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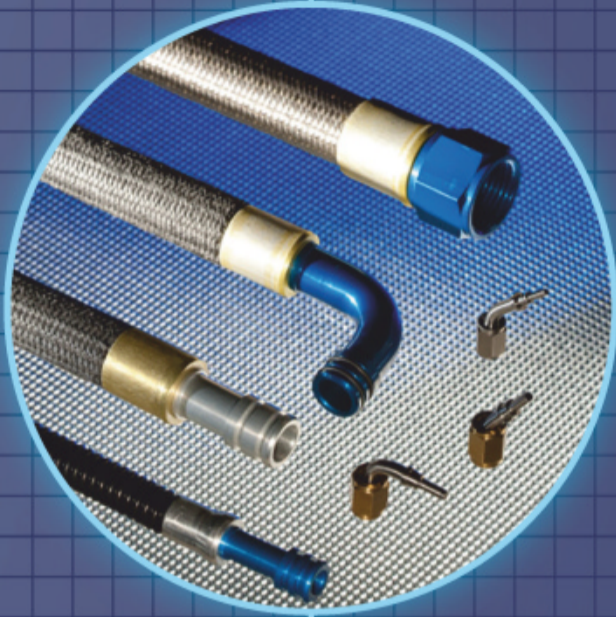
Hamilton's Hungarian masterclass

How Lewis took
the points lead
and Verstappen
gained Red Bull
redemption

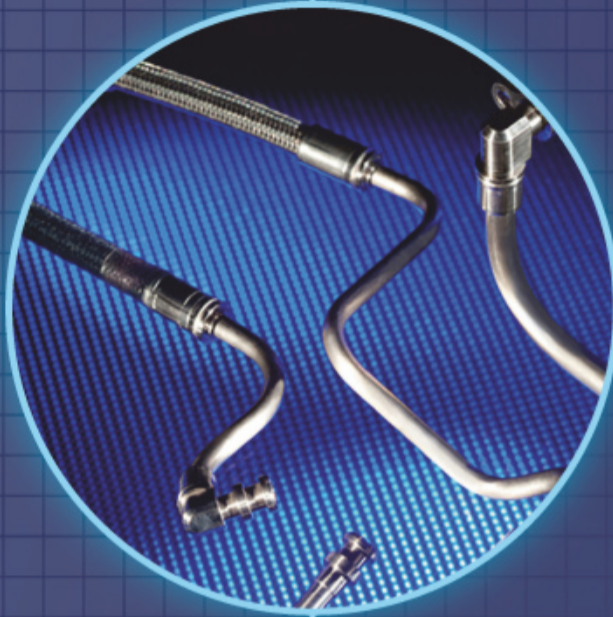
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More records for Hamilton as Mercedes marches clear

Last week we expressed hope that Red Bull could find something extra to challenge Mercedes at the Hungaroring. But if anything, the RB16 was further away from the W11 than it had been at the Red Bull Ring, though Max Verstappen did a brilliant job to split the Mercedes duo.

As our report on page 18 shows, both Verstappen and Valtteri Bottas had to make amends for errors last Sunday – and they did. But way ahead of them was Lewis Hamilton, who has rarely looked more dominant than he did last weekend. Which is saying something!

It's clear that the Mercedes has a significant advantage over the opposition this year, perhaps the biggest since 2016. And that means that Hamilton could break Michael Schumacher's Formula 1 wins record of 91 this season, despite the truncated nature of the campaign.

But Hamilton's 86th victory, which also puts him into the lead of the 2020 drivers' world championship, provided other milestones. Hamilton's eighth Hungarian GP win matched Schumacher's record of the most wins at a single race (Schuey's came in the French GP) and was the 150th world championship GP Lewis has led (which is also a record).

Perhaps the one that will mean most to Hamilton is that it was the 14th rain-affected win of his F1 career, putting him one ahead of his hero Ayrton Senna. The next target will be for Hamilton to take his seventh British GP win (a record) at the start of next month...



Kevin Turner
Editor

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NEXT WEEK
30 JULY

British GP preview
We look ahead to F1's return to Silverstone – and the BTCC

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NATIONAL SUPPLEMENT



From testing the Revolution A-One in Portugal to fun in Caterhams and Minis. Also includes full 2020 UK racing schedule.



He's been kicked out of Ferrari. Now Racing Point is courting Vettel for its Aston renaming

VETTEL IN TALKS FOR ASTON

FORMULA 1

Four-time world champion Sebastian Vettel could find refuge at Aston Martin following his Ferrari exit and has confirmed that talks are ongoing over a drive for 2021.

Vettel's departure from Ferrari at the end of this season was confirmed back in May after the team opted not to offer him a contract renewal, making him a free agent for next year. The 33-year-old made clear that he wanted to remain in Formula 1 and stay competitive in 2021 in the face of suggestions of a sabbatical. He may have found the means to do so through the team currently known as Racing Point, which will be renamed Aston Martin next season.

Sources indicated to Autosport that negotiations between Racing Point and Vettel had intensified in recent weeks, with the German confirming at last weekend's Hungarian Grand Prix that "loose talks" were taking place.

Although the driver market has moved swiftly so far this year, Vettel said he felt no rush to make a decision on his future. "It will probably take some time, most importantly for myself to make the right decision for myself," he said. "Anything at this stage is still open. I'm not pressured or feeling pressure to make my decision to continue."

Racing Point's step in performance for 2020 has made it an appealing option to Vettel. The team has vaulted to the front of the midfield with its so-called 'pink Mercedes', which is based on the design of the 2019 title winner. With the existing RP20 car set to carry over to 2021, it could give Vettel a chance to stay in the hunt for podium finishes when the team becomes Aston Martin.

The issue Racing Point faces is that current drivers

Sergio Perez and Lance Stroll are both locked in to long-term contracts. Perez signed a three-year deal in 2019, while Stroll – the son of team owner Lawrence Stroll – also has a lengthy agreement in place.

Racing Point team principal Otmar Szafnauer stressed that Perez and Stroll were "both contracted" for 2021, adding: "We're happy with the drivers we have. It is the silly season already, which I just can't fathom because we've only done two races and we're already talking about driver changes."

"HE DEFINITELY KNOWS HOW TO WIN, HE'S COMPETITIVE, AND A LOVELY GUY"

Asked what Vettel could bring to the team, Szafnauer said: "He definitely knows how to win, he's very competitive. I know him as a friend – he's a lovely guy. I've known him for a very long time. He's straightforward, honest, and can be very fast."

Perez and Stroll were both grilled on their future, with each reiterating that their contracts remain valid for next year. But it has emerged that a clause in Perez's contract relating to his sponsorship agreements would allow the team to part company with him at the end of 2020.

Perez even revealed that he had been approached by another F1 team about joining for 2021 following the reports that Vettel could be taking his place. "We actually got contacted by a team in the paddock – I won't say names obviously, also by teams in other categories," said Perez. "It was quite a surprise, because we have a contract for next year here. At the moment,



SUTTON
motorsport
IMAGES

MARTIN F1 SEAT

there are just rumours around. Nothing more to add from my side other than we've got a contract in place."

Perez has widely been credited with helping save the Silverstone-based team by playing a role in causing what was then known as Force India to enter administration, before being taken over by the Racing Point consortium in the summer of 2018.

But the Mexican is set to leave should an agreement with Vettel be struck, something Perez confirmed himself in alluding to the Stroll family ties during an interview with Spanish broadcaster Movistar. "I think [the choice] is obvious if someone has to go," he said. "I'm a dad, I wouldn't kick my son out, but there's not much I can say. There are many [rumours] around. From me, nothing – everything remains the same."

Stroll Jr remained fairly nonplussed by the reports that Vettel would be joining the team, simply saying that he was "determined" to remain with Aston Martin next year and keep racing in F1. Stepping aside is not a consideration for the Canadian, even if on paper he would be the weaker of the two drivers to keep on.

The fact that Perez has already been approached points to him finding some kind of future in F1, even if he were to split with Racing Point. Other midfield teams such as Alfa Romeo and Haas could be possible outposts for him, and Haas in particular could benefit from the sizeable sponsorship he would bring from Mexico.

Amid all the hubbub about Racing Point, the team proved why it has piqued Vettel's interest at the Hungaroring, where it locked out the second row of the grid and seemingly ran as the second-fastest team behind Mercedes. Stroll beat Perez in both qualifying and the race, finishing fourth on Sunday.

LUKE SMITH



TEE
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Russell to stay on with Williams for third season

FORMULA 1

Two more pieces of the 2021 Formula 1 driver-market puzzle were placed at last weekend's Hungarian Grand Prix when Williams confirmed that George Russell and Nicholas Latifi will be staying on for another season.

While both drivers were already under contract for next year, the team made its line-up for 2021 official last Thursday, ending speculation that Russell could join Mercedes.

With Valtteri Bottas understood to have agreed a new contract in

principle at Mercedes, to which Russell has been a protege since 2016, the door looked shut for the Briton to move up.

But Russell revealed that Williams deputy team boss Claire Williams was adamant he should see out his three-year deal with the team that started in 2019. "I'm not disappointed in Mercedes at all," said Russell. "There was nothing more they could do.

"Claire was very firm that she was not ready to let me go. And since I have a contract with Williams, I have to respect that."

LUKE SMITH

Every team copies rivals' cars, says Brawn

FORMULA 1

Formula 1 sporting chief Ross Brawn believes Renault's protests against Racing Point will be a "tricky problem" for the FIA to resolve.

Renault protested the RP20's brake ducts again at last weekend's Hungarian Grand Prix. Racing Point has admitted it based the design of its car on the 2019 Mercedes W10 by using photographs, but stresses it remains within the rules.

Writing in his post-race column, Brawn explained how

copying other teams was "standard" in F1.

"Every team has, in normal times, digital photographers in the pitlane taking thousands of photos of every car for analysis, with a view of copying the best ideas," he said. "We used to give our photographers a shopping list.

"Racing Point have just taken it to the next stage and done a more thorough job. There is not a single team in this paddock which has not copied something from another."

LUKE SMITH



Ginetta down to one car as Le Mans entry list falls to 60

LE MANS 24 HOURS

Ginetta will field a solo LMP1 car at the Le Mans 24 Hours in September in what will be its only appearance of the remainder of the current World Endurance Championship.

Neither of the factory Team LNT squad's Ginetta-AER G60-LT-P1s are on the entry for the Spa WEC round on 16 August, and team boss Lawrence Tomlinson has stated that he had no intention of the team racing in the Bahrain finale in November. Le Mans on 19-20 September, with a solo car driven by Guy Smith, Chris Dyson and Mike Simpson, will be the team's final appearance in the WEC – it has no plans to continue into the 2021 season.

Tomlinson explained that Team LNT was missing Spa for a number of reasons, which include his preference for undertaking a test with the latest upgrades to the G60. The team is due to run at Silverstone on 25-26 August.

"The sensible thing is to do a test ahead of Le Mans to try out all the upgrades and work we have done to the car," he said.

The decision to run only one car at Le Mans was largely financial. "We have two sets of everything we need to run one car, but I don't want to gear up to run two and incur abortive costs," he explained. "No one can say for certain that Le Mans is going ahead."

Tomlinson claimed that the second Bahrain fixture of the season "made no sense" for the WEC and said that he had lost his appetite for the series. "In terms of racing the cars ourselves in the WEC, that ship has sailed," he said. "I do things that make me money or make me happy, and racing in the WEC does neither."

He said he was still hopeful that a privateer would step forward to run

the cars and suggested that Dyson Racing, run by Chris Dyson, could make a return to the international arena with the cars. "Chris is keen on a WEC programme and we'd be happy to support him run a car or, even better, two," said Tomlinson.

Dyson could not be contacted to elaborate on any plans to take the team that won the American Le Mans Series in 1999 and 2011 back into the international arena.

The Le Mans grid has fallen from 62 to 60 with a spate of withdrawals. Five entries have dropped out, including one of the Ginettas and the second High Class Racing ORECA-Gibson 07 LMP2 due to have been driven by Jan Magnussen. Three cars from the reserves have been promoted to the full entry list, including the second DragonSpeed ORECA to be driven by Renger van der Zande, Ben Hanley and Henrik Hedman.

Le Mans fans to be placed in social bubbles

Spectators attending Le Mans this year will be segregated into 5000-strong social bubbles, which race organiser the Automobile Club de l'Ouest has dubbed 'fan villages'. Each will offer a view of the track and a big screen, food outlets and car parking. Some will incorporate the grandstands and campsites.

The ACO has yet to put a number on the permitted attendance for the race, but it is expected that there will be 10 such bubbles in locations that have yet to be disclosed. Face masks will be mandatory for anyone over the age of 11. The plan is in line with French government health guidelines, which currently ban mass gatherings of more than 5000 people.

GARY WATKINS

Hoggard gets Eurocup chance

FORMULA RENAULT

Aston Martin Autosport BRDC Young Driver of the Year Johnathan Hoggard will make his Formula Renault Eurocup debut this weekend at Imola with reigning champion team R-ace GP.

Hoggard, who won the 2019 Award after finishing runner-up in the British Formula 3 Championship, is due to compete in the Asian Carrera Cup this season. But with the series yet to release a revised calendar in the wake of the coronavirus pandemic, the 19-year-old Briton has been given clearance to return to single-seaters.

"The situation out in Asia is still up in the air and we're waiting to see what Formula 1 does as we were supposed to have support races with them," said Hoggard. "I'm really happy to be able to get back to racing. I think the team are really professional with how they go about things. I know I have the best team around me and they proved it last year.

"It's about learning as much as possible over the week, as getting used to the new car and track will be a bit of a challenge."

Hoggard, who will drive the car for the first time in testing today (Thursday), admits that this weekend is likely to be a one-off, but has not ruled out contesting other rounds. "I want to be challenging at the front with the guys who competed at Monza in the first round," he said. "If we do well there might be a possibility for the rest of the year, but at the moment we're only planning on doing this round."

Another addition to the Renault grid for Imola is Spanish karting star David Vidales, who has filled a berth at Italian team JD Motorsport. Vidales, who took part in FIA Formula 3 post-season testing last year, has switched allegiance from the Formula Regional European Championship, which he was due to contest with Ralf Schumacher's US Racing team.

STEFAN MACKLEY



Marquez breaks arm at Jerez

MOTOGP

Reigning MotoGP world champion Marc Marquez will be out of action until at least the third round of the 2020 season after breaking his arm in a violent crash during last weekend's Spanish Grand Prix at Jerez.

Honda's six-time MotoGP title winner was recovering through the field after a spectacular off, in which he prevented a front-end crash at the fast Turn 4 left-hander, until he found himself chasing Maverick Vinales for second.

Marquez high-sided going through Turn 3 on lap 22 and landed heavily in the gravel, taking a big knock from his bike in the process. The 27-year-old suffered a break to the humerus in his right arm and underwent a successful operation on Tuesday, where a plate and screws were fixed to the bone.

Speaking to Radio Catalunya on Monday, Marquez's surgeon Dr Xavier Mir said: "Marc won't be at Jerez [the circuit also hosts this weekend's Andalusian GP] and the goal is for him to be able to run again at Brno [for the Czech GP on 9 August]. It is an injury of some importance. If the nerve is not affected, we will be able to stabilise the fracture and reduce the deadlines [for recovery]." The surgery confirmed that the radial nerve in his arm hadn't been damaged, though an exact recovery time is unknown.

Autosport learned on Monday that Honda



will not replace Marquez for this weekend's race at Jerez, leaving his rookie brother Alex as the sole factory Honda representative on the grid. Marquez Sr's absence from the grid will represent the first time he has missed a race through injury since stepping up to MotoGP in 2013, and has dealt a massive blow to his bid for a seventh crown.

Immediately after the accident, social media was awash with good wishes from fellow riders and racers from other series.

In a bruising weekend for Honda, the satellite LCR team's Cal Crutchlow missed the race due to a mild concussion suffered in a warm-up crash. He was later diagnosed

with a fracture to his wrist and was due for surgery on Tuesday in Barcelona.

Suzuki rider Alex Rins fractured and dislocated his left shoulder in a nasty crash in qualifying and was forced to sit out the race too. But he immediately began rehabilitation, and Suzuki confirmed on social media on Monday that he was "starting to feel better after some rest". Both Rins and Crutchlow will be assessed on Thursday before a decision on their Andalusian GP participation is taken.

LEWIS DUNCAN

➔ P46 MOTOGP ACTION



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Newey takes last-minute Audi drive

DTM

Harrison Newey will make his DTM debut with WRT Audi this season in the car originally earmarked for Ed Jones.

Dubai racer Jones was due to switch to the DTM from IndyCar as part of WRT's expanded line-up alongside fellow rookie Fabio Scherer and R-Motorsport exile Ferdinand Habsburg. But he was unable to

attend last month's four-day pre-season Nurburgring test because he was stuck in Dubai due to travel restrictions, and was replaced by Newey at the last minute for the final day.

Newey had been out of a full-season drive since he contested Japan's Super Formula series last year, taking one podium finish in the penultimate round at Okayama.

"I'm really excited to join

WRT Team Audi Sport for the 2020 DTM season," Newey said. "The team had a fantastic debut season last year and they've got a lot of experience under the belt and hopefully they can pass this expertise over to me, as this is my rookie season.

"There is no better place to start than Spa [scene of the opening round next week], one of the best tracks in the world."

RACHIT THUKRAL

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United perfect, but Legge hurt

EUROPEAN LE MANS SERIES

United Autosports boss Richard Dean described it as the “perfect weekend”. The team he co-owns with McLaren’s Zak Brown took an LMP2/LMP3 double at Paul Ricard on the belated start of the European Le Mans Series last Sunday. There was also the little matter of Dean’s beloved Leeds United being promoted to the Premier League as winners of the English Football League Championship.

The four-hour event was won overall by the United ORECA-Gibson 07 shared by Alex Brundle, Job van Uitert and Will Owen after a race-long battle with the sister car of Filipe Albuquerque and Phil Hanson. LMP3 honours went to the Ligier-Nissan JSP320 driven by 2018 Aston Martin Autosport BRDC Award winner Tom Gamble, Wayne Boyd and Rob Wheldon.

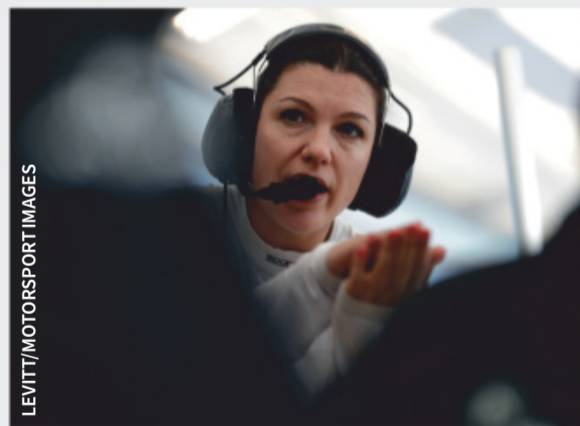
The winning car (above) led through the middle portion of the race after Owen got ahead of Hanson in the ORECA that Albuquerque had put on pole shortly before the first round of pitstops. Hanson then jumped van Uitert in the pits at the final round of scheduled stops, only to sustain a puncture two laps later.

That allowed van Uitert to take a

17-second victory ahead of the Graff ORECA shared by Thomas Laurent, James Allen and Alexandre Cougnaud, which was subsequently demoted to ninth for a drive-time infraction. That moved Albuquerque and Hanson onto the podium behind the G-Drive ORECA of Nyck de Vries, Mikkel Jensen and Roman Rusinov.

Former Champ Car driver Katherine Legge was hospitalised after an accident in official testing ahead of the race. The Brit sustained a broken left leg and bone in her right foot when she crashed her Signatech-run Richard Mille Racing ORECA at the fast Signes right-hander. Legge (below), 40, underwent surgery at Sainte Anne hospital in Toulon and was released on Tuesday.

GARY WATKINS



IN THE HEADLINES

HARTLEY LEAVES DRAGON

Ex-Toro Rosso Formula 1 driver Brendon Hartley has parted ways with the Dragon Racing Formula E squad with immediate effect. The New Zealander’s Toyota World Endurance Championship commitments clash with the fifth of the six races that conclude the FE campaign at Berlin Tempelhof. It is unclear who will replace him, although Sergio Sette Camara and Joel Eriksson contested the Marrakech rookie test for Dragon.

BTCC UNVEILS 2021 DATES

The British Touring Car Championship has released its 2021 calendar, before the coronavirus-delayed 2020 campaign has even kicked off. Dates are: 4 April Brands Hatch Indy; 18 April Donington Park; 9 May Thruxton; 16 May Oulton Park; 13 June Croft; 1 August Snetterton; 15 August Knockhill; 29 August Thruxton; 26 September Silverstone; 10 October Brands Hatch GP.

HULKENBERG IN GT LAMBO

Renault Formula 1 refugee Nico Hulkenberg will make his race return in a Lamborghini Huracan GT3 Evo when he contests the 15-16 August round of the ADAC GT Masters series at the Nurburgring. Hulkenberg, who stressed this is “no more than a minor venture into GT sport”, will drive for the unusually named mcchip-dkr team with mcchip-dkr MD Danny Kubasik, who races under the pseudonym ‘Dieter Schmidtman’.

SIMS PIPPED AT MUGELLO

Nomadic BMW factory ace Alexander Sims contested the opening round of the Italian GT Endurance series at Mugello last weekend – and got pipped to victory by 0.026 seconds. Sims, sharing a BMW Italia M6 GT3 with veteran Stefano Comandini and teenaged GT4 graduate Marius Zug, drove the final stint and lost out in a battle with the Audi Sport Italia R8 of Mattia Drudi, who shared with Daniel Mancinelli and Riccardo Agostini.

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Tauranac (left) and Brabham brought F1 title glory to Australia in the 1960s

Ron Tauranac 1925-2020

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OBITUARY

Ron Tauranac, who has died aged 95, designed the Formula 1 Brabhams that won the world championship in 1966 and 1967. Yet his success in grand prix racing arguably wasn't the greatest achievement of his long career. Perhaps more important were the scores of junior single-seaters that sprung from his drawing board to set so many drivers on the road to F1.

The operation that Tauranac ran together with fellow Australian Sir Jack Brabham wasn't just a successful F1 team in the 1960s. Motor Racing Developments, the manufacturing arm of their company, was the world's largest racing car constructor through the second half of the decade. He repeated that success after setting up Ralt Engineering in 1974 and sustained it into the early 1990s.

Tauranac-designed machinery won races and championships in open-wheel formulas all over the world. The Brabham BT15 Formula 3 car, the BT23C Formula 2 and the long-dominant Ralt RT3 F3 design are but a few and just as important in the man's legacy as the cars that took Sir Jack and Denny Hulme to their world titles.

Tauranac wasn't an innovator in the mould of Lotus founder Colin Chapman. Rather he was a pragmatic engineer, who believed in sound engineering principles.

Legend has it that Coventry-Climax boss Walter Hassan got a curt reply when

he asked if Brabham would be following the lead set by Lotus with its title-winning type 25 by producing a monocoque car for 1963. "A monocoque is a load of cock," was Tauranac's reputed reply. His perseverance with spaceframe construction would continue to yield Brabham grand prix victories into 1969.

Tauranac had what John Judd Sr, who was recruited as Brabham's engine man in 1966, calls "a good understanding of what you could do for the money". That goes a long way to explaining his success in building customer racing cars.

"Ron was into efficiency," says Judd. "He designed racing cars that could be built easily. It's much more difficult to design something good that can be produced with normal materials and tolerances than going for expensive high-strength stuff."

Tauranac had a no-nonsense approach, to racing and life in general. "He was the last person to get involved in pleasantries," says Jonathan Palmer, who won the British F3 title in an RT3 in 1981 with the embryonic West Surrey Racing squad and the European Formula 2 Championship in 1983 aboard a works-run RH6/83 with Honda power. "He was the most direct and blunt person I've ever come across."

If Tauranac had an idea, he'd want to put it into practice as soon as possible. "Ron was always hungry for pace," says Palmer. "If he came up with something, he'd be getting a hacksaw or the welding gear out

almost before he'd finished explaining it," says Palmer. "And he'd do the job himself if he couldn't find Alan Howell [Ralt's long-time chief mechanic] quickly enough."

Palmer explains that his relationship with Tauranac evolved over the course of his two seasons with Ralt in F2, probably because they were kindred spirits. "We used to have some full-on confrontations, if not rows, initially," he says. "Over time he came to respect my judgement because I had an analytical approach. By the end of our time together he'd send me a blank set-up sheet and tell me to instruct the guys what I wanted."

It was probably no coincidence that Ralt's most successful team in British F3 was WSR, which evolved out of the West Surrey Engineering operation that Palmer put together for 1981. Team boss Dick Bennetts, then as now, had an unsurpassed attention to detail and was always keen to try to improve Tauranac's machinery.

"With Ron you always had a good debate about everything, probably made a bit more intense with me being a Kiwi and him an Aussie," says Bennetts, who claimed five F3 titles with Ralt machinery between 1981-91. "If we found a problem with one of his designs, he wouldn't believe us at first. But he could be corrected and was always appreciative."

Tauranac had no time for the aesthetics or the showy stuff of motor racing. Everything had to have a purpose in his

world. “When you went to the Ralt factory the trophies weren’t up on display,” says David Brabham, Sir Jack’s son and winner of the 1989 British F3 title with a Bowman-run Ralt RT33. “They were used to hold the doors open. That was so Ron.”

Born in England, Tauranac emigrated to Australia at the age of three. After service in the Royal Australian Air Force, he began racing while working as an engineer for the Colonial Sugar Refining Company. He couldn’t afford to buy a car, so he built one with his brother Austin. It was called the Ralt – Ron and Austin Lewis Tauranac – Special. The brothers subsequently met another ex-RAAF serviceman by the name of Jack Brabham. The relationship continued through Brabham’s successful stint with Cooper: Tauranac was at the very least consulted on the design of the championship-winning T51 and T53 designs. And when Brabham decided to set up his own operation, he only ever considered one partner.

Tauranac took over full ownership of MRD and the F1 team after Brabham’s retirement at the end of 1970, though he quickly sold out to Bernie Ecclestone late the following year. He worked as a

“Trophies were used to hold the doors open. That was so Ron”

consultant for Frank Williams among others and designed a Formula 5000 for Trojan before fellow Australian Larry Perkins asked for help sorting his GRD F3 car. Tauranac thought he could do better, and the Ralt name was revived for the company that followed.

Ralt was sold to rival constructor March in 1988, though Tauranac stayed on at the company for five years. His next venture, Ronta, built a racing school car for Honda and a short-lived Formula Renault single-seater.

Tauranac continued in the sport as a consultant with Honda. Even in his eighties, he was still designing in alleged retirement in Australia. “I went to see him in his little apartment in Bondi Beach probably eight or nine years ago,” says Bennetts. “I noticed he had two laptops and asked him why. He told me one was for emails and the other was for playing around with designs. He opened that one up and showed me that he was three quarters of the way through drawing some kind of sportscar.”

GARY WATKINS



Theodore F1 car of 1978, here with Rosberg driving, was based on Tauranac design



Palmer added 1983 European F2 crown to 1981 British F3 honours, both in Ralts



Mika Hakkinen was one of many F3 champions in Ralts, winning 1990 British crown

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The GP penalties that were silly

There are times when common sense should take precedence over the letter of the law, and the knuckle-rap issued to the Haas drivers in Hungary is a perfect example

ALEX KALINAUCKAS

Formula 1 fans remember the name Markus Winkelhock. In the 2007 European Grand Prix at the Nurburgring, the German made his only F1 start, in a race that featured catastrophic rain – as evidenced by the cars flying off the road. But he also made history by leading the race for Spyker, and did so because of a formation-lap pitstop call to change tyres.

Thirteen years ago, Winkelhock was swapping slicks for intermediates. Last weekend at the Hungaroring, the two Haas drivers – Kevin Magnussen and Romain Grosjean – took slicks after initially lining up on extreme wets and inters respectively. By coming in and not taking the start, they joined the race on the perfect rubber, as there was already a dry line visible for much of the formation lap, which made Magnussen realise he was doubly in trouble with his blue-walled tyres.

In they came, lined up at the end of the pitlane, danced their way around the slippery first lap, and by the time the rest of the field had followed suit over the following four laps they ran third and fourth – behind only Lewis Hamilton and Max Verstappen. For a team such as Haas, a call like this can make all the difference. Although Magnussen and Grosjean slipped back as the much faster cars largely recovered, Magnussen held on to finish ninth on the road.

But both Haas drivers were hit with post-race penalties, which added 10 seconds to their race times and dropped them each one

“The punishment cost Haas a point in a year where it may struggle to score regularly”

place. Magnussen still secured Haas’s first point of the season as he had a 20.566s margin in hand over Charles Leclerc. The stewards deemed Haas had contravened Article 27.1 of F1’s sporting rules, which states a “driver must drive the car alone and unaided”, and limits the radio instructions drivers can receive as ‘driver aids’.

Haas’s defence centred on ‘Technical Directive 011-17’, which was issued in 2017 and concerns instructions being given to drivers regarding tyre warm-up – but this was rejected. Essentially, this rule is an extension of the clampdown on driver radio coaching that was deemed too prevalent from 2014.

“In essential terms,” explained F1 race director Michael Masi, “the only communication that can be made with a driver during the formation lap is to do with safety matters. So, if it’s an issue of imminent safety, that communication can take place.”

Now, no driver/team call should breach safety rules – and of course F1 doesn’t want to have the entire field piling into the pits before the start. There was enough chaos in the early laps, with Carlos Sainz Jr lucky not to have a bigger pitlane incident than striking a marker board after Williams released Nicholas Latifi into his path – a five-second penalty was correctly dished out.

But as was the case with Winkelhock and the Haas duo, this gamble can only ever apply to tailenders. The leaders simply cannot afford to give up track position. As Max Verstappen said of Red Bull keeping him out until lap four, which jumped him past Lance Stroll: “You don’t want to go too quickly to a slick. You don’t want to be the first one and risk that when you are in the top three.”

But the fundamental issue is the letter of the law. Because, really, calling a driver in to change tyres on the formation lap isn’t helping them drive. The logical extension is surely that any call to pit at any time is helping a driver drive.

So, the FIA was right to issue the penalties to the Haas drivers, but only because there was no wiggle room for common sense. It was the same in the past with team orders and the ban that came in for 2003 after the previous year’s Austrian GP, which led to shambles such as Ferrari’s switcharound in Germany 2010.

The FIA was also correct not to issue a jumped-start penalty for Valtteri Bottas’s fumble as the lights were changing.

“We spoke to the timekeepers immediately,” said Masi. “And they reviewed all of the data [from Bottas’s car transponder and the track-surface sensor], and that was the end of the matter.”

If no breach was detected, no penalty can be applied. Common sense. Although perhaps a communication explaining this would have quashed the flames of internet fury...

Common sense was also applied in the matter of Red Bull using ‘leaf blowers’, apparently, to dry Alex Albon’s grid spot. The investigation concluded they had not in fact been doing that – so no penalty. And for what it’s worth, the decision to give Kimi Raikkonen a time penalty was correct because he was so far past his grid spot when the lights went out...

It seems silly to be debating the rights and wrongs of the Haas penalties, but there are serious issues to consider. AlphaTauri correctly (by the letter of the law) ignored Daniil Kvyat’s request to pit for slicks on the formation lap and can be rightly frustrated that Haas ultimately benefited. But Haas too missed out as the punishment cost the team a point in a year where it may struggle to score regularly. Ultimately, this rule probably needs to be reassessed so that it’s clear and satisfactory for all parties. And in any case, surely no one wants magic moments such as Winkelhock’s time in the limelight to be missing from F1’s folklore. ❄

➔ P18 HUNGARIAN GP REPORT

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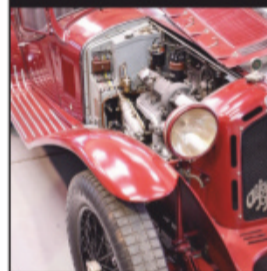
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The production racing car king

Thousands of starry-eyed F1 hopefuls have raced machines designed by the late Ron Tauranac. Here Pye remembers his runs in Brabham, Trojan, Ralt and... Ronta

MARCUS PYE

Ron Tauranac will be remembered fondly as a doughty competitor with a brilliant technical mind, and the master designer of production racing cars. He was a brilliant and unassuming engineer whose superlative chassis beat allcomers contemporarily from the early 1960s to the late 1980s and are now revered in historic arenas worldwide.

The perfect business partner and foil to Jack Brabham, whose ability as a mechanic were possibly equal to his driving skills, the pragmatic Tauranac created a long line of masterpieces at Motor Racing Developments, alongside those that carried his mate to his third Formula 1 World Championship in 1966.

Tauranac's supremely elegant Repco Brabham-branded single-seaters (Black Jack was not interested in sports-racers, yet there were a few) were gorgeous to behold and competitive. All his BT-prefixed customer cars were of spaceframe construction, beautifully made, strong and eminently repairable in the field.

While Tauranac's designs more than satisfied pro racers' aspirations, they also flattered the talents of amateur wannabes – the majority of the marketplace's clientele – across the formulas. Proper service support also led to a lot of repeat business, half the battle in a fickle sport. More than 500 Brabhams emerged from the Weybridge factory inside a decade, from the BT2 Formula Juniors (following the prototype MRD) of 1962 to

“He referred to it as, ‘my MFI car’, inferring the acronym meant ‘made for idiots’”

stunning F2 BT30s and derivatives. That they continued to perform in Formule Libre, or filtered down the food chain to Monoposto and F4 club events, sustained the sport.

Tauranac's brainchildren also excelled in speed events, Brabham's former Cooper team-mate Michael MacDowel (who surrendered his car to Jack during the 1957 French Grand Prix at Rouen) winning Royal Automobile Club British Hillclimb Championships in 1973 and 1974 in a BT36X powered by a mighty five-litre Repco V8 engine.

When his Brabham days were over, and Bernie Ecclestone took over the reins completely, Tauranac's McLaren M21 F2-derived Trojan T101 F5000 proved a wieldy weapon, winning races in the hands of Keith Holland, Bob Evans and, in the US, Jody Scheckter against tough Lola opposition in 1973.

Back under his own steam, his subsequent Ralt Cars enterprise started boldly in 1975, Aussie Larry Perkins underlining its credentials by winning the European F3 Championship with humble Ford twin-cam power rather than the heavier, torquier and costlier newfangled Toyota from Novamotor in Italy. Updated with semi-elliptic fibreglass cockpit mouldings, the ubiquitous Ralt RT1 series of cars – which also served in Formula 2, Atlantic and Super Vee with aplomb – ran until 1979, keeping veteran fabricator Maurice Gomm's neighbouring concern busy, and progressed many an international career.

Like so many, I always loved Tauranac's cars, and have driven quite a few. While there are too few Brabhams on my CV (but a run in an F2 BT30 is hopefully still on offer), the Ralt club race roster includes F3 RT1 and my own RT30, in which Rene Arnoux had contested the Macau GP. Ron also kindly let me have a session in his Formula Renault Ronta to complete the set.

Memories of track-testing David Leslie's Atlantic RT4 at Inghinston (courtesy of its owner, Hope Scott Garage's John Laidley), Graham de Zille's Pegasus RT30/85 and Bowman Racing's RT31 at Silverstone remain vivid. I don't think I've felt more like a racing driver than in the F3 RT31, in which I set competitive times to everybody's astonishment.

I've also driven two of the six Trojan T101s and, having marshalled in 1975 when the V8 category was in its final year, was stunned by the opportunity to make my Historic F5000 race debut in Simon Hadfield's Hexagon car – a surprisingly benign all-rounder – on Silverstone's GP circuit in 2001.

I met Ron numerous times and, while the reputation of being brusque preceded him, found him engaging and genial. Explaining his racing-school car concept for Japan – a folded aluminium honeycomb chassis, to be supplied flat-packed and bolted together in situ without specialist tools – he referred to it as “my MFI car”, referencing a cheap furniture store chain that did likewise, inferring the acronym meant ‘made for idiots’.

The last time I met the great man was at the annual Victorian Historic Racing Register Phillip Island Classic event in Australia in March of 2015. Past 90, down from Sydney's oceanside to which he'd long retired, he was gratifyingly sharp and spry, enjoying watching the Brabhams and Ralts he'd designed being driven hard by later generations.

I was amused that as Tauranac chatted animatedly beside Peter Lucas's stunning Pye Audio-liveried RT4, he asked whether its period sponsor and I were related. Had it been my family firm, I told him, I'd have been in the cockpit! I wish I could find the photo taken of us together that day. RIP Ron. ✘

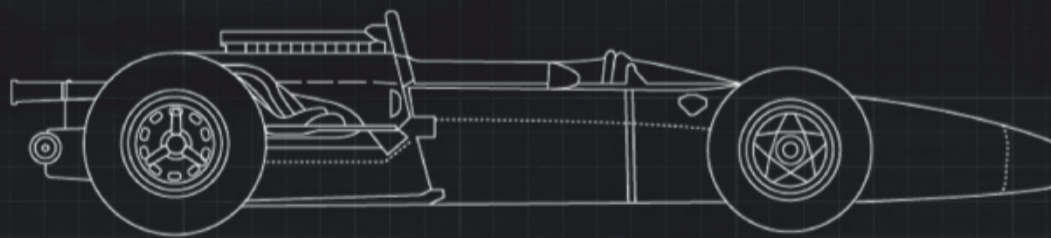
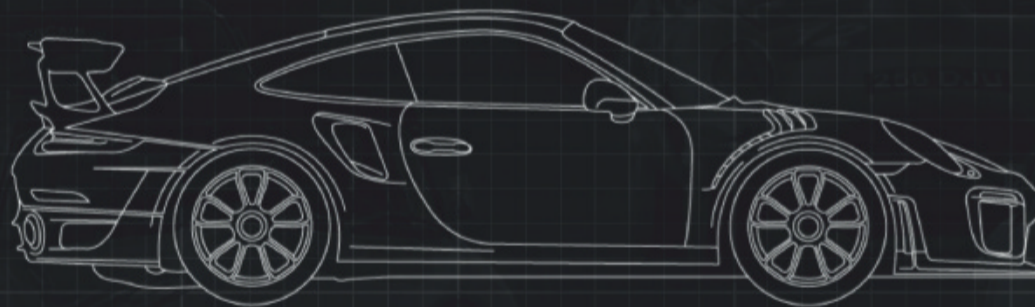
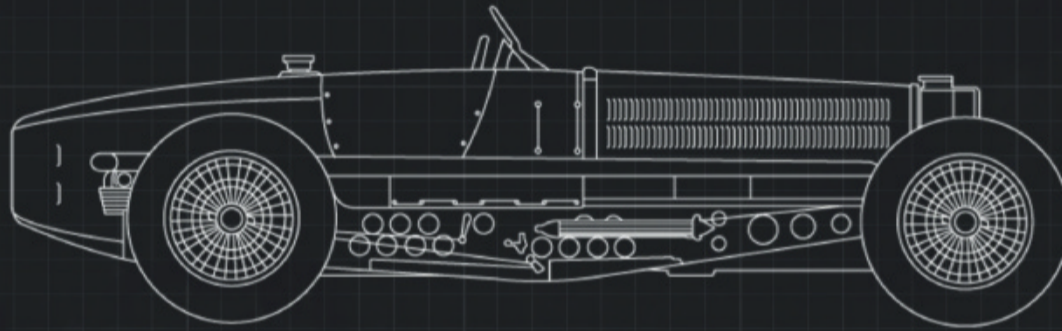
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YOUR SAY

Showing support for equality for the BAME community is not a political issue, it is a matter of how we value our fellow human beings

LEE PIRIE

Proud of Mercedes taking a stand

I read with despair the *Your Say* section from the 16 July issue, where those who have written in denounce F1's support for Black Lives Matter, the new Mercedes livery, and say politics should stay out of F1.

Showing support for equality for the BAME community is not a political issue, it is a matter of how we value our fellow human beings and whether we find it acceptable that an entire community has an automatic disadvantage in life.

This is also highlighted in motorsport where the majority of faces we see in cars, in garages and on screen are white. I am proud of the stand that Mercedes has taken to try to change that for the better.

Lee Pirie
Fife

Recollections of relevance

As a white man I am completely unqualified to speak of Lewis Hamilton's life experiences and his recent responses (Autosport, 16 July), but having also grown up in Shephall, Stevenage and been schooled in the town, I have recollections of relevance.

For example, in my secondary school of 850 kids, there was just one black pupil, who on a daily basis had 'jokes' aimed at her which were truly obnoxious: I know as, in my stupid infantile ignorance, I was one of the serial offenders. Lewis came along some years later, but the town still was and remains very white.

I once had a colleague whose family name was Hamilton. Her father was also from Grenada. Two of the major plantations in Grenada were owned by Sir Alexander Hamilton, hence the slaves he owned being given the name. As she once commented, "even my name is a reminder of something really ugly".

Finally, if social and political factors are completely extraneous to Formula 1, how is it that the norms and normality previously thought to simply result from the natural order of things mean that of the 600-plus



drivers to have competed, Lewis was the first and is still the only black driver in the sport?

Graeme Innes-Johnstone
Elland, West Yorks

So good to have racing back

Congratulations to Masters, Donington Park and MSV on organising a superb weekend of racing, for spectators under difficult circumstances. Simple things such as signposting, parking etc, but made all the difference. Great quality racing too.


It's good to be back!

Nicholas Binns
Wirksworth


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Hamilton is now only five wins away from matching Michael Schumacher's record



TEE

THE RACE FOR REDEMPTION BEHIND FLAWLESS HAMILTON

Come rain or shine Lewis was unbeatable in Hungary, but mistakes from Verstappen and Bottas kept things interesting behind the runaway winner

ALEX KALINAUCKAS

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B

ehind Lewis Hamilton, there was actually a pretty good Hungarian Grand Prix. The trouble for the other 19 drivers in the race was that he simply left them all behind on the way to his 86th Formula 1 career win, from his 90th pole position.

Yet again, Hamilton showed his class in the wet, with a 3.107-second lead on the intermediate rubber at the end of lap one, and from there he was out of reach. As Mercedes' world champion left his opposition to sort things out between them, attention boiled down to the fight for second place, with Max Verstappen and Valtteri Bottas each on their own quests to make up for earlier errors.

There's no doubt that Verstappen's was the bigger calamity. After rain had fallen in the hours leading up to the race, and with the unusually low temperatures at the Hungaroring not helping the track dry ahead of the off, the drivers had to take the start on the inters. And on his way to the grid, Verstappen – already having a hard enough time taming his recalcitrant Red Bull RB16 through practice and qualifying, where he was disappointed to end up a surprise seventh – did the unthinkable. He crashed, by himself, on the way to the grid.

It was clear that he was struggling for grip – team boss Christian Horner later said he “went off three times on that lap to the grid” – and when he arrived at the Turn 12, 90-degree right-hander at the start of the final sector it was too much. Verstappen briefly locked his left-front, the car snapped from under him, and he slid – all four wheels locked – into the barriers.

For a driver of his calibre, this was embarrassing. And, as Horner later explained, it wasn't just because his pride had taken a hit, but also because of the seemingly impossible job he'd given his Red Bull mechanics. They'd already had to start early on Saturday morning as the team tried to find out what had caused its practice struggles and broke the curfew to do that.

“What would usually take an hour and a half, they did in 20 minutes, and completed with 25 seconds to go,” explained Horner of the repair, which involved scanning the components that didn't need replacing – the trackrod and pushrod had to be new – with a portable non-destructive testing machine using X-rays. “All credit to them today because without them that result wouldn't have been possible.”

The Red Bull crew were “screaming at each other like ‘10 seconds, five seconds, put the wheel on, everything’”, recounted Verstappen, as they raced to get the job done in time. And they pulled it off. Just over 20 minutes after he'd been buried in the barriers, Verstappen was pulling away on the formation lap, ready to charge into Turn 1 with the pack.

“I put my thumbs up and they were like, ‘Yeah, it's fixed’, so I said, ‘OK, well then here we go, let's see,’” Verstappen said after the race. “I was doing the formation laps, I was checking the wheels, I was like, ‘This feels all right! And during the race, nothing happened, nothing weird happened so it was fully repaired. Crazy.”

The first part of Verstappen's mission to go from zero to hero was accomplished at the exit of the race's first corner, which finished off the sequence that stemmed from the day's other big pre-lights-fully-out error. While Verstappen had made his mistake with minutes to go, Bottas's came just as the lights changed. He jerked his Mercedes forwards, stopped, re-engaged his clutch, and then pulled away as Hamilton was surging into a lead he would never really lose.

Bottas's mistake, which he said was caused by him reacting “to a light on my dash that went off”, meant he was sixth at the end of the first lap after being swamped on the run to the first corner. He later clarified the dash light changing: “The main page of the dash changed to different colour or something – a pretty bright colour. That's all it needed for me to react. I thought the lights went off, and anyway I was kind of half-seeing the start lights because of the halo and the position I was [on the grid]. It was an odd situation.”



Bottas certainly crossed the yellow marker line as the lights were changing before he stopped, but Mercedes team boss Toto Wolff reckoned afterwards he “didn't cross the sensor” embedded in the asphalt, and in any case the stewards did not intervene.

Verstappen had a pretty clear launch from seventh as he followed the fast-starting Ferraris of Sebastian Vettel and Charles Leclerc past Bottas, and the equally slow-starting Racing Point of Sergio Perez, who “went straight into a lot of wheelspin”. As his red rivals stole to the inside, Verstappen opted to avoid the “traffic jam into the corner” and stayed on the outside, despite the greasy conditions making the normal racing line somewhat more treacherous as he braked. No matter, it got him alongside Vettel and, when the Ferrari slid accelerating away, an unexpected third place belonged to the Red Bull.

In Hamilton's wake (if a wake can still exist after 5.381s, the gap to second at the end of lap two of 70) Verstappen chased the Racing Point of Lance Stroll, who was the immediate beneficiary of Bottas's startline *faux pas*. But, with a drying line already evident as the cars were on the formation lap, the race to shed the green-walled inters was on.

Hamilton and Stroll pitted at the end of lap three, but Verstappen stayed out for an extra lap, which he felt was “a good call, to jump [Stroll], because also you don't want to go too quickly to a slick”. He used his free air to great effect, ending up nearly two seconds clear in second place by the end of lap five, with Hamilton now 7.815s away >>



Verstappen squirts to what will imminently become an unexpected third place

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Magnussen kept Stroll's
faster Racing Point at
bay for almost 10 laps

and already “managing those mediums”.

But it wasn't Stroll who was running behind Verstappen. Remarkably, it was the Haas duo, Kevin Magnussen and Romain Grosjean. Both had benefited from a (later to be controversial) pitstop at the end of the formation lap to take slicks. In Magnussen's case, he was swapping extreme wet rubber for mediums, after which both took the start from the pitlane.

The Haas drivers slipped and slid their way around the damp early laps, but slicks were clearly the right tyres to be on as they rocketed from last, past their 16th and 18th grid spots, up to third and fourth.

Although Stroll was able to dispatch Grosjean into Turn 1 on lap seven, it took him nearly 10 laps to pass Magnussen, which he did with another late dive up the inside of the first corner. Magnussen clearly knew there was no point in fighting too hard, despite his usual zest for combat, as the Racing Point is effectively in another class these days.

But the delay meant Stroll was now 15.722s behind Verstappen, which, although it ebbed and flowed early in the first dry-tyre stint as they negotiated the traffic on the tight track, eventually grew to 18.090s the lap before Stroll pitted for another set of used mediums on lap 35.

At this point, it looked for a moment as if Verstappen was in a race of his own in second, redemption basically secure. But that was immediately threatened again by Bottas, now on his own drive of atonement, and doing it adequately.

The Finn had pitted at the end of lap two behind Leclerc, who took on softs in what appeared to be, and was later confirmed by Ferrari team boss Mattia Binotto, a gamble that more rain would arrive in the early stages. Bottas was given mediums, although he, like so many others, was warned to expect rain that ultimately never came.



Red Bull crew were
miracle workers getting
Verstappen back on track

HONE



HONEY

“SLICKS WERE CLEARLY THE TYRES TO BE ON AS THE HAAS DRIVERS ROCKETED TO THIRD AND FOURTH”

After Vettel had been delayed in the pits, Bottas chased Leclerc for sixth for the next eight laps, briefly getting by using the second DRS zone on the run to the long left of Turn 2 on lap eight. But that move was scuppered by a puddle on the left-hand side of the track, which robbed Bottas of grip and meant he was fortunate not to wipe out Leclerc, who was scampering around the outside of the corner.

Lesson learned, Bottas made sure to get the move done by the exit of Turn 1 at the start of lap 10, and he quickly caught and passed Grosjean. As Stroll dithered behind Magnussen, Bottas homed in, and dispatched Magnussen with a flash to the inside of the first corner at the start of lap 17, one tour after the Racing Point had taken third.

Over the next 17 laps, Bottas pressured Stroll, but without at any point looking as if he could suddenly spring past. Instead, Bottas did his last bit of overtaking via a strategy call, with Mercedes calling him in for fresh mediums at the end of lap 33. Effectively, this was an attempt to undercut the Racing Point, and the decision to keep Stroll out for two more laps is perhaps what he was referring to when he said afterwards “maybe we could have done things differently”. But given the ultimate pace of a Mercedes in clean air, Racing Point was caught in a bind and Bottas was past.

Verstappen pitted on lap 36, and when he rejoined his lead over Bottas was 7.2s. It had been 18.09s over Stroll three laps earlier, but now Bottas was lighting up the timing screens with a string of fastest laps, and that meant the gap was coming crashing down.

Bottas managed to get Verstappen’s advantage down to 1.009s on lap 45, but it went out again as they surfed their way through the traffic. On lap 49, with the gap at 1.925s, Mercedes pulled the trigger again, with Bottas coming for what felt like an early, and possibly unnecessary, third stop – this time for hard tyres.

But Wolff explained that staying out and trailing Verstappen “would have been wrong, because Valtteri’s tyre started to grain on the left quite heavily because he was pushing so hard”. So Mercedes tried what it did so effectively at this race in 2019 to steal the win from Verstappen, and pulled its driver in to give him a late-race tyre advantage over the Red Bull.

“We think he would have run out of tyre anyway,” Wolff explained. “And putting him onto a new hard, like we did last year with Lewis, >>



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QUALIFYING



TEE

How things have changed in 12 months. In qualifying for the 2019 Hungarian Grand Prix, Red Bull took pole with Max Verstappen and the two Racing Point cars were knocked out in Q1. This year, a startling turnaround took place.

But this was not about Lewis Hamilton and Valtteri Bottas locking out the front row, of course. Given their performance while under pressure (largely from the punishing Red Bull Ring track) in the opening two rounds, with the Mercedes W11 now effectively unleashed on the smooth-and-flowing Budapest circuit, the championship leaders were in a class of their own. The biting, rapid turn-in for the fast left of the Turn 4 kink and the Turn 11 right at the end of the second sector just reinforced how good the car is, and how much grip and confidence it gives its pilots, with Hamilton taking his 90th F1 pole.

Behind them came Lance Stroll and Sergio Perez. Respectively, they gained 16 and 13 places and 3.165s and 2.564s compared to their

previous qualifying session in Hungary. Finally, after being surprisingly outpaced by a McLaren in Austria race one and underwhelming in the rain in race two, the potential of the controversial RP20 was on display.

“The car has come such a long way from where we were this time last year,” said Stroll. “Of course there are some track differences this year and all, but we improved more than three seconds from our qualifying time last year, which is really good.”

The track differences Stroll referred to concerned the much lower temperatures last weekend compared to last year, when qualifying took place in 25C (air) compared to 19C in 2020. The lower temperature helped the drivers keep their tyres alive for longer around the 2.72-mile track and also provided a benefit to the engines, the teams able to close up various cooling gaps in the bodywork to reduce drag.

Not that this made things easy, as Red Bull discovered. After logging another spin – to add to the ones he and team-mate Alex Albon had in testing and the first two race events – in FP3, Verstappen was immensely frustrated to line up seventh. This was behind the two Ferraris, as the team, despite all its recent woe with the SF1000, actually gained 0.269s compared to its best time in qualifying last year.

“I just wanted to see if we could solve certain things in terms of balance,” said Verstappen after qualifying (where Albon was knocked out in Q2 and started 13th) as he discussed Red Bull breaking the curfew on Friday night to try to solve its problems. “In the end it’s a pity for the mechanics because they worked all night to get that car ready.”

“THE CAR HAS COME SUCH A LONG WAY FROM WHERE WE WERE THIS TIME LAST YEAR”

Hugs and handshakes out, elbow bumps in: Bottas and Verstappen exchange socially distanced(ish) congrats



was actually the only chance of trying to snatch P2.”

Again, Bottas had to charge back, with Red Bull trapped in the opposite way to how it was in the previous weekend’s Styrian GP, as Verstappen would have likely lost out to the undercut had he covered Bottas’s strategy. The gap was 21.523s at the end of lap 50, with Bottas getting a 20-lap dash to retake the place behind Hamilton he had squandered at the start. The deficit did tumble, but not as dramatically as it might have done, however much the late-race charge mirrored Hamilton’s rise to victory 12 months ago.

“It was a bit like last year,” said Verstappen. “I was just trying to focus on my own pace. I can’t suddenly go half a second faster so I was just trying to manage the tyres. It was all looking quite good, but then at the end there was a bit of traffic and as soon as you get within like three seconds you get the disturbed air and, especially when you are on older tyres, that’s not very nice. [But] the tyres still felt pretty OK towards the end.”

And that, allied with “quite a few backmarkers I had to go through”, is what ultimately proved to be Bottas’s undoing. He got within DRS

Bottas’s blunder gave him extra work to do playing catch-up



COATES



ETHERINGTON



ETHERINGTON

Hamilton added a new lap record as icing on his victory cake

range with two laps to go, but was never close enough to put in a move, and Verstappen hung on to take second. Despite the scare he had given his team before the race, any performance that keeps a Mercedes out of the top two is a fine one – worthy of remembrance and redemption.

“[Verstappen] paid them back in the best possible way,” Horner said of his mechanics. “But this result is very much down to the work on the grid and in the garages again.”

As good as Verstappen was once the racing got under way, Hamilton was better. His talk of managing his tyres didn’t mean this was a cruise, as the lower temperatures meant he couldn’t “really back off a lot because you lose temperature in the tyres”.

“So it was still important that I stayed on top of it, otherwise when tyre temperatures drop that’s when they degrade more,” Hamilton added.

And despite Hamilton’s irresistible rise to victory and 25 points, there was something that Bottas could have stolen back: the fastest-lap point. Bottas looked to have sealed this with his late-race tyre advantage compared to the rest of the leaders. But Hamilton, bearing in mind that he’d “lost world championships in the past by one point” (the 2007 campaign), wasn’t giving up on that bonus prize. And thanks to his crushing margin up front he could afford the luxury of pitting for fresh softs on lap 66.

Here came perhaps the only down note (and this really is splitting hairs) on a day that Hamilton called “pretty flawless” for his squad. Before the race, Mercedes had not been planning to chase the fastest-lap point given the natural risks of any pitstop, but it had been eyeing the potential for a safety car to wreck Hamilton’s fine work late on and thought about bringing him in to ward off this possibility for good with 10 laps to go.

On lap 63, the Mercedes mechanics then appeared ready with softs, but went back in as Hamilton’s lead was “never quite comfortable enough” due to traffic, according to Wolff. But three laps later it was secure and the dominant leader, who was still setting personal best times on 29-lap-old mediums, came in to get his desired red-walled

“IT WAS ONE OF MY FAVOURITE RACES. I WAS ON MY OWN, BUT IT WAS A DIFFERENT KIND OF CHALLENGE”

tyres (which had proved not to be good race tyres in the limited long runs in FP1, which made Ferrari’s call to take them early on with Leclerc all the more baffling).

In the end, Hamilton was able to use his fresh rubber to set two fastest laps, the second of which came on his triumphant final tour and was a new Hungaroring record. He took the flag 8.702s clear of Verstappen and earned a maximum score, which gives him a five-point lead heading into F1’s next triple-header, which begins with two races on home soil for Hamilton at Silverstone.

“It was one of my favourite races, and while I was on my own for the race it was just a different kind of challenge,” he said of his victory. “Of course we had great pace but it couldn’t have been without these great guys that are working, that did great pitstops, great strategy.

Right at the end there, because I was managing those mediums for a long, long time, it was great to get on the fresh tyre and get the extra point.

“I think round one [at the Red Bull Ring] was multiple different punches that I wasn’t perhaps ready for, but I refocused, which I try to do between every race, and the last two have been fantastic. This weekend [I was] on point throughout so I need to keep this up.”

NEXT F1 REPORT

BRITISH GRAND PRIX 6 AUGUST ISSUE

It’s the first of another triple-header, starting on Hamilton’s home turf at Silverstone. He’s on the crest of a wave, but crowd surfing’s not on the cards.

Haas decision pays dividends despite penalty



SUTTON
motorsport
IMAGES

Although Haas was ultimately penalised for its formation-lap choice to switch its cars onto slick tyres, the decision was a key one for its race – and involved a long-distance strategy matter.

The swap boosted the Haas cars into third and fourth in the early stages and, although they slid down the field, with Romain Grosjean's tumble exacerbated by front-wing damage from Alex Albon's lunge, Kevin Magnussen hung on to finish ninth on the road. This became 10th when a 10-second penalty, also given to Grosjean, was applied as the team had contravened Article 27.1 of the sporting regulations. This states that the "driver must drive the car alone and unaided", and limits the radio instructions drivers can receive on the formation lap.

"Kevin wanted to try some wet tyres, and then immediately saw on the formation lap that it was drying up," explained team boss Gunther Steiner. "And then there was very little chatter between

our strategists, one of whom is sitting in England this week, because he broke his arm last week. So one of the two – one is here, obviously – said at some stage, 'Hey, let's go to dry, it's drying up. That's a chance.' And then it was a very quick decision to do this."

Despite the penalty, Magnussen took home Haas's first point of what has been a tough start to the season, with the team running into car troubles in the Austrian races, and being saddled with the Ferrari engine deficit.

"I'm so happy," said the Dane. "The team made an amazing call before the beginning of the race. It was really strong for them to give me that trust, to put me out on dry tyres and in conditions that weren't easy. It was pretty risky, but it worked out."

"The pace was there and, having started from the pitlane, after a few laps I was in P3. I knew that wouldn't be our final placing, but it was amazing to be up there in the race."

Perez fails to capitalise on Racing Point's row-two pace

Sergio Perez was once again left to consider what might have been in Hungary, after failing to capitalise on a second-row start and crossing the line seventh.

Perez, who was suffering from a compressed vertebra, was outqualified by team-mate Lance Stroll. While Stroll scampered off into an early second place, Perez bogged down at the start and was

soon overcome by both Ferraris.

Initial race pace was hardly stellar for either of the pink cars but, while Stroll let the race come to him, Perez had to battle through the pack. He managed to hold off an assault from the Renault of Daniel Ricciardo, which was on softer-compound tyres, but ran out of laps to clear Sebastian Vettel's Ferrari.



COATES

"WE THOUGHT THAT PUTTING ON SOFTS [ON LECLERC] WOULD BE THE RIGHT THING BECAUSE WE WERE EXPECTING RAIN SHORTLY AFTER"

Ferrari F1 team boss Mattia Binotto once again found himself explaining to the media where the race went wrong for the team. Sebastian Vettel and Charles Leclerc finished a lacklustre sixth and 11th respectively in the Hungarian Grand Prix last weekend.



HONE

Bad start ends Norris's fine run of form

Lando Norris was left to rue a shocking start, which he called “probably the worst start I ever got in my life”, as he followed his two starring drives in Austria with a low-key 13th in Hungary.

The McLaren driver was stuck in the pack from there and had rather undone another fine qualifying performance, albeit for eighth and not the glittering grid spots McLaren enjoyed in Austria.

The team felt this was a reflection of its natural pace in the 2020 pecking order.

“I was trying to go forward and when you try and go forward in the wet, you go backwards,” Norris told Sky F1 of his start. “It’s as simple as that. I screwed everything up and it’s such a difficult track to overtake on that I couldn’t do anything more... so I tried coming back but P13 was the best I could do.”



COATES

Ricciardo salvages points for Renault

After missing out on a Q3 berth by 0.153 seconds to Pierre Gasly, Renault’s Daniel Ricciardo produced a gutsy drive to rescue an eighth-place finish on a weekend when his team struggled.

A final stint on medium tyres helped Ricciardo to make ground, and he eventually began to race Sergio Perez for position – a particularly juicy battle, given Renault’s current protests against Racing Point.

Although armed with a set of mediums against Perez’s hard tyres, Ricciardo couldn’t make enough of an impact to take seventh, instead collecting Renault’s third eighth-place result of 2020.

Qualifying speed appeared to be lacking, but Ricciardo was left buoyed by the RS20’s race pace and was pleased to have been able to battle one of the Racing Points for position. “I gave it everything I could,” he said.

Q & A

DAVE ROBSON
WILLIAMS
HEAD OF VEHICLE
PERFORMANCE

What’s the mood about the FW43 after the fine qualifying result in Hungary?

Everyone is obviously feeling very positive. We came here a little bit cautious off the back of two races at the same venue. The circuit here is very different, but actually the car’s performed pretty well so everyone is very happy and quite encouraged.

Some teams think Hungary shows where they sit in the



pecking order. Is that the same for Williams?

This circuit is a bit of a standout alongside Monaco, possibly Singapore, so even if the car is good here, it’s perhaps not necessarily what you want for the whole season, although of course we don’t know necessarily where

we’re going to go for a good portion of this year. I’d really rather reserve judgement and see how we go at Silverstone, which is quite different, and see how we can tune the behaviour to suit there. I’m not sure it would be fair to say because we were P12 [in qualifying with George Russell] here, we’ll be P12 everywhere.

How did George Russell and Nicholas Latifi compare in Q2?

The cars are a little bit different. With [the media] not being here, or the photographers not being here, not everyone has picked it up. But we’ve had an upgrade that has been alternating on one

car and then the other for the last couple of races as we’ve only had one set. So, George had that this week and I think that probably played the part [in the qualifying difference]. It’s quite powerful here, so probably Nicholas was always going to find it a little bit harder here relative to George, and that’s why he felt the need to really go for broke in a Q2 lap but it didn’t quite pay off. I think he should still be extremely proud with what he did with the car he had [15th]. Having both experienced it on and off, they are very convinced it’s a clear advantage so they will both be furnished with it in the next race.

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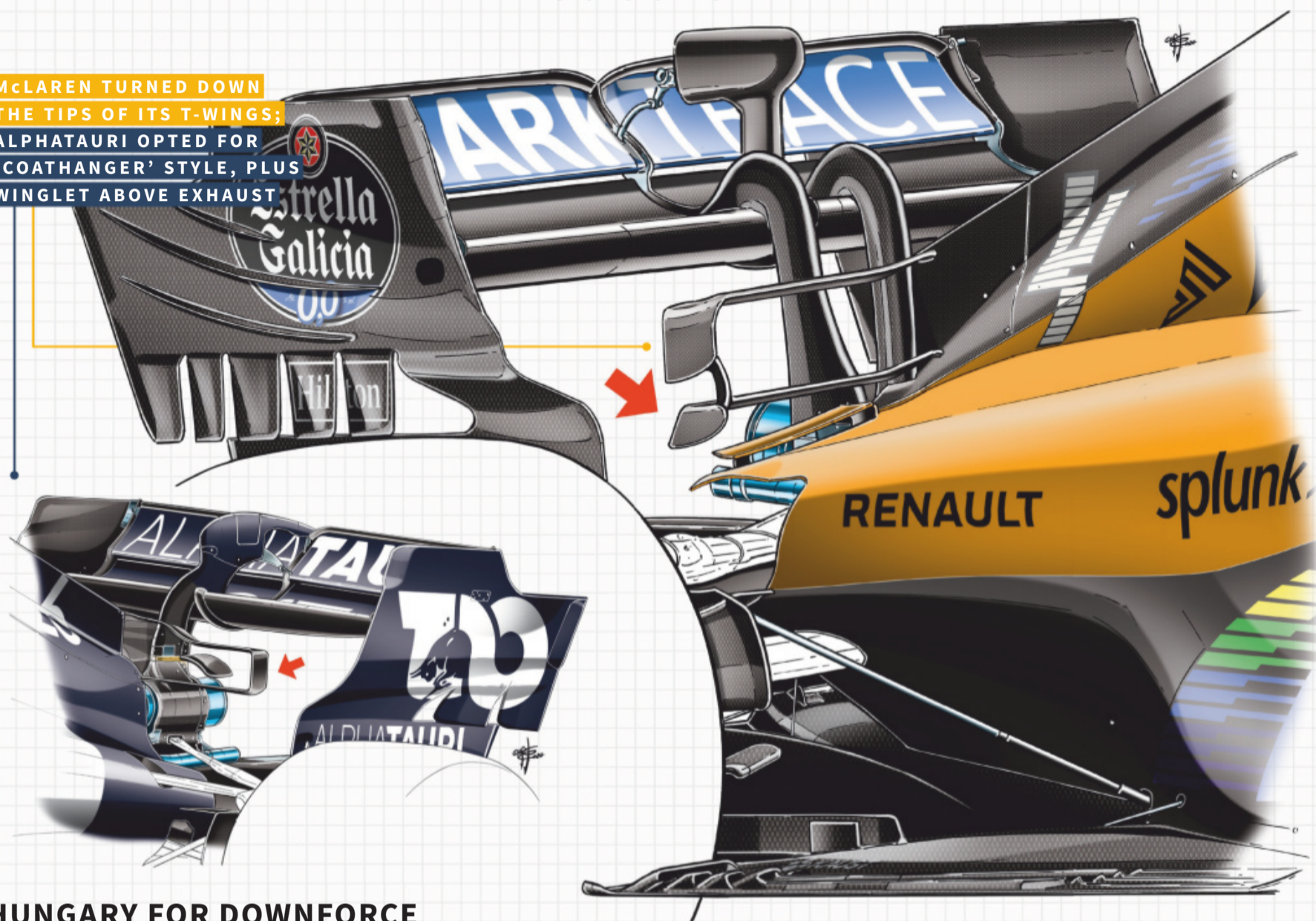
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DRAWING BOARD

GIORGIO PIOLA

MCLAREN TURNED DOWN THE TIPS OF ITS T-WINGS; ALPHATAURI OPTED FOR 'COATHANGER' STYLE, PLUS WINGLET ABOVE EXHAUST



HUNGARY FOR DOWNFORCE

The Hungaroring, about 20 minutes north-east of the city of Budapest, has a completely different set of requirements compared to the Red Bull Ring on which Formula 1 raced during the previous two weekends. True to its reputation of being 'Monaco without walls', the Hungarian circuit requires teams to bolt on more downforce-producing aero to find extra pace in the litany of slow and medium-speed corners.

McLaren and AlphaTauri were both examples of teams that put on their biggest T-wing designs to make use of the zone ahead of the rear wing.

McLaren had already turned the trailing edge of its engine cover into a little winglet, but also had a double T-wing bolted on above it to squeeze out a few extra Newtons of downforce at the rear. Generally, teams like to interconnect the tips of those wings to minimise the creation of vortices, which if not managed properly can upset the aero balance of the rear wing. But McLaren has opted to turn the tips down on both decks of its T-wing package, placing the vortex produced further down. If you look at a

commercial aircraft's wing endplates, the tips are turned up to place the vortex higher up, creating less drag overall. Generally speaking in F1, the aero theory is turned upside down, and so McLaren can create a tighter airflow rotation without losing too much performance.

AlphaTauri, meanwhile, has the 'coathanger' style in which the two wings are joined together to cut the vortex production altogether. Although the chord lengths of the T-wings are small, having that extra slither of downforce is still nonetheless welcome, and takes advantage of a thin bounding box permitted by the regulations.

The team has also opted for a single-pillar rear wing, albeit keeping as much of its presence away from the suction surface of the wing's mainplane to ensure it's producing the maximum amount of downforce. You can also spot a small winglet positioned above the exhaust, making the most of the space available.

JAKE BOXALL-LEGGE

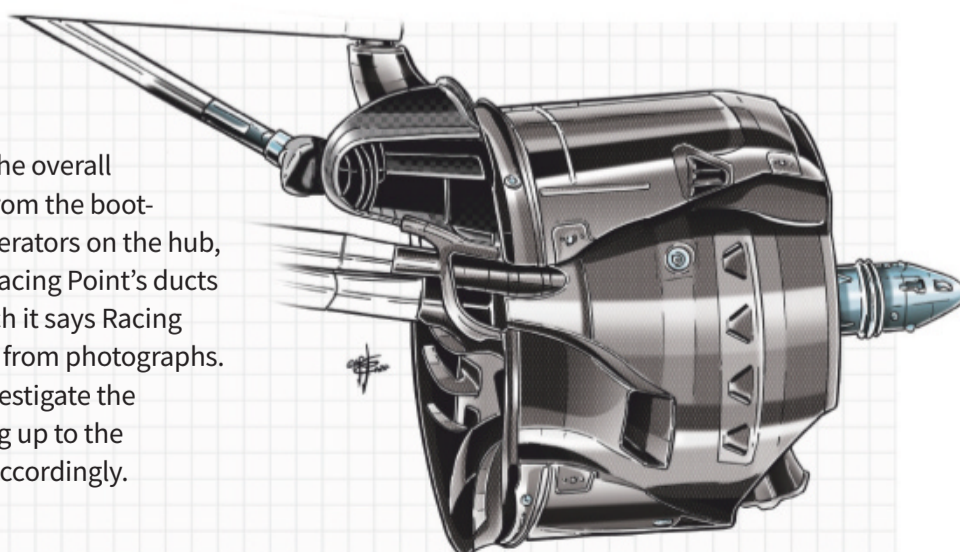
NO BRAKES ON RACING POINT PROTEST

Once again, Renault protested the brake ducts of the Racing Point RP20, alleging that the team had used Mercedes' 2019 designs on its car. Brake ducts became a listed component for 2020, meaning that they became something that teams have to design themselves. As Racing Point used Mercedes brake ducts last year (when that was still permitted), the protest has opened something of a can of worms as the team can argue that it cannot suddenly unlearn a design it

already has experience of. The overall concept does look similar, from the boot-shaped inlet to the flow generators on the hub, but Renault has protested Racing Point's ducts based on the internals, which it says Racing Point could not simply copy from photographs.

The FIA is expected to investigate the ducts in the fortnight leading up to the British Grand Prix and rule accordingly.

JAKE BOXALL-LEGGE



| | | | | | | | | | |
|-------------------------------------|---------------------------------------|------------------------------------|----------------------------------|--------------------------------------|----------------------------------|---------------------------------|----------------------------------|------------------------------------|-------------------------------------|
| 20 Raikkonen #7 1m16.614s | | 18 Grosjean #8 1m16.407s | | 16 Magnussen #20 1m16.152s | | 14 Ocon #31 1m15.742s | | 12 Russell #63 1m15.698s | |
| | 19 Giovinazzi #99 1m16.506s | | 17 Kvyat #26 1m16.204s | | 15 Latifi #6 1m16.544s | | 13 Albon #23 1m15.715s | | 11 Ricciardo #3 1m15.661s |

FREE PRACTICE 1

| POS | DRIVER | TIME |
|-----|------------|-----------|
| 1 | Hamilton | 1m16.003s |
| 2 | Bottas | 1m16.089s |
| 3 | Perez | 1m16.530s |
| 4 | Stroll | 1m16.967s |
| 5 | Ricciardo | 1m17.200s |
| 6 | Vettel | 1m17.238s |
| 7 | Leclerc | 1m17.404s |
| 8 | Verstappen | 1m17.435s |
| 9 | Norris | 1m17.523s |
| 10 | Ocon | 1m17.615s |
| 11 | Sainz | 1m17.675s |
| 12 | Magnussen | 1m17.713s |
| 13 | Albon | 1m17.727s |
| 14 | Grosjean | 1m17.890s |
| 15 | Latifi | 1m17.969s |
| 16 | Kvyat | 1m18.292s |
| 17 | Giovinazzi | 1m18.425s |
| 18 | Russell | 1m18.574s |
| 19 | Kubica | 1m19.150s |
| 20 | Gasly | no time |

WEATHER Dry, air 17-20C track 23-27C

FREE PRACTICE 2

| POS | DRIVER | TIME |
|-----|------------|-----------|
| 1 | Vettel | 1m40.464s |
| 2 | Bottas | 1m40.736s |
| 3 | Sainz | 1m41.784s |
| 4 | Stroll | 1m42.380s |
| 5 | Perez | 1m42.470s |
| 6 | Gasly | 1m42.588s |
| 7 | Verstappen | 1m42.820s |
| 8 | Grosjean | 1m43.335s |
| 9 | Raikkonen | 1m43.471s |
| 10 | Leclerc | 1m43.725s |
| 11 | Giovinazzi | 1m44.411s |
| 12 | Norris | 1m46.000s |
| 13 | Kvyat | 1m47.422s |
| 14 | Ocon | no time |
| 15 | Ricciardo | no time |
| 16 | Hamilton | no time |
| 17 | Latifi | no time |
| 18 | Russell | no time |
| 19 | Albon | no time |
| 20 | Magnussen | no time |

WEATHER Wet, air 16C track 20C

FREE PRACTICE 3

| POS | DRIVER | TIME |
|-----|------------|-----------|
| 1 | Bottas | 1m15.437s |
| 2 | Hamilton | 1m15.479s |
| 3 | Perez | 1m15.598s |
| 4 | Leclerc | 1m15.781s |
| 5 | Stroll | 1m16.033s |
| 6 | Verstappen | 1m16.084s |
| 7 | Norris | 1m16.193s |
| 8 | Vettel | 1m16.351s |
| 9 | Gasly | 1m16.453s |
| 10 | Ricciardo | 1m16.508s |
| 11 | Sainz | 1m16.545s |
| 12 | Albon | 1m16.582s |
| 13 | Ocon | 1m16.706s |
| 14 | Russell | 1m16.847s |
| 15 | Grosjean | 1m16.866s |
| 16 | Magnussen | 1m17.086s |
| 17 | Kvyat | 1m17.292s |
| 18 | Giovinazzi | 1m17.496s |
| 19 | Raikkonen | 1m17.527s |
| 20 | Latifi | 1m17.650s |

WEATHER Dry, air 17C track 22C

SEASON STATS

| DRIVERS' CHAMPIONSHIP | PTS | BEST FINISH | BEST QUAL |
|-----------------------|-----|-------------|-----------|
| 1 Hamilton | 63 | 1 | 1 |
| 2 Bottas | 58 | 1 | 1 |
| 3 Verstappen | 33 | 2 | 2 |
| 4 Norris | 26 | 3 | 4 |
| 5 Albon | 22 | 4 | 5 |
| 6 Perez | 22 | 6 | 4 |
| 7 Leclerc | 18 | 2 | 6 |
| 8 Stroll | 18 | 4 | 3 |
| 9 Sainz | 15 | 5 | 3 |
| 10 Vettel | 9 | 6 | 5 |
| 11 Ricciardo | 8 | 8 | 9 |
| 12 Gasly | 6 | 7 | 8 |
| 13 Ocon | 4 | 8 | 5 |
| 14 Giovinazzi | 2 | 9 | 18 |
| 15 Kvyat | 1 | 10 | 13 |
| 16 Magnussen | 1 | 10 | 15 |
| 17 Raikkonen | 0 | 11 | 16 |
| 18 Latifi | 0 | 11 | 15 |
| 19 Grosjean | 0 | 13 | 15 |
| 20 Russell | 0 | 16 | 12 |

CONSTRUCTORS' CHAMPIONSHIP

| | |
|----------------|-----|
| 1 Mercedes | 121 |
| 2 Red Bull | 55 |
| 3 McLaren | 41 |
| 4 Racing Point | 40 |
| 5 Ferrari | 27 |
| 6 Renault | 12 |
| 7 AlphaTauri | 7 |
| 8 Alfa Romeo | 2 |
| 9 Haas | 1 |
| 10 Williams | 0 |

QUALIFYING BATTLE

| | | | |
|-----------|---|---|------------|
| Hamilton | 2 | 1 | Bottas |
| Vettel | 2 | 1 | Leclerc |
| Albon | 0 | 3 | Verstappen |
| Norris | 2 | 1 | Sainz |
| Ricciardo | 2 | 1 | Ocon |
| Gasly | 3 | 0 | Kvyat |
| Perez | 1 | 2 | Stroll |
| Raikkonen | 1 | 2 | Giovinazzi |
| Grosjean | 1 | 2 | Magnussen |
| Latifi | 0 | 3 | Russell |

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

WINS

| | |
|----------|---|
| Hamilton | 2 |
| Bottas | 1 |

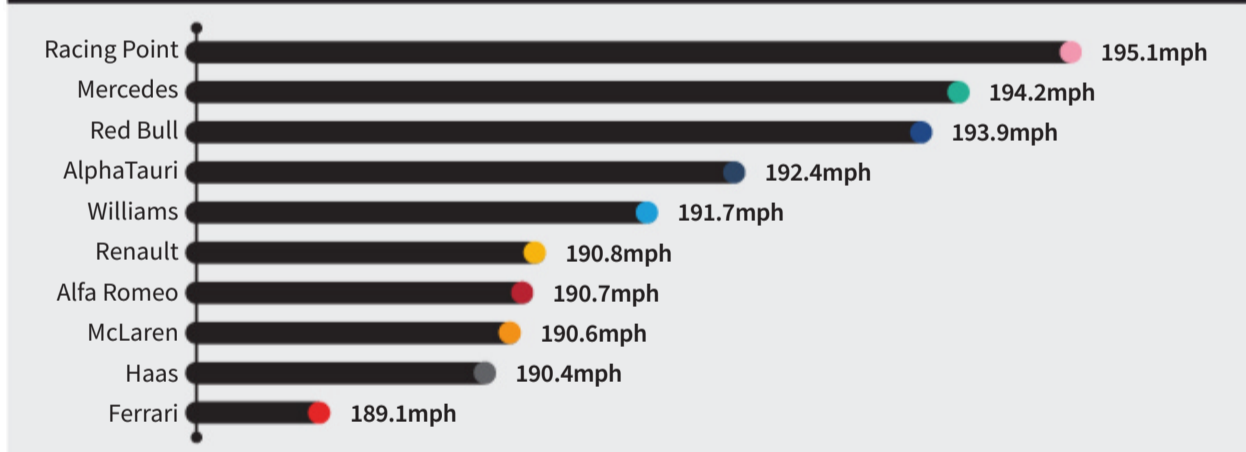
FASTEST LAPS

| | |
|----------|---|
| Hamilton | 1 |
| Norris | 1 |
| Sainz | 1 |

POLE POSITIONS

| | |
|----------|---|
| Hamilton | 2 |
| Bottas | 1 |

SPEED TRAP (QUALIFYING)



QUALIFYING 1

| POS | DRIVER | TIME |
|-----|------------|-----------|
| 1 | Perez | 1m14.681s |
| 2 | Stroll | 1m14.895s |
| 3 | Hamilton | 1m14.907s |
| 4 | Sainz | 1m15.281s |
| 5 | Norris | 1m15.444s |
| 6 | Vettel | 1m15.455s |
| 7 | Bottas | 1m15.474s |
| 8 | Verstappen | 1m15.495s |
| 9 | Russell | 1m15.585s |
| 10 | Ocon | 1m15.719s |
| 11 | Albon | 1m15.722s |
| 12 | Gasly | 1m15.767s |
| 13 | Leclerc | 1m15.793s |
| 14 | Ricciardo | 1m15.848s |
| 15 | Latifi | 1m16.105s |
| 16 | Magnussen | 1m16.152s |
| 17 | Kvyat | 1m16.204s |
| 18 | Grosjean | 1m16.407s |
| 19 | Giovinazzi | 1m16.506s |
| 20 | Raikkonen | 1m16.614s |

QUALIFYING 2

| POS | DRIVER | TIME |
|-----|------------|-----------|
| 1 | Hamilton | 1m14.261s |
| 2 | Bottas | 1m14.530s |
| 3 | Verstappen | 1m14.976s |
| 4 | Leclerc | 1m15.006s |
| 5 | Norris | 1m15.085s |
| 6 | Vettel | 1m15.131s |
| 7 | Stroll | 1m15.176s |
| 8 | Sainz | 1m15.267s |
| 9 | Perez | 1m15.394s |
| 10 | Gasly | 1m15.508s |
| 11 | Ricciardo | 1m15.661s |
| 12 | Russell | 1m15.698s |
| 13 | Albon | 1m15.715s |
| 14 | Ocon | 1m15.742s |
| 15 | Latifi | 1m16.544s |

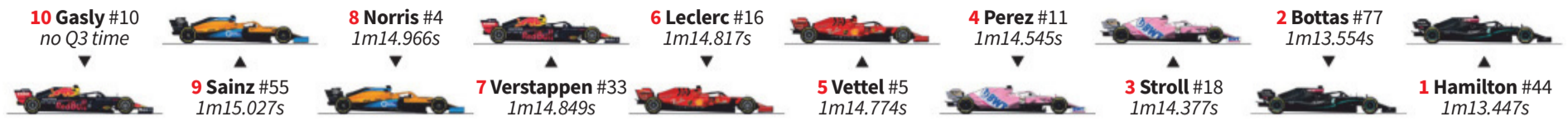
QUALIFYING 3

| POS | DRIVER | TIME |
|-----|------------|-----------|
| 1 | Hamilton | 1m13.447s |
| 2 | Bottas | 1m13.554s |
| 3 | Stroll | 1m14.377s |
| 4 | Perez | 1m14.545s |
| 5 | Vettel | 1m14.774s |
| 6 | Leclerc | 1m14.817s |
| 7 | Verstappen | 1m14.849s |
| 8 | Norris | 1m14.966s |
| 9 | Sainz | 1m15.027s |
| 10 | Gasly | no time |

WEATHER Dry, air 18-20C track 25-32C



STARTING GRID



| RACE RESULTS ROUND 3 70 LAPS - 190.54 MILES | | | | | FASTEST LAPS | | | | | |
|---|--------------------------|-----------------------|-----------------|-----|------------------------|-----|------------|-----------|---------|-----|
| POS | DRIVER | TEAM | FINISHTIME | LED | TYRES | POS | DRIVER | TIME | GAP | LAP |
| 1 | Lewis Hamilton (GBR) | Mercedes | 1h36m12.473s | 69 | In, Mn, Mu, Su | 1 | Hamilton | 1m16.627s | - | 70 |
| 2 | Max Verstappen (NLD) | Red Bull-Honda | +8.702s | 1 | In, Mn, Hn | 2 | Bottas | 1m17.665s | +1.038s | 66 |
| 3 | Valtteri Bottas (FIN) | Mercedes | +9.452s | | In, Mn, Mu, Hn | 3 | Stroll | 1m18.973s | +2.346s | 68 |
| 4 | Lance Stroll (CAN) | Racing Point-Mercedes | +57.579s | | In, Mu, Mu, Hn | 4 | Verstappen | 1m19.184s | +2.557s | 60 |
| 5 | Alexander Albon (THA) | Red Bull-Honda | +1m18.316s | | In, Mn, Hn | 5 | Albon | 1m19.440s | +2.813s | 68 |
| 6 | Sebastian Vettel (DEU) | Ferrari | -1 lap | | In, Mn, Hn | 6 | Sainz | 1m19.457s | +2.830s | 67 |
| 7 | Sergio Perez (MEX) | Racing Point-Mercedes | -1 lap | | In, Mu, Hn | 7 | Ricciardo | 1m19.532s | +2.905s | 46 |
| 8 | Daniel Ricciardo (AUS) | Renault | -1 lap | | In, Mu, Mn | 8 | Norris | 1m19.945s | +3.318s | 42 |
| 9 | Carlos Sainz Jr (ESP) | McLaren-Renault | -1 lap | | In, Mn, Hn | 9 | Russell | 1m19.984s | +3.357s | 67 |
| 10 | Kevin Magnussen (DNK) | Haas-Ferrari | -1 lap | | Mn, Hn | 10 | Perez | 1m20.090s | +3.463s | 39 |
| 11 | Charles Leclerc (MCO) | Ferrari | -1 lap | | In, Su, Hn | 11 | Giovinazzi | 1m20.096s | +3.469s | 44 |
| 12 | Daniil Kvyat (RUS) | AlphaTauri-Honda | -1 lap | | In, Sn, Hn | 12 | Raikkonen | 1m20.232s | +3.605s | 61 |
| 13 | Lando Norris (GBR) | McLaren-Renault | -1 lap | | In, Mn, Hn | 13 | Ocon | 1m20.261s | +3.634s | 40 |
| 14 | Esteban Ocon (FRA) | Renault | -1 lap | | In, Mn, Hn | 14 | Vettel | 1m20.363s | +3.736s | 49 |
| 15 | Kimi Raikkonen (FIN) | Alfa Romeo-Ferrari | -1 lap | | In, Mn, Hn | 15 | Magnussen | 1m20.477s | +3.850s | 68 |
| 16 | Romain Grosjean (FRA) | Haas-Ferrari | -1 lap | | Mn, Hn | 16 | Leclerc | 1m20.821s | +4.194s | 64 |
| 17 | Antonio Giovinazzi (ITA) | Alfa Romeo-Ferrari | -1 lap | | In, Sn, Mn, Hn | 17 | Grosjean | 1m20.889s | +4.262s | 67 |
| 18 | George Russell (GBR) | Williams-Mercedes | -1 lap | | In, Sn, Mn, Mu | 18 | Kvyat | 1m20.946s | +4.319s | 51 |
| 19 | Nicholas Latifi (CAN) | Williams-Mercedes | -5 laps | | In, Sn, Mn, Mu, Su, Hn | 19 | Latifi | 1m21.198s | +4.571s | 64 |
| R | Pierre Gasly (FRA) | AlphaTauri-Honda | 15 laps-gearbox | | In, Sn | 20 | Gasly | 1m23.939s | +7.312s | 10 |

WEATHER Damp early on, drying, air 18-22C track 22-30C
WINNER'S AVERAGE SPEED 118.83mph **FASTEST LAP AVERAGE SPEED** 127.90mph

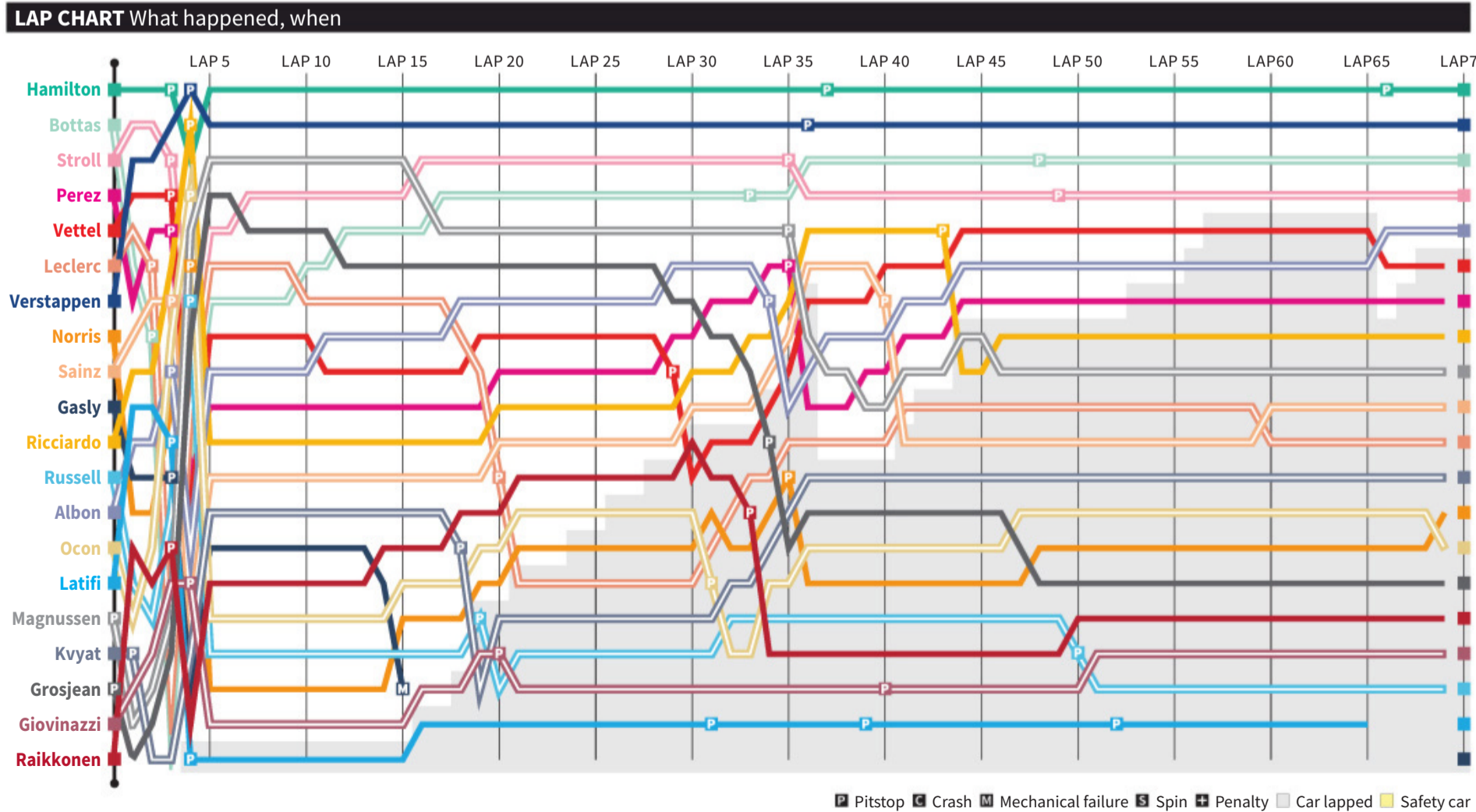
TYRES

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

RACE BRIEFING

FP1
ROBERT KUBICA replaced **RAIKKONEN** at Alfa Romeo

RACE PENALTIES
RAIKKONEN Five-second penalty and one licence point for being out of position at the start
LATIFI Five-second penalty for unsafe release from pitstop
MAGNUSSEN and **GROSJEAN** 10-second penalty for use of radio transmissions aiding the driver during the formation lap



MAGNUSSEN RATES A PERFECT SCORE ALONGSIDE HAMILTON

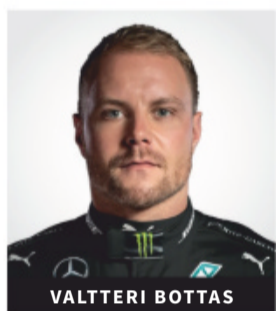
We're well used to the six-time world champion earning double digits, but in Hungary the Haas star upped his game to earn our top ranking

ALEX KALINAUCKAS

MERCEDES



LEWIS HAMILTON

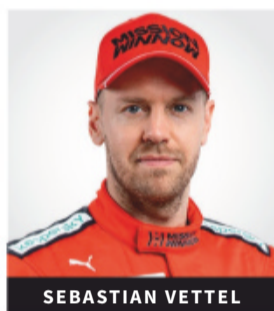


VALTTERI BOTTAS

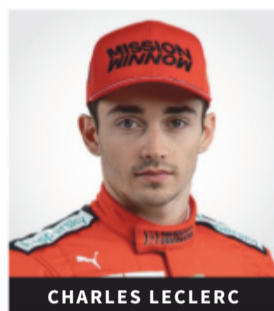
10 For the second race in a row Hamilton deserves a perfect score. Bottas pushed him hard in qualifying but he had enough in hand to secure a 90th F1 pole. Didn't put a foot wrong in the race and lapped everyone up to and including sixth with his searing pace.

7 Bottas needs perfection at every stage to beat Hamilton. He didn't pay for his start error besides the position loss, but this was a costly mistake on a day when Mercedes was otherwise untouchable. Arguably should have recovered quicker, and lost second to a slower car.

FERRARI



SEBASTIAN VETTEL

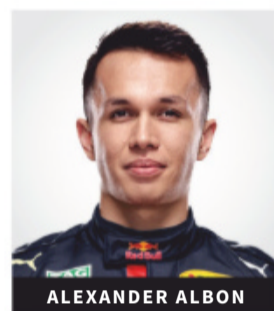


CHARLES LECLERC

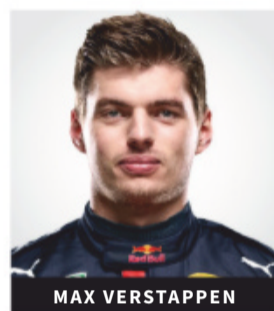
8 Put the Austria drama behind him with a fine fifth on the grid in what is F1's fourth-fastest car. Made a brilliant start and was unlucky to lose time in the chaotic first stops as he waited for a clear pitlane. Drove well to make his hard tyres last 41 laps, although a late slip at Turn 2 gifted Albon fifth.

7 Blamed a balance problem that left his car feeling different to qualifying, where he was the slower of the Ferrari drivers. Wasn't to blame for his team opting to put him on softs in the hope of more rain, and had a difficult race from there. Did well considering his 50-lap third stint.

RED BULL



ALEXANDER ALBON

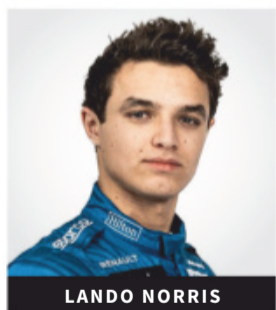


MAX VERSTAPPEN

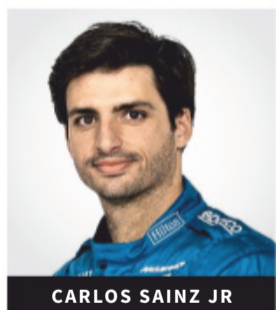
6 Put in a good recovery drive after qualifying 13th, and it's that Saturday performance that costs him a higher score. There's no doubt the RB16 is a tricky car, but it still shouldn't be getting knocked out in Q2. Was lucky Grosjean saw him coming and avoided a shunt.

9 On any other day, splitting the Mercedes and holding one off to the finish would earn a perfect score, but pre-race off was so clumsy. It might have had more serious consequences, so he was fortunate to get to race. Nevertheless, a brilliant start and superb pace on worn mediums at the end.

MCLAREN



LANDO NORRIS

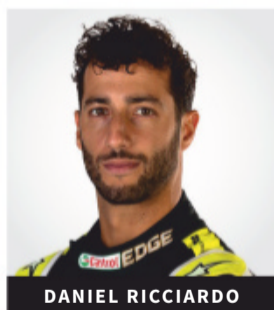


CARLOS SAINZ JR

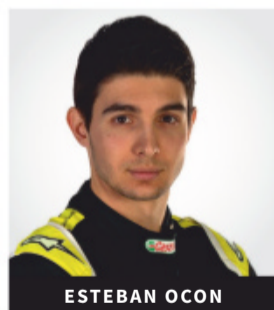
6 Made his "first proper big mistake of the season" with a slow start that dropped him from eighth to 13th at the end of lap one. From there he was on a recovery drive and probably should have beaten Kvyat in the slower AlphaTauri given his 17-lap tyre advantage in the third stint.

8 Was beaten by Norris in qualifying, where McLaren felt it took its natural place in the pecking order after starring in Austria. Made a good start where Norris did not, and was strong in battle against Leclerc. Not at fault for pitstop delay, but might have been closer to Magnussen at the end.

RENAULT



DANIEL RICCIARDO

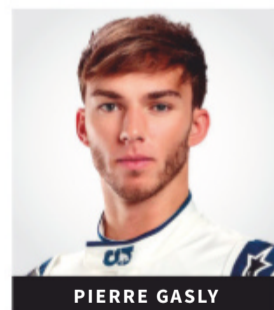


ESTEBAN OCON

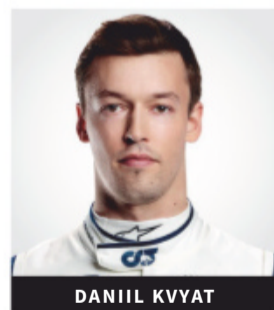
8 A really good performance, finishing ahead of three faster cars in the McLarens and Leclerc's Ferrari. Stayed out of trouble to run ninth at the end of lap one, and was consistent on worn mediums in a long second stint. Being beaten by Gasly in qualifying costs him a mark.

5 Equalled his Austrian GP qualifying performance with 14th on the grid, three spots behind Ricciardo. Seemed to be referencing double-stacking at the change to slicks when he said it "made me lose ground", but it looked pretty seamless. An underwhelming display from Ocon.

ALPHATAURI



PIERRE GASLY



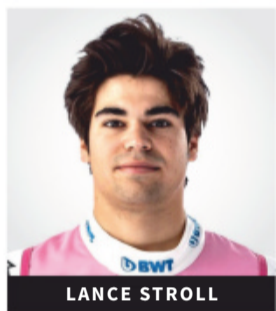
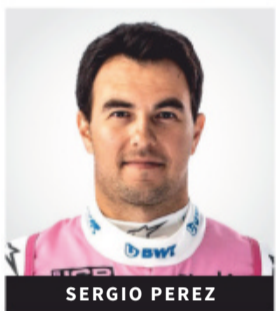
DANIIL KVYAT

8 Earns his score chiefly because of his fine performance in qualifying, as a gearbox problem prematurely ended his race on lap 15. Had car problems all weekend, missing all the dry running on Friday to an engine problem, and his power unit also cost him the chance to set a lap in Q3.

7 Score is hindered by seven-place gap to Gasly in qualifying, but drove a respectable race. Wanted to stop for slicks on the formation lap but the team correctly ignored his call, and like Leclerc he suffered by taking the softs. Another to produce a fine drive on the hards and beat faster cars.



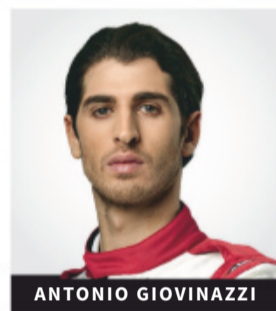
RACING POINT



5 Felt dizzy on his way to fourth in qualifying, an unexpected defeat to Stroll. Loses marks for his slow start, which he put down to wheelspin. Made another error just after taking slicks and had to fight to keep from spinning at Turn 10, and ultimately lost to a slower car in Vettel's Ferrari.

8 Despite Red Bull's struggles in practice and qualifying, it is clearly a better race car, so should not be disappointed to finish behind Verstappen. Did well to keep Bottas at bay early on, but probably should have got past Magnussen more quickly. Starred in qualifying at a tricky circuit.

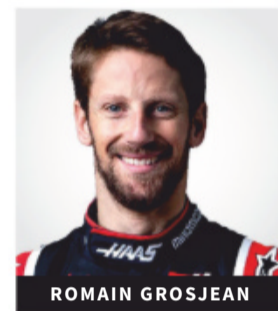
ALFA ROMEO



6 Gets a point back for fine driving to make up places around the outside of Turn 1 and for ultimately beating his team-mate, who had qualified ahead. But his mistake lining up on the grid isn't one a world champion should make and it cost him five seconds at his second stop.

7 Can't really score higher given he qualified 19th and behind fellow Q1 regulars Haas, and was then beaten in the race by his team-mate, despite Raikkonen having his penalty to serve. But had to recover from taking the badly degrading softs and therefore needed an extra stop.

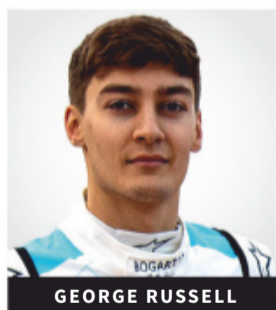
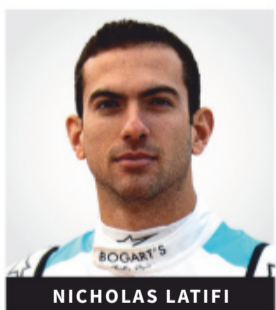
HAAS



8 Benefited big time from the call to take slicks on the formation lap. Is marked down compared to Magnussen due to his gap in qualifying and because he was sliding back down faster in the race. But considering he picked up wing damage when Albon barged by, this was understandable.

10 Given the deficit of the Ferrari engine it's hard to fault him for falling in Q1, where he beat his team-mate. Benefited from the call to switch to slicks, but did well to hang on and finish ninth on the road, far enough ahead of Leclerc to keep 10th despite post-race penalty.

WILLIAMS



6 A fine performance in qualifying gave Williams its first double Q2 appearance since Italy 2018, though he was 0.439s slower compared to Q1. Was not at fault for pitlane clash with Sainz that caused his puncture, floor damage and first spin. But the second came from putting wheels on the grass.

8 Just as at Styrian GP, starred in qualifying and made a key error early in the race. Was magnificent taking 12th in qualifying, but he had a slow start that dropped him behind his team-mate early on. Did what you'd expect from there considering the team's race-pace struggles.

TOP 10 AVERAGE RATINGS



Fury before victory for Newgarden

The Penske star was cruelly denied victory in the first race at Iowa, but bounced back to make his point the following day

DAVID MALSHER-LOPEZ

PHOTOGRAPHY  motorsport
IMAGES



As Josef Newgarden stepped from his car last Friday night, he was furious. Fate, in the form of flashing yellow lights and flapping yellow flags, had robbed him of a victory that had looked certain since qualifying. Now, hot from the evening's exertions in an aeroscreen-equipped IndyCar around the 170mph, 0.894-mile bowl that is Iowa Speedway, he was almost doing a jig of agitation.

"Not to sound too overconfident, but we had the car to beat tonight, hands down," he declared from behind his face mask. "It's just bad luck. The yellow coming out when it came out, you can't predict that stuff. You weigh the pros and cons when you're trying to go long or trying to go short with your pit windows.

"I had a rocketship, and I'm sad we couldn't put our car in Victory Lane because I feel that we had that potential."

Not helping his mood was that two of his prime title rivals, Penske team-mate Simon Pagenaud and runaway championship leader Scott Dixon of Chip Ganassi Racing, had finished first and second, despite starting at and near the back of the field respectively.

Newgarden took his frustration back to the hotel and fumed, and the following night he righted a wrong. In the second of IndyCar's double-headers, he led 214 of the 250 laps to clinch his third Iowa Speedway

triumph. He has now turned 2000 race laps at Iowa, and has led 57.4% of them – that's 1148 laps. Andretti Autosport's Ryan Hunter-Reay also has three Iowa wins to his name, but has led just 58 laps...

If Newgarden's psychological bounce back from anger to elation was swift, Pagenaud's redemption had arrived even faster the day before. For Iowa, IndyCar had instigated what is hopefully a one-off qualifying system whereby as usual the grid was decided with two-lap qualifying runs. Usually, this leads to an average that decides the grid. Last Friday, the first lap of the run decided the grid for race one, and the

second lap set the field for race two.

Conor Daly, who, on ovals that aren't Indianapolis Motor Speedway, hands the keys of the #20 Ed Carpenter Racing Dallara-Chevrolet back to the team boss and goes racing for Carlin, was the surprise pole winner for the first encounter, ahead of Newgarden and Will Power, and thereby grabbed his and the team's first ever pole in the series. Daly's momentum was such that he didn't lose much speed on his second lap, and was beaten only by – you guessed it – Newgarden and Power, and thus would line up third for race two.

But for anyone who had a poor first lap,



Newgarden leads the field around a short and bumpy Iowa



CARLIN HAS A DALY DOSE



When Conor Daly finally committed to the US open-wheel scene after several years in Europe, some observers assumed he'd be stronger on road and street courses because of his GP3 and GP2 background, and said he'd need to pick up his oval game. In fact, the Indiana native has looked impressive on ovals over the past few years – his best drives for both AJ Foyt Racing in 2017 and Carlin in 2019, as oval sub for Max Chilton, came at Gateway.

Still, if you'd been drawing up a list of driver/team combos most likely to beat Josef Newgarden and Team Penske to pole at Iowa, there would have been a dozen candidates more obvious than Daly/Carlin. And yet last Friday, the underdogs prevailed, to score their first pole. Carlin is currently the only single-car entrant in the field, which should make things harder; being able to pool information with a team-mate would be a huge help for Daly given the more compact nature of race weekends in the COVID-19 era.

Yet both he and the team are coping in good form, as indeed Carlin is in road-course events with Max Chilton.

Come Friday's race, Daly "struggled with keeping the rear underneath me and trying to figure it out as we went" but, despite being disadvantaged by a caution period, he still finished eighth.

Starting third on Saturday, Daly remained prominent, but a strategic blunder, while able to keep pace with Will Power and run ahead of Graham Rahal, forced him to stop 35 laps from home and he tumbled to 13th at the flag.

It's a shame for Carlin that Daly will be competing for Ed Carpenter Racing at the Indianapolis 500 and that Richmond has disappeared from the schedule. But Gateway could be very interesting...



perhaps faltering over Iowa's notorious bumps, this qualifying system was a disaster: one moment in Turn 4 at the end of your first lap would kill your speed for both runs and therefore consign you to the back of the grid for both races. Dixon was one such affected, starting 17th for one race and 18th for the other.

But if you thought he had troubles, Pagnaud's were greater still – his car lost fuel pressure and wouldn't fire for his quali run, so he was faced with the prospect of starting 23rd for both races. It seemed beyond cruel. And yet it forced the #22 team to adopt a strategy that worked perfectly with the way the race-one caution period fell.

At the start, Daly led away and held off Newgarden, while Andretti Harding Steinbrenner Autosport starlet Colton Herta initially got the jump on Power, but the Penske driver took him down the back straight to reclaim third. Behind Herta, his Andretti team-mate Alexander Rossi held off the Rahal Letterman Lanigan Racing machine of Takuma Sato.

Pagnaud was up to 15th by lap 14, the point that Newgarden usurped the lead from Daly, who then came under pressure from Power, who took until lap 50 to grab second. Just eight laps later, Pagnaud would make his first stop of the day – 10 to 12 laps before his frontrunning Penske team-mates

– and it would serve him well. Such was the new-tyre advantage that he sliced past his stablemates to unlap himself (Iowa is so short and fast that drivers lose a lap when pitting under green-flag conditions) and, when his more immediate rivals ducked into the pits, it left Pagnaud fourth. Of course, now Power and Newgarden – in that order following the pitstops – had the fresher tyres, and would bump him down. So would the highly impressive Arrow McLaren SP pair Pato O'Ward and Oliver Askew, but Pagnaud held on in the top six.

Sato had also made an early stop and led, but once he, O'Ward and Askew had pitted, Team Penske would find itself briefly in the happy position of running 1-2-3, now with Newgarden at the top after passing Power on lap 124.

Power made his second stop two laps before Newgarden, and again Power emerged ahead having taken full advantage of his two extra laps of high grip from fresh Firestones. But it turned out Power's stop had been too swift. The left-front tyre changer had tried to tighten the new wheel while simultaneously making the wing adjustment, and the wheelnut had not been screwed sufficiently. The wheel worked itself loose and fell off on lap 143, sending Power on an unchecked ride into the outside wall. The despairing Power has now almost run out of ways to couch in diplomatic >>

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O'Ward (#5) and team-mate Askew run 1-2 for Arrow McLaren SP

terms his crew's costly pitlane screw-ups.

Out came the caution flag, and those who had not yet made their second stop — including Pagnaud, rookie Rinus VeeKay, Herta, Dixon and Marcus Ericsson — were able to stop as the field cruised at low speed, and emerged in positions sixth through 10th. Up front, O'Ward and Askew were 1-2 for Arrow McLaren SP ahead of Sato, Rossi and Daly. Newgarden couldn't believe his misfortune: he was now down in 12th and lapped.

This became 10th following the restart, for it was waved off, and Herta didn't receive the message so ran hard into the back of VeeKay. He launched off the Ed Carpenter Racing car and flew along the top of the wall before crashing back to the track. Neither he nor VeeKay was injured — the Dutchman probably saved by the impressive aeroscreen — but both cars were toast.

Once the debris was cleared and the race re-started, Newgarden swiftly passed leader O'Ward to unlap himself and pulled away, but the duelling O'Ward and Askew made it fairly easy for the fresh-tyred

“Rinus VeeKay was probably saved by the impressive aeroscreen, but both cars were toast”

Pagnaud to move through and into the lead, whereupon the French driver set his fastest lap of the race. He wouldn't have to stop again provided he managed his fuel and tyres. Being Pagnaud, he was able to do this despite Dixon threatening to pass.

Rossi, the last of the frontrunners to take on fuel and tyres, would have been third had he not encountered handling difficulties toward the ends of his stints. He would eventually come home sixth, but both he and the impressive Meyer Shank Racing car of Jack Harvey fell victim to Askew (who scored his first podium finish) and, four laps from home, O'Ward, who had suffered a

poor final stop when his car was lowered before one of the wheels was attached.

Newgarden took fifth, his final-stint charge stymied by simply not having pitted late enough to run a full-rich fuel mixture to exploit his car's superior handling.

He put that right in race two, a far more straightforward event. Power was again Newgarden's main threat in the early stages, but O'Ward passed the #12 Penske machine on lap 67, leaving the 2014 champion to duel with Daly. Up front, O'Ward drew close to Newgarden as they encountered traffic, but the 2018 Indy Lights title winner was never close enough to attempt anything other than an opportunistic pass, and that opportunity never came. On his best days, Newgarden is as composed as they come.

On lap 114, the yellows flew for Carpenter sliding into the wall and IndyCar took the opportunity to clean the track. Pagnaud, who had first pitted as early as lap 45, now made his third stop, while Graham Rahal — who had gone the opposite way with long stints, and so had taken over the lead when Newgarden pitted — made his second stop when pitlane opened. So too did Ericsson, Dixon and Sato.

This worked out well for Rahal and Pagnaud, who cycled through to fourth and fifth, while Askew was among those who was hurt and fell to 13th — and a lap down. Following the restart, Askew's attempts to get his lap back involved a brush with team-mate O'Ward, who was still trying to pursue Newgarden, and also getting very brave with Rossi, who had been similarly unfortunate with his pitstop timing and gone a lap down.

When O'Ward made his final stop, the right-rear tyre wasn't tightened when he was sent, and he had to suddenly halt, get dragged back to finish the job, and so he fell a lap down. >>



Herta was launched, while VeeKay owed thanks to aeroscreen

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For the second consecutive night, Hunter-Reay half spun his Andretti Autosport car as he departed pitlane and smacked his left-front against the pit-exit wall, this time bending his suspension beyond immediate repair and causing a second caution period.

Newgarden and Power led the restart ahead of Daly (who would need to stop again, having made an early third stop), Rahal, Pagnaud, Harvey and Dixon. Newgarden had the lapped O'Ward and Alex Palou as his buffer back to Power, and he pulled away to win by 2.8 seconds. Once Daly ducked into the pits, Rahal closed on Power but couldn't come close enough to attempt a pass, while Pagnaud and Dixon were more than happy for the second night in a row to have carved through the field with a

“I’m competitive. It eats me up inside. I couldn’t even sleep last night I was so angry!”

blend of speed and sound tactics.

“Look, I’m competitive,” said Newgarden afterwards, trying to explain his body language from the night before. “You want to be perfect every time on the track. When you feel like you have either a car to put on pole or a car to win the race and it doesn’t materialise, it eats me up inside. I couldn’t even sleep last night I was so angry!

“Finally tonight we were able to break through.” Emphatically. And deservedly so. 🏆

NEXT REPORT

MID-OHIO 13 AUGUST ISSUE

Three wins in the first three races ensure Scott Dixon still holds the points lead, but can latest winner Josef Newgarden close the gap?

RESULTS ROUND 4/11, IOWA SPEEDWAY (USA), 17-18 JULY (250 LAPS – 223.500 MILES)

| POS | DRIVER | TEAM/CAR | TIME |
|-----|----------------------------------|--|----------------------|
| 1 | Simon Pagnaud (FRA) | Team Penske / Dallara-Chevrolet | 1h41m25.2939s |
| 2 | Scott Dixon (NZL) | Chip Ganassi Racing / Dallara-Honda | +0.4954s |
| 3 | Oliver Askew (USA) | Arrow McLaren SP / Dallara-Chevrolet | +7.2128s |
| 4 | Patricio O'Ward (MEX) | Arrow McLaren SP / Dallara-Chevrolet | +13.9893s |
| 5 | Josef Newgarden (USA) | Team Penske / Dallara-Chevrolet | +16.7356s |
| 6 | Alexander Rossi (USA) | Andretti Autosport / Dallara-Honda | +19.6004s |
| 7 | Jack Harvey (GBR) | Meyer Shank Racing / Dallara-Honda | +20.0484s |
| 8 | Conor Daly (USA) | Carlin / Dallara-Chevrolet | +20.5345s |
| 9 | Marcus Ericsson (SWE) | Chip Ganassi Racing / Dallara-Honda | +20.7383s |
| 10 | Takuma Sato (JPN) | Rahal Letterman Lanigan Racing / Dallara-Honda | -1 lap |
| 11 | Alex Palou (ESP) | Dale Coyne Racing with Team Goh / Dallara-Honda | -1 lap |
| 12 | Graham Rahal (USA) | Rahal Letterman Lanigan Racing / Dallara-Honda | -2 laps |
| 13 | Santino Ferrucci (USA) | Dale Coyne Racing with Vasser Sullivan / Dallara-Honda | -3 laps |
| 14 | Felix Rosenqvist (SWE) | Chip Ganassi Racing / Dallara-Honda | -3 laps |
| 15 | Ed Carpenter (USA) | Ed Carpenter Racing / Dallara-Chevrolet | -3 laps |
| 16 | Ryan Hunter-Reay (USA) | Andretti Autosport / Dallara-Honda | -3 laps |
| 17 | Charlie Kimball (USA) | AJ Foyt Enterprises / Dallara-Chevrolet | -5 laps |
| 18 | Tony Kanaan (BRA) | AJ Foyt Enterprises / Dallara-Chevrolet | 213 laps-not running |
| 19 | Colton Herta (USA) | Andretti Harding Steinbrenner Autosport / Dallara-Honda | 156 laps-accident |
| 20 | Rinus van Kalmthout (NLD) | Ed Carpenter Racing / Dallara-Chevrolet | 156 laps-accident |
| 21 | Will Power (AUS) | Team Penske / Dallara-Chevrolet | 142 laps-accident |
| 22 | Marco Andretti (USA) | Andretti Herta with Marco & Curb-Agajanian / Dallara-Honda | 128 laps-mechanical |
| 23 | Zach Veach (USA) | Andretti Autosport / Dallara-Honda | 95 laps-mechanical |

Winner's average speed 132.220mph. **Fastest lap** Daly 18.9515s, 169.823mph.

QUALIFYING

1 Daly 175.188mph; **2 Newgarden** 175.107mph; **3 Power** 174.807mph; **4 Herta** 174.799mph; **5 Rossi** 172.263mph; **6 Sato** 172.130mph; **7 Rosenqvist** 172.063mph; **8 O'Ward** 171.617mph; **9 Harvey** 171.611mph; **10 Ericsson** 171.496mph; **11 Ferrucci** 171.340mph; **12 Hunter-Reay** 171.278mph; **13 van Kalmthout** 171.005mph; **14 Askew** 170.879mph; **15 Kimball** 170.817mph; **16 Carpenter** 170.661mph; **17 Dixon** 170.619mph; **18 Palou** 170.495mph; **19 Kanaan** 170.482mph; **20 Andretti** 169.433mph; **21 Rahal** 168.407mph; **22 Veach** 165.453mph; **23 Pagnaud** no speed.

RACE 2 (250 LAPS – 223.500 MILES)

1 Newgarden 1h38m40.5189s; **2 Power** +2.7869s; **3 Rahal** +3.5649s; **4 Pagnaud** +6.1241s; **5 Dixon** +6.5753s; **6 Askew** +16.0009s; **7 Harvey** +16.6183s; **8 Rossi** +17.8869s; **9 Ericsson** +18.5207s; **10 Andretti** +20.0176s; **11 Kanaan** +20.7422s; **12 O'Ward** -1 lap; **13 Daly** -1 lap; **14 Palou** -1 lap; **15 Rosenqvist** -2 laps; **16 Kimball** -2 laps; **17 van Kalmthout** -2 laps; **18 Ferrucci** -3 laps; **19 Herta** -3 laps; **20 Veach** -3 laps;

21 Sato -3 laps; **22 Hunter-Reay** 178 laps-accident; **23 Carpenter** 112 laps-accident.

Winner's average speed 135.900mph.

Fastest lap Newgarden 19.1928s, 167.688mph.

QUALIFYING

1 Newgarden 175.333mph; **2 Power** 175.024mph; **3 Daly** 174.960mph; **4 Hunter-Reay** 174.245mph; **5 Herta** 173.437mph; **6 Harvey** 172.523mph; **7 Palou** 172.382mph; **8 Kanaan** 171.834mph; **9 Ericsson** 171.653mph; **10 Rosenqvist** 171.336mph; **11 Kimball** 171.294mph; **12 O'Ward** 171.099mph; **13 Askew** 170.970mph; **14 Carpenter** 170.797mph; **15 van Kalmthout** 170.574mph; **16 Ferrucci** 170.450mph; **17 Andretti** 170.313mph; **18 Dixon** 169.531mph; **19 Rahal** 169.268mph; **20 Sato** 169.174mph; **21 Rossi** 168.639mph; **22 Veach** 161.334mph; **23 Pagnaud** no speed.

CHAMPIONSHIP

1 Dixon 244; **2 Pagnaud** 195; **3 Newgarden** 191; **4 O'Ward** 162; **5 Power** 142; **6 Rahal** 142; **7 Herta** 140; **8 Ericsson** 137; **9 Rosenqvist** 120; **10 Rossi** 118.



Smart Shwartzman is tyre master in Hungary

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FORMULA 2 HUNGARORING (HUN) 18-19 JULY ROUND 3

Last weekend's Formula 2 races at the Hungaroring took on the nature of miniature IndyCar nailbiters, such were the complexities of strategy caused by the disastrous performance of the medium-compound Pirelli tyres. And they proved that Robert Shwartzman, the points leader following the double opening events at the Red Bull Ring, has developed extreme adaptability and canniness to the sometimes erratic speed he showed early in his career.

Prema Racing must also be given much of the credit for the results of its drivers, Robert Shwartzman and Mick Schumacher. Owing to damp conditions in free practice and a wet track in qualifying, not a single flying lap of the Hungaroring had been completed on the new 18-inch Pirelli slicks until the field flashed across the line at the end of lap two of Saturday's feature race. Yet Shwartzman won that by over a quarter of a minute from 11th on the grid, and Schumacher, in third, was the best of the doomed top 10 starters by almost 10 seconds.

And we should also credit good old-fashioned luck. After Jehan Daruvala spun into the Turn 10 gravel trap, qualifying was red-flagged with four minutes still on the clock and not restarted. Shwartzman hadn't done a great first run and, like

many, didn't even get a second one in. Hence his lowly starting position. Logically, he was the highest placed on the grid to opt for the alternative feature race strategy of starting on the mediums and switching to the soft option tyre.

Another key to Shwartzman's victory was an exceptional start – despite being on the less-grippy rubber – and excellent first lap. That was a truly eye-opening performance to lift him to sixth, which became fifth when Christian Lundgaard had a tyre sliced by an aggressive Luca Ghiotto on the straight to Turn 4.

Shwartzman nursed those mediums until lap 27 of 37, by which time he was holding the gap steady to Schumacher, the leader of those who'd gone on the conventional strategy and had eked his soft tyres out to lap 12, giving him fresher rubber to pass

early leader and prompt pitter Callum Ilott once he was back on track. And by this time some of those who'd switched to the mediums were already in dire trouble, sliding around like Formula Firsts in the wet, Dan Ticktum (who finished ninth) bemoaning that his DAMS car felt like a "cross between a boat and a rally car"; and Pedro Piquet (14th) setting midfield Porsche Supercup lap times by the end of the race.

Once he rejoined, Shwartzman locked up at Turn 1, causing a flat-spot and a teeth-shaking vibration, but passing Schumacher for the lead was like taking candy from a baby, such was his tyre advantage. Fellow Russian Nikita Mazepin was in a similar situation. He didn't know it at the time, but the elimination of his best qualifying lap for breaching track limits, relegating him from eighth on the grid to 16th, was a massive





Iltott shadowed
Ghiotto across line



Quali track limits blessing
in disguise for Mazepin

stroke of luck, forcing him onto the alternative strategy too. The Hitech GP racer pitted one lap later than Shwartzman, rejoined 11th with eight laps to go, yet stormed through to second.

Iltott was arguably the weekend's fastest driver. The Virtuosi Racing man qualified on pole, and started at the front again on Sunday's reversed grid thanks to his tyre-enforced slide to eighth on Saturday. Then he immediately pulled out 4s on Ghiotto. By half-distance, Iltott was in trouble again, and Hitech's Italian veteran was carving into his lead.

Prema was first to pull a driver in for an audacious sprint-race switch to soft tyres, such as the team pioneered with Charles Leclerc in Bahrain in 2017, when third-placed Schumacher headed for the pits. Iltott followed suit and emerged with a 40s deficit to Ghiotto with 10 laps remaining.

Ghiotto did an extraordinary job to keep his medium Pirellis alive, describing it as the most stressful race of his career, as Iltott carved an average 4s per lap out of his advantage. A lock-up at Turn 1 on the final lap sent Ghiotto wide, and Iltott was right on his tail by the final corner, falling just 0.4s short at the flag. Schumacher was left well behind but finished third, while the superb Shwartzman claimed fourth after a wheelbanging intra-Russian war with Mazepin, whose fifth place completed the best weekend of his racing career.

MARCUS SIMMONS

RESULTS ROUND 3, HUNGARORING (HUN), 18-19 JULY (37 LAPS - 100.698 MILES)

| POS | DRIVER | TEAM | TIME |
|-----|----------------------------------|-----------------------|------------------------|
| 1 | Robert Shwartzman (RUS) | Prema Racing | 1h01m36.211s |
| 2 | Nikita Mazepin (RUS) | Hitech GP | +15.599s |
| 3 | Mick Schumacher (DEU) | Prema Racing | +23.051s |
| 4 | Luca Ghiotto (ITA) | Hitech GP | +32.775s |
| 5 | Felipe Drugovich (BRA) | MP Motorsport | +36.241s |
| 6 | Jehan Daruvala (IND) | Carlin | +40.104s |
| 7 | Louis Deletraz (CHE) | Charouz Racing System | +46.191s |
| 8 | Callum Iltott (GBR) | Virtuosi Racing | +48.780s |
| 9 | Dan Ticktum (GBR) | DAMS | +49.652s |
| 10 | Guanyu Zhou (CHN) | Virtuosi Racing | +52.176s |
| 11 | Giuliano Alesi (FRA) | HWA Racelab | +1m01.789s |
| 12 | Nobuharu Matsushita (JPN) | MP Motorsport | +1m21.317s |
| 13 | Jack Aitken (GBR) | Campos Racing | +1m31.744s |
| 14 | Pedro Piquet (BRA) | Charouz Racing System | +1m45.786s |
| 15 | Guilherme Samaia (BRA) | Campos Racing | -1 lap |
| 16 | Yuki Tsunoda (JPN) | Carlin | -1 lap |
| 17 | Sean Gelael (IDN) | DAMS | -1 lap |
| R | Christian Lundgaard (DNK) | ART Grand Prix | 10 laps-gearbox |
| R | Marcus Armstrong (NZL) | ART Grand Prix | 5 laps-accident damage |
| R | Artem Markelov (RUS) | HWA Racelab | 3 laps-accident |
| R | Marino Sato (JPN) | Trident | 1 lap-accident |
| R | Roy Nissany (ISR) | Trident | 1 lap-accident |

Winner's average speed 98.076mph. **Fastest lap** Mazepin 1m31.717s, 106.850mph.

QUALIFYING 1 Iltott 1m50.767s; 2 Ghiotto 1m51.075s; 3 Zhou 1m51.290s; 4 Ticktum 1m51.379s; 5 Schumacher 1m51.584s; 6 Lundgaard 1m51.729s; 7 Armstrong 1m51.962s; 8 Aitken 1m52.496s; 9 Gelael 1m52.500s; 10 Alesi 1m52.567s; 11 Shwartzman 1m52.715s; 12 Deletraz 1m52.729s; 13 Piquet 1m52.870s; 14 Tsunoda 1m53.215s; 15 Daruvala 1m53.288s; 16 Mazepin 1m53.462s; 17 Markelov 1m53.569s; 18 Drugovich 1m53.583s; 19 Matsushita 1m55.869s; 20 Sato 1m53.658s*; 21 Nissany 1m54.736s*; 22 Samaia no time. *grid penalty.

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

RACE 2 (28 LAPS - 76.198 MILES)

1 Ghiotto 45m04.725s; 2 Iltott +0.423s; 3 Schumacher +11.762s; 4 Shwartzman +13.818s; 5 Mazepin +15.152s; 6 Deletraz +23.451s; 7 Daruvala +23.831s; 8 Zhou +32.230s; 9 Armstrong +34.275s; 10 Alesi +39.283s; 11 Matsushita +42.731s; 12 Gelael +44.953s; 13 Lundgaard +46.926s; 14 Markelov +51.733s; 15 Piquet +52.231s; 16 Drugovich +55.890s; 17 Nissany +1m04.365s; 18 Tsunoda +1m13.806s; 19 Aitken +1m15.656s; 20 Sato +1m23.059s; 21 Samaia -1 lap; R Ticktum 23 laps-loss of power.

Winner's average speed 101.419mph. **Fastest lap** Zhou 1m30.969s, 107.729mph.

CHAMPIONSHIP 1 Shwartzman 81; 2 Iltott 63; 3 Lundgaard 43; 4 Schumacher 39; 5 Ticktum 38; 6 Armstrong 34; 7 Drugovich 31; 8 Zhou 31; 9 Deletraz 28; 10 Ghiotto 27.



Ghiotto celebrates tortoise-and-hare Sunday victory



Pourchaire drives away in damp and dust

**FIA FORMULA 3
HUNGARORING (HUN)
18-19 JULY
ROUND 3**

He's not old enough to drive a car on the road yet, but 16-year-old French prodigy Theo Pourchaire is a proper talent on the tracks. One week after lucking into a maiden FIA Formula 3 Sunday win at the Red Bull Ring, he stamped his mark on the race that really matters – the Saturday contest – to take victory by 12 seconds on slicks in the damp at the Hungaroring.

The lap times weren't showing Pourchaire to be a contender in qualifying, yet a deeper look at the ART Grand Prix starlet's sector times hinted that something special was brewing. Once he finally nailed sector one as the chequered flag was flying, he elevated himself right up to third on the grid.

That put Pourchaire in the perfect position when second qualifier Logan Sargeant found the track far more slippery than he expected when he hit the brakes for Turn 1 after the start. The Prema Racing-run American tried to take to the grass on the inside to avoid everyone, but spun backwards into surprise

polesitter Alexander Smolyar's ART machine, clouting the Russian's right-front corner hard enough to put him out of the race. Sargeant, with damage to his car, continued in third behind championship-leading Prema team-mate Oscar Piastri, who had sustained floor damage as he was unable to avoid tripping over the car of Calan Williams, who had tangled with Frederik Vesti in a knock-on shunt following the Smolyar/Sargeant snafu.

The race was red-flagged on the sixth lap after Liam Lawson, up to fourth from 11th on the grid, had a massive engine blow-up, coating the damp circuit with oil at Turn 1. Once the race went green, Pourchaire sailed serenely through 14 laps as Piastri led the

fight of the wounded Prema cars to the end.

Sargeant was later penalised five seconds for going off track to his advantage in his early battle with the doomed Lawson, so this promoted Bent Viscaal to third, after he had passed MP Motorsport team-mate Richard Verschoor on the final lap. Both Dutchmen had got the better of ART's Sebastian Fernandez.

Viscaal proved to be the tortured star of Sunday's reversed-grid race in the wet. He initially battled for ninth with Igor Fraga, before a collision at Turn 12 caused race-ending damage for the Brazilian. It looked like a racing incident, so Viscaal was arguably unfortunate to pick up a 5s penalty for this. Before that was announced, he'd begun a charge, blatantly using the runoff at Turn 3 to pass Sargeant for fourth.

On the 13th lap of 22, the inspired Viscaal passed Red Bull Junior Dennis Hauger for the lead, and within three laps had carved out the requisite 5s gap to take the win regardless of his penalty. That inspired David Beckmann, who'd led early on before being passed by Hauger, to retake the Norwegian, but the Trident man couldn't cut the gap either.

Then came the inevitable news that Viscaal would get *another* 5s added for his move on Sargeant. Still, it was now only Beckmann and the ever-impressive Piastri – who had also passed Hauger – within 10s, so he'd be on for a podium... Until Federico Malvestiti crashed with two and a half laps to go, the field formed up in a safety car crocodile, and the distraught Viscaal saw a great result evaporate to 17th.

For English people with only slightly-less-than-perfect eyesight, a 'David Beckmann wins it on penalties' headline would have provided joy in the 1990s. In reality it meant yet another German sporting success.

MARCUS SIMMONS



Derani and Nasr open the quick-Caddy scoring

IMSA SPORTSCAR
SEBRING (USA)
18 JULY
ROUND 3/11

Action Express Racing's Cadillac DPi-V.R took pole for the third round of the IMSA SportsCar Championship thanks to Pipo Derani and, from the second lap of the 2h40m race, it was clear that on sheer pace there was no one else in the running.

Derani and Felipe Nasr dominated the event to score the team's first win of the season, and Cadillac's second. For Nasr it was an emotional result, as he had been forced to miss the Daytona 240 earlier this month after catching COVID-19.

Wayne Taylor Racing's Renger Van der Zande and Ryan Briscoe ran second throughout, without the pace to threaten the leader but were able to stay clear of the Multimatic-run Mazdas and Acura Team Penske entries, despite Penske's



Juan Pablo Montoya landing a front-row spot next to the AXR Caddy.

The Mazdas, which had dominated for most of the Daytona race, looked set to at least salvage third and fourth, but an early final pitstop left them marginal on fuel, and the duel between Oliver Jarvis and Harry Tincknell looked costly. Indeed it was: they both started sputtering on the final lap and were defenceless as Sebastien Bourdais drove the JDC-Miller Cadillac

past the pair to claim his and Joao Barbosa's third straight third place.

In GT Le Mans, the Corvette C8.Rs locked out the front row, survived a pitlane skirmish with the Porsches, and Oliver Gavin/Tommy Milner led home teammates Jordan Taylor/Antonio Garcia. In GT Daytona, Aaron Telitz and Jack Hawksworth scored their second consecutive triumph in the AIM Vasser Sullivan Lexus RC F.

DAVID MALSHER-LOPEZ

Cassidy and Hirakawa on top as new Toyota reigns supreme

SUPER GT
FUJI (JPN)
19 JULY
ROUND 1/8

Toyota dominated the opening round of the new Super GT season at the Fuji Speedway with its brand-new GR Supra, as TOM'S pair Nick Cassidy and Ryo Hirakawa took victory.

Cassidy and Hirakawa, the 2017 champions, enjoyed an untroubled run at the head of the field throughout the 66-lap encounter, the first of four Fuji races on this year's schedule, with Cassidy converting pole into the lead for the #37 car after an early caution period.



The New Zealander passed over to Hirakawa with 18 seconds in hand over the sister TOM'S car and, although this advantage was eradicated when the safety car was called for a second time, Hirakawa had no problem fending off team-mate Yuhi Sekiguchi at the restart.

Sekiguchi repelled a late attack from Sho Tsuboi in the #14 Cerumo Toyota to secure second in the #36 car he shares with GT500 rookie Sacha Fenestraz, with the #38 Cerumo and SARD Toyotas completing a top-five lockout on the new Supra's debut.

Despite qualifying strongly, Honda's new front-engined NSX-GT had no answer for Toyota's race pace, as the Team Kunimitsu NSX-GT of Naoki Yamamoto and Tadasuke Makino slumped from fourth on the grid to a distant sixth at the finish.

Nissan similarly suffered a disappointing first race for its revised GT-R. The marque's top finisher was the NDDP/B-Max Racing car of Katsumasa Chiyo and Kohei Hirate in seventh.

JAMIE KLEIN

WEEKEND WINNERS

FIA FORMULA 3 HUNGARORING (HUN)

Race 1 Theo Pourchaire
ART Grand Prix
Race 2 David Beckmann
Trident

IMSA SPORTSCAR SEBRING (USA)

DPI Pipo Derani/Felipe Nasr
Action Express Racing
(Cadillac DPi-V.R)
LMP2 Patrick Kelly/Spencer Pigot
PR1 Mathiasen Motorsports
(ORECA-Gibson 07)
GTLM Oliver Gavin/Tommy Milner
Corvette Racing
(Chevrolet Corvette C8.R)
GTD Aaron Telitz/Jack Hawksworth
AIM Vasser Sullivan
(Lexus RC F GT3)

SUPER GT FUJI (JPN)

Ryo Hirakawa/Nick Cassidy
TOM'S (Toyota GR Supra)

EUROPEAN LE MANS SERIES PAUL RICARD (FRA)

Will Owen/Alex Brundle/Job van Uitert
United Autosports (ORECA-Gibson 07)



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Le Brocq wins Supercars tyre lottery

AUSTRALIAN SUPERCARS
SYDNEY MOTORSPORT PARK (AUS)
18-19 JULY
ROUND 4/11

Radical new tyre regulations helped Tickford Racing Ford Mustang newcomer Jack Le Brocq to claim a maiden Supercars race win at Sydney Motorsport Park.

Like the previous round, drivers were given just five sets of new tyres to get through three lots of qualifying and three races (with mandatory tyre stops), but this time there was a mix of soft-compound (two sets) and hard-compound (three) rubber.

It effectively meant drivers were forced to entirely abandon one race, and then choose for either decent results in the other two, or a single shot at glory by burning both sets of softs in one race.

Points leader Scott McLaughlin used his rapid hard-tyre pace to partly get the best

of both worlds. In the first two races he started on the hards, which dropped him back in the field, before storming home on the softs. Under lights on Saturday night the strategy yielded a convincing win, before he drove back his DJR Penske Ford through to third in Sunday's first race.

The reigning champion then slumped to 14th in the final thanks to his exhausted tyre bank, but still left Sydney as the unofficial round winner, and with a healthy 107-point series lead over Jamie Whincup.

For the second round in a row, Nick Percat played a tyre blinder in the early Sunday race to take a fourth career win in his Brad Jones Racing Holden.

Le Brocq then triumphed in a four-way thriller against polesitter Andre Heimgartner, Todd Hazelwood and David Reynolds on Sunday afternoon, the quartet having saved their two sets of softs until then.

ANDREW VAN LEEUWEN

Composed Pereira leaves his rivals with some thinking to do

PORSCHE SUPERCUP
HUNGARORING (HUN)
19 JULY
ROUND 3/8

"If I want to beat him in the future, I'm going to have to do better," said Ayhan Guven rather simply after having no match for Porsche Supercup victor Dylan Pereira around the Hungaroring.

The duo battled intensely for position in the previous round at the Red Bull Ring, with Lechner Racing driver Pereira forced to hang his wheels over the grass in his bid for first place. But wind on a week and he was far more comfortable en route to his second win of the season.

There was little in the way of theatrics,

as Pereira led comfortably through the first two turns to assert himself up front.

Similarly, he was without challenge when the safety car peeled in – called when Philipp Sager ran wide on the wet AstroTurf exiting the final corner and spun backwards into the pitwall – and led to a 1.9s win over his Turkish rival.

As for Lechner team-mate Jaxon Evans, the wind has seemingly been knocked out of his sails after victory in the opening race of the campaign. This time, he and Jaap van Lagen made clumsy contact, which culminated in van Lagen retiring with a puncture as Evans clocked the blame and a subsequent drivethrough penalty for his role in the collision.

MATT KEW

WEEKEND WINNERS



Dillon earned first win since 2018 Daytona 500

AUSTRALIAN SUPERCARS
SYDNEY MOTORSPORT PARK (AUS)

Race 1 Scott McLaughlin
 DJR Team Penske
 Ford Mustang

Race 2 Nick Percat
 Brad Jones Racing
 Holden Commodore ZB

Race 3 Jack Le Brocq
 Tickford Racing
 Ford Mustang

PORSCHE SUPERCUP
HUNGARORING (HUN)

Dylan Pereira
 Lechner Racing

NASCAR CUP
TEXAS MOTOR SPEEDWAY (USA)

Austin Dillon (above)
 Richard Childress Racing
 Chevrolet Camaro ZL1 1LE

NASCAR XFINITY SERIES
TEXAS MOTOR SPEEDWAY (USA)

Austin Cindric
 Team Penske Ford Mustang

NASCAR TRUCK SERIES
TEXAS MOTOR SPEEDWAY (USA)

Kyle Busch
 Kyle Busch Motorsports Toyota Tundra



For full results visit motorsportstats.com



Quartararo announces himself as a true title

MOTOGP
JEREZ (ESP)
19 JULY
ROUND 1

The tears of anguish Fabio Quartararo shed in last year's Spanish Grand Prix, when a gear-shifter problem denied him a maiden podium a day after scorching to his first MotoGP pole, were replaced by tears of joy at Jerez last Sunday. Aged just 21, Quartararo made history by becoming the first French rider to win a premier class race since Regis Laconi at Valencia in 1999, when Quartararo was only four months old.

But the day should have gone differently. Throughout practice Marc Marquez was the dominant force, his dummy race run in

fourth practice a frightening glimpse of what Honda's multiple champion could achieve come lights-out. The Yamaha duo of Maverick Vinales and polesitter Quartararo (with the satellite Petronas SRT team) had similar pace, but knew the opening laps would be crucial.

The 2020 Yamaha M1 displayed a worrying lack of top speed relative to the faster Honda and Ducatis, and when Quartararo got stuck behind the two Pramac Ducatis of Jack Miller and Francesco Bagnaia at Turn 2 it almost sounded the death knell for his hopes of a win.

Vinales, using Yamaha's new holeshot device, seized the lead from the off and tried to put daylight between himself and the chasing Honda of Marquez. Vinales had

gambled on the soft front tyre, with the rest of the field – bar his team-mate Valentino Rossi – on the hard rubber owing to the punishing heat.

Vinales later rued this decision as his pace began to fade come lap eight. By this point, his hopes of using his early grip advantage and the corner speed of the Yamaha had come to naught, and a valiant retaliation against Marquez at Turn 5 on lap three wasn't enough to stop the Honda coming through a corner later.

Marquez immediately built up a buffer that Vinales would struggle to close, and the book looked sealed. Then a wild slide on the front end for Marquez at the fast Turn 4 on lap five turned the race on its head. He somehow kept his bike upright, but Marquez had to charge back from 16th, while Vinales inherited the lead again.

But Vinales too was suffering with his soft tyre, almost ending his race at Turn 6 with a moment on lap eight of 25. This dangled the carrot in front of Quartararo, denied in the final moments twice last year in victory battles with Marquez.

Quartararo, able to surmount the bullet-fast Pramac Ducatis in the previous few laps, made his decisive move on Vinales at the final corner to lead at the start of the 10th lap. At the same time, Marquez had picked off a struggling Danilo Petrucci to get into 10th. A podium was not out of the question as the slowing pace in the group trailing Quartararo started to bunch them.





Jerez was the first
MotoGP race of 2020



Marquez requires surgery
on a broken right arm

RESULTS ROUND 1, JEREZ (ESP), 19 JULY (25 LAPS – 68.708 MILES)

| POS | RIDER | TEAM | TIME |
|-----|--------------------------------|-----------------|--------------------|
| 1 | Fabio Quartararo (FRA) | Petronas Yamaha | 41m23.796s |
| 2 | Maverick Vinales (ESP) | Yamaha | +4.603s |
| 3 | Andrea Dovizioso (ITA) | Ducati | +5.946s |
| 4 | Jack Miller (AUS) | Pramac Ducati | +6.668s |
| 5 | Franco Morbidelli (ITA) | Petronas Yamaha | +6.844s |
| 6 | Pol Espargaro (ESP) | KTM | +6.938s |
| 7 | Francesco Bagnaia (ITA) | Pramac Ducati | +13.027s |
| 8 | Miguel Oliveira (PRT) | Tech3 KTM | +13.441s |
| 9 | Danilo Petrucci (ITA) | Ducati | +19.651s |
| 10 | Takaaki Nakagami (JPN) | LCR Honda | +21.553s |
| 11 | Johann Zarco (FRA) | Avintia Ducati | +25.100s |
| 12 | Alex Marquez (ESP) | Honda | +27.350s |
| 13 | Brad Binder (ZAF) | KTM | +29.640s |
| 14 | Tito Rabat (ESP) | Avintia Ducati | +32.898s |
| 15 | Bradley Smith (GBR) | Aprilia | +39.682s |
| R | Marc Marquez (ESP) | Honda | 21 laps-crash |
| R | Iker Lecuona (ESP) | Tech3 KTM | 19 laps-heatstroke |
| R | Valentino Rossi (ITA) | Yamaha | 18 laps-technical |
| R | Alex Espargaro (ESP) | Aprilia | 2 laps-crash |
| R | Joan Mir (ESP) | Suzuki | 1 lap-crash |
| NS | Cal Crutchlow (GBR) | LCR Honda | injury |
| NS | Alex Rins (ESP) | Suzuki | injury |

WEEKEND WINNERS

MOTO2

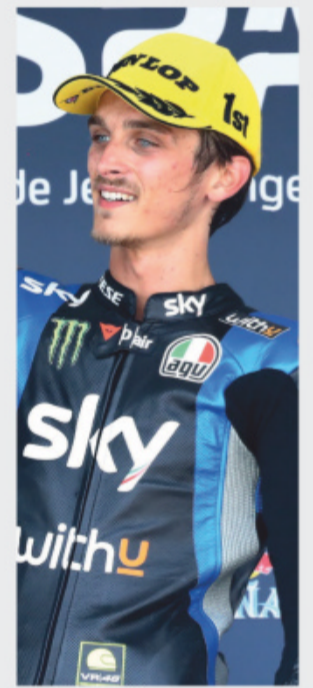
JEREZ (ESP)

Luca Marini (below)
Team VR46
Kalex

MOTO 3

JEREZ (ESP)

Albert Arenas
Aspar Team
KTM



Winner's average speed 99.585mph.

Fastest lap M Marquez 1m38.372s, 100.577mph.

QUALIFYING 2

1 Quartararo 1m36.705s; **2 Vinales** 1m36.844s; **3 M Marquez** 1m36.862s; **4 Bagnaia** 1m36.955s; **5 Miller** 1m37.453s; **6 Crutchlow** 1m37.454s; **7 P Espargaro** 1m37.493s; **8 Dovizioso** 1m37.535s; **9 Rins** 1m37.636s; **10 Morbidelli** 1m37.674s; **11 Rossi** 1m37.741s; **12 Mir** 1m37.784s.

QUALIFYING 1

1 Rins 1m37.063s; **2 P Espargaro** 1m37.258s; **3 Binder** 1m37.396s; **4 Petrucci** 1m37.423s; **5 Nakagami** 1m37.434s; **6 A Espargaro** 1m37.940s; **7 Oliveira** 1m37.964s; **8 Smith** 1m37.966s; **9 Rabat** 1m38.029s; **10 Zarco** 1m38.106s; **11 A Marquez** 1m38.256s; **12 Lecuona** 1m38.512s.

RIDERS' CHAMPIONSHIP

1 Quartararo 25; **2 Vinales** 20; **3 Dovizioso** 16; **4 Miller** 13; **5 Morbidelli** 11; **6 P Espargaro** 10; **7 Bagnaia** 9; **8 Oliveira** 8; **9 Petrucci** 7; **10 Nakagami** 6; **11 Zarco** 5; **12 A Marquez** 4; **13 Binder** 3; **14 Rabat** 2; **15 Smith** 1.

MANUFACTURERS' CHAMPIONSHIP

1 Yamaha 25; **2 Ducati** 16; **3 KTM** 10; **4 Honda** 6; **5 Aprilia** 1.



Quartararo swapped
tears for triumph

NEXT REPORT

ANDALUSIAN GP
30 JULY ISSUE

How long will Marc Marquez have to sit on the sidelines, and will Fabio Quartararo add further success to his early championship ambitions?

contender

By lap 21 Marquez was once again staring at the rear of Vinales's Yamaha, with a demoralising move on the struggling Spaniard only a matter of time. But a huge crash for Marquez ended his hopes of an amazing podium recovery and may also have derailed his title defence as the resulting impact with the ground and his bike broke his right arm.

Quartararo, save for the "scariest moment" when a missed gearchange led him to thinking a repeat mechanical drama from 2019 was about to occur, eased to the finish to prevail on a day that may have blown the doors off MotoGP in 2020.

Vinales reclaimed second from Miller late on as the Pramac rider battled numbness in his hands – a result of a slightly off handlebar position – with Andrea Dovizioso also capitalising on this for a third-place finish, which "felt like a victory" after a weekend of struggle with Michelin's new-construction rear tyre.

Franco Morbidelli snatched fifth on the second SRT Yamaha ahead of Pol Espargaro, the KTM rider just one second from the marque's first dry podium. Bagnaia, Miguel Oliveira, Danilo Petrucci and Takaaki Nakagami rounded out the top 10.

Quartararo began the weekend claiming the 2020 Yamaha was harder to ride than its predecessor, but he finished it the unlikely winner on a chaotic day to truly announce himself as a MotoGP title contender.

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New event will feature elements of Festival of Speed and Revival, but without the crowds

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NEW GOODWOOD EVENT BEHIND CLOSED DOORS

GOODWOOD

A new three-day behind-closed-doors event – described as Goodwood’s “fastest ever” – that combines the best of the Festival of Speed and Revival will take place in October.

The idea of running a televised-only event was first mooted after the cancellation of all three of Goodwood’s main motorsport fixtures this season due to the coronavirus pandemic. Now plans have been put in place to run the new Goodwood Speedweek event across the 16-18 October weekend.

As well as traditional circuit races at the Sussex venue, there will also be a rally competition, and the meeting will conclude with a special one-lap shootout

among the fastest cars. This will feature modern cars competing at Goodwood for the first time, and it is therefore expected that the lap record will be beaten.

As there will be no spectators, organisers have been given more freedom in bringing faster and “more extreme” elements to the event.

All the action will be broadcast for free via Goodwood’s website and social media channels. An online auction will also take place. More details about the exact programme of events and driver line-up will be revealed in the coming weeks.

The Duke of Richmond said: “Having taken the heartbreaking decision not to hold the Festival of Speed and Revival this year, we were determined to find a way of bringing motorsport to Goodwood in 2020. Speedweek will be a once-in-a-lifetime occasion – the fastest, most exciting and spectacular event we have ever staged.

“I have been overwhelmed by the positivity and support offered to us by our partners and friends. In particular, I’m delighted that Mastercard, who have been the presenting partner of the Festival of Speed since 2017, will also be the presenting partner of Speedweek; and Bonhams, who have held their auctions at Goodwood every year since 1993, will be joining us.

“An event unlike any that’s gone before, Goodwood Speedweek will be a fitting celebration of the spirit of the Festival of Speed and Revival, both of which will return, bigger and better than ever, in 2021.”



JEP/MOTORSPORT IMAGES

More British GT entries pulled amid COVID-19

BRITISH GT

Balfe Motorsport has withdrawn its McLaren 720S GT3 due to be shared by Rob Bell and Shaun Balfe on the eve of the British GT Championship season and will revert to a race-by-race programme with Stewart Proctor and Joe Osborne.

Bell and Balfe were third in the inaugural season for the 720S last year and were expected to challenge for the title in 2020.



But, amid the “change of priorities” resulting from the pandemic, Balfe told Autosport that his family construction business and growing customer racing operations needed to take precedence.

“I know what it takes to deliver a championship campaign and I don’t feel I could give it the necessary commitment,” he said. “It doesn’t seem right for me to race alongside my customers, stretching the team even further when we know it’s going to be hard to turn the cars around.”

Instead, the team will run McLaren factory driver Osborne and GT4 graduate Proctor at the two Donington events and Snetterton, with Proctor having bought his own 720S to race against son Lewis.

Osborne, whose last British GT campaign was in 2018, said Proctor Sr would use the “toe-in-the-water” exercise on tracks he’s tested at “to see where he is” ahead of a possible full campaign in 2021.

Further GT3 entries that have been withdrawn include the JRM Bentley, with Martin Plowman and Kelvin Fletcher set to defer their entry to 2021 as they were unable to fulfil sponsor requirements to host guests trackside, and the two-car Beechdean Aston Martin line-up, which has slimmed to a race-by-race programme.

JAMES NEWBOLD

IN THE HEADLINES

NEW JHR DRIVERS FOR 2020

JHR Developments has revealed an additional driver for each of its BRDC British F3 and British Formula 4 squads this year. Formula Ford 1600 graduate Max Marzorati will join the team’s F3 line-up at selected rounds, while ex-Ginetta Junior and Fiesta Junior driver Nat Hodgkiss will contest the opening F4 events. Hodgkiss replaces Mikkel Grundtvig, the Dane’s plans changing in the wake of the coronavirus pandemic.

BARR LANDS JAS ROLE

Former Mini Challenge runner-up Reece Barr has been named as a member of JAS Motorsport’s driver development scheme. The 19-year-old, who has more recently raced in TCR Europe and German Carrera Cup, will conduct a test programme in an NSX GT3 Evo this year for Honda partner JAS ahead of likely racing one next year.

PLOWMAN COULD RACE MX-5

British GT racer Martin Plowman could make a cameo appearance in the Mazda MX-5 Supercup this year in his own Paddock Promotions Motorsport-run car to garner interest. Plowman planned to run four cars before the pandemic, but is now set to field a single car for Brayden Fletcher, the brother of his GT co-driver Kelvin. “Even if we’re not competitive, we’re hoping getting the cars out and people seeing the team operate will lead to enquiries,” said Plowman.

PAUL MACE 1958-2020

GT Marques director Paul Mace has died after a short illness aged 62. Mace (below) had a long history of Porsche competition both as a driver and team owner, and founded the GT Marques squad. The operation was a mainstay in the Porsche Carrera Cup GB and powered Michael Meadows to the title in 2013. Prior to running GT Marques, Mace was boss of the Team BCR squad that won the teams’ championship in the inaugural Carrera Cup season in 2003.



No Clio Cup UK series this year

CLIO CUP UK

Renault Sport Racing has decided to postpone the introduction of its new Clio Cup UK championship until 2021.

The Clio Cup was set to feature the new fifth-generation Clio this year and switch from running alongside the British Touring Car Championship to joining British GT events, after Renault UK pulled out and RSR stepped in. But the coronavirus pandemic meant the opening event of the season was pushed back to mid-August, and also meant a later delivery of cars.

RSR has therefore now taken the decision

to launch the revised series in 2021 and give more time for teams to test the new cars.

RSR customer racing director Benoit Nogier said: “This is not a decision that we have taken lightly. It is important to stress that our decision is based on feedback from the teams as much as anything else. There is no escaping the fact that COVID-19 has had consequences for business models – that includes those of teams in the UK.

“Our ambition is very much to return with a full Clio Cup UK championship in 2021.”

Teams will still have the opportunity to test the cars during British GT events and have also been invited to join French and Spanish rounds.

More marshals can attend events as restrictions relaxed

MOTORSPORT UK

Motorsport UK has relaxed the rules restricting the number of marshals that can attend a race meeting.

The governing body imposed strict limits on marshal numbers as part of its 'Getting Back on Track' guidance following the coronavirus pandemic.

Initially, only two marshals were allowed to be at any one post in order to maintain social distancing. But, after assessing how the initial events worked, it was decided to drop this restriction from last weekend and instead there is now no set number of marshals per post.

But the requirement to maintain two-metre social distancing remains, meaning there will still be significantly fewer marshals at events than last year.

"It's good we can have a few more, but it's not a pre-COVID normal, it's not like we were last year," said British Motorsports



JONES

Marshals Club chair Nadine Lewis, who last weekend at Oulton Park marshalled at her first event since racing's restart. "There still is the two-metre rule so numbers are limited. Some positions you can't have two flag marshals on the same post because they would be within two metres of each other.

"The guidelines are quite specific for circuits. The pitlane, startline and paddock rules haven't changed, but you can have a few more out on track. We had the new numbers at Oulton Park on Saturday and we added 14 extra people."

Lewis says a key benefit of the slight increase in trackside marshal numbers is that there will be more on hand to tackle fires. "It gives people the confidence to fight the fire because it's always useful to tackle

fires with two people," she said.

Lewis has been impressed by the number of marshals who have put their names down for the initial race events and believes this bodes well for the busy weekends in August – including the weekend of the British Grand Prix, which also includes the British GT and British Touring Car season openers.

"I know at the first Cadwell Park and Croft meetings there were people who had never been at the circuit before, but volunteered because they were desperate to volunteer somewhere," she said. "People are more willing to volunteer somewhere else if they don't get accepted in one place. Some events may be tight, but it should be OK."

STEPHEN LICKORISH

Clubmans set to break CSP1 entry record at opener

CLUBMANS

The Clubmans Sports Prototype Championship is set for a record entry for its top CSP1 class at the Oulton Park season opener this weekend.

The category has switched from the British Automobile Racing Club to be administered by MotorSport Vision Racing this year, and reported a surge of interest before the coronavirus lockdown.

Although overall entry

numbers may be slightly lower than originally expected due to the pandemic, the interest in the CSP1 class is still very strong, with 12 cars set to race at Oulton. The class caters for the fastest machines with engines producing up to 200bhp.

Clubmans Register vice-chairman Peter Richings says he is "very pleased" by the interest in the class.

"We introduced CSP1 10 years ago and it took a few years to start to take off,"

he said. "What we're seeing now is that once something gets a bit of momentum, it starts to capture people's imagination seeing a few people switching to it."

One driver set to feature on the grid this weekend in CSP2 is 2018 champion Michelle Hayward. She sat out last season, but is due to make a return at Oulton. Seven new drivers to the championship are also due to be racing this weekend.

STEPHEN LICKORISH



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IN THE HEADLINES

HINSON MAKES MR2 RETURN

The 2012 Toyota MR2 champion Paul Hinson returned to the series for the first time in eight years last weekend at Snetterton and was immediately back at the sharp end, qualifying third for the opening race. He spent the intervening years in the Compact Cup, but opted for a return to Toyotas for 2020 after a successful Birkett Relay race last year. “Last year we won the Birkett and I got the taste for victory again,” he said. “I really love this series so thought I would go back to MR2.” He took a best result of fifth.

PROJECT LEADER’S BMW MOVE

Macedonian-born Branko Kiprovski joined the BMW Compact Cup at Oulton Park last weekend, having previously raced in the Focus Cup. Before moving to the UK in 2016 he raced, rallied and hillclimbed in Eastern Europe. He has also been running ‘Action Against COVID-19’, an Islington-based project handing out masks, sanitisers and visors to local businesses and families. He was 31st in the first race, and just missed out on a top-20 finish in race two.

BRUNDLE’S DEBUT DELAYED

Alex Brundle’s plan to race in the Masters Historic Festival at Donington Park last weekend was thwarted by a date clash with the rearranged European Le Mans Series opener at Paul Ricard, which he won driving for United Autosports. Brundle had planned to share the Lola T70 Mk3B and Jaguar E-type of Gary Pearson, but will now aim for the Masters event at Brands Hatch next month.

REVOLUTION DESIGN WINNER

The winning livery in Revolution’s Art Car contest has been selected. Justin Lyle’s design (below) has been chosen to adorn one of the 12 Revolutions set to race in support of the World Endurance Championship at Spa next month. His livery features an outline of the Spa track as well as a tribute to F2 racer Anthoine Hubert, who died at the circuit last year.



Donnelly races again after charity moped crash injury

116 TROPHY

Ex-Formula 1 driver Martin Donnelly returned to racing for the first time in nearly two years when he competed in the 116 Trophy at Snetterton last weekend.

The former Lotus driver was making his first race outing since nearly losing his leg in a charity moped accident last year.

The opportunity to compete in the opening round of the 116 Trophy arose after he spoke with fellow instructor Ray Grimes the previous weekend.

“He said, ‘Do you fancy a drive at the weekend? There’s a BMW drive – 116 Trophy – I’m down as a driver but why don’t you take my seat?’” said Donnelly. “I only live about six kilometres away, so I came down here on Friday morning.”

“The car was quite easy to drive, very

soft, very forgiving and once you were up to speed it was fine.”

After one test on Friday, Donnelly qualified the car 13th in damp conditions.

Sharing with Autosport journalist Stefan Mackley and club racer Freddie Tatham, Donnelly brought the car home 14th in the 90-minute race before a five-second penalty for track limits in the opening stint dropped them to 15th.

Donnelly admitted he would be keen to do the next round at Anglesey, having only driven at the Welsh venue once before.

“If the invite came back from the [750MC] club to go to Anglesey and race around there, I’d bite their hand off – it would be a great experience,” he said.

STEFAN MACKLEY



Mansell makes one-off Ma7da outing

MA7DA

Former McLaren Autosport BRDC Award finalist Scott Mansell made a one-off outing in the Ma7da Series at Snetterton last weekend as part of a video for his driver training programme.

The 34-year-old, who has competed in Indy Lights and tested Formula 1 machinery, runs the Driver 61 training business, featuring free tutorial videos, circuit guides and practical training.

For his latest video on how to get into motorsport, Mansell took to the Snetterton 200 circuit in a Ma7da – his first track outing since November.

“I love a challenge like that, trying to learn and show how to get to the limit of the car quickly,” he said, having driven the car for the first time in a wet qualifying session on Sunday morning. “It’s about trying to help as many club drivers and young drivers get as quick as they can.”

“Club drivers don’t feel

comfortable on the limit, but you see the pride they take as they make massive steps forward. When you see their faces change as they realise what it should be like, that part of it is really rewarding.”

Mansell finished first in race one on the road, but was one of five drivers to be disqualified for an underweight car. Gearbox problems prevented him starting race two.

JASON NOBLE

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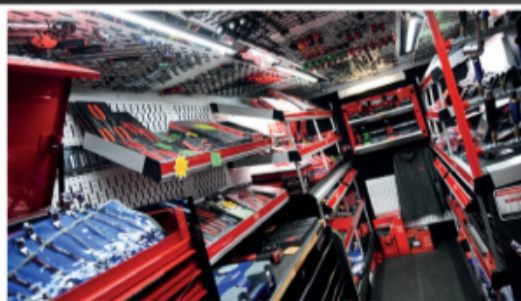
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Racing in a socially distant world

STEFAN MACKLEY

For thousands of people – whether they be drivers, team owners or simply fans – the return of UK club racing earlier this month can’t have come soon enough. Driving into Snetterton on a grey and drizzly last Sunday morning certainly couldn’t dampen this writer’s enthusiasm to finally be back at a race meeting for the first time in 2020.

Even before Sunday, my enthusiasm had reached fever pitch by attending the test day on Friday – in much warmer and sunnier conditions – when the paddock was full of racing machines from Formula Vee and Sports 1000 to Toyota MR2s and Renault Clios ahead of the 750 Motor Club’s meeting. It was great to see first hand that, certainly at club level, competitors are more keen than ever to get back out racing following the coronavirus lockdown.

There was another reason to be even more excited than usual, as I wasn’t just there in my capacity as a journalist, but also as a competitor. I’d very kindly been given the chance to take part in the opening round of the 116 Trophy alongside ex-Formula 1 driver Martin Donnelly for a feature that will appear in next month’s National supplement. It all added together to make the trip to Norfolk a special one.

What was immediately apparent and really positive to see

“Shaking hands was *mostly* bypassed from what I saw, replaced by the elbow bump”

were the safety precautions that MotorSport Vision has taken at Snetterton – and its other venues – since reopening in May for trackdays and testing. Hand sanitiser was widely available, social distancing measures were in place and strict limits on numbers allowed into the paddock certainly made me, and I’m sure other competitors, feel safe.

Safety in motorsport is certainly nothing new and, perhaps more than any other sport it takes the topic very seriously. Fireproof overalls, helmets and frontal head restraints are continually being developed and improved, and that’s before delving into the specific safety features of the cars. Safety is always on the agenda. And, from Formula 1 down to club level,

it seems that motorsport has once again taken a lead when it comes to dealing with COVID-19.

The 116 Trophy was a perfect example. The two mandatory pitstops during the 90-minute race were both extended by 30 seconds to ensure that the main touch points inside the car – steering wheel and gear stick – could be sanitised before the next driver took over. Any crew member helping to secure the driver during a change was also required to wear a mask and 750MC officials were patrolling the pitlane ensuring only one crew member from each team was on the pitwall at any time.

Nobody complained about the procedures and everyone understood the need for them. But this isn’t to say that motorsport has got things perfect or there isn’t room for improvement, and certainly the biggest change has to come from people themselves.

The previous norm of shaking hands was *mostly* bypassed from what I saw, replaced by the now-customary elbow bump, and at times it was noticeable that keeping socially distanced wasn’t at the forefront of people’s minds during the cut and thrust of preparing/fixing cars – perhaps understandably. It would have been nice to see more people wearing masks within the paddock as well.

Attitude is perhaps the biggest stumbling block. You can have all the safety protocols in the world, but if people – some of whom have been carrying out the same routines for decades – don’t abide by them, then it makes little difference to how effective they are.

Certainly, it will be a few weeks, and maybe even months, before these new procedures become the new normal for all taking part. It certainly wouldn’t take very long for the message to sink in should a surge in cases within a specific championship or club suddenly appear.

It’s not just at the track where there have been changes either, as behind the scenes the 750MC has worked hard to ensure that competitors remained as safe as possible by allowing them to carry out online sign-on and self-scrutineering, as well as having a written drivers’ briefing. When the frontal head restraints were made mandatory in UK motorsport there was uproar from a small group – as there always is when things change. I’ve no doubt there is another minority who feel the same about the social distancing measures.

The FHR and many other safety features before them became accepted over time, and I hope it will be exactly the same for the COVID-19 protocols – which are ultimately there to help save lives. 🏁





Lyons denied as Cantillon roars to double F1 win

DONINGTON PARK
MSVR MASTERS HISTORIC RACING
18-19 JULY

Michael Lyons made the opening Historic Formula 1 races of the season thoroughly entertaining, even though he ultimately twice finished third in his Hesketh 308 as Mike Cantillon did the double at the wheel of his Williams FW07C.

In the early laps of Saturday's Donington Park race, Lyons worked the Hesketh into the lead in pursuit of his second win in seven days, but he had his hands completely full of Cantillon and Steve Hartley (McLaren MP4/1). The three cars made a fabulous sight and sound, but Lyons knew he was up against it with two ground-effect cars on the gearbox of his older Hesketh.

Sure enough, despite Lyons's best efforts, Cantillon finally wriggled ahead to go clear, and not long after Hartley

elbowed Lyons back to third.

Lyons gave a repeat performance on Sunday when the reversed top-four grid gifted him another shot. He quickly jumped the polesitting Lotus 81 of Steve Brooks and made as much escape as he could while Cantillon and Hartley were bottled up behind the Lotus. But, once they dropped Brooks back to fourth, Cantillon and Hartley set about closing Lyons down for the second time in 24 hours. The younger driver held on tenaciously for as long as he could before Cantillon prised open a gap and Hartley followed through. Then it was Cantillon fending off a fierce challenge from Hartley over the remaining laps.

The single HGPCA race caught the only rain of the weekend as a few spots at the start worsened to give quite a wet track, which later started to dry again.

None of that fazed Will Nuthall, who started his Cooper T53 from the pitlane

after a plug lead worked loose on the green-flag lap after qualifying on pole. Nuthall was dead last into Redgate, but made short work of slithering up the order to take the lead from Sam Wilson (Lotus 20/22) after just four laps.

Running the Lotus in South African F1 trim with a 1500cc twin-cam engine rather than in its previous Formula Junior incarnation, Wilson dropped away and later lost places to Andy Willis (Cooper T45/51) and Barry Cannell (Brabham BT11A).

But the day belonged to Nuthall for another assured performance. "It was difficult to judge the pace with the rain and then some oil went down as well," said the winner.

Saturday's Gentleman Drivers' race began with an early safety car when Mark Martin's Lotus Elan 26R arrived at Redgate with a significant engine fire. Once the race went green, soloist Gary Pearson resumed control in his Jaguar E-type from the TVR of Mike Whitaker and the E-type of Richard Kent.

After the stops, Pearson was still well clear, while Chris Ward kept the Kent E-type ahead of the hard-chasing TVR until he slowed with oil pressure issues just as Andrew Smith, in Mark Donnor's E-type, came up to challenge for second.

Nigel Greensall was mighty in the first half of the Historic Touring Cars contest at the wheel of David Gooding's Ford Mustang. Greensall power-drifted the Mustang out of Coppice quite beautifully for lap after lap as he built a 13-second margin over the similar cars of Steve Soper and Craig Davies.

A safety-car period started just before the pit window opened, and soloist Davies stopped fractionally early. The time lost



DONINGTON PARK WEEKEND WINNERS

MASTERS HISTORIC F1

Races 1 & 2 Mike Cantillon (Williams FW07C)

HGPCA

Will Nuthall (Cooper T53)

GENTLEMAN DRIVERS GT

Gary Pearson (Jaguar E-type)

MASTERS HISTORIC TOURING CARS

Craig Davies (Ford Mustang)

MASTERS HISTORIC SPORTS CARS

Jonathan Mitchell (Chevron B19)

MASTERS ENDURANCE LEGENDS

Race 1 Shaun Lynn (BR01, below)

Race 2 Steve Tandy (Lola B12/60)

MASTERS PRE '66 MINIS

Race 1 Tom Bell

Race 2 Joe Ferguson



For full results visit: tsl-timing.com

doing another lap hampered his progress, but he was later able to hunt down and depose Gooding after Henry Mann parked the Soper car at the Old Hairpin.

Gooding seemed set for a fine second until a late moment at the chicane dropped him to fourth behind the race-long Cortina battle between Ollie Taylor and the Irish combo of Michael Cullen and Paddy Shovlin.

Jonathan Mitchell swept ahead to win in Historic Sports Cars when early pacesetters Tom Bradshaw and Gary Pearson retired at the same moment. Pearson stopped his Lola T70 Mk3B with gearbox issues just as Bradshaw pitted his Chevron B19 with a misfire. Mitchell's B19 duly moved into the lead for its second win in seven days.

Steve Tandy was denied an Endurance Legends double by time lost to the safety car in the opener, but made sure of winning the second race in his Lola B12/60. Shaun Lynn profited in the opening race in his BR01 Nissan LMP2 machine.

Finally, the Pre '66 Mini shared by Tom Bell and Joe Ferguson outran some pretty accomplished opposition to win both races.

PAUL LAWRENCE



METHLEY'S NEW MONSTER Historic racer David Methley is now running a Chevrolet Corvette C6 in Masters Endurance Legends. Methley bought it last year, driving it in Europe before taking it to the US to race at Austin and Daytona. "It was one of four built in 2006 in Japan for the Asian Le Mans Series – it later went to Norway," said Methley. "It's amazingly affordable: a new engine ready to go is £7000. I sold my Group C car and gave up racing. I tried model aeroplanes but crashed them so looked at going racing again. I'd always wanted a C6. It's seven-litre, 685bhp and sounds great."



KJAERGAARD'S HISTORIC COBRA GT World Challenge racer Nicolai Kjaergaard took time out of his Bentley programme to race a Shelby Daytona Cobra in the Gentleman Drivers race at Donington. The 2018 British F3 runner-up was due to share with his father Christoph but went solo when Kjaergaard Sr was sidelined with a leg injury. "I did one race with it in Denmark last year," said Kjaergaard of the Gelscoe Racing Cobra. "I tested the Bentley here earlier in the week." When comparing the Cobra to the Bentley, he added: "It's big and it's front-engined, but that's about it."



LE MANS WINNER BACK AT DONINGTON Three-time Le Mans winner Marco Werner drove the ex-Gunnar Nilsson Lotus 77 at Donington, nearly a quarter of a century after his last race at the venue. Werner was racing the Lotus for the first time for the German Britec Motorsports team. "It's fine at the moment: I'm just finding my rhythm, I've had not so many laps before," said the 54-year-old. "I only race historics now, just for fun. Just beautiful old cars." He took a best result of fifth in the Lotus on his first race outing at Donington since the 1996 Tourist Trophy with Honda.

Double delight for MacLennan in Formula Ford

OULTON PARK
BRSCC
18 JULY

The opening salvoes of the National Formula Ford Championship were fired by Neil MacLennan as he won both races at a very wet Oulton Park.

From pole position, he faced intense pressure from Rory Smith on each occasion. B-M Racing driver Smith's relentlessness told in the opener when he forced a mistake from MacLennan at Hislop's chicane and he got a run on the Scot's Kevin Mills Racing Spectrum exiting the corner, but it was to no avail as a red flag meant that MacLennan won on countback. MacLennan had dropped to third after the Team Dolan Van Diemen of Chris Middlehurst passed at Old Hall, before receiving his reprieve.

Festival winner Jonathan Browne briefly led the opener when he dived inside MacLennan at Old Hall early on, only to run wide and drop back, keeping his podium in the final classification ahead of the unlucky Middlehurst.

The train of Smith, Browne and Middlehurst could not force MacLennan into a mistake in race two. "I used up all my tricks in the first race," rued Smith. His and Browne's attempts only succeeded in letting Middlehurst pass Browne for third. Champion Ross Martin could only manage a pair of fifth positions.

In the two Northern Championship



MacLennan resisted pressure from Smith, Middlehurst and Browne to twice win at Oulton

races run concurrently to form a capacity grid, British Racing and Sports Car Club chairman Peter Daly took his Super Classic-class Van Diemen RF88 to a double victory.

Having each endured torrid weekends at last year's Touring Car Trophy season-opener at Oulton Park, both Henry Neal and Lewis Kent had more to smile about this time around as the pair shared the spoils. After polesitter Dan Kirby (Cupra) outbraked himself on the first tour, Neal dived inside Kent mid-race at Shell Oils to take race one. Kent jumped Neal – who was driving the only non-TCR-spec car – at the start of race two and, with no repeat of the front-end grip problems he had suffered earlier, took a comfortable win.

VW Golf runner Richard Gilbert hadn't scored a single podium in the VW Cup before last weekend. He now has two wins to his name after prevailing in both contests, which ran alongside the TCT.

A switch to the new JMR team of Josh Coggan and Mark Wakefield, and coaching from Coggan, has paid dividends. Gilbert was never headed as he led Coggan for a team 1-2 in the opener, then passed Andy Wilmot early on to take race two ahead of debutant Ollie Brown.

"I enjoyed that!" beamed Ian Jones after holding off champion Steven Dailly to win the first BMW Compact Cup exchange of the season. The pair were well clear of the chasing pack headed by Tom Griffiths, who went on take race two after Jones and Dailly both outbraked themselves on the drying track at Island on the opening lap. Having dropped to the middle of the 35-car field, Dailly produced a typical charge to fight back to fifth at the flag, just failing to dislodge Jordan Stilp as Ben Huntley and Wayne Flint completed the podium.

Star of the Civic Cup field was Bruce Winfield, who dominated the opener from pole position. Winfield had to start race



Gaugler emerged uninjured from this massive Civic Cup crash at the start of first race

ALL PICS: WALKER

OULTON PARK WEEKEND WINNERS

NATIONAL & NORTHERN FORMULA FORD
Races 1 & 2 Neil MacLennan (Spectrum 011C)

TOURING CAR TROPHY & VOLKSWAGEN RACING CUP
Race 1 Henry Neal (Honda Civic Type R FK2, below)
Race 2 Lewis Kent (Hyundai i30 N TCR)

BMW COMPACT CUP
Race 1 Ian Jones
Race 2 Tom Griffiths

CIVIC CUP
Race 1 Bruce Winfield (EP3)
Race 2 Morgan Bailey (EP3)

ST-XR CHALLENGE
Race 1 Mark Robinson (Ford Fiesta ST)
Race 2 William Heslop (Ford Fiesta ST)

CATERHAM ACADEMY
White Dominique Mannsperger
Green Tom Cockerill



For full results visit: tsl-timing.com

two from 15th after a five-place grid penalty was added to the top-10 reversal for first-corner contact that led to a heavy accident for Andy Gaugler, who emerged unscathed. It was little hindrance for Winfield, who charged to second – after Max Lewis was penalised for an out-of-position start – behind first-time winner Morgan Bailey. Paul Taylor, Alistair Camp and Ben Mills secured a podium apiece.

Mark Robinson and William Heslop shared success in the ST-XR Challenge. On his first outing in a Ford Fiesta ST, replacing his venerable XR2, Robinson took the first race after the similarly mounted Heslop ran wide at Cascades. Reigning champion Heslop hit back to win the second.

On their debut race weekend, without even the Sprint outing that Caterham Academy novices usually have to kick off their season, Dominique Mannsperger and Tom Cockerill took the wins. Mannsperger recovered from a slow start to demote leader Hugo Bush on the penultimate lap. Cockerill and Chris Skillicorn dominated the Green group, and both survived moments at Druids after Cockerill made the decisive move at Island earlier on the final lap.

MARK PAULSON

STILP AMONG THOSE RETURNING TO THEIR RACING ROOTS AT OULTON



Former Clio Cup regular Stilp made his Compact Cup debut

Joining the BMW Compact Cup for the first time on Saturday was Renault UK Clio Cup race winner Jordan Stilp. British GT in 2016 was the former BRDC Rising Star's last full campaign, when he challenged for GT4 Silver Cup honours. Having taken time out of the sport to focus on building his business, Stilp has now returned to racing with a different approach.

"I wanted something that I could afford to do myself instead of asking for sponsors," said Stilp, who was convinced by championship manager Greg Graham to join the Compact Cup when they met at Autosport International in January. "That day I went out, drove straight to Essex and bought the car.

"When you're younger and you want to get somewhere you need to get there fast," continued the 25-year-old. "So this would have just been a stepping stone as a kid. That's not the case now, which is quite nice because I don't have the pressure."

There may be less pressure but Stilp was also attracted by the series' level of competition and is determined to be at the sharp end. He qualified eighth among the 36-car grid and raced to seventh and fourth positions, just holding off champion Steven Dailly's recovery drive in race two.

"It's like Clios but it's on a reasonable

budget," Stilp reckoned. "The talent doesn't get better when you get to higher-end racing. That's what's good about club racing – there are so many people that are quick but they just haven't got the budget [to progress]. It's not going to be like Clios where pretty much 90% of the grid have won some kind of championship [but] there's a top 10 that are handy, then the top five are quick.

"There's always one that's been in it for a couple of years and knows everything. That's how I see it with Dailly – which is brilliant because, if he wasn't here, and the likes of Ian Jones, I wouldn't be in it. If it wasn't competitive, there's no point, is there? If you turned up and you were P1 [immediately], you'd be like, 'Well this is pretty boring'."

You could say that Stilp, a championship runner-up in the similarly competitive Mazda MX-5 Supercup, is returning to his roots. And he wasn't the only British GT driver doing so at Oulton Park. Matt Cowley, who will share an Academy Motorsport Ford Mustang with Jordan Albert this year, made one of his semi-regular returns to Formula Ford. An off in the first race left him with a best finish of only ninth, but he gained a useful preview of the circuit's reprofiled kerbs ahead of returning in the Mustang next weekend.

British GT race winner Liam Griffin was another, as he and brother Kieran rejoined the VW Cup grid.

"It's circumstances with COVID-19 and the shortening of the season," explained Liam Griffin, who finished third in race one. "We still want to come racing, to do fun stuff and be competitive, and VW Cup gives us all that."

MARK PAULSON



British GT race winner Griffin was back to VW Cup

Peek comes out on top in thrilling Locost encounter

SNETTERTON
750MC
18-19 JULY

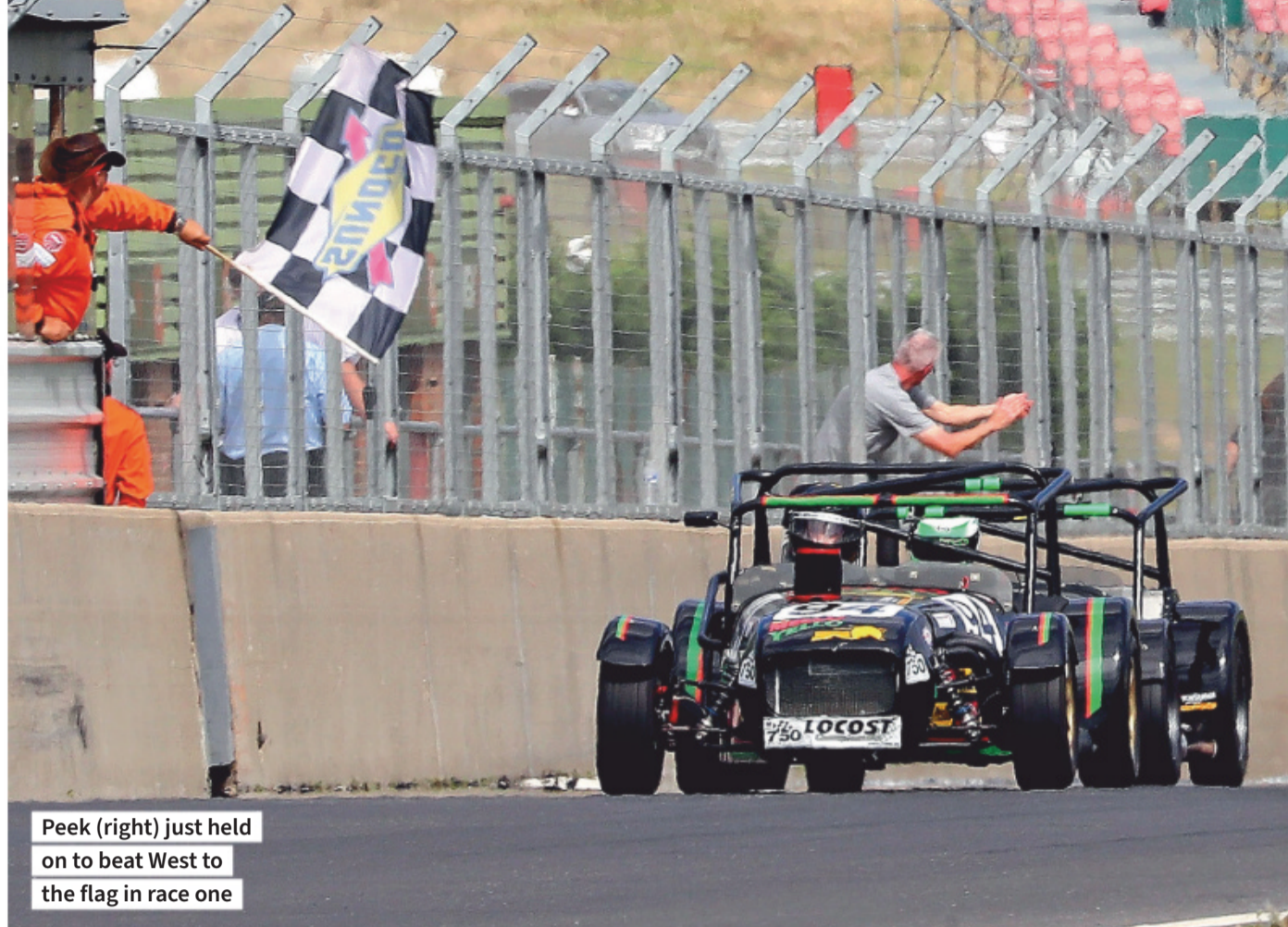
Geoff Peek had to work hard for a 0.02-second win in a frenetic first Locost encounter around Snetterton's 200 circuit, as he traded the lead throughout with Martin West and Craig Land.

Six cars were in contention on the penultimate lap, but Land spun off at the Wilson hairpin, which gave Paul Clark the advantage, before Clark put himself into the gravel at Nelson. That left four cars battling down the back straight on the final lap for the lead, with David Mason and 2019 champion Thomas Gadd joining Peek and West. But Peek was the last of the late brakiers into Brundle to hold off the pack, denying a late surge down the main straight from West to hold on for victory.

The second race, shortened by a safety car, belonged to Murray Shepherd, who dived with Peek and West for honours. West and Peek were the early leaders, but a decisive sweep around the outside of Riches for Shepherd allowed him to take both on lap five of eight. Peek used the inside line at Riches and Shepherd the outside line at Brundle on two consecutive laps to trade the lead, with Shepherd's move on lap seven proving to be the final one when the safety car was called out until the finish to cover off five cars coming to grief down the Bentley Straight.

Shepherd and Land were the key contenders in race three, which was settled in favour of Shepherd after he grabbed the advantage on the run down the Bentley Straight on the last lap.

James Harridge in his Maverick made the most of a strong start to defeat the GAC Daghorn of Ian Buxton and 2008



Peek (right) just held on to beat West to the flag in race one

Formula Vee champion Daniel Hands. Hands bogged down at the start and dropped to seventh, but dispatched Maurice Gloster, Steve Ough, Peter Studer and Tim Probert to recover to third.

Harridge followed his victory up with another, but only after a storming drive from 17th on the grid as a skilful first lap moved him up to sixth, and on lap three he used the wide line at Riches to snatch the lead from Buxton. Harridge was comfortably ahead before smoke caused by an oil leak threatened his hopes of a double victory – marshals were poised with a meatball flag – but he was handed a lifeline when Richard Rainbow stopped on track, causing a red flag and curtailing the 15-minute sprint before Harridge could be called in by race control.

The first Toyota MR2 encounter looked like it could have gone either way between Paul Cook and Aaron Cooke. Cook started on pole, but lost the lead when an out-of-shape approach at Wilson allowed Cooke through and, despite attempts to get back past, Cook finished 0.69s behind his near-namesake.

Nick Williamson had his foot glued to the throttle to vault himself from third into first at the start of race two, fending off the advances of four-time champion Shaun Traynor to win.

Bikesports and Sports 1000 shared a mammoth 32-car grid but, after

claiming pole, Josh Smith was unable to capitalise on the pace of his Radical PR6. An airbox problem on lap two forced him to pit, allowing racing returnee Martin Brooks – also in a PR6 – into a lead he wouldn't relinquish. Smith made up for his disappointment by cruising to an untroubled victory in race two.

Pip Hammond lost out from pole in Classic Stock Hatch as Lee Scott's better start in his Ford Fiesta allowed him to grab the initial advantage, but a three-wide approach into the Wilson hairpin on the first lap with Hammond (Vauxhall Nova) and Martin Rodgers (Peugeot 205) put a premium on bravery and Hammond somehow emerged unscathed and leading. He would go on to win the race, which was shortened when Terry Roughton put his Citroen AX on its roof at Murrays.

Oval specialist Ryan Morgan claimed a last-lap thriller in race two, as the kerbs looked to play a key role in the outcome. The Ford Fiesta driver went side by side with Scott through the Brundle and Nelson esses, but Scott rattled over the kerbs at the exit of the corner to allow Morgan a look. They remained side by side through Coram and Murrays and, despite a grassy excursion at the final turn, Morgan had enough speed to hold Scott at bay as they raced for the chequered flag.

JASON NOBLE



Both Formula Vee races were won by Harridge



Hammond took a race win aboard Vauxhall Nova GTE



SNETTERTON WEEKEND WINNERS

LOCOST

Race 1 Geoff Peek

Races 2 & 3 Murray Shepherd

FORMULA VEE

Races 1 & 2 James Harridge (Maverick Vee)

TOYOTA MR2

Race 1 Aaron Cooke (Mk2)

Race 2 Nick Williamson (Mk2)

BIKESPORTS & SPORTS 1000

Race 1 Martin Brooks (Radical PR6)

Race 2 Josh Smith (Radical PR6, below)

CLASSIC STOCK HATCH

Race 1 Pip Hammond (Vauxhall Nova GTE)

Race 2 Ryan Morgan (Ford Fiesta)

ALFA ROMEO

Race 1 Barry McMahon (156)

Race 2 Graham Seager (GTV)

116 TROPHY

Samuel Carrington-Yates

MA7DA

Races 1 & 2 Jonathan Lisseter

CLIO 182

Races 1 & 2 Ryan Polley

MX-5 CUP

Races 1, 2 & 3 Ben Short

TYPE-R TROPHY

Races 1 & 2 Dan Thackeray

SPORT SPECIALS

Race 1 Andy Hiley (Chronos HR1S)

Race 2 Paul Collingwood (Eclipse SM1)



For full results visit: theresultslive.co.uk



McMAHON IN A CLASS OF HIS OWN Fresh from a Britcar class win at Croft a week earlier, Barry McMahon took a dominant victory in the first Alfa Romeo Championship race since it moved to the 750MC. Even with a damaged splitter thumping underneath his 156, he had been lapping as much as five seconds per lap quicker than Graham Seager in second, who finished 55s down the road. Seager did take victory in the second contest, but only after McMahon failed to make the start.



FAMILIAR FACES JOIN 116 TROPHY Several familiar names made an appearance in the 90-minute 116 Trophy race, chief among them ex-Formula 1 racer Martin Donnelly. Ginetta GT5 Challenge racer Matt Maxted, who was in contention in the early stages, was among the emerging stars. No stranger to running at the sharp end having won in Club Enduro, Maxted shared the BMW with Chris Neal, leading a lengthy portion of the race having opted to stop later. The pair finished ninth once the stops had shaken out in a race easily won by Samuel Carrington-Yates (above) by 40s.



DISQUALIFICATION FOR MANSELL Scott Mansell won the first standalone Ma7da Series race from Jonathan Lisseter on the road, after a committed move past his rival on the second lap. But post-race scrutineering found five cars were underweight, Mansell's (above) among them, meaning he was disqualified and gifting Lisseter the win. Gearbox gremlins prevented Mansell from taking part in race two as Lisseter doubled up.



DUNBAR
motorsport
IMAGES

WHAT WERE THEY BLUE-SKY THINKING?

SKY SPORTS F1 REVIEW
HUNGARIAN GRAND PRIX

The very few benefits of the lack of media access to the opening races of the 2020 Formula 1 season concern comestibles and comfort.

Essentially, with the championship's 'biosphere' coronavirus protocols massively reducing the number of journalists allowed to cover the Austrian, Styrian and Hungarian events on site, much of the coverage has been produced within a few steps of a fridge and a sofa. This somewhat eases the task of report writing until the small hours following a race day, although of course can never make up for the journalistic benefits of being in the paddock, and means morning practice sessions can be taken in with a coffee and laptop timing screens easily adjacent.

Well, the latter comfort was severely compromised last Friday by a bizarre decision by Sky Sports F1 to send commentators David Croft and Paul di Resta *outside* their commentary box and into the grandstand overlooking the Hungaroring's pitlane for the Hungarian Grand Prix's first practice session.

It echoed the channel's decision to place pitlane reporter Ted Kravitz in a similar spot, as he had been for the two races at the Red Bull Ring, and Croft even went to visit his chum for a chat during the early running. Totally understandable – those installation laps are a rather pesky distraction, but it would have been quite

nice if people who had paid to see them were permitted a full screen showing the track and not a split arrangement involving an empty grandstand...

It got worse from there. Autosport hadn't actually noticed that Croft and di Resta had been stationed outside during those blissful early minutes with few cars on track. Then the F1 teams went and ruined all the jolly fun by sending their cars out en masse to complete the traditional practice tasks. And the result, and you simply will not believe this of F1 cars, was a raucous din.

And it wasn't fun. It would've been quite interesting to hear what Lando Norris and Daniil Kvyat – among others – had to say over the team radio broadcast by FOM's world feed. But this, along with chunks of what Croft and di Resta were saying, was sadly lost, it seemed, to the engine wails coming through the grandstand microphones.

Now, this is not a tale of toys-out-of-pram-throwing, but it is a reaction to a poor show on the home of the UK's F1 television coverage – the only place to watch live grand prix action until 2024. Sky charges considerably for that privilege and therefore should be delivering perfection with every single broadcast. It's usually pretty good – Martin Brundle's observations are still field-leading, the channel's pre and post-session interviews are generally spot on, and the driver analysis offered by Karun Chandhok and Anthony Davidson is brilliant. Placing Kravitz in the Austrian grandstand was a good move considering media



Many journos have been reporting from home post-COVID

ETHERINGTON/MOTORSPORT IMAGES

pitlane access is currently revoked, but two lead commentators doing likewise here was a misstep.

And it wasn't just Autosport in umbrage. Taking a glance at Twitter, always a place for reasoned and fair debate, and the channel's gleeful announcement tweet that "For the first time ever, [Croft] and [di Resta] are calling a session from the grandstand!" – 'obvs' complete with a microphone emoji – had attracted 180 replies. Most of these can be summarised as: "We can't hear what's being said, please end this charade."

Mercifully, the mid-FP1 lull arrived as the drivers headed to the pits to return the dedicated set of tyres used for the opening 40 minutes – given to encourage running in the first half of the 90-minute session. It was like a cloud had been lifted from the room, and clear thoughts returned. Bliss.

Now, the noise of racing cars is of course one of the joys of attending a live event – if an often overblown one. But very few people want that sensation in their living room. Sky seemed to realise its error at this point, and Croft and di Resta were restationed indoors not long afterwards, an apology offered.

And that's fine, these things are ultimately harmless, probably even a worthwhile experiment. But then there was the far greater error of not showing the delayed FIA Formula 3 Championship qualifying session live on Friday evening, so a rerun of this FP1 travesty could be aired! Please, never again.

ALEX KALINAUCKAS



youtube.com/AUTOSPORTdotcom



The rumour mill hasn't stopped spinning since it was announced that Sebastian Vettel would be leaving Ferrari at the end of the 2020 season. But with his options for a 2021 seat quickly running out, could joining the Racing Point-soon-to-be-Aston Martin squad actually be the perfect move for the four-time world champion? [Go to bit.ly/VettelAston](https://bit.ly/VettelAston)

WHAT'S ON

INTERNATIONAL MOTORSPORT

GT World Challenge Europe Endurance Cup

Round 1/4

Imola, Italy **26 July**

Livestream on Motorsport.tv, Sat 1630, Sun 1200

Formula Renault Eurocup

Round 2/10

Imola, Italy **25-26 July**

Livestream on YouTube

NASCAR Cup

Round 19/36

Kansas Speedway, USA **24 July**

Live Premier Sports 1, Fri 0000

MotoGP

Round 2/16

Jerez, Spain **26 July**

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UK MOTORSPORT

Kirkistown 500MRCI*

25 July

Saloons/GTs, FF1600, Fiestas/Mazda MX-5s, Roadsports/Strykers, Formula Sheane, BOSS Ireland, Irish Touring Cars, Superkarts

Oulton Park MSVR

25 July

Focus Cup, Monopostos, Porsches, Clubmans, Radical Challenge

Brands Hatch MSVR

25-26 July

Ferrari Challenge UK, Ferrari Formula Classic

Thruxton CSCC*

25-26 July

Swinging Sixties, Tin Tops, Future Classics, Magnificent Sevens, Special Saloons/Modsports, Classic K, Modern Classics, New Millennium, Open Series, Turbo Tin Tops, Slick Series

Mondello Park IMRC*

25-26 July

Formula Vee, BOSS Ireland, ITCC, Fiesta STs, Fiesta Zetecs, Strykers, Legends, Future Classics, Ginetta Junior, SEATs

Mallory Park 750MC

26 July

750 Formula, Historic 750 Formula, Hot Hatch, Caterham Graduates

Cadwell Park CMMC

26 July

Superkarts, Northern Saloons/Sports, Modern Challenge/Modified Fords, Historic F3, Sports v Saloons

* *Behind closed doors*



FROM THE ARCHIVE

Alain Prost pilots his Ferrari 641/2 during the 1990 Italian Grand Prix at Monza. This was a weekend in which the Frenchman was always the bridesmaid: he qualified

second, behind Ayrton Senna (McLaren-Honda MP4/5B), finished second, behind Senna, and took second-fastest lap of the race, behind... well, no prizes for guessing. At least his car was one of the

most sublime examples of mechanical eye candy ever to grace the track – for Autosport's top 10 best-looking F1 cars, visit bit.ly/bestlookingF1 or watch bit.ly/bestlookingF1video

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Doubt around Honda and Senna

23 July 1992

There was lots of news this week in 1992, with speculation concerning the Formula 1 futures of both Honda and Ayrton Senna.

McLaren-Honda had been overtaken by the Williams-Renault combination, with Nigel Mansell strolling towards the world title, and strong rumours suggested that the Japanese manufacturer was on the verge of pulling out. That proved to be correct and Honda left at the end of 1992, having taken 11 titles and 69 grand prix wins – with Williams, Lotus and McLaren – since returning to F1 as an engine builder in 1983.

Senna's future with McLaren was also therefore in doubt, as it became clear that Mansell, Senna and Alain Prost – then on a sabbatical – were all in the running for Williams drives for 1993. "The most likely Williams pairing appears to be Prost and Mansell, which would leave Senna a choice between

McLaren or Ferrari – or a sabbatical," reckoned our Grand Prix Editor Nigel Roebuck. "Whatever, momentous decisions are in the air just now."

Senna, who would remain at McLaren for 1993 while Mansell left for Indycar racing as Prost got the Williams drive, also had a contretemps with young rising star Michael Schumacher in testing at Hockenheim. The Brazilian felt he had been held up and "stormed to the Benetton pit" before "reportedly grabbing the German by the throat", according to Autosport. "The drivers were separated by McLaren mechanics."

Elsewhere in the 23 July 1992 issue, Autosport lamented both the form of Ferrari (*plus ça change!*) and "what was surely the lowest point of sportscar racing" as only 10 cars started the FIA Sportscar World Championship round at Donington Park. Peugeot beat Toyota in the race and the championship, which was canned at the end of the year.

IN NEXT WEEK'S ISSUE

British GP and BTCC previews

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STYLES

MotorSport Vision Racing is explored in detail on page 6



COVER IMAGES

Frozenspeed; Styles; Bryant; Walker

ENCOURAGING SIGNS AS CLUB RACING RETURNS

It was a long time coming. The coronavirus pandemic may have meant the club racing season began in July rather than March, but it seems the delay has done nothing to dampen the desire to get out on track. There have been some fantastic entry numbers to get the shortened campaign off to a strong start, and generally the new COVID-19 protocols seem to be working well.

Given national racing is now under way again, it seems the right time to bring back Autosport's monthly national racing supplements that shine the spotlight on the UK's eclectic motorsport scene.

In this issue, Ben Anderson gets behind the wheel of one of the newest cars racing on these shores: the Revolution A-One (p12). Masterminded by Radical co-founder Phil Abbott, it's certainly not a machine for the motorsport rookie and lives up to its billing of bridging the gap between club sportscar racing and LMP3. Talking of large entries, MotorSport

Vision Racing – and especially its Trackdays division – has been among those to feature packed grids on racing's restart and we explore the club's success in more detail (p6). We also hear from Hugo Holder (p26) about how the Classic Sports Car Club has been able to attract a very impressive number of entries for its Thruxton opener this weekend.

There is also an update on the – still provisional – rest of the 2020 club racing calendar (p24). After such an encouraging restart, it would be great if all of these events can now take place as planned.



Stephen Lickorish
STEPHEN LICKORISH
 NATIONAL EDITOR

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MINI MIGLIA

The Mini 7 Racing Club-run championship is celebrating its 50th birthday this year and is proving as popular as ever

BY STEPHEN LICKORISH

PHOTOGRAPHY GARY HAWKINS

T

he Mini 7 Racing Club must be doing something right.

Any championship that continues to thrive after 50 years has certainly found a winning formula.

Last year it also secured a whole new fanbase when it produced two cracking races in support of the British Touring Car Championship at Thruxton – and it has been invited back for the Brands BTCC event next month.

One of the Thruxton winners was historic racing ace Nick Padmore, who has competed in a stunningly diverse range of machines, from a Williams FW07 to a Lola T70, and yet the Miglia is still one of his favourites.

“I always wanted to do it because my dad raced them back in the ’70s,” he explains. “All my racing

life, he’s been saying, ‘You haven’t driven anything until you’ve driven the Miglia’, and he’s right! They’re just awesome.

“I remember at the Brands Mini Festival, whenever I chucked it at the corner, it just did everything I wanted it to. I’m driving it like the Williams and it’s doing exactly the same thing! You can be really late on the brakes and they roll lots of speed into the apex.”

The club’s commercial manager, Colin Peacock, believes this is just one of the factors contributing to the category’s enduring popularity.

“The club’s run by members for members and we try to keep costs low and regulations as tight as possible,” he says. “The racing is close and the social side is really nice too.”



TYRES

The series is fortunate to benefit from long-standing sponsorship from Dunlop and uses a specially constructed 10-inch slick tyre. This has two key benefits: it provides large amounts of grip as well

as being very long-lasting.

“The Dunlop slicks are so grippy, the Mini cocks its rear wheel on the entry to the corner and you’re flat back on the throttle,” explains Padmore. “The front tyres will last

a whole weekend and probably a test day for the next event. The rear tyres are a harder compound and last forever. You put them on and you never do anything with them – they spend most of the time in the air!”

BODYWORK

Despite being based around a classic car, there are some very modern materials used in the Miglia's construction. The machine is often said to resemble a 'mini touring car'.

"The whole front bodywork is carbon or fibreglass and, under that, everything is cut away and the engine

sits on an original subframe," explains Padmore. "The boot is fibreglass and the doors are standard."

One of the car's most distinctive features has to be the wheel arches, designed to ensure that the wider tyres are not visible and protruding when viewed from above.

ENGINE

During the 50 years of the Mini Miglia championship, the series has gradually evolved and a number of small changes have been made.

One of the most significant involves the engine. Back in 1994, this went from being a 998cc motor to the 1293cc A Series power unit that's still used today. This produces 130bhp and means the car can go from 0-60mph in 4.5 seconds.

"It's an unbelievable engine," says Peacock. "Cars that cost £500,000 get beaten by a Miglia on test days!"



SUSPENSION

At present, the series uses Ohlins steel-bodied dampers as a mandatory part on the front axle, but there used to be more freedom to use a range of designs. Peacock believes that employing a standard part has only helped to improve the championship.

"We've gone from being quite a free formula and everyone running whatever camber they liked to now having control cambers from Ohlins, and that's given us some stability and simplicity from a competitor's point of view," he says.

MSVR's SuperCup series was officially introduced in 2019



CHANGING THE FACE

MSVR is one of the newest racing clubs in the UK, and under the guidance of Jonathan Palmer it has grown in only a decade and a half to become one of the most successful

BY STEFAN MACKLEY

For close to a century racing clubs have been the focal point for motorsport enthusiasts across the UK, and although many have come and gone during that time, there remain a handful that can trace their roots back to before the Second World War.

But while there may be older and longer established clubs, one of the newest has also become one of the most successful since it was created less than 20 years ago.

The MotorSport Vision Racing club has continued to expand since it was established in 2005 after ex-Formula 1 driver Jonathan Palmer had acquired the Octagon group of circuits – Brands Hatch, Snetterton, Oulton Park and Cadwell Park – the previous year under the umbrella of MotorSport Vision.

“With the fact that we were getting a number of major international events at Brands Hatch like A1GP, World Touring Cars and DTM, naturally we wanted to

have more control over their operation,” says MSV chief executive Palmer.

“We were handling virtually every aspect of each event including promotion, ticket sales, managing spectators, even arranging support race content, but at that time we were having to hand over the on-track delivery to a third party and that was a situation I was keen to change.

“We knew we needed an international race director and experienced team to persuade governing body the Motor Sports Association [now Motorsport UK] to allow us to fast-track a very cumbersome and lengthy approval process.

“Our first step was to appoint David Scott, who’s done a great job for us as race operations manager, and he very quickly assembled an outstanding group of individuals and scrutineers, many of whom are responsible for organising the British Grand Prix.

“Simultaneously we were being approached by various series – some

existing, some new – asking if we would consider setting up a racing club as they would be keen to come across and join us. We were already running Formula Palmer Audi at that point and it was increasingly logical for us to form our own race division.”

The first in-house event was a one-off meeting at Cadwell for Caterhams in October 2005 – under the Brands Hatch Racing Club name – before the first official MSVR event was held at Brands the following season and the first MSVR series, the Lotus Elise Trophy, was created in 2007.

MSVR has expanded over the following 15 years, creating and managing new series, holding more events and growing its entries. By 2009, GT Cup, the Production BMW Championship and Toyo Tires Racing Saloons had all joined MSVR, with the club organising UK rounds of the FIA Formula 2 Championship, which continued under parent company MSV’s stewardship until 2012. ▶



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ENDUROKA

The newest series introduced by MSVR, EnduroKa, has been created as an affordable and cost-effective way to go endurance racing with friends.

In its maiden season grids averaged 27 entries across six rounds, and featured guest appearances from 2015 Le Mans 24 Hours winner Nick Tandy –

who secured victory at the season-ending Brands Hatch Indy Ka 500 – and former McLaren Formula 1 team director Eric Boullier.

The series uses Ford's Ka Mk1 1300cc machine, produced from 2002-08. Limited modifications mean racing remains competitive while keeping costs low.

NOTABLE CHAMPIONSHIPS AND SERIES



STYLES

ELISE TROPHY

The Elise Trophy, which grew from Lotus on Track, has been running since 2007, becoming an official championship for 2014. Although grid

numbers only averaged 14 entries last season, it remains an ever-present fixture on MSVR's roster.

The series introduced

a 45-minute race (with pitstop) for its opening round earlier this month at Snetterton, which attracted 23 cars, proving that the series is still a favourite of

Lotus owners. The remaining five rounds will take place across two 20-minute races, with the next outing at Cadwell Park on 22 August.

The GT Trophy, Champion of Brands and Heritage GTCC were just some of the series to join at the turn of the decade, and others such as the Radical SR1 Cup, Mini Challenge and Heritage Formula Ford have also come under its remit.

On an international level, MSVR was responsible for running the FIA Formula E London ePrix, held in Battersea Park in 2015 and 2016, and welcomed the NASCAR Whelen Euro Series for American Speedfest in 2013, an event that is still one of the most popular on the national racing calendar. Perhaps the flagship series of MSVR, though, was the BRDC Formula 4 Championship, created in 2013 as an affordable step onto the single-seater ladder for aspiring drivers.

It morphed into the BRDC British F3 Championship for 2016, with its alumni including ex-IndyCar driver Matheus Leist, FIA European Formula 3 race winner Enaam Ahmed, as well as Aston Martin Autosport BRDC Young Driver of the Year Award winners Tom Gamble and Johnathan Hogard.

The club's focus hasn't just been on four wheels either, as it created a two-wheeled division in order to become organiser of the British Superbike Championship in 2008.

MSV itself has also expanded, with the acquisition of Donington Park in 2017, development of the Snetterton 300 circuit

and general improvements at all of its UK venues. But while things have gone from strength to strength, Palmer admits it has been challenging having to compete in a marketplace previously dominated by more-established clubs and championships.

"The big challenge was to actually get some customers, and we developed the club fairly slowly because we didn't want just to go and poach championships and series from other clubs who are [already] our customers," he says. "So we really tried more than anything to generate our own ideas, our own new series, hence things like FPA.

"But on the major events side MSVR's first major event was British F3/GT at Oulton Park in April 2006, and then World

Touring Cars at Brands Hatch followed very quickly in May. And that was our first FIA world championship event – so in our first year of the club we were running world-class events. It was a huge amount of work behind the scenes in those early days and we had a great deal of pressure, but I'm pleased to say it all paid off and MSVR has gone from strength to strength and is a very solid, substantial race club now.

"I think it has [raised the game for clubs in the UK], and I think all the other clubs would admit that too. But that's what it had to do if we were going to get MSVR off the ground as a new club.

"It's a very traditional sort of world – racing clubs tend to be very well established and traditional. So for us to

Trackday Trophy is one of MSVR's most popular series



HAWKINS



Formula Palmer Audi provided useful single-seater insights

Come rain or shine, MSVR has continued to grow

come in and get a foothold and succeed in that market, we had to do things very well. So we had to look at it carefully and see how we could do a better job. Clearly we had ideas about how we could do that, and it was really to give better customer service, quality, good value, all those kinds of things. Everyone knows how committed and perhaps obsessive I am about quality and we applied that to the club.”

The most popular MSVR-run series, the Trackday Trophy, is also one of its most affordable and cost-effective, and was primarily created to allow drivers to make the transition from trackdays into racing as easily as possible.

With the capacity to take ARDS tests at MSV venues and by offering help and support throughout the process, it's little surprise that since it was created in 2010 the Trackday Trophy has continued to attract capacity grids, averaging 31 entries across its races last season.

Such has been its success that further stepping stones have been created – the Trackday Championship in 2016 and SuperCup in 2019 provide a logical next step for the club driver wanting to race more high-powered machinery.

Stuart Garland, championship manager for all three categories, believes their quality and price point match perfectly with the intended demographics.

“Racing is a commercial entity first

and foremost and with that in mind you have to cover the cost of being able to provide those races,” he says.

“That being said, there's a stark difference between making a profit and profiteering, and I think that where we sit within the market shows clearly that by listening to the competitors and putting their needs and requirements alongside those of a business, it's very possible to have a successful and long-lasting series, such as the Trackday Trophy.

“You have to make sure whatever you're doing from a racing point matches up financially with the demographic that you're trying to sell it to. I don't think it would be responsible to have a GT championship at our sort of level, with our sort of price points, but at the same time you can't expect our entry-level series and championships to be priced at a point where the GTs would normally sit.

“It's important to understand that the competitors are the customers, they are the people that are coming along with their hard-earned cash and their pride and joys. And these are much more than cars to them – that's their five hours of overtime this week to try to make sure they've got the latest bits that they need for the car.

“This is what that they spend all their spare time tinkering with and working on in the garage, and you have to understand the passion – it's much more than just

“For us to come in and get a foothold and succeed in that market, we had to do things very well”

a race weekend and £500 on entry fees. It's a way of life for them and that is their racing family.”

‘Racing family’ is a phrase often heard among racing categories and clubs throughout the UK, and that same philosophy applies to MSVR-run series. Darren Goes has competed in the Trackday Trophy, Trackday Championship and SuperCup across the past decade and knows what experiences they offer.

“I've been doing this for over eight years now. I started off as a complete novice, never been in a race car before, never even had a race licence or a suit before, and there's a lot of support via MSV for grassroots racing,” says the 2019 SuperCup champion, who drives a SEAT TCR.

“Eight years later and I don't feel I've outgrown the series, they are constantly developing it. I still say the same as I did after one year – number one, this is a very friendly paddock. There's a lot of ▶

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NOTABLE CHAMPIONSHIPS AND SERIES



BRDC BRITISH F3

Having learned lessons from Formula Palmer Audi and the FIA Formula 2 Championship, the latest incarnation of MSVR’s top single-seater category has proved to be popular with many

of the UK’s leading teams, including Carlin, Double R and Fortec Motorsports.

Originally created as the BRDC Formula 4 Championship in 2013, it morphed into its current guise

in 2016 when it introduced its Tatuus-Cosworth car. For 2020 the machine has been upgraded, including new bodywork to give the car a fresh look and Mountune coming onboard as engine tuner

to provide slightly better performance.

Nineteen drivers from nine teams are set to take part in the season, which begins at Oulton Park on 1-2 August.

mutual respect. We go there typically with our families and friends, and it’s friendly in the paddock and competitive on track.

“What the series has done is they’ve not only progressed it to bring drivers on, but they’ve also progressed the series to bring in more current machinery. I’ve been in a TCR now for the past three years, and what’s interesting is under the 2020 regulations, even though I’m in Class S, my car is not at the top of Class S. It just shows the kind of cars and that they are trying to bring in. They are constantly moving it on, so even someone like me, I’ve got room – if I can figure out how to do it – to upgrade the power to weight and try to race at the top of Class S.

“MSV make motorsport affordable and safe and enjoyable. The race entries,

“We need to ensure that we don’t make any changes too soon, that are too big. Now is the time to reflect”

the way they control the tyres, the way they write the regulations so you can have competitive racing... And it’s not people with the biggest budgets that win, it’s a very level playing field.”

The COVID-19 pandemic and subsequent lockdown means that instead of focusing on expanding, clubs

will now be just trying to survive. It’s a matter of fighting to maintain numbers over the remainder of 2020 and into next year, but if entries at the delayed first meetings this month are anything to go by, there is cause for hope.

Garland is optimistic that MSVR is in a strong position to overcome this latest challenge, and that listening to its members is now more important than ever.

“We need to ensure we don’t make any changes too soon, that are too big,” he says. “Now is the time to reflect on what’s going on around us in our championships and series to really understand that if there are competitors that aren’t racing with us, why aren’t they racing with us? And to look a bit deeper at the normal avenues of feedback.

“Just make sure that whatever we do is responsible and in the best interest of the competitor, because you need the competitors to believe in the products that you’re offering.

“We have a history of offering a well-run, well-managed set of series and championships that will carry on being that way. There will certainly be no knee-jerk reactions coming out of the series and championships that I operate because of the pandemic.

“We’ll be looking very closely into what’s best for the competitor and then obviously keeping an overview on the figures and the business as well.” ■

Heritage Formula Ford is on the MSVR roster



DRIVING THE REVOLUTION

Aimed at bridging the gap between club racing and LMP3, the Revolution A-One is a serious piece of kit created by a talented group of people – and provides drivers with a great challenge

BY BEN ANDERSON

PHOTOGRAPHY FROZENSPEED

The penultimate corner of the Autodromo do Algarve is a harmless enough long, double apex right-hander – think Silverstone’s Luffield but with a downhill exit. In such corners, usually drivers find themselves twiddling their toes, trying desperately to summon the patience required to avoid over-driving the turn and messing up the all-important exit. Rarely, if ever, do they find themselves so physically exhausted from the effort

of driving they simply can’t turn the steering wheel enough to negotiate the corner at decent speed.

But that’s the situation I found myself in after driving Phil Abbott’s new Revolution sportscar around this deceptively punishing Portuguese track. Having separated from the Radical Sportscars company he co-founded in the late-1990s, Abbott was determined to bring his own vision of a 21st Century Radical, using 21st Century technology, to life.

He wanted to drag steel spaceframe sports-prototype racing into the carbon composite modern era; Radical co-management saw things differently; Abbott went his own way, and the result is the Revolution.

Developed using a wealth of high-level automotive and motorsport expertise (see Autosport, 1 November, 2018), the Revolution’s cutting-edge CFD-developed aerodynamics are capable of producing 6000 Newtons (600kg) of downforce at 110mph. To put that in perspective,

TECHNICAL SPECIFICATION

| | |
|----------------------|--|
| Chassis | full carbonfibre monocoque |
| Engine | 3.7-litre Ford V6 (dry sump) |
| Power | 380bhp |
| Fuel capacity | 80 litres |
| Dry weight | 795kg |
| Distribution | 45% front; 55% rear |
| Suspension | double wishbone – pushrods and rockers; cast aluminium uprights, Nitron 3-way adjustable dampers |
| Gearbox | 3MO 6-speed sequential with paddleshift |
| Brakes | 280mm floating discs, four-piston calipers front and rear |
| Tyres | Dunlop slick and wet |
| Length | 4353mm |
| Width | 2000mm |
| Height | 1125mm |
| Wheelbase | 2660mm |
| Aerodynamics | 3:1 efficiency; 7000N @ Vmax |
| G-force | Max 2.5G braking; 1G acceleration; 2.2G lateral |





modern Formula 1 cars are capable of producing roughly 750kg at 100mph...

Perhaps it's no wonder then that I have never had such a physical contest with a racing car in all my life. I drove fewer than 30 laps in total and couldn't do much more than six or seven at a time without spending myself entirely. The next day, waking in my dad's villa a few miles from the Algarve circuit, I ached in my arms, hands and left (braking) leg. I needed a masseuse but there wasn't one to hand –

and I know my dad wouldn't fancy the job.

Formula 1 drivers are forever having their muscles massaged – after races or between sessions. To the uninitiated it must seem among the most frivolous perks of this rich man's world. But no, this muscular manipulation is almost as essential as breathing. And now I have a lower-resolution first-hand insight as to why.

I now understand completely why F1 cars are fitted with power steering; why drivers of the previous generation F2 cars (which

didn't have it) described them as brutal machines to handle; and why Abbott and his crack team have spent the intervening months since our Portimao outing developing a £6000 system (in conjunction with Dan Gibson) for their Revolution too. The alternative is to train your body by driving and/or with dedicated physical exercise – as development driver, triathlete and all-around muscular freak of nature James Abbott clearly has. Even backing off the castor settings (which affects the ▶



The Revolution runs within the Sports Prototype Cup and 12 are set to race in the season opener next month

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stiffness of response through the steering) doesn't really help me. F1-style engineering = F1-style downforce = a need for F1-style steering. It's a logical progression, unless you are the Incredible Hulk.

The aim is to pitch this car as a stepping-stone from high-level club sportscar racing, such as Radicals, to LMP3. When development first started, it was lapping the Algarve circuit in 1m53s. At the start of 2020, thanks to reconfiguring the

“This car is incredibly well poised, balanced and responsive”

aerodynamics, upping the output of the 3.7-litre Ford V6 engine from 300 to 360bhp (the aim is to reach at least 400bhp for a car that weighs less than 800kg), and generally understanding the car better, Abbott Jr has that time down to 1m46s (I don't make it out of the 1m50s, incidentally).

The LMP3 pole time in 2019 was in the 1m39s, so the Revolution has pretty much nailed its performance mark already, though that gap is expected to narrow further – Phil Abbott predicts a 2s gain by the start of 2021, pointing out his Radical SR3 design gained seven seconds through four incarnations. Meanwhile, the latest generation of LMP3 racers has just come on stream, so we can expect the benchmark to shift as well. Racing the Revolution regularly with teams in the UK Sports Prototype Cup and the France-based Ultimate Cup Series will no doubt aid development. At the time of writing, 12 cars are entered for the first round of the

UK series at Brands Hatch on 1 August.

Styling is always a matter of personal taste – to me this car looks like a cross between a Radical and a KTM X-Bow – but up close you can clearly see the sort of cleverly sculpted bodywork that F1 expertise would naturally gravitate towards, designed to make the car perform better above all else.

As you'd expect for such a potent cornering force, this car is incredibly well poised, balanced and responsive; power steering (now complete and running on the cars since my test) would complete the picture for me. Experienced Radical and now LMP3 racer Rob Wheldon confirms he wouldn't expect to complete more than a 20-minute race at Snetterton without it, such is the physicality of driving the car in non-power steering configuration.

Apart from a feeling on the Algarve's long front straight that the car is slightly underpowered, there is very little else to

offer up by way of criticism. A later test at Donington Park (engine output now 380bhp) in the wet meant the power steering system (then still in development) wasn't needed, and I took immense pleasure from lapping consistently and overtaking BRDC British F3 cars without too much effort, before over-eagerly slithering off into the Coppice gravel towards day's end.

The SR3 was always Radical's quintessential modern 'drivers' car', in that it possesses a surfeit of grip over power that makes its ideal operating window quite narrow and thus requires real focus, discipline and precision from the driver to get it to go quickly. No big V8 grunt to get you out of trouble on the straight if you mess up a corner... The Revolution is in a similar bracket, except with an overall performance level (running on the same specification of Dunlop tyres Radical uses) beyond what the SR3 is capable of. ▶



Autosport's man Anderson gives creator Phil Abbott the lowdown



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The Revolution is capable of serious levels of performance

Whatever you think of the way Phil Abbott approaches motor racing, his boyish enthusiasm for engineering and the attention to detail he puts into his projects is wonderful to see. The danger is always that he might try too hard, or over-engineer the car, but Abbott thinks about *everything* – and he’s clearly left no stone unturned in pursuit of clever ways to derive performance from this car while determinedly working to avoid adding unnecessary cost.

Abbott tells me the Ferrita exhausts (a Swedish specialist manufacturer) used on the Revolution, for example, come in at half the cost of the equivalent UK product (the prototype unfortunately fails during our test, but the problem is since fixed). Also, complete assemblies are interchangeable on all four corners of the car, so you don’t have to stock different components front versus rear and potentially waste money and materials if you never break certain ends of your pride and joy.

The crack team involved in bringing the Revolution to the people includes Rob Lewis at TotalSim (Rob is an Adrian Reynard-schooled CFD expert whose organisation has worked with Gordon Murray Design, Aston Martin Racing and on Prodrive’s WRC Mini – as well as with UK Sport’s cycling, snowboarding and swimming teams); Dominik Dierkes (who developed the ingenious composites process through which the car is constructed); Simon Cox (automotive car designer and stylist who worked with McLaren and Infiniti); Pete Watts (ex-BAR and Honda F1 who brought Cox’s design to life); and Richard Hurdwell (a veteran Lotus suspension and vehicle dynamics genius).

These are seriously clever people. Abbott describes Lewis as “a big driving force in proving CFD works” and says Dierkes’



“I imagine racing one of these would prepare you well for the Le Mans Cup”

carbon composite process, which is utilised by McLaren’s Automotive arm and requires 80% less energy to produce components, was key to turning the Revolution vision into reality. This high-tech but cost-effective engineering allows the car to be made to higher safety standards than existing club racers – a halo is also in the pipeline – while retailing for £139,000+VAT. It also makes for a super-stiff platform, reminiscent of the sort of thing seen in F3 or CN and LMP prototype categories – basically an SR3 on steroids.

“You can’t keep making yesterday’s technology and ask for today’s money” is Abbott’s central argument for his Revolution. At the same time, he doesn’t wish to overcomplicate matters too much, so the set-up sheets James Abbott is writing for customers will run to similar

lengths as the Radical ones did. Abbott Jr has also learned CFD simulation through this process so is helping to refine the car’s design further as he drives it.

All told this is a proper prototype racing car capable of serious levels of performance, and it is seriously impressive too – a fascinating glimpse into the future of amateur-level motorsport from a design and technology perspective. Of course, unsurprisingly it’s not on the level of Ginetta’s latest LMP3 offering, which I sampled recently for this same magazine. The Revolution naturally lacks the power and technological refinement of that particular piece of engineering genius, but it certainly has much untapped potential, and with proper refinement it should easily sit squarely in the ‘no man’s land’ between club racing and the lower rung of the professional Le Mans racing ladder. I imagine racing one of these would prepare you pretty well for the Le Mans Cup, for example, or be a highly effective way to scare yourself witless on various trackdays, if that’s the way you prefer your motorsport fix.

The Revolution’s moto is, ‘We’re not challenging the status quo, it’s already been left in the dust’, which is a pretty bold statement. Like everything, this will need time to establish itself on the UK and European racing scenes, and to prove the concept’s effectiveness on track, both in terms of driveability but also the quality of the racing in an endurance context.

Whether the Revolution is before its time or of its time remains to be seen, but the baseline is truly impressive – and with Phil Abbott’s drive, determination, enthusiasm and vision powering it, this Revolution surely stands more than a fighting chance of becoming British motorsport’s next success story. ■

WHEN F1 MEETS CATERHAM RACING



The two categories may seem poles apart but, for Mercedes AMG HPP engineer and Caterham 310R racer James Wingfield, the same approach can be applied to both

BY STEPHEN LICKORISH



On the surface, Formula 1 and Caterham racing don't have too much in common.

But for one Caterham 310R driver, the two very different worlds are intertwined. While at the weekends James Wingfield is a Caterham racer, his day job involves a far higher level of the sport as he is a team leader at Mercedes AMG High Performance Powertrains at Brixworth. And, whenever possible, he tries to apply the approach adopted by F1 teams to his club racing exploits.

Before joining Mercedes in 2015, Wingfield held a number of engineering roles at various companies, including

working for Ricardo and being part of the RML team that developed the engine for the revolutionary hybrid lithium battery-powered Nissan ZEOD that was the Garage 56 entry for the 2014 Le Mans 24 Hours. But it was his time at Cosworth – particularly the 2011 season during which he attended grands prix looking after Williams driver Pastor Maldonado's engine – that has had the most significant impact upon his approach to club racing.

“Almost none of my actual day-to-day role at Mercedes – only 10% to 15% – is transferable, but what is definitely transferable is the approach and mindset,” explains Wingfield. “It's a bit like at uni,

if you're good at maths you can do equations and know how to get to the answer, and it's that approach that carries over. The technical thinking whenever I've got a problem or when I try to go quicker, I can sit there and think about it and say, ‘This circuit is anti-clockwise when most are clockwise, so what does that mean?’ and work out the set-up.

“In preparation for an event I can get a lot done using that logical and methodical approach. I have in mind what I want to achieve in every single session on track. Rather than waiting for the weekend to come to me, I can drive the weekend forward.



Mercedes AMG HPP engineer Wingfield runs his own car in the Caterham 310R category



COATES/MOTORSPORT IMAGES

There has been no shortage of success to celebrate in Wingfield's day job



Wingfield (centre) was a race winner in 270Rs at Zandvoort

“I’ve got a record of everything I’ve ever done on the car so, at a track, I can look at what I did last time”

“Inevitably, on test days, you get red flags but you need to have a Plan B ready to go. That was something I ripped off Williams when I was trackside with them. They would send out a run plan before the session and if there was any chance of rain there would be a wet and dry plan. I wasn’t involved in it but it opened my eyes to it.”

But it’s not just in terms of planning what he wants to achieve from each session on track – be it testing or qualifying – where Wingfield is meticulous in his preparation. He also records every single change he makes to his Caterham.

“I’ve got a record of everything I’ve ever done on the car, so if I’m at a track and maybe there’s not as much time to go through the thought process and think if I want a bit more front camber, I can look back at what I did last time – did it give me more grip on the entry to a corner?” says Wingfield. “Having the documentation

from all the previous stuff means I can review that before I make the change. Even if it’s a good change, I try to write down what’s bad about it.”

Wingfield does admit he probably takes this level of preparation a little too far! “We always weigh any fuel – we don’t do it by litres, we do it by kilos,” he adds. “I’ve got a record of how many kilos of fuel I’ve used every time I’ve been on track and it means I can be more accurate in my predictions now. Does it make a difference? Potentially not, but my first race I lost out [to the car ahead] by six thousandths of a second.”

Caterham racing is renowned for its fine margins and that’s one of the reasons why Wingfield was attracted to it. He first bought a car at the end of 2016 but – after that initial expense – had to sit out the following season while he built up the budget for a full attack. That came in the 270R championship, and Wingfield knew

straight away that he had made the right decision in choosing to race Caterhams.

“I came away thinking it was the most fun – I was interlocking wheels with what turned out to be the Caterham company director,” he recalls. “Then we got a bit quicker and it became more serious.”

Wingfield says those initial races were an eye-opening experience. Unlike many of the other Caterham drivers, he was not being looked after by a successful and experienced team. Instead, he was putting his engineering background to good use by running the car himself.

“I realised how much was involved in running a racing car,” Wingfield says. “All these little things that you need to run the car like the tyre pressure and when to change the rollbars. By the time you’ve done that, there’s not much time to think about which gear do I need for Turn 4 – 100% of my energy was consumed by ▶



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what to do to run a car.

“By the third weekend I was on the podium and the next weekend I got a win and a second and thought this was all looking really good. Then the next event I ended up in the wall.”

That costly incident at Castle Combe marked the end of his season, but Wingfield was back for the start of 2019 – this time stepping up to the 310R championship.

The Caterham was far from the first car Wingfield raced. Long before he reached F1 as an engineer, he had ambitions of rising up the ranks as a driver. Having progressed from karting into MaX5 and then to Formula BMW and Formula Palmer Audi – all on a shoestring budget – his career was on the up.

For the first half of the 2006 FPA season Wingfield was in the thick of the title fight. He was evenly matched with eventual champion Jon Barnes (who would go on to win the British GT crown two years later) and runner-up Viktor Jensen, but when his sponsor died mid-season Wingfield was unable to find the cash to keep racing. The champion received a place in the McLaren Autosport BRDC Award shootout at the end

of the year, and Wingfield’s career could have headed in a very different direction had he been able to complete that season.

Instead he faced a choice of struggling on and trying to raise the finances to keep racing, or use the engineering degree he had recently completed to get a job in the industry. Wingfield chose the latter, and that’s now helping him in his second spell of racing.

Alongside transferring the car/track-time preparations he has learned from his F1 experiences to club racing, he’s also using his Mercedes role to help with his simulator time.

“My biggest frustration now is I’m not consistent enough as a driver,” says Wingfield. “This year is about improving me as a driver. Simulators are huge [in terms of helping improve performance]. I’ve got my own Caterham model on the sim and I’ve developed it so the power curve on my simulator matches the real car when I took it to the dyno. I’ve been able to review the telemetry from the car and from the simulator and overlay them.

“I’ve been using telemetry for a number of years at work and lots of people are now getting into that in the simulator



because we’ve got more time to look at it – it’s very easy to compare.”

Wingfield recognises that he is in a fortunate position where his day job plays a part in helping with his club racing. He says his Mercedes commitments involve a lot of analysis after race events, meaning he regularly doesn’t even look at his Caterham for days after a race weekend as he catches up on what happened during the latest grand prix. But he very much enjoys combining the two different perspectives.

“Both are quite all-encompassing – you could commit yourself entirely to either,” he says. “The buzz from driving a racing car, I just like that – that’s a drug to me. That’s the key to what makes me want to race.

“I also enjoy the mechanical side, like the car set-up, and the technical challenge of trying to engineer that car to be better than the others. A single-make series limits what you can do on the car, but it means the person at the top has done the best job.”

Wingfield has had a lot to celebrate in his day job over the past few years, with the Mercedes AMG HPP team powering Lewis Hamilton and Valtteri Bottas to countless victories. Now he is aiming for some more success when he finally returns to the track too next month, and can once again put all of his meticulous preparation into practice. ■





FROM THE ARCHIVE

It's Quarter-Final time in the 1989 Formula Ford Festival. Michael Vergers (#53, John Village Automotive) and David Coulthard (#51, David Leslie

Racing) battle in their Van Diemen RF89s, before the Scot prevailed. Coulthard was second in their Semi, Vergers fourth, before rain lashed down for the Final. Vergers fell off at Druids on

the opening lap, but his comeback to second – on the gearbox of winner Niko Palhares by the flag – has entered Festival lore. Coulthard, that year's double junior champion, was third.





REVISED

THE NATIONAL RACING CALENDAR

It's all subject to change but, following motorsport's restart in the wake of the pandemic, these are the events planned in the UK and Ireland for the rest of 2020

JULY

| DATE | CIRCUIT | MEETING |
|-------|---------------|--------------|
| 25 | Kirkistown | 500MRCI |
| 25 | Oulton Park | MSVR |
| 25-26 | Brands Hatch | MSVR Ferrari |
| 25-26 | Mondello Park | IMRC |
| 25-26 | Thruxton | CSCC |
| 26 | Cadwell Park | CMMC |
| 26 | Mallory Park | 750MC |

AUGUST

| DATE | CIRCUIT | MEETING |
|------|----------------|-----------------|
| 1 | Castle Combe | CCRC |
| 1-2 | Brands Hatch | BARC |
| 1-2 | Cadwell Park | BRSCC |
| 1-2 | Donington Park | BARC BTCC |
| 1-2 | Oulton Park | MSVR British GT |

WEEK TWO

| | | |
|-----|--------------|-----------|
| 8 | Oulton Park | MSVR |
| 8 | Snetterton | BRSCC |
| 8-9 | Brands Hatch | BARC BTCC |

WEEK THREE

| | | |
|-------|----------------|------------------------|
| 15 | Brands Hatch | 750MC |
| 15-16 | Donington Park | MSVR British GT |
| 15-16 | Silverstone | MSVR |
| 15-16 | Snetterton | CSCC |
| 15-16 | Thruxton | BARC Thruxton Historic |
| 16 | Brands Hatch | MSVR Festival Italia |



WEEK FOUR

| | | |
|-------|----------------|-----------------------|
| 22 | Cadwell Park | MSVR |
| 22 | Silverstone | BDC |
| 22-23 | Anglesey | BRSCC |
| 22-23 | Brands Hatch | MSVR Masters Historic |
| 22-23 | Donington Park | BARC |
| 22-23 | Knockhill | TBC |
| 22-23 | Mondello Park | CCC |
| 22-23 | Oulton Park | BARC BTCC |
| 22-23 | Silverstone | 750MC |
| 22-23 | Thruxton | BRSCC |
| 23 | Mallory Park | VSCC |

WEEK FIVE

| | | |
|-------|----------------|-----------------|
| 28-29 | Kirkistown | 500MRCI |
| 28-30 | Snetterton | BARC |
| 29-30 | Brands Hatch | MSVR British GT |
| 29-30 | Donington Park | MSVR Ferrari |
| 29-30 | Knockhill | BARC BTCC |
| 29-31 | Oulton Park | HSCC Gold Cup |
| 31 | Castle Combe | CCRC |
| 31 | Mallory Park | BARC |

SEPTEMBER

| DATE | CIRCUIT | MEETING |
|------|--------------|-----------------------|
| 5 | Oulton Park | 750MC |
| 5-6 | Croft | DDMC |
| 5-6 | Snetterton | MGCC |
| 6 | Brands Hatch | MSVR Porsche Festival |

WEEK TWO

| | | |
|-------|----------------|---------------------|
| 12 | Brands Hatch | MSVR |
| 12 | Knockhill | SMRC |
| 12 | Oulton Park | BARC |
| 12-13 | Anglesey | 750MC |
| 12-13 | Donington Park | MSVR |
| 12-13 | Mondello Park | LMC Leinster Trophy |
| 12-13 | Pembrey | BARC |
| 12-13 | Silverstone | BRSCC |
| 13 | Lydden Hill | HRDC |

WEEK THREE

| | | |
|-------|----------------|----------------------|
| 19-20 | Brands Hatch | MSVR Ford Power Live |
| 19-20 | Cadwell Park | HSCC |
| 19-20 | Castle Combe | CCRC |
| 19-20 | Donington Park | MSVR British GT |
| 19-20 | Silverstone | MSVR Ferrari |
| 19-20 | Snetterton | BARC |
| 19-20 | Thruxton | BARC BTCC |

WEEK FOUR

| | | |
|-------|--------------|--------------------------------|
| 26 | Kirkistown | 500MRCI Martin Donnelly Trophy |
| 26 | Snetterton | MSVR |
| 26-27 | Brands Hatch | BRSCC |



26-27 Donington Park CSCC
 26-27 Silverstone BARC BTCC
 26-27 Mondello Park MEC

OCTOBER

| DATE | CIRCUIT | MEETING |
|------|--------------|---------------------|
| 3 | Oulton Park | MGCC |
| 3 | Silverstone | AMOC |
| 3-4 | Castle Combe | CCRC Autumn Classic |
| 3-4 | Pembrey | BARC |
| 3-4 | Snetterton | MSVR British GT |
| 4 | Mallory Park | 750MC |

WEEK TWO

| | | |
|-------|---------------|--------------|
| 9-10 | Snetterton | MSVR Ferrari |
| 10 | Knockhill | SMRC |
| 10 | Oulton Park | 750MC |
| 10-11 | Brands Hatch | MSVR |
| 10-11 | Croft | BARC TOCA |
| 10-11 | Silverstone | BARC |
| 10-11 | Mondello Park | CKMC |
| 11 | Mallory Park | BARC |

WEEK THREE

| | | |
|-------|----------------|----------------|
| 16-18 | Goodwood | BARC Speedweek |
| 17 | Kirkistown | 500MRCI |
| 17 | Oulton Park | BRSCC |
| 17-18 | Donington Park | BRSCC |
| 17-18 | Snetterton | 750MC |
| 17-18 | Silverstone | HSCC |

WEEK FOUR

| | | |
|-------|--------------|-----------------------------|
| 24 | Silverstone | 750MC Birkett Relay |
| 24-25 | Brands Hatch | BRSCC Formula Ford Festival |

24-25 Donington Park MSVR
 24-25 Snetterton BARC BTCC
 24-25 Thruxton BARC

WEEK FIVE

| | | |
|------|--------------|--------------------------|
| 31 | Knockhill | SMRC |
| 31 | Oulton Park | BARC |
| 31 | Snetterton | BRSCC |
| 31-1 | Brands Hatch | MSVR |
| 31-1 | Silverstone | HSCC Walter Hayes Trophy |

NOVEMBER

| DATE | CIRCUIT | MEETING |
|------|---------------|--------------------|
| 1 | Mallory Park | CSCC |
| 1 | Mondello Park | MPSC Fiesta Enduro |

WEEK TWO

| | | |
|-----|----------------|--------------------------|
| 6-8 | Anglesey | BARC Race of Remembrance |
| 7-8 | Brands Hatch | BARC |
| 7-8 | Donington Park | MSVR |
| 7-8 | Silverstone | BRSCC British GT |

WEEK THREE

| | | |
|-------|--------------|-----------|
| 14 | Silverstone | 750MC |
| 14-15 | Brands Hatch | BARC BTCC |

WEEK FOUR

| | | |
|-------|----------------|-------|
| 21-22 | Donington Park | 750MC |
| 22 | Anglesey | BARC |

DECEMBER

| DATE | CIRCUIT | MEETING |
|------|--------------|--------------|
| 26 | Mallory Park | Plum Pudding |

Get in touch, email: national@motorsport.com

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750 Motor Club
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Bentley Drivers Club
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British Automobile Racing Club
 barc.net | 01264 882200

British Racing & Sports Car Club
 brscc.co.uk | 01732 780100

Castle Combe Racing Club
 ccracingclub.co.uk | 01249 784160

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 cmmotorsportclub.com | 01225 777606

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Goodwood Road Racing Club
 goodwood.com/grr | 01243 755057

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OPINION
HUGO HOLDER

WORKING TOGETHER TO GET BACK RACING

The Classic Sports Car Club director didn't know what entry levels would be like after the COVID-19 lockdown, but has been delighted by the interest and the governing body's approach



To be totally honest, at the Classic Sports Car Club we had no idea how many entries we would get for our first race meeting back. Were we going to get 10 or 200 cars? But we had to make a decision whether to go ahead with the 25-26 July event at Thruxton. Luckily, it took off spectacularly!

Within 24 hours of entries opening we had 250 signed up. Now there's a total of 418 entries (over 500 if you include second drivers), and six of the 11 races are completely full on a 42-car grid – however that does include reserves. There will unfortunately be people who wish to race, but won't be able to. Thruxton are not sure what the entry record is, but they're pretty sure this is right up there.

To say all the interest is just because of the long pause in motorsport is probably to do ourselves at the CSCC a disservice.

“Within 24 hours of entries opening we had 250 signed up. Now there's a total of 418 entries”

Before lockdown, we had two race meetings organised, which were full, and then refunded our competitors when all was put on hold. We look after our customers, and I think that's something people respect and appreciate.

We also have a strong following of drivers who have been with us from when we first started. We now cover pretty well every type of car circuit racing in the country, apart from single-seaters and sports-racers. Our regulations are always very free so it allows anyone after very few, if any, car modifications to race with us. Also, they like the two-driver races so they can compete with friends.



It's also down to our staff – my co-director David Smitheram and our committee. We all – either in the past or still do – compete ourselves and we're all passionate about giving our members the best possible racing at the best possible venues.

We've also started our new Slick Series, which, because of COVID-19, is going to be the first time out for it at Thruxton. At the moment we've got 17 entries and it would have been more, but a few have had to withdraw for various reasons.

In terms of wider national motorsport, and not just CSCC matters, in my role as the chair of the Association of British Motor Racing Clubs, clubs have reported a huge amount of pent-up demand that has come with the return of racing. Together with Motorsport UK, we've worked out changes for competitors and there are some I hope will last. Not least of all signing on, which is now done in advance digitally and scrutineering is by digital self-declaration.

If it's proven this can work and is safe, I see no reason why we should go back to the old days of getting up at silly o'clock in the morning to sign on and scrutineer. We should get to a place where we can turn up straight into the assembly area, be ticked off the list and away you go. It would be a happy state of affairs for everybody.

Other things like not being able to have briefings straight in front of people, maybe that's not so good. But if this thing does pass, at least we've got the option of changing it.

Obviously, a huge amount of thought has gone in to how it all works. I have to say that Motorsport UK have been extremely supportive. They've listened to what we said, and they put a great deal of things into action, which we discussed long and hard.

We are all trying to make motorsport come back as quickly as possible. However, people do forget that these first race meetings are being run on a worst-case scenario. As things progress out of COVID-19, hopefully we'll be able to take away the layers of restrictions and make it gradually freer for everybody. We only want to leave in place the things that make it easier for people.

Although people have been furloughed and many have suffered much worse, things aren't as bad as they could be in club racing. We've all been locked up and many can't wait to get back out on track again. However, what happens next year remains to be seen. We really don't know, and many will have to budget for smaller grids.

One last thing – I've been talking to colleagues at clubs that have already run meetings. They said some are rather rusty on their driving skills, so there were unnecessary stoppages. We will also be reminding people to make sure they don't overfill fluids and plugs are fully tightened. Let's have things run smoothly on the day! ■



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