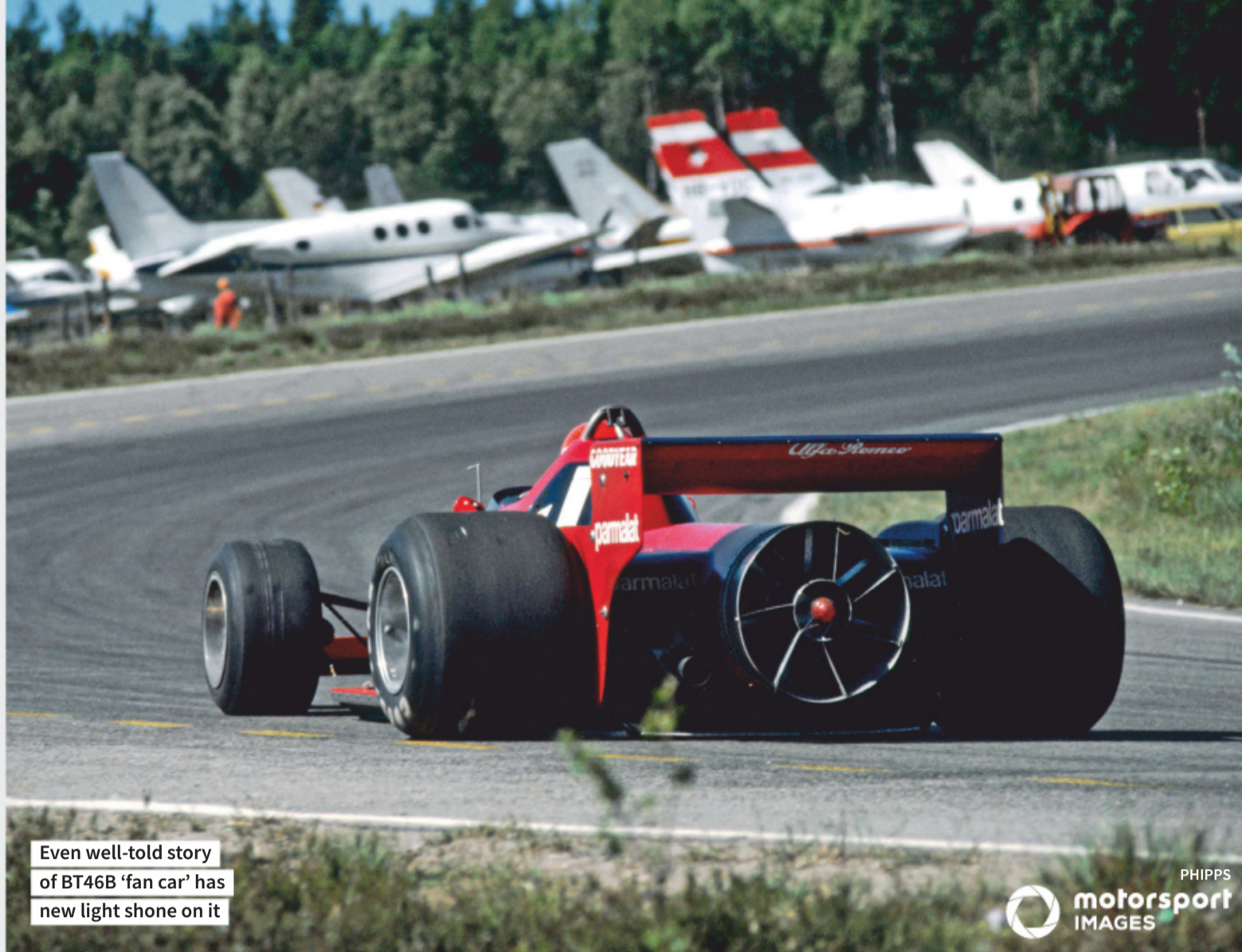
Rather than being concerned about payment, Lewis is focused on addressing a different problem. It's no secret that marshals are getting older and the BMMC is liaising with Motorsport UK on new initiatives to try to attract people into marshalling.

"We have an ageing population and trying to encourage youngsters in is probably the key thing," she says. "There's so many other interests and things youngsters can do these days."

Lewis even suggests that having marshals play a more prominent role in video games could help to address the issue.

"Trying to retain marshals is also important," Lewis continues. "If people aren't interested in certain events and championships there will be fewer and fewer marshals there."

This raises the prospect that more events will be affected by similar problems to that Donington Britcar fixture. While payment may not be the answer to these event-specific shortages, it does again highlight just how important the men and women in orange are for allowing meetings to run smoothly. ❦



Even well-told story  
of BT46B 'fan car' has  
new light shone on it

PHIPPS  
motorsport  
IMAGES

## A CAR DESIGN COLOSSUS



**BOOK REVIEW**  
**ONE FORMULA - 50**  
**YEARS OF CAR DESIGN**  
**RRP £225.00**

As Gordon Murray stresses in the introduction, this is not his autobiography.

Mentions of non-motorsport idol Bob Dylan are minimal. Instead, *One Formula* is a mesmeric and colossal collection of all his car designs. The grand prix title winners, the latest road car releases, previously unseen projects – they all receive extensive coverage in this 930-page, two-volume “blockbuster”, as publisher Porter Press International calls it.

The standard edition comes in at some £225, while the ‘Unique Edition’ takes that up to £2500. For that hefty fee, readers can expect a comprehensive and beautifully presented overview of the design genius displayed frequently through Murray’s career in F1 and sportscars.

As an example, the most revered road car to be penned by Murray – the McLaren F1 – is documented with a staggering 222 photos, carrying the story from concept car to BPR Global GT Series champion, 1995 Le Mans 24 Hours winner and then to the long-tail iterations that followed for both road and further competition success.

What staggers most is Murray’s astonishing ability to recall the most minuscule of details – placement of springs, engine speeds, specific measurements of fuel and so on. This extends to every one of the 70-plus designs featured from his half-century of designing cars. That the text is then accompanied by detailed sketches, FIA stewards’ rulings and notes means the level of information is almost overwhelming.

And, it’s here that a minor criticism of the book

does rear its head. The depth is so great, and Murray’s memory of the finer technical details so clear, that this is a difficult book to read, and then reread in an effort to try to absorb as much of the information as possible.

The flipside is that, to this title’s credit – and although significant time has passed since many of the Brabhams and McLarens were at the top of the F1 tree – it’s so refreshing to have the veil lifted clean off within the sphere of F1. There’s seemingly total transparency from Murray.

So much that has been unseen or unheard of hitherto comes to light – the four clutches needed to make the Brabham BT46B ‘fan car’ stable, and to stop it from rising and falling by up to two inches while revving in the pitlane, so as to not draw any further attention from rivals, for example.

Then, overleaf, there are preliminary sketches for the BT47 ‘fan car’. With fears that Lotus and others would adopt their own suction technology, Murray was already developing a bespoke design around the fan model – in fact, it could have accommodated two rotors to achieve what Murray’s Brabham and McLaren design partner David North described as “potential cornering forces [that] would have been limited only by the strength of the driver’s neck muscles”.

North’s regular insights are a fantastic addition, recalling cases of ‘borrowing’ parts from Lotus on occasions when the teams shared a garage, taking them back to the workshop to find out what they were made of and the finer points of their design.

For those who can afford it, and have strong enough coffee tables to support its weight, Murray’s fascinating work is one of those ‘must-have’ additions. It was a two-year process to bring this book to fruition, and for its refinement and insight it’s been time very well spent.

**MATT KEW**



youtube.com/AUTOSPORTdotcom



**HOW VERSTAPPEN HAS DEPLETED RED BULL'S F1 DRIVER POOL**



Max Verstappen is delivering the goods for Red Bull in Formula 1, but has that come at a price for the company that needs four drivers to field in the two teams it owns? Autosport discusses his impact and why he's the "worst team-mate on the grid". **Go to [bit.ly/MaxRBpain](http://bit.ly/MaxRBpain)**



autosport.com/podcast



**THE F1 TEAMS' HALF-TERM REPORT**



While the grand prix field is in shutdown during the season's summer break, race-winning Formula 1 technical director Gary Anderson joins Autosport to review the performance of the 10 teams so far. Who's top of the class, and who needs to stay behind?

WHAT'S ON

**INTERNATIONAL MOTORSPORT**

**Rally Germany**

World Rally Championship  
**Round 10/14**  
 Bostalsee, Germany  
**22-25 August**  
**TV Live** BT Sport 3, Sat 1400, Sun 1100, Red Bull TV, Sat 1350  
**TV Highlights** BT Sport 1, Fri 2200, BT Sport 3, Sat 2300, Red Bull TV, Fri 2100, Sat 2100, Sun 2100, 5Spike Mon 1900  
**Live** coverage on wrc.com  
**All live** service via WRC+

**IndyCar**

**Round 14/16**  
 Gateway, USA  
**24 August**  
**TV Live** Sky Sports F1, Sun 0100

**Indy Lights**

**Round 8/10**  
 Gateway, USA  
**24 August**

**IMSA SportsCar Championship**

**Round 10/12**  
 Virginia, USA  
**25 August**

**Suzuka 10 Hours**

Intercontinental GT Challenge  
**Round 4/5**  
 Suzuka, Japan  
**25 August**  
**TV Live** Eurosport 2, Sun 0900

**DTM**

**Round 7/9**  
 Lausitzring, Germany  
**24-25 August**  
**TV Live** Freesports, Sat 1215, Sun 1215

**Australian Supercars**

**Round 10/15**  
 The Bend, Australia  
**24-25 August**  
**TV Live** BT Sport 1, Sat 0730, Sun 0445

**Brazilian Stock Cars**

**Round 7/12**  
 Interlagos, Brazil  
**25 August**

**UK MOTORSPORT**

**MotoGP**

**Round 12/19**  
 Silverstone  
**25 August**  
**TV Live** BT Sport 2, Sun 1230  
**TV Highlights** BT Sport 3, Sun 2200

**Kirkistown 500MRCI**

**23-24 August**

FF1600, Ginetta Junior, Saloons/SEAT, Fiesta/Mazda, BOSS/Formu Sheane, Formula Vee, Roadsports

**Brands Hatch VSCC**

**24 August**  
 Pre-War Sports, Vintage, Triple M, Scratch race, Handicap races

**Donington Park BARC**

**24 August**  
 Kumho BMW, Clios, Classic Touring Cars

**Cadwell Park MSVR**

**24 August**  
 EnduroKa Six Hours

**Oulton Park HSCC**

**24-26 August**  
 Gold Cup: Dunlop Saloons, XL Aurora, Classic Formula 3, Historic Formula 3, Historic

FF2000, Historic FF1600, Historic Touring Cars, Guards Trophy, Classic Clubmans, Historic Road Sports, 70s Road Sports, Formula Junior

**Brands Hatch CSCC**

**25-26 August**  
 Tin Tops, Swinging Sixties, Future Classics, Modern Classics, Special Saloon and Modsports, Classic K, New Millennium, Open Series, Turbo Tin Tops

**Castle Combe CCRC**

**26 August**  
 FF1600, Saloons, GT, Hot Hatch, Mighty Minis, Midgets/Sprites

**Mallory Park BARC**

**26 August**  
 Junior Saloons, Pickups, MGOC, Super Silhouettes



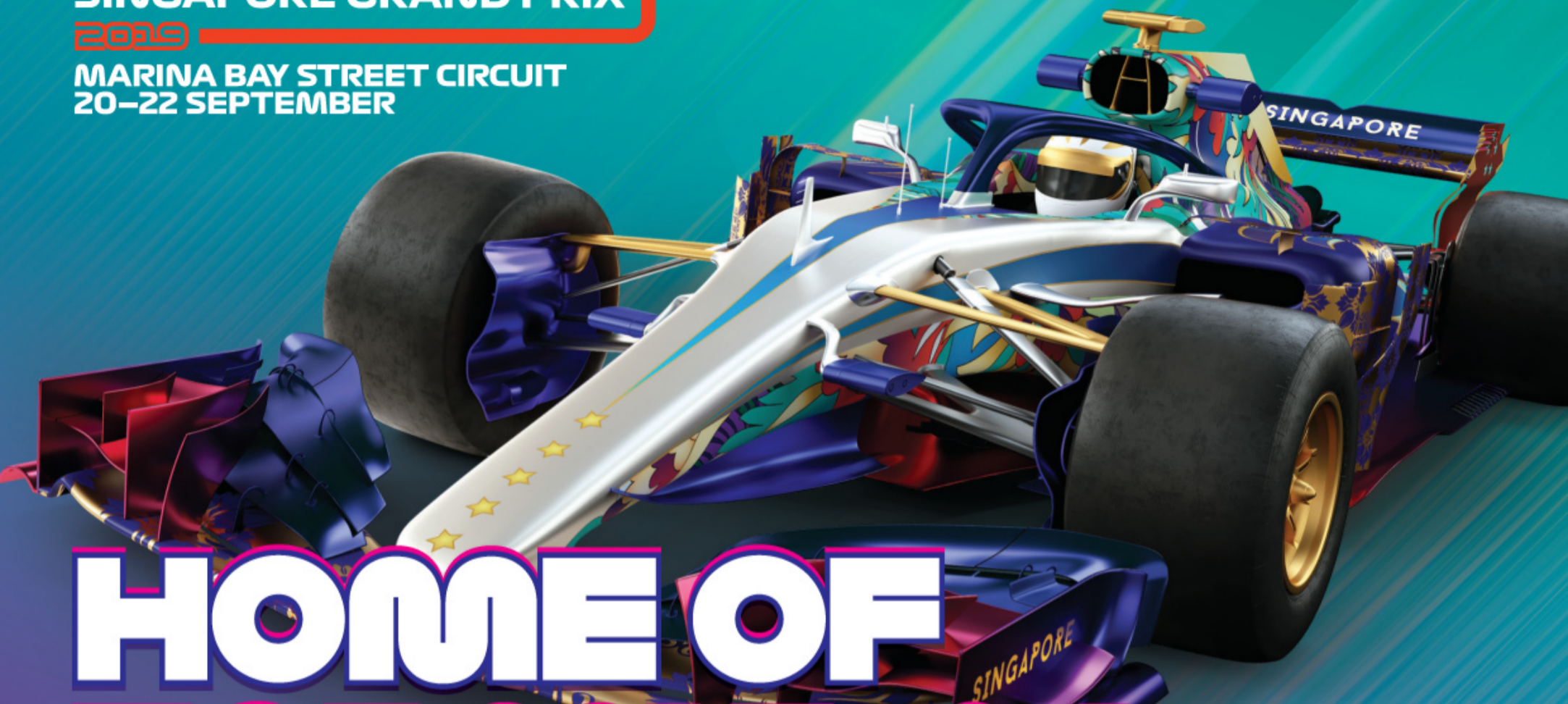
Silverstone MotoGP



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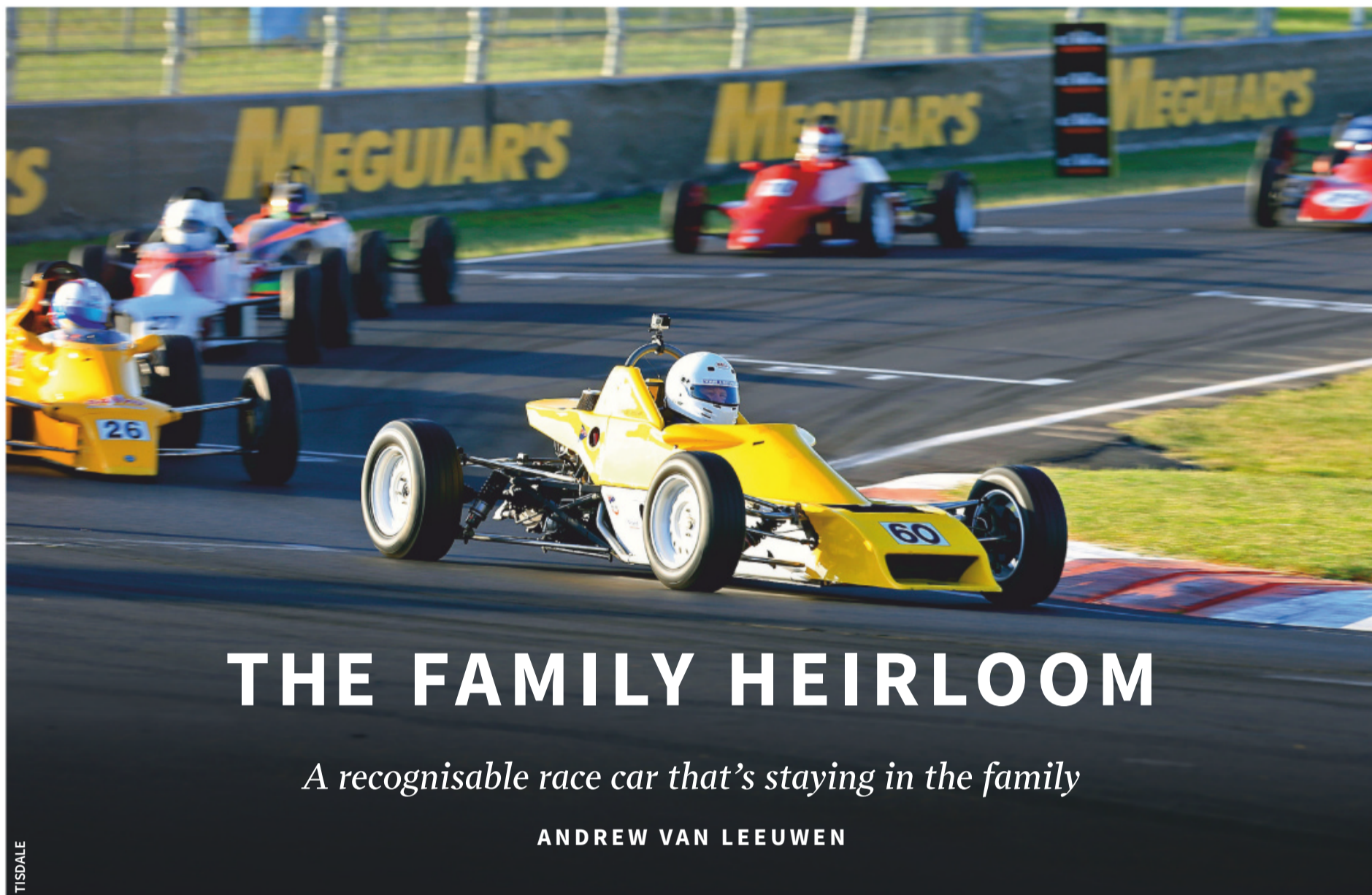
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## MY FIRST MOTORSPORT MEMORY



## THE FAMILY HEIRLOOM

*A recognisable race car that's staying in the family*

ANDREW VAN LEEUWEN

TISDALE

**M**ing vases, Persian rugs — classic examples of family heirlooms. For my family, however, our most precious heirloom is a bunch of welded tube metal that started life in a factory near Snetterton four decades ago.

It's a Van Diemen RF80 Formula Ford 1600, it's bright yellow, and it's one of the most recognisable racing cars in Western Australia.

Its chassis number is a mystery, simply because it arrived in Perth without a chassis plate. Over the years we've worked out that it's (probably) an ex-Marc Duez car, that was run by an English team in the Benelux series. Apparently chassis plates went missing a fair bit back then. Something about import taxes and border controls...

The RF80 hit Australian soil in 1983, starting its new life as a customer car run out of my old man's workshop.

He started racing it himself when its owner, a Perth-based English driver by the name of Steve Bottomley, moved to a new car for the 1986 season.

In the 36 years since the car arrived, you could easily count the seasons it didn't race on one hand. It may have turned more race laps at Wanneroo Raceway than any other car. I don't know that for an absolute fact, but it wouldn't be far wide of the mark. It's won state titles, it's raced in support events at the Australian Grand Prix in Adelaide, and this year my dad — still a handy steerer in his mid-sixties — took a class win in the old girl at Bathurst (above), of all places.

I grew up surrounded by motorsport, so pinpointing my earliest memory is difficult. But one thing I'll never forget is the first time I drove that car. It was late in 2000, and I was given a handful of laps at Wanneroo on a tuning day as a reward for getting good year 10 grades. I'd never even driven a kart, my need for speed



**“I WAS GIVEN A HANDFUL OF LAPS FOR GETTING GOOD GRADES”**

having, to that point, been satisfied by a 70cc Honda trike. The tired old RF80 engine was probably making 100 horsepower coming down the hill with the wind behind it. And it was the most thrilling thing I'd ever done.

By 2003 I was racing the car regularly at state-level Formula Ford events — complete with replica Giancarlo Fisichella Bieffe helmet — and in 2004 we splashed out on some new shocks and I won a surprisingly hard-fought pre-1990 state championship.

Motor racing titles don't get much less important, or less impressive. But being able to add my own little piece to the car's remarkable history is something that means a lot to me, even if nobody else cares. At least nobody that I don't share a surname with. ✨





**FROM THE ARCHIVE**

Stirling Moss shelters in the cockpit of his new Maserati 250F before the start of heat one of the 1954 *Daily Express* International Trophy at Silverstone.

Moss started the wet heat from third and finished there. He was running second in the final, behind the dominant Ferrari of Jose Froilan Gonzalez, when suspension problems forced him out.

Moss would also retire while running second at the British Grand Prix held two months later, but by season's end had done enough to secure a place in the Mercedes team for 1955.

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QUIZ



1) Who, what, where, when?

2) Who is this?

This charismatic charger made the best of a bad situation.

Having started on the stages, he followed a patriotic path early on in his career. His promise was rewarded with some outings alongside one of the best in the business in fast but fragile machines.

He was handed a way on to the back of the grid and, while he often failed to finish, his flourishes were enough to knit together a stronger package.

As a natural against the blowers he was in a different class, but when the playing field levelled he looked set for stardom. His hopes came crashing down, but he carried on regardless in a new home with a different national hero.

He was a genuine contender when it went briefly global, and became a star on the world stage before calling it a day to become part of cafe society.

3) On this day...

**A** It's Ian Scheckter's birthday. He entered 20 world championship F1 races in the 1970s, driving five different makes of car. Name them.

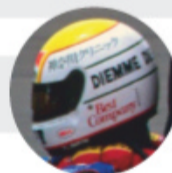
**B** Which track held its final world championship F1 race on this day in 1954?

**C** It's Max Wilson's birthday. He tested for two F1 teams, but which ones?

**D** Who started from his only IndyCar pole position on this day in the 2016 oval race at Pocono?

**E** Who claimed Ford's 200th British Touring Car Championship win (including class wins) on this day in 1993?

4) Name the helmet



**LAST WEEK'S ANSWERS** Who, what, where, when Sergio Perez, Campos-run Dallara, GP2 Asia Series, Losail, Qatar, February 2009. **Who is this?** Pedro Rodriguez. **On this day** A) Tommy Byrne. B) 1985 San Marino Grand Prix. C) Niki Lauda, Helmut Marko. D) Damon Hill. E) 1999 Las Vegas Motor Speedway. **Name the helmet** Hector Rebaque.



IN NEXT WEEK'S ISSUE

Who is the most powerful person in motorsport?

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- Europe's 300mph record breaker
- Ferrari team's Le Mans charge

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