LOTUS 72 SPECIAL ISSUE

AUTOSPORT

BRITAIN'S BEST MOTORSPORT WEEKLY

8 OCTOBER 2020

The greatest grand prix car ever?

We celebrate 50 years of the Lotus 72

PLUS
RED BULL TO CONTINUE DESPITE SHOCK HONDA F1 EXIT

'The best car I ever drove, an incredible machine'

EMERSON FITTIPALDI



72

LOTUS 72 TURNS 50
1970-2020

SAVE THE DATES!

TRACKDAYS & RACING UNDER THE SUN
ENDLESS SUMMER® ASCARI
LIMITED · SEASONAL · PRIVILEGED

WINTER SEASON 2020/2021

TRACKDAYS UNDER THE SUN

YOUR SUNNY WINTER SEASON

+ Training & Racing at Trackdays & GT Winter Series from December to March
+ Your second high season in winter
+ Plentiful choice of dates on 7 racetracks - some of them summarized as Raceweeks
+ Your car hibernates in Ascari's „Car Humidor" with 24h Security
+ Optional rental of sports & racing cars
+ Optional 1:1 Coaching®
+ Family friendly through cheap flights (Malaga) and luxury hotels at special rates
+ We organize your complete journey
+ Truck and equipment remain in the guarded Ascari Resort
+ Fully equipped workshop, machinery, service partners as well as parts and tyre services
+ We support teams in marketing their rental sports cars
+ Benefit from the largest pool of drivers interested in racing

DATES

19/20	DEC	ASCARI /E
16/17	JAN	ASCARI /E
20/21	JAN	CIRCUITO DO ESTORIL /P
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



GEDLICH racing

INFO & BOOKING
+49 69 900 28 429
OFFICE@GEDLICH-RACING.COM

GEDLICH-RACING.COM

sport auto
GT WINTER SERIES 2020/2021

WINTER RACING SERIES
@THE BEST LOCATIONS OF
SPAIN AND PORTUGAL

19/20 DEC 2020	ASCARI/E (Pre-Season Test)
23/24 JAN 2021	AUTODROMO PORTIMÃO/P
16/17 FEV 2021	AUTODROMO PORTIMÃO/P
03/04 MAR 2021	MOTORLAND ARAGÒN/E

Winter Racing @the best locations
Driving with a national license, doing international D and C on the spot
Per event 1x qualification & 2x sprint race
Classes for all current vehicles and separate oldtimer and prototype classes
Up to 12 hours free testing optional
Rental racing cars and teams on site or park your own racing car in Ascari/E



GEDLICH racing · B.R.M Chronographes · nürburgring.tv · ENDLESS SUMMER® ASCARI · MOTORSPORT TOTAL.COM · MSK VERSICHERUNGSMAKLER · MOTOR SPORT aktuell · GT WINTER SERIES

GT-WINTER-SERIES.COM



Why the Lotus 72 is our favourite F1 car of all time

When Autosport began its series of podcasts debating the greatest cars, as part of our 70th-anniversary celebrations, it was absolutely obvious that the Lotus 72 would be a leading contender in the Formula 1 category. That's not only because of its successes, but also its longevity – it spanned six seasons of F1 – and the fact that it epitomised an era of some of the coolest-looking racing machines.

This week we bring you a package of features on the 72. On page 20, Gary Watkins explains a sequence of growing pains for the model, and on p30 Charles Bradley talks to Emerson Fittipaldi about his very special memories of the car. On p38, Matt Kew delves into the restoration of the chassis that was so special to Fittipaldi. And little of this would have been possible without the help of Classic Team Lotus, whose boss Clive Chapman – son of visionary Lotus designer Colin – adds his opinion on one of his father's most celebrated works on p19.

One thing Lotus was never going to have from 1970-75 was a problem with engine supply. At its last GP win, Italy 1974, 26 of the 31 cars that attempted to qualify were powered by the Cosworth DFV! But that's the situation Red Bull finds itself in now with the withdrawal of Honda, as Luke Smith explains on p4.



Marcus Simmons
Deputy Editor
marcus.simmons@autosport.com

NEXT WEEK 15 OCTOBER

All the action from F1's return to the Nurburgring for the Eifel Grand Prix.



COVER IMAGE

Motorsport Images

PIT & PADDOCK

4 Honda pullout leaves Red Bull in lurch
6 Schumacher and Ilott in Eifel FP1 run
8 IndyCar delays hybrid introduction
11 Clio king Rivett's BTCC debut
13 F1 preview: Eifel GP
15 Opinion: Alex Kalinauckas
17 Feedback: your letters

LOTUS 72 SPECIAL

19 Opinion: Clive Chapman
20 The rise, fall, rise and fall of the 72
28 Under the black-and-gold skin
30 Fittipaldi on his favourite car
34 All the 72's grand prix wins
38 The restoration of chassis #5
42 What happened to all the cars

RACE CENTRE

44 World of Sport: IndyCar; Intercontinental GT; Formula Regional; Super GT; NASCAR Cup

CLUB AUTOSPORT

60 Rain forces Combe abandonment
62 Keen downplays British GT chances
64 Irish luminary Campion dies
65 Opinion: Stefan Mackley
66 National reports: Snetterton; Castle Combe; Oulton Park; Silverstone; Mallory Park

FINISHING STRAIGHT

78 What's on this week
80 Archive: 1992 Belgian GP
82 Autosport 70: rumbustious BTCC finale

SUBSCRIPTION OFFER

46 Special deals for Autosport

VISIT AUTOSPORT.COM

For other ways to read Britain's best motorsport weekly



HAVE YOUR SAY, GET IN TOUCH

Autosport editorial
Autosport Media UK Ltd
1 Eton Street
Richmond
TW9 1AG

E-mail
autosport@autosport.com

Visit our website
autosport.com

Twitter
twitter.com/autosport

Facebook
facebook.com/autosport

Instagram
instagram.com/autosport

YouTube
youtube.com/AUTOSPORTdotcom



HONDA EXIT LEAVES RED BULL

FORMULA 1

Honda will quit Formula 1 at the end of the 2021 season, leaving the Red Bull and AlphaTauri teams searching for a new engine supplier.

The shock announcement came at a press conference in Tokyo, where Honda officials cited a focus on becoming carbon-neutral by 2050 as the main reason for its departure. The company said it "needs to funnel its corporate resources in research and development into the areas of future power unit and energy technologies".

"The auto industry is going through a time of transformation that's really once in 100 years," said Honda CEO Takahiro Hachigo. "This speed to get to CO_2 reduction is getting more and more important. With the COVID pandemic as well, our ideas for the nature of the environment has really changed. We want to utilise our energy management technology, and a few technologies that we have built over the years with Formula 1, to direct all of those to the environmental efforts."

It is understood that there is some frustration among some senior officials in F1 over Honda's sustainability concerns as a reason for its exit, given it still remains in other series focusing on hybrid technology, such as IndyCar, and has shown no sign of wishing to enter Formula E. F1 has previously outlined plans to become carbon-neutral by 2030.

Honda made its return to F1 in 2015 with McLaren, but cut ties with the team at the end of the 2017 season after three difficult years stemming from difficulties in adjusting to the new V6-hybrid power units.

A deal was struck with Toro Rosso — now known as AlphaTauri — to supply engines in 2018, paving the way for a larger agreement with Red Bull that began last year. During their time working together, Red Bull and Honda have scored four race wins, all courtesy of Max Verstappen, with a further victory for AlphaTauri's Pierre Gasly.

Honda first informed Red Bull in August that it was considering an F1 exit, at which point the team began planning for such an eventuality. A final decision was then taken by Honda's board at the end of September. The news reduces the F1 grid to just three engine suppliers: Mercedes, Ferrari and Renault.

"WE HAVE BEEN HERE BEFORE AND WE ARE WELL EQUIPPED TO RESPOND EFFECTIVELY"

Red Bull F1 chief Christian Horner stressed that the team's long-term commitment remains unchanged. "As a team we understand how difficult it has been for Honda to reach the decision to step back from F1 at the end of the 2021 season," he said. "The shifting focus within the automotive industry has led to Honda's decision to redeploy their resources and we understand and respect the reasoning behind this.

"Their decision presents obvious challenges for us as a team, but we have been here before and with our strength in depth we are well prepared and equipped to respond effectively, as we have proven in the past. As a group, we will now take the time afforded to us to further evaluate and find the most competitive power-unit solution for 2022 and beyond."

Options for Red Bull and AlphaTauri seem limited,



Honda is exiting F1 for the fourth time, but remains committed for 2021

Verstappen has scored four wins with Honda power

IN ENGINE QUANDARY

with the most obvious being a rekindling of Red Bull's partnership with Renault that ended under fraught circumstances in 2018.

Renault is only set to supply its in-house team from 2021, when it will be rebranded as Alpine, but has previously said it would be open to working with customer teams down the line. Under the sporting regulations, were Red Bull to make a request to the FIA that it receives a power unit, Renault would be forced to offer an engine supply as it works with the fewest teams.



It's 'sayonara' from Honda F1 bosses Yamamoto and Tanabe

Renault team principal Cyril Abiteboul told Autosport there had been "absolutely no conversation" yet with Red Bull over an engine supply, but doubted a reunion was currently on the cards, saying: "I can't imagine that Red Bull would not have some plan in the background."

Red Bull has remained relaxed about its prospects of securing a competitive engine-supply deal once Honda leaves. Partnerships with both Mercedes and Ferrari — the avenues explored by Red Bull in 2016 as it tried to engineer a split with Renault — have previously proved hard to agree upon.

One option for Red Bull could be to continue the development of the Honda engine privately and badge the power units itself, but such an undertaking would require a significant undertaking and expansion of its operations.

Despite its planned exit, Honda confirmed that it will still produce a new engine for Red Bull and AlphaTauri in 2021. "We still have seven races to go this season," said Hachigo. "Next year, we have another season, and then we'll do our very best to try to win. For next year we will launch our new power unit so that we can do well with Red Bull. We are going to aim for the championship."

LUKE SMITH

BOTTAS LETS SLIP ON ELECTRIC OFF-ROAD TEST

EXTREME E

The rough stuff enticed Valtteri Bottas yet again as the Mercedes Formula 1 driver could be found testing the 550bhp ODYSSEY 21 Extreme E car last week alongside double Formula E champion Jean-Eric Vergne.

Bottas has previous for sideways theatrics, having made his competitive rallying debut last year in his native Finland aboard an M-Sport Ford Fiesta World Rally Car. Then in December, he won the Paul Ricard-based Rallycircuit Cote d'Azur in a Citroen DS3.

The nine-time grand prix winner joined Vergne for a six-day XE shakedown at Chateau de Lastours in southern France, the venue likened to a motocross-style circuit.

The presence of Bottas — whose F1 team-mate Lewis Hamilton has created his own X44 XE team — was meant to remain private before he posted photos of his day on social media. Autosport understands that other undisclosed entrants include leading off-road and World Rally drivers.

Vergne, co-founder of the Veloce Racing XE team, said: "It is a totally different world to what I'm used to. I've never driven sideways before. This series is going to be huge amounts of fun and I can't wait to drive it again and see even more improvement. Whether or not I drive in the series myself is not decided."

Ex-Mahindra FE driver Jerome d'Ambrosio and Billy Monger — running with "a hand throttle on the steering wheel on a big paddle" — were also among the testing line-up.

MATT KEW





Left to right: Ilott, Shwartzman and Schumacher loiter outside Fiorano petrol station

FERRARI

Schumacher and Ilott to make FP1 debuts at Eifel Grand Prix

FORMULA 1

Ferrari handed Formula 1 tests to its star proteges Mick Schumacher, Callum Ilott and Robert Shwartzman at Fiorano last week to step up their preparations ahead of their grand prix weekend debuts.

F2 championship leader Schumacher and chief title rival Ilott will feature in opening practice for this weekend's Eifel Grand Prix at the Nurburgring as both look to strengthen their case for an F1 seat in 2021. Both are in the frame for an F1 drive next year with one of Ferrari's customer teams.

Schumacher will feature for Alfa Romeo in Germany, while Ilott will link up with Haas. Early-season F2 points leader Shwartzman is set to appear in practice for the season-ending Abu Dhabi Grand Prix with Alfa Romeo.

The trio shared running in a 2018-spec Ferrari SF71H at the Italian team's test track last week. Schumacher, who has previously tested for both Ferrari and Alfa Romeo, said it was "very useful to get used to all the procedures again" in an F1 car.

"I can't wait to jump into the cockpit and it will be nice to take part in a practice session for the first time in front of my home crowd," he said. "In the team there are some mechanics who worked with my father and that will make the day even more special."

The Fiorano run was the first in a Ferrari F1 car for Ilott, who previously appeared for Alfa, while it was Shwartzman's first F1 test.

"They were all quick and immediately began running at a good pace," said Ferrari Driver Academy technical chief Marco Matassa. "I believe the laps they did will be very useful when Mick and Callum run on Friday at the Nurburgring."

LUKE SMITH

Hyundai launches swoopy new tin-top weapon



HYUNDAI

WTCR

Hyundai has made a departure from its short, boxy style of tin-top racer with the new Elantra N TCR, which was unveiled at last week's Beijing Motor Show. Its latest weapon, following on from the i30 N and Veloster, will be eligible for TCR competition including the World Touring Car Cup.

The Elantra, which has similar dimensions to Hyundai's main WTCR rival, the Lynk & Co 03, has undertaken a three-month test programme in the hands of works driver Gabriele Tarquini.

"The Elantra N TCR felt very nice, even from the first tests," said Tarquini. "I've already been able to complete a lot of laps in the car in testing, driving both the sprint and endurance versions, which are being developed together, and we were able achieve good progress in developing the new car from the start. Clearly the Elantra N TCR is much bigger, but the handling means that behind the wheel you cannot notice the difference."

The Elantra is powered by a two-litre turbocharged engine derived from a new base unit within Hyundai's production range. Delivery to customers is expected in late 2020.



EUROFORMULA OPEN Those old-school-F3 loyalists at Carlin returned to the winner's circle in the category at Mugello last weekend, when team supersub Ben Barnicoat made a surprise Euroformula Open debut. The McLaren GT factory driver joined Carlin regulars Zane Maloney and Ido Cohen, and starred by holding off a tenacious Lukas Dunner. Key to his win was a mid-race shower that enabled him to extend a gap of a few seconds to Dunner, before it dried and the Austrian closed again. Barnicoat had already taken third in the wet opener, which was won by Dunner. **Photograph by Fotospeedy**

Loeb joins Prodrive-run squad for Dakar Rally

DAKAR RALLY

Nine-time World Rally champion Sebastien Loeb will return to the Dakar Rally in 2021 with the new Prodrive-run Bahrain Raid Xtreme team. He will line up alongside 2014 Dakar winner Nani Roma, who was confirmed in September last year.

Loeb contested the Dakar as a factory Peugeot driver in 2016-18, securing a best finish of second, before entering the rally as a privateer in 2019 (right) following the manufacturer's withdrawal. He missed the 2020 edition of the Dakar, the first to be held in Saudi Arabia.



HYUNDAI

"BRX have got big ambitions for the 2021 Dakar Rally and I'm excited to be a part of the journey with the team," said Loeb. "There is an immense amount of experience in each area of the team. This combination is hard to rival, and I'm confident we will take to the dunes as strong contenders in next year's Dakar."

The BRX team is a joint venture between the Kingdom of Bahrain and British engineering firm Prodrive, which is best known for claiming three consecutive World Rally Championship manufacturers' titles in 1995-97 with Subaru.

Prodrive has been developing BRX's Dakar entry since 2019. The car is powered by a bespoke 3.5-litre turbocharged petrol engine, with Roma carrying out the test work.

"On behalf of BRX, I am thrilled to welcome Sebastien to the team," said Prodrive and BRX chief David Richards. "He brings with him a wealth of experience and is, we believe, one of the strongest drivers in the field. We look forward to working closely together over the next few months of testing, as we build towards next year's race."



RED BULL

Loeb recently concluded his partial 2020 WRC campaign with Hyundai (left), which was cut to just two events in the wake of the coronavirus crisis. Dani Sordo and Craig Breen will share Hyundai's third i20 WRC during the final two rounds of the 2020 season, with Sordo competing in Italy and Breen on Belgium's Ypres Rally.

Meanwhile, Loeb's fellow Dakar Rally Peugeot refugees Carlos Sainz and Stephane Peterhansel will continue for a third consecutive year at the X-raid Mini team.

RACHIT THUKRAL



IndyCar pushes back hybrid plan to 2023 campaign

INDYCAR SERIES

The IndyCar Series has pushed back its introduction of 2.4-litre hybrid engines to 2023, as existing suppliers Chevrolet and Honda have extended their deals with the series "well into the end of the decade", according to a championship announcement.

IndyCar president Jay Frye explained that the nationwide shutdown due to the COVID-19 pandemic was the main reason for pushing back the series' new engine formula by 12 months.

"We were all basically shut down for months at a time," said Frye, "and not just us – vendors, suppliers... So it became very clear that we needed to delay it for a year, and simultaneously we were able to work on something that goes beyond that year. We've got a good plan, a good path, know where we're going, and we've got great partners that we're going to go into the future with."

Asked if the current manufacturers are still hoping for a third to join them, GM president Mark Reuss replied: "I think it's absolutely needed, and I think it would be fabulous, whoever that manufacturer may be. We would love that. When you have something really, really good, which we do, how can you make it better? Another manufacturer would just keep growing everything, and that's important."

Meanwhile, the series' calendar receives a makeover for 2021, the biggest positives being the new street race in Nashville in August, and a second race on the Indianapolis Motor Speedway's road course in August, sharing the weekend with a round of the NASCAR Cup, which will be racing for the first time on the 'roval'.

The major negative is the loss of two ovals. NASCAR is looking to sell Iowa Speedway (above) and IndyCar Series boss Roger Penske is not interested in buying it, while Richmond's planned return to the IndyCar schedule will not be happening.

To help maintain the series' balance of track types, Texas Motor Speedway will expand to a double-header weekend but its date will move from early June to early May.

With the Olympics also being postponed to 2021 due to the pandemic, the four-week gap for the sake of NBC's TV coverage is once more in place from July to August.

DAVID MALSHER-LOPEZ

INDYCAR CALENDAR 2021

ROUND	VENUE	DATE
1	St Petersburg	7 March
2	Barber Motorsports Park	11 April
3	Long Beach	18 April
4	Texas Motor Speedway	1 May
5	Texas Motor Speedway	2 May
6	Indianapolis	15 May
7	Indianapolis 500	30 May
8	Detroit Belle Isle	12 June
9	Detroit Belle Isle	13 June
10	Road America	20 June
11	Mid-Ohio	4 July
12	Toronto	11 July
13	Nashville	8 August
14	Indianapolis	14 August
15	Gateway	21 August
16	Portland	12 September
17	Laguna Seca	19 September

No crowd for Spa classic

SPA 24 HOURS

Plans for this month's Spa 24 Hours to run in front of a crowd have been abandoned. At the same time, the unique 25-hour format for this year's GT World Challenge Europe event has been dropped.

GTWCE organiser the Stephane Ratel Organisation revealed that it had been working hard to allow a limited number of spectators into the event on 24-25 October. But the ongoing global health pandemic has meant the plan proved unworkable.

"We tried everything to manoeuvre this huge event through the various protocols and very strict health constraints," said race manager Laurent Gaudin. "After multiple proposals, with the requirements increasing and the volume of public authorised falling, we had to face facts."

The increase in the duration of the event announced in June has also been abandoned in light of the race being run behind closed doors. "With no fans able to join us, we have elected to revert to the original format," said Gaudin.

The final Spa entry list has yet to be announced, but 50 cars took part in last week's official pre-event test days.

Fastest over the five sessions was Mathieu Jaminet in the best of 2019 race winner GPX Racing's pair of Porsche 911 GT3-Rs. The factory driver posted a 2m18.337s during Tuesday's night session (below), putting him ahead of Jens Klingmann's second-place time of 2m18.929s aboard the Boutsen-run BMW M6 GT3 that afternoon.

Venturi Formula E driver Edoardo Mortara will return to the Audi ranks to drive a WRT-run Audi R8 LMS GT3 in the Belgian enduro. The Swiss-Italian, who switched from Audi to Mercedes for the DTM in 2017, will share the car with Frank Stippler and Charles Weerts.

GARY WATKINS




F4 ITALIA

New festival targets F3 and F4

JUNIOR RACING FESTIVAL

A new Junior Racing Festival intended to revive the spirit of the heyday of the Formula Ford Festival is being planned over two events in Portugal this winter.

The mini-series is targeting teams from the multitude of FIA-endorsed Formula 4 championships and Regional Formula 3 level, as well as TCR and GT4 machinery, for the events at Estoril from 15-20 December and the Algarve Circuit from 6-11 January. F4 drivers would compete under the 'F16' banner, while those from Formula Regional, Formula Renault and potentially British F3 would run as 'F18'.

The two single-seater sets are scheduled for four days of testing for each event, plus one day of free practice and qualifying, and another progressing competitors through quarter-finals to semi-finals and a final. The TCR and GT4 competitors get two days of testing, and will race over 60 minutes with pitstops for driver changes.

Series director Cesar Alvarez, who has a wide variety of engineering experience, told Autosport: "The idea behind this really started a few years ago when F4 was started by the FIA. I'm well aware of the Formula Ford Festival, so I thought, 'Why is nobody doing anything like this?' One team said they suggested to the German and Italian F4 organisers to do a world cup, and they couldn't understand why they didn't. With three months of doing nothing [during the coronavirus hiatus], I started working on the project."

Joining Alvarez at the JRF are ex-A1GP Switzerland team manager and Interwetten Jr Formula Renault Eurocup team boss Michael Schneider as series coordinator, and Briton Gordon Mellis, who Alvarez describes as "the main pillar for this" regarding regulations, as sporting director.

Italian constructor Tatuus, which builds the F4 cars raced in Germany, Italy (above) and Spain, as well as all the Regional F3/ British F3-level cars, is a partner to the Junior Racing Festival. Alvarez explained that the Mygale chassis used in British and French F4 would be welcome, but could not be equalised with the Tatuus as they are significantly heavier, although they could compete for a 'Mygale Cup' classification.

The Alfa-powered FRegional car and the Renault-engined FRenault equivalent – which are the same chassis – can be equalised, while the British F3 Tatuus is also quite close on laptime.

MARCUS SIMMONS

IN THE HEADLINES

PATRESE JR'S F4 DEBUT

The 15-year-old son of ex-Formula 1 hero Riccardo Patrese contested his first car-racing event last weekend. Lorenzo Patrese made his Italian Formula 4 debut at Mugello with AKM Motorsport, taking a respectable best finish of 16th from the 29-car field. The wins were shared by Andrea Rosso (Cram Motorsport) and Prema Powerteam pair Gabriel Bortoleto and Gabriele Mini. Sicilian Ferrari junior Mini leads the championship.

LUNDQVIST IS CHAMPION

Swede Linus Lundqvist, winner of the 2018 British Formula 3 title, wrapped up the Formula Regional Americas crown one round early at Homestead last weekend, earning himself a scholarship from series engine supplier Honda for a fully funded Indy Lights seat in 2021. Two wins out of three races in Florida mean Lundqvist has taken 12 of the 14 victories in his first season of racing in the US.

BLOMQVIST: PORSCHE STAR

Nomadic Kiwi-raised Anglo-Swede Tom Blomqvist had an outing in the Carrera Cup Scandinavia guest car last weekend at Mantorp Park, and starred by beating three-time series champion Johan Kristoffersson to victory in the first two races. An error in the final race sent Blomqvist into the gravel and handed the victory to Kristoffersson. Lukas Sundahl clinched the title in a field that also included ex-British F3 racer Hampus Ericsson.

INTER EUROPOL IN IMSA

Le Mans 24 Hours team Inter Europol Competition will make its IMSA SportsCar debut in next week's Petit Le Mans at Road Atlanta. The squad, which usually fields a Ligier, is running an LMP2 ORECA for the first time in the race. Polish team regular Kuba Smiechowski will be joined in the car by Americans Rob Hodes and Austin McCusker, with the team evaluating the series ahead of its adoption of an LMP3 class for 2021.



INTELLIGENCE CONNECTED



Flexible Hose and Fittings



Rigid Lines and Swagetite



Filtration Systems

It's not by accident that, over the years, we have developed many successful partnerships with customers throughout motorsport – particularly in F1, endurance racing and WRC.

By applying intelligent analysis of their problems in the area of fluid transfer in high performance, high energy situations, we have established ourselves capable of providing innovative and cost-effective solutions.

SERVICES:

- 3D cad design service
- hose assembly
- hard-line manufacture
- cnc machining
- filtration design
- laser marking

PRODUCTS:

- **Titeflex smoothbore and convoluted hose products and fittings**
- **Swagetite fittings and hard-line system solutions**
- **Pall Filtration systems**
- **CIRCOR Industria solenoid valves**



FHS MOTOR RACING

INTELLIGENT CONNECTIONS

Maintain system integrity, save weight, cut costs.
Make the connection now.

To find out how the quality of your own fluid transfer requirements can be improved, call our Technical Sales Team on

+44 (0) 1753 513080

FHS Motor Racing Ltd | 656 Ajax Avenue | Slough, Berkshire | SL1 4BG UK
Tel: +44 (0)1753 513080 Fax: +44 (0)1753 513099
Email: info@fhsracing.co.uk Web: www.fhsracing.co.uk



Clio king Rivett gets BTCC debut

BTCC

Four-time Renault Clio UK Cup champion Paul Rivett will finally get his first taste of the British Touring Car Championship when he contests the final two rounds at Snetterton and Brands Hatch in a Trade Price Cars Racing Audi S3.

The 42-year-old Rivett will replace James Gornall, whose campaign has been interrupted by budget problems, alongside Bobby Thompson. Prior commitments mean that Rivett can't take the wheel for this weekend's round at Croft, where only one of the AmD-run Audis will take to the track in the hands of Thompson.

"It's all just come together and the last week has been a rollercoaster," said Rivett, who after his last Clio title in 2018 with WDE Motorsport has raced with the same team in trucks. "The help I've had from friends and family was unbelievable.

"I'm so excited about getting in the car. This is what I've always dreamed of doing – getting into British Touring Cars. Unfortunately, with Mum passing away at the start of the year, it's given me that extra kick. I'm not getting any younger.

"I've got to carry extra weight [45kg] to start with in practice, qualifying and the first race so there's no expectations to start with. For Brands Hatch, I shed the weight and it's my home circuit. I've not got any expectations for this – the best I can do is to be as prepared as I possibly can be and do my best job."

Meanwhile, Mike Bushell will replace Tom Onslow-Cole in the Team Hard Volkswagen line-up for Croft. This was supposed to be the last of Onslow-Cole's three events standing in for Ollie Brown, but it is understood that his Spa 24 Hours test last week means that coronavirus quarantine protocol makes it difficult for him to compete in North Yorkshire.

STEPHEN LICKORISH AND MARCUS SIMMONS



JEP/MOTORSPORT IMAGES



GOLD AND GOOSE/MOTORSPORT IMAGES

BAGNAIA GETS THE VERDICT FOR DUCATI BERTH

MOTOGP

Francesco Bagnaia has got the nod to replace Andrea Dovizioso in the factory Ducati MotoGP line-up for next season.

The Italian manufacturer had earlier this year recruited Jack Miller to replace Tech3 KTM-bound Danilo Petrucci, and it was Pramac Ducati rider Bagnaia and Avintia's Johann Zarco in the frame for the other seat.

While both have scored a podium this year, Bagnaia's stronger form, which included a victory charge thwarted by a late crash at Misano, led to Ducati picking the 23-year-old Turinese for its works team.

Zarco, meanwhile, will be a factory rider at Pramac on a current-spec Ducati next year, completing a dream turnaround from quitting KTM halfway through a two-year contract during a tough 2019.

The Frenchman will join graduating Moto2 frontrunner Jorge Martin, who will also have machine parity with the factory riders.

Although it's yet to be officially confirmed by Ducati, Moto2 title contender Enea Bastianini will take Zarco's place at Avintia. Tito Rabat has a 2021 contract, but sources suggest that Moto2 points leader Luca Marini could replace him.

LEWIS DUNCAN



AUTOSPORT

Try 6 issues for just £6

Includes the digital edition and Autosport Plus access



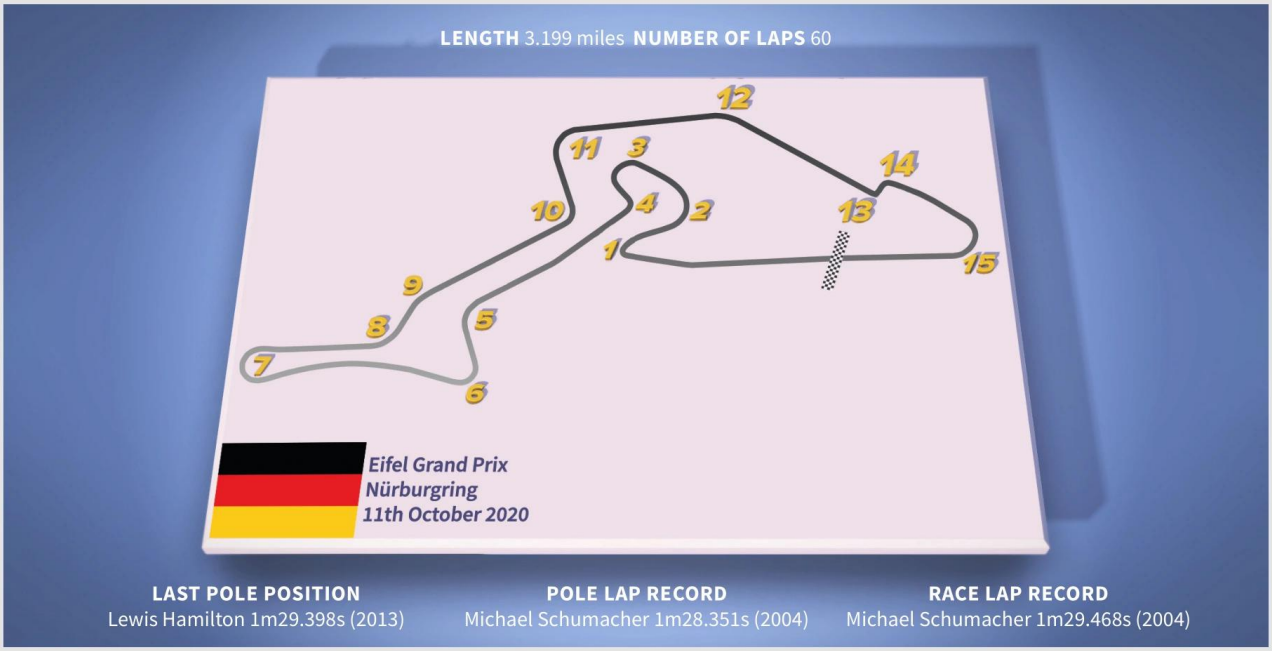
Never miss your weekly fix of motorsport

Subscribe online

www.autosportmedia.com/offer/ASP20

Terms and conditions: Offer valid for new UK subscriptions by Direct Debit only. After your first 6 weeks, your subscription will continue at £11.99 every 4 issues for the print and digital bundle. Direct Debit rates are valid for one year after which they are subject to change. Should you wish to cancel your subscription it will be cancelled on expiry of the current term. You will be emailed instructions of how to gain access to your digital subscription. Savings based on the standard UK cover price. Offer ends 31 October 2020.

F1 EIFEL GRAND PRIX PREVIEW



UK START TIMES

Friday 9 October
FP1 1000
FP2 1400

Saturday 10 October
FP3 1100
QUALIFYING 1400

Sunday 11 October
RACE 1310

CATCH THE RACE LIVE
SKY SPORTS F1

HIGHLIGHTS
CHANNEL 4 1830

TYRE ALLOCATION



CHAMPIONSHIP

DRIVERS		
1	Hamilton	205
2	Bottas	161
3	Verstappen	128
4	Norris	65
5	Albon	64

CONSTRUCTORS		
1	Mercedes	366
2	Red Bull	192
3	McLaren	106
4	Racing Point	104
5	Renault	99



RACE STATS

NURBURGRING WINNERS

2013	Sebastian Vettel	Red Bull
2011	Lewis Hamilton	McLaren
2009	Mark Webber	Red Bull
2007	Fernando Alonso	McLaren
2006	Michael Schumacher	Ferrari
2005	Fernando Alonso	Renault
2004	Michael Schumacher	Ferrari
2003	Ralf Schumacher	Williams
2002	Rubens Barrichello	Ferrari
2001	Michael Schumacher	Ferrari



NURBURGRING MASTERS

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

M Schumacher	208
R Barrichello	150
F Alonso	129
J Surtees	117
G Hill	116
JM Fangio	114
J Stewart	104
D Coulthard	97
J Ickx	79
J Clark	78

Longstone CLASSIC TYRES

www.longstone.com +44(0)1302 711123

YEAH BABY!



PIRELLI CINTURATO™





Can Grosjean redeem himself?

The Franco-Swiss driver reckons he should have won when Formula 1 last raced at the Nurburgring. A victory's very unlikely this weekend, but he could still shine

ALEX KALINAUCKAS

Formula 1 has got a lot to live up to as it returns to the Nurburgring this weekend. In addition to the century of grand prix racing history at the venue – Green Hell and all – the last F1 race back in 2013 was a cracker. Yes, it ended with Sebastian Vettel taking his fourth win (of 13) of that season, but that barely scratches its surface.

This was a race that really should have been won by the Lotus squad and not the era's dominant team, Red Bull. The event's gloriously hot weather, combined with the introduction of new rear-tyre constructions after the Silverstone blowouts that year, turned the pre-race expectation that it would be a Red Bull-versus-Mercedes (which started on pole with Lewis Hamilton) affair on its head. In the end, F1 got a thriller that Autosport called "an exercise in flat-out, give-it-everything performance that F1 should always be about", as Vettel held on to defeat the day's faster Lotus package and two determined and rapid rivals in Kimi Raikkonen and Romain Grosjean. He and Red Bull displayed "sheer perfect relentlessness", said our report.

But such a race is not necessarily on the cards this time around. For a start, F1 2020 lacks the off-track drama concerning changing tyre construction, and the Mercedes W11 might end up being considered F1's most dominant car considering its qualifying pace and the sensational commitment its drivers display. And

"The 2013 Nurburgring race rather sums up Grosjean's F1 career – a case of 'what if?'"

the upcoming weekend is expected to be cold. This takes away Mercedes' traditional struggles in the heat, as was evidenced in that 2013 campaign. At a chilly Barcelona in that pre-COVID lifetime, it was of course Mercedes that led the way. But then, forecasted rain always introduces an element of unpredictability...

And yet, whatever happens with the heavens, this weekend is still likely go down as a notable moment in F1's history. For a start, if he starts in fact, Raikkonen will become the sole holder of the record for most F1 races. Autosport recently spoke to the Alfa Romeo driver about that feat – and no, totally unsurprisingly, he doesn't care about taking that honour from Rubens Barrichello. But while that is almost certain to become tangible F1 history – although not a given considering a DNS remains possible – it is something less perceptible that's worth considering ahead of F1's first visit to the Eifel mountains in seven years.

"I was very happy with my weekend, but I should have won the race," Grosjean says of the 2013 German GP. That is debateable, despite his fine display en route to third. Grosjean did lead for five laps, surprising everyone with his pace on ageing rubber in the first stint, but a slightly scrappy lap just before he stopped for a third time was part of the reason why Vettel just retained his lead at the final stops, and in the end Grosjean had to cede second to a charging Raikkonen, who fell a lap short of really challenging Vettel on track.

The 2013 Nurburgring race rather sums up Grosjean's F1 career, and all these years later it looks like a case of 'what if?'. What if he had won that event? What if he had won the 2012 European GP, where an alternator issue thwarted another brilliant effort? Of course, it's ultimately pointless to consider futures that never came to be, but at least Grosjean would've been able to call himself a grand prix winner – an accolade that his early-F1-career speed deserved, despite the controversial crashes.

Grosjean's underwhelming 2009 cameo and 2012 shunts are well known. As are his great efforts with Lotus as it stumbled in financial plight back to Renault ownership for 2016. That was the year he joined Haas, at the time a decision he called "a calculated risk" considering the brand-new team's close ties to Ferrari, and was a move that was then considered a stepping stone to a Maranello seat that never came.

The five years that followed have been rather boom-and-bust for Grosjean. From the highs of Haas's debut points and lofty constructors' finish in 2018, to the constant clashes with Kevin Magnussen, Netflix scrutiny and famous radio outbursts.

For FP1 this weekend, Ferrari junior Callum Ilott will drive his car. It feels like change is in the air, with Mick Schumacher also driving in that session for Alfa Romeo, and Robert Shwartzman doing likewise in Abu Dhabi. We have discussed before how Haas may be mulling an all-new driver line-up for 2020, with the Ferrari juniors potentially playing a part and team boss Gunther Steiner saying it would not be "ethical" to abandon the manufacturer's engines despite its 2020 disaster.

And so, we return to the Nurburgring, with 2013 and 2020 firmly in mind. In the former year, F1 career doom hung over Grosjean given his transgressions the previous season. But he responded, mainly after the tyre changes were implemented, to be what we called "the nearest thing Sebastian Vettel had to a rival between August and November" (a period that produced four more podiums, including a near-win in Japan).

Grosjean has already said he has "options elsewhere" in other categories for 2021 after his current Haas contract ends. It seems he may need to recreate his late 2013 form if he is to enter another F1 chapter or start writing a new one away from the championship.

Sandwell

shot peening & specialist coatings



Driven to win...
Driven to succeed...

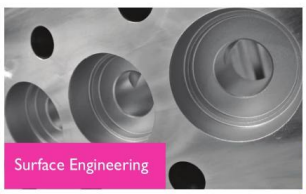
Now operating from our new purpose designed facility

'taking the stress out of surface engineering'

- Processing components in the world of Aerospace / Motorsport / Medical / High Value Manufacturing
- A specialist company run by engineers approved to AS9100 Rev.D Aerospace Quality Standard
- Providing surface engineering solutions using fully automated shot peening techniques
- Automated superfinishing of components reducing friction on working surfaces.
- Providing high resistance coatings for hybrid and EV systems
- Developing in house techniques for post processing of additive parts.

Contact us at
Sales@Sandwell-uk.com
to discuss your project











MOTORSPORT INDUSTRY ASSOCIATION MEMBER

nqa ISO 9001 Registered UKAS QUALITY MANAGEMENT 015

WRC

A MEMBER OF SILVERSTONE TECHNOLOGY CLUSTER

midlands aerospace alliance

Sandwell UK Ltd. 2 Foundry Place, Towcester, Northamptonshire NN12 6FP
T: +44 (0) 1327 350205 E: sales@sandwell-uk.com www.sandwell-uk.com

YOUR SAY

What's the point of 'gambling' on a different strategy if inevitably there's a stoppage and those that got it 'wrong' are given a second chance?

IAN RUMENS

How do you solve a problem like the safety car?

Imagine the scene in a football match with 20 minutes to go where there's an injury to a player who's then stretchered off. Team A are 3-0 up, but the referee wanders up to their captain and says, 'It's 0-0 again I'm afraid, because of the stoppage.' Yes, the safety car.

Another 'fair' race result is spoiled because of the safety car, with this week's loser being Pierre-Louis Chovet in the Regional F3 Championship. Conditions were wet, but three drivers took a chance by starting on slick tyres, and it was the right decision as those on wets were forced to pit and change to slicks after only seven minutes of the 30-minute race.

Unfortunately, the rain came back, and there was a spinner with only 11 minutes of the race to go and the safety car was deployed while the spun car was removed. Everything that Chovet (and Gillian Henrion and Jamie Chadwick, for that matter) had gained was lost as the pack bunched up again.

What's the point of 'gambling' on a different strategy if inevitably there's a stoppage and those that got it 'wrong' are given a second chance? This year it seems to have happened time and time again. Callum Ilott lost out heavily at Barcelona, and was left to fight it out for any scraps that were left on the table. Before the stoppage he was heading seamlessly for victory. Same for Christian Lundgaard,Valtteri Bottas and George Russell in races at Mugello. Hard-earned race positions wiped out by circumstances beyond their control.

How do you solve it? Motor racing prides itself on technology, so answers shouldn't be beyond their capabilities. I did think that if the safety car was employed after half the race had already been run, then the overall times should be taken from that first part (at the lap prior to the incident), and then added to the 'second' race, for which timing would start when the safety car is released from duty.

The sport needs to find a way of not penalising those drivers that were putting in a good performance before the safety car's employment.

Ian Rumens
Uckfield, East Sussex



Resurrection story inspires rediscovery

Your feature on the Bristol 450 coupe (National Racing supplement, 1 October) had me in my loft, digging out my old Dinky Toys model!

The car is a bit battered, the tyres perished, and the green is not the same as the photo in the magazine. And it carries the number 27, not 33! Though from now on it will live on a shelf in my study, not hidden in the loft.

Chris Little
By email

Every day's a school day

In defence of Team Dynamics (BTCC Silverstone race report, 1 October), that is not a grocer's apostrophe, as an initialism which is pluralised is inherently an abbreviation: this was as taught to us by the late great Mr Westcott in the 1970's (sic, ditto-ish). To not apostrophise in this situation is a more recent change in style. My younger publishing colleagues and I agreed to differ on this...

Graeme Innes-Johnstone
Elland, West Yorks

Thank's (sic) for the clarification — ed

HAVE YOUR SAY, GET IN TOUCH

Autosport editorial
Autosport Media UK Ltd
1 Eton Street
Richmond
TW9 1AG

E-mail
autosport@
autosport.com

Visit our website
autosport.com

Twitter
twitter.com/
autosport

Facebook
facebook.com/
autosport

Instagram
instagram.com/
autosport

YouTube
youtube.com/
AUTOSPORTdotcom

Lotus Type 72: Autosport's Greatest Formula One™ Car

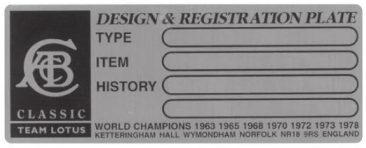


All of the 72s: 50 Years Special Edition

149 acrylic prints; one for each start by a type 72
Each print identified uniquely by chassis number and Grand Prix
Dimensions 100cm x 50cm; acrylic best presented without framing
£200 (plus postage)

CLASSIC
TEAM LOTUS

Team Lotus constructed nine type 72 monocoques. Michel Verrando has created this striking artwork, to celebrate 50 years since the 72 began its extraordinary six season campaign of Grand Prix and World Championship victories. Classic Team Lotus has reproduced the artwork, back printed on acrylic, to complement Michel's visual style and to present a fabulous finish. They are things of beauty, just like the 72.



A Classic Team Lotus Design & Registration plate identifies each print uniquely, stamped with chassis number and Grand Prix. The back of each print is signed by the Classic Team Lotus Managing Director, Clive Chapman.

Also Michel has created a sister artwork, of the nine Lotus type 49 monocoques constructed by Team Lotus. This Special Edition of 113 – one for each GP start by a type 49 – is the perfect complement to All of the 72s; together, both prints capture nine years of Team Lotus history, as realised by Clark, Hill, Andretti, Oliver, Rindt, Miles, Fittipaldi, Peterson and Ickx. Each acrylic print is identified uniquely by its Design & Registration plate, stamped with chassis number and Grand Prix.



Available from the Classic Team Lotus shop - Potash Lane, Hethel, Norfolk, NR14 8EY
Or via the online store - www.classicteamlotus.co.uk



LOTUS 72 TURNS 50
1970-2020

MEMORIES OF AN F1 LEGEND

CLIVE CHAPMAN

As for so many youngsters at the time, my Corgi model of the Lotus 72 was special to me, for more reasons than most:

- A painful first experience, at the launch at Hethel, when I went to help push the car after its test track run and promptly burned myself on the exhaust.
- The excitement of Jochen Rindt appearing into Clearways before Jack Brabham, having passed him on the last lap to win the British Grand Prix. The clear memory of hearing the news of Rindt's death at Monza.
- Emerson Fittipaldi collecting me from school, after a cricket match, in front of all my class.
- Winning 100 bottles of bubbly for pole position at Brands Hatch. (We still have a couple in the cellar.)
- Being on the victory parade lap at Brands, with the car on a tractor trailer, when Lady Rothermere's fur coat was burned on the still-hot front brake discs.
- Collecting the '1st' stickers, which the promotional guys started printing before the races, so that Dad could slap one on the car immediately after yet another victory (I have yet to come across those for the races which we let the others win...).

The Lotus 72 was such a brave step in Formula 1 car design, really sophisticated. Between them, Maurice Philippe and Colin Chapman applied their special talents to push F1 design onto a new level.

The wedge shape of the type 72 is what set it apart from other F1 cars and is what made it so distinctive. Philippe had undertaken windtunnel testing for the Team Lotus Indycar programme, which had led to the wedge-shape type 56; being a gas-turbine-powered car, it did not need a radiator, traditionally positioned in the nose of normal racing cars, which made wedge profiles impractical.

The types 57 and 58 had the radiator at the rear, but the DFV-powered type 63 still needed to have the radiator at the front, to satisfy the cooling demand. Philippe was aware of the potential benefits of a wedge shape; reducing positive lift on the upper surface of the car, reducing drag and improving airflow to the rear wing. In one fell swoop he realised all these benefits by positioning the radiators on the sides of the monocoque. This also helped the required weight distribution fore aft and provided a weight saving, thanks to being nearer the engine. A win-win-win-win-win moment.

My father was renowned for railing at Andrew Ferguson and Peter Warr to get rid of the old cars that were cluttering up the place (including the directors' garage at Hethel). When the barn on the East Carleton Estate was restored it provided a space into which the old racing cars that were still around were moved. Three of the surviving 72s were sold to South Africa. Happily 72E/'5', as it was referred to, and 72/9 went to the barn.

E'5' ran at the JPS sponsorship renewal event at Brands Hatch in 1981, when my father was pictured, arms outstretched, at the front of quite a line-up. Then she was dormant until we restored her in 2000, motivated by the Festival of Speed and the Monaco Historique events. When Emerson was set to drive her at Goodwood we decided to present her in 1973 livery, even though she was a 1974 car. I recall Doug Nye saying to me, 'You do know that Emerson never drove this car?'. As ever, he was right.

Team Lotus had first applied the identity number 5 to the fourth monocoque constructed, which Emerson raced from 1970 until 1973, when he had a huge shunt at Zandvoort. The wreckage of 'Old Faithful' had languished in the Team Lotus stores since then, somehow avoiding various clear-outs. Doug's comment caused me to discuss with Chris Dinnage the possibility of restoring Emerson's favourite 72. Ace fabricator Steve Jest reckoned he could straighten out the badly concertinaed front-left corner. Ultimately, when 72E/'5' had first run in 1974, it was acknowledged by *Autocourse* and others that it was the ninth car in the series. Together with the Team Lotus chassis records and Doug's passing comment, this was the clincher.

Steve Jest did an amazing job on the tub, which is exceptionally original, complete with surviving 1970-spec details and even traces of Gold Leaf livery. The right-hand sidepod had survived the shunt intact and the slightly damaged rear wing was repaired. The tub was reunited with one of her period DFVs and an FG400 gearbox. Kevin Smith was the lead mechanic, who applied any available time over a five-year period, determined to have 72/5 presented in correct-to-period specification. Paul Banham applied his skills to the livery, and the car was ready just in time for an Autosport track test by Ben Anderson (see page 38).

I had kept Emerson informed about the restoration throughout; we even displayed the part-restored car at the Festival in 2015, when Emerson got to see her for the first time since the shunt. (In my absence my son, Arthur, conducted the reintroduction.) The ultimate objective was for Emerson to drive her up the hill. At long last the day arrived in 2019. Emerson sat back in 72/5 and it proved to be an emotional moment for everyone, and especially for Emerson. Those 3000 hours of restoration had proved to be worthwhile.

'THE LOTUS 72 WAS SUCH A BRAVE STEP IN F1 CAR DESIGN, REALLY SOPHISTICATED'


TEXACO
John Player
Special

LOTUS 72 TURNS 50
1970-2020

PHOTOGRAPHY motorsport IMAGES

THE TROUBLED STORY OF F1'S FINEST



Autosport recently voted the Lotus 72 the greatest grand prix car of all time. Here's the remarkable story of a legend

GARY WATKINS


SCHLEGELMILCH

At the back end of 1969, Lotus boss Colin Chapman removed himself from the day-to-day running of his growing organisation, locked himself away and set to roughing out the design of the following year's grand prix challenger. What he emerged with after two weeks were the first sketches of an innovative racing machine that became the type 72.

Some have claimed that the Lotus 72, powered by Cosworth's increasingly ubiquitous DFV, was a game-changer. Yet it didn't send the opposition racing back to the drawing board in the same way as the type 78 and 79 ground-effect chassis did later in the 1970s. There's a stronger argument that it was the first modern F1 car: no longer cigar-tube in shape, its layout and architecture remain familiar to this day. But what's indisputable is its place among the all-time greatest GP cars. The 72 took Team Lotus to a pair of drivers' world championships, three constructors' titles and 20 GP victories over a protracted six-year lifespan.

Chapman and Lotus chief designer Maurice Philippe are generally co-credited with the 72. But the story of how the former put himself into what, as an intuitive designer always on the lookout for the unfair advantage, he no doubt regarded as splendid isolation suggests otherwise.

The tale is recounted by Mike Pilbeam, who joined the three-man Team Lotus design team alongside Philippe and Geoff Ferris from BRM in 1969. He has no doubts that the 72 was "Chapman's baby". "Colin came to us and said, 'I'm going to do a bit of drawing on the new car'," says Pilbeam. "He disappeared into his office and no one saw him at a time when things were quite fraught financially for the company. He wouldn't talk to anybody.

"He came out at the end with quarter-scale drawings of the 72 and gave them to Maurice, Geoff and me, and said, 'There you go, make that work.' Maurice undoubtedly had an input, but I would say that most of the ideas were Colin's."

THE CONCEPT


All smiles at first test, but Rindt immediately took against the 72

There was no breakthrough innovation on the Lotus 72. Rather, Chapman took an integrated approach to designing an F1 car incorporating multiple concepts. That was hardly the norm of the times.

The 72 was defined by its wedge shape at a time when downforce-producing accoutrements were becoming increasingly important in F1 after their arrival circa 1968. The wedge involved moving the radiators from the nose of the car to the sides behind the driver. That was part of Chapman's masterplan to shift the weight distribution rearwards in the name of traction. Inboard brakes at the front, as well as the rear, were part of the overall scheme that allowed – demanded even – that the new Lotus run a softer-construction front tyre, developed by Firestone, than its rivals.

The torsion-bar suspension was rising rate to give a supple ride, yet still able to cope with bumps and kerbs: the spring rates stiffened with increasing load. The geometry of the first iteration of the 72 also incorporated significant anti-dive at the front and anti-squat and anti-lift at the rear to give a more level ride.

Chapman retrospectively proclaimed in Autosport in January 1974, just as the 72 was meant to be superseded by the type 76: "I wanted to make a real breakthrough... to build a motor car that was capable of development over a number of years, since continual innovation puts you in continual trouble."

THE GENESIS

The 72 wasn't the first Lotus wedge. The Lotus 56 gas-turbine USAC racer that fell a few laps short of winning the Indianapolis 500 in 1968 was loosely wedge-shaped. It was shortly followed by the most overt example, the unraced type 57 Formula 2 design that subsequently tested in Tasman spec as the 58 with a 2.5-litre DFW Cosworth.

The designer of the 57, Martin Waide, explains that the idea of the wedge had become ingrained in Lotus design culture by the time of the 72. He credits its origins to Richard Parker, an engineer at Lotus Components.

Waide, who subsequently replaced Philippe at Team Lotus on his departure for the Parnelli team in the autumn of 1971, recalls Chapman becoming frustrated by delays in the development of the Europa at Lotus Cars. His fix was to harness the resources of the proprietary racing car side of the business.

"The aerodynamics of the Europa were looked at in the windtunnel at MIRA and Richard proposed that you could get a drag reduction with the wedge," remembers Waide. "We wanted to see if a Kamm-tail [after German aerodynamicist Wunibald Kamm] incorporating a radiator duct was less draggy than a traditional nose-rad installation at the front."

Incorporating the wedge-like lines of the Europa into Lotus's racing cars was a no-brainer. The elliptical shape of a 1960s F1 car produced lift in both forward motion and yaw.

Lessons had been learned about weight distribution and transfer, as well as traction, with the four-wheel-drive type 63 of 1969. It had proved to be a development blind alley for Lotus, just as it would for every manufacturer that experimented with it. But it at least partially explained the desire to shift the weight rearwards: the 72 had an approximate 35/65 front-to-rear split.

The suspension geometry incorporating what Pilbeam calls the 'antis' was inspired by one of the issues with the type 49, the 72's predecessor.

"There was a tendency of the nose to dip on the 49 when the driver got on the brakes," he explains. "The consensus back then was that the suspension should be much softer than it is today on F1 cars, which explains Chapman's ideas on the 72 and why in particular he wanted it to resist lift at the back under braking."



Epic race at Hockenheim concluded run of four wins on the trot in 1970 for Rindt



SUTTON

Gas-turbine 56 heralded Lotus's shift towards wedge shape

THE CAR RINDT DIDN'T WANT TO RACE

'EVERYTHING WAS PARED DOWN TO THE MINIMUM. JOCHEN SAID, "I'M NOT DRIVING THAT"'

The 72 endured a difficult childhood. It took some sorting, which probably wasn't helped by Lotus number one Jochen Rindt's antipathy towards the car. He'd raised his concerns with Chapman about the integrity of his cars back in 1969 and was quickly questioning the new design, according to Pilbeam, even before it hit the track.

"Chapman was the master of lightweight," recalls Pilbeam. "Everything was pared down to the minimum on the 72. The wishbones had quarter-inch bolts. Jochen looked at them and said, 'I'm not driving that.' They would have been OK: it had all been calculated properly. But we did change them, though only up to 5/16ths."

The first test of the 72 took place at the Lotus Cars Hethel track on 6 April in what doubled as a low-key press launch. Rindt immediately felt something was wrong with the car. His suspicions were confirmed two weeks later on the car's debut in the Spanish Grand Prix at Jarama, when Rindt suffered a failure of the left-front brake shaft in practice and team-mate John Miles failed to qualify. The Austrian would declare after his retirement with electrical problems that he wasn't going to drive the car again.

Rindt was, however, back aboard a 72 the following weekend for the Silverstone International Trophy non-points race after some rapid modifications at the start of a development programme that quickly took the car through a short-lived B specification to C-spec. Lotus didn't even arrive at the track until second practice had already started on Friday afternoon.

Rindt did get his way for Monaco, though. Back in the 49, now in C-spec, he produced one of his greatest performances to catch Jack Brabham and pressure him into a final-corner mistake to claim victory.

The 72 was initially hamstrung by its radical suspension, which was locking up under load. "The car wasn't reacting as it should because what we'd done on the geometry was probably a bit too aggressive," recalls Pilbeam. "The drivers lost a bit of feel."

Lotus mechanic Dave Sims remembers the drivers suggesting that the car seemed to have "a hinge in middle" in its earliest form. "The front would be great in one corner, and then at the next the rear would be good and the front would be doing nothing," he says.

That led to a major redesign. Removing the anti-squat and anti-lift at the rear was relatively straightforward, but taking off the anti-dive at the front involved significant work to the monocoque. Herbie Blash, a contemporary of Sims at Lotus, remembers the early days of the 72 as "just a blur" as the crew worked "day and night".

Team Lotus turned up to the Belgian GP at Spa in June with a pair of substantially revised 72s, one with rear-suspension revisions and the second with 'antis' removed at the front and back. Rindt, however, still raced his 49C.

He also wanted to race the older car next time out at the Dutch GP in June. "Jochen told me he didn't want to drive the 72, but Colin said, 'Leave it to me'," recalls Blash. "He talked him round, as he always did. Jochen got in and all of a sudden he had a beautiful car underneath him."

Rindt scored a dominant first victory for the 72. He claimed pole and was exactly half a minute ahead of Jackie Stewart's Tyrrell-run March 701 at the finish. It was the first of four wins on the trot for the Austrian and the new Lotus. They were bookended by an epic slipstreamer at the pre-chicane Hockenheimring in which the car came out on top in a back-and-forth battle with Jacky Ickx's Ferrari 312B. In between, there were a pair of fortuitous victories at Clermont-Ferrand and Brands Hatch.

The British GP success was doubly lucky. Rindt won when Brabham's BT33 spluttered out of fuel two corners from home, and Lotus then survived a post-race scrutineering scare. The car was initially excluded when its rear wing was found to be too high, before being reinstated three and a half hours after the finish of Team Lotus's home race. »

AUTOSPORT PLUS

NO ADS.
JUST MORE
PERFORMANCE



TRAGEDY AT MONZA



Wreckage of Rindt's car is recovered after fatal crash at Monza

Rindt still hankered after racing his 49 at Monza in September in spite of these successes. "Jochen wanted the 49 at Monza the weekend he died," recalls Sims. "I remember Jochen having a go at Maurice when he found out the team hadn't brought it. He reckoned he could outdrive anybody in that car."

Rindt would die after crashing his 72 in practice on Saturday. Lotus experimented running without front and rear wings in pursuit of straightline speed, and also went higher on the gear ratios. But what caused the car to pitch hard left into the barriers as he braked for Parabolica isn't clear.

The official investigation by the Italian authorities pointed to a failure of the right-front brake shaft, but Sims isn't convinced.

"It broke all right, but did it cause the accident or did it break in the accident?" he says. "We're talking about removing the wings from a car designed with them. It made the thing very unstable.

"The Old Man [Chapman] saw Rindt's times and told me to get the wings off Miles's car. He did a slow lap, tried to get on it and then came straight in. When he took his helmet off, he was as white as a sheet.

"I remember [McLaren driver] Denny Hulme telling me that Jochen had gone past him at one point and was all over the road. He said he had to back off to get out of the way."

The front of the Lotus was ripped off as it went under the crash barrier. Rindt, who never wore a crotch strap, submarined in the cockpit and sustained unsurvivable throat injuries.

His five wins, however, meant Rindt's points tally was still 20 more than that of his nearest rivals Stewart and Brabham with three races to run. The title was awarded to him posthumously after the US GP at Watkins Glen, a race won by the 72 driven by rookie Emerson Fittipaldi.



F1 rookie Fittipaldi won penultimate round of 1970 season at Watkins Glen

SUTTON

THE TRICKY SECOND SEASON

The 72 may have won five grands prix in its debut year and played a major role in propelling Rindt to the world title, but Lotus went off the boil in year two of the car. There were multiple factors involved.

What shouldn't be overlooked is that Team Lotus raced with two F1 novices in 1971. Fittipaldi had fortuitously won at the Glen after becoming de facto team leader in the wake of Rindt's death, a role made permanent on Lotus's failure to recruit an experienced number one. The Brazilian had only five world championship GPs under his belt when he pitched up at the opening race of the new season. His team-mate Reine Wisell had started only two F1 races.

Their first full seasons of F1 coincided with one of the major technical developments in the history of GP racing: the introduction of the low-profile slick tyre by Firestone at the Spanish GP at the Parc de Montjuic in Barcelona in April.

Lotus and its inexperienced drivers struggled to adapt what became the 72D at Monaco to the new tyres, though Fittipaldi claimed in the wake of a winless season that his thoughts were too quickly discounted: "I always told Colin something was wrong with the car and nobody would believe me because I was too new a driver."

Poor reliability didn't help, and development was held back by finances – or rather a lack of them. "We did our testing in practice and qualifying," says Wisell. "We didn't have much budget; Lotus was very low on money."

There was also the distraction of a Chapman pet project: the Lotus 56. Now in F1 B-spec, the turbine machine competed in three GPs, the same number of non-championship events and a Formula 5000 race at Hockenheim. »



De facto team leader Fittipaldi failed to win a race in 1971

AUTOSPORT PLUS

WANT MORE THAN F1?

OUR JOURNALISTS COVER ALL MAJOR SERIES




72 was transformed for 1972 season, taking Fittipaldi to the title

A RETURN TO FORM – A SECOND TITLE

Lotus started to get on top of the Firestone slicks as the 1971 season wore on. There were suspension tweaks through the campaign, including a change from magnesium to fabricated steel uprights to cope with the increased forces, and only as the season approached its end did the consistency of handling that Fittipaldi craved finally return.

Waide saw his first job for 1972 as addressing the fragility of the car: "I set to and looked at the safety and reliability aspects of the car and eliminated the parts that I regarded as problematic." These included the wheelhubs, the redesign of which was handed to a newbie in the Team Lotus design office, Geoff Aldridge.

The latest 72 also incorporated an anvil-shaped airbox, so much a part of the definitive black-and-gold look of the car on the switch from Gold Leaf to John Player Special branding. The new arrangement and the colours, which coincided with an increased financial input from John Player & Sons tobacco, stayed on the car until the end of its career in 1975.

"It was a bit of a joke, but it was highly effective," recalls Waide. "After the first one came out of the mould, someone parked it next to my drawing board with a horseshoe and a hammer on top."

There was also a tidy-up of the airflow at the rear of the car with a new oil tank and mounting for a bigger rear wing. This moved aft over the course of the year and also briefly incorporated a controversial revision to the wing mounting (see page 28).

The developments created a car that felt entirely different to the 1971-spec Lotus. Wisell, who was brought back to replace the unsuccessful Dave Walker for the final two races of 1972, couldn't believe the difference.

"It was almost like a different car –it was perfect," recalls the Swede. "They'd also fixed all the things that broke. That was important because you have to trust in the car. In 1971, I was keeping a small percentage spare – I wasn't driving 100%."

Fittipaldi was imperious in 1972. He won five GPs, and three non-championship events, as he raced to the world title. He was crowned as the then-youngest champion at 25 after his fifth win at Monza with two races left to run.

"Emerson had an amazing focus that you only see in the highest-level sportsmen," says Waide. "I'd watch him in the 15 minutes before the start of a race and see how he built himself up into the zone. He was fantastic that year, absolutely brilliant."

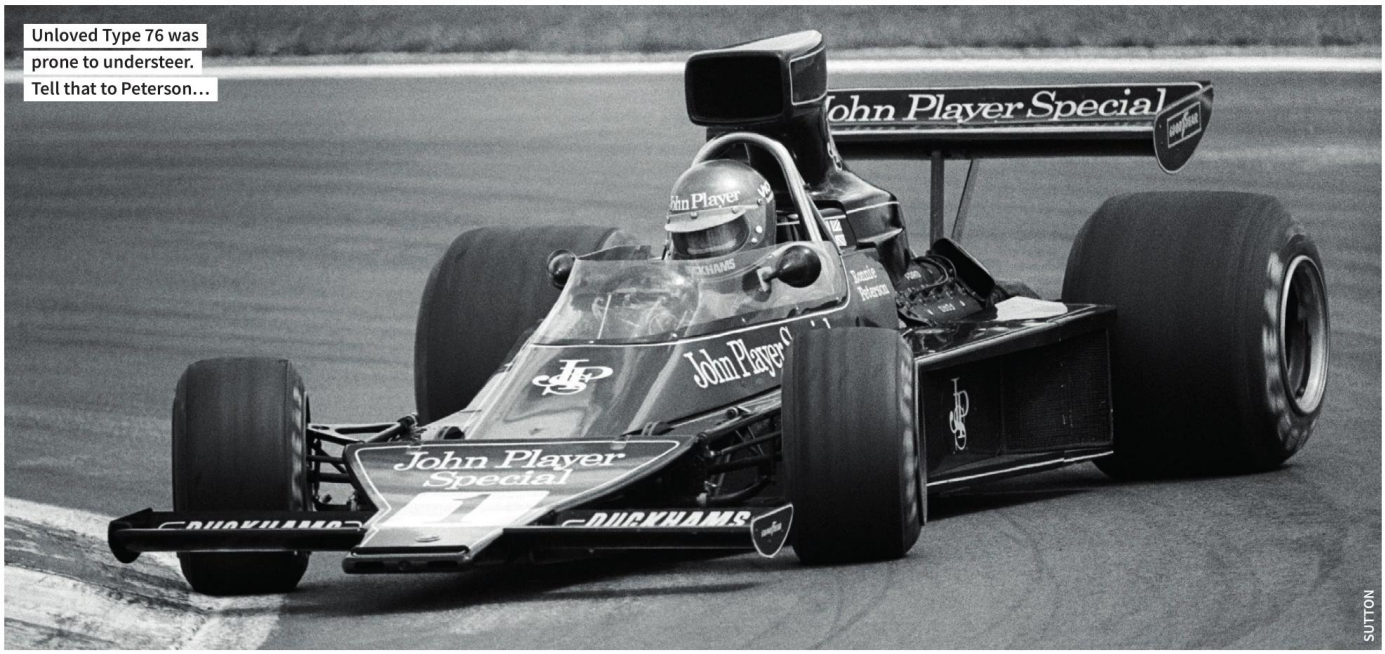
Three more GP victories followed for Fittipaldi in 1973, while new team-mate Ronnie Peterson won four times. The Lotus 72E, now on Goodyear tyres, won the constructors' title, but its drivers could only finish second and third to Stewart at Tyrrell.

The dynamic within the team changed for 1973 with two strong drivers alongside each other. Trevor Seaman, number-one mechanic on Fittipaldi's car, reckons it "took the edge off" his driver's season. Peterson, he suggests, was Lotus team manager Peter Warr's favourite. "Peter had been doing everything for Emerson in 1972, but in 1973 it was 'Ronnie this and Ronnie that'," recalls Seaman. "I think that put Emerson's nose out of joint because he thought he wasn't getting the attention he had before."



Fittipaldi was runner-up in the championship to Jackie Stewart in 1973

SUTTON



Unloved Type 76 was prone to understeer. Tell that to Peterson…

THE ILL-FATED REPLACEMENT

The 72 continued to win races in its fifth season in 1974. Peterson won three GPs, the same number as world champion Fittipaldi after his move to McLaren with Marlboro's dollars. Chapman's original plan, however, was for the type 72 to be in the museum by the season's end.

Ralph Bellamy, who had joined Lotus in late 1972, was charged with designing a successor to the 72 but, said Chapman, "100lb lighter". The Australian describes the type 76 as "a tidied-up 72", though it incorporated a new radiator layout and, at his boss's insistence, an electric clutch operated via a button atop the gear lever.

This innovation, which incorporated twin brake pedals so the driver could use his left foot for retardation, was rapidly abandoned, as was the car itself. Bellamy reckons that Warr took against the 76, arguing that it was overweight and also overheated. He argues that the former was a result of the trick transmission, the latter courtesy of the intervention of Chapman on the grid at Jarama, where Peterson had qualified second for the 1974 Spanish GP.

It had rained just before the cars went out, and Chapman noticed that oil temperatures were low, so insisted that the mechanics tape up the radiators. Peterson led until pitting for slicks. A couple of laps later, he was out with an overheating engine. "The oil temperatures were down because the coolers were getting doused with water," says Bellamy. "There was nothing wrong with the cooling, but one of the crosses on which the car was crucified was that it overheated. The other was that it understeered, but that was no different to the 72."

Lotus had fallen down the development pecking order at Goodyear, partly because the new car hadn't been ready for pre-season testing. Both the 72 and 76, which retained its predecessor's rearward weight distribution, couldn't work the harder tyres designed for its competitors. Understeer was the result.

"A lot of Ronnie's success was down to him," says Bellamy. "Around Monte Carlo he could hurl the car around and overcome the tyre issue."

With the two 76s parked, the 72 continued for a sixth season in 1975. Peterson failed to make it onto the podium, though Jacky Ickx, who'd joined the team in 1974, finished second at Montjuic. The Belgian would leave the team shortly afterwards, having by his own admission "lost confidence in the car" after multiple brake-shaft failures.

Team Lotus looked pretty much lost as it constantly evolved the 72, which was given the F suffix mid-season, to try to get back towards the front of the grid.

"We were going from long wheelbase to short wheelbase, wide track to narrow track and torsion bars to coil springs," recalls mechanic Ian Dawson. "Nothing made a lot of difference; it just ended up being a lot of work."

THE 72'S LEGACY

The failure — or perhaps unwillingness — of Team Lotus to replace the 72 set in motion a long-term programme to evaluate what an F1 car should be. Chapman hauled former BRM man Tony Rudd, who'd been working on road cars and engineering projects at Lotus since late 1969, back into the racing arena in late 1974. In turn, he brought Peter Wright into his team.

"Chapman would talk to anyone who'd listen about what was wrong with the GP car," says Wright. "Tony's brief was to rethink F1 design and we went back to first principles."

The 'rethink' included an aerodynamic programme in the Imperial College rolling-road windtunnel. There Wright and Rudd worked out how to harness the airflow under the car.

The failings of the 72 in its dotage would ultimately result in something it never was: a gamechanger, and it was called the Lotus 78.

'ONE OF THE CROSSES ON WHICH THE 76 WAS CRUCIFIED WAS THAT IT OVERHEATED'

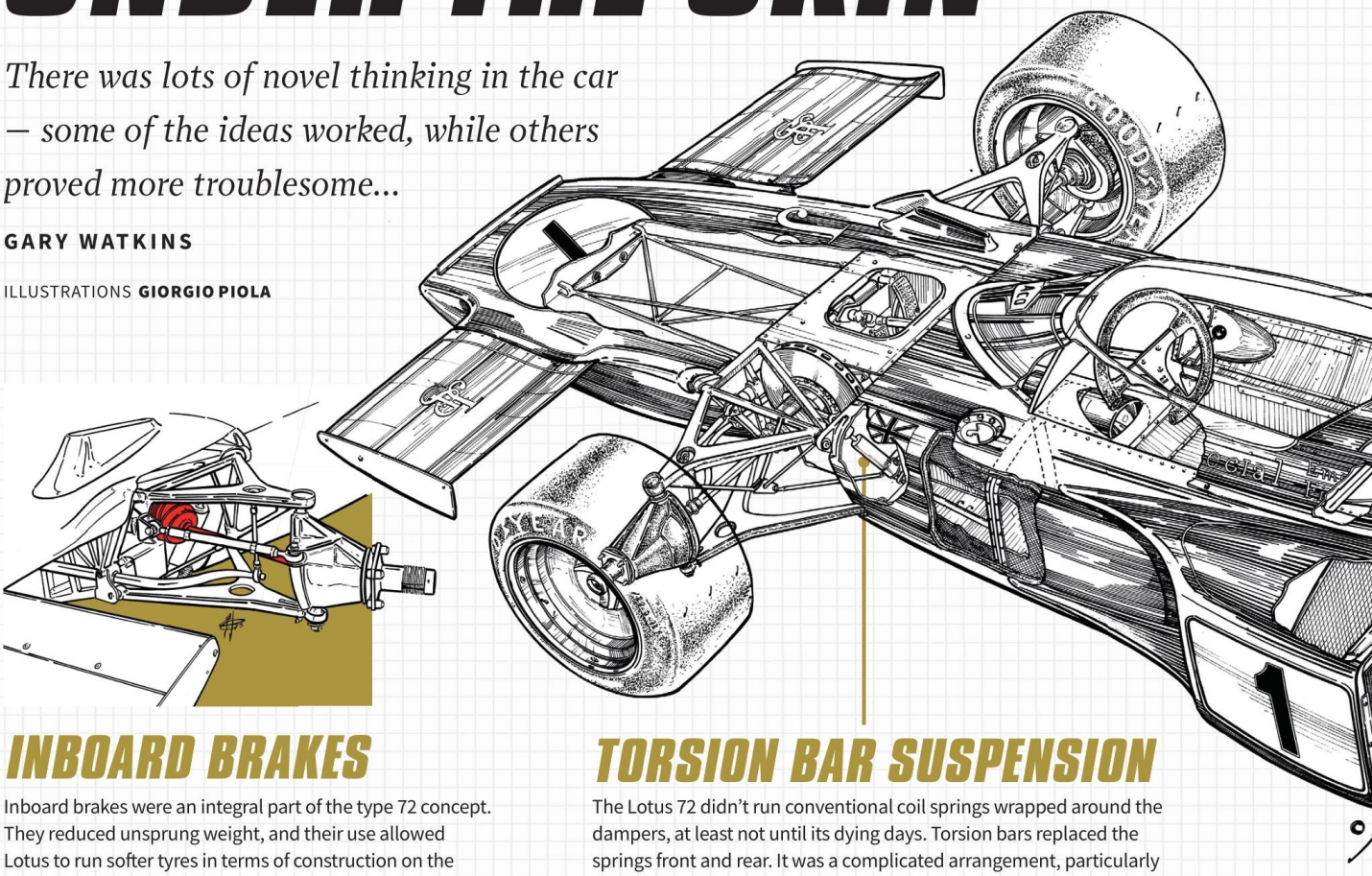
GIORGIO PIOLA

LOTUS 72 UNDER THE SKIN

There was lots of novel thinking in the car – some of the ideas worked, while others proved more troublesome...

GARY WATKINS

ILLUSTRATIONS **GIORGIO PIOLA**



INBOARD BRAKES

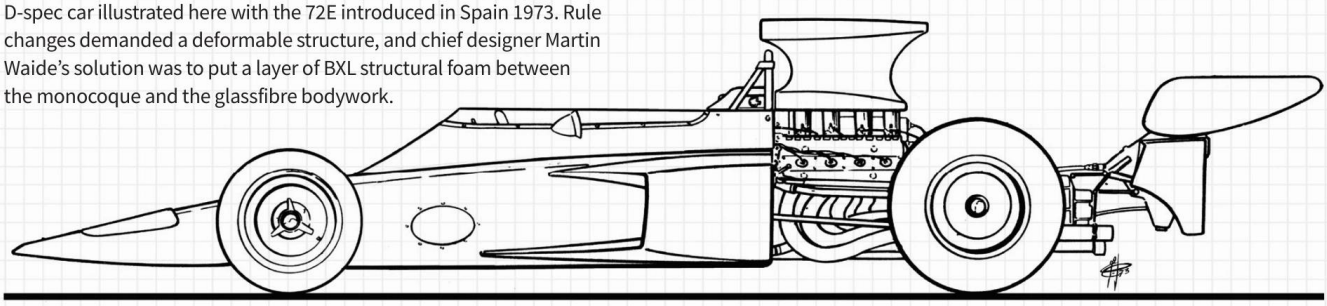
Inboard brakes were an integral part of the type 72 concept. They reduced unsprung weight, and their use allowed Lotus to run softer tyres in terms of construction on the lightly loaded front. "Because you didn't have the heat of the brakes inside the wheel, it allowed you to run softer tyres," says Mike Pilbeam, a member of the design team. "That's one of the advantages of the 72 that's been a bit overlooked by the history books." The brake shaft that ran between the inboard disc and the wheelhub (marked in red) remained troublesome right through the life of the car.

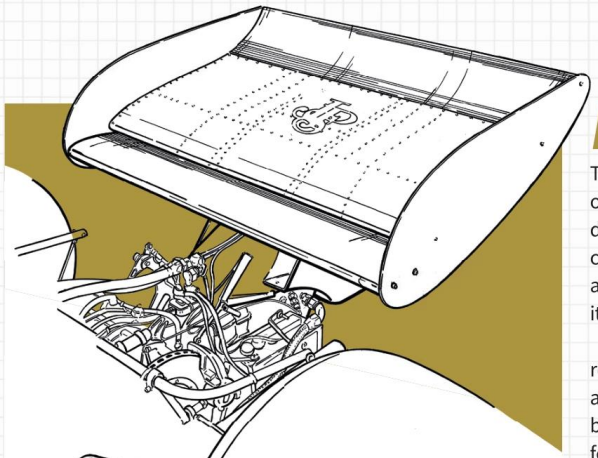
TORSION BAR SUSPENSION

The Lotus 72 didn't run conventional coil springs wrapped around the dampers, at least not until its dying days. Torsion bars replaced the springs front and rear. It was a complicated arrangement, particularly at the front: the bar, made up of two tubes, one within the other, ran into a cut-out into the fuel tanks on either side of the monocoque. It made setting up the 72 a complicated job and wasn't as light as Colin Chapman had envisaged. "It ended up being not particularly light, because you had a splined connection between the two tubes and a linkage to the damper," says Mike Pilbeam. "I think it was something that appealed to him because of its engineering elegance."

THE WEDGE

The Lotus wedge was largely unchanged throughout the life of the 72, though changes to the safety rules resulted in the fattening up of the D-spec car illustrated here with the 72E introduced in Spain 1973. Rule changes demanded a deformable structure, and chief designer Martin Waide's solution was to put a layer of BXL structural foam between the monocoque and the glassfibre bodywork.

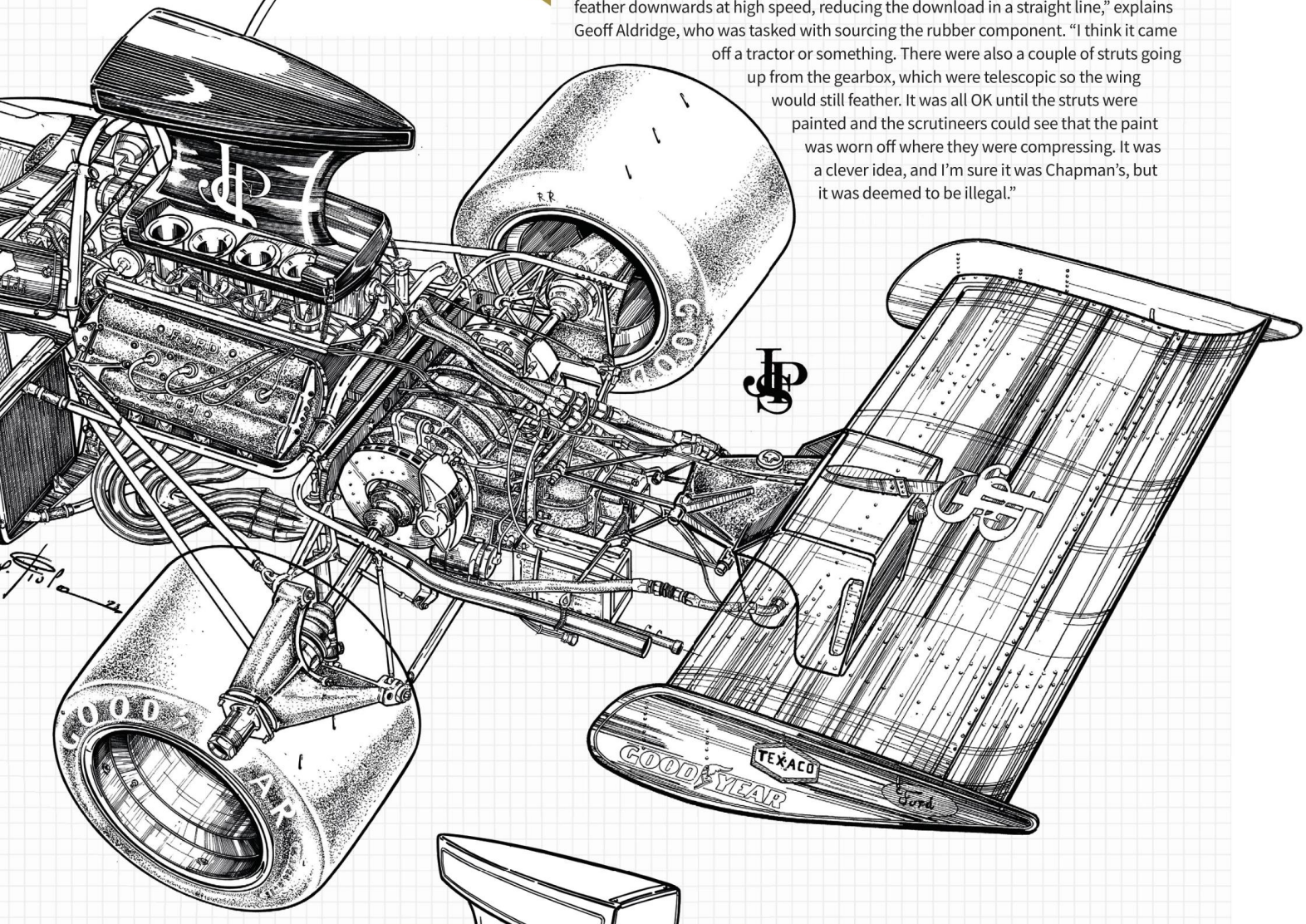


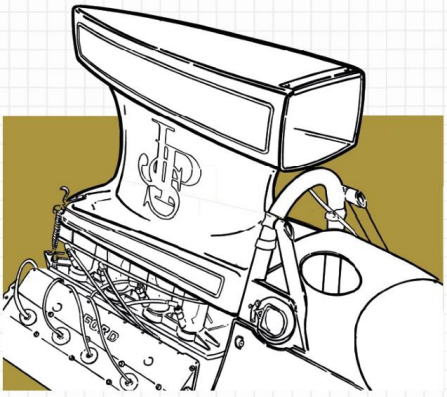


REAR WING

The rear wing changed in shape and position over the course of the six-season career of the car. Originally a three-tier aerofoil, it was replaced for 1971 with a single-plane design that continued to move backwards to maximise its efficiency over the life of the car until new rules brought it back to within a metre of the rear wheels for 1974. It had a flexible mounting as early as 1970. Mechanic Herbie Blash was tasked with bending it back below the minimum height after Jochen Rindt's Brands Hatch victory that year.

Two years later, Lotus designers came up with what was known as the bungee rear wing. The wing was mounted on the oil tank, which was subsequently cut down, and a rubber mounting about two inches in diameter and six inches long inserted between it and the wing. "The idea was that the trailing edge of the wing would feather downwards at high speed, reducing the download in a straight line," explains Geoff Aldridge, who was tasked with sourcing the rubber component. "I think it came off a tractor or something. There were also a couple of struts going up from the gearbox, which were telescopic so the wing would still feather. It was all OK until the struts were painted and the scrutineers could see that the paint was worn off where they were compressing. It was a clever idea, and I'm sure it was Chapman's, but it was deemed to be illegal."

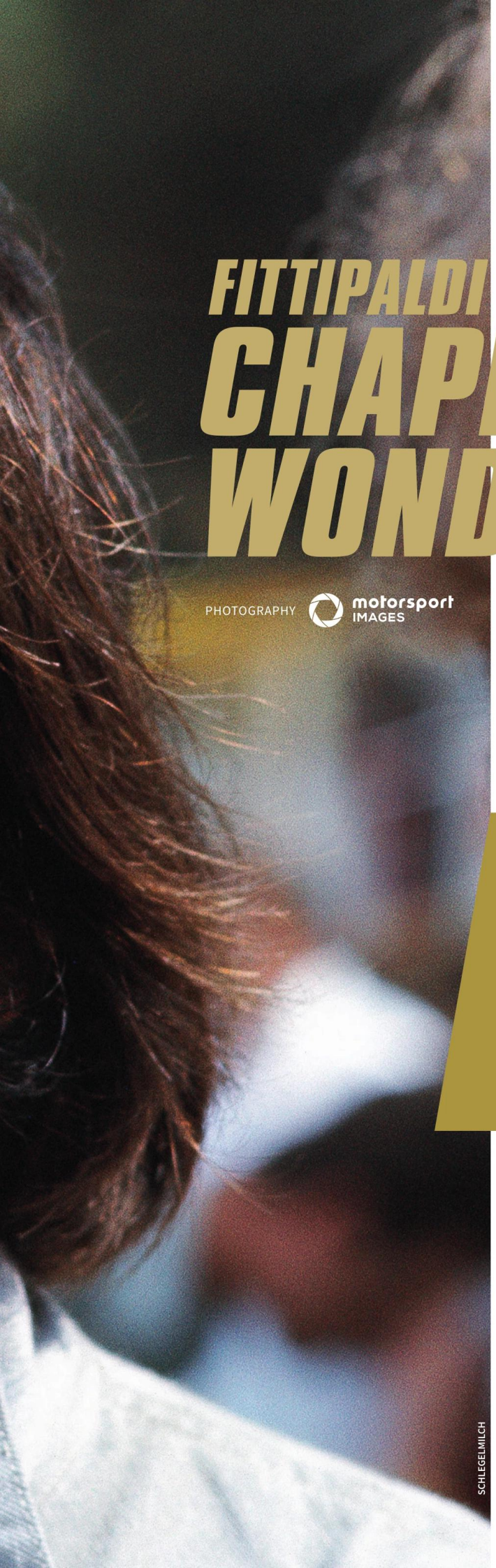




ANVIL AIRBOX

An airbox to give a ram-air effect to boost power first appeared on the 72 at the British Grand Prix at Silverstone in 1971. Two years later, the classic anvil-shaped version of all the John Player Special-sponsored cars appeared. The shape was tongue-in-cheek, but it proved effective. The back of the box was packed with tenacious grease to trap any debris and prevent it from descending into the Cosworth's inlet trumpets.





LOTUS 72 TURNS 50
1970-2020

FITTIPALDI ON CHAPMAN'S WONDER WEDGE

PHOTOGRAPHY motorsport IMAGES

Emerson Fittipaldi has driven many successful cars — in Formula 1 and Indycars — but his favourite remains the machine in which he took his first world championship

CHARLES BRADLEY

Double world champion Emerson Fittipaldi is a man inextricably linked with the Lotus 72. He took his first world championship grand prix win in a 72, on just his fourth start, scored his first title in the car in 1972, and won nine of his 14 victories in Colin Chapman's wedge-shaped wonder.

Fifty years on from the first time he drove a 72, Fittipaldi doesn't hold back when it comes to lavishing praise on both the car's poise and Chapman's ingenuity. Remember too that he won his second title in McLaren's iconic M23.

"The Lotus 72 is the best car I ever drove in my career, an incredible machine," says the 73-year-old. "It was the most consistent car at any track in the world. I talked to the car, and the car talked back to me. We were like friends.

"Colin was an amazing engineer. He was a genius and was very advanced with his thinking. He was a graduate of aeronautical design, and it means he was bringing the most advanced technology to motorsport. He was extremely detailed, everything had to be as light and as aerodynamic as possible — and that's typical in the aircraft industry."

After a trio of 1970 outings in a 49C, which included a fine fourth place in the German Grand Prix, young gun Fittipaldi was entrusted with a 72 for the first time at the fateful Italian Grand Prix at Monza. To cherish the triumphs that lay ahead, you first must appreciate the tragedy of Jochen Rindt's demise — and the likely reason behind it.

"The Lotus 72 was very advanced in terms of unsprung weight," explains Fittipaldi. "Imagine a disc-brake caliper, how much weight is moving up and down. Colin designed the inboard brakes, front and rear, but it created its own problems, like too much heat inside the car.

"The driveshafts [including those for the front brakes] were different materials, needing different heat treatments, and exactly »

this problem happened in Monza, my fourth grand prix, and it was the car I was going to drive. I'd crashed Jochen's new car on the Friday [Chapman had entrusted it to Fittipaldi to bed it in], and then Jochen had to drive my car on Saturday, and that's the one that broke.

"We suspect the brake shaft failed when he was braking for Parabolica, so he only had brakes on three wheels. He went sideways and under the barrier, and that was his fatal crash."

It wasn't just the braking system that was revolutionary on the 72. Its aerodynamic shape pushed more boundaries, with its huge rear wing mounted way behind the car for maximum efficiency. Water radiators were no longer nose-mounted, but split in two and mounted amidships.

Fittipaldi recalls: "The torsion-bar suspension was very complicated – everything was new, to Colin, to everybody! It took a long time to get the suspension frequency correct, to work the right angle of leverage for the torsion bars. But it was a work of art!"

At the age of just 24, Fittipaldi was promoted to Team Lotus leader for 1971. Although he'd found his feet quickly in F1 – scoring a fortuitous victory in the 72 at Watkins Glen – the following season was character-building to say the least...

"1971 was a difficult year, because we had the new Firestone slicks, and because of the extra grip everything was moving, and it was only in the low-grip tracks like Monaco [where the D-specification of the car was introduced] that the car was OK. The suspension was very fragile for the grip we had.

"It took us nearly the full season to make a reinforced frame and suspension. Maurice Philippe, the senior designer, redesigned the whole suspension, front and rear. This made a big difference, then it was fantastic again, so much fun to drive.

"The consistency returned. Then, the car felt like it was back in 1970, when it was on the grooved tyres. The first race I remember the car started to work really well was the [non-championship] October Brands Hatch race that Jo Siffert was killed in."



"Genius" Chapman was a mentor to Fittipaldi, but couldn't bear to get too close to his driver

PHIPPS

Another diversion in 1971 was the ongoing development of the Lotus 56B turbine car, which Fittipaldi raced twice in non-championship events at Brands and Silverstone, a Formula 5000 race at a chicane-less Hockenheim where "it was extremely fast!", and also that year's Italian GP, which he finished eighth.

"There was a lot of focus on the turbine car, Colin was 100% sure that it would become much faster than the regular car in one or two years," says Fittipaldi. "It certainly took some of the focus away that season."

Distractions were dropped for 1972, and Fittipaldi fairly romped to his maiden world championship, winning five of the 12 rounds. At the age of 25, he became the sport's youngest champion.

"We had a very good chief mechanic, Eddie Dennis, who made the car very reliable and we were focused 100% on winning the championship," he recalls proudly. "Everybody was so motivated,

'THE 72 WAS A FANTASTIC CAR TO DRIVE. IT WAS ICONIC WITH THE BLACK AND GOLD'



Lotus 72's forgiving-but-fast nature made it fun to drive at every circuit

SCHLEGELMILCH



Circumstances of Peterson's win at Monza in 1973 triggered Fittipaldi's switch to McLaren

we could all see the potential to win after what happened in 1971. The car was driving fantastically well, and I think that helped the motivation in the team to ensure it was reliable. It was always difficult to find a forgiving car that was fast, but that's what made it so fun to drive at every track!"

Fittipaldi is keen to pay tribute to Chapman's role in his title glory: "Colin had the intuition to talk to a driver to set up the car, because we had no analytics or electronic information like now. People don't realise that Colin was very affected by losing his drivers, because he'd lost Jim Clark – one of my heroes – and then Jochen, who was a great friend and helped very much at the start of my career. Jochen was a hero of mine as well.

"People say that Colin took a lot of risks. Yes, the cars were very fragile, but as a human being he was very sensitive and always tried the best for the drivers – he was very emotional for an English guy! I used to stay at his farm in Norwich; he was my mentor for four years. I learned so much from Colin; he was a fantastic engineer.

"After I won the championship in 1972, Colin came to me and said, 'Emerson, I don't want to get too close to you because I'm afraid to lose you as well.' We had a very special relationship, but it was very tough when he told me this; it was reality."

Fittipaldi's title defence in 1973 started well, with victories in Argentina and Brazil followed by a podium in South Africa, another win in Spain despite a late-race slow puncture, and further podiums in Belgium and Monaco. But rival Jackie Stewart was almost mirroring him for consistency in his Tyrrell, and enjoyed three wins of his own over those opening six races.

Fittipaldi also had a new intra-team threat with 'SuperSwede' Ronnie Peterson alongside him, and he fell into a mid-season trough in terms of results.

"I didn't get points again until August," he rues. "The race retirements just happened, like in France with Jody Scheckter's McLaren, they had a very low rear wing, and I was chasing him and chasing him, and just I couldn't get past, so I waved Ronnie past, and he couldn't pass him either!

"So Ronnie waved me back past, and coming to the last corner I tried on the inside [as they came up to lap a backmarker], but I locked up, and Jody closed the door too late and we crashed. I could have won that race, but it really hurt my championship, and that was Ronnie's first win."

But the real crunch came in the Italian GP, where Peterson would win again in very different circumstances...

"I still had a mathematical chance at Monza, and we made an agreement before the race that, if I still had a mathematical chance to beat Jackie, Colin would give a signal on the pitboard with 15 laps to go to change positions. And Colin never gave the sign. I finished right on Ronnie's gearbox and my title bid was over. After the race I went to the motorhome, and I said, 'Colin, why you never gave the sign?' He never answered, he just bounced the head, and I was very disappointed. He didn't do the agreement we had. It was time to leave."

It was a bombshell move at the time, but Fittipaldi's switch to McLaren produced a second drivers' title and no regrets in hindsight: "I think I moved at the right time. In 1974 they [Lotus] lost a lot of performance, and McLaren was an incredible team to join.

"But the 72 was a fantastic car to drive. It was an iconic car with the black and gold. We knew how to set up the car; we knew how to extract the maximum.

"Until I had the huge crash at Zandvoort in 1973, I raced the same chassis, number five, for four years – although we had different suspension and different aerodynamics. When I sat in the car each time, it asked me what I wanted. And I already knew what it wanted."

EMMO'S BEST LOTUS TEAM-MATES

Emerson Fittipaldi had a plethora of team-mates during his Team Lotus years, but two stand out for him as not only great colleagues, but firm friends off the track too.

Jochen Rindt was the number one driver when Fittipaldi arrived, and was someone he knew well from racing in Formula 2. One day at Silverstone, Rindt played driver coach to help this young Brazilian master the challenge of driving the Lotus 49.

"Jochen was always extremely good to me in F2," recalls Fittipaldi. "He was always nice to me, always helping me. On my first F1 test in Silverstone, before I did a few laps in the Lotus 49, Colin asked Jochen to get it ready for me to drive. Jochen did a few laps, came back and said, 'It's all OK, Emerson can go.'

"I tried the car for 10 laps and came back to the pits, and said, 'The car is understeering a little too much.' Jochen was there with Colin, and heard my comments. I asked Colin for some more front wing, and Jochen says, 'No, no, no, no, just use more throttle. That will get rid of the understeer, don't worry, the balance of the car will come back to you.'

"I WENT OUT AND WAS MUCH FASTER. AND JOCHEN WAS SO HAPPY, I COULD SEE HIM SMILING"

"I went out and went much faster, did a very quick lap time. And Jochen was so happy, he was giving the pitboard to me! I could see him smiling on the pitwall as I went past. Incredible, he was very good to me."

Although Ronnie Peterson would play a role in Fittipaldi's exit from Lotus at the end of 1973, Emerson won't hear a bad word said against him.

"Ronnie was fantastic," he says. "He was my best friend in F2 and F1. We had a very open relationship, he knew exactly what I had on my car and I knew what he had on his. He was a fantastic athlete, and a very nice person too. His loss, like Jochen's, was very big to the world. To lose such great friends in that decade was a disaster."



THE WORLD CHAMPIONSHIP FORMULA 1 VICTORIES

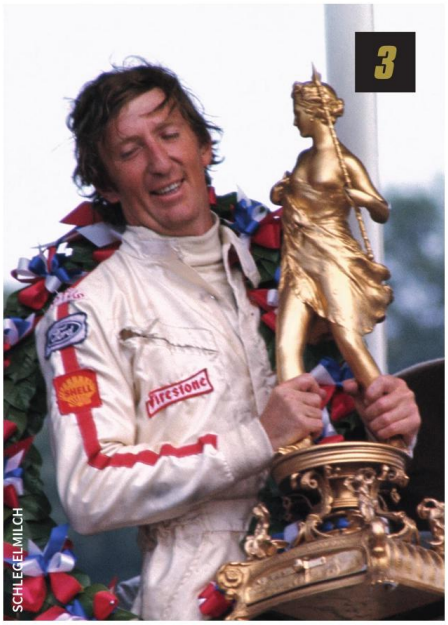
PHOTOGRAPHY motorsport IMAGES

SCHLEGELMILCH

2



3



SCHLEGELMILCH

4

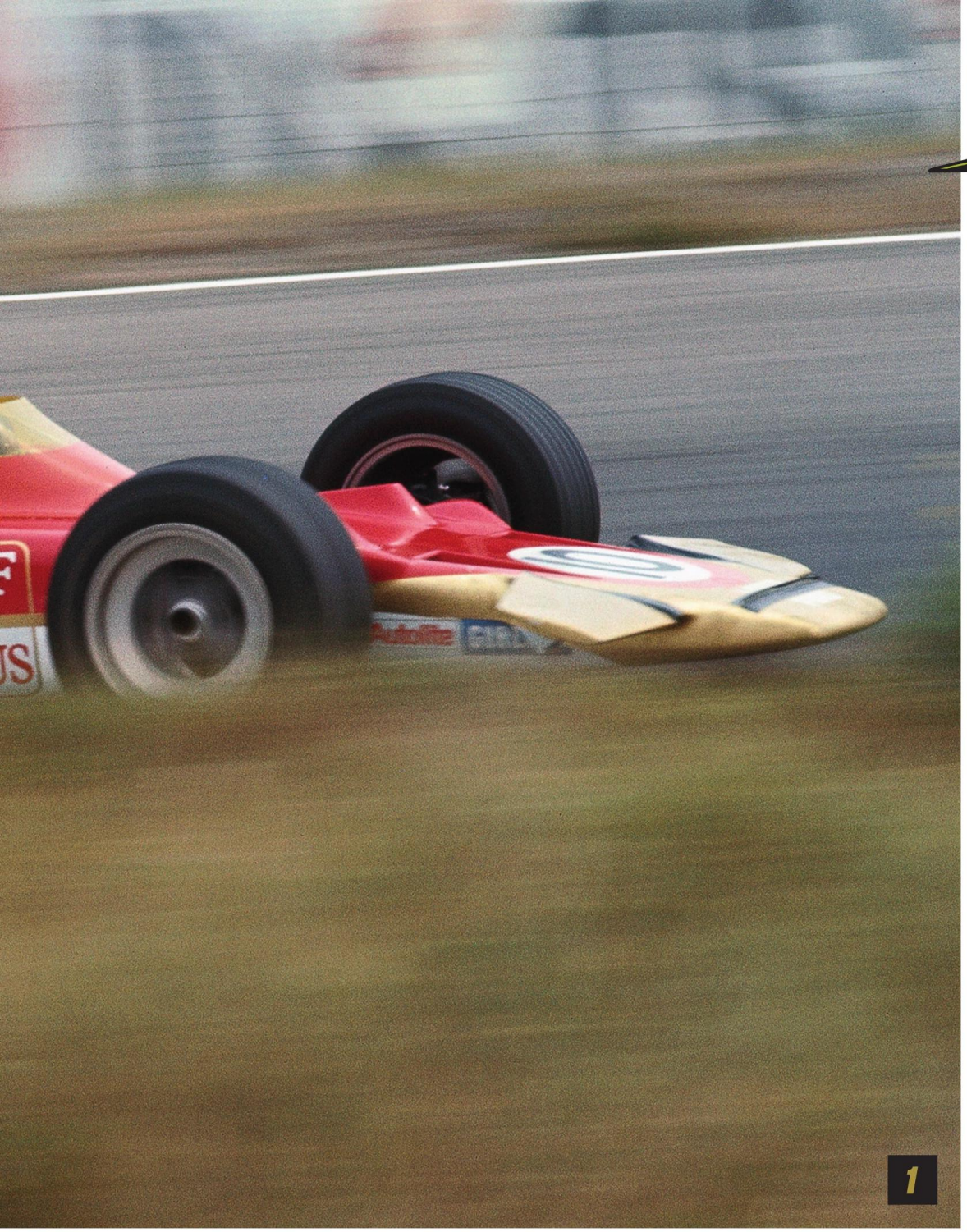


SCHLEGELMILCH

5



SUTTON



LOTUS 72 TURNS 50

1970-2020

1

1970 DUTCH GP

Zandvoort

Jochen Rindt

2

1970 FRENCH GP

Clermont-Ferrand

Jochen Rindt

3

1970 BRITISH GP

Brands Hatch

Jochen Rindt

4

1970 GERMAN GP

Hockenheim

Jochen Rindt

5

1970 UNITED STATES GP

Watkins Glen

Emerson Fittipaldi

6

1972 SPANISH GP

Jarama

Emerson Fittipaldi

7

1972 BELGIAN GP

Nivelles

Emerson Fittipaldi

8

1972 BRITISH GP

Brands Hatch

Emerson Fittipaldi





6

SUTTON



7

PHIPPS



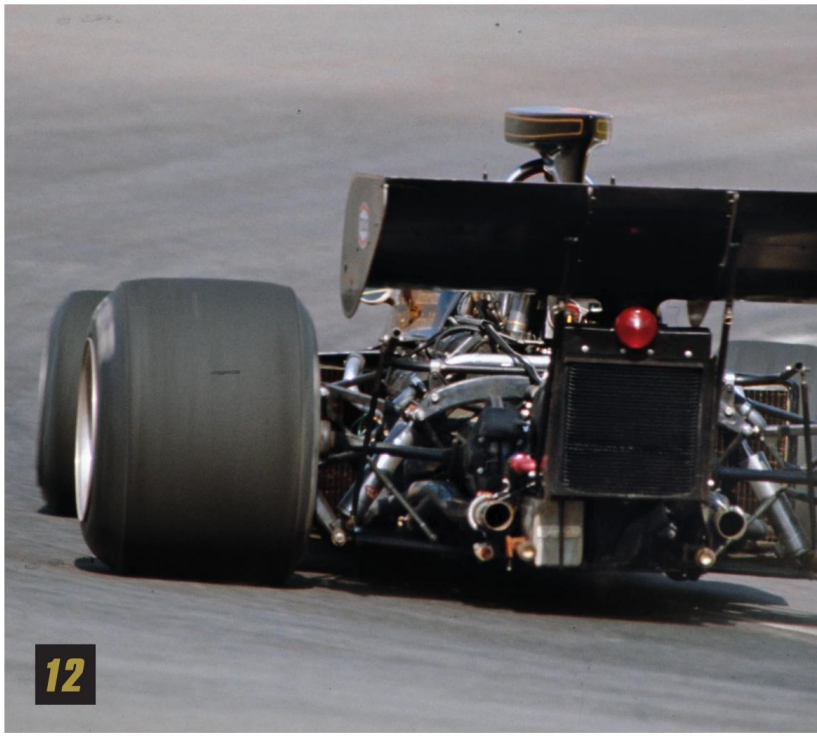


8


9
PHIPPS


10


11


12


13


14




15















9
1972
AUSTRIAN GP
Osterreichring
Emerson Fittipaldi

10
1972
ITALIAN GP
Monza
Emerson Fittipaldi

11
1973
ARGENTINIAN GP
Buenos Aires
Emerson Fittipaldi

12
1973
BRAZILIAN GP
Interlagos
Emerson Fittipaldi

13
1973
SPANISH GP
Montjuic
Emerson Fittipaldi

14
1973
FRENCH GP
Paul Ricard
Ronnie Peterson

15
1973
AUSTRIAN GP
Osterreichring
Ronnie Peterson

16
1973
ITALIAN GP
Monza
Ronnie Peterson

17
1973
UNITED STATES GP
Watkins Glen
Ronnie Peterson

18
1974
MONACO GP
Monte Carlo
Ronnie Peterson

19
1974
FRENCH GP
Dijon
Ronnie Peterson

20
1974 ITALIAN GP
Monza
Ronnie Peterson



Fittipaldi is reunited with 'Old Faithful' at 2019 Festival of Speed

THE REBIRTH OF FITTIPAL

For 40 years, the crumpled wreckage of Lotus 72/5 remained untouched in a Hethel hangar. Now, Classic Team Lotus has breathed new life into 'Old Faithful'

MATT KEW

Formula 1's youngest world champion sat trapped aboard his Lotus 72, feet pinched and ankles badly bruised. It would be 20 minutes before Emerson Fittipaldi was freed; a painful blow for his title defence, which had been ignited by successive wins in the 1973 season-opening Argentinian and Brazilian Grands Prix.

Come the Dutch race, round 10 of 15, the 26-year-old needed to bounce back after two straight retirements. He was on course to do just that, and was topping the qualifying times at Zandvoort behind the wheel of 72/5, in which he'd scored four world championship victories and a further three non-championship triumphs, making it the most successful of the 10 chassis built.

But as Fittipaldi stitched together another flier, the front-left wheel centre failed. He skated into the barrier, the wheel and suspension puncturing the car's chassis.

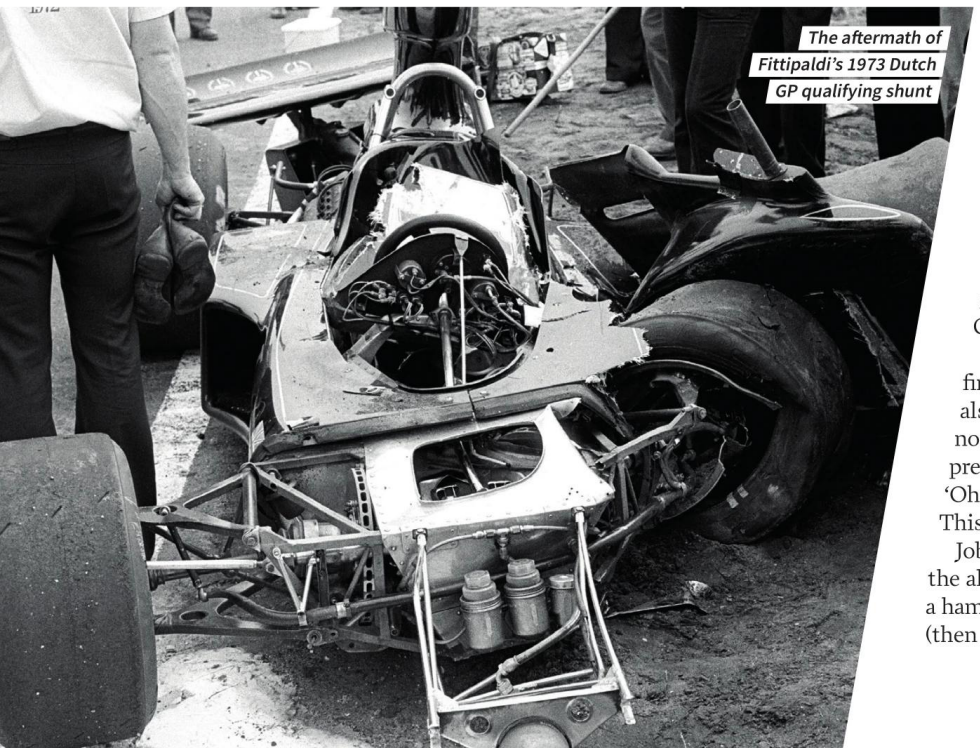
As Denis Jenkinson wrote for *Motor Sport* magazine, "A look at the wreckage afterwards gave cause to think he got off very lightly indeed." Fittipaldi would remarkably start the race aboard 72/7, but withdrew after only two laps.

Looking more like a crushed beer can than a machine capable of winning three constructors' crowns, 72/5 would be recovered to Team Lotus's Hethel base. But Colin Chapman — in search of his next technical innovation, and more workshop space — was not one to look back. That left the car to sit dormant in the hangar used to house his twin-prop Piper PA-31 Navajo.

That 72/5 was retained at all comes as some surprise to Chapman's son Clive. "The tub was crushed into a little ball at the front," he recalls. "Most of the other damaged chassis that the team has had over the years have just been thrown away. But for some reason this one was kept. I remember it. It was used as something of a rubbish bin for some time and then

PHIPPS/MOTORSPORT IMAGES

DI'S FAVOURITE F1 CAR



The aftermath of Fittipaldi's 1973 Dutch GP qualifying shunt

it ended up with a load of technical drawings stuffed inside."

It would be 40 years before 72/5's rebirth would be considered, the latter time filled by Classic Team Lotus's bustling historic racing and restoration programmes. When the green light came, the lead mechanic was Kevin Smith – alongside his principal task of preparing and running numerous CTL customer-owned cars, such as Jim Clark's 1967 Indianapolis 500 Type 38/7, winner of the Royal Automobile Club Restoration of the Year award in 2019.

"We didn't dig it out of the hangar and start finding all the parts until 2012," says Smith, who also helped Adrian Newey restore his 49B. "It would normally have been scrapped because it was in a pretty bad state. Some things you look at and think, 'Oh, I'll repair that.' Other things, 'Not a chance.' This was closer to the latter."

Job number one was to straighten 72/5's monocoque, the aluminium taking stubbornly to the persuasions of a hammer and dolly. That was the task for Steve Jest (then of Competition Fabrications, now at CTL). »


CLASSIC TEAM LOTUS

Chassis #5 as it sat in the Team Lotus stores


Autosport treads in Fittipaldi's footprints for Hethel test

"The chassis was the toughest part of the whole project," Smith says. "It takes time to find out which parts should be on it, what spec it should be, but it's not what you'd call hard. The chassis was in such a bad state, though. The front subframe was missing, the front-left-hand corner was like tissue paper, just crumpled up."

In time, the tub was repaired – with roughly three quarters of the original skins intact – and mated to a period-built Hewland five-speed gearbox before being unveiled at the Autosport International show in January 2014.

To preserve the car's provenance, it was decided not to repaint the chassis. As such, in its naked state, the red of 72/5's previous Gold Leaf livery – worn when Fittipaldi scored his first F1 championship win in the 1970 US GP – can still be seen along panel join lines and under rivet heads, along with overspray inside the fuel-tank bays.

The brief from Chapman was to return 72/5 – the favourite machine of Fittipaldi that he had come to know as 'Old Faithful' – to exactly the spec it ran in at Zandvoort. Thankfully, three drawers full of technical drawings and photographs would aid the project.

"Some parts, including all the uprights and some bodywork, I found in the stores," says Smith. "The fuel hatches I found boxed in another completely different area. For some reason they were kept, and some were mangled but we managed to salvage them. We knew they were for this exact car because the paintwork matched, and all the holes lined up."

Several components, including the original front wishbones, could be located too. But X-rays revealed they should not be reused, even if 72/5 was always going to return as a demonstration car rather than take on a second life in historic competition.

Like the gearbox, an original three-litre Cosworth DFV V8 – #130 – was fitted and, in February 2019, 72/5 fired into life for the first time in almost 46 years. Given the front had borne the brunt of the impact at Zandvoort, the very same rear wing could be straightened and refitted. Same for the right-hand sidepod.

Although the restoration had started without an exact deadline, the announcement that Team Lotus was to be celebrated at the 2019 Goodwood Festival of Speed meant 72/5 had to be ready for a run up the hill. Adding to the pressure, Fittipaldi sent a video to the CTL crew saying he wanted to drive the car once again.

Before the double world champion could be properly reunited with the car, 72/5 first required a shakedown. Usually that is left to CTL team manager Chris Dinnage but, in appreciation of Smith's dedication and long service, Chapman and Dinnage offered him 20 laps – one tour of the 2.2-mile Hethel test track per year with CTL.

"I only needed a handful of laps, eight I think, just to make sure it pointed in the right direction, the brakes worked, the gears were all there," says Smith. "There was no nose, no front wing – they were still in build. I had the screen, the rear wing on and the sidepods. There were no teething problems whatsoever.

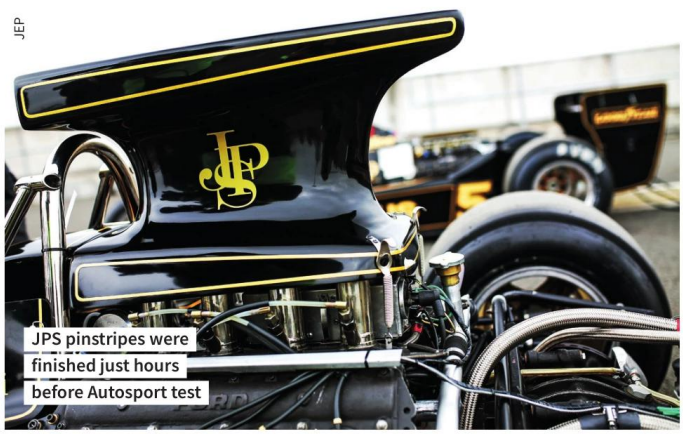
"At the time, I didn't really think about it too much. That was my job, checking everything was OK. It doesn't really affect you thinking it was the 72 that Emerson drove. It didn't hit me until later on. That's when I thought, 'Wow!'. It was a fabulous car to drive. You feel part of it. You can't imagine how they used to just rag them around the track so hard. They were very brave back then – flat chat and sideways."

Before the rebuilt 72 made its public debut at the FoS in July, it had to star in Autosport's 1000th F1 world championship race celebratory issue (11 April 2019). In turn, it needed to look stellar in front of a camera lens. That track test (see panel, right) would be the first time 72/5 ran with all of its bodywork in place, and it was


Clive Chapman unveils straightened chassis at 2014 Autosport show

CLASSIC TEAM LOTUS

JEP


JPS pinstripes were finished just hours before Autosport test



JEP

only at midnight the previous day that the 18-carat-gold pinstripe of the John Player Special livery was finally applied and varnished. For the subsequent 76, Team Lotus moved to signwriting paint that would show up better on TV.

"Of all the things I've done at Classic Team Lotus, chassis #5 was right up there," says Smith. "I've worked on so many projects, but what finished that one off for me was when I saw Emerson drive it at Goodwood. He sat in the car and got very tearful. That made it a lot more special.

"Over time, you do treat these machines as just cars. You know the history of it, but you work on so many. When I saw the emotion come across Emerson's face, that put in perspective what that car actually meant to someone else and what we gave back."

What Fittipaldi was given back was his original chassis, repaired, fitted with its pioneering sidepod-mounted radiators and resplendent in its JPS livery after a rebuild that had lasted the best part of eight years. It marked the return to health of the most-loved example of one of F1's great gamechangers.

Speaking at the FoS – the most recent outing for 72/5 given the pandemic – Fittipaldi said: "I was so much into that car because it was the most important part of my life. My sports life was chassis #5.

"The car has been at Norfolk at the factory for 45 years. It was very emotional for me to go back to the car. Very special. When I first sit down, I had all the memories before driving the car. I started thinking of great wins, great dices with Jackie Stewart, who was very tough. The position was exactly the same, the padding on the back of the seat on my original one from 1973, the day I crashed."

Tears wiped away, Fittipaldi donned his helmet and took to the Goodwood hill. The DFV resonated off the Flint Wall, paint flashing in the sun, the airbox barely visible over the hay bales lining the course. Given how well 72/5 was turned out by CTL, only the well-versed might have guessed at its quiet, past life in the corner of a hangar.

DRIVING THE REVIVED 72

The dream of most young racers is to drive in Formula 1, a dream that usually proves way out of reach for all but the luckiest, most talented or wealthiest individuals.

I most definitely fell into the 'lucky' category when I got to try the Lotus 72 in 2019 as part of Autosport's four-car Lotus track test in celebration of 1000 world championship F1 races, which also included runs in the ex-Jim Clark Type 25, ex-Graham Hill 49B (later seen in son Damon's hands on *Sky Sports F1*) and ex-Mario Andretti/Ronnie Peterson 79 designs.

The particular 72 I drove was chassis #5, which carried Emerson Fittipaldi to four grand prix victories – the 1970 US GP, the Austrian and Italian GPs of 1972, and the 1973 Spanish GP – before his crash during practice for the 1973 Dutch GP at Zandvoort.



JEP

Smith preps Anderson for dream track test

The chassis's near-eight-year rebuild was only completed a day before my outing at Hethel.

Given the pristine nature of everything on the car, I was particularly alert for any problems while I shook off its four decades of metaphorical dust. Imagine my concern, then, when my nostrils detected a nasty burning smell after just a couple of laps… and my surprise when Classic Team Lotus seemed completely unperturbed by this! Apparently overheating inboard brakes are par for the course with this machine.

Once back out onto the circuit, armed with a set of new Avon slicks, this car was an absolute joy to drive. The Cosworth DFV's 440bhp was easily subdued by that massive rear contact patch, and the 72 displayed such poise through the turns that it just encouraged me to keep pressing on, faster and faster.

I imagine, once you get properly familiar with it, you can dance this car joyously on the limit, because you're not yet into that phase of F1 where aerodynamics dominates the equation, and it has much better agility than the Formula 5000 cars of the same era thanks to superior weight distribution.

No wonder it was voted Autosport's greatest F1 car of all time; it's a stunning piece of kit. 'Lucky' probably doesn't quite cover it…

BEN ANDERSON



LOTUS 72 WORKS RACE HISTORY

How many examples of the 72 were built, who drove them, and where are they now?

CHASSIS	YEARS ACTIVE	DRIVERS	RACE STARTS (GPs)	WINS (GPs)	PODIUMS (GPs)
72/1	1970	**John Miles**	5 (4)	**0 (0)**	0 (0)
72/2	1970	**Jochen Rindt, Alex Soler-Roig**	8 (6)	**4 (4)**	1 (0)
72/3	1970-71	**John Miles, Reine Wisell, Dave Charlton**	13 (10)	**0 (0)**	1 (1)
72/5	1970-73	**Emerson Fittipaldi, Tony Trimmer, Dave Walker**	33 (21)	**7 (4)**	6 (4)
72/6	1971-73	**Ronnie Peterson, Reine Wisell, Dave Walker**	26 (23)	**4 (4)**	2 (2)
72/7	1972-73	**Emerson Fittipaldi, Dave Walker**	22 (21)	**6 (5)**	7 (7)
72/8	1973-75	**Ronnie Peterson, Jim Crawford, John Watson, Brian Henton**	19 (18)	**3 (3)**	3 (2)
72E/5	1974-75	**Jacky Ickx, Jim Crawford, Brian Henton**	24 (22)	**1 (0)**	3 (3)
72/9	1975	**Ronnie Peterson**	14 (13)	**0 (0)**	1 (0)
Privateer 72/4	1970	**Graham Hill (Rob Walker Racing)**	4 (3)	**0 (0)**	0 (0)



SUTTON / MOTORSPORT IMAGES

LOTUS 72 TURNS 50
1970-2020

LOTUS 72 SPECIFICATION

Chassis	Aluminium monocoque
Engine	Three-litre V8 Cosworth DFV
Power	440bhp @ 10,000rpm
Gearbox	Hewland five-speed
Weight	540kg
Tyres	Firestone (1970-72), Goodyear (1973-75)
Key tech	Inboard brakes, sidepod-mounted radiators, wedge shape, torsion-bar & anti-dive suspension
Race starts (GPs)*	95 (74) *Multiple cars count as one entry
Wins (GPs)	25 (20)
Podiums (GPs)	24 (19)
Poles (GPs)	24 (17)
Fastest laps (GPs)	18 (9)
Drivers' titles	2 (1970, 1972)
Constructors' titles	3 (1970, 1972, 1973)



JEP



McKLEIN

Ickx wins sodden 1974 Race of Champions at Brands Hatch aboard 72E/5

NOTABLES	WHERE IS IT NOW?
Prototype unveiled at Hethel; made GP debut in 1970 South African GP Later stripped down to monocoque; rebuilt into chassis 72/4	*See chassis 72/4*
Destroyed in Rindt's fatal 1970 Italian GP practice crash Some components recovered from authorities by Team Lotus	Write-off
Wisell scored podium on debut at Watkins Glen in 1970 US GP Sold to privateer Dave Charlton, then Eddie Keizan, later Guy Tunmer	Bought by UK collector, remains in period condition
Fittipaldi wins at first time of asking in a Lotus 72 in 1970 US GP Car written off after wheel failure in 1973 Dutch GP qualifying	Rebuilt by Classic Team Lotus, made public debut at 2019 Goodwood Festival of Speed
Peterson takes car for 1973, scoring four GP wins Sold to Team Gunston for 1974/75 South African Championships	Owned by Japanese collector and historic racer Katsu Kubota
Principle Fittipaldi car for 1973 championship Sold to Team Gunston for 1974/75 South African Championships	Restored in 2020 by Classic Team Lotus to 1972 'D' spec, without deformable sidepods
Favoured chassis of Peterson Still challenged for 1974 title in 72's fifth season	Retired into Donington GP collection before sale to an American collector
Ninth 72 constructed, for which the identity number 5 was reused Ickx wins famous 1974 rain-soaked Race of Champions at Brands Hatch	Owned and occasionally raced by Greek driver Ioannis 'John' Inglessis
Final 72 built, used by Peterson after withdrawal of Type 76 Last ran at Brands Hatch in 1981 for JPS sponsorship announcement	Resides in Chapman family collection, maintained by Classic Team Lotus
Entered by Rob Walker for Hill, who failed to score a point	Notably sold to Jo Siffert and Fittipaldi, now part of Richard Mille collection

ALL PHOTOGRAPHY motorsport IMAGES



CANTRELL

Victor Newgarden reels in quiet Dixon ahead of finale

INDYCAR
INDIANAPOLIS (USA)
2-3 OCTOBER
ROUND 8/9

Josef Newgarden slashed into Scott Dixon's IndyCar championship lead last weekend as the Chip Ganassi Racing star endured a couple of anonymous races in the Harvest Grand Prix on the Indianapolis Motor Speedway road course.

At the venue where Ganassi had outfoxed everyone on strategy and Dixon had outpaced his rivals in July, this time around it yielded only ninth and eighth places for the five-time champion. Newgarden, by contrast, nailed a victory on Friday and finished fourth on Saturday behind triumphant Penske team-mate Will Power plus Andretti Autosport pair Colton Herta and Alexander Rossi. The result is that Newgarden has cut Dixon's points advantage from 72 points to 32.

Ed Carpenter Racing's rookie Rinus VeeKay started the Friday event from pole position having topped his group of 12 in qualifying. The other gaggle never got a chance to show their true pace due to Takuma Sato causing a red flag just as they were about to lay down laps on Firestone's softer compound. From this group, Newgarden and Power lined up second and fourth, but Dixon was only 12th.

It was third-place starter Herta who burst through to snatch the lead from VeeKay on the opening lap. But on the harder tyres he couldn't get away from the Dutchman, who retook the lead into Turn 8 on the second lap. On lap 13 Herta pitted for the softer compound, and he closed on VeeKay (now on primes), passed him and left him behind. Newgarden also switched from the red-sidewall compound to blacks, but not until lap 22. Although he too would be passed by Herta, Newgarden remained within 3s of the Andretti car through that stint and pulled away from VeeKay.

Newgarden would make his next stop six laps later than Herta's and, while he emerged 3.7s behind on lap 44, he was on new reds and Herta was on a scrubbed set, which he soon reported were losing grip. For the fourth and final stint, he took on primes.

Just before that last stop in this 85-lap race, and with Newgarden now filling his mirrors, Herta made a mistake under braking for Turn 1 and skated down an escape road. He was still second when he rejoined the track but, once he and Newgarden had pitted for fresh primaries, he was more than 3s behind.

VeeKay suffered a poor final stop and fell behind CGR's Felix Rosenqvist and Power who, while not having the pace of Newgarden, had also been disadvantaged by a dreadful pitstop. The 2014 champion's recovery drive at one point saw him pass both Rossi and Dixon in a single move but, running low on push-to-pass and using primary tyres, he had to make a huge save at the final turn on lap 69 and dropped from fourth to sixth behind VeeKay and Rossi.

Rossi then passed VeeKay and the pair hunted down the battling Herta and Rosenqvist. Rossi passed the Swede on lap



CANTRELL

Dixon delivered two subdued results on the fringes of the top 10


Power leads race two after inspired set-up tweaks

ABBOTT


Herta gets the run on polesitter Veekay into Turn 1 of the opener

LEVITT

79 and Herta one tour later to grab runner-up spot. VeeKay, too, would pass Rosenqvist and Herta to claim his first IndyCar podium. Power took sixth, ahead of Graham Rahal and Meyer Shank Racing's Jack Harvey, who benefited when Dixon briefly slid off the track on the penultimate lap.

Power and race engineer Dave Faustino worked wonders overnight to improve the pace of the #12 machine, and on Saturday morning Power snared his 61st pole, while Newgarden was left in ninth and Dixon 15th.

At only 75 laps, this race was a two-stopper but required fuel-saving almost from the start, which allowed Power to beat fellow front-row starter Herta into Turn 1. Thereafter he was never headed. Rossi took over from Herta as Power's main pursuer in the middle stint as he had better pace on the primary compound, but this persuaded Rossi to take on more primaries for his final stint. By contrast, Power and Herta went for scrubbed reds, going for pace over durability. But Rossi couldn't take advantage and had to cede second place to his reinvigorated team-mate Herta 10 laps from home.

Unfortunately for Herta, he had overworked his tyres in his charge and, while he got within 0.5s of Power, he didn't have the grip to truly challenge for the lead.

With a late pass on Pato O'Ward, Newgarden completed a fine recovery drive to claim fourth, while Harvey scored his best result of the year with sixth.

DAVID MALSHER-LOPEZ

RESULTS ROUND 8/9, INDIANAPOLIS (USA), 2-3 OCTOBER RACE 1 85 LAPS – 207.315 MILES

POS	DRIVER	TEAM / CAR	TIME
1	**Josef Newgarden** (USA)	Team Penske / Dallara-Chevrolet	1h44m28.5561s
2	**Alexander Rossi** (USA)	Andretti Autosport / Dallara-Honda	+14.2940s
3	**Rinus van Kalmthout** (NLD)	Ed Carpenter Racing / Dallara-Chevrolet	+15.0377s
4	**Colton Herta** (USA)	Andretti Harding Steinbrenner Autosport / Dallara-Honda	+17.3950s
5	**Felix Rosenqvist** (SWE)	Chip Ganassi Racing / Dallara-Honda	+18.4580s
6	**Will Power** (AUS)	Team Penske / Dallara-Chevrolet	+26.1379s
7	**Graham Rahal** (USA)	Rahal Letterman Lanigan Racing / Dallara-Honda	+27.3767s
8	**Jack Harvey** (GBR)	Meyer Shank Racing / Dallara-Honda	+28.5311s
9	**Scott Dixon** (NZL)	Chip Ganassi Racing / Dallara-Honda	+30.7960s
10	**Marcus Ericsson** (SWE)	Chip Ganassi Racing / Dallara-Honda	+36.9727s
11	**Max Chilton** (GBR)	Carlin / Dallara-Chevrolet	+47.5513s
12	**Conor Daly** (USA)	Ed Carpenter Racing / Dallara-Chevrolet	+56.9548s
13	**Charlie Kimball** (USA)	AJ Foyt Enterprises / Dallara-Chevrolet	+1m10.8969s
14	**James Hinchcliffe** (CAN)	Andretti Autosport / Dallara-Honda	+1m11.9901s
15	**Santino Ferrucci** (USA)	Dale Coyne Racing with Vasser Sullivan / Dallara-Honda	-1 lap
16	**Simon Pagenaud** (FRA)	Team Penske / Dallara-Chevrolet	-1 lap
17	**Alex Palou** (ESP)	Dale Coyne Racing with Team Goh / Dallara-Honda	-1 lap
18	**Takuma Sato** (JPN)	Rahal Letterman Lanigan Racing / Dallara-Honda	-1 lap
19	**Ryan Hunter-Reay** (USA)	Andretti Autosport / Dallara-Honda	-1 lap
20	**Helio Castroneves** (BRA)	Arrow McLaren SP / Dallara-Chevrolet	-1 lap
21	**Sebastien Bourdais** (FRA)	AJ Foyt Enterprises / Dallara-Chevrolet	-1 lap
22	**Patricio O'Ward** (MEX)	Arrow McLaren SP / Dallara-Chevrolet	-1 lap
23	**Sage Karam** (USA)	Dreyer & Reinbold Racing / Dallara-Chevrolet	-1 lap
24	**Dalton Kellett** (CAN)	AJ Foyt Enterprises / Dallara-Chevrolet	-2 laps
25	**Marco Andretti** (USA)	Andretti Herta Autosport / Dallara-Honda	79 laps-mechanical

Winner's average speed 119.060mph. **Fastest lap** **van Kalmthout** 1m10.5582s, 124.442mph.

QUALIFYING – GROUP 1 **2 Newgarden 1m10.4706s**; 4 **Power** 1m10.5686s; 6 **Harvey** 1m10.6234s; 8 **Rossi** 1m10.6500s; 10 **O'Ward** 1m10.7290s; 12 **Dixon** 1m10.8953s; 14 **Daly** 1m10.9374s; 16 **Bourdais** 1m10.9588s; 18 **Hinchcliffe** 1m10.9630s; 20 **Ferrucci** 1m11.0040s; 22 **Pagenaud** 1m11.0488s; 24 **Sato** 1m14.8983s.

GROUP 2 **1 van Kalmthout 1m09.6903s**; 3 **Herta** 1m09.7048s; 5 **Andretti** 1m09.7140s; 7 **Rosenqvist** 1m09.8007s; 9 **Chilton** 1m09.8193s; 11 **Rahal** 1m09.8830s; 13 **Hunter-Reay** 1m09.9872s; 15 **Ericsson** 1m10.0017s; 17 **Palou** 1m10.0323s; 19 **Castroneves** 1m10.3965s; 21 **Karam** 1m10.6224s; 23 **Kimball** 1m10.7500s; 25 **Kellett** 1m11.7237s.

RACE 2 (75 LAPS – 182.925 MILES)

1 Power 1h32m08.5228s; 2 **Herta** +0.8932s; 3 **Rossi** +6.1900s; 4 **Newgarden** +9.5889s; 5 **O'Ward** +10.0770s; 6 **Harvey** +17.9886s; 7 **Rahal** +18.5055s; 8 **Dixon** +20.5209s; 9 **Palou** +23.2356s; 10 **Pagenaud** +35.4374s; 11 **Rosenqvist** +39.4429s; 12 **Ferrucci** +40.2812s; 13 **Hinchcliffe** +52.7124s; 14 **Sato** +52.9907s; 15 **Ericsson** +54.5865s; 16 **Hunter-Reay** +55.3748s; 17 **van Kalmthout** +59.7606s; 18 **Bourdais** +1m10.9683s; 19 **Chilton** +1m11.4686s; 20 **Daly** -1 lap; 21 **Castroneves** -1 lap; 22 **Andretti** -1 lap; 23 **Kimball** -1 lap; 24 **Karam** -1 lap; 25 **Kellett** -2 laps.

Winner's average speed 119.115mph. **Fastest lap** **Pagenaud** 1m11.3775s, 123.014mph.

QUALIFYING – GROUP 1 **2 Herta 1m09.1017s**; 4 **Palou** 1m09.1584s; 6 **Hunter-Reay** 1m09.1755s; 8 **Rosenqvist** 1m09.2988s; 10 **Rahal** 1m09.3258s; 12 **Andretti** 1m09.3730s; 14 **van Kalmthout** 1m09.4057s; 16 **Ericsson** 1m09.4109s; 18 **Chilton** 1m09.6739s; 20 **Castroneves** 1m09.7761s; 22 **Karam** 1m09.9159s; 24 **Kimball** 1m09.9661s; 25 **Kellett** 1m10.1960s.

GROUP 2 **1 Power 1m08.9767s**; 3 **Rossi** 1m09.2315s; 5 **O'Ward** 1m09.2477s; 7 **Harvey** 1m09.4216s; 9 **Newgarden** 1m09.4557s; 11 **Ferrucci** 1m09.4791s; 13 **Hinchcliffe** 1m09.5754s; 15 **Dixon** 1m09.5824s; 17 **Sato** 1m09.6077s; 19 **Pagenaud** 1m09.9216s; 21 **Bourdais** 1m09.9427s; 23 **Daly** 1m09.9531s.

CHAMPIONSHIP **1 Dixon 502**; 2 **Newgarden** 470; 3 **Herta** 402; 4 **Power** 388; 5 **O'Ward** 376; 6 **Rahal** 354; 7 **Sato** 331; 8 **Pagenaud** 311; 9 **Rossi** 305; 10 **Rosenqvist** 294.

NEXT REPORT

ST PETERSBURG
29 OCTOBER ISSUE

Can Newgarden carry the momentum into the season finale and overhaul Dixon to prevent the Ganassi driver from scoring his sixth IndyCar title?

AUTOSPORT PLUS

SUBSCRIBE TO AUTOSPORT PLUS AND GET CLOSER TO THE ACTION

COVERAGE THAT GOES BEYOND THE TRACK

Comprehensive driver news, team announcements and the latest from the paddock.

SMART INSIGHT, PUBLISHED DAILY

Expert opinion and technical insight from the best team of motorsport writers.

NATIONAL MOTORSPORT COVERAGE

Touring Car, Rally and National coverage from across the UK.

NO ADS, MORE PERFORMANCE

A faster, premium, ad-free website experience.

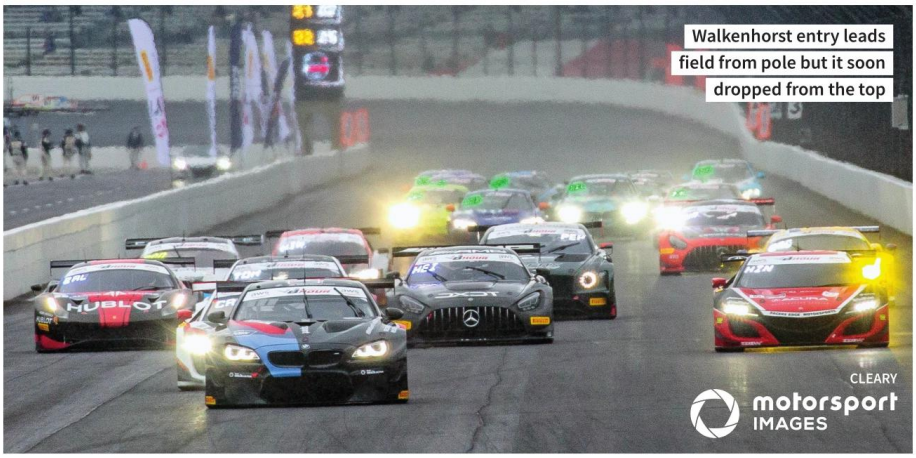


SAVE 25% WITH PROMO CODE: **AS25M**

AUTOSPORT.COM/PLUS

Catsburg leads BMW to more enduro glory

INTERCONTINENTAL GT CHALLENGE
INDIANAPOLIS (USA)
4 OCTOBER
ROUND 2/4


Walkenhorst entry leads field from pole but it soon dropped from the top
CLEARY motorsport IMAGES

Nicky Catsburg and Augusto Farfus arrived at the Indianapolis Motor Speedway hoping they'd left the unpredictable weather of the Eifel mountains 4300 miles behind.

But Catsburg, winner of the previous weekend's Nurburgring 24 Hours, and Farfus (third at the Nordschleife) joined team-mate Connor de Phillippi to battle through immediate heavy rain on their way to the spoils in the eight-hour Intercontinental GT Challenge endurance contest.

The Walkenhorst Motorsport squad had snared pole position with its BMW M6 GT3, but it was not the processional affair they might have wanted. A downpour in the opening hour forced them to pit for wet-weather tyres, leaving gambler Jordan Pepper to assume the lead aboard his slick-shod K-Pax Racing Bentley Continental GT. The South African held on well in the slippery conditions before eventually peeling in for treaded rubber.

As the pitstops shuffled through, Pepper again took the lead in the car he shared with Maxime Soulet and Jules Gounon as Farfus and Nick Yelloly – in the sister Walkenhorst machine – gave chase.

The game was up, though, when Pepper was clipped by a GT4 car on the right-rear, following which he would eventually grind to a halt, classifying 40 laps down in 17th.

That left the two BMWs to duke it out for the win in the first-ever running of the Indianapolis race. Yelloly passed for first place after three hours, before de Phillippi returned the favour on David Pittard at the halfway mark.

And when Catsburg took over the leading machine, he soon found his stride to pull 41s clear and sew up BMW's first IGT triumph, with the marque also claiming the first 1-2 finish since Audi's turn at Laguna Seca back in 2018.

Junior Leclerc unbeatable – even after two pitstops

FORMULA REGIONAL EUROPEAN
MUGELLO (ITA)
3-4 OCTOBER
ROUND 4/8

Arthur Leclerc used wet-weather brilliance and a little bit of luck to take a remarkable treble win at Mugello.

The brilliance came in the opening race. From fourth on the grid, the Ferrari junior – younger brother of Formula 1 star Charles Leclerc – splashed his way past Prema Powerteam stablemate Oliver Rasmussen to take the lead on the third lap. Remarkably, he went on to win by over 20 seconds from Red Bull Junior Juri Vips, the KIC Motorsport driver demoting Rasmussen in the closing stages. Even a 10s penalty for passing Rasmussen under yellow flags offered no threat to Leclerc's victory.


FORMULA REGIONAL
Leclerc has now taken series lead

The luck came in a damp-dry-wet race two. Pierre-Louis Chovet's slick tyres were the correct choice, and Leclerc and many others fell almost a lap behind as they got off their wet-weather rubber. When the rain came down, everyone went for wets, but a late safety car allowed Leclerc and his Prema team-mates to race around and close up to the train. Leclerc then passed the Van Amersfoort Racing machine of Chovet for another win, with fellow Ferrari and Prema driver Gianluca Petecof third.

Leclerc lost out in the early fight against team-mates Petecof and Rasmussen in the finale, which took place on a dry track. But on the third lap he passed Petecof for the lead, then had to fend off constant pressure from the Brazilian, who was driving much better after looking rather untidy in the wet.

Rasmussen completed a Prema podium lock-out, with KIC driver Patrik Pasma taking a distant fourth.

WEEKEND WINNERS

INTERCONTINENTAL GT CHALLENGE
INDIANAPOLIS (USA)
Augusto Farfus/Nicky Catsburg/
Connor de Phillippi
Walkenhorst Motorsport
(BMW M6 GT3)

FORMULA REGIONAL EUROPEAN
MUGELLO (ITA)
Races 1, 2 & 3 Arthur Leclerc
Prema Powerteam

EUROFORMULA OPEN
MUGELLO (ITA)
Race 1 Lukas Dunner
CryptoTower
(Dallara-Spiess)
Race 2 Ben Barnicoat
Carlin
(Dallara-Spiess)

BRAZILIAN STOCK CARS
CASCAVEL (BRA)
Race 1 Thiago Camilo
Ipiranga Racing
(Toyota Corolla)
Race 2 Bruno Baptista
RCM Motorsport
(Toyota Corolla)
Race 3 Daniel Serra
Eurofarma RC
(Chevrolet Cruze)

motorsport STATS
For full results visit **motorsportstats.com**

"THE TRACK IS MY CANVAS, THE CAR IS MY BRUSH"

GRAHAM HILL



SOMETIMES ALL YOU NEED IS A GOOD QUOTE.

Track Day Cover - Laid-up Cover Including in Transit
Trailer/Transporter Insurance - In-between Events Road Cover

We're in pole position when it comes to motorsport insurance cover, call us today for a great personalised rate...
0800 085 6186 or visit **adrianflux.co.uk/motorsport**

ADRIAN FLUX MOTORSPORT

Authorised and regulated by the Financial Conduct Authority



Kovalainen/ Nakayama recorded their first win of the season last weekend

MAIN PIC: ISHIHARA/MOTORSPORT IMAGES

SARD send sparks flying at third time of asking at Fuji

SUPER GT
FUJI (JPN)
4 OCTOBER
ROUND 5/8

SARD Toyota pair Heikki Kovalainen and Yuichi Nakayama scored their first Super GT win of the season on the championship's third visit of 2020 to Fuji Speedway.

They qualified the least success-ballasted of the Bridgestone-shod GR Supras in fifth place, and Kovalainen was up to third behind the polesitting ARTA Honda NSX-GT and the Kondo Nissan GT-R by the time he made his pitstop on lap 26 of 66. Speedy work from the SARD crew put the Toyota up into second, and a slow outlap for the ARTA Honda of Tomoki Nojiri afforded Nakayama the chance to pass for a lead he would never relinquish.

With Nojiri losing more places and the Kondo Nissan of Mitsunori Takaboshi/Jann Mardenborough dropping out with gear-selection issues, it was left to the Cerumo Toyota of Kazuya Oshima and Sho Tsuboi to provide the closest opposition to SARD.

In his stint, Tsuboi passed the Kunimitsu Honda, Nojiri's ARTA machine and the TOM'S Supra of Ryo Hirakawa to take second, and moments later Nojiri followed Tsuboi through for a first podium of the year for himself and Nirei Fukuzumi.

Nissan suffered a nightmare race, with Impul drivers Daiki Sasaki and Kazuki Hiramine the top GT-R crew in eighth following a drivethrough penalty for front-row starter Sasaki.

Bertrand Baguette and Koudai Tsukakoshi finished 10th in the heavily ballasted Real Racing Honda, surrendering the lead of the standings to Oshima and Tsuboi – who now head TOM'S pair Hirakawa and Nick Cassidy by a single point.

JAMIE KLEIN

WEEKEND WINNERS

SUPER GT
FUJI (JPN)
Heikki Kovalainen/Yuichi Nakayama
TGR Team SARD (Toyota GR Supra)

NASCAR CUP
TALLADEGA (USA)
Denny Hamlin
Joe Gibbs Racing (Toyota Camry)

NASCAR XFINITY SERIES
TALLADEGA (USA)
Justin Haley
Kaulig Racing (Chevrolet Camaro)

NASCAR TRUCK SERIES
TALLADEGA (USA)
Raphael Lessard
Kyle Busch Motorsports (Toyota Tundra)

EUROPEAN RALLY CHAMPIONSHIP
FAFE (PRT)
Alexey Lukyanuk/Dmitriy Eremeev
Sainteloc Junior Team (Citroen C3 R5)

motorsport STATS
For full results visit **motorsportstats.com**

Hamlin victorious amid track limits controversy

NASCAR CUP
TALLADEGA (USA)
4 OCTOBER
ROUND 31/35

In the space of just a few seconds on the final lap at Talladega, the fortunes of Denny Hamlin and Matt DiBenedetto contrasted massively.

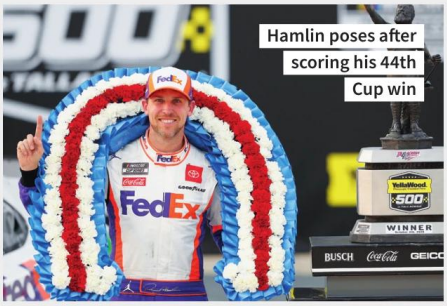
Hamlin's Joe Gibbs-run Toyota Camry was charging back through the field after a splash 'n' dash, while DiBenedetto gambled by running on fumes in a bid to get that elusive maiden Cup win.

On the final restart, DiBenedetto and fellow Ford Mustang exponent Chris Buescher broke away on lap 199 of 200. Rounding Turn 3, DiBenedetto forced William Byron below the double-yellow line that marks track limits. Likewise, Hamlin was forced to run onto the apron to avoid Chase Elliott after Buescher had dealt out similar treatment.

Hamlin's shorter run to the line allowed the JGR driver to claim a seventh Cup win of 2020 and 44th of his career by only 0.023s from DiBenedetto.

While Hamlin escaped a penalty for diving below track limits because he was forced there, DiBenedetto was demoted to 21st. Elliott was also penalised before that was rescinded and the punishment handed out to Buescher instead. Erik Jones therefore completed a JGR 1-2 from Ty Dillon, Byron and Elliott.

JAKE NICHOL



Hamlin poses after scoring his 44th Cup win

ARCE/MOTORSPORT IMAGES

DRY SUMP

PACE
OIL PUMPS & DRY SUMP SYSTEMS
www.pacepumps.co.uk

EXHAUSTS

Inconel & Stainless Steel Specialists
SIMPSON
Race Exhausts
Tel: 01753 532222
www.simpsonraceexhausts.com

GEARBOXES

Gearboxman.com
COMPETITION TRANSMISSION SERVICES
Gearboxes & Axles for Road, Race, Rally and more
Telephone: 01582 840008 Fax: 01582 840007

HELMET GRAPHICS

Mike Fairholme Designs
Sole approved painter of Arai helmets.
Silver Birches, Corby Birkholme, Nr Grantham, Lincs NG33 4LE.
Tel: 01476 550630. Fax: 01476 550029.
email: fairholmedesigns@btconnect.com
www.fairholmedesigns.co.uk

MEMORABILIA

FINAL LAP
For Everything Formula One
www.finallap.net WE BUY AND SELL
+44 (0) 1245 287588 / 07771 920345

MOTORSPORT LEGAL ADVICE

Motor Sport Legal Advice
Tudor Alexander, LI.B Solicitor
07887 713512

RACE PARTS

ARE DRY SUMP SYSTEMS
ARMSTRONG RACE ENGINEERING INC.
WWW.DRYSUMP.COM (916) 652-5282

Co-ordSport PartBOX
Performance and Tuning Parts
Leading performance brands online
www.part-box.com

Passionate About Motorsport
JJC race and rally
www.jjcraceandrally.com

RACE PARTS

Autoparts and Hydraulics
LMA
sales@LMAautoparts.com

RACE RADIO

Pit to Car
Radio solutions
0044(0)1508 528837
Autotel
Digital Race Radio
www.raceradio.co.uk

RACING

www.mcrracecars.co.uk

phone. 07771 762145
MCR's for sale
arrive & drive packages

RACING

PORSCHESHOP
10% off with website
voucher code AUTOTEN
Or Call: 0121 585 6088


demon-tweeks.com

AUTHORISED DISTRIBUTOR
OMP YB RACING
MOTORSPORT & PERFORMANCE
WWW.YBRACING.COM

RACING


CARTEK
MOTORSPORT ELECTRONICS
info@cartekmotorsport.com
023 80 457747
www.CARTEKMOTORSPORT.com

RACEWEAR

GPR Grand Prix Racewear
Silverstone
The best of racewear & kartwear
www.gprdirect.com

TRACK PREPARATION

KD KENDALL DEVELOPMENTS
3D SCAN - REVERSE ENGINEERING
Tel: 01480 718117
• Track Support • 3D Design
• Track Preparation • Restoration
www.kendall-developments.com

TRAILERS & TRANSPORTERS

Signature RV.co.uk
RV SALES AND SERVICE

CHAMPION RV
WWW.CHAMPIONRV.CO.UK

www.WOODFORDTRAILERS.com

AUTOSPORT
TO ADVERTISE IN AUTOSPORT CLASSIFIEDS
PLEASE CONTACT ADVERTISING SALES
James Robinson
T: +44 (0)7717 883 990
E: james.robinson@motorsport.com

www.WOODFORDTRAILERS.com

HIGH QUALITY TRAILERS
FOR CLUB, PRIVATE AND
PRO MOTORSPORTS

Woodford covered trailers
Superior in design, quality and finish



Woodford Trailers Limited | 14 Great Central Way, Daventry, Woodford Halse, Northants, NN11 3PZ | Telephone 01327 263384

RACINGEDGE.COM



THE PADDOCK

THE GLOBAL MOTORSPORT MARKETPLACE REINVENTED

Buy • Sell • Consign **Race Cars** and **Classic** Cars



1955 Lotus MK9 Sebring Car GBP £180,000



1969 Brabham BT-29 USD $85,000



1959 Lotus 18 FJ USD $85,000



1959 Ambro Chevy Special USD $80,000



2004 Lister Chevrolet Jaguar USD $45,000

RACINGEDGE

SIM RACING SERIES

Test yourself against the elite: join GT3 Cup Champion Daniel Morad for our exclusive six-race series - broadcasted live on YouTube
Win cash prizes and help support a charity for each race!

T: 1-877-291-1248
sales@racingedge.com
www.racingedge.com/paddock

RACINGEDGE | PADDOCK

RACINGEDGE.COM



THE PADDOCK

THE GLOBAL MOTORSPORT MARKETPLACE REINVENTED

Buy • Sell • Consign **Race Cars** and **Classic** Cars



1973 De Tomaso Pantera GTS POA



1969 Toyota 2000GT POA



1967 Toyota 2000GT POA



1973 ISO Grifo Series II 7-Litre POA

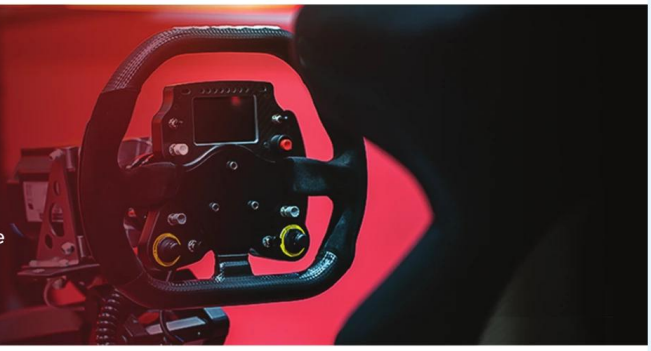


1977 Fiat 131S Mirafiori Abarth Diesel POA

RACINGEDGE

SIM RACING SERIES

Test yourself against the elite: join GT3 Cup Champion Daniel Morad for our exclusive six-race series - broadcasted live on YouTube
Win cash prizes and help support a charity for each race!



T: 1-877-291-1248
sales@racingedge.com
www.racingedge.com/paddock

RACINGEDGE | PADDOCK

GTECHNIQ
SMART SURFACE SCIENCE

LEADING THE WAY IN
AUTOMOTIVE
DETAILING
TECHNOLOGY

THREE WISHES
FOR YOUR CAR:

1 APPLIED BY A MASTER GTECHNIQ ACCREDITED DETAILER

2 THE BEST AVAILABLE PRODUCT PERFORMANCE & FINISH

3 7 YEAR GUARANTEE

Crystal Serum is the only ceramic coating that comes with its own **Gtechniq Accredited Detailer**.

The unique service ensures your car is detailed to unrivalled levels of perfection, with a product that offers the ultimate durability, scratch and chemical resistance. Plus, the same slick finish and candy-like gloss you can expect from the world's finest carnauba waxes.



Meet Adam
One of our Gtechniq Accredited Detailers.

GENIE
WITH A BOTTLE



service.gtechniq.com

CBR
CRAIG BECK RACING

Historic Engine Specialists

Ford Cosworth BDA/BDG,

Lotus Twin Cam, BMW M10



Craig Beck Racing Ltd
T: **07876 221 932**
E: craig@craigbeckracing.co.uk
www.craigbeckracing.co.uk

CBR
CRAIG BECK RACING

AUTOSPORT

If you wish to advertise your products and services with Autosport in print and online please contact

james.robinson@motorsport.com

or call

+44 (0)7717 883 990

MEMORABILIA

F1 COLLECTORS .COM



#1 FOR F1 MEMORABILIA & AUTOGRAPHS

We buy and sell F1 items

AYRTON SENNA specialists

Call CHRIS GRINT

01763 274448

email:- sales@f1collectors.com

RACE PREPARATION

London Motorsport Showroom

www.msar.co.uk



Order Hotline: 020 8655 7877

msar UK agent for SCHROTH RACING

RACE PREPARATION

Dunnell Engines Ford



DURATEC & ZETEC ENGINES



DURATEC ENGINE

» 2.0-2.5 Litre

» 200-340 BHP



ZETEC ENGINE

» 1.6, 1.8 & 2.0 Litre

» 188-275 BHP

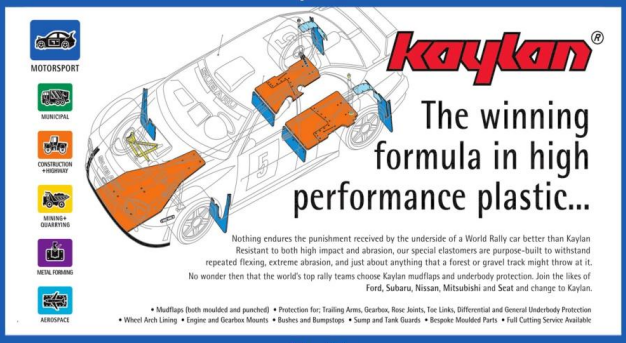
COMPLETE ENGINE & COMPONENT DEVELOPMENT

www.dunnellengines.com

Tel: +44 (0) 1449 677 726 E-Mail: info@dunnellengines.com

Unit 10 Tomo Business Park, Tomo Road, Stowmarket, Suffolk, IP14 5EP, England

www.kaylan.co.uk



kaylan®

The winning formula in high performance plastic...

Nothing endures the punishment received by the underside of a World Rally car better than Kaylan Resistant to both high impact and abrasion, our special elastomers are purpose-built to withstand repeated flexing, extreme abrasion, and just about anything that a forest or gravel track might throw at it. No wonder then that the world's top rally teams choose Kaylan mudflaps and underbody protection. Join the likes of Ford, Subaru, Nissan, Mitsubishi and Seat and change to Kaylan.

• Mudflaps (both moulded and punched) • Protection for; Trailing Arms, Gearbox, Rose Joints, Toe Links, Differential and General Underbody Protection • Wheel Arch Lining • Engine and Gearbox Mounts • Bushes and Bumpstops • Sump and Tank Guards • Bespoke Moulded Parts • Full Cutting Service Available

T: +44 (0)1274 590824 kd Kay-Dec Engineering Plastics Ltd F: +44 (0)1274 531409

DAVID AUDEN & ASSOCIATES INSURANCE BROKERS

INSURANCE

DAVID AUDEN & ASSOCIATES INSURANCE BROKERS



POLICIES FOR

✓ COMPETITION CARS

✓ RALLY & RACE CARS

✓ SERVICE VEHICLES

PHONE: 0161 440 7590

quote form on rallycar-insurance.co.uk

Authorised and regulated by the Financial Services Authority

STORAGE

GARAGEPRIDE

Workshop and Garage Cabinetry

Create an organised, productive, and professional workshop

Buy ready-configured cabinet systems online at GaragePride, or we can provide a complete cabinet and workbench design and installation service working closely with you to meet your precise requirements. Unlike other suppliers, we are not tied to a single cabinet brand but would propose one that best meets your budgetary, functional and aesthetic needs.

www.garagepride.co.uk 01743 742028



SYSTEM STORE SOLUTIONS LTD

SETTING THE STANDARD IN MOTORSPORT WORKSHOP DESIGN & STORAGE

Fami Storage Systems











Working with teams and companies in classic/historic racing right through to Formula One.

We provide everything from single cabinets to a total design, layout and installation service, including project management, consultation, technical advice and no obligation site surveys.

- Race bays
- Machine shops
- Stand-alone workstations
- Transporters
- Mobile storage units

DK Engineering · Lanzante · CKL · JOTA Sport · URT · carlin

01622 859522 | SALES@SYSTEMSTORESOLUTIONS.COM | SYSTEM-STORE.COM

MARKETPLACE

motorsport JOBS

RECRUITMENT DRIVEN BY PASSION



Find your dream job

Here at Autosport we've been helping people find great jobs in motorsport for over 60 years. Today we're launching a new global motorsport jobs site, where you can:

- Find the latest jobs in motorsport
- Apply for a job with just one click
- Upload your CV and let recruiters find you
- Set up job alerts - don't miss out on your dream move

Register at motorsportjobs.com today

motorsport NETWORK

Motorsport Jobs - A Motorsport Network Company

motorsport JOBS

Software Engineer

Williams is one of the world's leading Formula 1 teams. It exists purely to race in the top echelon of motor racing, where it has been winning Grands Prix for more than three decades. The Williams name has been synonymous with top-level motorsport since the 1960s.

We are looking to recruit a Software Engineer to develop user interface components for Windows applications. The Software Engineer will also contribute towards the development of a class-leading data fabric for the team, touching databasing, back-end services, web API and desktop and web front ends.

This varied role will include, but will not be limited to:

- Author plugins for our desktop UI to meet the requirements set by the Lead Software Engineer
- Contribute to other areas of development
- Work effectively a part of a team
- Write good readable code following best-practises and style guide where appropriate
- Work closely with users and product owners to ensure that requirements are fully captured and are delivered by the finished software

To apply now visit www.motorsportjobs.com

motorsport JOBS

Ultimate Line Team Member

When our founder Bruce McLaren passed away at the age of 32 he left behind a legacy that has shaped who we are today. We have an unrivalled heritage which has its roots in racing; but McLaren Automotive is now creating a story of its own and we want you to be a part of it.

For the next 6 years as part of McLaren's Track 25 plan, we are looking to invest £1 billion into Research and Development, leading to the launch of 15 all-new cars or derivatives during this period.

McLaren Automotive has recently introduced an Ultimate Line which is responsible for manufacturing all Ultimate and race series models. This role will play a pivotal role in providing market leading service to our global customer base.

Knowledge, skills and experience:

- The field of production vehicle manufacturing
- Prototype build activity
- Vehicle production launch
- Build concern reporting
- Working to demanding time schedules
- Process and product maturation
- Working in small teams

To apply now visit www.motorsportjobs.com

motorsport JOBS

Technical Sales Representative

Reporting directly to the Managing Director, the vacancy in hand is a crucial position within the company which will have a multitude of responsibilities and opportunity for a very rewarding career path.

- Handling UK and International sales via telephone, email, social media, website, eBay and Amazon.
- Negotiating B2B sales with resellers, race car constructors or component assemblers.
- Closing B2C sales with drivers or race teams.
- Serving customers in our showroom.
- Managing queries sent to our social media accounts.
- Responding to queries on online selling platforms.
- Stock & material purchasing & negotiation.
- Booking imports, exports or national deliveries to customers.
- Market research to identify gaps in the market or new potential distributors.
- Product Research and Development.
- Self-training on products information.
- Providing product technical information.

To apply now visit www.motorsportjobs.com

motorsport JOBS

Want to advertise a motorsport job?

If you are recruiting in motorsport and wish to advertise with Autosport in print and digital please contact

James.robinson@motorsport.com
or call
+44 (0) 20 3405 8105

For all current vacancies advertised please visit our website Motorsportjobs.com



The popular event was due to be held across two days for the first time in 2020

JONES

SECOND DAY OF AUTUMN CLASSIC CALLED OFF

CASTLE COMBE

Two days of unbroken rain led to Sunday's half of the Castle Combe Autumn Classic being abandoned without a wheel being turned.

Ironically, the ninth edition of the popular event had been expanded to two days for the first time to celebrate the Wiltshire circuit's 70th anniversary.

Standing water following heavy overnight rain dictated that qualifying for six grids – FiSCar, two from the Vintage Sports-Car Club and three from the Historic Racing Drivers Club – could not get under way at 0830. Following circuit inspections at 1000 and 1100, and with no respite, the Motorsport UK steward decided that the meeting was untenable at 1115.

The overriding impediment was a body of water – estimated at two to three feet deep – between the Esses and Old Paddock, being fed by a stream across the track, despite the circuit maintenance crew's efforts.



WALKER

Making a splash: three races at Oulton Park were called off

"Apart from the obvious danger of a car going off there we could not have asked marshals to wade into the water, so we had no option but to cancel," said Castle Combe Racing Club chairman Ken Davies. "It's hugely disappointing, but unless the rain stopped [and the radar forecast suggested otherwise] there was no alternative."

HRDC promoter Julius Thurgood, whose customers had only raced at Thruxton and Lydden Hill this season, was upset but philosophical: "We had a contingency plan which would have enabled our grids [Jack Sears Trophy, Allstars and Classic Alfa Challenge, with capacity fields totalling 114 cars] to qualify and race from 1400, but the permit had been withdrawn."

One further Combe race meeting is scheduled this season, the Classic Sports Car Club's event on Saturday 24 October. Thoughts of rescheduling the lost Autumn Classic races in daylight-starved November were dismissed on Monday.

Combe wasn't the only meeting to suffer from the rain, as three races at Oulton Park's MG Car Club event were scrapped due to the weather. The second contests for BCV8s, Cockshoot Cup/Midget & Sprite Challenge and the Metro Cup were abandoned.

A statement from the club said: "Due to adverse weather, the race officials made the difficult decision to cancel the last three races of the day for the safety and wellbeing of the marshals and competitors. The club cannot thank all involved enough and looks forward to seeing everyone again in 2021."

MARCUS PYE & MARK PAULSON

Title challenger Jewiss misses British F3 round

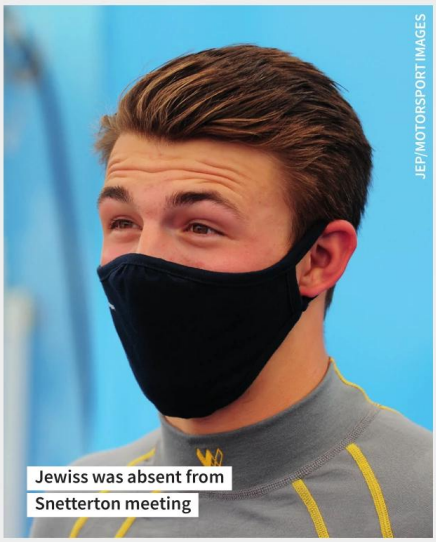
BRITISH F3

Former McLaren Autosport BRDC Award finalist Kiern Jewiss was absent from the latest round of the BRDC British F3 Championship at Snetterton last weekend, despite being in title contention.

The 18-year-old notched up a win in the opening round of the season at Oulton Park after two cars ahead of him received post-race penalties, and prior to last weekend was sixth in the standings, 85 points off the championship lead.

The former Ginetta Junior racer graduated to British F3 in 2019 with Douglas Motorsport, securing one win and fourth in the standings, and was tipped as one of the title favourites for 2020.

A statement from the Jewiss family said: "Kiern is looking to return to single-seaters as soon as possible. The family would like to thank everyone that has supported him this year, including most importantly FM Conway our title sponsor."



JEP/MOTORSPORT IMAGES

Jewiss was absent from Snetterton meeting

Jewiss won the 2018 British F4 title in his first season of single-seaters with Double R Racing, with six wins and a further 12 podiums across the 30 races. He amassed 445 points – a series record – and that year earned himself a spot as a McLaren Autosport BRDC Award finalist.

STEFAN MACKLEY



SMRC series will get the chance to race across the UK

MOJR

Four venues for SMRC racing in 2021

SCOTTISH MOTOR RACING CLUB

The Scottish Motor Racing Club has revealed the first details of its calendar for the 2021 season, which is set to be disputed over seven rounds at four different venues.

Primarily based at Knockhill, the SMRC confirmed its intentions to visit Croft next year after the planned 2020 round fell through due to the outbreak of COVID-19.

In addition to Croft, two as-yet-unnamed circuits are also planned for 2021, while the reverse configuration of Knockhill will be retained on the calendar. The club said that the new venues came as a result of competitors wanting more variety throughout the season.

"We are very excited to announce our 2021 season plans, which should make next year a real adventure for all involved," said SMRC chairman Sandy Denham, who also revealed plans for a standardised entry fee to curb costs.

"Increasingly, we have had feedback that members want more variety, but the cost of competing away can be prohibitive. With the proposed entry fee and further support we are aiming to announce, we feel these plans can deliver that variety at an affordable price point for our members."

Denham also revealed that discussions to arrange a partnership to cover travel and logistic costs for away rounds are in progress.

STEPHEN BRUNSDON

LEBBON APPEALS SILVERSTONE RACE PENALTY

GINETTA JUNIOR

Ginetta Junior title contender Tom Lebbon and his Elite Motorsport team have appealed his penalty from a recent Silverstone race to the National Court.

Lebbon was handed a 10-second penalty in the first race at last month's Silverstone round after an incident with R Racing driver Joel Pearson at Brooklands. This meant he was relegated from victory to 11th.

"We're appealing it and going to give it a go at the National Court to see if there's a chance to get the penalty reduced in any shape or form," explained Elite team boss Eddie Ives. "He was given the harshest penalty given out all year when it was not the worst [incident] we've had all year."

Lebbon was then caught up in two incidents in the second race, ending the contest on his roof at Luffield, meaning he has dropped to 74 points behind championship leader Bailey Voisin.

Elsewhere, Voisin's former R Racing team-mate and fellow title contender Josh Rattican has moved to the Elite fold for the final events of the season. As Elite was already at its maximum of six permitted Ginetta Junior entries, Rattican and former privateer Will Jenkins will form part of a new Elite Racing offshoot that will be run from a completely separate awning.

"With Josh and Tom working together, we can try and close down the lead Voisin has," added Ives.

STEPHEN LICKORISH





Keen downplays title chances despite Snetterton GT win

BRITISH GT

Phil Keen maintains that his focus is on the Pro-Am title rather than the overall British GT crown, despite his and Adam Balon's Snetterton victory last weekend putting the Barwell Motorsport Lamborghini pair just 11.5 points off the top of the table.

RAM Racing Mercedes duo Patrick Kujala and Sam De Haan lead the standings by six points from the other Barwell Lambo crew, Sandy Mitchell and Rob Collard. Michael O'Brien and James Baldwin (Jenson Team Rocket RJN McLaren) are the only others in mathematical contention, but are 34 points behind with 37.5 available in the three-hour Silverstone finale.

Keen and Balon will serve a 20-second success penalty at their final pitstop for winning at Snetterton, and Kujala/De Haan 10s for finishing third. Keen said the penalty would make it "really tough" to overturn the deficit to the Silver crews, and would instead focus on defending the slim one-point Pro-Am lead over the second RAM Mercedes of Yelmer Buurman and Ian Loggie.

"In reality, it will be tough to beat the Silver drivers," said Keen. "They're strong combinations, so our goal is to win Pro-Am and then if we can win overall, great. The 20s penalty is going to make it really tough, but we'll just have to drive as fast as we can and pray for some wet weather."

RAM has won both of the past two three-hour races – at Silverstone in 2019 and Donington Park earlier this year – but former Barwell driver De Haan said the team was taking nothing for granted.

"Barwell were always very good with their strategy in the longer races so we'll need to bring our A-game to get the job done," he said. "But this year we've maximised everything we could in the situations we've found ourselves in, and Silverstone is a really good track for the Merc, so I'm more than confident that we can get it done."

The Silverstone race, due to run on 8 November, will be held behind closed doors. A statement said the circuit "had been working hard behind the scenes to run British GT's event with [the] public... but must now concede it is not possible to hold the event with spectators".

JAMES NEWBOLD

GT leader De Haan 'confused' by tyre struggles

BRITISH GT

British GT Championship leader Sam De Haan said he was "confused" by his RAM Mercedes' struggles with its tyre pressures at Snetterton last weekend.

Series tyre supplier Pirelli's new-for-2020 P Zero DHE construction is widely considered to be more consistent over a stint than its predecessor, but harder to put heat into and sensitive to small changes in pressure.

De Haan struggled to get his tyres turned on at the start of race one after qualifying on pole, and suffered a big drop in performance in race two when he had been closing rapidly on the cars ahead.

"We're still a bit confused as to what happened with the tyres and the big drop-off, it just seemed the pressures were slightly outside the window," De Haan said. "I just couldn't turn the front tyres on at all, it was a losing battle, which was a shame after such a good qualifying."

RAM boss Dan Shufflebottom added: "There was just such a small window in the tyre pressure and tyre temperature and if you were a little bit out of it, you lost so much time.

"It was up and down all weekend, so we need to look at it properly and understand how we found ourselves in this situation, because we didn't change anything on the car."

JAMES NEWBOLD



Comprehensive motorsport insurance products to keep you on track;

- Accident damage On Track
- Rally damage On Event
- Storage and Transit
- Liability
- Personal Accident
- Track day

RYAN MOTORSPORT INSURANCE

Log on to www.ryanmi.com to obtain your online quote
Email – info@ryanmi.com Tel – +44 (0)1799 524202

Ryan Motorsport Insurance Limited is an appointed representative (557405) of Independent Broking Solutions Limited who are authorised and regulated by the Financial Conduct Authority. Its Financial Services Register number is 312026



Hammerton suffered brake trouble at Silverstone and hit Davidson

Mini Challenge investigating brake-related accident

MINI CHALLENGE

Mini Challenge organisers and brake supplier Alcon are investigating after the JCW series suffered a second major brake-related accident in two events at Silverstone at the end of last month.

Elite Motorsport driver Max Bird had a master cylinder failure in the third race at Knockhill in August and was sent into the barriers, having won the opening two races, before Jamsport racer Ethan Hammerton had a brake issue at Silverstone, slamming into Jack Davidson at Becketts. Both Bird and Davidson were taken to hospital after the crash but escaped serious injury.

"The brake failure that happened on Max's car was a master cylinder failure, which is very rare and very random," said championship promoter Antony Williams. "In five years of running these cars in this country and elsewhere, this is the only time we've had one. We're investigating Ethan's problem and it's something that we take extremely seriously."

Jamsport boss Jamie Going added: "He lost his brakes – Ethan hit Jack and the contact was at 74mph. Antony is doing a lot in the championship to try to resolve the situation and we're doing some more testing with the brakes."

Elite chief Eddie Ives says his team has now made a few tweaks to its cars. "I'm not too concerned – I think the precautions we've now taken all make sure it's not happening again," he said. "It's one of those freak, unfortunate things."

STEPHEN LICKORISH

Coopers set for three BTCC events

MINI CHALLENGE

The Mini Challenge Cooper class is set to again appear alongside the British Touring Car Championship three times next season.

The top-tier JCW category was due to feature at eight of the 10 BTCC events this season, prior to the coronavirus pandemic, with the Coopers racing at the other two. But the JCW schedule was shortened as a result of competitor feedback, meaning the Coopers received an extra event on the BTCC support bill.

This is now set to continue next year with the Cooper class due to make both trips to Thruxton – the JCWs would likely need a different tyre, more suited to the demands of the high-speed Hampshire track – along with one other event.

The Cooper series has featured packed grids this year, with championship promoter Antony Williams admitting that entries have been larger than expected in 2020.

"I'm delighted with how it's gone – we've had stronger grids than we anticipated," he said. "It's at almost 30 cars and, before COVID hit, we were expecting 24 or 25.

"Starting it on the package at Oulton Park, people realised these cars are great fun to watch and, when people enquire and realise how inexpensive they are, they realise you can get that high level of exposure at a low cost."

STEPHEN LICKORISH

IN THE HEADLINES

FFORD FESTIVAL IS ELITE

The Formula Ford Festival has been recognised as an elite sporting event by the UK government, so overseas competitors do not have to abide by the usual quarantine rules for UK arrivals that are currently in place. Anyone travelling from an area where they would normally have to self-isolate for 14 days upon arriving in the UK can take part in the 24-25 October event, provided they have tested negative for COVID-19 after reaching the UK and have got an exemption letter from governing body Motorsport UK.

KIM JOHNSON 1948-2020

Long-time hillclimb competitor Kim Johnson died last month after a short illness. He drove a variety of cars over the decades, including an MG Midget, an Oselli MG RV8 and a Mallock Mk20. Johnson was also a former director of the MG Sport & Racing concern that ran ZRs in rallying and was the team name for MG's works ZS entry into the British Touring Car Championship when fielding Anthony Reid, Warren Hughes and Colin Turkington in 2003.

FULLER BACK TO COMBE IN F3

Thirty-one years after he contested a British Racing & Sports Car Club Open race at Castle Combe in an Formula 3000 Lola T87/50, Richard Fuller had his first outing in a Cooper-Norton MkVIII at the Wiltshire circuit on Saturday. Fuller, who raced one of Tom Clapham's two-litre Taydec sportscars in the interim, finished sixth in the 500cc F3 race with the Cooper.

DEDMAN'S COOPER WOWS

Simon Dedman, who has raced the unique Australian-built Waye-JAP in 500cc Historic Formula 3 events over recent seasons, debuted a Cooper-Norton MkVIII (below) at Castle Combe last weekend. Acquired in the spring, the 1954 car has been stunningly rebuilt during the lockdown period. Dedman finished the contest in 13th place.



John Campion 1963-2020

OBITUARY

US-based Irishman John Campion, who has helped support the careers of young Irish drivers, died last week after a long battle with leukaemia.

After arriving in the United States in the early 1980s, Campion began supplying power units to music promoters for large concerts and soon found himself rubbing shoulders with household names, many of whom he would consider close friends in later years.

The well-known international car collector and philanthropist had in recent years founded CJJ Motorsports, with the sole intention of giving young Irish drivers a chance to perform on the world stage. Campion famously owned the impressive Lancia Martini collection, but his direction changed when he was diagnosed with leukaemia two years ago and his attentions turned to race and rally cars with an Irish connection. He bought an ex-Billy Coleman Ford Escort Mk2, Eddie Jordan's Formula Ford 1600 Crossle 30F, which he had fully rebuilt at the Crossle factory, the original Team Ireland A1GP car and, to his great delight, a Jordan 191.


CHESTER


CHESTER

Campion got behind the wheel of Guinness-liveried March 811 F1 car (inset) at Mondello last year

In 2019, Campion took his recently purchased Guinness-liveried March 811 Formula 1 car back to Mondello Park. Almost 40 years earlier, Derek Daly had demonstrated the same car in front of a large and enthusiastic crowd. A plan was hatched to bring it back to the famous St James's gate at the Guinness brewery for a photoshoot on the days leading up to the Mondello Historic Festival. When Guinness didn't exactly jump at the idea, it was done anyway – at 5am!

Campion allowed some of Ireland's best young drivers to sample F1 power over the Mondello weekend, giving them a day they will never forget, before climbing aboard himself for some hugely popular laps, despite having undergone surgery in the run-up to the event.

In more recent times, Campion supported young Irish drivers including James Roe Jr in Formula Regional Americas and Nicole Drought, who currently leads Class 4 in the Britcar Endurance Championship in the CJJ-backed Porsche 718 Cayman GT4. His CJJ Motorsports initiative also supports Nicci Daly and her Formula Female organisation, which, by running STEM workshops at karting centres across Ireland, aims to encourage young girls to pursue a career in motorsport, not just as a driver but as an engineer.

Campion is survived by his wife Suzanne and his many friends and fans across the globe.

LEO NULTY

Extra Lydden Hill events added to BRX schedule

BRITISH RALLYCROSS

The British Rallycross Championship will run two additional rounds this year, both at Lydden Hill, to replace the three events of the revised 2020 campaign lost to coronavirus restrictions.

The Kent circuit, which already hosted round one of the series over the August Bank Holiday weekend, is due to run two more events, on 7-8 November and 19 December, to complete the season. It is yet to be finalised what format those events will take.

The second, third and fourth rounds of the revised schedule had been due to be held at Knockhill, Pembrey and Mondello Park, but all three circuits have been unable to host those rounds either due to local lockdown measures or travel restrictions.

Citroen DS 3 driver Mark Donnelly heads the standings in the Supercar category, ahead of reigning champion Julian Godfrey and 2007 title winner Ollie O'Donovan.

HAL RIDGE





Flagging up the wrong message

Errant chequered flags and safety-car boards in BRDC British F3 may seem like minor mistakes, but they could have a big impact when the title fight is so close

STEFAN MACKLEY

"Why is TSL showing the chequered flag?" came the comment from someone in the Snetterton media centre on Saturday morning. Sure enough, the universal symbol to signify the end of a session was being displayed on the official timing screens, despite the timer quite clearly showing there were still just over five minutes remaining of BRDC British F3 qualifying.

Even worse, the electronic board over the start/finish line was also displaying the flag but, before any of us could question why it had appeared, it quickly vanished. It had only been on for a handful of seconds and, to my knowledge, only two cars on track passed the electronic board during that time – but the damage had already been done. Per Motorsport UK regulation Q5.3, "once the black and white chequered flag has been displayed the event is over, and may not be restarted".

The full 20-minute session was completed, but the error meant only times prior to the flag being shown would be used to determine the grids. An attempt was made to get unanimous approval to keep the times set from the full session but, without every team agreeing to this, there was no way of overcoming the Motorsport UK regulation. The championship organiser's hands were tied.

"I think the chequered flag incident was pretty much unprecedented and with TSL we will do everything possible to make sure it cannot happen to us or anyone else ever again," said Giles Butterfield, group operations and engineering manager of organiser MotorSport Vision.

"It didn't sit well with teams. Many believed that common sense should have prevailed"

Perhaps more worrying and frustrating for the organisers is that the exact cause of the glitch is not known and, while TSL is investigating, there's nothing to suggest that such an incident couldn't be repeated.

The whole affair certainly didn't sit well with teams, with many believing that common sense should have prevailed. "At this level of championship, it shouldn't be happening in the first place," said one team boss.

In the race itself, a stranded car at Agostini on the opening lap prompted clerk of the course David Scott to call for the safety car but, in a matter of seconds, the stationary car had resumed and the SC boards were retracted. But not before some drivers had seen them, which led to them slowing down while those in front who hadn't seen the signs continued at racing speeds, understandably frustrating the drivers who lost out.

"I backed off and lost six seconds, which ruined my race," said championship leader Kush Maini. "Now when people see a safety-car board they are going to be pushing."

Maini's comments on drivers pushing when SC boards and yellow flags are out make an interesting point. Ulysse de Pauw was disqualified from one of the Oulton Park races for setting his best sector by a few thousandths of a second through a yellow-flag zone.

Whether his punishment fits the crime is the subject for another column and, while safety is rightly taken seriously, the Belgian was perhaps correctly aggrieved over the Snetterton situation. "When you see the decision they took after qualifying I don't think there was any point talking to them about that," said de Pauw, who perhaps suffered more than most by losing his times from the last five minutes of qualifying.

Butterfield said: "What race control couldn't see is a few boards had been displayed and some cars had gone past them. The race director had two choices, either to stand down the safety car as, in the terrible weather conditions actually deploying the safety car is not without risk, or to deploy the safety car for a lap, now with no apparent reason, and let everyone bunch up in the spray.

"With the benefit of 20/20 hindsight that probably would have been the better option but possibly still would have been criticised. Such incidents are annoying and frustrating for everyone."

Within the space of a few hours, two minor mistakes had made the championship look far from professional and, even if in reality organisers had little or no control over them, it could have had a huge impact on the title battle.

This isn't the first time this year that there has been a faux pas with British F3. Remember the first Donington Park meeting, where 13 laps was the published distance on an amended grid sheet instead of 12? That incident did have huge repercussions as then-championship leader Kaylen Frederick retired on the lap that never should have been, but was given a reprieve as the lap was struck from the record per Motorsport UK regulations.

This season's championship is one of the closest for years, with 32 points – less than a race win – covering Maini, Frederick, Louis Foster and de Pauw with only two rounds and six races remaining. While all drivers can cite ifs, buts and maybes during the course of a championship, it would certainly not be a good look for British F3 if another incident such as those at Snetterton had a significant impact on the outcome of the title battle.



Barwell pairing became the first two-time GT3 winners this season

ALL PICS: JEP

Keen and Balon shine in GT3 as title rivals falter

SNETTERTON
BRITISH GT
3-4 OCTOBER

Phil Keen and Adam Balon kept themselves in the British GT title race by becoming the first repeat winners of an extraordinary 2020 season when they took victory in the second of two wet races at Snetterton.

It was a day that left all three of the remaining title contenders pondering what might have been, including Barwell team-mates Sandy Mitchell and Rob Collard in the other Lamborghini Huracan.

Mitchell claimed race-two pole with a superb lap that demoted Keen to second, although the poor weather meant that, for once, starting on the outside would be advantageous. As Mitchell braked early on the inside for Riches, Keen took a deep breath and swept cleanly past before building a lead, which stood at around eight seconds prior to the stops, where Mitchell and Collard had a 7s success penalty to serve for finishing second in race one.

Still, such was Mitchell's advantage over Yelmer Buurman's RAM Mercedes in third that Collard should have easily rejoined still in second and with a chance of challenging Balon in the closing stages. But those hopes were dashed by a bungled driver change – the belts going behind Collard's seat insert – which cost 20s to remedy and dropped Collard to fifth, 40s off the lead. "It's disappointing and a mistake that we shouldn't be making," said a gutted Mitchell.

At the flag, Collard was just 13s behind victorious team-mate Balon, and scored just 10 points when the full 25 were very much up for grabs. As it was, he and Mitchell sit six points behind championship leaders Sam De Haan and Patrick Kujala, who also might have left Norfolk with more reward under different circumstances.

De Haan gave himself the best possible chance of overcoming a 10s success penalty for winning last time out at Donington Park by pipping Collard to race-one pole in his RAM Mercedes. But amid unabating rain – the warm-up was twice red-flagged, with Richard and Sam Neary forced to withdraw their Mercedes after its prang with the barriers at Riches – the race was started behind the safety car, and it wasn't until lap four that the pack was finally released.

To make matters worse, at the end of the first racing lap De Haan was ambushed into Murrays by the fast-starting Jordan Witt (2Seas McLaren), who then chopped across De Haan as the Mercedes attempted

GT4 CHAMPIONSHIP BATTLE GOES DOWN TO THE WIRE

If Rob Collard left Snetterton feeling a little short-changed, his son Jordan restored family honour with a swashbuckling drive to GT4 victory in race two to keep the title race finely poised.

Patrik Matthiesen started the HHC Motorsport McLaren from second, but lost out in the first-lap battling and dropped to fifth behind the TF Sport Aston Martins of Jamie Caroline (up from fifth) and Patrick Kibble, Euan Hankey's Balfe McLaren and the Academy Ford Mustang of poleman Matt Cowley.

The Dane gained one place back on Cowley with a bold move around the outside of the fast Brundle left-hander but, out front, the two Astons had built enough of a gap to negate their success penalties (10s for Caroline, 5s for Kibble), even if a shorter stop for the Pro-Am Balfe car would allow Mia Flewitt to briefly emerge in the lead. Matthiesen was the first GT4 driver to pit on lap 12, and Collard was swiftly up to speed when the top three all pitted four laps later.

Collard remarked afterwards that HHC had given him a car "on rails" – "It made me look a bit of a hero, but it was all down to them" – but he made full use of it, first clearing Kibble's team-mate Connor O'Brien around the outside of Riches on lap 19. He dispatched Flewitt on the following tour, then repeated his earlier move on Dan Vaughan's leading Aston at the start of lap 21. As if to prove the McLaren's dominance, in the remaining five laps Collard stretched that lead to almost 10s.

Collard had started race one from pole and led the entirety of the opening stint from team-mate Gus Bowers, with Vaughan and O'Brien chasing. But, after serving their 10s success penalty, Matthiesen emerged behind Caroline and had to turn his attentions to fending off Kibble, who had


Witt and Mitchell won with 2Seas McLaren


De Haan and Kujala still lead GT3 points

WEEKEND WINNERS

GT3

Race 1 (26 laps) 1 Jordan Witt/Jack Mitchell (McLaren 720S); 2 Rob Collard/Sandy Mitchell (Lamborghini Huracan EVO) +7.790s; 3 Lewis Proctor/Ollie Wilkinson (McLaren); 4 Ian Loggie/Yelmer Buurman (Mercedes-AMG); 5 Sam De Haan/Patrick Kujala (Mercedes); 6 Michael Igoe/Andrea Caldarelli (Lamborghini). **Fastest lap** Phil Keen (Lamborghini) 2m05.267s (85.32mph). **Pole** De Haan. **Starters** 12.

Race 2 (28 laps) 1 Keen/Adam Balon; 2 Caldarelli/Igoe +6.935s; 3 Kujala/De Haan; 4 Buurman/Loggie; 5 S Mitchell/Collard; 6 Michael O'Brien/James Baldwin (McLaren). **FL** Keen 2m05.416s (85.22mph). **P** S Mitchell. **S** 12.

Points 1 Kujala/De Haan 136.5; 2 S Mitchell/Collard 130.5; 3 Keen/Balon 125; 4 O'Brien/Baldwin 102.5; 5 J Mitchell/Witt 89; 6 Igoe 88.

GT4

Race 1 (25 laps) 1 Jamie Caroline/Dan Vaughan (Aston Martin Vantage); 2 Jordan Collard/Patrik Matthiesen (McLaren 570S) +17.536s; 3 Connor O'Brien/Patrick Kibble (Aston Martin); 4 Chris Wesemael/Gus Bowers (McLaren); 5 Mia Flewitt/Euan Hankey (McLaren); 6 James Kell/Sam Smelt (Toyota GR Supra). **FL** Caroline 2m15.185s (79.06mph). **P** Collard. **S** 9.

Race 2 (26 laps) 1 Matthiesen/Collard; 2 Caroline/Vaughan +9.634s; 3 Kibble/O'Brien; 4 Hankey/Flewitt; 5 Ben Tuck/Andrew Gordon-Colebrooke (BMW M4); 6 Matt Cowley/Will Moore (Ford Mustang). **FL** Collard 2m13.881s (79.83mph). **P** Cowley. **S** 9.

Points 1 Vaughan/Caroline 143; 2 Collard/Matthiesen 140.5; 3 O'Brien/Kibble 130; 4 Cowley 112.5; 5 Bowers/Wesemael 105.5; 6 Hankey/Flewitt 101.

For full results visit: tsl-timing.com

to fight back on corner exit. This forced De Haan onto the grass, allowing Lewis Proctor (Optimum McLaren) to demote him another place. As the McLarens duelled at the front, Witt gradually pulling away from Proctor en route to the 2Seas team's first win, De Haan slid gradually backwards and was 11s behind by the pitstops, where Mitchell's shorter stop helped him to emerge ahead of Kujala.

But his hold on fourth would also be short-lived. Despite Buurman making a mistake at Williams when he was too preoccupied flashing the lights to make the corner, he was soon on Kujala's tail again and slithered around the outside on the approach to Turn 3. At the flag, Kujala was a distant fifth, while Mitchell dragged past Ollie Wilkinson (who had taken over the Optimum McLaren from Proctor) to snatch second by 0.081s at the line.

RAM boss Dan Shufflebottom admitted afterwards that the team was mystified by the car's race-one struggles, suggesting the narrow tyre pressure and temperature windows as the likely cause.

Fortunes were reversed for race two, as Kujala ran fifth in the opening stint behind Keen, Mitchell, Buurman and Andrea Caldarelli (WPI Motorsport Lamborghini), only to profit from Barwell's calamitous pitstop, and a mistake from Ian Loggie (in for Buurman) at Williams when under pressure from Michael Igoe (in for Caldarelli) that dropped him from second to fourth; behind De Haan, but crucially still ahead of Collard.

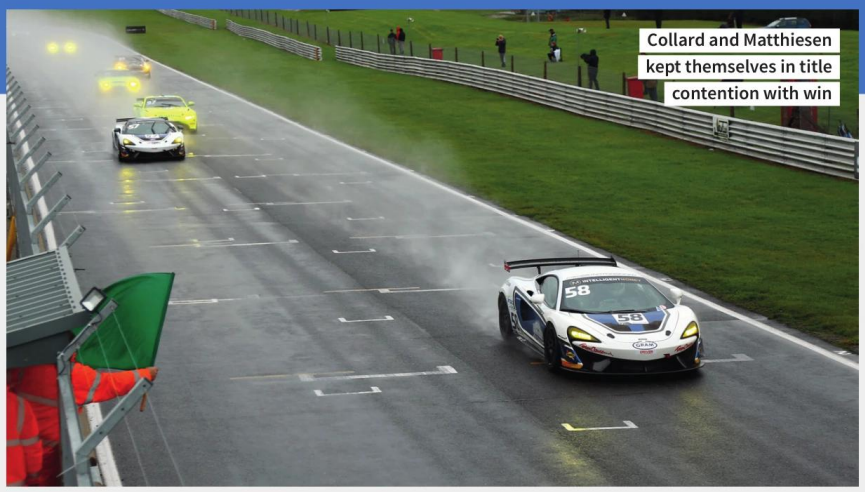
Despite ending the day on top, Keen and Balon too had cause to wonder what might have been after Balon spun at Turn 3 on the opening lap of race one, dropping to the back of the GT3 field. Seventh place was not a bad recovery given the 7s penalty carried over from Donington, but a top-six finish was certainly achievable on a track where the Huracan traditionally excels.

Away from the significance of the title fight, there was jubilation in the 2Seas camp as the Bahraini-owned team made good on the promise it had shown in the Oulton Park season opener, where only a pitlane infringement had cost it a debut victory. Jack Mitchell, the 2018 GT4 champion, didn't put a foot wrong after taking over from Witt and prevailed by 7.79s over his Scottish namesake.

"We knew the threat was going to be Sandy, you could see the pace at the end, it was very strong," said Mitchell, who finished eighth in race two after a last-lap excursion for Witt. "Towards the end I managed to pull a nice gap to Ollie which just gave me a bit of breathing room."

This most unpredictable of seasons is due to have one final act, with three hours of racing ahead at Silverstone.

JAMES NEWBOLD


Collard and Matthiesen kept themselves in title contention with win

outbraked Chris Wesemael (in for Bowers) at the Agostini hairpin on lap 23.

The title battle is now effectively a three-horse race after a tough weekend for Cowley, without usual team-mate Jordan Albert after his sponsor withdrew. He was just 1.5 points off the lead heading into the weekend, but an off at the Wilson hairpin in race one cost him places to Hankey and Sam Smelt's Toyota, and a race-two spin when pressured by series returnee Ben Tuck's BMW means he faces an uphill battle at Silverstone.

JAMES NEWBOLD



A 54-point gap in British F3 for Maini is down to just nine

ALL PICS: JEP motorsport IMAGES

Maini's British F3 points lead is washed away

SNETTERTON
MSVR
3-4 OCTOBER

The battle for the 2020 BRDC British F3 Championship came to life in the mirk and gloom of Snetterton, as the top four in the standings all won a race.

Despite a victory, Kush Maini had his points lead slashed after enduring a difficult weekend as he struggled to adapt to the wet conditions that were an ever-present fixture in all the encounters.

The Hitech GP driver's closest challenger heading into the meeting had been Kaylen Frederick – 54 points in arrears – and the American immediately set about reducing that gap by winning the opening race having got the jump on polesitter Louis Foster off the line.

Behind, there was contact between the slow-starting Benjamin Pedersen and Josh Mason, with both retiring on the spot before there was slight confusion when a safety car board was briefly shown before the end of the opening lap (see page 65). No safety car was actually deployed but, with some drivers slowing down momentarily – as well as the huge rooster tails of spray being thrown up – it meant the normally tightly-contested field quickly spread out.

Frederick crossed the line with just over three seconds in hand over Foster, as Frederick's Carlin team-mate Nazim Azman completed the podium from Oliver Clarke (Hillspeed) and the Douglas Motorsport duo of Ulysse De Pauw and Manaf Hijjawi.

Maini, having started eighth, could only finish 11th having spun at Williams with two laps to go while running in the same spot he qualified.

He made amends in the full reversed-grid second race, which took place on a damp but drying track. Only Fortec's Roberto Faria decided to brave slicks – which didn't pay off – and, having started third, Maini was leading by the end of the opening lap after deposing Piers Prior and Alex Fores.

As the championship leader pulled clear, De Pauw was making terrific progress from ninth. He was up to sixth by the end of the opening tour, fourth by lap four and third on lap six after passing Fores around the outside of Riches.

He made his move on Josh Skelton through Nelson and Brundle on lap eight of 10 to move into second, as Maini took the win by more than four seconds.

Frederick had also been looking likely to make progress from the rear of the grid, but was knocked off by Sasakorn Chaimongkol at the Bomb Hole on the opening lap – for which the Hillspeed driver was given a five-place grid drop for race three – and he only salvaged 12th.

Sunday's race three began behind the safety car in atrocious conditions with Double R's Foster eventually taking a lights-to-flag victory, but only after surviving mid-race pressure from the ever-present Frederick.

Some 12s adrift of the winner, Pedersen put in a fine drive to hold off Hijjawi and De Pauw for third, as Maini endured a torrid race and was only able to finish 15th.

It was a similar story for Maini in race four – the grid decided by a driver's two best times from the previous three races – as, having started fourth and behind the safety car again, he soon headed a train of faster cars.

He lost out to Azman, Clarke, Foster and Skelton through the first three turns



Dawson (95) and Hizzey (74) shared the wins in the G40 Cup

SNETTERTON WEEKEND WINNERS

BRDC BRITISH F3
Race 1 (10 laps) 1 Kaylen Frederick; 2 Louis Foster +3.125s; 3 Nazim Azman; 4 Oliver Clarke; 5 Ulysse De Pauw; 6 Manaf Hijjawi. **Fastest lap** Foster 2m06.747s (84.32mph). **Pole** Foster. **Starters** 18.
Race 2 (10 laps) 1 Kush Maini; 2 De Pauw +4.421s; 3 Josh Skelton; 4 Foster; 5 Piers Prior; 6 Benjamin Pedersen. **FL** De Pauw 1m59.552s (89.40mph). **P** Prior. **S** 18.
Race 3 (8 laps) 1 Foster; 2 Frederick +2.271s; 3 Pedersen; 4 Hijjawi; 5 De Pauw; 6 Sasakorn Chaimongkol. **FL** Frederick 2m11.915s (81.02mph). **P** Foster. **S** 18.
Race 4 (9 laps) 1 De Pauw; 2 Frederick +0.896s; 3 Azman; 4 Clarke; 5 Foster; 6 Skelton. **FL** Frederick 2m08.163s (83.39mph). **P** Foster. **S** 18.
Points 1 Maini 349; 2 Frederick 340; 3 Foster 328; 4 De Pauw 317; 5 Azman 278; 6 Skelton 256.

GINETTA G40 CUP
Races 1 & 2 Giles Dawson
Race 3 Owen Hizzey

RADICAL CHALLENGE
Races 1, 2 & 3 Marcus Clutton

For full results visit: tsl-timing.com

on lap five, only for Skelton to undo his hardwork by going off at Williams. The Chris Dittmann Racing driver did repass Maini on the penultimate lap, however, ensuring the latter finished only seventh.

Foster had initially led the race from pole and looked likely to claim his second win of the weekend, but he dropped down the order after running wide at Wilson on the first lap of racing and finished fifth.

De Pauw inherited the lead after Foster's error and took the victory, as Frederick claimed another second to move within nine points of Maini in the standings, with Foster and De Pauw just 21 and 32 points behind respectively and six races remaining.

With the Ginetta G40 Cup title already clinched by Tom Golding — to go with his first success in 2018 — he sat out the final event of the season, leaving the way clear for Giles Dawson to dominate proceedings.

He took a lights-to-flag victory in the opening race, while Mark Sansom and newbie Barry Ward completed the podium. Dawson repeated his success in race two, but only after regaining the lead when Sansom had run wide at Oggies on the first lap. Ward made it briefly into second at Sansom's expense through Brundle and Nelson, only to go off at Bomb Hole and drop to fourth, as Owen Hizzey took second from Sansom.

Hizzey went one better in race three, getting the jump on Dawson at the start and putting in a superb defensive drive on a slippery track to take his maiden series win.

STEFAN MACKLEY

NO CATCHING CLUTTON IN RADICAL CHALLENGE



This was as close as Clutton's rivals got to him in the races

Marcus Clutton put in the most dominant performance of the weekend to claim a hat-trick of wins and take the Radical Challenge title with one meeting and three races still remaining.

Having not originally intended to contest a full campaign in the series, despite entering a few rounds in 2019, Clutton has been the driver to beat after either winning or finishing second in all of the previous nine races this season. He held a substantial advantage over Jason Rishover in the standings ahead of the meeting meaning, if the Valour Racing pilot continued his impressive form, he would claim the title in Norfolk.

A low turnout of only 11 cars competed across the three encounters, with reigning Radical SR1 Cup champion Shane Stoney proving to be Clutton's nearest challenger.In fact, Stoney put himself on pole but it was something of a false dawn having set his times on a drying track while Clutton sat in the pits.

"Qualifying backfired as I pitted when I was two-and-a-half seconds ahead, but Shane did another four laps and went quicker so fair play to him," said Clutton.

He made amends at the rolling start in race one, grabbing a lead he was never to relinquish even when serving a success penalty at his mandatory stop in the 50-minute event. Stoney finished second, more than five seconds behind.



Radical Challenge title went to Clutton

The shorter 20-minute second race, which featured a standing start, proved to be a similar story as Stoney couldn't match the pace of Clutton – this time finishing more than 21s behind – while Elliot Goodman completed the podium as only seven cars made it to the flag.

In race three, Clutton made sure of his championship success with another flawless drive and with his biggest winning margin of the event at almost 30s. Stoney took his third runner-up spot of the meeting and has now established himself in second in the standings, as Rishover completed the podium.

"It's hard out there – [the cars] have no ABS or traction control and take quite a lot of skill to drive, especially around Snetterton, which is definitely an interesting circuit in the wet," added Clutton, who has also competed in British GT this season in a Lamborghini Huracan GT3 Evo with John Seale.

"No disrespect to the grid this year but last year was very strong. You had Jac Constable, Jerome de Sadeleer and Dominik Jackson, they were all fast and it was hard. It was a learning year for Shane, he's doing his homework and I've no doubt he will be back next year and it will be his turn for the title.

"I can't be disrespectful to this grid but I shouldn't be winning three races in a weekend.

"I definitely won't be doing it next year as a single driver. My plan would be to come back next year as an amateur and my aim definitely is British GT – I've always been more competitive in a GT car and I would love to try GT3 again."

STEFAN MACKLEY

Haddon and Wolfe's Elan reigns supreme at autumnal Classic



Haddon/Wolfe Elan had close fight with E-type of Fisken/Franchitti

CASTLE COMBE
CCRC AUTUMN CLASSIC
3-4 OCTOBER

Forty-eight hours of rainfall wreaked havoc on Castle Combe's 70th Anniversary Autumn Classic, wiping out day two, but the cream of Saturday's racing was top-drawer quality. The 90-minute GT & Sports Car Cup finale was contested in exemplary fashion, its result in dispute until the flag. Past Spa Six Hours winners Andrew Haddon/Andy Wolfe (Lotus Elan) emerged victorious over the Jaguar E-type of Scots Gregor Fisken/Marino Franchitti, the owners' bookend dices as vital as Wolfe's gripping duel with prototype ace Franchitti.

Polesitter Miles Griffiths made the running in John Clark's semi-lightweight GT4 E-type, pursued by Fisken's earlier GT3 version and Haddon, who displaced Mark Williams's AC Cobra. Ben Adams also passed the Anglo-American brute in his diminutive Lola-Climax Mk1 before the first round of two mandatory stops. Griffiths ran 25 laps – one more than Haddon and Fisken – before Clark took over and the enduro's complexion changed.

Wolfe and Franchitti ousted the blue Jag inside three laps and stayed aboard for 35 mesmerising minutes, during which Franchitti reeled the Elan in. For six magical laps they slugged it out, then pitted together after a very short safety-car interlude to enable marshals to retrieve an exhaust pipe from Bobbies.

During the central phase, Jeremy Welch hurled Christiaen van Lanschot's Le Mans Austin-Healey 3000 'DD300' back to third (lapping quicker than the leaders, which doubtless delighted long-time owner John Chatham), but Nigel Greensall was flying too in David Gooding's GT3 E-type and growled ahead. Adams, having briefly ceded the Lola to preparer Nick Finburgh, and Griffiths were closing in though, and went third and fourth as the spotlight refocused on the leaders.

Fisken threatened Haddon, shadowing him until they caught a line of traffic with three laps to go. "I got very close to the Elan and gave it a love tap, for which I've apologised, then got up alongside a Cobra at the Esses," Fisken said. "It was his corner and I spun." That gave Haddon 10 seconds' breathing space, which proved decisive.



Frazer Nash Super Sports racer Waterfield was spectacular


Fowler triumphed in 500cc F3 battle

ALL PHOTOGRAPHY: JONES

WEEKEND WINNERS

GT & SPORTS CAR CUP
Andrew Haddon/Andy Wolfe (Lotus Elan 26R)

500cc FORMULA 3
Mike Fowler (Cooper-Norton MkV)

FRAZER NASH
Tom Waterfield (Super Sports)

HISTORIC FORMULA JUNIOR
Peter de la Roche (Lola Mk3)

NORMAN DEWIS TROPHY JEC PRE-'66 JAGUARS
Alex Buncombe (E-type FHC)

MINI MIGLIA
Andrew Jordan

MINI SE7EN
Jeff Smith

For full results visit:
tsl-timing.com


Jordan splashed his way to another Miglia win


Buncombe was in a class of his own in Jaguar contest



Formula Junior winner de la Roche avoids the spinning Lotus of Richards

He and Wolfe were ecstatic. "The race had a great Pro-Ammy feel to it – that scrap with Marino was awesome," grinned Wolfe.

Eight seconds behind Fisken, Griffiths brought Clark's Jag home third, with fastest lap, 5s clear of the drenched Adams's Lola. A lap down, Gooding continued Greensall's work to claim a fine fifth, with the first big Healey – that of class rivals Chris Clarkson/David Smithies – 2.3s behind, Clarkson having overtaken van Lanschot, who staved off Mike Grant Peterkin's 3000 by 0.6s. GT2 honours went to Simon Orebi Gann/Calum Lockie (ex-Gordon Spice Morgan +4 SLR) by a lap from Mike Thorne/Sarah Bennett-Baggs (Healey 100M).

Redolent of the venue's inaugural meeting in 1950, the aroma of methanol hanging in the air heralded a superb 500cc Formula 3 grid at the Autumn Classic for the first time since 2017. Rainmaster Richard de la Roche – 2016's winner in a Cooper-JAP – qualified his Smith Buckler on pole by 2.5s but, when its JA Prestwich engine's main bearing ran as it was warmed up, the opening race was thrown wide open.

George Shackleton moved his Cooper-Norton MkXI confidently past early leader Mike Fowler's 1951 MkV on lap two and sped clear, only for a gearbox glitch to leave him with only its top cog, which forced retirement. Fowler thus splashed to victory over Simon Frost (Martin) and Stuart Wright (Cooper MkXI), who had inadvertently sent Nigel Challis's Cooper MkVIII spinning out of third at the Esses on the final lap. Challis finished fifth, behind Roy Hunt (Martin). First JAP-powered finisher was Cumbrian race debutant William Irving (Cooper MkVIII) in a meritorious eighth.

Second in last year's Freddie Giles Memorial Trophy Frazer Nash race, young Tom Waterfield advanced to the podium's top step with a spectacular seat-of-the-pants drive through the torrents in Simon Blakeney-Edwards's 91-year-old Meadows-engined Super Sports. Waterfield's bravado in the chain-ganger, underpinned by lightning reflexes, were reminiscent of maestro Patrick B-E's, but Pat's sister car broke. Thus, with Eddie Williams (SS) another early dropout, the deep-throated 3.2-litre Ford-powered GNs of Dougal Cawley and Tom Walker finished a distant second and third, with David Wylie (SS) in Walker's slipstream at the flag.

The de la Roche family's fortunes quickly turned around, for Richard's son Peter aced Formula Junior in Pat Barford's Lola Mk3, brilliantly seeing off the Lotuses of Sam Wilson (in Simon Diffey's gold 20) and Clive Richards (22) in a flurry of opposite lock. Front-engined standout Stuart Roach (Alexis Mk2) bounded to fourth overall, ahead of Diffey (ex-Peter Warr Lotus 20/22) and impressive single-seater debutant Tim Child (ex-Curt Lincoln Cooper T59).

There was no catching the professionals in the Pre-'66 Jaguar and Mini features. Racing an historic car for the first time in five years, Alex Buncombe dominated the former in Nissan GT team boss Bob Neville's newly built E-type. On pole by 7s first time out at Combe, third-generation racer Buncombe drove like the wind, evoking memories of grandad John racing HRG, Healey Silverstone and Jags here in the 1950s and father Jonathan's saloon victories in the '70s and '80s.

In a field notable for a fine selection of Mk1 and Mk2 saloons, John Young growled Nigel Webb's ex-Equipe Endeavour car, raced in period by Ivor 'the driver' Bueb, home an excellent second. "I got my nose ahead for a few yards at the start but that was it," he said. Andrew Keith-Lucas completed the podium, squeezing the CKL Developments XK150S back past fast starter Mark Russell's primrose-hued E-type hardtop.

Andrew Jordan added to his Mini Miglia tally with another copybook victory. Kane Astin kept the 2013 British Touring Car champion honest initially before falling back. Rupert Deeth, making up for a spin at Old Paddock, finished third ahead of Aaron Smith. Dan Lewis beat Rob Davis by less than a second in the Libre class.

Another BTCC veteran, Jeff Smith, emerged atop the 1000cc Mini Se7en brigade. The 2019 champ denied points leader Spencer Wanstall after a tap sent Wanstall spinning at the Esses. The 1275cc S Class raced concurrently, from a second grid. Connor O'Brien carved through to sixth overall, snookering Thorburn Astin.

MARCUS PYE

Makar's long wait for a win finally ends

OULTON PARK
MGCC
3 OCTOBER



Three-year victory drought for Makar finally ended in MG Trophy race two

In treacherous conditions at Oulton Park, Ross Makar ended the season on a high with his first win in the MG Trophy for three years.

Makar had qualified on pole position five times last season but only once managed to finish a race as he suffered a catalogue of mechanical failures. His 4G Racing team was unable to isolate the cause until it discovered that his ZR 190's fuel pump was not delivering the pressure it should have been under load, starving the engine of fuel.

"We've changed an awful lot of components, that's just the latest one on the list," said the Scot. "It was detonating pistons and exploding the engine. It put the rods through the block on about four occasions."

With those issues behind him, Makar qualified second to Sam Kirkpatrick then pressed the Donington Park double winner as the pair edged clear after the safety car start to race one. But Makar would have to wait a little longer for the elusive win, as he replicated Kirkpatrick's mistake at Old Hall as both slammed into the barriers. The resulting safety car was upgraded to a red flag, handing Fred Burgess victory after he benefited from Doug Cole's spin at Shell Oils a lap after Cole had passed him at the same corner.

Makar's redemption came as he powered to a five-second victory over Burgess in race two, which Kirkpatrick missed due to clutch failure.

Mark McAleer also suffered the highs and lows of motorsport in one day as he won the opening Porsche Club race before retiring from the second with gearbox failure. From fourth on the race-one grid, McAleer powered his 997 ahead of the lighter Caymans of his son Jake and championship leader Simon Clark to chase leader Pete Morris. As Morris's windscreen fogged up, McAleer's pressure told as he forced an opening at Lodge mid-race.

Clark also got ahead through Old Hall and the younger McAleer took advantage of a Morris mistake to complete the podium before the race was stopped when James Caley aquaplaned into Chris Dyer and turned him into the pitwall.

Multiple champion Morris led race two from start to finish, scoring his first win of the season from Clark and Caley after McAleer Jr crashed out.

After enduring a miserable season in which he'd yet to finish a race, James Wheeler borrowed Ian Prior's similar MGB GT V8 for the BCV8 season finale. He made it count by storming to victory from pole position, heading home the previously unbeaten Ollie Neaves.

"I've needed this because I've had so many issues," said Wheeler. "It was good fun, I'd love to have a go in it in the dry now!"

Neaves cut the gap in the closing stages, but Wheeler still had a margin of over 5s at the flag, the pair more than half a minute ahead of two-time champion



Wheeler borrowed another MGB GT V8 and took a win

ALL PHOTOGRAPHY: WALKER

OULTON PARK WEEKEND WINNERS

MG TROPHY
Race 1 Fred Burgess (ZR 190)
Race 2 Ross Makar (ZR 190)

PORSCHE CLUB CHAMPIONSHIP
Race 1 Mark McAleer (997 C2S)
Race 2 Pete Morris (997 C2S)

BCV8 CHAMPIONSHIP
James Wheeler (MGB GT)

MG CUP/METRO CUP
Races 1 & 2 Jack Ashton (Rover Metro GTi, below)

COCKSHOOT CUP/MIDGET & SPRITE CHALLENGE
Ray Collier (MG ZR 190)



For full results visit: tsl-timing.com

Russell McCarthy. The scheduled second race fell victim to the atrocious weather, leaving Neaves the champion.

Jack Ashton charged to a double success over fellow Rover Metro runner Mike Williams in the MG Cup, after the latter misjudged the race distance due to two slow laps behind the safety car. His fastest lap on the final tour closed the gap to less than a second, but he ran out of laps to challenge for the lead. A trip across the Hislops escape road gave Ashton a scare in race two, but he had enough in hand to retain the lead. Carl Robinson's double Class A success, despite starting race one from the pitlane, gave him the overall championship crown.

Mark Eales was well clear of Dan Willars and Tim Davies to win in the sole Metro Cup race, which was run alongside the MG Cup opener. Its second encounter was another lost to the weather after officials called a halt shortly before 5pm with no let-up in the rain and light starting to fade.

The same fate befell the second race for the Cockshoot Cup and concurrent Midget & Sprite Challenge. The first race was won by Ray Collier's MG ZR, which stayed just out of reach of David Morrison's Midget throughout. Brian Butler (MGF) claimed the Cockshoot Cup crown with a class win in fourth.

MARK PAULSON



WRIGHT'S MGF CUP CAR Better known for his class-winning Dunlop Saloon Car Cup exploits at the wheel of a Ford Sierra RS500, Mark Wright has been campaigning his ex-Vince Martin MGF Cup car in this year's Cockshoot Cup. Wright was second in class on Saturday, with the car currently in production specification, but a VHPD engine will transform it back to Cup-spec for next year, with Martin's original race livery also due to return. It's set to be joined by Wright's ex-Mark Ticehurst machine, which is currently undergoing restoration and is earmarked for Dave Coyne to pedal.



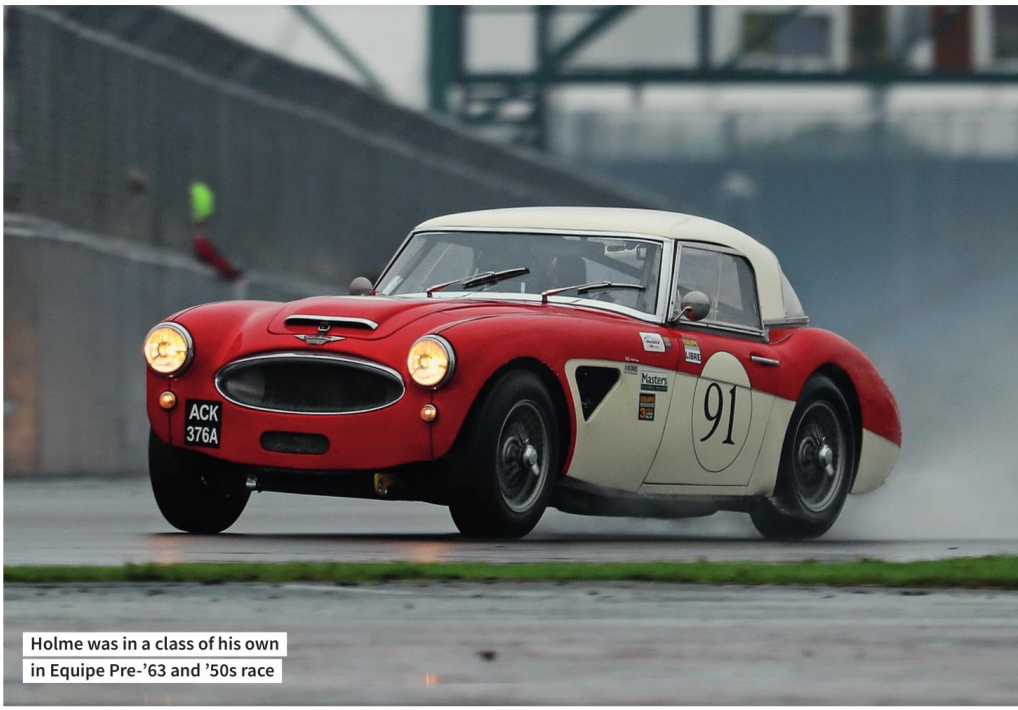
COLEMAN CONTINUES TO MAKE A SPLASH Former British Racing and Sports Car Club Porsche frontrunner James Coleman continued to set the pace in Class 2 of the Porsche Club Championship, claiming his fourth class win from eight races. Coleman's championship challenge has been hampered by two retirements, but a new engine powered him to pole and a race-two win. "What we're losing from the aero in the old championship, we gain – and some – through mechanical grip," he said. "When we came here a couple of months ago, my neck was hurting – it was *that* good."



DAUGHTER IN THE DRIVING SEAT Kayleigh Twigger secured a maiden pole position in the second MG Cup race, driving the Rover Tomcat piloted until last season by her father Chris, who is suffering from motor neurone disease. "I felt like I was driving like Miss Daisy!" laughed Kayleigh of the steady approach needed on the wet track. She brought the car home, complete with 'DAD 1' rear number plate, fourth in race one. Twigger led race two until her engine coughed and spluttered through a puddle, dropping her to fifth, before she spun out at Lodge in the difficult conditions.

Holme delivers a masterclass amid the rain

SILVERSTONE
AMOC
3 OCTOBER



Holme was in a class of his own in Equipe Pre-'63 and '50s race

The Aston Martin Owners Club and Equipe Classic Racing braved a soaked track at a forbidding Silverstone for the 70th anniversary of the St John Horsfall meeting.

The afternoon began with a lesson in wet-track driving from Mark Holme, who perfectly piloted his Austin-Healey 3000 in the Equipe Pre-'63 and '50s race. Holme finished well over a minute ahead of Richard Hywel Evans in another Healey, and put his success down to daring to cross a puddle at the entry to Copse. He had found a patch of grippy asphalt at the puddle's edge and made an unorthodox line work for him.

Copse was less of a happy hunting ground for Hywel Evans and the Healey of Jack and Bill Rawles. Second could have easily gone to either car as both took turns at spinning. The Rawles's machine got the upper hand before the pitstops, but the sequence of spins repeated itself and put Hywel Evans in front. Third-placed starter Nick Harris (Austin-Healey 100) spun off on the opening lap, finishing seventh.



Hill and Whight took two wins, including in GT2 Vantage

Jack Rawles avenged his disappointment in the Equipe Libre race, winning in an Austin-Healey 3000 shared with David Grace. Rawles was the fastest driver on track and spent the closing laps methodically reeling in James Haxton's Healey before powering away.

Haxton finished 39s ahead of the Healey 3000 of Guy and Simon Parry-Williams, which had seen off the Ford Mustang of Paul Kennelly and Neil Fisher a few laps earlier. Nick Mountford could not quite keep up with the leaders in Bill Rawles's Healey and dropped to seventh from the chasing pack.

Tom Smith had been out in an MGA for the Libre race, in which he finished fifth, but was back in his familiar MGB for Equipe GTS, and in his habitual first place. This was not an easy task; he qualified eighth and had to charge through the pack during the opening laps.

A surprise came from teenaged novice Ben McKenna in Robi Bernberg's TVR Grantura. He leapfrogged Chris Ryan's Triumph TR4 at the start and led in the opening stages, but slow in and out-laps

MX-5s are short of Short, but big on action

MALLORY PARK
750MC
4 OCTOBER

Double champion Ben Short didn't make the trip to Mallory Park for the MX-5 Cup last weekend, but that didn't detract from some great racing as Tom Smith resisted the efforts of 2019 champion Ben Hancy in the first race.

Steve Foden had pulled into the lead at the start, before polesitter Smith stole the advantage at Shaw's Hairpin on lap two, Foden dropping down to seventh. Smith then managed the advances of Hancy while threading through traffic to hold on for a 0.33-second victory as Foden completed a fine comeback to third.

Foden made sure he didn't lose out a second time. He snuck into the lead from the second row in race two, as Smith and Jason Greatrex squabbled for second. Once Greatrex had been dispatched, Smith concentrated his efforts on challenging for the lead, but a last-gasp look at the Esses wasn't enough.



Scott passes new champion Hammond in Classic Stock Hatch

Smith was then gifted race three thanks to race leaders Greatrex, Hancy and Foden tripping over one another at Gerard's Bend on lap 10 of 16.

Ben Powney followed up on his Snetterton win last time out in the Ma7da Series to take two further victories at Mallory. Jonathan Lisseter slipstreamed past for the lead on the Stebbe Straight in race one, Powney then dropping to third when he got swamped by David Mason, having attempted a look for the lead out of Gerard's.

But Powney recovered well, and found grip at first the Esses for second position and then Shaw's Hairpin for the lead at half distance. Lisseter was mugged on the last lap by Daniel Sibbons for second, while Mason spun at Gerard's and finished down in 10th.



Morley's Bentley defeated the Astons in Pre-War Challenge

BOURNE

when he made his compulsory stop dropped him to fifth. Ryan was on his own in second place, followed by the squabbling MGBs of Colin Kingsnorth and Holme.

The combined Intermarque/Aston Martin GT4/GT Challenge race, the only one of this year – this was due to be the sole AMOC event of 2020 even before COVID-19 struck – was won by Jake Hill and Paul Whight in Whight's Vantage GT2. BTCC ace Hill was three seconds per lap faster than anyone.

This was the first of two wins for the Hill/Whight pairing, as they shared Whight's Lotus Elan for the Jack Fairman & Innes Ireland Cup. Hill was again lapping three seconds quicker than the rest of the field and was unstoppable after the pitstops.

Richard Wilmott was second in a striking E-type Jaguar, having got a great start from fifth place and even led briefly. Babak Farsian was third in his MGB and admitted that his start was slow. Matt Walton's MGB was a contender, but he was penalised for a late stop, having not seen a pit signal.

The Pre-War Team Challenge switched from its usual handicap format to a scratch race and was a closer affair as a result. Clive Morley won in a Bentley 3/4½, having overhauled the Aston Martins of Richard Bradley and Alan Middleton.

RACHEL HARRIS-GARDINER

WEEKEND WINNERS

SILVERSTONE

EQUIPE PRE-'63 & EQUIPE '50s
Mark Holme (Austin-Healey 3000 Mk2)

EQUIPE LIBRE
Jack Rawles/David Grace (Austin-Healey 3000 Mk1)

EQUIPE GTS
Tom Smith (MGB)

ASTON MARTIN GT4, INTERMARQUE & GT CHALLENGE
Paul Whight/Jake Hill (Aston Martin Vantage GT2)

JACK FAIRMAN & INNES IRELAND CUP
Paul Whight/Jake Hill (Lotus Elan)

PRE-WAR TEAM CHALLENGE
Clive Morley (Bentley 3/4½)

For full results visit: tsl-timing.com

MALLORY PARK

MX-5 CUP
Races 1 & 3 Tom Smith
Race 2 Steve Foden

MA7DA SERIES
Races 1 & 2 Ben Powney

CLASSIC STOCK HATCH
Race 1 Pip Hammond (Vauxhall Nova GTE)
Race 2 Lee Scott (Ford Fiesta XR2i)

CLIO 182s
Races 1 & 2 Ryan Polley

TYPE-R TROPHY
Races 1 & 2 Dan Thackeray

For full results visit: 750mc.co.uk

Race two was a slipstreaming thriller between Powney, Mason and Sibbons, the trio trading the lead out of Gerard's and through the Esses. Powney was the last of the late brakers on the final tour to hold off the pair.

Multiple champion Lee Scott admitted to being baffled as to where his pace had disappeared to after qualifying 10th for the first Classic Stock Hatch race, but more than made up for it in race two with a comfortable victory.

The Fiesta driver started eighth, but rocketed up the order with a series of smart overtakes in the first two laps, moving into second down the Kirkby Straight past Edward Cooper (Vauxhall Nova). Three laps later, he passed the Nova of Pip Hammond out of Devil's Elbow for the lead. Hammond then lost second to Cooper, but third was enough to seal the title. That was helped in part by title rival Ryan Morgan opting not to make the Mallory trip, while Hammond also put in a fine drive to win race one.


Smith, Foden and Hancy (l-r) were in the thick of MX-5 battles

JONES

Stewart Place ran third in his Peugeot 205 before a masterful lunge at the Esses on lap 10 of 14 deprived Andrew Thorpe's Citroen of second. Cooper then shoved Thorpe off the podium entirely one lap from home out of Devil's Elbow.

Title contender Ryan Polley qualified down in eighth in the wet for the Clio 182 opener, but made the most of starting on the drier side of the grid to vault up to fourth by the end of the first lap. Despite title rival Scott Edgar's best efforts, Polley made a pass at the entry into the long right-hander of Gerard's for the win a couple of tours later, before doubling up in race two.

JASON NOBLE

An iconic new collection among the legends

PROMOTIONAL FEATURE





It is one of the legendary motorsport liveries. There is something magnificent about a Lancia taking to the stages resplendent with the red and blue stripes of a Martini sponsorship deal.

And there were a few such Lancias in action in San Marino last weekend as part of the Rallylegend event. The annual extravaganza is all about celebrating the discipline's glorious past as well as looking to the future, and a stunning range of rallying royalty – both star names and revered cars – was in attendance.

But it was not just on the rally cars that the iconic stripes could be found during the four-day event, they also featured as part of Sparco's new Martini Racing Heritage collection. Rally car design has certainly evolved over the decades, but so too has everything from drivers' suits and boots to their seats, and this is highlighted by the new Sparco range.

Rallylegend was therefore the perfect event to premiere the collection that combines the history of the Martini stripes with the very latest manufacturing techniques, and Sparco's 40 years' experience of creating leading performance products.

Among the items that form part of the collection are a bomber-style Martini jacket that transports you straight back to years gone by, gloves and helmets, but also a range of products for away from the stages, like a desk chair and simulator seat. It also includes the latest trends, such as a Martini-coloured e-scooter.







Back on the stages, and among the drivers taking part in Rallylegend was two-time World Rally champion Miki Biasion, who was behind the wheel of a legendary rallying machine: a Lancia Stratos. “Sparco and Martini Racing have always represented the heart of my professional career,” said Biasion. “The return of these two brands with this new Heritage Collection combines the flavour of legend with the thrill of the future.”

Speaking of the future and WRC2 driver Adrien Fourmaux was among those participating in the competitive rally, held over 12 stages. Using a Ford Fiesta WRC machine from long-time Sparco partner M-Sport, Fourmaux was unstoppable and took a dominant win. It was another very different Ford that triumphed in the ‘Myth’ section as the bonkers Escort RS Cosworth of Ken Block proved to be the machine to beat.

That blend between old and new is the perfect demonstration of the Rallylegend event and is also exactly what Sparco is trying to recreate with its latest range of products.

To browse this iconic new collection visit sparco-official.com

sparco®







Fittipaldi races to second place in 1973 Monaco GP aboard Lotus 72



The Porsche 962 shared by Bell and Stuck in the 1987 Nurburgring 1000Km

McKLEIN

THE GREATEST OF ALL TIME?



PODCAST SERIES
AUTOSPORT@70: THE GREATEST COMPETITION CAR OF ALL TIME

Was it successful? Was it pioneering? Was it cool? Over the past six weeks, these have been the criteria occupying the minds of many of the Autosport editorial team and several of our championship experts.

As this magazine celebrates its 70th anniversary in 2020, we wanted to definitively pick the greatest competition car of all time with a special series of podcasts, which you can find by visiting www.autosport.com/podcast.

Various panels have been busy whittling away shortlists for a variety of categories. Of those, this week's cover star, the Lotus 72, was voted the best grand prix machine, beating competition from the likes of the McLaren MP4/4 and hybrid Mercedes W05 of 2014.

The Porsche 956/962 won our sportscar debate at the expense of the marque's 917, much to the chagrin of Chief Editor Kevin Turner.

Our World Rally Championship correspondent Nick Garton steered the loose-surface debate as Audi's Quattro topped the rally car contest. The E30 iteration of BMW's M3 was ruled our favourite tin-top, with 1992 British Touring Car champion Tim Harvey joining the discussion.

Indycar's best offering was judged to be the Gordon Coppuck-designed McLaren M16, while the Ralt RT3 ground-effect Formula 3 machine edged our junior single-seater discussion featuring Marcus Pye.

Respective winners decided, in the latest 60-minute podcast episode we've had to get tough.

For how long was the car successful? Did it take a while to reach the height of its powers or was it brilliant out of the blocks? Should bespoke racing cars carry favour over homologation specials?

Listen to our grand finale to find out which car has won the crown — the greatest of them all.

Of course, if you think we've overlooked a particular entry or have missed something pivotal in one of our debates, please do email us at autosport@autosport.com and have your say.

Extensive features and analysis of all the finalists will also be available to read in our celebratory 70th anniversary bookazine, which will hit the shelves next month.

THE FINALISTS

- Audi Quattro
- BMW E30 M3
- Lotus 72
- McLaren M16
- Porsche 956/962
- Ralt RT3



McKLEIN

Stig Blomqvist tackles the 1983 Monte Carlo Rally in an Audi Quattro

YouTube youtube.com/AUTOSPORTdotcom



Honda dropped a bombshell when it announced it would be leaving Formula 1 (again) after the 2021 season. With no engine supplier for 2022, what options does Red Bull have and what does this mean for the team's title hopes? **Go to bit.ly/HondaF1Exit**

autosport.com/podcast



It's the grand final of our Autosport 70th anniversary podcast series, which means our panel must decide on the greatest competition car of all time. For our most eagle-eyed readers, the cover of this mag may offer a clue as to what came out on top. Or are we bluffing?

WHAT'S ON

INTERNATIONAL MOTORSPORT

Eifel Grand Prix
Formula 1 World Championship
Round 11/17
Nurburgring, Germany
11 October
TV **Live** Sky Sports F1, Sun 1305
TV **Highlights** Sky Sports F1, Sun 1730, Channel 4, Sun 1830

GT World Challenge Europe Sprint Cup
Round 4/4
Barcelona, Spain
10-11 October
Livestream on Motorsport.tv, Sat 1150, 1600, Sun 0755, 1110, 1445

TCR Europe Series
Round 4/6
Barcelona, Spain
10-11 October
Livestream on Motorsport.tv, Sat 1455, Sun 1245

Formula Renault Eurocup
Round 6/10
Barcelona, Spain
10-11 October



European Le Mans Series
Round 4/5
Monza, Italy
11 October
Livestream on Motorsport.tv, Sat 1235, Sun 0940

NASCAR Cup
Round 32/36
Charlotte, USA
11 October
TV **Live** Premier Sports 2, Sun 1900

IMSA SportsCar
Round 8/11
Charlotte, USA
10 October

World Touring Car Cup
Round 3/6
Slovakia Ring, Slovakia
11 October
TV **Live** Eurosport 2, Sun 0755, 1130
TV **Replay** Eurosport 2, Mon 0000

DTM
Round 7/9
Zolder, Belgium
10-11 October
TV **Live** BT Sport ESPN, Sat 1215, BT Sport 3, Sun 1230

Rally Italy
World Rally Championship
Round 6/7
Alghero, Italy
9-11 October
TV **Live** BT Sport ESPN, Sat 0730, 1000, Red Bull TV, Sat 1000, BT Sport 3, Sat 1500, BT Sport 1 Sun 0800, 1100
TV **Highlights** Red Bull TV, Fri 2100, BT Sport 3, Fri 2300, Red Bull TV, Sat 2100, BT Sport 3, Sun 0030, BT Sport 1, Sun 2030, Red Bull TV, Sun 2100, BT Sport 3, Mon 0100
Live coverage on wrc.com
All live service via WRC+

MotoGP
Round 9/14
Le Mans, France
11 October
TV **Live** BT Sport 2, Sun 1315
TV **Highlights** BT Sport 2, Sun 1930

UK MOTORSPORT

Snetterton MSVR
9-10 October
Ferrari Challenge, Ferrari Classic

Oulton Park 750MC
10 October
116 Trophy, Alfas, Formula Vee, Locost, MR2s, Sport Specials

Knockhill SMRC
10 October
Citroen C1s, Classic Sports and Saloons, Minis, Hot Hatches, Legends

Croft BARC*
10-11 October
BTCC, British F4, Mini Challenge Trophy, Ginetta Junior, Ginetta GT4 Supercup, Porsche Sprint Challenge
TV **Live** ITV4, Sun 1130

Brands Hatch MSVR
10-11 October
GT Cup, Radical Challenge, Radical SR1 Cup, 7 Race Series, MSVR Allcomers, MSVT Trackday, Sports 2000

Silverstone BARC*
10-11 October
Britcar, FF1600, Tiedeman Trophy, Caterham Graduates, CTCRC Pre-'66/'83/'93, CTCRC Pre-'03/Thunder/BOSS, MGOC, MX-5s, Junior Saloons

Mondello Park KMC*
10-11 October
Formula Vee, BOSS, Strykers, Fiestas, Historics, Future Classics, Ginettas, Legends, ITCC

Mallory Park BARC
11 October
2CVs, Hyundai Coupes, Kumho BMWs, Historic F3

***Behind closed doors**



FROM THE ARCHIVE

The Benetton-Ford B192 of Michael Schumacher sends up a spectacular shower of sparks on Spa's Kemmel Straight during the 1992 Belgian Grand Prix. This race is of course now part of Formula 1 lore as the event in which Schumacher took his first victory. Flanking him in this image, Mika Hakkinen (#11 Lotus-Ford 107) impressed by taking the last points-paying position in sixth, while Jean Alesi (#27 Ferrari F92AT) retired after contact with Nigel Mansell's Williams-Renault FW14B popped his left-rear Goodyear and spun him off the track.

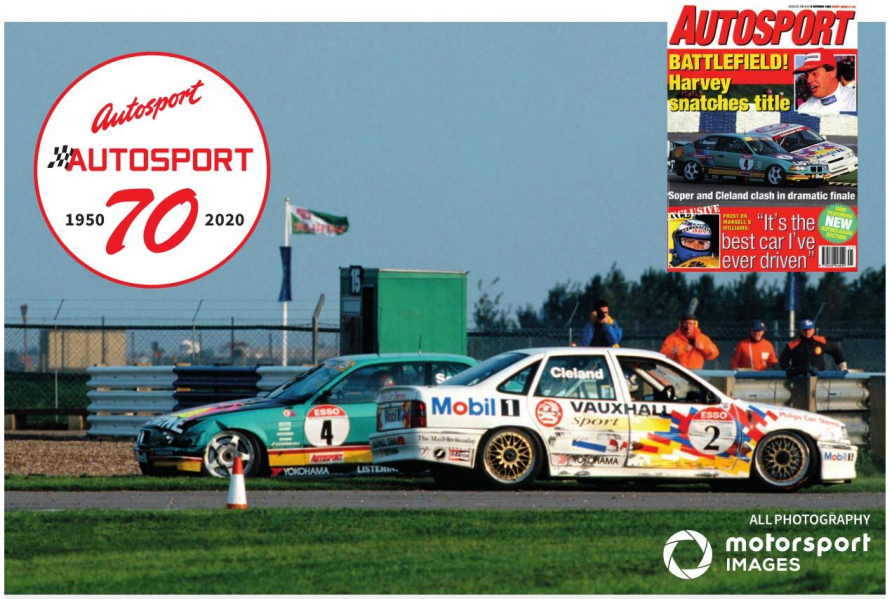
DUKE®

For classic 1990s Formula 1 DVDs head to **dukevideo.com/F1**



motorsport IMAGES

For more great photographs, visit motorsportimages.com



A dramatic end to a hard-fought BTCC contest

8 October 1992

One of the most infamous moments in British Touring Car Championship history made our cover on this day in 1992. Reigning champion and Toyota driver Will Hoy, Vauxhall's John Cleland and Tim Harvey in his Vic Lee Motorsport BMW went into the Silverstone season finale with a chance of the title. The race boiled down to a controversial clash between Cleland and Harvey's team-mate Steve Soper.

Soper had caught the battling Harvey and Cleland after being punted off on the opening lap. He went past both, with Harvey also passing Cleland on the penultimate lap before Soper allowed his team-mate through. Erstwhile points leader Cleland had to make a move to clinch the crown and lunged down the inside of Soper's BMW into Brooklands, going up on two wheels and pushing it wide. The Cavalier emerged ahead, but when Soper retaliated into the first Luffield right-hander the ensuing clash put both cars out.

With Hoy down in fifth after earlier contact, Harvey's fourth place was enough to secure the drivers' crown.

"There is no doubt that Tim Harvey is a worthy winner, but driver discipline in this, the highest-profile national series, was at its best lax and at worst deplorable," reckoned Autosport.

There was an RAC tribunal, but both Soper and Cleland claimed it was a racing accident and avoided serious censure. As well as Andy Rouse's 60th and final BTCC win, the race also helped boost the profile of the BTCC as it entered its Super Touring era.

In sadder news, Autosport reported the death of 1967 Formula 1 world champion Denny Hulme, who suffered a heart attack while driving a BMW M3 in the Bathurst 1000. He was 56.

For the recollections of Soper, Cleland and Harvey on the Silverstone finale, go to: bit.ly/AS-BTCC1992



AUTOSPORT

Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1AG
Tel +44 (0) 20 3405 8100 **Email** autosport@autosport.com
Individual email firstname.surname@motorsport.com
Website www.autosport.com **Twitter** @autosport

SUBSCRIPTIONS
UK +44 (0) 344 848 8817 **Overseas** +44 (0) 1604 251451
Email help@asm.secureorder.co.uk **Back issues** 0344 8488817

EDITORIAL
Chief Editor **Kevin Turner**
Deputy Editor **Marcus Simmons**
Grand Prix Editor **Alex Kalinauckas**
F1 Reporter **Luke Smith**
Technical Editor **Jake Boxall-Legge**
Production Editor **Peter Hodges**
Group National Editor **Stephen Lickorish**
Performance and Engineering Editor **James Newbold**
Editorial Assistant **Matt Kew**
Deputy National Editor **Stefan Mackley**
Art Director **Lynsey Elliott**
Senior Designer **Michael Cavalli**

AUTOSPORT.COM
Editor **Haydn Cobb**
International Editor **Lewis Duncan**
Social Media Editor **Ed Surtees**
Technical Team Leader **Geoff Creighton**
Lead UX Designer **Prad Patel**

motorsport STATS
motorsport IMAGES

Photography
Steven Tee
Glenn Dunbar
Sam Bloxham
Zack Mauger
Jakob Ebrey
Mark Sutton

Special Contributors
Ben Anderson
Alan Eldridge
David Malsher-Lopez
Jonathan Noble
Marcus Pye
Nigel Roebuck
Gary Watkins
Tim Wright

CORRESPONDENTS
Argentina Tony Watson **Australia** Andrew van Leeuwen **Austria** Gerhard Kuntschik **Belgium** Gordon McKay **Brazil** Lito Cavalcanti **Finland** Esa Illoinen **Germany** Rene de Boer **Greece** Dimitris Papadopoulos **Italy** Roberto Chinchero **Japan** Jiro Takahashi **New Zealand** Bernard Carpinter **Russia** Gregory Golyshev **Spain** Raimon Duran **Sweden** Tege Tornvall **USA** Jeremy Shaw **UK & Ireland** Stephen Brunsdon, Dom D'Angelillo, Kerry Dunlop, Anna Duxbury, Kyran Gibbons, Rachel Harris-Gardiner, Graham Keilloh, Mark Libbeter, Dan Mason, Jason Noble, Mark Paulson, Brian Phillips, Hal Ridge, Peter Scherer, Ian Sowman, Ian Titchmarsh, Richard Young

ADVERTISING
Tel +44 (0) 20 3405 8106 **Email** autosport.ads@motorsport.com
Sales Director **James Robinson**
Creative Solutions **Don Rupal**
Display Sales **Nick Gavigan, Matthew Meszaros, Karen Reilly**
Classified Sales **Usman Ahmed**
Agency Sales **Ben Fullick, Chris Hermitage**

ADVERTISING PRODUCTION
Production Controller **Ben Webster**

Autosport, ISSN number 0269946X, is published weekly by Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1AG, United Kingdom. Airfreight and mailing in the USA by agent named Air Business Ltd, c/o Worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Brooklyn, NY 11256. Subscription records are maintained at Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1AG. Air Business Ltd is acting as our mailing agent.

MANAGEMENT
President, Motorsport Network **James Allen**
Vice President of Editorial **James Dickens**
Head of Publications **Sunita Davies**
Special Events Manager **Laura Coppin**

We abide by the Editors' Code of Practice and are committed to upholding the highest standards of journalism. If you think we haven't met those standards and want to make a complaint, contact 0203 405 8100.

AUTOSPORT IS POWERED BY motorsport NETWORK

recycle
When you have finished with this magazine please recycle it.

CIRCULATION TRADE ENQUIRIES
Seymour Distribution Ltd, 2 East Poultry Avenue, London, EC1A 9PT.
Tel: +44 (0) 20 7429 4000.
Printed by William Gibbons & Sons Ltd, 28 Planetary Road, Willenhall, Wolverhampton WV13 3XT.
ISSN 0269-946X. Autosport is published weekly by Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1AG.

©2020, AUTOSPORT MEDIA UK LTD
Trading as Autosport Media UK. Publishing, trade and further subscription details on www.autosport.com. While due care is taken to ensure the contents of Autosport are accurate, the publishers and printers cannot accept liability for errors and omissions. Advertisements are accepted for publication in Autosport only upon Autosport Media UK's Standard Terms of Acceptance of Advertising, which are available from the Advertising Department.

ÖHLINS
ADVANCED SUSPENSION TECHNOLOGY

MGR Mick Gardner RACING



TTX 36 ILX

FOR THE WINNERS...

Racing teams demand only the best from their equipment. We work with aircraft grade material and exact production techniques, to deliver high performance suspension for the world's best racing teams.

OHLINS.COM OHLINSRACING

MICK GARDNER RACING • Unit 2, The Old Bakery, Harborough Hill Road, Barnsley, South Yorkshire, S71 1BQ •
Tel: 01226 240099 • russwalton@mickgardnerracing.com • www.mickgardnerracing.com



TradePriceCars.com

VEHICLE SOURCING & CAR FINANCE SPECIALISTS

WINNERS IN BUSINESS
WINNERS IN MOTORSPORT

- Multi Award Winning
- Over 250 Cars on Site
- RAC and Trading Standards Approved
- Over 2500 Customer Reviews Online
- Low Prices, Great Savings
- Car Finance For All

CarDealer. USED CAR 2016 AWARDS SPONSORED BY blackhorse

F&I CONFERENCE & AWARDS 2017 WINNER

CarDealer. USED CAR 2018 AWARDS SPONSORED BY blackhorse

CALL US NOW
01268 766 722

Follow us on Facebook
Trade Price Cars

Follow us on Twitter
@TradePriceCars_

Follow us on Instagram
tradepricecars

TradePriceCars.com

TradePriceCars.com RACING

KwikFit BTCC
BRITISH TOURING CAR CHAMPIONSHIP

DUNLOP MSA British Touring Car Championship

itv SPORT







