

**F1** Russell thankful for halo after Belgian GP crash

# AUTOSPORT

BRITAIN'S BEST MOTORSPORT WEEKLY

3 SEPTEMBER 2020

## How Hamilton stepped up another level

Previous 'slump' sparks record run for Lewis at Spa

'It's about driving to perfection and chasing the Schumacher record'

TOTO WOLFF



'I feel better than ever'

LEWIS HAMILTON



**PLUS** Sutton's Scottish double sets up BTCC title duel

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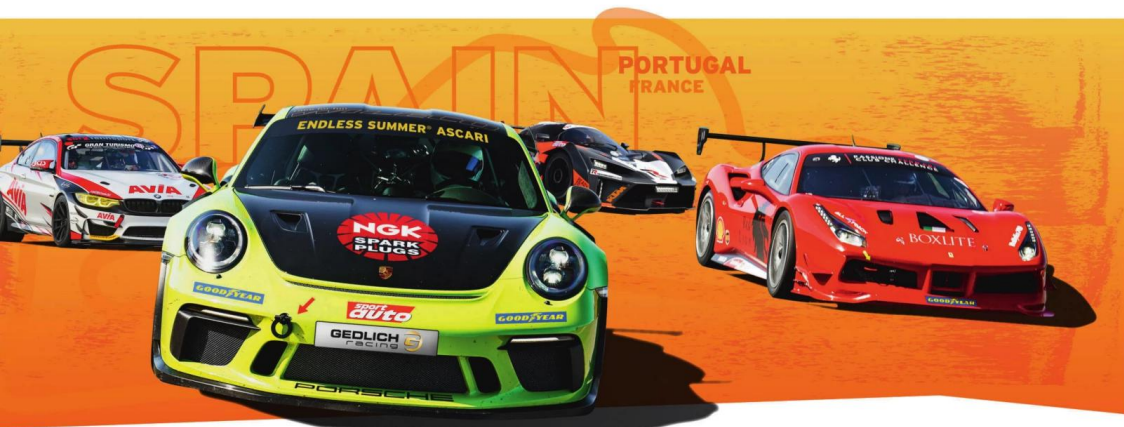
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23/24	JAN	AUTODROMO PORTIMÃO /P
25/26	JAN	AUTODROMO PORTIMÃO /P
30/31	JAN	ASCARI /E
02/03	FEB	CIRCUITO IBERIA 9KM /E
13/14	FEB	ASCARI /E
16/17	FEB	AUTODROMO PORTIMÃO /P
27/28	FEB	ASCARI /E
03/04	MAR	MOTORLAND ARAGÒN /E
(tba)	MAR	BARCELONA CATALUNYA /E
(tba)	MAR	CIRCUIT PAUL RICARD /F



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14/15 DEC 2020	Ascari/E
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16/17 FEB 2021	AUTODROMO PORTIMÃO/P
03/04 MAR 2021	MOTORLAND ARAGÒN/E

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# Hamilton addresses 2019 'weakness' to reach new heights

Rarely has a car-driver combination been as impressive as Lewis Hamilton and his Mercedes W11 were at Spa last Saturday. Hamilton's 93rd Formula 1 pole was outstanding not just because he was half a second quicker than team-mate Valtteri Bottas, but his sheer confidence and precision on high-speed corner entries was remarkable.

As Alex Kalinauckas shows on page 16, Hamilton identified a 'weakness' last year that he has addressed in 2020. The result was a dominant pole, averaging nearly 155mph, and a race performance that was only denied the 'grand slam' of pole, fastest lap, leading every lap and victory by Daniel Ricciardo's fantastic final tour.

The current Pirelli era means drivers often have to hold something in reserve in the races, something Max Verstappen complained about last weekend. But if Hamilton had the sort of rubber we saw during the Michelin-versus-Bridgestone era, then it's easy to imagine him letting rip and destroying the field in a similar way to some of Michael Schumacher's best performances of 2002 for Ferrari.

Hamilton is now 47 points ahead of Verstappen in the title race and surely only an unbelievable disaster can deny him matching Schuey's record of seven crowns this season. And victory this weekend at Monza, Ferrari's home ground, would move him to within just one success of Schumacher's 14-year-old F1 record of 91...



*Kevin Turner*

**Kevin Turner**  
Editor

kevin.turner@autosport.com

**NEXT WEEK  
10 SEPTEMBER**

**Italian GP**  
F1 action from Monza,  
as well as the return  
of the WRC



## COVER IMAGES

Charles Coates/Andy Hone/  
Motorsport Images

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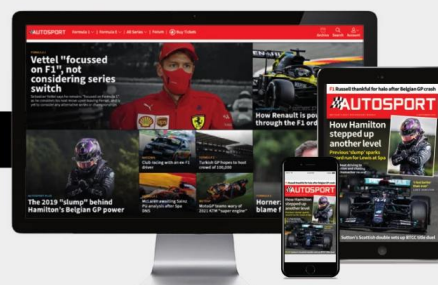
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Some people call it an oval, but the last time we had a maths lesson ovals didn't have 11 corners!

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IMAGES

## BAHRAIN OUTER LAYOUT TO RAMP

### FORMULA 1

Formula 1 will use the outer-loop layout of the Bahrain International Circuit for its second race of the 2020 world championship season at the track in December.

After confirming its final 17-race calendar for the 2020 season last week, F1 announced that the Sakhir Grand Prix – Bahrain's second race on 6 December – would run on the shorter outer loop. It will also be staged as a full night race, starting at a later time than the Bahrain Grand Prix's typical time slot.

The idea was first raised in May by F1 managing director of motorsports Ross Brawn, who wanted to create some more variation in the calendar and take advantage of the FIA Grade 1 status held by the alternative layouts in Bahrain. The outer loop is 2.202 miles long, meaning the race will last 87 laps. It has only previously been used for club racing and corporate events in Bahrain.

The configuration follows the current grand prix layout up to Turn 4, after which it turns left before a series of fast corners. The cars then rejoin the Grand Prix layout at the top of the hill leading onto the back straight before completing the lap as normal with the final right-hander.

F1 has not yet decided whether it will use two or three DRS zones for the race, but estimates the pole position time could be as low as 53.9 seconds, which would bring average speeds up to 147mph.

"We felt that there was something really quite different," said F1 chief technical officer Pat Symonds. "It's a very short lap time, it's a very high-speed circuit. It's a different sort of challenge. But we're pretty sure it's actually going to give quite an exciting race. We really want to provide the fans and the spectators with something different. We're looking at qualifying with two DRS zones at a 54.3s. If we have three DRS zones, that comes down to about a 53.9s."

### TEN FASTEST AVERAGE POLE POSITION SPEEDS AT F1 WOLD CHAMPIONSHIP VENUES

The outer-loop layout for the Bahrain circuit will produce seriously quick lap times, with the estimate of 53.9 seconds equating to 147.07mph. But that won't make it the quickest F1 circuit. Here are the 10 fastest average pole position speeds we've seen on F1 world championship venues since 1950...

	VENUE	SPEED	YEAR	DRIVER (CAR)
1	Monza	163.79mph	2018	Kimi Raikkonen (Ferrari)
2	Silverstone	160.92mph	1985	Keke Rosberg (Williams-Honda)
3	Osterreichring/Red Bull Ring	159.46mph	1987	Nelson Piquet (Williams-Honda)
4	Hockenheim	156.72mph	1991	Nigel Mansell (Williams-Renault)
5	Spa	154.74mph	2020	Lewis Hamilton (Mercedes)
6	Suzuka	149.20mph	2019	Sebastian Vettel (Ferrari)
7	Paul Ricard	147.96mph	2019	Lewis Hamilton (Mercedes)
8	Avus	147.47mph	1959	Tony Brooks (Ferrari)
9	Melbourne	147.39mph	2019	Lewis Hamilton (Mercedes)
10	Kyalami	147.20mph	1985	Nigel Mansell (Williams-Honda)



## REMAINING 2020 F1 DATES

DATE	RACE
6 September	Italian GP (Monza)
13 September	Tuscan GP (Mugello)
27 September	Russian GP (Sochi)
11 October	Eifel GP (Nurburgring)
25 October	Portuguese GP (Algarve)
1 November	Emilia-Romagna GP (Imola)
15 November	Turkish GP (Istanbul Park)
29 November	Bahrain GP (Sakhir)
6 December	Sakhir GP (Sakhir)
13 December	Abu Dhabi GP (Yas Marina)

# UP SPEEDS

Brawn told Autosport that F1 could not pass up on the opportunity to bring some more variation to the 2020 calendar by using one of the alternative Bahrain layouts. "It would have been easier to do nothing new," he said. "But we felt strongly that we had the track and the opportunity to do this. Ultimately we are here for the fans and to put on a great spectacle. We believe a different layout one week after the first race is an exciting thing for our fans, and will add extra intrigue ahead of the race."

Brawn initially called the layout in Bahrain an "almost oval" and, although most have been quick to dismiss that comparison, Renault's Daniel Ricciardo felt it was the closest thing F1 would get to oval racing.

"I grew up a NASCAR fan so I'm pretty excited," said Ricciardo. "It's probably the closest thing we'll get to running an oval unless we head back to Indy. I think it's cool that they are changing it up. To go to the same track two weekends in a row, it can sometimes be a little bit monotonous. So I'm pretty happy they've changed it up. Whether it's a better track or not, we'll soon find out. But I think it's a good decision."

Haas driver Romain Grosjean said he was "not fully convinced", predicting the short lap could cause chaos in qualifying as drivers try to find a gap for a flying lap.

"I don't know how we are going to do in qualifying," said Grosjean. "We made a calculation – if you want to evenly space every car on track, it's 175 metres between each car. It's not going to work. For us the fun is really the corners and there aren't that many. So if you ask me I would have much preferred to have one race on the normal circuit in the day, at 2pm when it's really warm."

**LUKE SMITH**



## Tsunoda to get first F1 test with AlphaTauri

### FORMULA 1

Japanese Formula 2 sensation Yuki Tsunoda is set to get his first Formula 1 test with AlphaTauri at the end-of-year young-driver session in Abu Dhabi.

The Honda and Red Bull-backed 20-year-old scored the second win of his rookie F2 season at Spa last Saturday, putting him into contention for the title and an F1 superlicence. That would put Tsunoda into contention for a seat with AlphaTauri in the future as the latest graduate of Red Bull's junior programme.

AlphaTauri team boss Franz Tost confirmed that plans are in place to test Tsunoda in December. "I'm not only impressed with his driving in F2, I was impressed with him last year in F3 as well and the years before," he said. "He is a high-skilled driver and he has all the ingredients together to become a successful F1 driver. For sure, he will test for us in Abu Dhabi at the young-driver test."

Tsunoda only arrived in Europe in 2019, when he raced in FIA F3 as reigning Japanese F4 champion.

**LUKE SMITH**

## Injured Correa aims for F2 race return in 2021

### FORMULA 2

Juan Manuel Correa is eyeing a Formula 2 return in 2021 after making good progress in his recovery from injuries following the tragic Spa race last year.

Correa sustained severe injuries to his lungs and right leg in the F2 accident that claimed the life of Anthoine Hubert.

The Ecuadorian-American was a guest for the Belgian GP last weekend, commemorating the first anniversary of

Hubert's death. He revealed that his recovery is going "quite well", giving him hope of making a return to competition in F2 in 2021.

"I'm actually looking for a comeback next year, so earlier than we thought initially, but it's looking good," said Correa.

"I have still quite a few surgeries left to go, but the whole metal [frame] around my leg should be gone by the end of this year, which means I can jump in a car maybe as early as December."

**LUKE SMITH**

## Tandy set for Le Mans prototype return in link-up with Jarvis

PORSCHÉ/JUERGEN TAP



### LE MANS 24 HOURS

Le Mans 24 Hours 2015 winner Nick Tandy is on course to end a three-year absence from the prototype ranks at the French enduro later this month. The Brit is set to drive an LMP2 ORECA run under the G-Drive banner as part of a line-up including former LMP1 sparring partner Oliver Jarvis.

Tandy, who has been out of prototypes since Porsche axed its LMP1 programme in 2017, became available when the German manufacturer opted to can its two GTE Pro entries from the CORE-run factory team

from the IMSA SportsCar Championship. Russian entrant G-Drive has now stepped in after putting together a late entry for an ORECA-Gibson 07 to be run by Algarve Pro.

An eighth Le Mans participation for Tandy has yet to be signed off, however. He stressed that he still has “a couple of calendar-related issues” to overcome before he is confirmed alongside Jarvis and Ryan Cullen.

“I know the Cullens from Formula Ford days when they were racing against us [the family JTR team] at Jamun,” he said. “When they saw that I wasn’t going to be doing the race with Porsche, I was asked if I’d be up

for doing it with Ryan. Driving a prototype around Le Mans, what’s not to like?”

Former Audi LMP1 driver Jarvis believes the line-up G-Drive and Algarve Pro have put together has class-winning potential. “I only wanted to go back to Le Mans in a competitive car and LMP2 is so strong this year,” he said. “But with Nick and Ryan, I think we have a top line-up.”

Algarve boss Stewart Cox revealed that he had been working to put together a Le Mans entry with G-Drive since they sealed the Asian Le Mans Series title in February.

**GARY WATKINS**

## Vips makes surprise F2 debut after travel drama

### F2/SUPER FORMULA

Red Bull Junior Juri Vips has been drafted into the DAMS team to replace the injured Sean Gelael for three Formula 2 rounds, after travel restrictions in the wake of the COVID-19 crisis left him unable to enter Japan for his intended Super Formula campaign.

Gelael sustained a broken D4 vertebra in a jolt on a kerb in the previous round

at Barcelona, and the suddenly available Vips was called up to join Dan Ticktum at DAMS for last weekend’s Spa round, plus the upcoming events at Monza and Mugello.

Vips (right) started from the rear at Spa as the car went into safety mode in qualifying before he could set a time, while he stalled on the green-flag lap for the sprint race and had to start from the pits, but he showed

impressive speed on his F2 debut on his way to 11th position in both races. He was among the top three fastest laps in each.

Vips’s seat at Team Mugen for last weekend’s Motegi Super Formula opener was taken by ex-Formula Renault Eurocup star and Asian F3/Carrera Cup Japan champion Ukyo Sasahara. Coincidentally, he also finished 11th on his unexpected SF debut.



DUTCHPHOTOAGENCY/REDBULLCONTENTPOOL



**INDYCAR** Triple Indianapolis 500 winner and four-time IndyCar Series champion Dario Franchitti returned to the cockpit of a top-flight US open-wheel car at last weekend's Gateway double header. Well, OK, it was an expanded cockpit because it was the two-seater machine slightly inaccurately proclaimed as Honda's 'Fastest Seat in Sports'. US racing royalty Mario Andretti usually carries out the pre-race duty. **Photograph by Abbott/Motorsport Images**

## IN THE HEADLINES

### 24 HOURS, ONE AUER

DTM race winner Lucas Auer will make his Nurburgring 24 Hours debut later this month with the Rowe Racing BMW squad. The Austrian, who joined BMW for this season's DTM after a year racing in Japan, will drive one of two factory-supported M6 GT3s fielded by the German squad in the race on 26-27 September alongside Philipp Eng, Marco Wittmann and Stef Dusseldorp.

### AUDI TOP ON NORDSCHLEIFE

Audi took a 1-2 in last Saturday's NLS round on the Nordschleife as preparations build for the Nurburgring 24 Hours. The Land Motorsport car of Christopher Mies, Kelvin van der Linde and Mattia Drudi headed home the Car Collection R8 of Mirko Bortolotti, Christopher Haase, Markus Winkelhock and Robin Frijns after both hunted down the fuel-saving Luca Ludwig's Ferrari late on. Alexander Sims and Nick Yelloly shared the Rowe BMW to fifth with Philipp Eng and Nicky Catsburg.

### LOEB BACK IN FOR TURKEY

Nine-time World Rally champion Sebastien Loeb will return to the Hyundai line-up for the first time since January's Monte Carlo Rally on Rally Turkey this month. The Frenchman will join Ott Tanak and Thierry Neuville on the 18-20 September event. He relinquished the seat to Craig Breen in Sweden and Dani Sordo in Mexico.

### RALLY GERMANY IS OFF

October's Rally Germany is the latest event to be culled from the 2020 World Rally Championship calendar, due to ongoing regional government restrictions that prohibit mass gatherings of more than 350 people. Meanwhile, the Sardinia-based Rally Italy has been brought forward to 8-11 October so it does not clash with the F1 grand prix at Imola.

### VERNAVY IN AN ALFA

Former Indy Lights champion, Le Mans 24 Hours class winner and TCR International title winner Jean-Karl Vernay has been snapped up by the Romeo Ferraris Alfa Romeo team to drive its Giulietta TCR in this season's World Touring Car Cup. The series has switched the venue of its opening round of 12-13 September from Salzburgring to Zolder after the Austrian track opted not to run it.

## Magnussen Sr back in 24 Hours

### LE MANS 24 HOURS

Sportscar star Jan Magnussen will be back at the Le Mans 24 Hours for what will be his 21st participation in the French endurance later this month. The Dane has received a last-minute call-up to join the British JMW Motorsport Ferrari squad in GTE Am for the French endurance on 19-20 September.

Magnussen, father of Haas F1 racer Kevin, was dropped from the full Corvette Racing line-up for this season and then saw a potential drive with the High Class Racing LMP2 squad fall out of bed. But he will continue a run of Le Mans appearances dating back to 1999, encompassing a non-start in 2015, after being called up to

drive JMW's Ferrari 488 GTE Evo alongside Americans Richard Heistand and Max Root.

"I got a call from Christian Kuhn, who looks after one of the drivers [Root], asking if I could help him out by doing Le Mans with them," explained Magnussen. "My reply was, 'hell, yes'. The two other drivers are both new to Le Mans, so they need someone who can guide them."

Magnussen revealed that he is unlikely to get a chance to test the Ferrari (below) ahead of the start of practice on the Thursday of Le Mans week. "There may be the chance of a shakedown, but certainly not a proper test," he said. "I've been sent the manual and it's 53 pages, so I've got a lot of homework."

**GARY WATKINS**





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# FEWTRELL OUT AS SCHUMACHER JOINS CARLIN

## FORMULA 3

A raft of driver changes for last weekend's FIA Formula 3 Championship round at Spa left Renault F1 Junior Max Fewtrell on the sidelines and David Schumacher – son of multiple F1 race winner Ralf – landing a seat at Carlin for the remainder of the 2020 campaign.

Fewtrell (below), the 2018 Formula Renault Eurocup champion, was expected to be a leading contender with Hitech GP this season following a strong rookie campaign with ART Grand Prix. But he scored just two points finishes in the opening 12 races as team-mate Liam Lawson took two victories.

“For whatever reason it hasn't worked out,” said Fewtrell's manager Harry Soden. “We're evaluating options. There's no fallout [with Hitech] or anything like that. It's all amicable.”

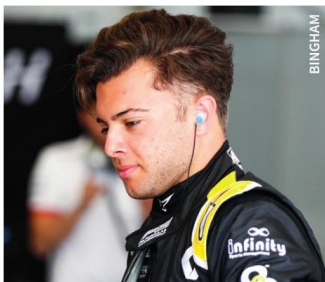
Fewtrell was replaced for Spa by French Formula Regional racer Pierre-Louis Chovet.

Schumacher, meanwhile, has joined Carlin to replace Ben Barnicoat in the seat initially occupied by Enaam Ahmed. He started the season with Charouz Racing System, but had failed to get on the points scoreboard.

Schumacher's old seat at Spa was occupied at Spa by promising Russian Formula Renault talent Mikhail Belov.

The other change was at Campos Racing. Sophia Florsch skipped Spa for her European Le Mans Series debut at Paul Ricard in the Richard Mille Racing LMP2 ORECA, and Euroformula Open frontrunner Andreas Estner made his FIA F3 return in her Campos Racing berth.

## MARCUS SIMMONS



BINGHAM



# United invincible as LM24 looms

## EUROPEAN LE MANS SERIES

The British United Autosports team is on a roll as the Le Mans 24 Hours looms later this month. Victory last weekend for Filipe Albuquerque and Phil Hanson in the European Le Mans Series round at Paul Ricard extended a winning streak in LMP2 for the British squad that now encompasses hat-tricks in both the ELMS (three out of three so far in 2020) and the current World Endurance Championship campaign stretching back to Bahrain last December.

Albuquerque and Hanson followed up on victory in round two at Spa earlier in August aboard their ORECA-Gibson 07 (above). Hanson led initially on a wet track before dropping outside the top 10 after a switch to slicks. A safety car with just over 60 minutes of the four-hour race to go allowed Albuquerque back into contention.

The Portuguese charged down a deficit of just under 10s to Jean-Eric Vergne aboard the G-Drive ORECA after his final pitstop with 30 minutes left. He took the

lead with just over four laps to go.

The G-Drive car Vergne shared with Roman Rusinov and Mikkel Jensen ended up a shade under three seconds behind at the end of a race billed as the Le Castellet 240. The Graff ORECA of Thomas Laurent, James Allen and Alexandre Cougnaud was a further nine seconds back in third.

The Swiss Realteam Racing squad took LMP3 honours with the Ligier-Nissan JSP320 driven Esteban Garcia and David Droux, while Matt Griffin, Aaron Scott and Duncan Cameron triumphed in GTE in their Spirit of Race Ferrari (below).

Audi factory driver Loic Duval ended up on his roof on the entry of the Le Beausset right-hander with an hour of the race left to run. His Algarve Pro Racing ORECA was tipped over when it was tagged by Vincent Capillaire's Graff LMP3 Ligier as it avoided a stationary car.

## GARY WATKINS

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# F1 ITALIAN GRAND PRIX PREVIEW

LENGTH 3.600 miles NUMBER OF LAPS 53

**Italian Grand Prix**  
Autodromo Nazionale Monza  
6th September 2020

**2019 POLE POSITION**  
Charles Leclerc 1m19.307s

**POLE LAP RECORD**  
Kimi Raikkonen 1m19.119s (2018)

**RACE LAP RECORD**  
Rubens Barrichello 1m21.046s (2004)

## UK START TIMES

**Friday 4 September**

FP1 1000  
FP2 1400

**Saturday 5 September**

FP3 1100  
QUALIFYING 1400

**Sunday 6 September**

RACE 1410

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## CHAMPIONSHIP

Drivers		Constructors	
1	Hamilton.....157	1	Mercedes.....264
2	Verstappen.....110	2	Red Bull.....158
3	Bottas.....107	3	McLaren.....68
4	Albon.....48	4	Racing Point.....66
5	Leclerc.....45	5	Ferrari.....61



## RACE STATS

**Previous winners**

2019	Charles Leclerc	Ferrari
2018	Lewis Hamilton	Mercedes
2017	Lewis Hamilton	Mercedes
2016	Nico Rosberg	Mercedes
2015	Lewis Hamilton	Mercedes
2014	Lewis Hamilton	Mercedes
2013	Sebastian Vettel	Red Bull
2012	Lewis Hamilton	McLaren
2011	Sebastian Vettel	Red Bull
2010	Fernando Alonso	Ferrari

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Berger was sixth in ATS-BMW in 1984, his second grand prix

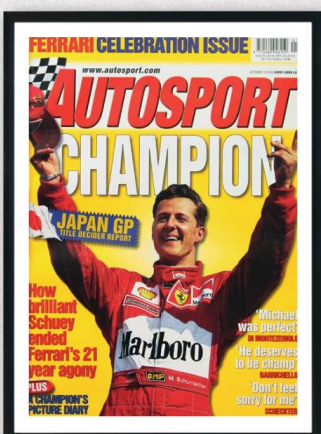
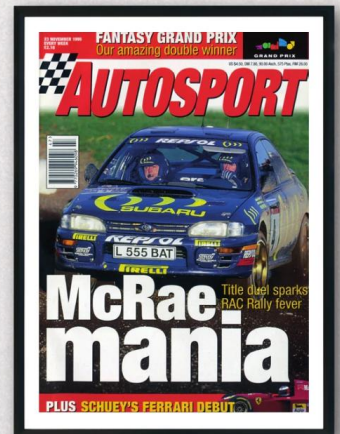
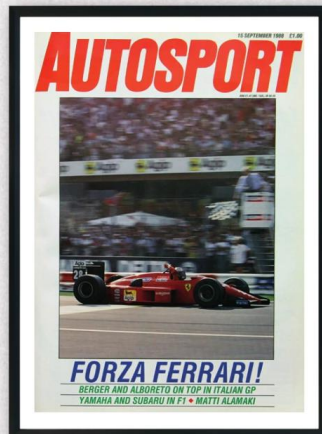
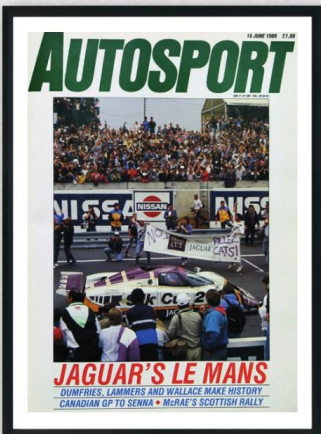
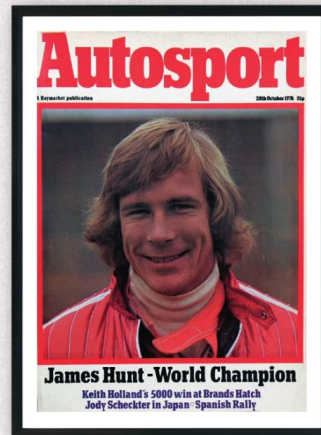
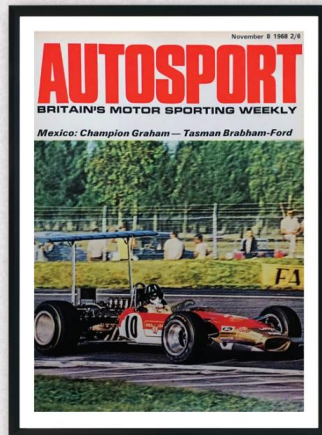
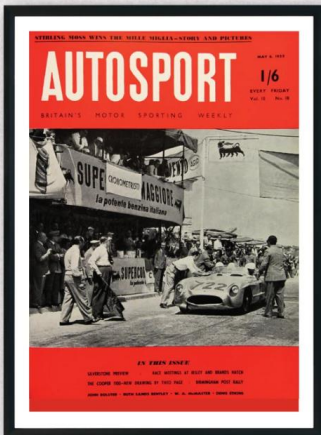
**Monza masters**

Top 10 points scorers for grands prix at Monza. All races converted to current points system.

M Schumacher	229
L Hamilton	202
S Vettel	159
R Barrichello	155
K Raikkonen	145
F Alonso	144
G Berger	136
N Piquet	118
A Prost	109
N Lauda	108

# Autosport 70

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# Hamilton's two great legacies

*The world champion is carving out his place in motorsport history, and with his extraordinary success he becomes a source of inspiration*

ALEX KALINAUCKAS

**T**he 2020 Belgian Grand Prix will not go down as the most memorable event that has taken place on the 4.35 miles of the Spa-Francorchamps circuit. And yet, across the weekend in the Ardennes, there were several important moments that established where the race would be won, and which were also an essential part of the impact and legacy that one of Formula 1's greats is creating.

Even though his career is not yet over, Lewis Hamilton will go down as one of the best drivers F1 has ever had – if not *the* best. On statistics alone, which will surely become even more relevant in the coming weeks as he closes on Michael Schumacher's all-time wins record, he has made his mark on history.

Few great things happen in isolation. The vast majority are the product of dedication and effort, which lead to sweeter rewards. And so, we can consider certain elements from Hamilton's 89th F1 triumph in the context of his life and career and how they will shape what he will leave behind when it ends. For a start, that was another virtuoso performance. Hamilton didn't quite seem to hit the heights that he did two weeks previously in Spain – where he spoke of being in a rare “perfect zone”. Whatever was behind that, Hamilton was brilliant in qualifying and the race. Bottas and Max Verstappen were good too – just not *quite* at the same level.

Verstappen reckoned he spent 38 laps “managing” his tyres and Hamilton agreed he had basically done the same. And here's the

## “Not a Mercedes or Hamilton fan? Fine, but what they have achieved must be respected”

first element of Hamilton's F1 legacy. No matter what happens when the new-look cars finally arrive in 2022, Hamilton will go down as the ultimate master of the Pirelli era. His race on Sunday was not 44 laps pushing flatout all the way – as he acknowledges he would prefer. He got through the start and then did just enough to comfortably defeat Bottas. To push harder would have damaged his rubber and threatened victory. But as he said afterwards: “People need to hopefully understand that this isn't our fault [as drivers]”.

This is the point. To use a mantra from another sport, cricketers can only play the ball in front of them – they simply must make the right choice to succeed. And that's what Hamilton has done. He's understood how to get the various McLaren and Mercedes cars working with the fragile rubber and execute races to devastating effect. Devastating to his opposition and, sadly, to some F1 fans.

No, the Belgian GP wasn't a classic, but surely some solace can be found in watching a master at work. As a snapshot of the era, his 93rd F1 career pole lap essentially sums up the quality and shocking pace and grip of the Mercedes cars, and how brilliant Hamilton is at riding them to success. Bottas was 0.511 seconds back, very nearly overhauled by Verstappen.

That was the second element on display at Spa last weekend – how the Mercedes machine that Hamilton has helped create is geared for an onslaught of success. It's never-ending because it's designed to be. Hamilton is just two race wins from Schumacher's 91 total. If he continues his latest streak he will equal that at Mugello – where Ferrari, the team at which Schumacher brought so much joy, will be celebrating its 100th world championship GP. It seems ever more likely that he will equal the German on seven world titles come the end of this most unusual of campaigns.

So, not just a great in a subjective sense, but a great in the indisputable realm of statistics. Metronomic success is frustrating for many, and that's understandable. But some of the attitude – and plain dislike – directed towards Hamilton is not. Not a Mercedes or Hamilton fan? Fine, but what they have achieved must be respected. Tribalism, in all its forms, is exhausting.

This is where the other element of his legacy comes in when considering the Spa weekend. He has spent much of the latter part of his career discussing his attempts to improve his knowledge on matters such as the environment or the impact of our food choices. His critics label this as hypocrisy when, given the enormous reach of his platforms, surely it would be worse to say nothing at all...

In 2020, as one of the world's most successful black sportspeople, he is a high-profile leader in the push for racial equality as part of the Black Lives Matter movement. Again, this has been met with depressing requests to “keep sport and politics separate”, when we are considering a driver who has experienced racism within the very sport he competes in.

But where this commendable drive came into its own at Spa concerned Hamilton's reaction to the death of *Black Panther* actor Chadwick Boseman. “I can imagine a young kid looking up and seeing that it's possible to be a superhero now,” he said of his own reaction to the 2018 film. “A young black kid. I think his legacy will always live on.”

In Hamilton, motorsport has its own trailblazer for inspiring people of similar backgrounds to his own. He is currently F1's only black driver, and hopefully there are black and ethnic minority fans today who are gaining their own inspiration or getting interested in motor racing as a result of his success. This will be a key part of his legacy and is something to be celebrated. ✨

P16 BELGIAN GP REPORT



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# YOUR SAY

*These are all fine drivers, but they've had their time, they've had good careers and many potential stars are being deprived of an opportunity*

MARK BENNETT

### Time to step aside and give others a chance

It's probably too late to take issue with the suggestion that Kimi Raikkonen should have yet another year in F1 (*it's an evergreen debate – ed*). Then again I was dismayed to hear that Fernando Alonso was coming back and that Sebastian Vettel would get a drive at Racing Point. These are all fine drivers, but they've had their time, they've had good careers and many potential stars are being deprived of an opportunity.

I also agree with the opinion that world champions' sons have an unfair advantage over their competitors. The media will not rest until Schumacher Jr is in a Ferrari.

**Mark Bennett**  
Hereford

### Fingers crossed Ferrari builds a Hypercar

If, and it's a big if, Ferrari decides to build a car to Le Mans

Hypercar regulations (Pit+Paddock, 20 August), this would in my opinion prompt other manufacturers to build cars to these rules. Taking on Ferrari, with all its history, provides kudos to other manufacturers, as the profile of the championship would be that much higher.

With most of the sportscar racing series in a state of flux, Ferrari announcing a push for outright success at Le Mans in the top division would give a shot in the arm for the rulemakers.

**Michael Skeet**  
Lordswood, Southampton

### Wheels of fortune

The unluckiest driver at Spa? George Russell. The most fortunate driver at Spa? George Russell.

**Graeme Innes-Johnstone**  
Elland, West Yorks

## PICTURE OF THE WEEK

Pierre Gasly lays flowers at Spa in memory of Anthoine Hubert. He then honoured his friend with an excellent drive to eighth place in the Belgian Grand Prix



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# INSPIRED HAMILTON IS SUPERB AT SPA

*The foundations laid by a phenomenal pole lap set the Mercedes star on the path to a dominant victory at the classic track*

ALEX KALINAUCKAS

PHOTOGRAPHY  **motorsport  
IMAGES**





SUTTON

It's strange to think that the 2020 Belgian Grand Prix produced only the second Mercedes 1-2 of the Formula 1 season so far, given how fast the W11 challenger is and how dominant the team's position has looked at times.

In previous events, Mercedes has lost the maximum result to poor starts (for Valtteri Bottas), to penalties (for Lewis Hamilton), and of course to the famous rubber-strewn ending to the first race at Silverstone.

This time, though, nothing got in its way, and in the intra-team battle of the Black Arrows it was Hamilton who again emerged triumphant. But there was something familiar about this weekend, which perhaps explained why Hamilton was so noticeably downbeat to have lost pole to Bottas at Silverstone's 70th Anniversary GP in early August.

Hamilton's Spa pole lap was simply majestic. Whatever he asked of the W11 it did, and it was such an engaging piece of faultless, energetic driving. The result was his fifth pole of the season, which means he's matched his total from 21 races in 2019 in the opening seven of 2020. And that number is an important one to Hamilton.

Since Mercedes became F1's powerhouse squad in 2014, Hamilton's pole tally each season before 2019 is: seven (team-mate Nico Rosberg bested him on 11 in 2014), 11, 12, 11 and 11. But last year he was down to five – level with Bottas and two behind Charles Leclerc (who was

earning qualifying results Ferrari can only dream of in 2020).

"I was definitely underperforming in qualifying, which is usually a strength of mine," Hamilton explained after the race. "It was really about understanding these tyres and how I utilised them with my driving style. For this year, I've had to make a couple of adjustments and on top of that, with this car, they seem to work quite well. So now I'm back to being able to produce qualifying laps that I was able to do before last year, and on a more consistent basis.

"I mean last year was one of my best years, if not *the* best. But qualifying was all of a sudden... I had a bit of a slump."

And so, alarmed by an unexpected weakness in a game that had produced six world titles, Hamilton has gone about his business of ironing out that crease. He wants to right what he clearly sees as a wrong from 2019 and up his pole tally. There's no power-potent Ferrari to worry about this time, and Red Bull hasn't scored more than two poles in a year since 2013, so besting Bottas in qualifying is now Hamilton's significant target when it comes to perfecting a weekend.

He was magnanimous in defeat against the clock at the season opener in Austria, but since then he has only been headed by his team-mate once – that second event at Silverstone. In the post-qualifying press conference there, Hamilton had appeared visibly disappointed. Perhaps it was the loss of another precious pole.

He feels key work "in the background" – on the simulator and



Hamilton's slightly less than perfect start helped him maintain position

with the set-up, which must be done carefully to avoid impacting his race performances as “it’s a fine line” – has made the difference.

Then there’s the power of motivation when it comes to clinching those last extra performance pieces that make the difference between a good and a great lap.

It has been clear since the delayed season got under way that Hamilton is determined to make this championship count, given his ongoing push for racial equality as part of the Black Lives Matter movement. But at Spa last weekend he had extra motivation, which was intrinsically linked with Hamilton’s race and background, and that spurred him on to his 93rd F1 career pole.

“When I woke up and I got the news [about the death of actor Chadwick Boseman, who most famously portrayed the superhero Black Panther, an inspiration to Hamilton] from a friend who said, ‘I’m crying writing this message to you about Chad’, and then reading the news I just broke down. I remember just trying to pull it together and make sure I delivered on that day.

**“HE HAS HAD THE UPPER HAND THIS YEAR IN QUALIFYING, WHICH HONESTLY PISSES ME OFF”**

“Of course, you don’t know if you’re going to be able to deliver laps, you don’t know if you’re going to be distracted, but when you find purpose, when you know what you’re going for, what your target is – will, I think, can get you quite far.”

And so, Hamilton clinched pole by 0.511 seconds, with a new Spa qualifying record. Target smashed to pieces. Bottas, who has seemingly noticed his team-mate’s determination in qualifying, was on the back foot.

“As you look at the numbers,” Bottas later lamented, “he has had the upper hand this year in qualifying, which honestly pisses me off. But of course I’m trying and I do enjoy the challenge.”

It may also seem strange to focus so much of a race report on qualifying, but the order of who would head the grid is absolutely key to the outcome of this event. So many times in recent years – even going back to the 2009 Belgian GP – has a car, often a Ferrari, capitalised on the race leader having to punch a hole through the air on the run up the Kemmel straight and slipstreamed to a vital advantage.

Arguably, leading off the line and through La Source and Eau Rouge leaves the leader exposed on the blast beyond Raidillon and the straight ahead. And this was clearly weighing on Hamilton as he called the start at Spa “very stressful”.

Perhaps this was why he made a fractionally worse getaway than his team-mate when the lights went out, although, arguably, the >>



Giovinazzi's Alfa Romeo careers into the path of Russell's Williams

better launch meant Bottas was obliged to take to the outside and could not have a dive to the inside of the race-opening hairpin. Whatever, the next few metres were crucial to the race result.

Here, Hamilton "had a big snap out of Turn 1 and Valtteri was all over me". He also had to cope with the resulting wheelspin alongside a derating gearshift, which meant Bottas was indeed practically attached to his gearbox as they sped downhill towards Eau Rouge. But the leader reckoned that utter lack of a gap – which stemmed from what he called, harshly, a "mistake" – actually turned out to be a key advantage.

When the two Mercedes popped out onto the Kimmel straight, Bottas had dropped back from Hamilton's rear, and by the end of the long blast up to Les Combes he was actually more under pressure from Max Verstappen's pursuing Red Bull. The reason was that the absence of space between the Mercedes pair meant Bottas had had to back off to avoid a collision.

"I actually had to lift not to run into the back of him," he explained. "I tried to leave a bit of a gap to get good momentum off the tow, but today I was surprised how small the tow effect was."

The reason for this was that although the wind did not blow any hoped-for rain towards Spa, which would surely have enlivened what was a pretty tedious race overall, the direction it came from was crucial. Unlike in previous years, it was boosting the pack with a tailwind into Les Combes, which gave Hamilton another advantage and reduced the impact of the tow.

By the end of the first lap, Hamilton had a 1.416s lead over Bottas, which he marshalled carefully over the first stint. But like in the British GP three events ago, a spectacular accident changed the length of that opening stint and created the nature of the rest of the race. The crucial difference is that, while at Silverstone the extended second stint led to the dramatic tyre blowouts, at Spa it caused the leaders to drive conservatively in the closing stages with those tyre failures firmly in mind.

On lap 10, Antonio Giovinazzi lost control of the rear of his Alfa

## "I HAD TO LIFT NOT TO RUN INTO THE BACK OF HIM. I WAS SURPRISED HOW SMALL THE TOW EFFECT WAS"

Romeo accelerating out of Fagnes, as he chased Sebastian Vettel's Ferrari. The snap of oversteer caused Giovinazzi to wrestle the wheel in the opposite direction, and when the car came around it speared to the right and into the barriers. The C39 then rebounded across the track, and a ripped-off rear wheel bounced into the path of George Russell and smashed his right-front suspension. Both cars ended up in the barriers on the left-hand side of the circuit, and the safety car was called out so they could be recovered and the debris cleared.

Hamilton had pulled out a 1.848s advantage by the start of lap 10 and Verstappen was 5.716s off the lead at this stage, frustrated with the grip he was getting from the medium tyres on which he and the Mercedes duo had qualified. Bottas had also briefly sounded annoyed that he could not use an overtake engine setting to attack his team-mate, but Mercedes team boss Toto Wolff put this down to a "miscommunication between him and some of the guys".

The safety car presented Red Bull with a chance as Mercedes had to double-stack its cars when they were duly called in, which meant Verstappen very nearly beat Bottas back out once the top three had moved onto the hard tyres.

The race restarted ahead of lap 15, which offered another moment of danger for Hamilton. But he was able to get the jump on Bottas when he stepped on the gas coming towards the final corners and stormed clear of the threat on the Kimmel straight, again thanks to the tailwind.

"Controlling at the front and trying to build the gap on the restart to the car behind, because that's another opportunity for them to slipstream you, is not easy," explained Hamilton.



This angle of the wrecked Alfa, with wheels in situ, flatters to deceive



Russell said the halo made him feel much safer (see page 25)

By the end of the 15th lap, he had restored his lead to 1.189s and the race settled down. It would either be a one-stop run to the flag, or the tyres would give up and the leaders would be forced to come in again. But although the wind again failed to bring any rain, it did push some cloud cover over Spa that brought the track temperature down over the race's second half.

Initially in this period, it looked as if Verstappen might be able to make a race of it – at least with Bottas. For the next 11 laps he stayed around 1.5-1.9s adrift of the second Mercedes – a constant potential threat. But on laps 26 and 27, with Hamilton doing so first, the Mercedes briefly lifted their pace into the 1m47s, which Verstappen just couldn't match. He then lapped in the mid-high 1m48s, while Bottas stayed in the low-mid range of that bracket.

That meant Bottas's advantage grew to 6.539s by the end of lap 40, whereafter the two Mercedes joined Verstappen in the 1m49s and they all got slower to the flag, with the Dutchman frustrated at being held back by a long period of tyre management to get the >>



For a spell it looked as if Verstappen might be able to make a race of it

## QUALIFYING

Hamilton qualified more than half a second ahead of his team-mate



A year ago at the Belgian Grand Prix it was Charles Leclerc and Ferrari celebrating a dominant pole position. Last weekend at Spa, Lewis Hamilton put in a pole position lap for the ages, while Ferrari floundered.

Ahead of the expected start date for the 2020 Formula 1 season, the drivers had spoken of the latest machines being the fastest ever. And the impressive downforce levels now being generated led to a sensational display in the Ardennes.

After negotiating the first stages of qualifying with ease – he topped Q1 and Q2 and got through the latter on the medium tyre, as did Valtteri Bottas and Max Verstappen – Hamilton headed the top 10 runners taking to the track to set their opening Q3 times. His first lap, which he called “great and I thought it was pretty much a perfect lap”, was a 1m41.451s. After a lock-up and slide at the first corner, Bottas had 0.578s to make up. But Hamilton wasn't done.

The result was a 1m41.252s and Hamilton's sixth pole at Spa. But it was the manner of his driving, and how the Mercedes W11 responded to his touch, that stood out. Time after time, Hamilton swept the steering wheel just once at turn-in and the car obeyed instantly – agile at every attempt. Watching Hamilton fly flat, committed, through Pouhon and then shift up on the exit was truly impressive. The drivers love Spa, and the W11, engineered to have extra downforce at the cost of a few tenths in the first and third sectors so it could be unleashed in the long middle segment, seemed to love it too.

“[It's] a phenomenal feeling driving around this track, because it's incredible how fast it's become,” said Hamilton, who averaged nearly 155mph on his pole lap.

Bottas improved on his second run, but Hamilton's gains meant he wound up 0.511s adrift. Verstappen was third, just 0.015s slower than Bottas and with the smallest gap to pole that Red Bull has had so far this season.

**“IT'S A PHENOMENAL FEELING. IT'S INCREDIBLE HOW FAST THIS TRACK HAS BECOME”**

A long way behind came Ferrari pair Leclerc and Sebastian Vettel – 13th and 14th, just in front of Williams's George Russell, who made it out of Q1 for a fifth time in 2020. Leclerc was nearly half a second slower than he was last year...

“We are still very unhappy with the starting point of how the car was working [in practice] with regards to tyres, car balance and driver balance,” said Ferrari sporting director Laurent Mekies. “And luckily we got that back but we certainly lost time in the meantime, trying to get it sorted. We need to find the core reason of why that happened.”



## TRACKSIDE VIEW

Autosport's 'trackside' observations so far in 2020 have all featured a journey, thanks to the COVID-secure protocols enacted by the FIA and Formula 1 at each track. And that continued last weekend at Spa.

As the early stages of FP1 are always dedicated to installation runs and little action, we decided to initially set up in one of the empty commentary boxes overlooking the pitlane and pitstraight. Opposite is the McLaren pitwall, where Andreas Seidl stands commandingly behind his engineers, turning to watch – with an almost paternal glance – as Lando Norris emerges early on.

As predicted, not much happens after the initial flurry of cars heading out – Mercedes rarely bothers with these early excursions – so we depart. We're hoping to find a spot where we can really see the cars in action once it's time for the proper practice running. This involves navigating the darkness of Spa's underground car park before we head right and under the pitstraight, eventually emerging behind the Bus Stop chicane.

We're just in time to hear what turns out to be Charles Leclerc locking up heavily for the final sequence, and we make just enough progress with a few more steps to see him scampering through the runoff and around the barrier inside the final corner. From there, we head a short way up an access road that will eventually



arrive at the karting track behind Blanchimont, where a temporary COVID test centre has been established (Autosport visits twice over the weekend). At a photography hole behind two fences overlooking the slight, and tight, uphill right-left we

**“IT’S THE TURN-IN AGILITY OF THE MERCEDES AND RED BULL THAT CATCHES THE EYE”**

settle in for the rest of the session.

The wind is intermittently blowing heavily from Eau Rouge in front, but this doesn't appear to hamper the drivers too much. In fact, it's the bump under braking for the chicane that looks to be catching out those still searching for set-up balance. Kimi Raikkonen manages to avoid losing too much momentum with a left-front locked, but much later on Valtteri Bottas snatches his right-front heavily and shoots across the runoff, scattering detritus in his wake (Bottas will suffer a left-front

puncture a short while later thanks to debris damage).

It's clear that the drivers grabbing too much kerb on the right apex are costing themselves speed in the mid-corner thanks to a resulting slide, with Carlos Sainz Jr in particular having one wild moment. But it's the turn-in agility of the Mercedes and Red Bull that catches the eye – the two teams' cars are so much nimbler than the rest.

There are a few spots of rain, much buffeting wind and sunshine breaks – it's a typically mixed Spa adventure.



Beanie hats and gilets – it must be summer at Spa. Sainz's wild on-track moment stood out



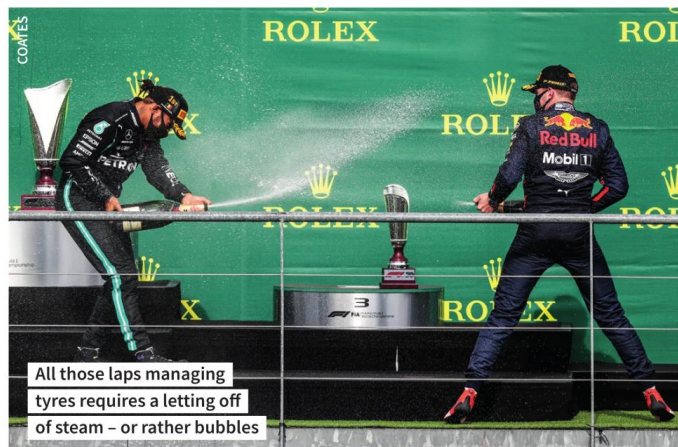
Hamilton, and his immediate pursuers, had to ease up on the run to the flag for fear of a puncture

hards to the end. The gap to Renault's Daniel Ricciardo was such that Red Bull, for once, could not give Verstappen a free pitstop to put pressure on Mercedes or chase the fastest lap point (which went to Ricciardo as his string of rapid times at the end concluded with the race's fastest lap on the final tour).

"It's a shame," said Verstappen. "It's such an amazing track and then you can't really push. So, it was pretty boring to be honest. I really enjoy driving here and we did 44 laps and I probably did 38 of them managing [tyres] a lot."

The gradually falling temperatures meant the leaders also had to

**"IT'S A SHAME. IT'S SUCH AN AMAZING TRACK AND THEN YOU CAN'T REALLY PUSH. IT WAS PRETTY BORING"**



All those laps managing tyres requires a letting off of steam – or rather bubbles

work to keep the hards in their operating window. This caused them to gradually lose pace and led to the two Mercedes drivers having near-identical lock-ups and offs at the final corners in the closing stages.

Undeterred by his blip, Hamilton came home 8.448s clear of Bottas, having edged the second stint to the tune of 0.259s per lap over the last 30 tours, with Verstappen 7.007s further back. All three backed off considerably in the final three laps, which averted the risk of a puncture and let the brilliant, relentless Ricciardo close to 3.422s from an unlikely podium.

"With the quite early safety car, we pushed the tyres very far," explained Wolff. "There wasn't any indication about failure or losing pressures, but we just slowly continued to lose temperature, and that is an indication that the level of rubber is diminishing.

"Obviously we still have Silverstone in our memories, and that's why we really took the pace out at the end, as did Max, in order to make sure that we were crossing the line without any problems."

Hamilton leaves what is usually the start the second half of an F1 season – in 2020 Spa isn't quite halfway – with a 47-point cushion. That's still over Verstappen, with Bottas a further three back in third.

It says a lot about the motivation of a champion that Hamilton recognised his "slump" in 2019.

Even if it didn't cost him the title, he is determined to make amends this year. Armed with that points cushion and 5-2 advantage over Bottas in qualifying, it seems it must take something else catching him unawares to knock him off his stride in this most unusual and important of campaigns for Hamilton, who again reigned supreme at Spa. ❄️

**NEXT F1 REPORT**

**ITALIAN GRAND PRIX  
10 SEPTEMBER ISSUE**

Toppling the Mercedes behemoth is expecting too much, but can Ferrari find a way to turn its season around and stage a revival on home turf?

## Best Renault showing of 2020 as Ricciardo stars

Renault had its best performance of the 2020 season so far at the Belgian Grand Prix, enjoying a weekend where the high-speed Spa circuit seemed to suit the RS20.

After clinching a fine fourth place in qualifying, Daniel Ricciardo tried to challenge Max Verstappen in the opening corners, but had to run wide at Les Combes and cede the place to his former team-mate. Ricciardo dropped back from the Red Bull, and had a little work to do after the safety car for the George Russell/Antonio Giovinazzi accident as he rejoined behind Pierre Gasly and Sergio Perez, who had yet to stop.

The Australian eventually cleared the pair to further cement fourth place. He also kept the life in his tyres, taking more than 10 seconds out of Verstappen in the final four laps and setting fastest lap of the race on the final tour.

Esteban Ocon also enjoyed a strong afternoon, getting ahead of Alex Albon's Red Bull at the start to fall into line behind Ricciardo. The Frenchman lost a position in the pitstops to Albon as he had to double-stack behind his team-mate, but the Red Bull driver took the medium compound, which helped Ocon at the end. With Albon's tyres fading in the last few laps, Ocon probed for an opening, and stole past Albon with DRS on the final lap to secure a 4-5 finish for Renault.



## Ferrari hits new low, one year after Spa success

Ferrari endured a miserable weekend at Spa, which was signposted right from the off when Charles Leclerc and Sebastian Vettel finished 14th and 15th in the opening practice session. Both had multiple lock-ups thanks to balance issues caused by the SF1000 being unable to get its tyres into the right operating window.

The problems continued into FP2, where Ferrari was calculated as last in the average laptime stakes on the medium-tyre long runs, from the nine teams that ran them, and eighth on the unfancied softs. Then, in FP3, Vettel brought up the rear of the pack and it was thought that the team might even struggle to escape Q1 at a track where it had locked out the front row and won in 2019. That didn't happen, but 13th and 14th on the grid was still far from a glorious return.

In the race, Leclerc launched superbly off the line to leap to eighth, but the car's straightline speed deficit thanks to its reformed power unit meant he was easy prey on the straights. He had to have his engine's pneumatic pressure topped up at each pitstop, which added time to his

race, and the first stop was slow also because his hard tyres weren't ready.

Ferrari split its strategies between its cars, with Vettel staying on a one-stopper, according to team boss Mattia Binotto to try "something different" because "at the end of the race eventually there could have been an opportunity". In the end, Leclerc needed Romain Grosjean locking up on the last lap to give him the chance to retake 14th, and he ended up 2.026 seconds behind Vettel, who had struggled for grip on his ageing hard tyres.

The weekend left Ferrari "disappointed and angry" according to Binotto, with Kimi Raikkonen compounding the team's woes by finishing 12th for Alfa Romeo with a customer power unit.

"Power and aero efficiency is the first part," Binotto said when asked why the works cars had been beaten by an Alfa Romeo. "But it is not sufficient to explain our performance over the weekend. I don't think that battling our customer team is where we are expected to be. So, there is something more in which we are looking at the moment."



### BIG NUMBER

# 2

The number of times Carlos Sainz Jr has seen the chequered flag at Spa in six attempts after his non-start last weekend due to a power-unit failure that broke his exhaust.





# Russell 'thankful' for halo after unlucky shunt

George Russell felt "very thankful" for the halo on his Williams FW43 after a "scary" collision with Antonio Giovinazzi's loose wheel in the Belgian Grand Prix.

When Giovinazzi crashed his Alfa Romeo at the exit of Fagnes on lap 10 and bounced back towards the racing line, Russell was forced to take evasive action and crashed his Williams into the wall on the left-hand side of the track. A loose wheel from

Giovinazzi's car hit the front-right wheel of Russell's car during the collision, but both drivers were unharmed.

Russell called the crash "very unlucky", but paid tribute to F1's safety standards. "You feel much safer in the car now with the halo," he said. "When I saw this massive tyre coming towards me, it was quite scary to be honest. So I'm very thankful that we have this halo on the car right now."



## Gasly and Perez take alternative route to points

When the safety car was called for Antonio Giovinazzi's crash at Fagnes on lap 10, it prompted the frontrunners to make their solitary stops of the race. But both Pierre Gasly and Sergio Perez decided to break with convention and stay out on their original sets of tyres, making up track position and moving into fourth and fifth respectively.

Gasly had started the race on the hard tyres and was set to run deep into the race anyway, but Perez had to eke his soft-compound rubber out until the end of lap 18, dropping to the back of the pack post-stop. On fresh hard tyres, Perez began to pick his way through the slower cars to return to the points-paying positions. Gasly stopped at the end of lap 26, taking on the medium tyres for the rest of the race, and like Perez was able to make his way through the field in short order.

Perez struggled to clear Gasly's AlphaTauri team-mate Daniil Kvyat, helping the Frenchman close up ready for an assault in the final few laps. Gasly made his move on lap 40, passing Perez's Racing Point for ninth place. Lance Stroll, struggling to keep life in his hard tyres, was next up for Gasly, who powered past the Canadian on the penultimate lap to claim eighth – and two extra points.

### Q&A

#### GUNTHER STEINER HAAS TEAM PRINCIPAL



#### How was the race?

I think Romain Grosjean did very well with the tyres until the last laps, when he started to run out of it. With Kevin Magnussen, we saw his position [at the back] and just brought him in to put a set of C4s [softs] on to see how they worked. It wasn't for performance or that the C2 [hard] was gone, it was just to see what could be done. Obviously it didn't work because he didn't like them. In those positions you just try to learn something, and we lost Friday anyway [to double power-unit changes]. So it

was just a little bit more testing.

#### Were you surprised at your pace deficit here?

No, not really. Over the last six races we knew roughly where we were. What we didn't exactly know was how big it will be. You saw how we were driven by [on the straights]. We experienced that feeling already last year, so we are a little bit used to it.

#### Were you surprised there was no red flag called for the crash?

Not really. I couldn't see what the debris was, although for sure it was carbon pieces. The marshals reported back to race control, and they decided it

wasn't bad enough to red-flag it. I wouldn't question that because I don't really see what is out there. There is debris, but I couldn't see what kind of parts they were. Everybody just needs to be careful. You can run into one piece of debris any time and you've got a shunt. I think they did the right thing not to red-flag it, because there was no damage afterwards. Was it luck or was it the right decision? I think a combination.

#### Were you pleased to finish just behind the Ferraris?

Obviously you get a little bit of satisfaction out of it, at least you race something, but to be honest nobody is coming here to try to beat someone for 12th or 13th position. That's not why you come here.

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**GRAHAM HILL**



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# DRAWING BOARD

GIORGIO PIOLA

## FERRARI TRIES SLIM AND BEEFY WINGS IN VAIN

Ferrari endured a dismal weekend at Spa, which team principal Mattia Binotto attributed to being unable to switch the tyres on around the 4.35-mile circuit. Perhaps he's right, but having a car that's too draggy and underpowered will certainly present issues getting the tyres up to temperature, not to mention getting down the Belgian Grand Prix venue's long straights...

In practice, Ferrari trimmed out the wings to the maximum to find more pace in the first and third sectors, compensating for the lack of speed with the troubled SF1000. The rear wing was more akin to something you'd find on an F3 car, and the top flap of the front wing was set at a low angle of attack to

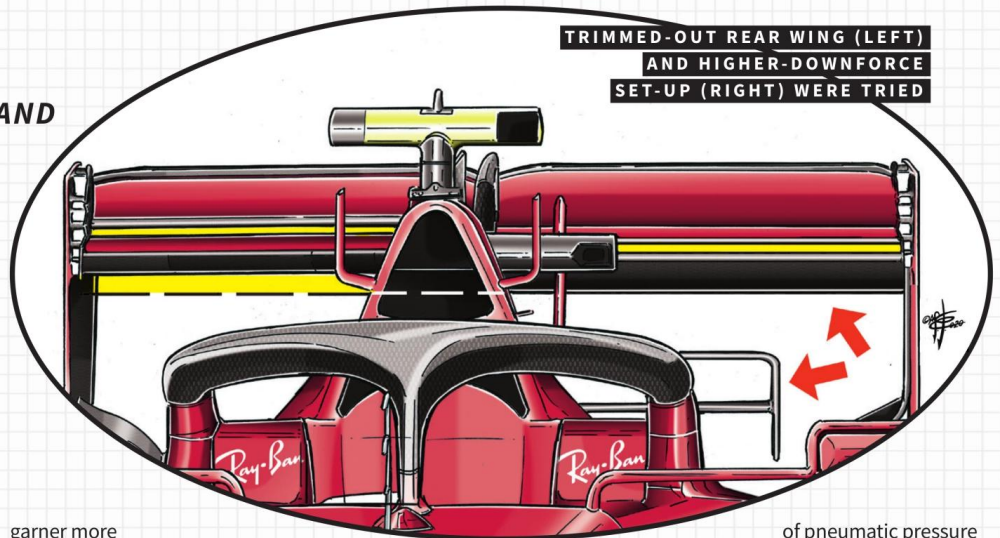
garner more momentum on the straights. But the changes didn't stick, and Ferrari beefed up the rear wing on Saturday to perhaps go after performance in the second sector, where downforce is more important around the

slower corners.

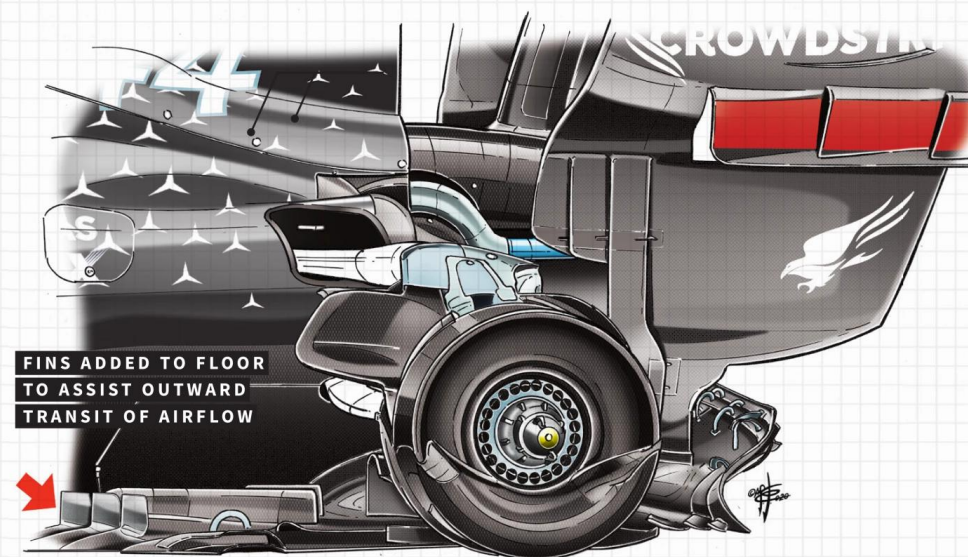
But it could not stop either Charles Leclerc or Sebastian Vettel from being eliminated in Q2. The race was little better either, with Leclerc requiring an in-stop top-up

of pneumatic pressure having dropped back following an impressive start. Perhaps the thinner wings will appear again at Monza, where Ferrari needs the mother of all turnarounds in form to even be slightly competitive.

**JAKE BOXALL-LEGGE**



TRIMMED-OUT REAR WING (LEFT) AND HIGHER-DOWNFORCE SET-UP (RIGHT) WERE TRIED



FINS ADDED TO FLOOR TO ASSIST OUTWARD TRANSIT OF AIRFLOW

REPROFILED FINS ON TOP OF THE CHASSIS BULKHEAD



## MERCEDES PUSHES ON WITH DEVELOPMENT

Having run its W11 in a relatively raw form in the opening six races, Mercedes added a number of upgrades for the Belgian GP to extend its performance advantage – and in good time too, as the team looks set to lose a little bit of its qualifying edge with the engine mode restrictions coming into play for the Italian GP this weekend.

On top of the chassis bulkhead, Mercedes has reprofiled its fins to improve their interface with the fins on the sides of the chassis. The tips now trail back slightly more, not dissimilar to those on the Red Bull RB16, which will presumably create a tighter tip vortex that can then drop down to the bargeboard area.

The team also tweaked its

bargeboard package, removing one of the horizontal pieces mounted to the sidepod vane to free up space underneath to add a different pair of floor-mounted elements. There were also added fins to the floor, as seen in the illustration, to assist the outward transit of airflow.

One bank of fins was mounted around the centre point of the

floor, while the next bank was just ahead of the rear tyre to improve the effect of the slots on the edge of the floor.

Once more Mercedes looked pretty untouchable, so it seems that the new additions to the car have worked without gilding the lily.

**JAKE BOXALL-LEGGE**



**FREE PRACTICE 1**

POS	DRIVER	TIME
1	Bottas	1m44.493s
2	Hamilton	1m44.562s
3	Verstappen	1m44.574s
4	Perez	1m44.629s
5	Stroll	1m44.868s
6	Albon	1m45.049s
7	Ocon	1m45.099s
8	Sainz	1m45.222s
9	Ricciardo	1m45.225s
10	Norris	1m45.274s
11	Kvyat	1m45.447s
12	Gasly	1m45.503s
13	Raikkonen	1m45.704s
14	Leclerc	1m45.759s
15	Vettel	1m46.179s
16	Latifi	1m46.488s
17	Russell	1m46.570s
18	Magnussen	notime
19	Grosjean	notime
20	Giovinazzi	notime

**FREE PRACTICE 2**

POS	DRIVER	TIME
1	Verstappen	1m43.744s
2	Ricciardo	1m43.792s
3	Hamilton	1m43.840s
4	Albon	1m44.134s
5	Perez	1m44.137s
6	Bottas	1m44.162s
7	Norris	1m44.168s
8	Ocon	1m44.208s
9	Sainz	1m44.474s
10	Gasly	1m44.600s
11	Stroll	1m44.678s
12	Kvyat	1m44.826s
13	Giovinazzi	1m44.861s
14	Raikkonen	1m44.896s
15	Leclerc	1m45.440s
16	Russell	1m45.463s
17	Vettel	1m45.683s
18	Latifi	1m45.774s
19	Grosjean	1m45.834s
20	Magnussen	1m46.242s

**FREE PRACTICE 3**

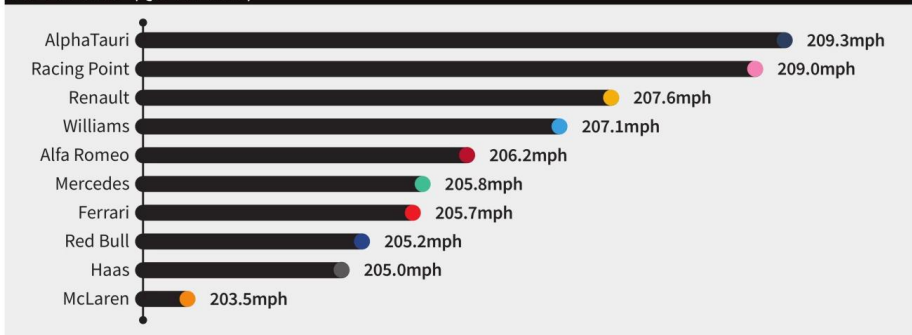
POS	DRIVER	TIME
1	Hamilton	1m43.255s
2	Ocon	1m43.485s
3	Norris	1m43.641s
4	Albon	1m43.731s
5	Bottas	1m43.813s
6	Verstappen	1m43.896s
7	Ricciardo	1m43.973s
8	Stroll	1m43.988s
9	Sainz	1m44.006s
10	Perez	1m44.180s
11	Gasly	1m44.508s
12	Kvyat	1m44.543s
13	Latifi	1m44.771s
14	Magnussen	1m44.841s
15	Grosjean	1m44.844s
16	Raikkonen	1m44.932s
17	Leclerc	1m45.147s
18	Russell	1m45.157s
19	Giovinazzi	1m45.190s
20	Vettel	1m45.420s

WEATHER Overcast, air 16-17C track 21-23C

WEATHER Overcast, air 17-19C track 23-26C

WEATHER Overcast, air 14-15C track 19-23C

**SPEED TRAP (QUALIFYING)**



**QUALIFYING 1**

POS	DRIVER	TIME
1	Hamilton	1m42.323s
2	Bottas	1m42.534s
3	Verstappen	1m43.197s
4	Gasly	1m43.262s
5	Stroll	1m43.265s
6	Kvyat	1m43.267s
7	Ricciardo	1m43.309s
8	Sainz	1m43.322s
9	Perez	1m43.349s
10	Albon	1m43.418s
11	Ocon	1m43.505s
12	Norris	1m43.514s
13	Vettel	1m43.567s
14	Russell	1m43.630s
15	Leclerc	1m43.656s
16	Raikkonen	1m43.743s
17	Grosjean	1m43.838s
18	Giovinazzi	1m43.950s
19	Latifi	1m44.138s
20	Magnussen	1m44.314s

**QUALIFYING 2**

POS	DRIVER	TIME
1	Hamilton	1m42.014s
2	Bottas	1m42.126s
3	Albon	1m42.193s
4	Verstappen	1m42.473s
5	Sainz	1m42.478s
6	Ricciardo	1m42.487s
7	Stroll	1m42.491s
8	Ocon	1m42.534s
9	Perez	1m42.670s
10	Norris	1m42.722s
11	Kvyat	1m42.730s
12	Gasly	1m42.745s
13	Leclerc	1m42.996s
14	Vettel	1m43.261s
15	Russell	1m43.468s

**QUALIFYING 3**

POS	DRIVER	TIME
1	Hamilton	1m41.252s
2	Bottas	1m41.763s
3	Verstappen	1m41.778s
4	Ricciardo	1m42.061s
5	Albon	1m42.264s
6	Ocon	1m42.396s
7	Sainz	1m42.438s
8	Perez	1m42.532s
9	Stroll	1m42.603s
10	Norris	1m42.657s

WEATHER Overcast, air 16-18C track 23-28C



**SEASON STATS**

DRIVERS' CHAMPIONSHIP	PTS	BEST FINISH	BEST QUAL
1 Hamilton	157	1	1
2 Verstappen	110	1	2
3 Bottas	107	1	1
4 Albon	48	4	5
5 Leclerc	45	2	4
6 Norris	45	3	4
7 Stroll	42	4	3
8 Ricciardo	33	4	4
9 Perez	33	5	4
10 Ocon	26	5	5
11 Sainz	23	5	3
12 Gasly	18	7	7
13 Vettel	16	6	5
14 Hulkenberg	6	7	3
15 Giovinazzi	2	9	17
16 Kvyat	2	10	11
17 Magnussen	1	10	15
18 Raikkonen	0	11	14
19 Latifi	0	11	15
20 Russell	0	12	12
21 Grosjean	0	13	14

**CONSTRUCTORS' CHAMPIONSHIP**

1 Mercedes	264
2 Red Bull	158
3 McLaren	68
4 Racing Point	66
5 Ferrari	61
6 Renault	59
7 AlphaTauri	20
8 Alfa Romeo	2
9 Haas	1
10 Williams	0

**QUALIFYING BATTLE**

Hamilton	5	2	Bottas
Vettel	2	5	Leclerc
Albon	0	7	Verstappen
Norris	4	3	Sainz
Ricciardo	6	1	Ocon
Gasly	6	1	Kvyat
Perez	3	2	Stroll
Stroll	1	1	Hulkenberg
Raikkonen	3	4	Giovinazzi
Grosjean	3	4	Magnussen
Latifi	0	7	Russell

Scores ignore sessions if a driver didn't participate in qualifying or had a serious technical problem

**WINS**

Hamilton	5
Bottas	1
Verstappen	1

**FASTEST LAPS**

Hamilton	2
Bottas	1
Norris	1
Ricciardo	1

**POLE POSITIONS**

Hamilton	5
Bottas	2
Verstappen	1

STARTING GRID



RACE RESULTS ROUND 7 (44 LAPS - 191.42 MILES)

POS	DRIVER	TEAM	FINISH TIME	LED	TYRES
1	Lewis Hamilton (GBR)	Mercedes	1h24m08.761s	44	Mu, Hn
2	Valtteri Bottas (FIN)	Mercedes	+8.448s		Mu, Hn
3	Max Verstappen (NLD)	Red Bull-Honda	+15.455s		Mu, Hn
4	Daniel Ricciardo (AUS)	Renault	+18.877s		Su, Hn
5	Esteban Ocon (FRA)	Renault	+40.650s		Su, Hn
6	Alexander Albon (THA)	Red Bull-Honda	+42.712s		Su, Mn
7	Lando Norris (GBR)	McLaren-Renault	+43.774s		Su, Hn
8	Pierre Gasly (FRA)	AlphaTauri-Honda	+47.371s		Hn, Mn
9	Lance Stroll (CAN)	RacingPoint-Mercedes	+52.603s		Su, Hn
10	Sergio Perez (MEX)	RacingPoint-Mercedes	+53.179s		Su, Hn
11	Daniil Kvyat (RUS)	AlphaTauri-Honda	+1m10.200s		Mn, Hn
12	Kimi Raikkonen (FIN)	Alfa Romeo-Ferrari	+1m11.504s		Mn, Hu
13	Sebastian Vettel (DEU)	Ferrari	+1m12.894s		Mn, Hn
14	Charles Leclerc (MCO)	Ferrari	+1m14.920s		Sn, Hn, Mn
15	Romain Grosjean (FRA)	Haas-Ferrari	+1m16.793s		Mn, Hn
16	Nicholas Latifi (CAN)	Williams-Mercedes	+1m17.795s		Mn, Hn, Mn
17	Kevin Magnussen (DNK)	Haas-Ferrari	+1m25.540s		Mn, Hn, Sn
R	Antonio Giovinazzi (ITA)	Alfa Romeo-Ferrari	9laps-accident		Mn
R	George Russell (GBR)	Williams-Mercedes	9laps-accident		Mn
NS	Carlos Sainz Jr (ESP)	McLaren-Renault	exhaust		Su

FASTEST LAPS

POS	DRIVER	TIME	GAP	LAP
1	Ricciardo	1m47.483s	-	44
2	Hamilton	1m47.758s	+0.275s	28
3	Gasly	1m47.839s	+0.356s	29
4	Leclerc	1m47.840s	+0.357s	26
5	Bottas	1m47.983s	+0.500s	27
6	Latifi	1m48.048s	+0.565s	32
7	Magnussen	1m48.083s	+0.600s	37
8	Verstappen	1m48.305s	+0.822s	27
9	Perez	1m48.389s	+0.906s	20
10	Ocon	1m48.540s	+1.057s	44
11	Norris	1m48.552s	+1.069s	39
12	Albon	1m48.736s	+1.253s	27
13	Stroll	1m49.136s	+1.653s	34
14	Raikkonen	1m49.822s	+2.339s	28
15	Kvyat	1m49.832s	+2.349s	28
16	Vettel	1m49.958s	+2.475s	31
17	Grosjean	1m50.018s	+2.535s	28
18	Russell	1m51.754s	+4.271s	5
19	Giovinazzi	1m51.793s	+4.310s	9

WEATHER Cloudy, air 18-20C track 27-32C

WINNER'S AVERAGE SPEED 136.49mph FASTEST LAP AVERAGE SPEED 145.77mph

TYRES

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

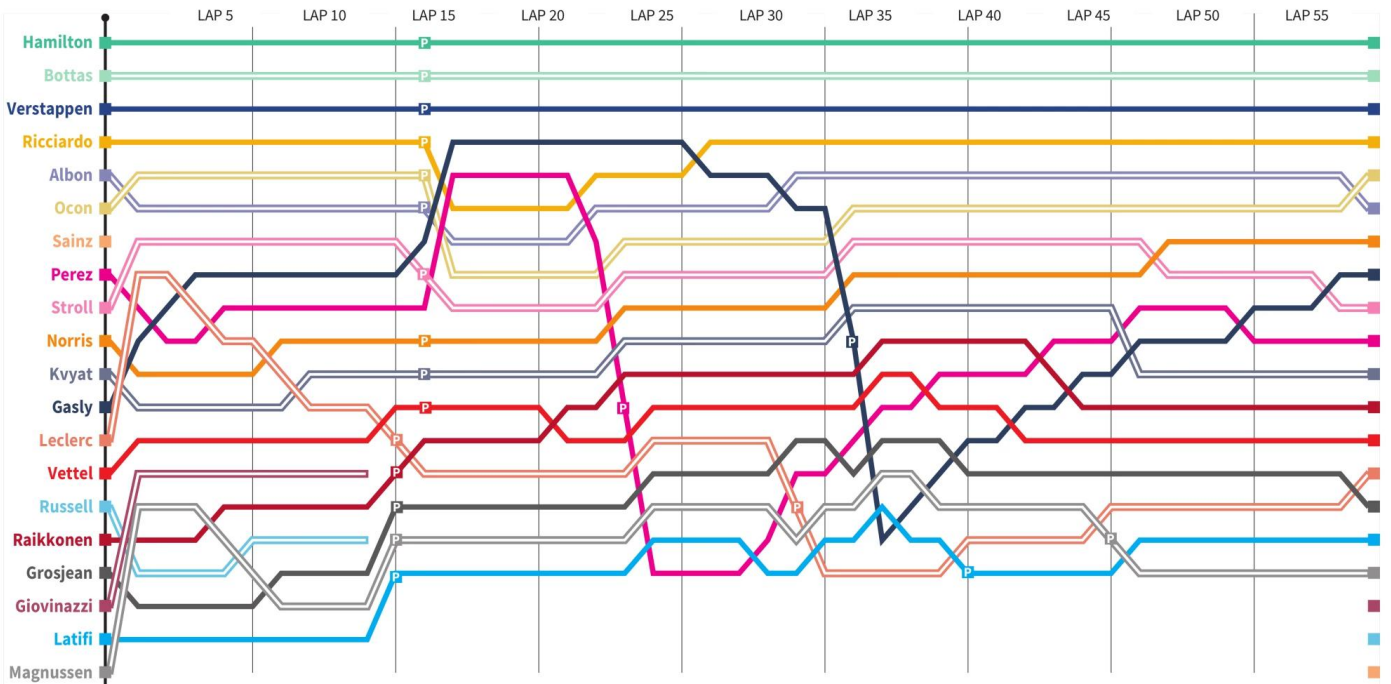


STATS

**10** Years since Renault last recorded fastest lap, with Robert Kubica in the 2010 Canadian GP

**51** Bottas now has the same number of F1 podiums as fellow Finn Mika Hakkinen - and one more than Jenson Button

LAP CHART What happened, when



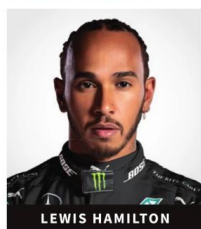
■ Pitstop ■ Crash ■ Mechanical failure ■ Spin ■ Penalty ■ Car lapped ■ Safety car

# HAMILTON RULES THE ROOST WITH SOLE SPA TOP SCORE

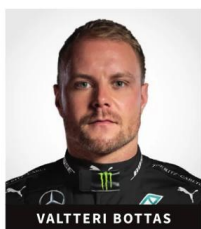
*Another peerless performance from the world champion, although Verstappen, Ricciardo and Gasly weren't far off joining him*

ALEX KALINAUCKAS

## MERCEDES



LEWIS HAMILTON

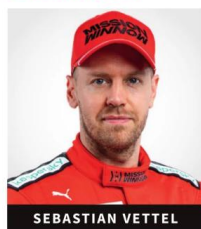


VALTTERI BOTTAS

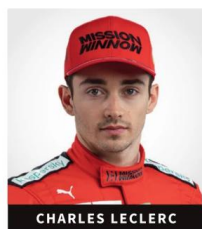
**10** Earns this rating because of the strength of his qualifying performance, where he rode the downforce of the W11 to a new track record. A slight slip at the exit of La Source actually helped him stay ahead on the first lap, but he was in total control thereafter, one lock-up aside.

**8** By finishing second – for only the second time in 2020 – Bottas at least gave the W11's pace what it deserved. But he was well beaten in qualifying and never looked like passing Hamilton for the lead once he'd had to lift before Eau Rouge on lap one. Also looked caught out at the restart.

## FERRARI



SEBASTIAN VETTEL

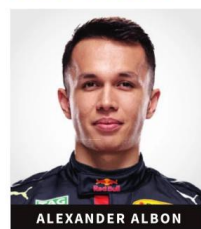


CHARLES LECLERC

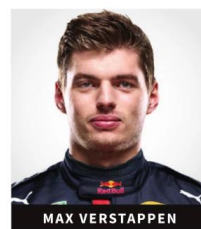
**6** It's hard to score the Ferrari drivers given the SF1000's pace was so much slower than usual, but Vettel loses a mark compared to his team-mate because he was beaten in qualifying and because he only finished 2.026s ahead of Leclerc, who did an extra stop.

**7** Was the fastest Ferrari driver in qualifying, and made a rapid getaway at the start. Was always going to be overcome, then lost time at his first stop. Ferrari split strategies with Leclerc on a two-stopper – he lost time at his second service to an air top-up – but did well to recover to just behind Vettel.

## RED BULL



ALEXANDER ALBON

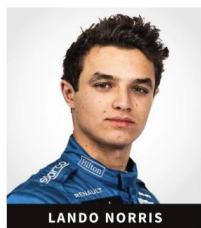


MAX VERSTAPPEN

**7** His qualifying and race results are going in the right direction. Trouble is, he's still some way off putting F1's second fastest car in the position it should be. Wasn't helped by soft-medium strategy employed to take on the Renaults, so was unlucky to lose out to Ocon.

**9** Delivered the maximum his package is capable of. Three times Verstappen has beaten a faster Mercedes on merit during 2020, but on this occasion he wasn't able to perform the same miracle. It's just that he wasn't quite able to hang on to the Mercs as he has at other recent races.

## MCLAREN



LANDO NORRIS

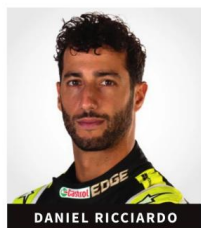


CARLOS SAINZ JR

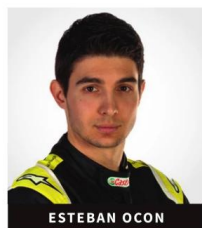
**7** Can't score higher because he was a little inconsistent. Felt a lack of a tow in qualifying meant he wound up three places behind Sainz. An off at Les Combes – he suspects fluid on the track was a factor – cost him two spots, but a late charge meant he beat Stroll in the faster Racing Point.

**N/A** Like Nico Hulkenberg at the British GP, Sainz can't get a score as he couldn't start the race due to a power unit failure leading to a broken exhaust. But he drove excellently in qualifying to take seventh and should have been in the fight for major points.

## RENAULT



DANIEL RICCIARDO

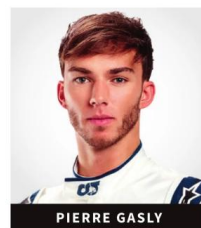


ESTEBAN OCON

**9** Just misses a perfect score because of the time lost getting past Perez (who pitted) and Gasly when he had a car and tyre advantage after the safety car. This meant he was too far adrift of Verstappen to put more pressure on at the end, when a podium wasn't a million miles away.

**8** Is marked down compared to his team-mate for losing out in both qualifying and the race, and because it took him several laps to pass Albon when the Red Bull's tyres were giving up at the end. Still, this was a good turnaround from Spain and he should head to Monza with high expectations.

## ALPHATAURI



PIERRE GASLY



DANIIL KVYAT

**9** Another excellent performance. Loses a mark for qualifying behind Kvyat, but had a great race. Was boosted up the order by not pitting after the crash, but did rise back to eighth after his late stop for mediums. Reckoned he lost 20s and a possible fifth as his rivals gained time under the safety car.

**8** Gains a mark for qualifying ahead of Gasly, and delivered a fine race drive after AlphaTauri opted to split its strategy and give him the mediums for the first stint. That meant he could take the conventional tactic and pit under the safety car, but that left him exposed as Gasly and Perez came by.



Ricciardo shone in qualifying and got a whiff of a podium

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## RACING POINT



**6** Lost out to Stroll and Leclerc on lap one, and was kept out under the safety car in the hope that rivals would struggle more with the extended second stint. Meant he had plenty of overtaking to do, but only to get back to 10th. Was *just* on the right side of acceptable when squeezing Gasly on lap two.

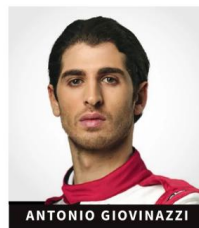


**6** Like his team-mate, paid the price in Q3 for failed attempt to get through Q2 on the medium tyres as the Racing Points only had one set of softs left each, and he wound up ninth, behind Perez. Got ahead off the line but lost two spots to Norris and Gasly late on as his hards degraded.

## ALFA ROMEO



**8** Another great race from Raikkonen, who misses out on a perfect score because he lost out to Russell in the battle to escape Q1. Loses another mark for his start – his car appeared to go into anti-stall and dropped to last. From there he was excellent, rising to 12th and beating the Ferraris.

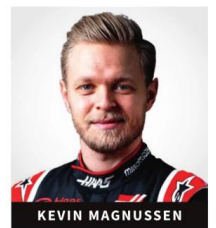


**4** Is marked down because he qualified well adrift of Raikkonen, but mainly for his crash-causing mistake. Said the car “just snapped on the exit” of Fagnes and his move to correct it sent him to his second big Belgian GP accident in two years – and his wreckage also wiped out Russell.

## HAAS

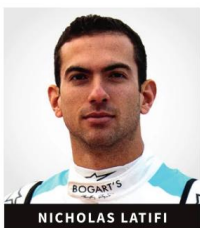


**6** Was satisfied to finish 15th and fight Leclerc’s Ferrari, but was only able to because his rival had made an extra pitstop. Was the lead Haas in qualifying but loses a mark for falling off at Les Combes at the start and for locking up on the last lap, which ultimately let Leclerc get past.



**5** Nearly gets a mark back for his strong start. Gained five places on the first lap with a series of bold passes, but then went backwards. Had no grip on the mediums and was given an extra stop as Haas tried to improve his position. Loses a further spot for his Q1 off, which put him last on the grid.

## WILLIAMS

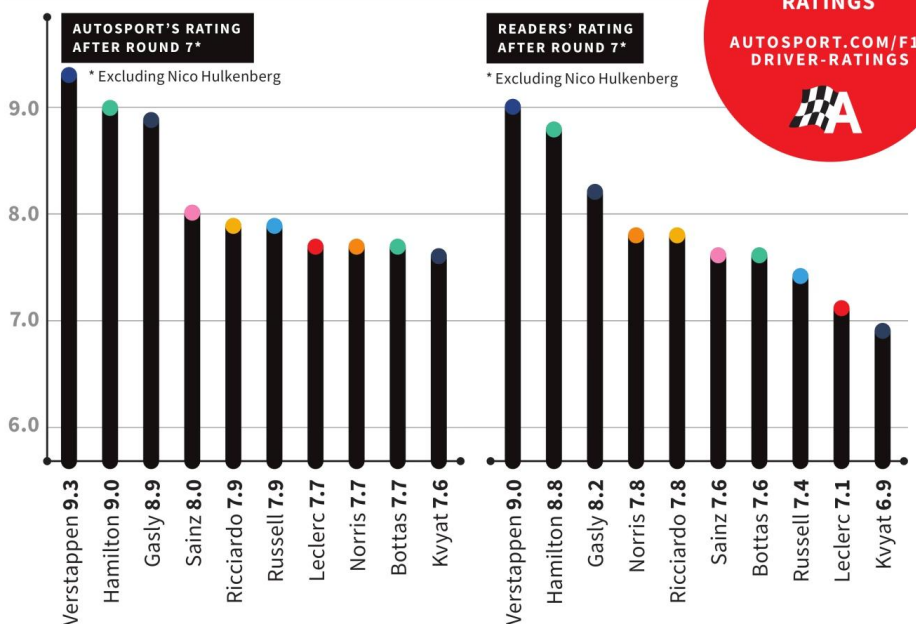


**7** Is marked down compared to his team-mate because he was behind in qualifying again, but drove a solid race, even if he was struggling with the FW43’s handling. He felt that cost him, but he still ended up just 1.002s behind Grosjean and within sight of the Ferraris at the end.



**8** Was yet again a qualifying star with a Q1 lap that got him through the opening segment. But he loses a mark as he again had a poor first lap, despite making initial progress off the line. He was back in 17th by the end of lap one and therefore behind Giovinazzi at the crucial moment...

## TOP 10 AVERAGE RATINGS



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# Sutton and Turkington are the class acts again

*Two tense races at Knockhill both fell to the Infiniti ace from his BMW pursuer, meaning the championship is closing up between the pair*

MARCUS SIMMONS

PHOTOGRAPHY JEP  motorsport  
IMAGES





**T**wo great British Touring Car champions leapt their rear-wheel-drive weapons across the kerbs and crests, threaded them through the sinuous bends, and left their opposition with no chance. One-time title winner Ash Sutton, aggressive in style and forceful in battle, kept four-time BTCC king Colin Turkington, smooth and risk-managing as ever, at bay through two tense races to take the chequered flag in both. And, in his first season aboard the newly developed Laser Tools Racing Infiniti Q50 developed by BMR Engineering, he'd cut the points gap to Turkington to eight.

Turkington, once again playing the percentages aboard the trusty West Surrey Racing-run BMW 330i M Sport, drew the championship advantage back out to 10 in the final reversed-grid traffic jam, the two title contenders bottled up in a train, unable to make progress. But it mattered not: BTCC 2020 is looking increasingly like a battle between him and Sutton, and it's getting too close to call.

This was the most convincing race weekend yet for the Infiniti. A combination of mechanical problems and the odd Sutton mistake – or was he having to drive over the limit in a new and relatively undeveloped car? – had severely hampered free practice and qualifying over the previous two events at Brands Hatch and Oulton Park. Sutton's searing and incisive racecraft had rescued the situation on Sundays and, somehow, he arrived in Scotland

just 19 points adrift of BMW maestro Turkington.

This time free practice went well. With 54kg of success ballast aboard the Q50, Sutton topped the second session, while teammate Aiden Moffat was at the sharp end too, despite the Scot focusing on race runs. A broken rear toe-link – those Knockhill kerbs are hefty, and Sutton's style exuberant – brought the 2017 champion's session to an early end, but he was ready to go for qualifying. Here, there was an early off at the chicane as he overstepped the limits, but two laps quicker than anyone else's best produced the first pole for the Infiniti. "The past couple of rounds we've struggled for pace due to issues in free practice," explained Sutton, "and we've just had a clean day today." That enabled the team to get "a bit more indication of where we're at. The car was spot-on."

Turkington carried the maximum 60kg of ballast on the BMW, and his own performance was superb too in taking third on the grid, separated from Sutton only by the ballast-free MB Motorsport Honda of the up-to-now-luckless Jake Hill. "Knockhill qualifying you always have to produce probably your biggest lap of the season; I managed to do that and pull one out of the bag," smiled Colin.

The little Honda was easy meat for Turkington's rear-driven BMW at the start of the opening race, but the Irishman seemed to be struggling to switch the tyres on in the early stages, having to shake off the pesky Hill as Sutton scarpered to a near-two- >>



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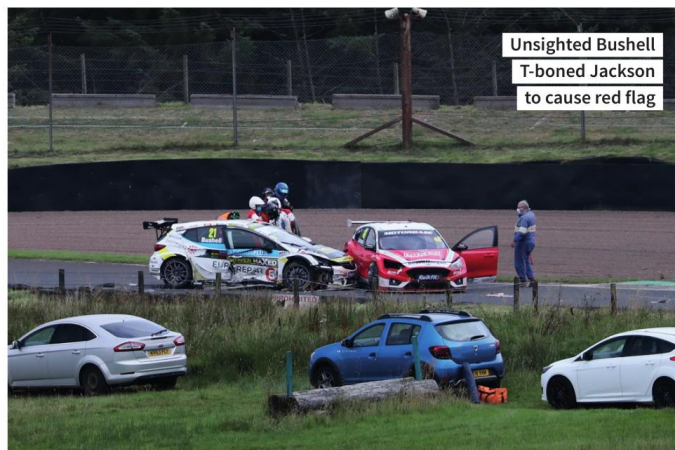
second lead. He also uncharacteristically sideswiped the newer-model Civic of a peeved Dan Cammish. A safety car brought Turkington back into play, and from then on it was a masterclass from both, Sutton making not a single significant mistake, Turkington relentless in his pursuit but unable to prise an opening.

“Colin was there, but we just managed to hold that sensible gap we required so he couldn’t put a move in,” said Sutton. “The initial plan was to try to break clear, and the opening lap was the perfect time to do that while everyone squabbles, but the safety car closed that down. He applied a little bit of pressure into the hairpin a couple of times, but it was under control, shall we say?”

“Ash would stretch his legs a bit in the middle sector and I would catch him at the end, so I was never really in a position to mount an attack,” pointed out Turkington. “Also it’s race one, so it wasn’t about throwing caution to the wind, it was about tucking a result away and build through the day.”

The result reversed the ballast situation for race two, with Sutton moving up to 60kg and Turkington down to 54. Twice this season we’ve seen the BMW man win the middle encounter on that weight, and Turkington himself has spoken of a “tipping point” between 54-60kg that makes it much harder to win on maximum ballast. In turn, this was the first time the Infiniti carried 60kg into a race, other than the reversed-grid run at Oulton. This could, therefore, be a significant pointer towards the rest of the season should Turkington not be able to better Sutton.

And he couldn’t. On the slightly lighter weight, the BMW got a better launch and drew alongside the Infiniti away from the start, but Sutton was on the inside line for Duffus Dip. Turkington even came





Butcher drives away  
from Proctor in  
the final race

under pressure from the Speedworks Motorsport-run Toyota of Tom Ingram, who had taken fourth in the opening race and was reaping the benefit of a winter test at Knockhill, undertaken with the aim of improving the Corolla's performance over the kerbs. Ingram, in turn, then had to turn his attentions to fending off a probing Cammish, his defensive effort causing the front-wheel-drive contenders to fall off the pace of the leading duo, leaving Turkington free to attack again. But a small mistake at three-quarter distance gave Sutton some breathing space. This was a hugely significant win on 60kg of ballast.

"Colin was constantly there," said Sutton after making it two wins from two on the day. "I defended probably four or five times more than I did in race one, so it definitely shifted to his favour. I'm over the moon. I think that's the best ever touring car I've driven."

"I was at full tilt trying to stay with Ash and make a move, but he has more pace than us today," said Turkington. "He's just got it dialled in maybe a bit better than us."

Sutton drew the number 11 ball for the reversed grid, consigning himself and Turkington to the midfield scrum in the finale. Sutton lost a couple of places a few laps into the race when he got elbowed wide at the hairpin and dropped two wheels in the gravel. He regrouped, and there was a wild moment when he inadvertently shoved Ingram into Turkington at the hairpin, all continuing without changing position. As Chris Smiley, his Excelr8 Motorsport Hyundai lacking the pace it had enjoyed in race two, provided the cork in the bottle, Sutton's team-mate Moffat repassed Turkington, after which the BMW had damage to the rear bumper. Turkington finished a bruising race in ninth, Sutton 11th.

That race was won by Rory Butcher, who had been expected to pose a major threat on the circuit owned and operated by his family. Butcher had used the potent new fourth-generation Ford Focus ST of Motorbase Performance to top qualifying at Brands and Oulton, but on 48kg of success ballast he could do no better than sixth in his clan's back garden. He followed Hill and Ingram past Cammish in the opener when the Team Dynamics Honda lost momentum in its Turkington clash, and finished fifth. But a scrappy performance in the second race, in which he shoved Hill out of the way, but in doing so ran wide into the gravel, restricted Butcher to 10th.

That woeful result gave him a front-row position for the reversed-grid finale, and with only 6kg of ballast on board. Twice he had to get the better of the polesitting Hyundai of Senna Proctor, thanks to a restart following a massive midfield second-lap shunt, and on the second occasion an official thought he'd spotted a jumped start. But Butcher romped it from the nevertheless impressive Proctor, survived the post-race investigation into his getaway, and gave the new Ford its second win – and its first on the road. >>



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**TURKINGTON VERSUS SUTTON?  
DON'T COUNT THE OTHERS OUT**

OK, our main report has focused on the likelihood of the 2020 British Touring Car Championship fight coming down to Colin Turkington versus Ash Sutton. But ask Dick Bennetts, the boss of the West Surrey Racing squad that runs Turkington's BMW, about it, and he's not so sure.

"There are five or six drivers in it," says Bennetts. "Colin and Tom [Oliphant, his BMW team-mate], Ash, Dan Cammish, Tom Ingram and Rory Butcher. You've only got to have one bad first race in a meeting and you can lose points. Last year, when Andrew Jordan had his big shunt at Donington, he was down in 16th in the championship, and he lost it by two points. While people are saying it's the Colin-and-Ash show, I've been around long enough to know that things can change."

But let's look at Turkington versus Sutton, BMW against Infiniti. As Bennetts acknowledges, the Infiniti Q50 that Sutton is now racing has significantly better aerodynamics than the Subaru Levorg he previously pedalled: "And it's interesting to see that their wheelbase has turned out within 1-2mm of our cars."

The battles between the pair at Knockhill were too close to call, and were arguably decided by Sutton starting on pole for each. "Colin said that if

he'd got ahead Ash would have been right behind him," says Bennetts. "And neither of them wants to take any risk, although sometimes when I watch Ash he's on the limit."

Bennetts reckons it's going to come down to reliability. His BMW 330i M Sports have made 112 race starts without a single mechanical failure since they were wheeled out for 2019. "You could add those points in [from non-finishes] for Dan and Rory and they'd be right up there," he observes. "People are saying it's a rear-wheel-drive championship, but it's all about reliability and we've also got two really good guys – Tom has really lifted his game – and Ash is good too. I keep an eye on these things, and so far there are only three cars that have scored points in every race – our two BMWs and Ash."

Thruxton will likely be a trial for both Turkington and Sutton, as it's renowned Honda territory, and they'll be hoping that if that's the case then whichever Civic driver is on top is better at the reversed-grid draw. So far, Turkington and Sutton (twice each) have not once pulled out a ball other than 10, 11 or 12, with 6-9 untouched. As a numbers man Bennetts will like this, but the probability of such a scenario is 3.4%!

**MARCUS SIMMONS**

**"PEOPLE ARE SAYING IT'S A REAR-WHEEL-DRIVE SERIES, BUT IT'S ALL ABOUT RELIABILITY"**

Oliphant has taken big steps forward



Ingram leads Cammish in FWD battle for final race-two podium slot

"I felt after Oulton, Josh Cook [who won on the road before exclusion for a rideheight infringement] drove so well and I got handed the win," said a magnanimous Butcher. "I didn't want to take my first victory in the new car in that way. So to do this on home ground has made up for it. I wasn't really proud of my performance in race two – I overdrove – so I had to sit down and reset. I've been getting superb starts this year, doing a lot of studying into how to launch the car best, and I was confident that I could lead into Turn 1."

Tom Chilton scored the second Honda podium of the day in his BTC Racing machine after fending off the BMW of Tom Oliphant, who once again proved ultra-solid and consistent in the top half-dozen and produced a spectacular two-wheeled pass on the struggling Smiley at Duffus. Chilton was happy to be making progress after a slowish start to life with BTC, and it partly made up for the continuing appalling luck of team-mate Cook. A suspected left-rear puncture had caused Cook's Honda to smash rearwards into the barrier at Butchers in the first race. The works Dynamics team came to the aid of BTC for a miracle repair, only for Cook to be shoved into the gravel on the opening lap of race two...

Hill's podium in the opener with his older AmD-run FK2 Civic was the start of his best day of 2020. After all his engine dramas this season, there was a misfire at low revs in qualifying, cured by a mid-session change of electrical wiring. After his early-race 'Butchery', he struggled to eighth in race two on 48kg of ballast, but improved to fifth in the finale.

Cammish didn't get on the podium, but 6-4-6 was a decent return after some disappointments at Brands and Oulton. Team-mate Matt Neal had a heavy shunt in qualifying, and was denied a fifth place in race two by a penalty for a false start in what is turning into a trying season for the veteran.

But neither Neal's nor Cook's accident was the biggest. The right-rear wheel on Ollie Jackson's Ford seized following contact from Adam Morgan's Mercedes in the finale, causing him to spin across the track at the chicane, where he was T-boned heavily by Mike Bushell's Power Maxed Racing Vauxhall. Bushell, already in the wars last winter with myocarditis, sustained a dislocated shoulder and ligament damage to his wrist.

Such tribulations put the predicament of Turkington and the WSR BMW team into relief. He's driving as well as ever, team-mate Oliphant is proving a capable back-up, and the cars are unbreakable, but that Infiniti is rapid. "It's another good points haul on a day when I had to be 100% flat-out on every lap," summed up Turkington. "I'm pleased to come away still ahead in the points." But Sutton is looming. This battle is very much on. ❦

**NEXT REPORT**

**THRUXTON  
24 SEPTEMBER ISSUE**

It's Hampshire Hondaland, so expect Messrs Cammish, Neal, Cook, Chilton and Hill to be talking up their chances before this one.

**RESULTS ROUND 4/9, KNOCKHILL (GBR), 30 AUGUST RACE 1 (27 LAPS – 34.206 MILES)**

POS	DRIVER	TEAM / CAR	TIME
1	<b>Ash Sutton</b> (GBR)	Laser Tools Racing / Infiniti Q50 (54kg)	25m28.206s
2	<b>Colin Turkington</b> (GBR)	West Surrey Racing / BMW 330i M Sport (60kg)	+0.350s
3	<b>Jake Hill</b> (GBR)	MB Motorsport (AmD) / Honda Civic Type R	+3.541s
4	<b>Tom Ingram</b> (GBR)	Speedworks Motorsport / Toyota Corolla GT (30kg)	+4.037s
5	<b>Rory Butcher</b> (GBR)	Motorbase Performance / Ford Focus ST (48kg)	+5.215s
6	<b>Dan Cammish</b> (GBR)	Team Dynamics / Honda Civic Type R (36kg)	+6.049s
7	<b>Matt Neal</b> (GBR)	Team Dynamics / Honda Civic Type R	+8.683s
8	<b>Tom Oliphant</b> (GBR)	West Surrey Racing / BMW 330i M Sport (42kg)	+8.983s
9	<b>Aiden Moffat</b> (GBR)	Laser Tools Racing / Infiniti Q50	+10.237s
10	<b>Stephen Jelley</b> (GBR)	Team Parker Racing / BMW 125i M Sport	+12.457s
11	<b>Tom Chilton</b> (GBR)	BTC Racing / Honda Civic Type R (18kg)	+12.468s
12	<b>Adam Morgan</b> (GBR)	Ciceley Motorsport / Mercedes A-Class (24kg)	+16.051s
13	<b>Senna Proctor</b> (GBR)	Excelr8 Motorsport / Hyundai i30 Fastback N	+16.529s
14	<b>Chris Smiley</b> (GBR)	Excelr8 Motorsport / Hyundai i30 Fastback N (12kg)	+18.382s
15	<b>Carl Boardley</b> (GBR)	Team Hard / BMW 125i M Sport	+20.902s
16	<b>Ollie Jackson</b> (GBR)	Motorbase Performance / Ford Focus ST (6kg)	+21.756s
17	<b>Michael Crees</b> (GBR)	BTC Racing / Honda Civic Type R	+21.999s
18	<b>Bobby Thompson</b> (GBR)	Trade Price Cars Racing / Audi S3	+24.555s
19	<b>Sam Osborne</b> (GBR)	MB Motorsport (AmD) / Honda Civic Type R	+25.296s
20	<b>Jack Butel</b> (GBR)	Ciceley Motorsport / Mercedes A-Class	+28.561s
21	<b>Mike Bushell</b> (GBR)	Power Maxed Racing / Vauxhall Astra	-1 lap
R	<b>James Gornall</b> (GBR)	Trade Price Cars Racing / Audi S3	9 laps-accident damage
R	<b>Andy Neate</b> (GBR)	Motorbase Performance / Ford Focus ST	9 laps-accident damage
R	<b>Josh Cook</b> (GBR)	BTC Racing / Honda Civic Type R	4 laps-accident
R	<b>Jack Goff</b> (GBR)	Team Hard / Volkswagen CC	0 laps-electrical



Sutton celebrates one of two wins

**Winner's average speed** 80.58mph. **Fastest lap** Sutton 51.016s, 89.40mph.

**QUALIFYING**

**1 Sutton 50.535s; 2 Hill 50.588s; 3 Turkington 50.618s; 4 Cammish 50.716s; 5 Ingram 50.735s; 6 Butcher 50.805s; 7 Bushell 50.842s; 8 Moffat 50.921s; 9 Neal 50.928s; 10 Oliphant 50.934s; 11 Cook 50.934s; 12 Jelley 50.962s; 13 Chilton 50.985s; 14 Morgan 50.991s; 15 Proctor 51.000s; 16 Crees 51.020s; 17 Boardley 51.087s; 18 Osborne 51.199s; 19 Smiley 51.220s; 20 Thompson 51.266s; 21 Jackson 51.316s; 22 Goff 51.328s; 23 Gornall 51.451s; 24 Neate 51.452s; 25 Butel 51.795s.**



Cook had a disastrous event – again

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

**RACE 2** (27 LAPS – 34.206 MILES)

**1 Sutton (60kg) 25m54.746s; 2 Turkington (54kg) +0.662s; 3 Ingram (42kg) +4.033s; 4 Cammish (30kg) +4.707s; 5 Moffat (12kg) +6.282s; 6 Oliphant (18kg) +6.787s; 7 Chilton +8.888s; 8 Hill (48kg) +10.972s; 9 Smiley +11.502s; 10 Butcher (36kg) +11.820s; 11 Proctor +12.536s; 12 Boardley +13.554s; 13 Jackson +14.455s; 14 Morgan +15.155s; 15 Neal (24kg) +15.922s; 16 Bushell +17.007s; 17 Crees +17.485s; 18 Osborne +19.453s; 19 Goff +19.751s; 20 Gornall +21.659s; 21 Butel +23.353s; EX Thompson +16.648s; R Neate 8 laps-spun off; R Jelley (6kg) 6 laps-damage; R Cook 0 laps-damage. **Winner's average speed** 79.20mph. **Fastest lap** Sutton 50.876s, 89.65mph.**

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

**RACE 3** (20 LAPS – 25.338 MILES)

**1 Butcher (6kg) 17m10.714s; 2 Proctor +6.442s; 3 Chilton (24kg) +7.232s; 4 Oliphant (30kg) +7.816s; 5 Hill (18kg) +9.063s; 6 Cammish (42kg) +12.319s; 7 Smiley (12kg) +21.393s; 8 Moffat (36kg) +21.720s; 9 Turkington (54kg) +21.925s; 10 Ingram (48kg) +22.312s; 11 Sutton (60kg) +22.516s; 12 Neal +22.987s; 13 Jelley +24.598s; 14 Morgan +25.833s; 15 Cook +26.066s; 16 Crees +26.721s; 17 Boardley +29.535s; 18 Gornall +29.718s; 19 Thompson +30.231s; 20 Neate +33.579s; 21 Goff +34.205s; 22 Butel +37.796s; R Jackson 0 laps-accident; R Bushell 0 laps-accident; R Osborne 0 laps-accident. **Winner's average speed** 88.50mph. **Fastest lap** Butcher 50.996s, 89.44mph.**

**CHAMPIONSHIP**

**1 Turkington 182; 2 Sutton 172; 3 Butcher 139; 4 Oliphant 130; 5 Cammish 125; 6 Ingram 123; 7 Chilton 91; 8 Morgan 85; 9 Hill 73; 10 Proctor 70.**

LEVITT



## A 'bad' Gateway day for Dixon is still better than his title rival's

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### INDYCAR GATEWAY (USA) 29-30 AUGUST ROUND 6

Scott Dixon's 50th Indycar victory and fourth of the season last Saturday delivered what will surely soon prove to be the knockout blow that clinches him a sixth crown. For while his closest title rival and defending champion Josef Newgarden won at Gateway the following day, Chip Ganassi Racing driver Dixon finished fifth. Whereas Team Penske pilot Newgarden had only been able to salvage 12th from a curious and cruel piece of bad luck the day before. In other words, Newgarden made a net loss from the weekend, just when he needed to carve into Dixon's lead – and urgently so.

The unusual qualifying arrangement employed at Iowa was repeated at Gateway – just one session in which each driver performs a two-lap qualifying run, his first flying lap deciding his grid slot for the opening race, his second for race two. Will Power scored the 59th pole of his career for the first, and would start alongside Arrow McLaren SP's Patricio O'Ward, and he would do the same the next day but from the second row, as the pair's laps had been narrowly eclipsed by Rahal Letterman Lanigan's Indianapolis 500 winner Takuma Sato and Newgarden. Dixon and Marcus Ericsson would start race one from row two just ahead of Jack Harvey of Meyer Shank Racing, but the Briton would start just ahead of them for race two.

In the opener, Power led O'Ward away,

but from the midfield back there was chaos. Alex Palou jumped out of line while maintaining yellow-flag speed, the third Penske car of Simon Pagenaud would do the same, and then he was struck hard from behind by rookie Oliver Askew in the second McLaren. Pagenaud's car spun, struck Alexander Rossi's Andretti Autosport machine and two of Rossi's team-mates, Marco Andretti and Zach Veach, were caught up in the melee.

On the restart, Power led away but at the first pitstops he was jumped not only by O'Ward but also Dixon. Then at the second round of stops, after he and Newgarden – and Harvey and Conor Daly in the Carlin car – had stopped, a caution flew for track conditions. Some moisture in the air had splattered on camera lenses and IndyCar felt the need to slow everyone down to a crawl. Given that this is such a short lap, those who had stopped already found themselves a lap down and their erstwhile rivals effectively got a 'free' stop. Newgarden would trail home 12th, but Power's terrible luck was compounded when he got a right-rear puncture.

Meanwhile O'Ward, who led for 94 laps – throughout his second and third stints – had been stalked by Dixon for the duration, the Ganassi driver saving fuel in his slipstream. When they pitted together for the final time, Dixon needed less fuel and they emerged with the five-time champion ahead, and he then stretched away from



Pagenaud and Rossi spin amid race-one chaos

ABBOTT



Defending champ Newgarden won race two but was only 12th in the opener

CANTRELL



Newgarden (l) and Dixon battle in the pitstop race

LEVITT



Recent Indy 500 victor Sato leads the field from pole in race two

ABBOTT

**RESULTS ROUND 6, GATEWAY (USA), 29-30 AUGUST (200 LAPS – 250.000 MILES)**

POS	DRIVER	TEAM/CAR	TIME
1	Scott Dixon (NZL)	Chip Ganassi Racing / Dallara-Honda	1h44m30.7944s
2	Takuma Sato (JPN)	Rahal Letterman Lanigan Racing / Dallara-Honda	+0.1404s
3	Patricio O'Ward (MEX)	Arrow McLaren SP / Dallara-Chevrolet	+7.0052s
4	Colton Herta (USA)	Andretti Harding Steinbrenner Autosport / Dallara-Honda	+7.7019s
5	Marcus Ericsson (SWE)	Chip Ganassi Racing / Dallara-Honda	+8.3504s
6	Rinus VeeKay (NLD)	Ed Carpenter Racing / Dallara-Chevrolet	+12.4145s
7	Ryan Hunter-Reay (USA)	Andretti Autosport / Dallara-Honda	+13.0556s
8	Felix Rosenqvist (SWE)	Chip Ganassi Racing / Dallara-Honda	+13.8107s
9	Tony Kanaan (BRA)	AJ Foyt Enterprises / Dallara-Chevrolet	+15.0319s
10	Conor Daly (USA)	Carlin / Dallara-Chevrolet	+15.6721s
11	Jack Harvey (GBR)	Meyer Shank Racing / Dallara-Honda	+16.2600s
12	Josef Newgarden (USA)	Team Penske / Dallara-Chevrolet	+16.8155s
13	Charlie Kimball (USA)	AJ Foyt Enterprises / Dallara-Chevrolet	+21.4079s
14	Oliver Askew (USA)	Arrow McLaren SP / Dallara-Chevrolet	+24.0143s
15	Alex Palou (ESP)	Dale Coyne Racing with Team Goh / Dallara-Honda	+24.6954s
16	Santino Ferrucci (USA)	Dale Coyne Racing with Vasser Sullivan / Dallara-Honda	+27.0938s
17	Will Power (AUS)	Team Penske / Dallara-Chevrolet	-2laps
18	Graham Rahal (USA)	Rahal Letterman Lanigan Racing / Dallara-Honda	124laps-mechanical
19	Simon Pagenaud (FRA)	Team Penske / Dallara-Chevrolet	67laps-accident
20	Ed Carpenter (USA)	Ed Carpenter Racing / Dallara-Chevrolet	3laps-accident
21	Zach Veach (USA)	Andretti Autosport / Dallara-Honda	2laps-accident
22	Alexander Rossi (USA)	Andretti Autosport / Dallara-Honda	0laps-accident
23	Marco Andretti (USA)	Andretti Herta with Marco & Curb-Agajanian / Dallara-Honda	0laps-accident

Winner's average speed 143.522mph. Fastest lap Sato 25.3039s, 177.838mph.

**QUALIFYING 1** Power 182.394mph; 2 O'Ward 182.076mph; 3 Dixon 182.006mph; 4 Ericsson 181.364mph; 5 Sato 181.286mph; 6 Newgarden 181.222mph; 7 Harvey 180.915mph; 8 Hunter-Reay 180.705mph; 9 Rossi 180.695mph; 10 Herta 180.650mph; 11 Palou 180.597mph; 12 Rosenqvist 180.295mph; 13 Pagenaud 180.133mph; 14 VeeKay 180.070mph; 15 Askew 180.053mph; 16 Daly 179.986mph; 17 Carpenter 179.521mph; 18 Kimball 179.351mph; 19 Andretti 178.197mph; 20 Ferrucci 178.188mph; 21 Kanaan 177.663mph; 22 Rahal 176.595mph; 23 Veach 176.014mph.

**RACE 2 (200 LAPS – 250.000 MILES)**

1 Newgarden 1h32m15.2431s; 2 O'Ward +1.4356s; 3 Power +3.3580s; 4 VeeKay +4.4369s; 5 Dixon +6.2173s; 6 Herta +7.0022s; 7 Rosenqvist +9.6894s; 8 Daly +9.9199s; 9 Sato +10.8130s; 10 Ferrucci +15.6741s; 11 Hunter-Reay +16.6569s; 12 Palou +18.8580s; 13 Harvey +20.0777s; 14 Rossi +20.9892s; 15 Andretti -1 lap; 16 Pagenaud -1 lap; 17 Askew -1 lap; 18 Kimball -1 lap; 19 Kanaan -1 lap; 20 Rahal -2 laps; 21 Carpenter -3 laps; 22 Veach -4 laps; 23 Ericsson -10 laps.

Winner's average speed 162.594mph. Fastest lap Palou 25.6915s, 175.155mph.

**STARTING GRID 1** Sato 24.6577s; 2 Newgarden 24.6607s; 3 Power 24.6611s; 4 O'Ward 24.6873s; 5 Harvey 24.7525s; 6 Dixon 24.7613s; 7 Ericsson 24.7630s; 8 Pagenaud 24.7993s; 9 Rosenqvist 24.8088s; 10 Herta 24.8394s; 11 Rossi 24.8860s; 12 Hunter-Reay 24.9144s; 13 Askew 24.9198s; 14 Palou 24.9224s; 15 Daly 24.9482s; 16 Ferrucci 24.9727s; 17 Veach 25.0291s; 18 VeeKay 25.1833s; 19 Kanaan 25.1918s; 20 Andretti 25.2012s; 21 Kimball 25.2390s; 22 Carpenter 25.3196s; 23 Rahal 25.4521s.

**CHAMPIONSHIP 1** Dixon 416; 2 Newgarden 320; 3 O'Ward 297; 4 Sato 274; 5 Herta 250; 6 Pagenaud 237; 7 Rahal 236; 8 Power 226; 9 Ferrucci 216; 10 Rosenqvist 208.

the 21-year-old Mexican.

Dixon's day wasn't easy, however, as the very late-stopping Sato charged onto his tail in the closing stages, having passed O'Ward with a brilliant outside pass at Turn 1, but Dixon held on by 0.14s.

In the second race, Sato led Newgarden and Power in the first stint, before Power passed his team-mate for second on lap 36. However, fourth-placed O'Ward again got the jump on Power by stopping a couple of laps earlier and when Sato went too long and got slowed by traffic and dropped to eighth, that put the Arrow McLaren driver into the lead, while behind Power the charging rookie Rinus VeeKay in the Ed Carpenter Racing car had stopped extremely early and was ahead of Newgarden.

At the next round of stops, Power moved into the lead ahead of O'Ward and Newgarden, but he was left out slightly too long before his final stop and not only caught traffic, but also off-the-pace Ed Carpenter on an in-lap. He thus fell to third. Newgarden just beat O'Ward out of the pits and held on in the lead to the end.

Colton Herta in the Andretti Harding Steinbrenner Autosport entry could have claimed fourth but slid wide after being clipped by the charging VeeKay making an outside pass. The ECR driver thus claimed the strongest finish of his rookie year so far, while Herta lost enough momentum to also cede fifth to Dixon.

DAVID MALSHER-LOPEZ



Tsunoda (inside) and Mazepin square off into La Source

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IMAGES

## Mazepin penalty hands win to Tsunoda

**FIA FORMULA 2**  
**SPA (BEL)**  
**29-30 AUGUST**  
**ROUND 7/12**

One year on from the crash that claimed the life of Antoine Hubert and seriously injured Juan Manuel Correa, the return of FIA Formula 2 to Spa was always going to be an emotional weekend for everyone involved. A minute's silence was held before the beginning of the feature race, as members of the F1 and support race paddocks joined with Hubert's family to remember the French driver. And there was applause throughout the pitlane on lap 19 of the feature race, a reference to the #19 that Hubert carried and is now permanently retired from F2 in his memory.

The first of two hard-fought, thrilling contests was decided by a controversial penultimate-lap battle between Red Bull and Honda protege Yuki Tsunoda and Hubert's former GP3 title rival Nikita Mazepin. Polesitter Tsunoda – fresh from the news that he'll test AlphaTauri's F1 car in Abu Dhabi – led the early stages in his Carlin machine but a slow pitstop handed the initiative to Mazepin.

Tsunoda wasted little time in closing down Mazepin, and with six laps to go he tried it around the outside at Les Combes with a late-braking move. Mazepin firmly held his line and forced Tsunoda to bounce over the kerb and slot back in behind.

Tsunoda mounted a similar attempt on lap 24 of 25, albeit this time with more of his car alongside Mazepin. The result was the same, however, and Mazepin left Tsunoda with no choice but to take avoiding action before crossing the line for what he believed was his second win of the season.

The stewards had other ideas and took a dim view of Mazepin's defensive tactics. They awarded him a five-second penalty, which relegated him to second and handed Tsunoda his first F2 feature race win in only his second year of European competition.

"I was as surprised as I could have been to receive that penalty," Mazepin fumed. "Winning at Spa, winning for a friend of

mine [Hubert], who I used to be competing against on this track, battling on track, it felt special to me and I felt robbed of that win."

Tsunoda believed Mazepin left him with no space, and that the duo would have collided had he not reacted promptly.

As Mazepin pulled up, he whacked the marker board in parc ferme and sent it flying towards Tsunoda. According to Mazepin, this wasn't a show of frustration: "When I came to brake – because the carbon brakes weren't hot enough – I didn't have anything under me to brake, and also I was on the radio about something."

Unsurprisingly the stewards failed to buy that and he was given a suspended

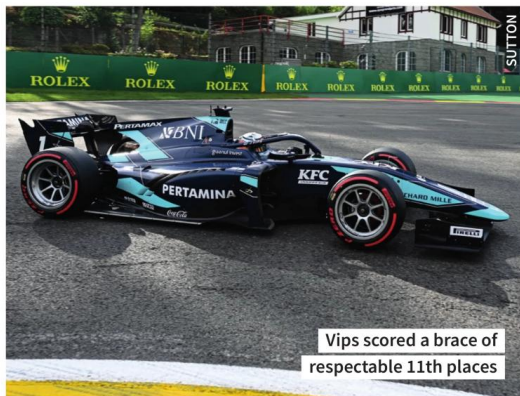


Shwartzman dominated sprint race after Nissany and Ticktum tangled





Iltott lost points lead after crash with Tsunoda



Vips scored a brace of respectable 11th places

**RESULTS ROUND 7/12, SPA (BEL), 29-30 AUGUST RACE 1 (25 LAPS - 108.725 MILES)**

POS	DRIVER	TEAM	TIME
1	<b>Yuki Tsunoda</b> (JPN)	Carlin	53m42.538s
2	<b>Nikita Mazepin</b> (RUS)	Hitech GP	+4.430s
3	<b>Mick Schumacher</b> (DEU)	Prema Racing	+5.639s
4	<b>Louis Deletraz</b> (CHE)	Charouz Racing System	+10.381s
5	<b>Robert Shwartzman</b> (RUS)	Prema Racing	+13.595s
6	<b>Dan Ticktum</b> (GBR)	DAMS	+16.218s
7	<b>Guanyu Zhou</b> (CHN)	Virtuosi Racing	+16.453s
8	<b>Roy Nissany</b> (ISR)	Trident	+20.792s
9	<b>Luca Ghiotto</b> (ITA)	Hitech GP	+24.222s
10	<b>Callum Iltott</b> (GBR)	Virtuosi Racing	+25.808s
11	<b>Juri Vips</b> (EST)	DAMS	+28.877s
12	<b>Pedro Piquet</b> (BRA)	Charouz Racing System	+29.776s
13	<b>Jack Aitken</b> (GBR)	Campos Racing	+36.613s
14	<b>Marino Sato</b> (JPN)	Trident	+38.942s
15	<b>Marcus Armstrong</b> (NZL)	ART Grand Prix	+41.414s
16	<b>Artem Markelov</b> (RUS)	HWA Racelab	+44.258s
17	<b>Christian Lundgaard</b> (DNK)	ART Grand Prix	+46.051s
18	<b>Giuliano Alesi</b> (FRA)	HWA Racelab	+47.045s
19	<b>Jehan Daruvala</b> (IND)	Carlin	+1m32.794s
EX	<b>Felipe Drugovich</b> (BRA)	MP Motorsport	+2m10.717s-pitted on last lap
R	<b>Guilherme Samaia</b> (BRA)	Campos Racing	15 laps-mechanical
R	<b>Nobuharu Matsushita</b> (JPN)	MP Motorsport	3 laps-accident

**Winner's average speed** 121.460mph. **Fastest lap** Shwartzman 2m01.092s, 129.385mph.

**QUALIFYING 1** Tsunoda 1m57.593s; 2 Mazepin 1m57.721s; 3 Matsushita 1m57.844s; 4 Shwartzman 1m57.861s; 5 Drugovich 1m58.014s; 6 Zhou 1m58.022s; 7 Schumacher 1m58.076s; 8 Deletraz 1m58.080s; 9 Daruvala 1m58.137s; 10 Ghiotto 1m58.168s; 11 Piquet 1m58.194s; 12 Iltott 1m58.259s; 13 Armstrong 1m58.318s; 14 Ticktum 1m58.391s; 15 Nissany 1m58.578s; 16 Sato 1m58.959s; 17 Aitken 1m59.007s; 18 Lundgaard 1m59.079s; 19 Markelov 1m59.207s; 20 Alesi 2m02.991s; 21 Vips no time; 22 Samaia 2m30.794s.

**RACE 2** (18 LAPS - 78.260 MILES)

**GRID FOR RACE 2** Decided by result of Race 1, with top eight finishers reversed.

**1** Shwartzman 42m44.391s; **2** Schumacher +9.025s; **3** Zhou +11.193s; **4** Mazepin +20.945s; **5** Ghiotto +21.907s; **6** Deletraz +25.182s; **7** Lundgaard +26.796s; **8** Markelov +30.492s; **9** Tsunoda +30.559s; **10** Ticktum +32.126s; **11** Vips +32.331s; **12** Piquet +32.832s; **13** Drugovich +33.041s; **14** Alesi +33.448s; **15** Samaia +34.729s; **16** Daruvala +44.078s; **17** Aitken +1m16.304s; **R** Sato 13 laps-accident; **R** Armstrong 9 laps-fire extinguisher; **R** Nissany 3 laps-accident; **R** Iltott 0 laps-accident; **NS** Matsushita damage from feature race.

**Winner's average speed** 109.865mph. **Fastest lap** Aitken 2m00.884s, 129.607mph.

**CHAMPIONSHIP 1** Shwartzman 132; **2** Iltott 122; **3** Tsunoda 111; **4** Schumacher 106; **5** Mazepin 101; **6** Zhou 92; **7** Lundgaard 89; **8** Deletraz 81; **9** Ticktum 71; **10** Drugovich 67.

five-place grid penalty.

Ferrari junior Mick Schumacher drove a quietly impressive race from seventh on the grid to claim the final place on the podium.

Schumacher's Prema Racing team-mate Robert Shwartzman won Sunday's sprint race after a collision between Williams juniors Dan Ticktum and Roy Nissany. The Israeli had pinched reversed-grid pole from F2 veteran Luca Ghiotto with an inch-perfect switchback move into Les Combes with three laps of the feature race to go.

In the sprint contest, Nissany and Ticktum came to blows at Les Combes, almost mirroring the Mazepin/Tsunoda tussle from the day before. But this duo was unable to avoid a collision, and Nissany was eliminated on the spot while Ticktum picked up damage that would drop him to 10th. Shwartzman swept past the tangling pair and dominated the race thereafter, with Schumacher making it a Prema 1-2.

Fellow Ferrari junior Callum Iltott lost his points lead to Shwartzman after a miserable weekend. Iltott's nine-round streak of qualifying inside the top three ended with a 12th-place start. He could only improve to 10th in the feature race and was wiped out of the sprint battle by Tsunoda.

Red Bull junior Juri Vips deputised for the injured Sean Gelael at DAMS and started by charging from the back to 11th place in both races on his F2 debut.

**JOSH SUTTILL**



L-r: Mazepin, Schumacher and Tsunoda pay tribute to Hubert on the feature-race podium



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Zendeli leads  
 Pourchaire on his  
 way to taking  
 race-one spoils

## Zendeli's wait for glory is over

**FIA FORMULA 3**  
**SPA (BEL)**  
**29-30 AUGUST**  
**ROUND 7/9**

Lirim Zendeli earned his maiden FIA Formula 3 win at the 27th time of asking as the Trident team continued its supremacy at Spa – it's now three successive years in which the Italian squad has claimed honours in the opening race of the GP3/FIA F3 weekend at the circuit.

Zendeli led away from his first series pole, and surprisingly (as he later admitted) went unchallenged on the run to Les Combes on the opening lap. ART Grand Prix's Theo Pourchaire, Zendeli's successor as German Formula 4 champion, started in second place and set the fastest lap on the second tour, but his charge was soon curtailed when the virtual safety car was required to recover the beached machine of Alessio Deledda. Pourchaire attempted to mount a challenge to Zendeli, but the German proved unassailable as Pourchaire focused on conserving his Pirelli rubber and settled for the runner-up spot.

There was no sign of a repeat of the late-race Silverstone heartbreak, in which

Zendeli was denied his first F3 win in a last-lap battle with Bent Viscaal. "I didn't want to have a [race like] Silverstone again, to be at the front the whole race and, in the last lap, to lose it," he said.

Instead, the 20-year-old beat Pourchaire to the chequered flag by 4.047s, while David Beckmann made it two German Trident pilots on the podium in third and Alexander Smolyar made it two ART lads in the top four.

There was another swing in the title fight between Prema Racing duo Oscar Piastrì and Logan Sargeant. While Sargeant encountered engine issues and dropped from fourth to eighth place, Renault junior Piastrì avoided the DRS woes that have blighted his season but could only manage fifth in race one ahead of the third Prema car of Frederik Vesti. Incredibly, it was only the second time that a non-reversed-grid FIA F3 race has failed to feature a Prema driver on the podium since the championship was rebranded for last year.

Last year's Macau Grand Prix winner Richard Verschoor claimed pole for the reversed-grid race, but a straightline speed deficit left him vulnerable to Sargeant on the opening lap. Sargeant tried it

### WEEKEND WINNERS

**FIA FORMULA 3**  
**SPA (BEL)**  
**Race 1** Lirim Zendeli  
 Trident  
**Race 2** Logan Sargeant (below)  
 Prema Racing



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around the outside of Verschoor into Les Combes but was forcefully sent off track. He rejoined in the lead but wisely yielded the position to Verschoor before the next corner to avoid a penalty. On lap three, Sargeant made light work of Verschoor and eased past on the Kemmel Straight.

The American then resisted a spirited challenge from team-mate Vesti to score his second win of the season. Meanwhile, Piastrì collided with Beckmann and then ran wide at Raidillon before overtaking Verschoor. This off-track excursion earned Piastrì a five-second penalty that dropped him from fifth to sixth, behind Liam Lawson, Smolyar and Pourchaire. All of this meant Sargeant reclaimed the championship lead, but with two rounds to go there are just seven points separating him from Piastrì.

**JOSH SUTTILL**



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# Gronholm and Hyundais shine on Finnish mud

**WORLD RALLYCROSS**  
**KOUVOLA (FIN)**  
**29-30 AUGUST 18**  
**ROUND 2/7**

Concerns that World Rallycross returnee Johan Kristoffersson is on a crusade to win a third title in four years increased during round three last Saturday at Kouvola.

Despite having never visited the Finnish circuit before, Kristoffersson dominated the opening day. He stormed to victory while his nearest points rival, round-two winner Mattias Ekstrom, retired from the semi-finals with an electrical problem in his Audi S1. But when Kristoffersson's Volkswagen Polo suffered a misfire during the second qualifier on Sunday, there was hope for the opposition.

Then, when Kristoffersson set the fastest time in qualifying three and, for the fourth round in a row, started on pole for the final, it looked as though that hope had gone



again. But, in wet conditions, he not only made a minor mistake at the first corner of the final and lost the lead, but Niclas Gronholm produced the drive of his life to snatch a home victory under enormous pressure, as Kristoffersson fell to fourth.

Having taken the advantage at Turn 1, Gronholm defended his position while first Kristoffersson and then Ekstrom nudged his Hyundai i20's rear bumper in every slow corner. Gronholm kept his nerve, took his joker on the final lap and held on to win.

Ekstrom also beat Kristoffersson into the final corner and contact between the pair forced the championship leader wide, allowing Timur Timerzyanov – Gronholm's team-mate – to sneak onto the podium.

It was the third Gronholm RX driver who shone most through the weekend, though. Relatively unknown Finnish rallycross champion Juha Rytkonen made his World RX debut and upset the established order by storming to second on Saturday.

**HAL RIDGE**

# Understeering Guven hangs on under pressure from Pereira

**PORSCHE SUPERCUP**  
**SPA (BEL)**  
**30 AUGUST**  
**ROUND 7/8**

Ayhancan Guven might be a young Turk (22), but time is not on his side. A second triumph of the Porsche Supercup season at Spa keeps him in title contention, but with one round remaining at Monza it's a big ask to close down Larry ten Voorde and new championship leader Dylan Pereira – 17 and 21 points ahead.

Porsche junior Guven snared pole in Belgium by a 0.019s whisker and led from lights to flag to join ten Voorde and Pereira as double victors in 2020,



but he faced ever-increasing pressure during the final few laps.

When second-starting Jaxon Evans caught some dirt on the run to Les Combes, he locked the fronts of his Lechner Racing machine under braking and was forced down the escape road. That promoted his team-mate Pereira into second, and Pereira then harried Guven for the remainder as the eventual winner understeered more and more as the balance on his Almeras-run car ebbed away from its sweet spot.

Guven hung on for a 0.6s success in the 11-lap encounter but reckoned if the contest had gone on for another tour, he would have been overthrown.

Nevertheless, second for Pereira means he carries a four-point cushion over ten Voorde, although the Team GP Elite driver was buoyed by his fifth place despite losing the standings lead.

The Dutch racer was able to keep Jaap van Lagen at bay and still close to within 0.25s of Evans, who was persevering with heavily flat-spotted tyres. Meanwhile, Florian Latorre scored the first podium for debutant squad CLRT.

## WEEKEND WINNERS



**WORLD RALLYCROSS**  
**KOUVOLA (FIN)**

**Race 1** Johan Kristoffersson (above)  
 Kristoffersson Motorsport  
 (Volkswagen Polo)

**Race 2** Niclas Gronholm  
 GRX Taneco Team  
 (Hyundai i20)

**PORSCHE SUPERCUP**  
**SPA (BEL)**

Ayhancan Guven  
 Martinet by Almeras



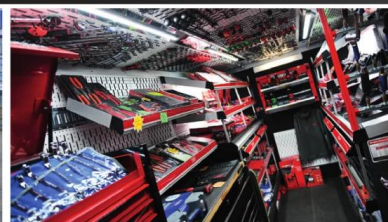
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# Motegi king Hirakawa kicks off Super Formula season with win

**SUPER FORMULA**  
**MOTEGI (JPN)**  
**30 AUGUST**  
**ROUND 1/7**

Ryo Hirakawa (below) took a lights-to-flag victory for the Toyota-powered Team Impul squad in the opening round amid scorching conditions at Motegi.

Hirakawa, who won at Motegi last year, was the man to beat all weekend as the Japanese series reconvened after a five-month hiatus, topping two of the three practice sessions en route to pole position.



TOYOTA GAZOO RACING

That, combined with a good start, were the keys to victory, with Super Formula adopting a shortened race format this year and doing away with the mandatory pitstop, leaving drivers with few strategy options to recover from qualifying poorly.

Hirakawa had to fend off a fast-starting Kenta Yamashita in the opening corners, with Yamashita vaulting pass rookie Kondo Racing team-mate Sacha Fenestraz off the line. But once he had dealt with the threat, Hirakawa looked comfortable out front.

His lead never stretched beyond 1.5 seconds and he finally crossed the line 0.610s to the good, with Fenestraz completing the podium. TOM'S veteran Kazuki Nakajima ensured that Toyota-powered cars locked out the top four.

Best of the Honda runners was Dandelion Racing's Nirei Fukuzumi in fifth, but only after contact with Yuhi Sekiguchi, which gave the Impul ace a puncture and sent him into the gravel trap at Turn 5.

Nick Cassidy (TOM'S) kicked off his title defence in sixth, benefiting from that clash and contact between Kamui Kobayashi (KCMG) and Naoki Yamamoto (Dandelion) that resulted in a puncture for Kobayashi and a damaged front wing for Yamamoto.

**JAMIE KLEIN**

## WEEKEND WINNERS

**SUPER FORMULA**  
**MOTEGI (JPN)**  
 Ryo Hirakawa  
 Team Impul (Dallara-Toyota)

**NASCAR CUP**  
**DAYTONA (USA)**  
 William Byron  
 Hendrick Motorsports (Chevrolet Camaro)

**NASCAR XFINITY SERIES**  
**DAYTONA (USA)**  
 JJ Haley  
 Kaulig Racing (Chevrolet Camaro)

**NASCAR TRUCK SERIES**  
**GATEWAY (USA)**  
 Sheldon Creed  
 GMS Racing (Chevrolet Silverado)

**AUSTRALIAN SUPERCARS**  
**TOWNSVILLE (AUS)**  
**Race 1** Jamie Whincup  
 Triple Eight (Holden Commodore)  
**Race 2** Jamie Whincup  
 Triple Eight (Holden Commodore)  
**Race 3** Scott McLaughlin  
 DJR Team Penske (Ford Mustang)



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# Byron's dream as Johnson's hopes end

**NASCAR CUP**  
**DAYTONA (USA)**  
**29 AUGUST**  
**ROUND 26/36**

Jimmie Johnson was denied the chance to fight for an eighth NASCAR Cup title when he was caught up in a late crash at Daytona.

Johnson, who will retire at the end of the year, came into the final round of the regular season four points behind Hendrick Motorsports team-mate William Byron. With Matt DiBenedetto close behind and just two Playoff places remaining, it was wide open.

It was business as usual through much of the race as the Penske Ford of Joey Logano won stages one and two. Johnson, Byron and DiBenedetto had been swapping provisional championship positions all race, but none seemed set



to challenge Logano in the final stage.

Instead, it was Tyler Reddick going for glory. Reddick needed a win to secure his place in the Playoffs and was challenging for the position when a mistake triggered a multi-car crash and a red flag.

Johnson, Byron and DiBenedetto avoided the incident and lined up for the restart. But Logano's car was loose on the restart and he drifted backwards, making contact with DiBenedetto and spinning.

While DiBenedetto continued, Johnson's

Chevrolet was one of many cars collected by the incident.

But as one fairytale was denied, another came true for Johnson's Hendrick team-mate. Byron had avoided the drama and snatched the lead as the race went into overtime. The 22-year-old had Martin Truex Jr's Joe Gibbs Racing Toyota to contend with, but held the position to take his first NASCAR Cup victory (above) and secure his Playoff position.

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Whincup was on top form, taking two wins and a third

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## Street master Whincup erodes deficit

**AUSTRALIAN SUPERCARS**  
**TOWNSVILLE (AUS)**  
**29-30 AUGUST**  
**ROUND 7/13**

Jamie Whincup breathed new life into the Supercars title fight by outscoring points leader Scott McLaughlin in Townsville.

The return to a street-circuit set-up, or “dune-buggy” mode as Whincup referred to it during the weekend, seemed to suit the Red Bull Holden driver. After the gap to McLaughlin had blown out to a formidable 177 points following the second of the back-to-back events in Darwin, a pair of wins and a third helped Whincup bring it back to a more manageable 123.

That was helped by DJR Team Penske Ford driver McLaughlin making an uncharacteristically slow start to the weekend. As Townsville specialist Whincup scorched to pole position in Saturday’s Top 10 Shootout, McLaughlin watched from the sidelines after a mistake had sent him tumbling out of Q2.

McLaughlin did make a decent recovery from 16th on the grid in the opening race, emerging from a lap one, turn two pile-up in eighth place before finishing seventh. But that merely limited the points loss, as Whincup cruised to victory ahead of Cam Waters and Chaz Mostert.

While Whincup made the 39-lap journey look easy in terms of pace, it was anything but straightforward in the cockpit. He revealed after the race that he’d lost radio 10 laps in and was flying blind as he navigated his sole mandatory stop. It also meant he didn’t know what lap he

was on and, having not clearly spotted the chequered flag, kept his boot in the throttle on what was meant to be the cool-down lap. Once he eventually realised the race was over, he had no idea where the podium presentation was and pulled up on the front straight rather than in pitlane.

The saga made for some good banter, but the stewards didn’t see the funny side. Whincup was swiftly smacked with a \$2000 fine for ignoring post-race procedure.

With a working radio, Whincup was back at it on Sunday morning, grabbing a pole and a fourth in qualifying for the next two races. McLaughlin, meanwhile, was wildly inconsistent across the two sessions. He was just 13th quickest in the first, before grabbing pole for race three in the second.

Sunday’s opening stanza was much like

Saturday’s race, Whincup in cruise mode out front as McLaughlin executed a neat recovery to carve his way to sixth.

The Kiwi was then finally able to stop the points rot in the finale with a hard-fought win. It wasn’t Whincup that gave him a hard time, though, the seven-time champion left to manage a rather exhausted tyre bank after his two wins. That meant taking on just two new tyres during his stop, third place an excellent result given the circumstances.

Instead it was Waters who took the fight to McLaughlin, the two Mustang drivers separated by just tenths until deep into the second stint. The gap did blow out to more than four seconds at the finish, Waters calling off the fight after 30-odd laps of trying to force McLaughlin into a mistake.

**ANDREW VAN LEEUWEN**



McLaughlin was inconsistent but still holds a healthy points advantage

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## ASTON BOSS SAYS CRASHING TEAM-MATES MUST USE HEADS

### BRITISH GT

TF Sport boss Tom Ferrier has said his GT4 title-contending drivers Patrick Kibble and Jamie Caroline “need to use their heads a bit more” after their Aston Martin Vantages collided with each other in the British GT race at Brands Hatch last weekend.

The pair were running second and third heading onto the final lap of the two-hour race, with Kibble ahead going into Paddock Hill Bend. Caroline dived up the inside, but made contact with the car Kibble and Connor O’Brien had qualified on pole, spinning it into the gravel and retirement.

While Caroline finished second on the road, a 40-second penalty for the collision dropped him and Daniel Vaughan down to sixth.

Ferrier said he had warned his drivers about contact prior to the race and would speak with them again following the clash. “It’s annoying because we’d told all of them not to get involved in any battles or scars all weekend,” he said. “They obviously didn’t listen and that’s where we end up. We would have scored good points today.

“They just need to use their heads a bit more come the next half of the year, but they’re not stupid so I’m sure they’ll work it out themselves.”

Kibble believed he had covered the inside line, after seeing Caroline’s late move on Ben Green’s Century Motorsport BMW at the same corner on the previous lap. “I was wary of it [the move] – that’s why I was much further along on the inside than the BMW was,” said Kibble. “But he still attempted it and it didn’t pay off that time. We all get on in the team very well, it’s just really unfortunate we’re both on the same team.”

Caroline declined to comment when approached by Autosport but said in the post-race podium interview: “There was a bit of rubbin’ racin’ before that and I did it to the BMW the lap before – going high, then diving low. Surprisingly, the BMW gave me more room than my team-mate. There was a gap there.”

Century boss Nathan Freke said the driving standards in the closing laps were “appalling” after multiple instances of contact between Green and the TF cars. “It was almost like brains got disengaged for the last 20 minutes of the race,” he said. “We’re happy with the result, but we’ve still come away with



Both TF Sport Aston Martins came together on the last lap at Brands Hatch in British GT4



Kibble felt he had covered the inside line

thousands of pounds of damage to the car, which is completely unnecessary.”

- TF Sport will return to the Asian Le Mans Series in 2021 with an Aston Martin Vantage GT3 for Jonny Adam, Ahmad Al Harthy and Tom Canning – all drivers who were scheduled to compete in British GT with the squad this season before the COVID-19 pandemic. TF last participated in 2018-19 with a previous-iteration V12 Vantage for Johnny Mowlem and Bonamy Grimes.

STEFAN MACKLEY & JAMES NEWBOLD



Barwell Lambo took the lead of the race in the pitstops

## ‘Smart’ Mitchell secured win after pitstop problem

### BRITISH GT

Barwell Motorsport team boss Mark Lemmer praised a “smart” Sandy Mitchell after a problem with his Lamborghini Huracan GT3’s auto-clutch almost caused the Brands Hatch British GT race winner to stall exiting his pitstop.

The Lamborghini that Mitchell shared with Rob Collard had run second in the opening stint to the Jenson Team Rocket RJN McLaren 720S started by James Baldwin, but a safety car just before the pit window evaporated Baldwin’s nearly 30-second advantage.

Mitchell stuttered away from the box and appeared to hesitate

as Jonny Adam’s Beechdean Aston Martin – one lap down – came by in the fast lane.

This prompted some teams to complain to race control that Mitchell had slowed to ensure he wasn’t under the minimum pit time of 115s, but the timing delta showed the Lamborghini was 2.339s over.

“The car tried to stall and it jumped, so Sandy very sensibly decided that rather than risk an unsafe release, he would let the Aston blend,” Lemmer told Autosport. “That cost us time because we were a big chunk over on our pitstop time, but it was smart thinking from Sandy.”

JAMES NEWBOLD

## Green impresses on GT return with Century

### BRITISH GT

Ben Green impressed on his British GT return with Century Motorsport at Brands Hatch last weekend, taking the team’s first GT4 podium since he and Ben Tuck also finished second at the Kent circuit in 2018.

Green, the 2018 GT4 runner-up with Century, signed a last-minute deal to partner Andrew Gordon-Colebrooke as Nathan Freke’s squad expanded to a second BMW M4 GT4.

After taking over the car

in sixth, Green climbed as high as second on-track and finished third on the road before being promoted by a penalty for the TF Sport Aston Martin of Jamie Caroline and Dan Vaughan.

Freke told Autosport that Green – whose main campaign this year is in DTM Trophy – is unavailable for the next round at Donington Park, but “would love to have him back at future rounds if his diary allows it”.

“He drove his soul out,” Freke added.

JAMES NEWBOLD



Esprit hasn't raced since 2013 title win after chassis crack was found

## Allaway's Lotus Esprit set to return after seven-year rebuild

### CNC HEADS SPORTS/SALOON

Former CNC Heads Sports/Saloon champion Simon Allaway plans to return his Lotus Esprit V8 to the series this month, seven years after he won the title in the machine.

Allaway started racing in Special Saloons in 1985 with a Hillman Imp and a Maguire Stiletto in the Wendy Wools

Championship, before changing to the Esprit, then Rover V8-powered, in 1994.

The car had previously been used on hillclimbs by Alvin Ravenscroft and was bought as a rolling chassis.

"I started rebuilding it in 1990, but kept the original March Formula 2 rear suspension," Allaway said.

It was when he swapped to a Chevrolet V8 from a Grand-Am sports-prototype in



2009 that fortunes really began to change, taking in Classic Sports Car Club Special Saloons and Modsports races too, culminating in his 2013 title-winning year, taking 10 wins from 17 races.

But his hopes of defending the crown were dashed when, in preparation for the 2014 season, he found a fatigue crack in the spaceframe chassis. The car has required a total reconstruction in his spare time, taking considerably longer than originally planned.

"I expected it to take three years, four maximum for the rebuild, but that was a bad estimate," Allaway said. "It's the original steering wheel, engine and gearbox, but a new chassis, whole new bodywork and suspension and the rear is from a Lola T800 Indycar."

The plan now is to debut at Oulton Park on 12 September after being unable to meet the initial target of racing last month at Donington Park.

"It's not run on a track yet, but I'm due out soon after a run on the dyno," he added.

**PETER SCHERER**

## Crackdown on poor Junior Saloon driving standards

### JUNIOR SALOONS

Junior Saloon Car Championship organisers are confident there will not be a repeat of the poor driving standards at Mallory Park on Monday, when there were four red flags.

All the drivers and teams were called to a meeting after two red flags in the second race to discuss their driving, and were told that one more red flag would mean it was over for the day. This followed the first race being halted by a red flag. The

rearranged second race was run at the end of the timetable but was again red-flagged when a stalled car was collected.

"There are a number of factors but at Brands Hatch,

with 24 cars on the Indy circuit, there were no problems," said coordinator Dave Beecroft. "Three tenths covered the top eight at Mallory so it's very competitive and there were a

couple of kids out of position on the grid trying to make progress.

"We've also had the situation with COVID-19, where we've not been able to put instructors in cars and the kids haven't been able to get on track as much.

"Before we restarted the second race, we got them all together and there was stunned silence. I think all the kids got it. Then a driver stalled, which can happen in any race. We've got a five-week break now so it gives everyone time to calm down."

**STEPHEN LICKORISH AND PETER SCHERER**



There were four red flags at Mallory Park

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IN THE HEADLINES

Pembrey has been hit by government restrictions



## Third meeting axed amid Welsh coronavirus event restrictions

### BARC

A British Automobile Racing Club meeting at Pembrey has become the third Welsh circuit racing event to be cancelled amid the continued delay to the resumption of motorsport in the country. Far stricter rules are in place in Wales than in England following the coronavirus pandemic as participants in events are required to be put into 30-people bubbles. The impracticalities of this had already forced British Racing and Sports Car Club and 750 Motor Club events at Anglesey to be cancelled and now the BARC fixture due to run next weekend – featuring the Citroen C1 Challenge and Junior Saloons – has also been canned.

A small trial 750MC meeting is set to take place at Anglesey on Sunday as a possible way forward is sought. “This is incredibly disappointing news,” said BARC group chief executive Ben Taylor. “We have been working closely with Welsh Government officials, the local council and Motorsport UK to try to find a solution, but there is simply no movement with the regulations. “What is particularly galling is that we know of ‘unofficial’ events that are being held on private land for hundreds of participants in parts of Wales, but because we follow the rules of the governing body and the Welsh Government, it is our business that suffers and by extension that of our suppliers.”

## Festival winner Smith back in FF1600

### CHAMPION OF BRANDS

Former British GT driver Josh Smith returned to Formula Ford action last weekend when he competed in the Champion of Brands. The 2018 Formula Ford Festival winner was making his racing bow in 2020 for Oldfield Motorsport aboard a Van Diemen JL13, having last competed in the 2019 Festival. “James [Oldfield, team boss]

just asked me and said he wanted a quick driver in the car to get some results under his belt and this weekend he had a free car,” said Smith, who was in the McLaren Driver Development Programme last year and raced in British GT for the Tolman Motorsport squad. “It’s better than being sat at home and any form of racing I will take with both hands. Formula Ford takes you back to the grassroots and

there’s a massive difference between this and a GT car,” he said. “But it’s a bit like riding a bike and when you’ve done so many laps in a Formula Ford it doesn’t really take too long to get back up to speed.” Having qualified third behind the Low Dempsey Racing cars of Bryce Aron and Jonathan Browne, Smith briefly got into second before finishing third around the GP loop. **STEFAN MACKLEY**

**COURSE CAR NOT TO BLAME**  
RJN boss Bob Neville admits a course car appearing in the pitlane when his race-leading McLaren stopped in the Brands Hatch British GT race last weekend did not play a major role in the crew losing the lead. Neville says his lollipop man was “taken by surprise” by the vehicle entering the pits at the same time as Michael O’Brien was being released, having taken over from early race dominator James Baldwin, but conceded “we weren’t desperately delayed by that”.

**HSCC CANCELS SPA RACES**  
The Historic Sports Car Club has decided to cancel another of its European outings amid the worsening coronavirus situation. Having already axed its Formula 2 contests at Zandvoort this weekend, it will also not run the closed-wheel races that were due to feature at the Spa Six Hours event later this month.

**SUMMERS SWAPS DISCIPLINE**  
Former British Hillclimb champion Alex Summers took part in his first Formula Ford race at the Oulton Park Gold Cup meeting. The Van Diemen RF80 he used was the first car that he hillclimbed. Summers described his usual hillclimb specials as “probably not dissimilar in weight, but four or five times the power”, but the Formula Ford as a car “you can throw around and just drive in a slide, whereas that doesn’t really work in hillclimbing”. He finished 11th in the second Classic FF1600 race.

**HALL RETURNS TO FF1600**  
Rob Hall raced in Formula Ford 1600 for the first time since 2017 at Castle Combe last weekend, with a view to participating in the Walter Hayes Trophy. The 2011 Combe FF1600 champion finished on the podium in the second of the two races in his Swift (below). “We’re doing the next meeting here and we’ve got a test day between now and then as well,” Hall said. “If we’re on the pace we’ll look at doing the Hayes. If we go there we want to go with the aim to win it.”



# New Libre series aimed at wider variety of Pre-'66 cars

## EQUIPE CLASSIC RACING

Equipe Classic Racing has introduced a new category – open to a wider range of pre-1966 machines – for the remainder of this season.

The new Equipe Libre series has been created in response to the organisation's popular 3-Hour Relay race, which is also open to a broader mix of cars than the more specific regulations in place for the existing Equipe GTS, Pre-'63 and 50s divisions.

Libre races will be held at the two remaining Equipe weekends this season – the MG Car Club meeting at Snetterton this weekend and the sole 2020 Aston Martin Owners Club event at Silverstone in October – and it is expected that the series will continue into next year.

"It's something we've been talking about for a long time because we get a lot of people say 'can I come and race this?' and



we've got two very specific grids," said Equipe Classic Racing partner John Pearson. "The 3-Hour Relay is always a different event to our normal events – there are just three rules: it's got to be pre-'66, Appendix K and run on Dunlop tyres.

"That always produces an eclectic mix of cars, which is fun, and we had everything from Cobras to Minis this year. On the Sunday, we did two races and said 'because you're here for the Relay, those two races are for the same rules'. Our MGB drivers said it

was great to be on track with these people.

"Equipe Libre is an extra grid – it completes the line-up of cars we have. There was a big group of people who couldn't race with us [before] who liked the idea of what we do."

Pearson added there has already been strong interest in the two races this year, with a Ford GT40 – a car that has never previously raced with the club – among the entries received.

**STEPHEN LICKORISH**

# Single-seater debut for Gray in Formula 2 March

## AURORA TROPHY

Versatile racer Tim Gray made his single-seater debut at last weekend's Oulton Park Gold Cup event.

He came away with a combative third place in Monday's Aurora Trophy race in Keith Bisp's ex-Ingo Hoffmann Formula 2 March-BMW 762.

"It was a fantastic opportunity, which Keith only confirmed on Thursday, but we went in with no expectations," said Gray, whose only previous single-seater experience



was running in Mark Betts's F1000 Jedi at Silverstone.

"I did a 15-minute test session on Saturday morning just to get a feel

for the March. Apart from in my [vintage] Morgan three-wheeler, which has an external change, the last time I'd used a conventional

manual gearbox was in my Locost in 2003."

A detached coil lead ended the 750 Motor Club Locost, Kit Car, RGB and Bikesports champion's race on Sunday, but he charged the 300bhp car to a podium place the following day.

"We were using old tyres which made it understeery, but the balance felt good," said the Britcar and Dutch Supercar racer. "The purpose of the weekend was to have fun and the car came back as it started. I'm very grateful for the experience."

**MARCUS PYE**







# Consistency really is key

*A nightmare BRDC British F3 weekend for former table-topper Kaylen Frederick shows how quickly fortunes can change, underlining the importance of regularly scoring points*

STEFAN MACKLEY

**W**ith three wins under his belt, a handy 29-point lead in the standings and momentum behind him, Kaylen Frederick had arguably already become the favourite for this season's BRDC British F3 title after just two events.

The American – returning for his sophomore season – had been the class of the field on his way to a hat-trick of victories from the opening seven races. There was even a fourth win on the road in the opening race of the year at Oulton Park as well, before he was handed a time penalty for a false start, and his victories have generally come in a dominant fashion.

But if ever there was the epitome of a nightmare meeting, it's what the Carlin driver endured at Brands Hatch last weekend.

After sliding off into the gravel in a damp qualifying session, Frederick was forced to start the first and third races – determined by a driver's two fastest qualifying laps – from the back of the grid.

Trying to make up places in race one, he collided with Lanan's Piers Prior at Surtees on the opening lap, receiving a reprimand and two penalty points on his licence for an abusive gesture, while Prior received four penalty points and was disqualified for his part in the incident.

The pair collided again in race three along with Manaf Hijawi at Graham Hill Bend after a safety car was called, with both Frederick and Prior receiving a further four points on their licences for

**“Everything is just much closer this year. If you lose a tenth in qualifying you lose two places”**

ignoring yellow flags and being disqualified from the result.

“I'm not saying it's OK [the abusive gesture], but I was just so frustrated in the car,” says Frederick, who added he was in “no man's land” for the second incident as he didn't see the yellow flags, due to the cars in front.

“It all traces back to qualifying where we got a poor result. That will be the biggest thing moving forward – you can't have an issue in qualifying.

“We've spent the whole weekend on the backfoot. Consistency is the key and that's what we will be aiming for in the future.”

Consistency. There's that word again. When writing the review of the 2019 British F3 season, it was something mentioned in almost every conversation this writer had with a driver.

Clement Novalak, who was Frederick's team-mate at Carlin,

won the title last year having led the standings from the very beginning – only recording two wins all season but not a single retirement. In contrast, runner-up and 2019 Aston Martin Autosport BRDC Young Driver of the Year Award winner Johnathan Hoggard was comfortably the fastest driver in the championship, amassing seven wins but crucially two DNFs, and a general lack of consistency cost him the crown.

And a similar story is emerging this season. Kush Maini – who finished third in the 2018 standings – was a late addition to the 2020 roster with Hitech GP after his plans to compete in Formula Renault Eurocup with R-ace GP fell through due to the coronavirus pandemic. But the Indian driver now leads the standings having finally got his first win of the campaign in race four at Brands and a further two podiums over the weekend.

“In 2018 we were one of the quickest cars out there but still came nearly 200 points behind, so this championship is all about consistency,” says Maini, who has not yet confirmed if he will compete in all the remaining races this season.

Just 29 points behind Maini is 2018 British F4 champion Kiern Jewiss, another driver in his second season of F3 and who also only has one win to his name in 2020, having benefited from Frederick's Oulton post-race penalty. The Brit is the highest-placed of the 2019 drivers to continue in the series after finishing fourth last term and amassing the most points of any driver in the second half of the season.

“It's not easy and the biggest difference from this year to last year is everything is just much closer,” he says. “People only look at the results but if you lose a tenth in qualifying you lose two places.”

Within 20 points of Jewiss are British F4 graduates Josh Skelton and Louis Foster, followed by Frederick, and with another 13 races planned across four rounds, the title race is very much alive.

For neutrals that will be a relief having seen one driver dominate the championship in recent years, such as Enaam Ahmed and Linus Lundqvist in 2017 and 2018 respectively.

A new dynamic for this year has also been the addition of a fourth race at some rounds due to the condensed calendar, with a driver's best two laps from the previous three races determining that grid. Factor in the full-reversed grid race and, perhaps more than any other championship in the UK at the moment, consistency is the single most important element to claiming the British F3 title.

Like it or loath it, consistency will always be an element of any championship, but there remains a fine line between drivers wanting to settle for points or attempting a race-winning overtake. And that's the conundrum Frederick will have to grapple with as he attempts to reclaim his lead. ❧

[P68 BRANDS REPORT](#)



## Barwell Lambo benefits from Baldwin's bad luck

**BRANDS HATCH**  
**MSVR BRITISH GT3**  
**29-30 AUGUST**

A superb opening stint from gamer-turned-racer James Baldwin should have resulted in a second 2020 win for the Jenson Team Rocket RJN McLaren at Brands Hatch. But an unfortunately timed safety car gave Barwell Motorsport pairing Rob Collard and Sandy Mitchell the chance to snatch victory – and the championship lead.

Baldwin was fastest in Am qualifying and, although co-driver Michael O'Brien was only eighth in the Pro session, that was quick enough for the combined-times pole.

Baldwin ensured that the hard work of his mechanics – who had stayed up until 3am changing a turbo – didn't go to waste as he held off fellow front-row man Collard at the start of the two-hour contest and then drove into the distance. With third man Ian Loggie's defensive driving holding off both 2 Seas McLarens, Collard was the only one with a clear run at Baldwin, but the Lamborghini could not match the 720S. Baldwin was nearly half a minute clear of the ex-British Touring Car driver at half-distance – as the 62-minute pit-window-opening mark approached.

Neither of the leading duo had any success pitstop penalty to serve from the previous race at Donington Park, so Mitchell would have had his work cut out to get anywhere near O'Brien if the race had stayed green. But it didn't.

Jordan Witt had jumped 2 Seas team-mate Angus Fender while they both

challenged Loggie early on. He barged his way past Loggie's Mercedes at Stirlings on lap 14, with Fender following through, and was nicely established in third. Then Witt went down the inside of Donington Park winner Nick Jones's Bentley at Hawthorns to lap it. It was a marginal move, but Jones also seemed slow to fathom what was happening and contact was made. The Bentley was deposited into the gravel, unable to get out, bringing out the safety car.

It was still too early for the GT3s to stop, so Baldwin had to sit there as the rest of the field closed up. When the window did open almost all the GT3 runners peeled in and Barwell jumped RJN in the pits, Baldwin suggesting crucial time was lost following a course car down the pitlane.

At the restart Mitchell thus led O'Brien, Fender's co-driver Dean Macdonald, Yelmer Buurman (in for Loggie), the similar RAM Mercedes of Patrick Kujala, and Franck Perera, the latest partner for Michael Igoe in

the WPI Lamborghini. The evenly matched nature of the Pros, including the Silver-Silver drivers, was once again demonstrated as everyone struggled to make a serious attack on the car ahead. Mitchell and O'Brien exchanged tenths, but a change of position looked unlikely.

O'Brien got one more chance at another restart, thanks to a safety car caused by a tyre blow-out for Jordan Collard's GT4 McLaren, but Mitchell proved equal to the challenge. Thanks to the position of the backmarkers, the top six were well clear of the rest, and with 10 minutes to go there was less than a second between each car. But even though things got a little tight as the leaders navigated their way past the fraught GT4 contest, the positions remained the same. Mitchell crossed the line just over half a second clear of O'Brien, with Macdonald absorbing the pressure from Buurman to take third. That was until the 2 Seas car was handed a 40s penalty for an



WEEKEND WINNERS

GT3 (78 LAPS)

**1 Rob Collard/Sandy Mitchell (Lamborghini Huracan Evo);** 2 James Baldwin/Michael O'Brien (McLaren 720S) +0.649s; 3 Ian Loggie/Yelmer Buurman (Mercedes-AMG); 4 Sam de Haan/Patrick Kujala (Mercedes); 5 Michael Igoe/Franck Perera (Lamborghini); 6 Richard Williams/Sennan Fielding (Audi R8). **Fastest lap** Phil Keen (Lamborghini) 1m25.350s (102.63mph). **Pole** Baldwin/O'Brien. **Starters** 13. **Points** 1 Collard/S Mitchell 90.5; 2 de Haan/Kujala 74; 3 Baldwin/O'Brien 68; 4 Keen/Adam Balon 67; 5 Igoe 60.5; 6 Loggie/Buurman 57.

GT4 (73 LAPS)

**1 Jordan Albert/Matt Cowley (Ford Mustang);** 2 Andrew Gordon-Colebrooke/Ben Green (BMW M4) +2.225; 3 Gus Bowers/Chris Wesemael (McLaren 570S); 4 Sam Smelt/James Kell (Toyota GR Supra); 5 Ben Hurst/Adam Hatfield (BMW); 6 Dan Vaughan/Jamie Caroline (Aston Martin Vantage). **FL** Cowley 1m33.185s (94.00mph). **P** Connor O'Brien/Patrick Kibble (Aston). **S** 9. **Points** 1 Wesemael/Bowers 82.5; 2 Caroline/Vaughan 82; 3 O'Brien/Kibble 77.5; 4 Albert/Cowley 71.5; 5 Smelt/Kell 64.5; 6 Mia Flewitt/Euan Hankey 64.

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

unsafe pitstop release, dropping it to 11th. But what of the championship leaders arriving at Brands? Adam Balon and Phil Keen had a dismal race. Balon started 10th, fell to 11th and was lapped just before the first safety-car period, then pitted a lap after most of the GT3 runners. Keen set the race's fastest lap shortly after climbing aboard the Barwell Lambo, but was never going to make up the lost ground and came home 12th.

Things weren't much better for returning four-time British GT champion Jonny Adam in the Beechdean Aston Martin he shared with Andrew Howard. Adam had been third quickest in the Pro qualifying session – behind Buurman and Perera, and ahead of Keen – and Howard's effort meant they lined up fourth. But Howard looked timid in the opening laps and quickly fell down the order. He even dropped behind Balon, though managed to get back ahead as the safety car was called.

Adam just got back onto the lead lap during the pitstops, but couldn't make progress despite almost matching Keen's best lap. He ended up ninth, boosted by the 2 Seas misdemeanour and a drivethrough penalty for the Optimum McLaren of Ollie Wilkinson/Lewis Proctor after the former had been adjudged to have overtaken one of the GT4s too soon at a restart.

The trials of the established stars again highlighted the strength of the Silver-Silver pairings in British GT. Collard and Mitchell now lead the standings by 16.5 points, but the well-balanced duo of Baldwin/O'Brien must also be regarded as a serious threat.

KEVIN TURNER



## Ford defeats Astons in GT4

After qualifying it seemed as though the TF Sport Aston Martin team would be making it four GT4 victories from five 2020 British GT starts. The pair of Vantages topped both the Am and Pro sessions, and polesitters Connor O'Brien/Patrick Kibble were more than a second clear of the best non-Aston on combined times. But in a dramatic race, the reigning teams' champion was beaten.

The race began well enough for TF, with O'Brien holding the lead from his championship-leading teammate Dan Vaughan. O'Brien started to edge away, but the first hint that this wouldn't be a straightforward cruise to victory came when Sam Smelt overtook Vaughan. The new-for-2020 Speedworks Toyota GR Supra had qualified third, but still it was something of a surprise when Smelt started chipping away at the six-second gap to O'Brien.

The Aston's advantage was under 2s as the pit window approached and, when Richard Neary's GT3 Mercedes tapped O'Brien into a spin at Druids, Smelt took the lead. The Toyota, however, was not the only threat to TF thanks to Jordan Albert – Academy's Ford Mustang had qualified eighth of the nine GT4 runners, but hard work from the team overnight paid dividends.

The Century BMW M4 of Andrew

Gordon-Colebrooke jumped the two HHC McLarens at the start and proceeded to hold them at bay. That seemed to have made GT4 into a three-horse race as the Astons and Toyota escaped, but Albert soon overcame both McLarens and the BMW. Such was his race pace that Albert was within 5s of O'Brien when the Aston spun, taking third.

When the first safety car was called most of the leading GT4 runners dived in for their stops, but Speedworks hesitated. "We were just coming up to the 58-minute window [when the GT4s could come in]," said team manager Micky Sergeant. "It was so close that we erred on the side of caution, but it cost us."

Smelt came in a lap later and co-driver James Kell dropped to fourth, then struggled for pace.

That left Jamie Caroline (in for Vaughan) ahead, but Matt Cowley boldly went down the inside of the Aston into Hawthorns after the restart to take the lead in the Ford.

After another safety car, Cowley had Caroline, Kibble and Ben Green in the BMW snapping at his heels. But it was the Aston drivers who cracked.

First, Kibble lost out to Green in traffic. He fought back and there was contact as they tried to go three-wide with Caroline exiting Clearways. Green made it into second, only for Caroline to switch to the inside and dive back ahead at Paddock Hill Bend, with Kibble taking Green into Druids.

Kibble fought his way by Caroline, who then tried to duplicate his Paddock manoeuvre, though this time it seemed more optimistic. The result was Kibble being shoved into the gravel and Cowley being left clear for victory. Caroline was handed a 40s penalty for causing a collision, dumping him from second to sixth – and handing the points lead to HHC's Gus Bowers/Chris Wesemael.



# Winning return for Simmons in British F3

**BRANDS HATCH**  
**MSVR**  
**29-30 AUGUST**

Ayrton Simmons returned to the BRDC British F3 Championship in style with a brace of wins on the Brands Hatch Grand Prix Circuit, as Kush Maini took the lead of the points standings.

Simmons, who finished third in the championship last season with Chris Dittmann Racing and is racing this season in Euroformula Open, went back to the squad for a one-off outing and was arguably the class of the field at the Kent venue, where he took lights-to-flag victories in the first and third races.

Simmons, who finished third in the championship last season with Chris Dittmann Racing and is racing this season in Euroformula Open, went back to the squad for a one-off outing and was arguably the class of the field at the Kent venue, where he took lights-to-flag victories in the first and third races.

For pre-event championship leader Kaylen Frederick it was a nightmare weekend as he retired from two of the four races, recorded a best result of 11th and incurred several points on his licence (see opinion, p65). The Carlin-run American's misery started in qualifying as he slid off the road at Druids in damp conditions and was forced to miss the remainder of the session. As lap times improved, his initial attempts put him at the back of the grid.

As he tried to make up places on the first lap of the opening race, Frederick was forced off the circuit by Piers Prior on the exit of Surtees and was left beached in the gravel. Although he was able to eventually make it back to the pits, he was unclassified at the finish, meaning he would start at the back



Simmons returned with Chris Dittmann Racing and won two races

for the full-reversed-grid second race.

Simmons, meanwhile, led home Hitech GP racer Maini, Ulysse de Pauw (Douglas Motorsport) and Double R Racing's Louis Foster, who had made up four places around the outside of Paddock Hill Bend on the opening lap.

With overtaking at a premium on the GP loop, the start proved to be as important as ever and Frederick's Carlin team-mate Nazim Azman made the best launch in the reversed-grid race, moving up from fourth and into the lead by Paddock.

After a light sprinkling of rain mid-race, the Malaysian became the seventh different winner in the series this season as he finished ahead of Reece Ushijima (Hitech) and Bart Horsten (Lanan Racing). Frederick took 12th after starting 15th, while 11th for Maini put them level on points.

In Sunday's race three, Simmons led home a CDR 1-2 ahead of Josh Skelton as Frederick endured another miserable outing. With de

Pauw in the Clark Curve gravel at the end of the opening lap, the safety car was called, and the yellow flags concertinaed the pack together with the result that Prior, Frederick and Manaf Hijjawi collided at Graham Hill Bend, bringing out the red flags. Skelton – who was jumped by Sasakorn Chaimongkol at the original start – maintained second at the restart to follow Simmons home as Maini completed the podium.

Maini, who had saved a set of new tyres for the final race, checked out from pole as fellow front-row starter Simmons suffered a broken clutch pulling away at the start and retired. That allowed de Pauw into second with Foster third, as Kiern Jewiss kept up his consistent form to finish fourth.

Maini leads the championship standings by 29 points from Jewiss, while Frederick's 29-point advantage has slipped to a 49-point deficit and fifth place in the table ahead of the next round at Donington Park.

Tom Golding took a hat-trick of wins in



Golding was unstoppable in Ginetta G40 Cup as he surged to three wins

the Ginetta G40 Cup to assert his authority in the points standings, as chief rival Giles Dawson took only a single podium during the weekend. Golding, the 2018 champion, had to contend with red flags in the opening two races to retrieve stricken cars but, even across just six racing laps, he still won the opener by more than 20 seconds.

Dawson, meanwhile, finished down in eighth and retired from the second race after spinning at Surtees on the opening lap with Mark Sansom and Chris White. He recovered from 12th to third in the final race behind Owen Hizzey who, as he did in the previous round at Donington Park, finished on the podium in all three races.

Jonathan Browne, the 2019 Formula Ford Festival winner, returned to the Kent circuit and took victory in the Champion of Brands race in his Ray GR18, having got the jump on polesitting Low Dempsey Racing team-mate Bryce Aron at the start. The American was able to hold onto second from 2018 Festival winner Josh Smith, aboard an Oldfield Motorsport-run Van Diemen JL13 (see News), as FF1600 machines had a rare outing on the GP loop.

Ray Harris won both Classic & Modern Motorsport Club Southern Saloon contests in his modified Ginetta G40 following the retirement of Rod Birley's Ford Escort from the lead of the opening race when he suffered a major engine failure.

STEFAN MACKLEY

## WEEKEND WINNERS

### BRDC BRITISH F3

**Race 1 (11 laps) 1 Ayrton Simmonds;** 2 Kush Maini +0.587s; 3 Ulysse de Pauw; 4 Louis Foster; 5 Kiern Jewiss; 6 Josh Skelton. **Fastest lap** de Pauw 1m21.595s (107.35mph). **Pole** Simmonds. **Starters** 16.

**Race 2 (14 laps) 1 Nazim Azman;** 2 Reece Ushijima +0.699s; 3 Bart Horsten; 4 Oliver Clarke; 5 Jewiss; 6 Benjamin Pedersen. **FL** de Pauw 1m21.557s (107.40mph). **P** Ushijima. **S** 16.

**Race 3 (10 laps) 1 Simmonds;** 2 Skelton +1.362s; 3 Maini; 4 Sasakorn Chaimongkol; 5 Jewiss; 6 Foster. **FL** Simmonds 1m21.251s (107.81mph). **P** Simmonds. **S** 12.

**Race 4 (12 laps) 1 Maini;** 2 de Pauw +0.782s; 3 Foster; 4 Jewiss; 5 Chaimongkol; 6 Skelton. **FL** Maini 1m21.454s (107.54mph). **P** Maini. **S** 16. **Points 1 Maini 227;** 2 Jewiss 198; 3 Skelton 180; 4 Foster 179; 5 Kaylen Frederick 178; 6 Azman 168.

### GINETTA G40 CUP

**Races 1, 2 & 3** Tom Golding

### CHAMPION OF BRANDS FF1600

Jonathan Browne (Ray GR18)

### CMC SOUTHERN SALOONS

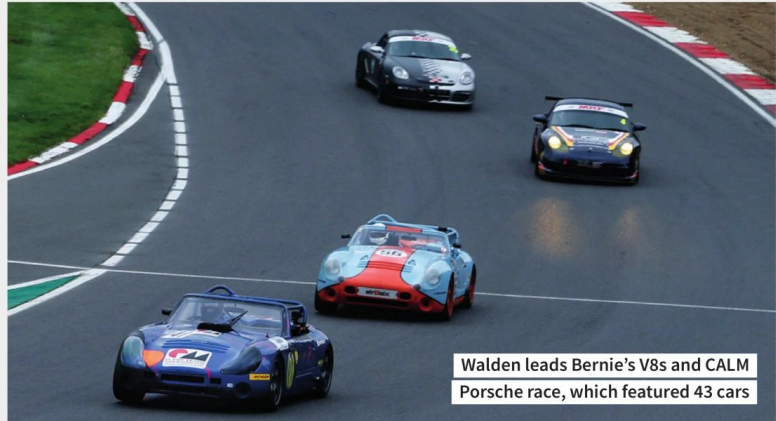
**Races 1 & 2** Ray Harris (Ginetta G40)

### BERNIE'S V8s/CALM PORSCHE TROPHY

Graham Walden (TVR Tuscan Challenge RV8)

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

## BRANDS GP LOOP DRAWS ECLECTIC MIX OF MACHINES



Walden leads Bernie's V8s and CALM Porsche race, which featured 43 cars

Down at the far end of the Brands Hatch paddock, and away from the glamour of the British GT motorhomes, you might have been mistaken for thinking it was a meeting purely for club racers.

As far as the eye could see there was an eclectic mix of machines that were taking part in the Bernie's V8s and CALM Porsche Trophy contest, from Porsche Caymans and Boxsters to TVR Tuscan and MGB GTV8s, with everything in between.

Many of them had been brought to the circuit via trailers hitched to cars in typical club racing fashion, with the opportunity to race around the Brands Hatch GP layout and in support of British GT too good a chance to miss for the 43 entries.

Pole position went to the Tuscan of Matt Ellis and Aaron Moyce, the latter taking part in only his second ever race after competing in the Bentley Drivers Club Allcomers contest at Silverstone the previous weekend.

"We had a chat with Jack Mitchell [British GT driver] and it's good to see the other end of the scale," said Moyce. "Everyone is here to have a good day and good race. Everyone enjoys seeing everyone's cars, especially these old cars."

Fellow front-row starter Christian Douglas took the lead in his Tuscan on the run to Paddock Hill Bend at the beginning of the 40-minute race as Graham Walden in his Tuscan Challenge RV8 moved into

second, while Moyce dropped to seventh by the end of the opening lap.

A lap later and any chance of the polesitting car being in contention for the win fell away as the cutout switch tripped, turning the car off. Although Moyce eventually rejoined, he and Ellis finished down in 32nd.

Matt Holben in his Tuscan had moved into second by the end of lap four, and over the next few laps trimmed the lead to Douglas to get within one second approaching the halfway point. But then it was all change as first Douglas suffered a broken gearbox, handing the lead to Holben, only for his Tuscan to retire seconds later after suffering a suspected broken camshaft.

The misfortune allowed Walden's Tuscan to take up the mantle after the pitstops had been completed, having started third.

Then his lead began to be whittled down in the final 10 minutes by the hard-charging Alex Thistlethwayte in his Lola T70 Mk1. He slashed the gap from 5.8s to 1.7s in the space of three laps as the duo encountered traffic.

With a minute and a half left on the clock, the chequered flag was thrown with Walden holding on, as Thistlethwayte spun off at Clearways. Although he rejoined, he pulled into the pits and was unclassified, with his mistake promoting Steve Cheetham – the highest-placed runner in the CALM Porsche Trophy – into second, with Russell McCarthy's MGB GTV8 third.

"The GP circuit is great – my last race was here in September and I've not been in the car since then," said Walden. "You're guaranteed to get a race; there's always someone you can race against."

STEFAN MACKLEY



Cheetham was the highest Porsche finisher in second

TOCA SUPPORTS KNOCKHILL 29-30 AUGUST



## Still tight at the top as Junior wins are shared at Knockhill

### GINETTA JUNIOR

One point separated Bailey Voisin and Tom Lebbon at the top of the Ginetta Junior standings following the opening two events of the season. Three races later, it's now only four points after the title protagonists continued their personal duel at Knockhill.

Voisin started the weekend as one of only three drivers on the 2020 grid

to have previously raced at the circuit in the series. That experience seemed to pay off on Saturday as he converted pole position into a lights-to-flag victory in the opening race.

The combination of two safety car periods and a determined Lebbon meant it was a far from straightforward win, however. While defeated on that occasion, Lebbon hit back on Sunday and twice finished ahead of the

championship leader.

The duo were in the thick of the action in race two as part of a brilliant multi-car battle over fourth place. A bold dive down the inside of his rival at the final hairpin eventually secured Lebbon the position, despite a late charge from Voisin that included the fastest lap.

Their battle heated up further in the final encounter. Voisin slipped past for third in the early stages, but a superb move around the outside at the final hairpin moved Lebbon back ahead. They both went on to finish on the overall podium.

But it's far too early to call it a two-horse race for the title. Georgi Dimitrov was the star of the show in the Donington Park opener with a double victory and, after a difficult outing at Brands Hatch, he responded in style with a controlled lights-to-flag win of his own in race two in Scotland.

He led the first half of race three as well, but was overtaken in unconventional fashion as a wild moment across the grass at Duffus Dip for Josh Rattican ended with him emerging ahead. He went on to take a breakthrough win by over three seconds to ignite his own title challenge.

One of the standout performances in Scotland came from Will Jenkins. A best finish of 11th prior to the weekend made the privateer an unlikely podium challenger, but he ran as high as second in the opener before being shoved into the gravel. He hit back with fourth in the final race.

**SIMON PAICE**

## Malin fights through as Taylor takes points lead

### GINETTA GT5 CHALLENGE

Josh Malin stole the headlines across the opening two events of the Ginetta GT5 Challenge season with three wins in five races – all contested at Oulton Park – and he did it again with a stunning drive from fifth on the grid to victory in Scotland.

On his first visit to Knockhill, Malin fought a technical issue in qualifying to salvage fifth place on the grid for the two races. Limited progress in the opener meant he came home fourth, but he made amends with a determined race-two charge.

An impressive double move on Gordie Mutch and Jonny Wilkinson moved him to second, before he capitalised on a wide moment for James Taylor through Clark's a lap later to take the lead. "I certainly didn't expect to win that," Malin said. "I had to make every move count, and



credit to the other drivers for some brilliant, clean racing."

Nevertheless, second place, coupled with an impressive win in the opening encounter, was enough to move Taylor to the top of the championship standings. Ersthwhile points leader Wilkinson had pushed him close in the opener to take second, but he had



to settle for fifth in a close-fought race two.

Scottish racer Mutch was in the thick of the action at the front as he took a well-deserved pair of podium finishes to keep himself in touch at the top of the points standings. John Bennett was in the podium mix too as he took a season's best fourth place in the second contest.

**SIMON PAICE**

# King storms from 10th to victory

## PORSCHE CARRERA CUP GB

Harry King's domination of the Porsche Carrera Cup GB was briefly derailed at Knockhill when comfortably leading the opener, but he fought back sensationally in race two.

A drive belt auxiliary tensioner failed, causing a loss of the belt and in turn all the coolant, forcing King to head for the pits. A quick-starting Matty Graham (Redline Racing) inherited the lead, having jumped King's Team Parker Racing team-mate Josh Webster at the start, while Webster lost early ground fending off Lorcan Hanafin until the JTR racer spun into the gravel. That triggered a safety car that allowed

Webster a second chance at Graham, but he was unable to mount an attack, as Ross Wylie grabbed a best-of-the-season third.

King was outstanding in race two. From 10th on the grid he carved his way through the traffic with extraordinary car control despite always looking on the edge of it all going pear-shaped.

He was second by half distance and on the tail of leader Scott McKenna (Redline) as they started the last lap. McKenna made an error exiting the Chicane and, as he defended, missed his braking point for Clark's and went sideways through the gravel, giving King the win. McKenna regrouped for second ahead of Webster.

MIKE HOLDER

## WEEKEND WINNERS

### GINETTA JUNIOR

**Race 1 (15 laps) 1 Bailey Voisin;** 2 Tom Lebbon +0.465s; 3 Joel Pearson; 4 Tom Edgar; 5 Joshua Rattican; 6 Georgi Dimitrov. **Fastest lap Voisin** 1m01.645s (73.98mph). **Pole Voisin. Starters 20.**  
**Race 2 (18 laps) 1 Dimitrov;** 2 Rattican +2.105s; 3 Aston Millar; 4 Lebbon; 5 Voisin; 6 Pearson. **FL Voisin** 1m01.161s (74.57mph). **P Dimitrov. S 20.**  
**Race 3 (16 laps) 1 Rattican;** 2 Lebbon +3.526s; 3 Voisin; 4 Will Jenkins; 5 Millar; 6 Pearson. **FL Voisin** 1m01.222s (74.50mph). **P Dimitrov. S 20.**  
**Points 1 Voisin 242;** 2 Lebbon 238; 3 Dimitrov 215; 4 Rattican 206; 5 Pearson 144; 6 Zak Taylor 133.

### GINETTA GT5 CHALLENGE

**Race 1 (both 18 laps) 1 James Taylor;** 2 Jonny Wilkinson +0.481s; 3 Gordie Mutch; 4 Josh Malin; 5 Conner Garlick; 6 Magnus Kriklywi. **FL Wilkinson** 56.533s (80.68mph). **P Wilkinson. S 18.**  
**Race 2 1 Malin;** 2 Taylor +1.097s; 3 Mutch; 4 John Bennett; 5 Wilkinson; 6 Kriklywi. **FL Taylor** 56.768s (80.34mph). **P Taylor. S 18.**

### PORSCHE CARRERA CUP GB

**Race 1 (both 32 laps) 1 Matthew Graham;** 2 Josh Webster +0.784s; 3 Ross Wylie; 4 Dorian Mansilla; 5 Scott McKenna; 6 Will Martin. **FL Harry King** 48.835s (93.39mph). **P King. S 17.**  
**Race 2 1 King;** 2 McKenna +4.180s; 3 Webster; 4 Graham; 5 Wylie; 6 Lorcan Hanafin. **FL King** 48.856s (93.35mph). **P McKenna. S 17.**  
**Points 1 King 88;** 2 Webster 71; 3 Graham 46; 4 McKenna 41; 5 Hanafin 34; 6 Wylie 24.

### BRITISH FORMULA 4

**Race 1 (25 laps) 1 Luke Browning;** 2 Alex Connor +2.725s; 3 Casper Stevenson; 4 Zak O'Sullivan; 5 Roman Bilinski; 6 Abbi Pulling. **FL O'Sullivan** 49.443s (92.24mph). **P Browning. S 15.**  
**Race 2 (22 laps) 1 O'Sullivan;** 2 Browning +3.415s; 3 Connor; 4 Stevenson; 5 James Hedley; 6 Christian Mansell. **FL O'Sullivan** 49.380s (92.36mph). **P Pulling. S 15.**  
**Race 3 (25 laps) 1 Browning;** 2 Stevenson +4.541s; 3 O'Sullivan; 4 Connor; 5 Hedley; 6 Roberto Faria. **FL Browning** 49.277s (92.56mph). **P Browning. S 15.**  
**Points 1 Browning 227;** 2 O'Sullivan 189; 3 Connor 134; 4 Stevenson 132; 5 Hedley 103; 6 Faria 99.

### MINI CHALLENGE

**Race 1 (22 laps) 1 Max Bird;** 2 Isaac Smith +6.711s; 3 Tom Rawlings; 4 Ant Whorton-Eales; 5 Jack Davidson; 6 Max Coates. **FL Bird** 54.355s (83.91mph). **P Joe Tanner. S 28.**  
**Race 2 (22 laps) 1 Bird;** 2 Davidson +3.242s; 3 Dan Zelos; 4 Whorton-Eales; 5 Smith; 6 Jason Lockwood. **FL Nathan Harrison** 54.151s (84.22mph). **P Bird. S 27.**  
**Race 3 (21 laps) 1 Lewis Brown;** 2 Smith +1.629s; 3 Zelos; 4 Harrison; 5 Coates; 6 Davidson. **FL Harrison** 54.406s (83.83mph). **P Ronan Pearson. S 28.**  
**Points 1 Brown 223;** 2 Zelos 221; 3 Whorton-Eales 208; 4 Bird 181; 5 Harrison 167; 6 Coates 167.



King was again spectacular

# Browning takes a double

## BRITISH FORMULA 4

Luke Browning maintained his excellent British Formula 4 form at Knockhill with two more race wins.

The Fortec Motorsport driver secured pole for the opener and bolted away from Alex Connor (Arden) to secure the victory, but life was tougher in race two as the semi-reversed grid placed him sixth.

He avoided drama at the opening corner, where polesitter Abbi Pulling was spun into the Duffus Dip gravel, with help from Roman Bilinski (the Arden racer was disqualified and had more points added to his licence), but it was Carlin's Zak O'Sullivan who steered clear of the drama to lead.

O'Sullivan extended that advantage

after a safety car period, building his lead as Browning carved through the traffic to secure second spot from Connor and Casper Stevenson (Argenti Motorsport).

Browning was utterly dominant in race three. Starting from pole, he was never headed, even having time to give a closed finger-and-thumb 'all is good' signal to the pitwall!

As Browning took a fifth win to extend his championship lead, with a 4.5-second margin and lap record as well, Stevenson secured second from O'Sullivan, who wriggled past Connor to take the final podium place. Connor then had to fend off the challenge of James Hedley (JHR Developments) who missed out on fourth by 0.7s.

MIKE HOLDER

# Bird flies to Mini brace in Scotland

## MINI CHALLENGE

Elite Motorsport driver Max Bird was the star of the Mini Challenge at Knockhill, taking two wins across the weekend.

His first came after a sluggish start allowed polesitter Joe Tanner (Lux Motorsport) to forge ahead but, as Tanner's pace faded, he also copped a 10-second penalty for a false start. That allowed Isaac Smith (Excelr8) up to second and Tom Rawlings (Jamsport) into third.

Bird charged away to secure a second win at the end of Saturday, a three-second cushion his margin. He was chased early on by Ant Whorton-Eales (Jamsport), but his car lost pace, allowing Jack

Davidson (Lux Motorsport) up to second, with Dan Zelos (Excelr8) completing the podium.

Bird was caught up in a fractious third race, as contact at the Chicane with Ethan Hammerton put Callum Newsham into the gravel.

Lewis Brown (LDR) had grabbed the lead at the hairpin at the end of the opening lap, snatching the advantage from Ronan Pearson, but it was Robbie Dagleish who took the battle to him on the restart. Brown edged away to take the win, Smith grabbing second at Duffus on lap 12 of 21, while Bird's race ended in the gravel a lap from home.

MIKE HOLDER

Jackson (centre) has been in supreme form this year and Gold Cup is his latest trophy



# Formula Junior king Jackson wins Gold Cup

## OULTON PARK HSCC GOLD CUP 29-31 AUGUST

Formula Junior alumni Jim Clark, John Surtees and Denny Hulme won the Oulton Park Gold Cup non-championship F1 race, thus Count Johnny Lurani's brainchild of 1958-63 was honoured with this year's feature status. Cameron Jackson (Brabham BT2) extended his unbeaten FJ run to four races, screaming to victory in both of Sunday's legs to lift the prize.

Only sometime F3000 racer Mark Shaw could live with Jackson's prodigious pace, but the Scot shattered his ex-Hulme BT6's gearbox in the opener, leaving Jackson to complete a 27-second aggregate victory over

Clive Richards (Lotus 22), who shadowed him to the decider's chequered flag. Adrian Russell (22) placed third overall. "I really wanted to win it, so I slowed to make sure," said Jackson. "Even being cautious [during lappery] I was put on the grass a couple of times. Seeing the list of Gold Cup winners, from Stirling Moss, I feel I'm not worthy."

Nine of Derek Bennett's shapely Chevron-BMW B6s and B8s plunging through Cascades at the start of the one-hour Guards Trophy race was redolent of 1967-68. Andy Newall narrowly won it in the first B6, supplied to Dr Peter Taggart, from Westie and Ben Mitchell in the unique left-hand-drive B8 commissioned by German Nikolaus Killenberg.

B8s were also third and fourth with

Charlie Allison (Trevor Twaites's 1970 RAC title winner) and another dad-and-lad pairing Hugh and Mark Colman (ex-hillclimber David Good). Novice Alistair Fazekas graduated from a Ford Ka to the ex-Jon Waggitt Lenham, relaying coach Michael Lyons, who hurtled back to fifth.

There was controversy in the Pre-'66 GT split, which John Spiers (TVR Griffith) led to the mandatory 90-second stops, extended from 60s for COVID-19 protocols. Having arrived together, John Davison (Lotus Elan 'Gold Bug' evocation) left after a minute. Post-race he was penalised 90 seconds but was classified on the lead lap, whereas Spiers allowed Newall to lap him last time round to save a circuit...

Two exemplary drives from 2015 Historic Formula Ford 2000 champion Tom Smith netted Aurora victories on his debut in Richard Evans's ex-Gabriele Serblin F2 March 742. Dan Eagling (GRD 273) and Callum Grant (FAtlantic March 79B) ran him closest. Multiple 750 Motor Club champion Tim Gray impressed on his first single-seater drive in Keith Bisp's ex-Ingo Hoffmann March-BMW 762, finishing third on Monday.

Former North West FF1600 champion Tom Bradshaw blitzed Sunday's Thundersports opener, but a loose wheel shredded a hub on his Chevron B19, forcing retirement on Monday. With the monster



Chevrons, including Newall's B6, led the way in Guards Trophy

JONES





Smith was a double Aurora winner on March 742 debut



Hughes got the better of Minshaw to win Historic Trophy battle



Kestenbaum's shunt was one of the reasons Classic FF1600 opener was abandoned

Interserie March 717 of Steve Worrard sidelined by tub damage, Portugal's Goncalo Gomes won the sequel in the beautifully presented Chevron B23 shared with Richardson engine builder James Claridge, from Dean Forward in Jamie Thwaites's B19 – substituted for his McLaren M8F that had “chewed its gearbox up” in qualifying.

Super-smooth youngster Benn Tilley topped Classic F3 twice in Simon Hadfield's ex-Rupert Keegan March 743. Sunday's leader Andy Smith retired his 783 when its Toyota engine lost oil pressure, while Tilley repassed multiple champion Steve Maxted (Ralt-Alfa RT3) for Monday gold. Ben Stiles aced the FF2000 set despite breaking a damper in race one.

Pierre Livingston scored his first win in Sunday's stunning Historic FF1600 round in a Classic Team Merlyn Mk20 fielded by Mike O'Brien. He stormed clear of Linton Stutely (Royale RP3), reigning double champion Cameron Jackson (March 709) and Northern FF1600 star Tom McArthur in Mandie Hadfield's Mk20. The pursuers traded places constantly, and cleanly, running inches apart ahead of teenager Horatio Fitz-Simon. He hounded spinner McArthur home in fifth, with Danny Stanzl (Mk20) sixth in class from the back.

An undisciplined start enabled Livingston to scarper on Monday, while Jackson engineered second from Stutely

and McArthur. Period FFord racer Tim Brise completed an Over 50s double in his ex-Ian Scheckter Merlyn Mk20.

Two red flags in quick succession – for Stuart Kestenbaum's Crossle 16F inverted on the grass at Hislops after contact and a chain-reaction melee at Island – meant the Classic FF1600 opener was abandoned. Cam Jackson (Van Diemen RF80) won the breathless sequel, with Mike Gardner (Crossle 32F) abreast at the chequer and top qualifier Henry Chart (after a trip down the Hislops escape road) in tow. Jackson's father Simon won the Pre-'74 class in his Crossle, which suffered an “exploded” engine in Sunday's Historic opener.

Behind the Van Diemen JL012K of Jordan Gronkowski – one of four Renegade Cup invitees from Scotland – Tom Brown (RF91) scabbled back past Nick Barnes to win James Beckett's super Pre-'93 Heritage FF1600 race by a scant 0.013s!

E-types ruled Monday's Historic Trophy Jaguar race. Jonathon Hughes wrestled the lead from Jon Minshaw, but their duel was defused at Druids. After the quick Mk1s of Richard Butterfield and Peter Dorlin expired, best of the other models was Marc Gordon's ninth-placed XK150S.

Disappointed with qualifying second in '70s and Historic Road Sports, Kevin Kivlochan refocused. 'KeKi' outdragged the Elans of Jez Clark and John Davison

WEEKEND WINNERS

HISTORIC FORMULA JUNIOR

Races 1 & 2 Cameron Jackson (Brabham BT2)

GUARDS TROPHY

Andy Newall (Chevron-BMW B6)

AURORA TROPHY

Races 1 & 2 Tom Smith (March-BDG 742)

THUNDERSPORTS

Race 1 Tom Bradshaw (Chevron-FVC B19)

Race 2 Goncalo Gomes (Chevron-FVC B23)

CLASSIC F3 & HISTORIC FF2000

Races 1 & 2 Benn Tilley (March-Toyota 743)

HISTORIC FF1600

Races 1 & 2 Pierre Livingston (Merlyn Mk20)

CLASSIC FF1600

Race 2 Cameron Jackson (Van Diemen RF80)

(Race 1 was red-flagged twice, then abandoned)

RENEGADES CUP & HERITAGE FF1600

Jordan Gronkowski (Van Diemen JL012K)

HISTORIC TROPHY

Jonathon Hughes (Jaguar E-type)

'70s ROAD SPORTS

Kevin Kivlochan (Morgan +8)

HISTORIC ROAD SPORTS

Kevin Kivlochan (AC Cobra)

HISTORIC TOURING CARS

Races 1 & 2 Peter Smith (Ford Lotus Cortina)

SALOON CAR CUP

Race 1 Ric Wood (Nissan Skyline R32)

Race 2 Jason Hughes (Vauxhall Vectra)

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

with Morgan +8 and AC Cobra respectively to win the half-hour rounds. Davison ran out of brakes in HRS, then Richard Plant parked his Morgan, thus Moggie stalwart Peter Garland earned second.

Rally man Peter Smith withstood constant pressure to win both Historic Touring Car races in his newly built Lotus Cortina. Rick Belcher retired from the opener when his two-litre version's fanbelt snapped, then shot through the pack to finish 0.336s adrift of Smith in the finale. Behind him, the Cortinas of Jon Minshaw and Philip House sandwiched Pete Hallford's Mustang. Briefly second down Lakeside on lap one, Richard Casey finished on House's tail in his gallant Mini Cooper S.

Simon Garrad's new Nissan Skyline GTR joined builder Ric Wood's, adding spice to the sparse Saloon Car Cup field, but Jason Hughes forged his ex-Jason Plato Vauxhall Vectra Super Tourer between the flame-throwers on Sunday. Attrition decimated Monday's heat. Early leader Wood's turbo blew, leaving Hughes to repass Garrad.

MARCUS PYE

# Euro Hybrid wins 24 hours as Lion roars

**SNETTERTON  
BARC  
28-30 AUGUST**

The Wingrove/MWR Racing 2CV Euro Hybrid of Peter Dalkin, Matthew Cobb, Mark Waghorn and David O’Keeffe dominated the 2CV 24-hour race at Snetterton last weekend, 30 years on from the first edition of the contest, despite losing the lead early on Sunday morning after a catalogue of problems.

That car’s struggles made way for a terrific duel between the Mini entries of APO Sport and Slarky Malarky. The rain and wind suited the Minis, which compete in their own separate division, while in the Classic 2CV class Team Lion was dominant for most of the race.

Cobb returned the Hybrid to the lead during the 20th hour and it survived a late tow back to the pits when the throttle cable broke to take the victory spoils.

Ian and Neil Slark teamed up with Ben Butler and Steve Miles to consolidate second overall for Slarky Malarky, after APO suffered a few problems too. The crew received a tow-back penalty, handing second in class to Team Mini-Uns.



A wheelbearing issue cost 2CV Team Lion the class lead when Pete Sparrow had to pit during the 17th hour. This briefly promoted Crisis at Tete Rouge to the lead until Brian Heerey went off at Coram after a steering arm broke.

O’Keeffe took over the Lion car and was back into the lead, before Sparrow took it to the flag for the class win. Crisis at Tete Rouge managed to retain second, with Twin Snails completing the class podium.

The various Caterham Graduate classes each had two races over three grids, and the first featured a race-long battle between Sigmex runners Harry Senior and Jamie Ellwood, with at least one swap of places on almost every lap. Senior snatched the

victory on the last tour, with only 0.059 seconds to spare, while Stephen Clark escaped from Gareth Cordey to complete the top three.

It was another Senior and Ellwood duel in the final race, after spending the first half behind the safety car. Ellwood led out of Murrays on the last lap, only for Senior to surge back ahead on the run to the line for his second win of the day, with Adam Bettinson a close third.

With the Sigmaxes missing race two, Sigma 150 driver Adam Cottrell built an early advantage once he had wrested the lead from the fast-starting Andrew Whitton. As a six-car battle brewed for third, Whitton was back in touch

# Quinn wastes no time fighting up FF1600 order

**KIRKISTOWN  
500MRCI  
29 AUGUST**

COVID-19 may have seriously detuned the spectating experience for many this year but, if the August Kirkistown meeting is anything to go by, the competitive urge on track is sharper than ever.

As usual at the Northern Irish circuit, Formula Ford 1600 and Formula Vee served up the tastiest action, with nailbiting



finishes the order of the day.

History will record, but not very accurately, that Alan Davidson won the first FF1600 encounter, his Mondiale crossing the line a couple of millimetres ahead of the Van Diemens of David McCullough and Morgan Quinn.

The trio had fought hard throughout the race, restarted after poleman Ian Campbell spun at the Chicane on the opening lap, taking his Ray and the similar car of David Parks out of contention and bringing out the red flags. All was in vain, however – a timing equipment problem caused by heavy rain in the days leading up to the event left the 500 Motor Racing Club of Ireland bereft of official results.

Race two later in the day produced similar levels of adrenalin and, with Parks back in action, the lead battle featured a quartet rather than a trio. Davidson and Parks started well, McCullough less so, but by the time the field piled into Colonial, he had shouldered his way past Parks and

started to nibble at Davidson’s gearbox.

But Morgan Quinn, who started a couple of rows further back, was on a mission and produced a series of mighty moves. Within a handful of (fastest) laps he had hauled himself into fourth, then third, then second, and finally into the lead, which he clung to determinedly despite the best efforts of McCullough and Davidson. And that’s how it all finished, with Quinn scoring his first FF1600 victory against some very tough and experienced opposition. The timing now restored to health, it was able to record that 0.724 seconds covered the top three.

Not to be outdone, Formula Vee also provided a nailbiter between the Sheanes of Philip Sheane and Gavin Buckley. They were never more than a few inches apart for the full distance, the verdict eventually going to Sheane in the dash for the flag.

The first Saloon/GT race was red-flagged after Shane Parr’s ASK Supercar torpedoed Matt Lyness’s Renault Clio at the Hairpin, rendering both cars immovable. None of



Dicken and Cursley had close Hyundai scraps

WEEKEND WINNERS



SNETTERTON

2CV 24-HOUR RACE

**Euro** Wingrove/MWR Racing (Mark Waghorn/Matthew Cobb/Peter Dalkin/David O'Keeffe)

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

**Classic 2CV** Team Lion (Pete Sparrow/Alec Graham/David O'Keeffe)

CATERHAM GRADUATES

**Races 1 & 3** Harry Senior (Sigma)

**Race 2** Andrew Whitton (Sigma 150)

KUMHO BMWs

**Race 1** James Card (E46 M3)

**Race 2** Niall Bradley (E36 M3, above)

HYUNDAI COUPE CUP & BARC SALOONS

**Race 1** Mark Dicken (Hyundai Coupe)

**Race 2** Mark De'Ath (Subaru Impreza WRX)

SUPERKARTS

**Races 1 & 2** Liam Morley (Anderson/VM)

**Race 3** Sam Moss (Anderson/THR)

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

KIRKISTOWN

NORTHERN IRISH FORMULA FORD 1600

**Race 1** Alan Davidson (Mondiale M89S)

**Race 2** Morgan Quinn (Van Diemen RF99)

FORMULA VEE

Philip Sheane (Sheane R4)

SALOONS/GT

**Races 1 & 2** Gerard O'Connell (SHP Escort Millington, below)

ROADSPORTS

**Race 1** Steve Morris (Crossle 47S)

**Race 2** Mark Crawford (Caterham Superlight)

MAZDA MX-5s & FIESTA ZETECs

**Race 1** Paul Sheridan (MX-5)

**Race 2** David Cousins (MX-5)

GINETTA JUNIOR IRELAND

**Race 1** Jack Byrne

**Race 2** Se Og Martin



For full results visit: [speedhive.mylaps.com](http://speedhive.mylaps.com)

for the lead and went ahead around the outside at Riches. But, with cars off at Nelson, the race was red-flagged, Whitton being declared the winner from Cottrell and James McCall.

James Card and Niall Bradley were both victors in the Kumho BMWs. Bradley led from the start of race one, before Card was in charge onto the Bentley Straight and eased himself clear. Bradley retained second until Riches on lap 11 of 14 when Darren Morgan-Owen got by.

In the second encounter, Bradley kept his lead as Card snatched second from Brad Sheehan on the last lap after Morgan-Owen retired mid-race.

The first outing for the combined

Hyundai Coupe Cup and BARC Saloons only had three racing laps before being completed behind the safety car. But it was enough for Mark Dicken to make a decisive move on Alex Cursley around the outside at Coram to seal the Hyundai win, with Wayne Rockett third.

The Subaru Impreza of Mark De'Ath won the second race overall, with Dicken taking a second Hyundai victory over Cursley.

Liam Morley triumphed in the first two Superkart races but was an early casualty in the third with gearbox woes, leaving Sam Moss to take a dominant win in increasingly wet conditions.

PETER SCHERER



After taking third in the opener, there was no stopping Quinn's meteoric rise in FF1600 race two

this fazed Gerard O'Connell, however, and he topped the results twice with his SHP Escort, while the honours among the more conventional tin-tops went to SEAT drivers Shane Murphy and Barry English.

John Benson almost won the first Roadsports race, but managed to fire his Crossle 37S into the scenery at Fisherman's before completing the distance. Steve Morris (47S) was the beneficiary before Mark Crawford (Caterham) beat Morris

to the line in race two.

The Fiesta races yielded a brace of victories for Mark Stewart from Neville Anderson, while the concurrent MX-5 battles fell to Paul Sheridan and David Cousins respectively.

In Ginetta Junior, there were wins for Jack Byrne by a nose from Karl O'Brien in race one, and Se Og Martin by a slightly shorter nose from Ben McFall in the second.

RICHARD YOUNG



Prebble won two races in this Honda, plus another pair in his SEAT

READ

## Prebble rules at Combe again

**CASTLE COMBE**  
**CCRC**  
**31 AUGUST**

Gary Prebble was the star of the Castle Combe Countdown meeting as he took victory in each of the four races he entered, while all the other winners across the Bank Holiday Monday doubled up.

Prebble won both Hot Hatch races aboard his Honda Civic, crossing the line 11 seconds ahead of Tony Cooper's Peugeot 106 GTi in the opening contest. Later in the day, he beat Shaun Goverd's 106 GTi by 21s, just making it to the flag before running out of fuel.

His winning streak continued in the Saloon Car Championship, although his brother Adam Prebble had two strong starts from fourth on the grid to lead both races at the end of the opening lap.

The Prebble siblings qualified off the front row and Gary – driving his SEAT Leon Cupra – fought his way up the order from fifth to run behind his brother's Vauxhall Astra, taking the lead on the final four after Adam slowed with intermittent fuel pick-up issues.

It was much the same in the second race when Adam Prebble, who had been leading the championship standings going into the event, once again dropped back from his leading position, but this time Gary had to battle Robert Ellick for the win.

After tussling side-by-side for several laps, a mistake by Ellick in his VW Golf, which was suffering from poor handling, left Prebble to take the win.

The Sports Car Trophy was dominated by Mike Jenvey (Gunn TS6), who won both races as Danish driver Nicolas Lindberg took advantage of two strong starts to take a brace of second-place finishes in his Radical SR8. John Gillman, who shot up from sixth to third, kept Lindberg honest in the second race, staying within a second for much of the time before falling foul of a mechanical issue on his Radical SR3 that brought him to a stop on the start/finish straight.

Luke Cooper, the 2018 Formula Ford champion, held a comfortable lead in the opening FF1600 race, but behind there was a four-way battle for the rest of the podium spots. David Vivian's Spectrum 011 initially ran in second before going wide at the Esses, allowing Bryce Aron to take the position, with his Low Dempsey Ray team-mate Jonathan Browne third.

Cooper had more competition in the second race. Championship rival Felix Fisher ran wheel to wheel with Cooper's Swift SC18 off the startline until his Ray GR06 suffered a broken suspension mount. With Fisher out of the running, Cooper substantially increased his points lead with two rounds to go. A coming-together at Bobbies early in the race between Browne and Vivian brought out the meeting's only

### WEEKEND WINNERS

#### CCRC HOT HATCH

Races 1 & 2 Gary Prebble (Honda Civic)

#### CCRC SALOONS

Races 1 & 2 Gary Prebble (SEAT Leon Cupra)

#### SPORTS CAR TROPHY

Races 1 & 2 Mike Jenvey (Gunn TS6, below)

#### CCRC FF1600

Races 1 & 2 Luke Cooper (Swift SC18)

#### CCRC GTs

Races 1 & 2 Kevin Jones (Noble M12 RSR)

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



READ



Formula Ford races once again proved to be frenetic as Cooper came out on top in both outings

READ

red flag and a substantial proportion of the grid decided not to restart.

After the action had recommenced it was Aron who was pushing Cooper for the victory, with Cooper taking the win by three tenths of a second. The duel for Class B honours between Nathan Ward and Paul Barnes in their pair of Swift SC92s featured throughout the race, with Ward prevailing in the final laps.

There was a wide variety of entries for the GT Championship races, where polesitter Oliver Bull (Vauxhall Tigra Silhouette) remained right on the tail of Kevin Jones in both but could not quite get past for the victories. Less than a second separated the pair for the majority of each encounter in a thrilling pursuit of the Noble M12 RSR driver.

ANNA DUXBURY

# Donnelly beats Godfrey to take first BRX win

**LYDDEN HILL  
BRITISH RALLYCROSS  
30-31 AUGUST**

The battle for victory in the opening round of the British Rallycross Championship 5 Nations Trophy at Lydden Hill was fought between reigning champion Julian Godfrey and newcomer Mark Donnelly.

Racing a Liam Doran-owned Citroen DS 3, Donnelly came out on top to claim a maiden win, but the fact that it was Godfrey who posed the biggest threat gave an insight into the tenacity that has taken the engine builder to six British RX crowns.

Donnelly qualified on pole for the final and, despite having battled electrical gremlins through qualifying, Godfrey started next to him on the front row.

Donnelly made the best start and led Godfrey, Steve Hill and Ollie O'Donovan on the opening tour, but it was at the North Bend hairpin on lap two when



Godfrey tried to capitalise on Donnelly running wide, sticking the nose of his venerable Ford Fiesta up the inside, but to no avail. The same happened on lap three, this time Godfrey getting alongside for the run down Hairy Hill, and made a bid to pass into Paddock Bend, but Donnelly held on.

Wise to a repeat attack, Donnelly defended the inside into the hairpin on the fourth tour, before employing clever joker-lap tactics to second-guess that Godfrey would joker the next lap, and covered him off.

At the joker exit, Godfrey lost ground, leaving Donnelly out front to claim victory.

Godfrey dropped into the clutches of O'Donovan in the closing stages, but made it to the finish in second.

Olympic gold-medallist Chris Hoy overcame a number of technical problems to make the final and impressed, challenging reigning Supernational champion Tristan Ounden for fourth until the end, as Hill completed the top six.

Oliver Bennett was fastest throughout qualifying, but his BMW Mini was excluded from the event before the semi-finals for using the wrong fuel.

**HAL RIDGE**

# Saunders doubles up again as meeting marred by red flags

**MALLORY PARK  
BARC  
31 AUGUST**

Lewis Saunders kept his unbeaten Junior Saloon Car Championship season on track, which was more than can be said for many of his rivals as four red flags dominated proceedings at Mallory Park.

Saunders led race one from pole, with Deagen Fairclough, Ashley Gregory and Charlie Hand in close formation behind. All four held station with Alex Solley completing the top five, but the race was red-flagged when Harry Rice suffered front-suspension failure at the Esses as he fended off Ben Greenhill for seventh.

The second race was red-flagged on



lap three and then again on lap four of the restart due to incidents. Another restart at the end of the programme took place, but that too was red-flagged after Gregory stalled on the front row and Matthew Cripps was inverted.

The final result was declared after two laps of the second start, with Saunders the victor from Gregory, Greenhill, Solley, Rice and Cripps.

Fergus Campbell proved to be unbeatable in the MG Owners Club. His ZR 170 led race one from the Esses on lap four of 13, after Mark Baker's F had briefly got ahead when Phil Walker's ZR jumped out of gear and blew the head.

It was a lights-to-flag win for Campbell in race two from Dave Mellor (ZR) and Walker. After holding off Campbell for seven laps, Mellor found a stationary backmarker at the Hairpin in race three and Campbell went around the outside to make the winning move.

Joss Ronchetti's Talbot Sunbeam Lotus won both Open Sports and Saloons races, with Paul Roddison taking a double win in the concurrent MaX5 contests.

**PETER SCHERER**

## WEEKEND WINNERS



### JUNIOR SALOONS

Races 1 & 2 Lewis Saunders

### MG OWNERS CLUB

Races 1, 2 & 3 Fergus Campbell (ZR 170, below)

### OPEN SPORTS AND SALOONS

Races 1 & 2 Joss Ronchetti (Talbot Sunbeam Lotus)

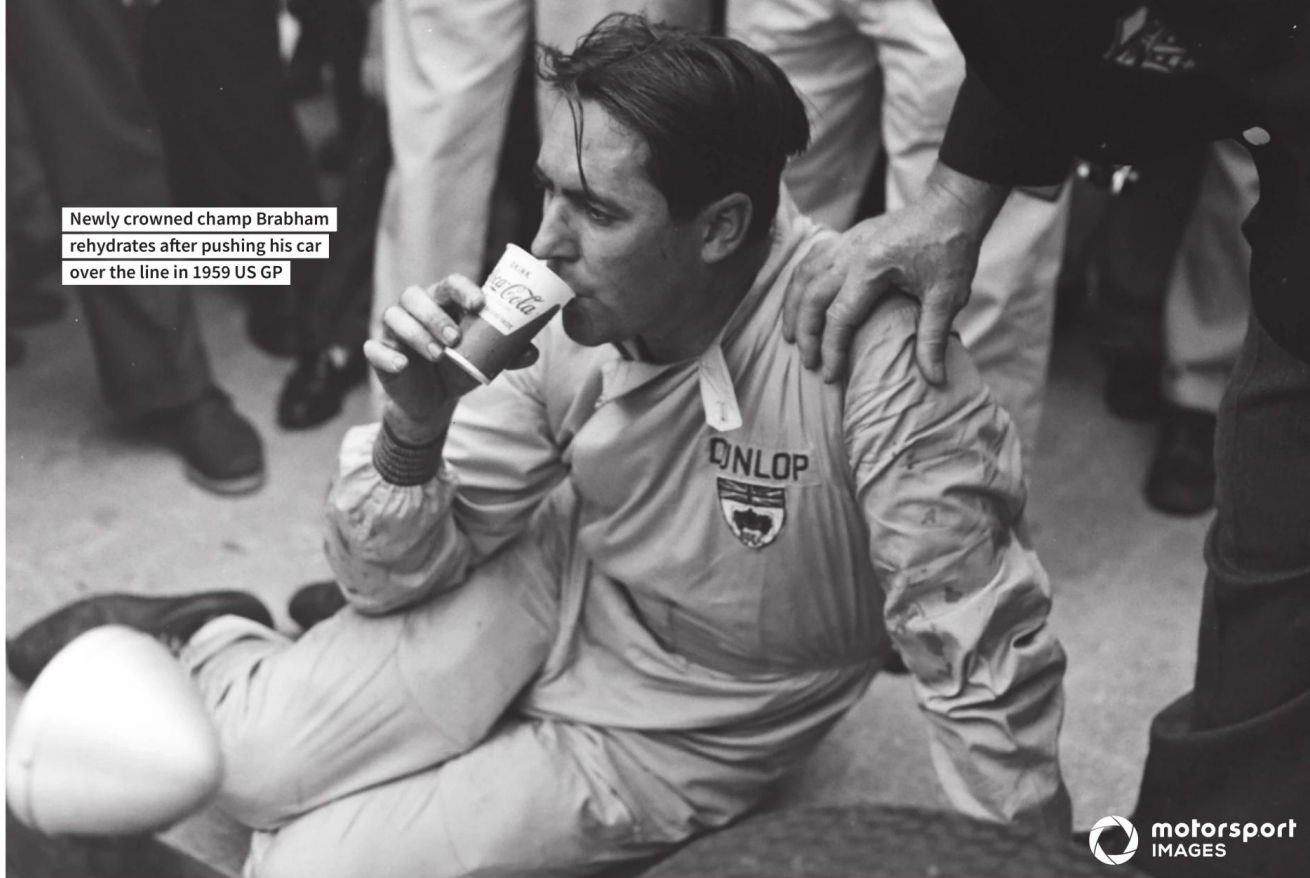
### MAX5

Races 1 & 2 Paul Roddison (MX-5 Mk4)



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

Newly crowned champ Brabham rehydrates after pushing his car over the line in 1959 US GP



motorsport  
IMAGES

## RIFTS, THRIFT AND LEGACY



### FILM REVIEW BRABHAM

The life stories and success associated with grand prix teams Williams and McLaren, plus drivers Ayrton Senna and Jochen Rindt, have all been welcome additions to the pool of feature-length motorsport documentaries in

recent years. As grateful as we are to have them, there's always a risk of oversaturation that comes from repeat talking-head interviews being spliced around archive footage and a history lesson. The latest release, *Brabham*, thankfully keeps the format fresh.

Jackie Stewart, John Surtees and Stirling Moss are all fantastic, as you'd naturally expect, when they recount the impact and rivalry that came with Jack Brabham's arrival on the Formula 1 scene. But there's also the left-field inclusion of artist and cultural commentator Grayson Perry and the peculiar use of cartoons to animate certain meetings with Enzo Ferrari and Bernie Ecclestone. At first this is rather jarring but, as the near-90-minute film strides along, it adds some stylistic flair. It's not the typical format.

Particularly with the animated footage, you get the impression that it's been used to cover up where an absence of archive clips or perhaps a lack of budget had left holes. But it's an innovative solution, especially as where there is period footage, some of it clearly features front-engined cars winning and not of Brabham plying his trade in a rear-powered Cooper.

Perry's presence and Brabham's portrayal as a tough and oft-absent father move the narrative closer to an analysis of the cliched human condition – it's not a paint-by-numbers motorsport flick. It's an interesting flourish and one that comfortably passes muster.

Subjective styling cues aside, *Brabham* largely

revolves around the eulogies given at the ceremony of the three-time F1 world champion's state funeral in 2014 and the Australian's appearance on a down under episode of *This Is Your Life*.

From here it tracks back through an initial fascination with speedway racing and hillclimb events, through to creating an inimitable engineering partnership with the late Ron Tauranac as Brabham moved to Britain to take on Ferrari and Maserati post-war.

Given Brabham's passing, it's left to motorsport historian Doug Nye to do most of the heavy lifting when it comes to listing off particular drives of note – a maiden win in the 1959 Monaco GP, and pushing the T51 across the line to win a first title at Sebring in the final race of that season after it ran out of fuel.

That frees up space to explore Brabham's relationships, with Tauranac alluding to myriad and strong personal and business conflicts with his partner. Similarly, Le Mans 24 Hours-winning brothers David and Geoff describe a less-than-harmonious bond with their father that took until the final few years of Jack's life to be truly resolved. It's here, again, that *Brabham* is at its strongest.

The final section of the film is dedicated to David's attempts to create a legacy for the famous surname. It is born out of the displeasure with Bernie Ecclestone's acquisition of the Brabham F1 team, its demise amid financial ruination under subsequent ownership, and a later legal case to regain the rights to the name.

Pleasingly, the ill-fated Project Brabham crowdfunding campaign isn't glossed over, but of course the attention is more firmly on the recent launch of the BT62 track-day car. This is also handled well. The film is not a promotional exercise for the automotive company, but nor does the BT62's inclusion feel tacked on at the end.

That's reflective of *Brabham* as a whole: well executed and well judged.

MATT KEW

 **YouTube** [youtube.com/AUTOSPORTdotcom](https://youtube.com/AUTOSPORTdotcom)



A smorgasbord of switchgear and a plethora of paddles, add in the advent of Mercedes' Dual Axis Steering and it's clear that the F1 steering wheel innovation game is ongoing. Autosport looks at the developments that were banned. **Go to [bit.ly/F1steeringwheel](https://bit.ly/F1steeringwheel)**

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



The Italian Grand Prix and the pressure of the tifosi looms large for Ferrari after another poor turnout – this time coming at Spa. The Autosport Formula 1 team analyses last weekend's Belgian GP in which Lewis Hamilton sparked a record run with his latest triumph.

## WHAT'S ON

### INTERNATIONAL MOTORSPORT

#### Italian Grand Prix

Formula 1 World Championship  
Round 8/17

Monza, Italy

6 September

**TV Live** Sky Sports F1, Sun 1405

**TV Highlights** Channel 4, Sun 1830, Sky Sports F1, Sun 1830

#### FIA Formula 2

Round 8/12

Monza, Italy

5-6 September

**TV Live** Sky Sports F1, Sat 1535, Sun 1000

#### FIA Formula 3

Round 8/9

Monza, Italy

5-6 September

**TV Live** Sky Sports F1, Sat 0920, Sun 0835

#### Porsche Supercup

Round 8/8

Monza, Italy

6 September

**TV Live** Eurosport 1, Sun 1100, Sky Sports F1, Sun 1120

#### GT World Challenge Europe Endurance Cup

Round 2/4

Nurburgring, Germany

6 September

**Live** stream on Motorsport.tv, Sat 0800, 1235, 1810, Sun 1020

#### IMSA SportsCar

Round 6/11

Road Atlanta, USA

5 September

#### DTM

Round 4/9

Assen, Netherlands

5-6 September

**TV Live** BT Sport 2, Sat 0930, 1215, BT Sport 3, Sun 0915, 1215

#### NASCAR Cup

Round 27/36

Darlington, USA

6 September

**TV Live** Premier Sports 2, Sun 2230

#### Australian Supercars

Round 7/13

Townsville, Australia

5-6 September

**TV Live** BT Sport 1, Sat 0630, BT Sport 2, Sun 0315, 0530

#### Rally Estonia

World Rally Championship  
Round 4

Tartu, Estonia

4-6 September

**TV Live** BT Sport 2, Sat 0700, BT Sport 3, Sat 1400, Red Bull TV, Sat 1400, BT Sport 2, Sun 0700, BT Sport 2, Sun 1100

**TV Highlights** Red Bull TV, Sat 2000, Sun 2000, Mon 1600

**Live** coverage on wrc.com

**All live** service via WRC+

### UK MOTORSPORT

#### Oulton Park 750MC

5 September

Bikesports, BMW Car Club, Clio 182s, Club Enduro, F1000

#### Snetterton MGCC

5-6 September

Morgan Challenge, BCV8s, MG Trophy, Equipe GTS, Equipe Pre-'63/Pre-'50, MG Metro Cup, Cockshoot Cup, MG Cup, Midget & Sprite Challenge, Equipe Libre

#### Croft DDMC\*

5-6 September

Northern Saloon & Sports Cars, Clubmans, Sidecars, Scooters

#### Brands Hatch MSVR

6 September

Porsche Sprint Challenge, Porsche Club Championship

#### Anglesey 750MC\*

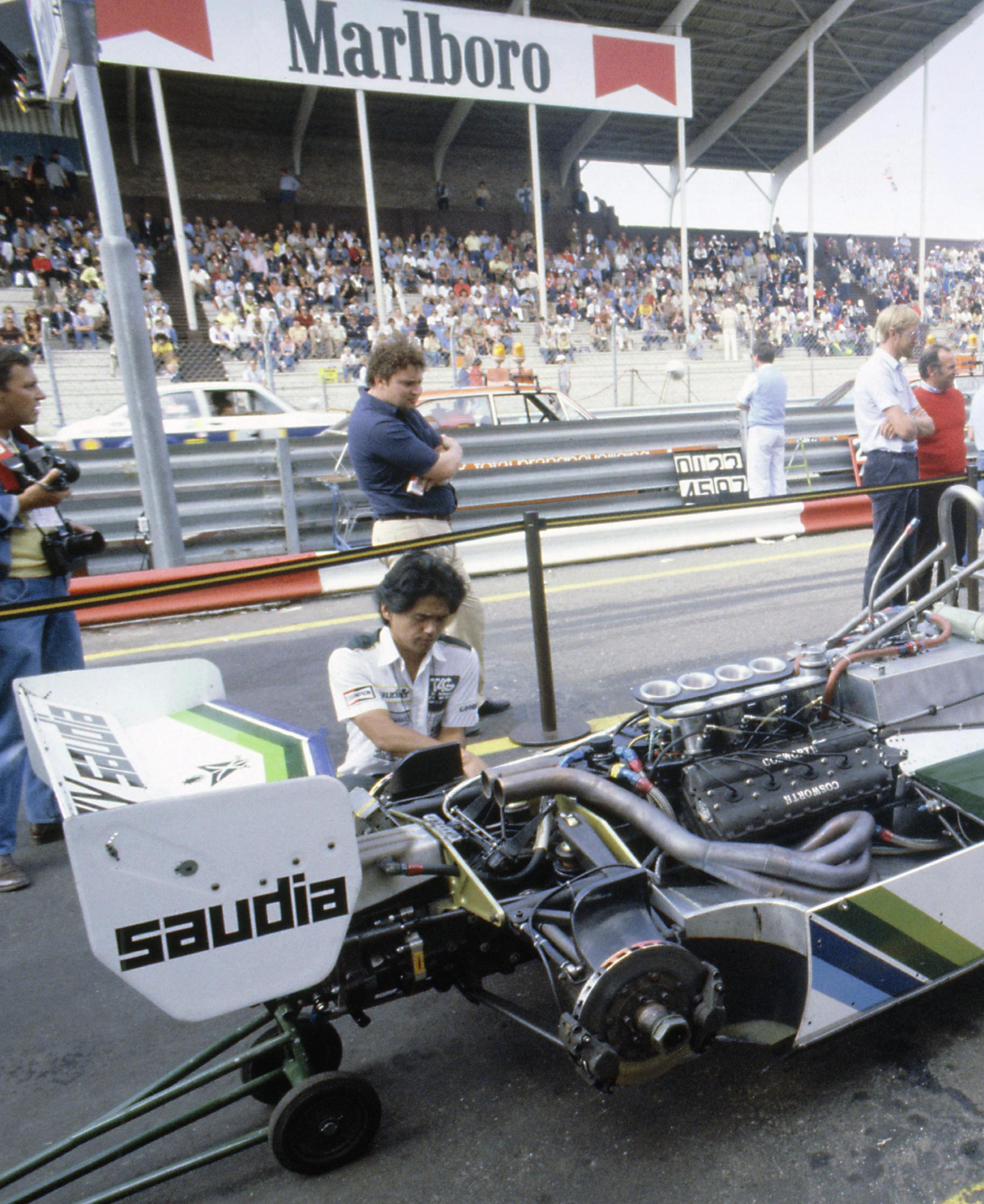
6 September

Classic Stock Hatch, Historic 750 Formula, Sports 1000

\*Behind closed doors



Italian Grand Prix



**FROM THE ARCHIVE**

The Williams-Ford FW07s of Carlos Reutemann (#2) and Alan Jones are exposed in all their stripped-down glory while being fettled in the pitlane ahead

of the 1981 Dutch Grand Prix at Zandvoort. Reutemann qualified fifth, but crashed out of the race on lap 19 of 72 while fighting for fourth place with the Ligier-Matra JS17 of Jacques Laffite. Fourth-place starter Jones

fared better, challenging long-time leader and eventual winner Alain Prost (Renault RE30) until his tyres faded and he had to drop back, eventually losing second place to Nelson Piquet (Brabham-Ford BT49C).



For classic 1980s Formula 1 DVDs head to [dukevideo.com/F1](http://dukevideo.com/F1)





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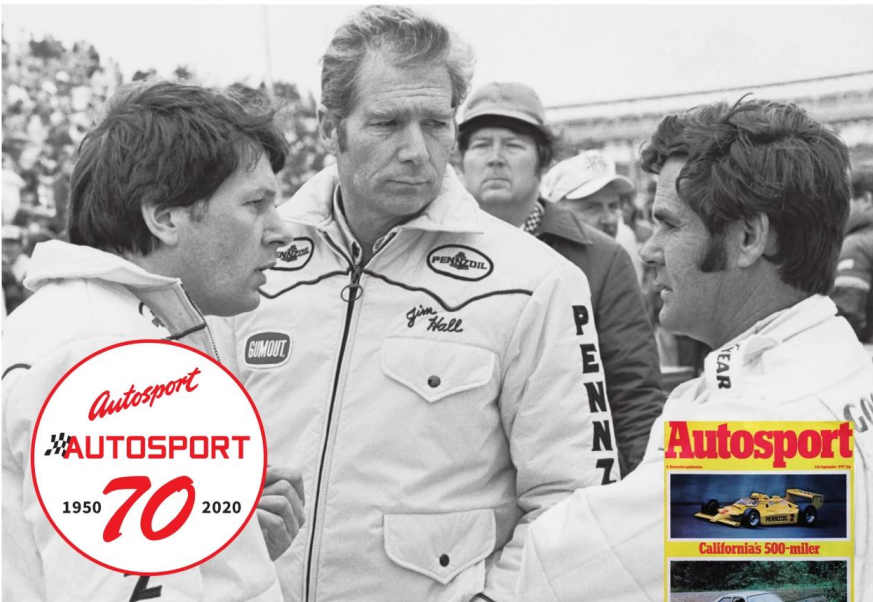


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**Indycars and rally stars get some attention**  
 6 September 1979

An eclectic mix of motorsport featured in Autosport this week in 1979, as demonstrated by an Indycar and a rally machine making our cover.

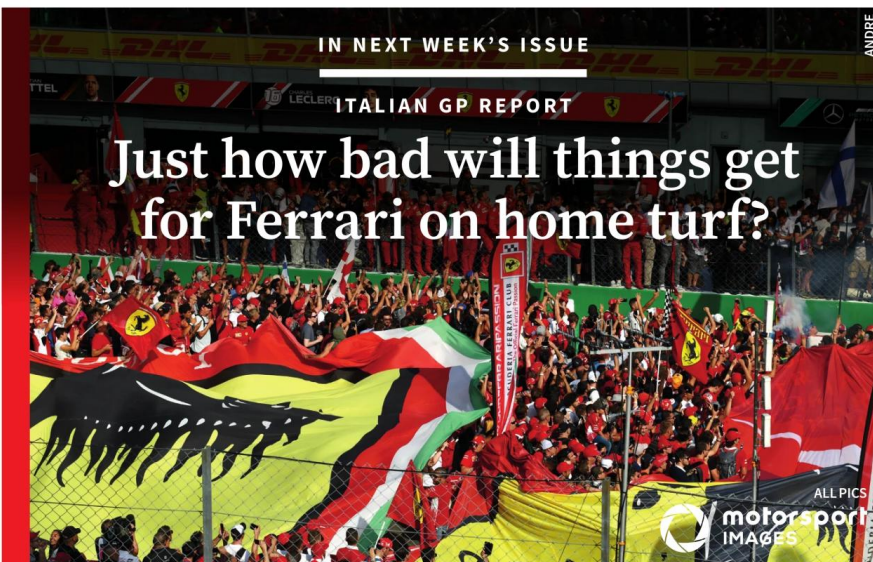
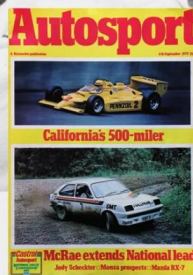
Al Unser's Chaparral 2K – the car that brought ground-effect to US open-wheeler racing – was featured thanks to its pacesetter run at the California 500. Unser didn't win, though – the nose section started to break up and he had to make several pitstops. That limited him to fifth as Penske scored a 1-2-3 thanks to Al's brother Bobby Unser, Rick Mears and Mario Andretti.

Jimmy McRae's Vauxhall Chevette joined the Chaparral on the cover because he had won the 'Europa Lodge Lindisfarne' rally. Robbed by late drama two weeks before, McRae and co-driver Mike Nicholson took a measured approach to the Kielder-based contest. They eventually won the 16-stage event by nearly two and a half minutes from the Datsun Violet of Andy Dawson.

The first Ford Escort home, driven by David Stokes, was third. Future M-Sport boss Malcolm Wilson was fourth in another Escort, having led early on before suffering brake problems and a puncture, dropping him further behind McRae in the Castrol/Autosport RAC National Rally Championship.

The 6 September 1979 issue also included an account of Klaus Ludwig's "lucky win" in the Hockenheim DRM round, driving a Kremer Porsche 935 K3, an interview with Group 44 boss Bob Tullius on his US sportscar exploits, and a report from a Silverstone British Automobile Racing Club event at which Andy Rouse, Gerry Marshall and rising Formula Ford 1600 star Roberto Moreno were among the winners.

Ferrari driver Jody Scheckter also talked about his fine drive to second in the Dutch GP, just three days before he clinched the Formula 1 drivers' title by winning the Italian GP at Monza.





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