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F1 Why Williams sale should be a boost

AUTOSPORT

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27 AUGUST 2020

Britain's next Mercedes F1 star?

How Russell can follow Hamilton

'I can't afford to slip up one little bit'

PLUS

Sato takes second Indy 500 victory

Autosport's 70th birthday



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SUTTON/MOTORSPORT IMAGES

Can Russell step into Hamilton's shoes?

It was pretty obvious Lewis Hamilton was going to make waves in Formula 1 before he arrived, and he indeed made an immediate impact when he joined the grid. George Russell also produced the goods on his way up, but what he hasn't had in his F1 career so far is a competitive car, such as the McLaren Hamilton jumped into in 2007.

That means you have to dig deeper to find the strengths – and weaknesses – of Russell's game, as he battles at the back of the field with Williams. But the signs *are* there and, as the 22-year-old tells us in our cover piece on page 16, he is doing everything he can to improve his game. Doing so would mean maintaining the momentum he has within the Mercedes family – and mean he is better prepared for when, or if, the time comes to graduate to the title-winning team.

One thing Russell has been short of is on-track battling, but the FW43 is an improvement over last year's Williams, and now the team has been bought by Dorilton Capital (p4). The investment should help Williams continue its recovery, and Russell can both assist and benefit from that. But he might be elsewhere before Williams wins again.

• It's Autosport's 70th birthday this week (p48). Coronavirus and the compressed F1 season mean we've had to postpone our big celebration, but be sure to look out for our Autosport 70 podcasts in the coming weeks – and a special birthday magazine in October.





Kevin Turner
Editor
kevin.turner@autosport.com

NEXT WEEK
3 SEPTEMBER
Belgian GP report
Can anyone stop Mercedes and Lewis at Spa?

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Mark Sutton/Motorsport Images

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CLUB AUTOSPORT

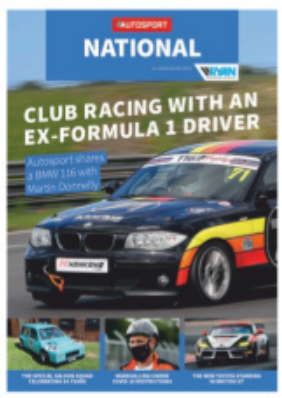
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FREE INSIDE

NATIONAL SUPPLEMENT



We race a BMW with an ex-F1 driver, relaunch an old contest, and look at the return of a special saloon in this month's free edition.



END OF AN ERA WILLIAMS F1 SOLD

FORMULA 1

Good news stories surrounding the Williams team have been rather hard to come by in Formula 1 over the past few years. Since slumping to the bottom of the pecking order in 2018 and enduring its 'annus horribilis' last season, when delays in the car build left it a long way adrift from the rest of the field, the historic outfit looked nothing like the team that once claimed five constructors' titles in six years between 1992 and 1997.

Back in May, Williams revealed it was considering a partial or even full sale of its F1 team in a bid to ease financial pressures, and that it was undergoing a strategic review to safeguard its future.

The team suffered a downturn in revenues after dropping to the bottom of the constructors' championship in each of the past two campaigns.

But in a statement issued on Friday, Williams confirmed that it had been bought out by American private investment firm Dorilton Capital in a move that brings "a successful conclusion to the strategic review". The New York-based business has involvement in sectors such as healthcare, engineering and manufacturing.

The sale of Williams Racing received "unanimous support" from the company's board, including team founder Sir Frank Williams, and "secures the long-term success of the Williams Formula 1 team".

The announcement confirmed that there are no plans to change the name of the team or the 'FW' chassis designations, with the new owner recognising "the importance of respecting and retaining Williams's heritage".

There are also no plans to relocate the team from its base at Grove in Oxfordshire.

"The strategic review was a useful process to go through and proved that both Formula 1 and Williams have credibility and value," said deputy team principal Claire Williams. "We have now reached a conclusion and we are delighted that Dorilton are the new owners of the team.

"When we started this process, we wanted to find a partner who shared the same passion and values, who recognised the team's potential and who could unlock its power. In Dorilton we know we have found exactly

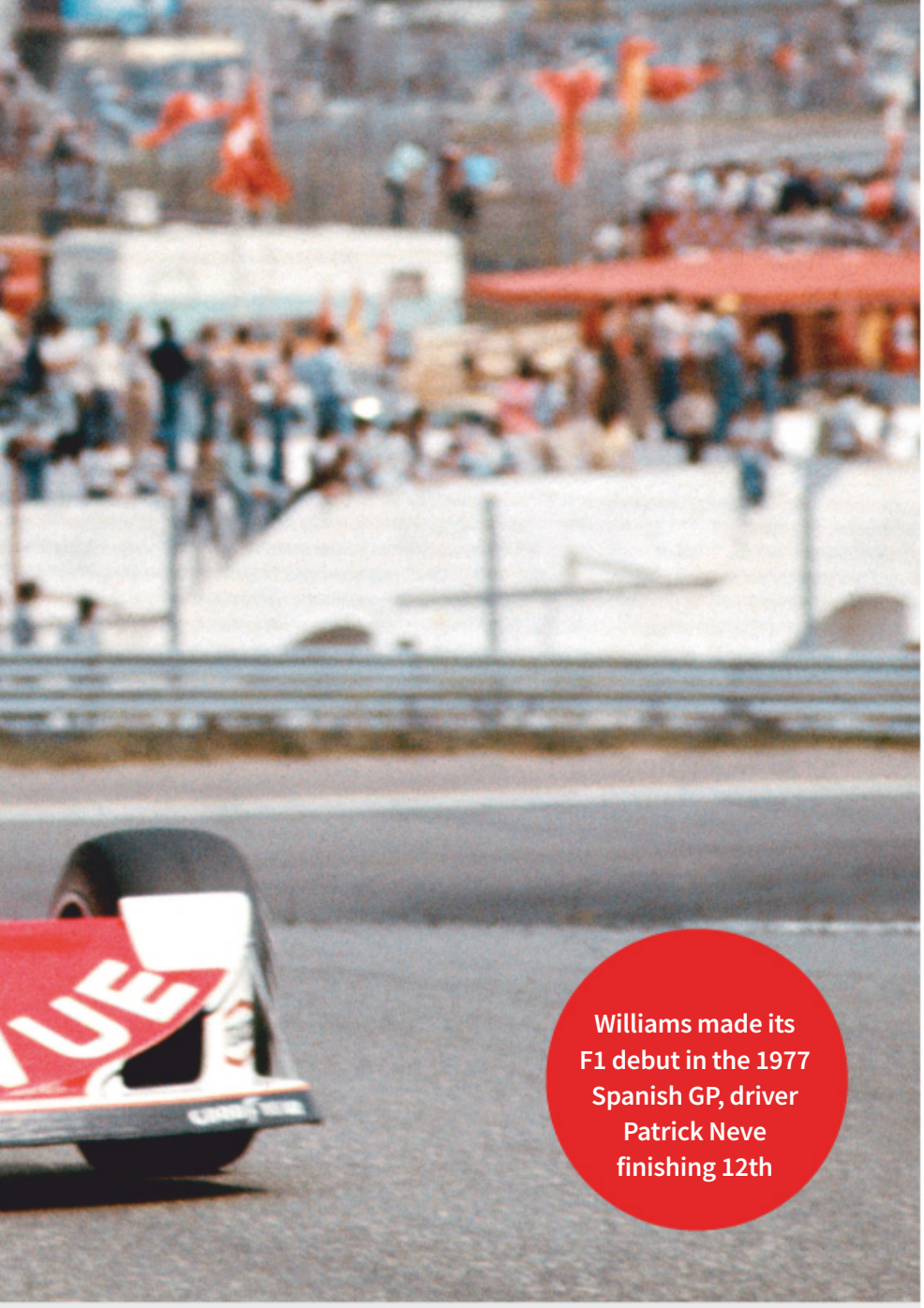
"THIS MAY BE THE END FOR WILLIAMS AS A FAMILY-OWNED TEAM, BUT IT'S IN GOOD HANDS"

that. People who understand the sport and what it takes to be successful. People who respect the team's legacy and will do everything to ensure it succeeds in the future.

"This may be the end of an era for Williams as a family-owned team, but we know it is in good hands. The sale ensures the team's survival but most importantly will provide a path to success.

"We are enormously grateful to Dorilton for the faith they have shown in our team and we look forward to working with them now.

"I would also like to thank the Williams board and our advisers who have worked tirelessly over the past months to make this happen and our



Williams made its F1 debut in the 1977 Spanish GP, driver Patrick Neve finishing 12th

TO US FIRM

employees who have remained steadfastly loyal."

Matthew Savage, chairman of Dorilton Capital, said the group was "extremely excited by the prospects for the business".

"We believe we are the ideal partner for the company due to our flexible and patient investment style, which will allow the team to focus on its objective of returning to the front of the grid," he said. "We look forward to working with the Williams team in carrying out a detailed review of the business to determine in which areas new investment should be directed."

The news comes as a boost to Williams's prospects after recent financial uncertainty stemming from its on-track struggles, with the COVID-19 pandemic also set to have a large commercial impact.

While the team remains at the bottom of the F1 constructors' championship, it has enjoyed an upturn in performance so far this season.

Drivers George Russell and Nicholas Latifi have regularly fought with lower-midfield rivals Haas and Alfa Romeo — a significant step forward from the team's 2019 form.

In December, Williams also agreed to sell a majority equity stake of its sister company Williams Advanced Engineering. The division, which won the contract to be the sole battery supplier for Formula E from its first season in 2014 until 2018, employs more than 300 people working in 40 different technology projects.

The stake was sold to an independent private equity firm controlled by EMK Capital.

LUKE SMITH

P16 RUSSELL'S FUTURE



All 10 F1 teams sign up for new Concorde Agreement

FORMULA 1

Formula 1 has announced that all 10 of its teams have signed the new Concorde Agreement, committing them to the series from 2021 to 2025.

An early-sign deadline of 18 August was set for teams to put pen to paper on the new terms, which focus on a more equitable distribution of prize money and a revised governance structure.

Despite concerns being aired by some, including Mercedes, over where negotiations stood, most teams confirmed across the Spanish Grand Prix weekend that they were close to being in a position to sign the new deal.

This was followed by formal confirmation from Ferrari, McLaren and Williams last week that they had agreed to the new Concorde Agreement, confirming their places for next year.

"The FIA and Formula 1 can today confirm that all 10 teams have agreed to the new Concorde Agreement," a joint statement read. "This follows extensive discussions over the past 12 months with all teams, Formula 1, and the FIA.

"The agreement will secure the long-term sustainable future for Formula 1 and, combined with the new regulations announced in October 2019 that come into force in 2022, will reduce the financial and on-track disparities between the teams, helping to level the playing field, creating closer racing on the track that fans want to see more of."

F1 had been aiming to resolve the new Concorde Agreement talks at an earlier date, only for the COVID-19 pandemic to force discussions to be suspended.

F1 CEO and chairman Chase Carey said he was glad the terms had been finalised in a swift fashion, and felt they paved the way for a more sustainable future.

"This year has been unprecedented for the world and we are proud that Formula 1 has come together in recent months to return to racing in a safe way," he said. "We said earlier in the year that, due to the fluid nature of the pandemic, the Concorde Agreement would take additional time to agree and we are pleased that by August we have been able achieve agreement from all 10 teams on the plans for the long-term future of our sport.

"The new Concorde Agreement, in conjunction with the regulations for 2022, will put in place the foundations to make this a reality and create an environment that is both financially fairer and closes the gaps between teams on the race track."

FIA president Jean Todt added: "Over its 70-year history, Formula 1 has developed at a remarkable rate, pushing the boundaries of safety, technology and competition to the absolute limits, and today confirms that an exciting new chapter in that history is about to begin."

LUKE SMITH



The Istanbul Park venue was last used by F1 in 2011

F1 signs off final 17-race 2020 calendar with December end

FORMULA 1

The FIA and Formula 1 have formally confirmed a final 17-race 2020 schedule, taking the season to a mid-December finish. The major new addition is the return of the Turkish Grand Prix at Istanbul Park for the first time since 2011. It will take place on 15 November.

Plans have remained for the season to conclude with a double-header in Bahrain followed by the finale in Abu Dhabi on 13 December.

A final total of 17 races gives F1 some margin in case events are unexpectedly lost due to late changes or issues with COVID-19. The minimum number of races required to guarantee full payment by the TV broadcasters is 15.

The schedule now includes five venues that were not on the original version: Mugello, Nurburgring, Portimao, Imola and Istanbul.

The Turkish race will be treated as a flyaway, with the cars and freight travelling by plane and then heading to the Middle East. In previous years travel has been by road and sea.

There is no confirmation on what circuit layout will be used by the second Bahrain event, which will adopt the Sakhir GP name.

F1 had been considering the much shorter and faster outer circuit, which Ross Brawn described as being almost an oval, but it is understood that it now won't be used. Sakhir has an alternative in the 'endurance' course that was used for the 2010 GP.

F1 has also officially confirmed the cancellation of the Chinese GP. Before the start of the season the race was postponed from its 19 April slot, and as the COVID crisis eased in the country it had remained in contention for a new date.

However, there has yet to be an official cancellation of the Vietnam GP, which was postponed from 5 April. F1 hoped to revive the flagship Hanoi street race within 2020, but logistical issues — and the challenge of potentially running the 2021 event just four or five months later — meant that it was not possible.

"We are proud to announce that Turkey, Bahrain and Abu Dhabi will be part of our 2020 season," Chase Carey, chairman and CEO of F1, said.

"This year has presented Formula 1 and the world with an unprecedented challenge and we want to pay tribute to everyone across Formula 1, the FIA, the teams, and our partners who have made this possible.

"While we are all disappointed that we have not been able to return to some of our planned races this year, we are confident our season has started well and will continue to deliver plenty of excitement with traditional, as well as new, races that will entertain all our fans."

In a statement, F1 noted: "We can confirm that a number of races in the revised 2020 season will be open to a limited number of fans, including hospitality, and we are working with each promoter to finalise the details.

"While we want to see as many fans as possible return as soon as it is safe to do so, our priority remains the safety of the F1 community and the communities we visit, and we review fan access on this basis."

ADAM COOPER

Ratel to revive French tin-tops

FRENCH TOURING CARS

A new generation of tin-top drivers will have the chance to emulate the likes of Frank Biela, Laurent Aiello and Jean-Louis Schlesser. They all won the French Touring Car Championship, which is being revived for next year after an absence of 15 seasons.

The Stephane Ratel Organisation is relaunching the series, which ran from 1974 to 2005, on the French Circuit Championship package that includes the Formula 4, Porsche Carrera Cup and GT4 categories. It will borrow its rules and format from SRO's TC America series by allowing one-make racers to go up against each other across two classes.

"There was a spare slot on our package and we looked at doing something with touring cars," said Ratel. "We decided that TCR was not the right category because it would compete on price with GT4. We have developed the TC formula in North America, so we know the ingredients and the recipe is right."

The top class, TC, will be open to one-make racers such as the BMW M2CS and M235i, the Toyota GT86 and the SEAT Leon, while the secondary TCA division will accommodate the Mazda MX-5 Cup, the Peugeot RCZ and Ginetta G40. SRO will then apply a balance of performance to equate the cars.

"All the cars exist, we are not inventing anything," said Ratel. "It's the right idea for France and it should work."

A 20-car field for the six-round schedule, each made up of two 40-minute sprints, is Ratel's target for year one.

GARY WATKINS



Risings costs of silhouette cars in early 2000s killed off French series



HOT-RODDED LOTUS JOINS GT2 RANKS A new entrant has thrown its hat into the GT2 ring alongside Porsche and Audi with a Lotus-based racer. Austrian tuning specialist JUBU Performance has launched the JP Zero ahead of a stand-alone series for GT2 machinery run by the Stephane Ratel Organisation in 2021. "We took the great chassis from the Exige and built an entirely new car around it," said JUBU founder Martin Jung. "Almost everything, from the suspension to the steering wheel, is completely new." The Zero is powered by a twin-turbo version of the Exige's Toyota V6, pushing out 610bhp. The first example has been testing since March and deliveries for a car that retails at £225,000 plus taxes are due to begin early next year. The JUBU joins the Porsche GT2 RS Clubsport, the Audi R8 LMS GT2 and the KTM X-Bow GT2 as the first cars to be announced for the SRO's latest category.

Japan axed, Belgium set for World Rally debut

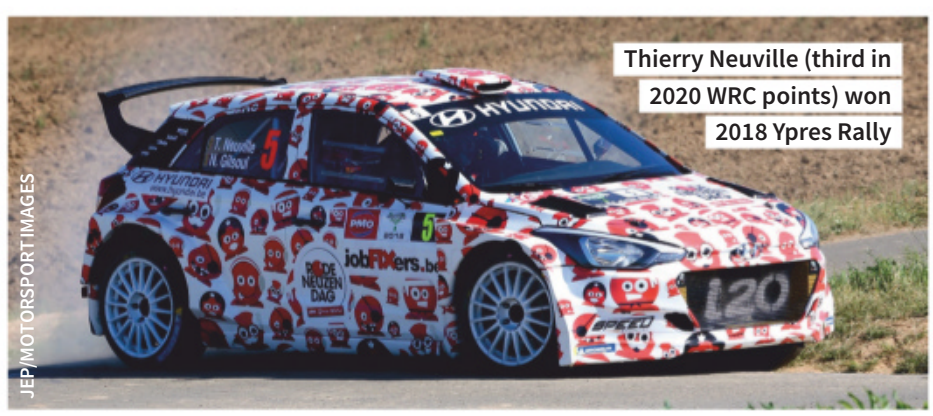
WRC

Japan has been axed from the 2020 World Rally Championship calendar and been replaced by the Belgian Ypres Rally.

Japan had kept its slot on this year's schedule when the FIA revealed a refreshed fixture list in the wake of multiple events being cancelled following the coronavirus pandemic.

The country's first WRC event since 2010 was due to take place on 19-22 November, but has had to be called off due to ongoing border restrictions, although it remains one of nine events already confirmed to be part of next year's WRC roster.

Now the November date has been taken over by the asphalt-based Ypres Rally, giving Belgium a round of the world championship for the first time.



JEP/MOTORSPORT IMAGES

Thierry Neuville (third in 2020 WRC points) won 2018 Ypres Rally

The rally will comprise around 300km of special stages across three days, including a powerstage featuring elements of the Spa circuit.

The coronavirus-affected 2020 season is due to resume in Estonia at the start of September, after three events were run at the beginning of the year. Toyota's Sebastien Ogier heads the drivers' table.

JAMIE KLEIN



IN THE HEADLINES

SIMS MOVES TO MAHINDRA

The Mahindra Formula E team has signed Alexander Sims for next season. Although he will continue to race for BMW in myriad GT events, he has left the Andretti-run FE squad to replace Jerome d'Ambrosio at Mahindra. Alex Lynn, who stood in for Porsche-bound Pascal Wehrlein in the Berlin finale, is expected to be revealed as Sims's team-mate.

BAHRAIN WEC DATE CHANGE

The World Endurance Championship finale at the Bahrain circuit in November has been brought forward one week as a result of the scheduling of two Formula 1 races at the venue. The second eight-hour fixture at the Bahrain International Circuit on the 2019-20 WEC calendar will now take place on 14 November.

VIPS SET FOR F2 DEBUT

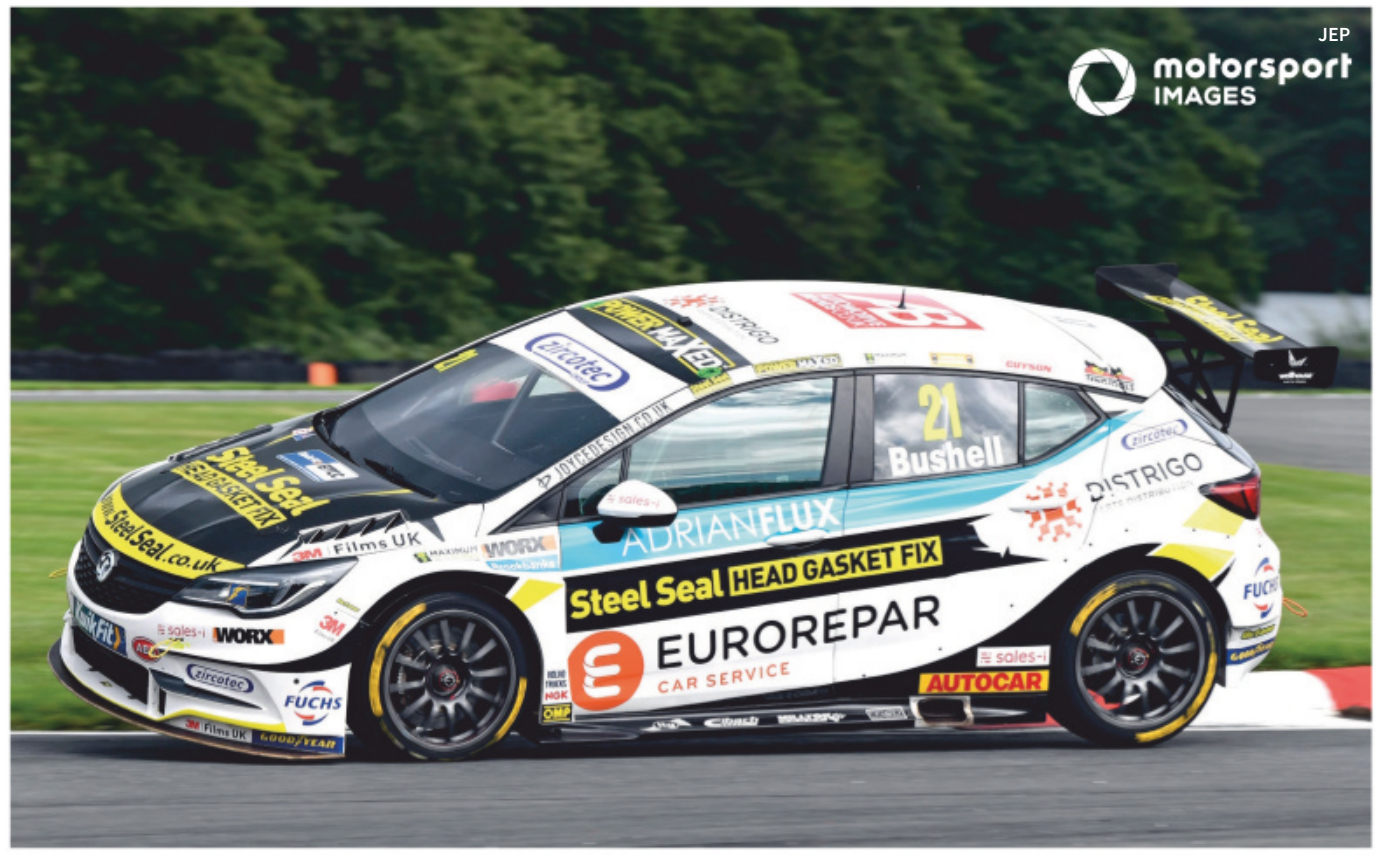
Juri Vips will make his FIA Formula 2 debut with the DAMS team at Spa in place of the injured Sean Gelael, who broke his D4 vertebra in an impact with a kerb on the last lap of the feature race at Barcelona. Vips will partner former F3 team-mate Dan Ticktum, and will also contest at least the Monza and Mugello rounds.

AUDI'S ALL-STAR N24 CAST

Audi has named nine winners of the Nurburgring 24 Hours across its three-car factory assault on this year's German enduro in September. The big hitters are: Christopher Haase, Kelvin van der Linde, Christopher Mies, Nico Muller, Rene Rast, Frank Stippler, Dries Vanthoor, Frederic Vervisch and Markus Winkelhock.

NASCAR GETS TV CHANNEL

The NASCAR franchise has launched a dedicated channel on Motorsport.tv, the digital OTT platform offered by the Motorsport Network and devoted to racing and automotive content. The NASCAR channel will take fans behind the scenes of the series.



Vauxhall makes return with Bushell

BTCC

Vauxhall team Power Maxed Racing returned to the British Touring Car Championship last weekend at Oulton Park, with Mike Bushell at the wheel of the squad's Astra.

PMR and lead driver Jason Plato took a sabbatical for 2020, but it is understood that the team needed to return to the grid in order to conserve its TOCA BTCC Licences for 2021. Bushell (below) was nominated for Oulton and this weekend's Knockhill round, and will move into a race-engineering role from the following event at Thruxton, where another driver will race.

Bushell made his name as a BTCC engineer in 2019, when he worked with Rory Butcher with the AmD squad's Honda Civic Type R.

"It was a bit last-minute," said Bushell. "I got a text from Adam [Weaver, team principal] on Sunday night to give him a call, and I didn't think much of it, and by Wednesday we were going racing."

Bushell was initially set to race with Team Hard in 2020, only for a bout of myocarditis to put that on ice. "I've got a clean MoT now," he said. "That was a major knock. It kind of makes you value every day you've got."

Bushell impressed by going fifth in free practice, while carrying the 45kg of ballast that any championship latecomer must have. He qualified 15th, but incidents meant he scored no points in the races.

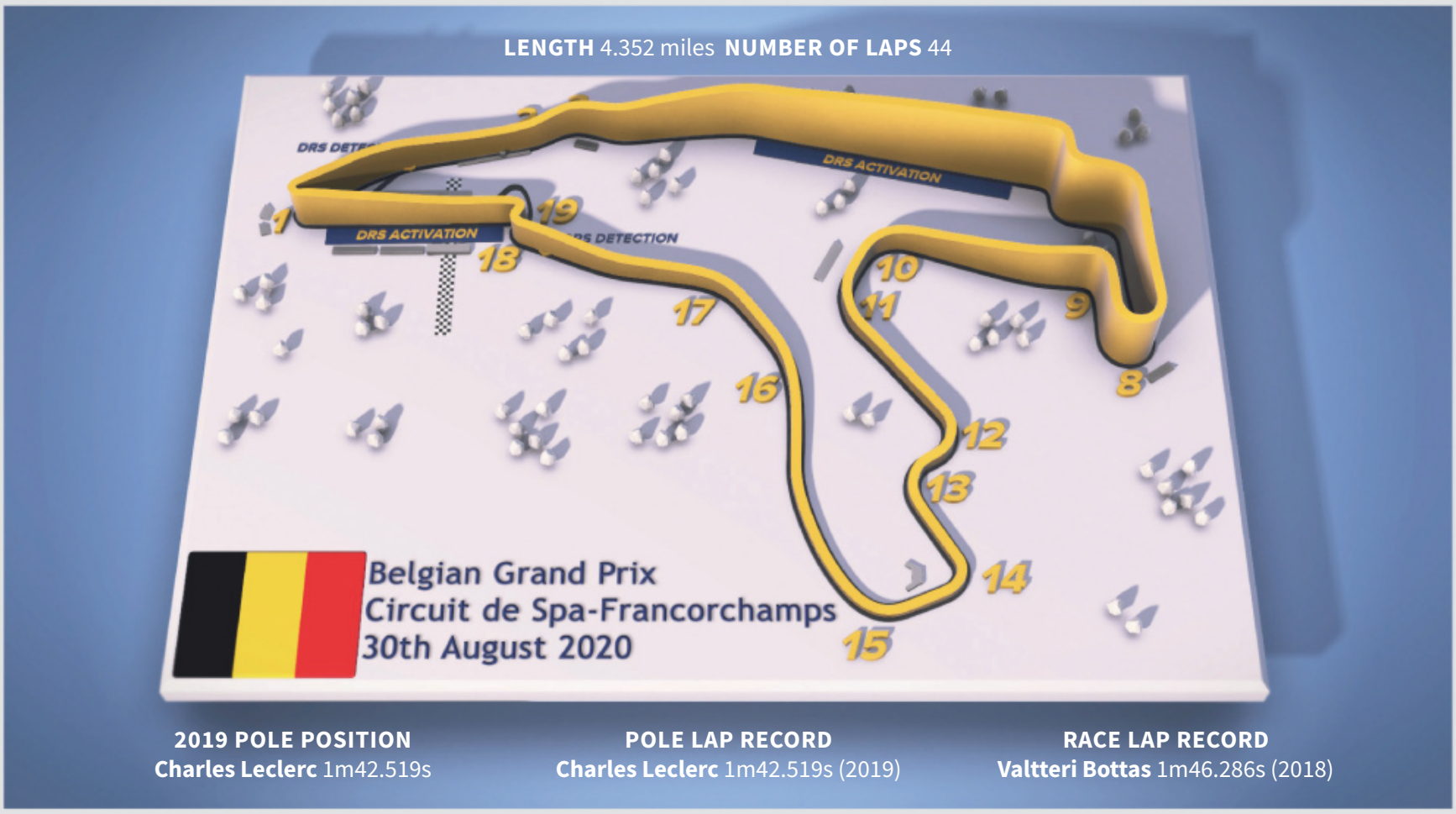
MARCUS SIMMONS

P32 BTCC REPORT





F1 BELGIAN GRAND PRIX PREVIEW



UK START TIMES

Friday 28 August
FP1 1000
FP2 1400

Saturday 29 August
FP3 1100
QUALIFYING 1400

Sunday 30 August
RACE 1410

CATCH THE RACE LIVE
SKY SPORTS F1 1405
BBC RADIO 5 LIVE 1400
HIGHLIGHTS
CHANNEL 4 1830

TYRE ALLOCATION



CHAMPIONSHIP

Drivers

1	**Hamilton**	132
2	**Verstappen**	95
3	**Bottas**	89
4	**Leclerc**	45
5	**Stroll**	40

Constructors

1	**Mercedes**	221
2	**Red Bull**	135
3	**Racing Point**	63
4	**McLaren**	62
5	**Ferrari**	61

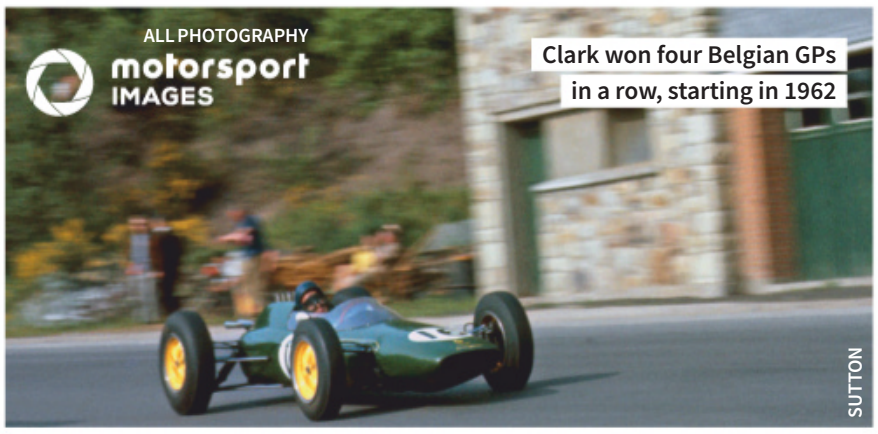

It's a home race of sorts for Belgian-born Verstappen

TEE

RACE STATS

Previous winners

2019	**Charles Leclerc**	Ferrari
2018	**Sebastian Vettel**	Ferrari
2017	**Lewis Hamilton**	Mercedes
2016	**Nico Rosberg**	Mercedes
2015	**Lewis Hamilton**	Mercedes
2014	**Daniel Ricciardo**	Red Bull
2013	**Sebastian Vettel**	Red Bull
2012	**Jenson Button**	McLaren
2011	**Sebastian Vettel**	Red Bull
2010	**Lewis Hamilton**	McLaren



Clark won four Belgian GPs in a row, starting in 1962

SUTTON

Spa masters

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

M Schumacher	229
L Hamilton	170
S Vettel	170
A Senna	165
A Prost	148
K Raikkonen	148
J Clark	121
D Hill	112
N Rosberg	103
F Massa	102

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Why Bottas has to act now

The Belgian and Italian GPs signpost Hamilton's late-season dominance. If Bottas is to close on his team-mate, the time to strike has arrived

ALEX KALINAUCKAS

As we head into the final weekend of August, in any other year preparations would be under way for society's traditional end-of-summer festivities and Formula 1 fans would be looking forward to the Belgian and Italian grands prix.

Well, despite all that has been upturned and rerouted by the accursed COVID-19 pandemic, the last two events are going ahead on their scheduled dates. But there will inevitably be differences in 2020. They will run behind closed doors in line with the FIA's strict COVID-secure protocols that have been enacted so far. And the two events at Spa and Monza will not be the return to action after F1's mid-season summer break, but the end of a long slog of nine races in 11 weekends, with the inaugural Tuscan GP at Mugello then closing out a third triple-header.

While everyone involved in getting the 2020 season up and running should be applauded, it has been a tough test.The bustling run of races means this weekend's Belgian GP doesn't feel like a reset moment. It's a continuation of an urgent rush — quite necessary given the economic realities looming over F1 if it doesn't hit the required minimum number of races to avoid broadcast fee refunds. But, because the teams and drivers are at least arriving at Spa on the same weekend as usual, there is one pivotal factor to consider when it comes to the title fight. At this precise point in each of the last three campaigns, there have been nine races left.

"Given the pace of the Mercedes W11, we must consider Bottas to be Hamilton's sole title rival"

And here is where the champion of those seasons has been unstoppable; Lewis Hamilton has put together crushing runs.

In 2017 and 2018 he scored five and six victories in this period, which is more (four and three respectively) than all his rivals combined. Even in 2019, when they managed to accrue six wins combined to Hamilton's three between Belgium and the final race, he still had one more than nearest rivals Charles Leclerc and Valtteri Bottas (two apiece). In two of the past three years, Hamilton has delivered a superb race performance at one of the Belgian or Italian events. In 2017, he won at the venue for this weekend's race by just staying ahead of an unexpectedly faster Ferrari package and cannily using 90% throttle on the run to Eau Rouge to stop Sebastian Vettel breezing by at a late-race restart. A year later, he took on the two Ferraris single-handedly at Monza and scored an unlikely win that must go down as one of his finest in F1. Given he's following on from a 2020 Spanish GP victory where he reached a rare "perfect zone", that's a lot of history for his title rival to consider.

And, given the frankly shocking raw pace of the Mercedes W11, we must consider Bottas to be Hamilton's sole title rival at this stage. Verstappen is performing incredible feats for Red Bull, but he is in an undoubtedly slower car, and (as he and Bottas have both lost one likely second-place finish to circumstances outside their control) arguably shouldn't be sitting second in the standings. It's little wonder Bottas said he could again see the championship "drifting away" after the Spanish GP.

That is the added difficulty of Bottas's challenge. Not only is he entering the time of year Hamilton has aced (even in 2016, he matched Nico Rosberg's win tally of four, and lost another to the Malaysian GP engine failure that led to his eventual close title defeat), but he goes into it with a 43-point deficit.

There are some key differences that may give Bottas hope. Firstly, with the returning Turkish GP, two Bahrain races and the Abu Dhabi season finale now added onto the calendar, this gives F1 2020 a title run in of 11 races, not nine. The season now has a total of 17 events, two more than the 15 the broadcast contracts stipulate, but those extra two are effectively acting as insurance if the pandemic's progress means more races have to be cancelled at short notice. Sadly, this cannot be ruled out.

Then there are the three venues where Hamilton has never raced at before. Although these are new for everyone else as well (except Imola for Kimi Raikkonen). Plus, there's the Verstappen factor. While Hamilton has been rather serenely building his points advantage since his sub-par season opener, Bottas has made mistakes at key points. He wasn't helped by Mercedes' strategy in the 70th Anniversary GP defeat to Verstappen — where he was faster than Hamilton — but his start errors in Hungary and Spain have been costly, as they allowed Verstappen to get and stay ahead.

Even if it isn't following a long break this year, Bottas must take the Spa/Monza date marker as a reset point. And the good news he can take into this weekend is that Pirelli is returning to the C2-C3-C4 rubber that it used at the second Silverstone race, for what is another high-speed and high-energy track, where temperatures should be lower than at the 70th Anniversary GP. The bad news is those are the tyres that caused Mercedes such problems while Verstappen and Red Bull romped to their first win of the season.

But there's one final factor that should encourage Bottas ahead of the Belgian GP: his form is improving at the 4.35-mile track from fifth in 2017, fourth in 2018 and third last year. But he must find a way to take points back this weekend and start to reverse a trend the world champion has made his own if he is to stop another Hamilton coronation.

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YEAH BABY!





Who will be the next F3 champ?

With the FIA F3 title race finely poised, a single-seater returnee who raced against George Russell shares his thoughts on the current crop

JAMES NEWBOLD

It's been an odd year for Ben Barnicoat. The 23-year-old factory McLaren GT driver *should* have already made his debut in the Le Mans 24 Hours with Carlin, and carried on the momentum from a strong showing in the Bathurst 12 Hour — placing second in a 59Racing McLaren — in the remainder of the Intercontinental GT Challenge.

Until coronavirus hit, he was also due to race in the European Le Mans Series (again with Carlin) and the GT World Challenge Europe Sprint Cup for 2 Seas Motorsport. But post-COVID, all of Barnicoat's regular programmes fell through, and Le Mans is still hanging in the balance with less than a month until the rescheduled race.

But it's not all been doom and gloom, for Carlin handed Barnicoat an unexpected open-wheel return for the FIA Formula 3 championship's Silverstone double-header earlier this month. Having not raced a single-seater since his sole season of the 'old' European F3 in 2016 — a year dominated by Lance Stroll and Prema, leaving Barnicoat, Maximilian Guenther, George Russell and Nick Cassidy to fight over the remaining scraps — there was much to learn on his return, not least a Pirelli tyre that none of his prior experience could prepare him for. Where the "super-hard" Hankook he used in 2016 had "no peak effect" and GT tyres are designed to be durable to the end of an hour-long stint, the opposite is true for the Pirelli.

> **"The car was quite nice to drive, but the four things attaching it to the road were very unique"**

"You get such a limited number of push laps on the new Pirellis," says Barnicoat. "I thought the car was well-engineered and quite nice to drive, but the four things attaching it to the road were very unique. I had to relearn everything again. Effectively that first weekend before qualifying I had six push laps to learn the car, how the tyres behave and to try to improve the car's balance, which was a really big ask and why the second weekend I had such a better Friday having had that experience beneath me."

From 20th on the grid in his first race, Barnicoat had moved up to 15th before a tangle with Bent Viscaal dropped him back to where he started, although he fought back to 12th in the sprint. With the benefit of a full race weekend under his belt, his second crack was better, qualifying ninth and securing sprint race pole by finishing 10th, although he muffed his start and had dropped to third when his fuel pump failed.

So how does the cream of this year's crop stack up with drivers now established in professional motorsport? Even considering his own status as a fully-fledged pro, Barnicoat reckons he shouldn't have been able to crack the top 10 so quickly given his uphill learning curve on the Pirellis and having spent four years driving cars with significantly more weight.

"Had I been back in my prime like I was in 2016, fresh in single-seaters, I probably could have had a mega weekend," he says. "The top 10 in the field are all very good drivers. When you compare it against the likes of [Russell] and Cassidy, I don't know that they're quite at that level, but I think a couple of them could be."

With three rounds to go, Prema team-mates Logan Sargeant and Oscar Piastri are separated by a single point at the top of the standings, while Hitech's Liam Lawson, Trident driver David Beckmann and ART rookie Theo Pourchaire lead the chase.

Sauber junior Pourchaire, who has just turned 17, has won twice already. Barnicoat found him to be "a very wise head on young shoulders" in their battle at Silverstone, whereas with category veteran Beckmann — who raced Barnicoat in 2016 — "you had that bit of doubt in your mind that you didn't know which way it was going to go".

"Given a few years I do think [Pourchaire] has the potential to be someone special," Barnicoat adds. "Someone who has been driving for four years at the same level should have a way bigger head-start than what he will gain from doing back-to-back weekends."

Red Bull junior Lawson's title challenge was severely hampered by two mechanical DNFs at the Hungaroring — which came after another DNF while battling for the win in Austria with Jake Hughes — but the Kiwi has nevertheless impressed Barnicoat: "He's always gone forwards in the reversed-grid races and if you compare his performances against his team-mates, he's doing a stellar job."

That leaves pole king Sargeant — sitting on a streak of three in a row, he averages at 2.0 on the supergrid — and star rookie Piastri, the Australian on a respectable qualifying average of 5.2. Sargeant has only once managed to convert his qualifying supremacy into victory, and Barnicoat reckons this could determine the title if Formula Renault Eurocup champion Piastri can avoid the mechanical glitches that hampered him at Silverstone.

"If it wasn't for that, I don't have any doubt that he would still be leading the championship," says Barnicoat. "If Logan can keep nailing the qualifying then he'll have a very good chance. But if he's not qualifying on pole, then my bet would be Oscar. His race performances have been great, he just lacks a little bit in qualifying, but I think that's fine considering his lack of experience. It's not like Logan is making him look silly, it's just what you'd expect."

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YOUR SAY

This year is a fantastic season for F2, with so many great talents, and Mick Schumacher is right among them

IAN RUMENS

Schumacher Jr would be good for F1

I can't agree with Peter Allen's remarks about Mick Schumacher (*Your Say*, 20 August). He came in to Formula 2 having won the F3 series in 'dubious' circumstances, so the 'anti' brigade was well to the fore. What I see is a gung-ho, spirited racer who spent last year often fighting for (but not usually getting) the same piece of race track as Jordan King.

Then he drove his father's F1 Ferrari at Hockenheim (right), and his comments afterwards revealed what a well-rounded, grounded character he is.

This year is a fantastic season for F2, with so many great talents, and Mick is right among them. His gung-ho approach hasn't changed and is probably unfashionable, but he endears himself to many because he's an honest racer and he loves a fight.

The crash with Robert Shwartzman at Silverstone appeared to me to be an error by the pair of them (Mick was always going to make the move), but Mick quickly apologised, something that his father wasn't renowned for doing back in the day.

Mick Schumacher would be good for Formula 1. While his name attracts publicity, which certainly gives him an advantage, he is a good enough talent to justify his place.

Ian Rumens
Uckfield, East Sussex

Any regrets, Fernando?

Might Fernando Alonso now have even bigger regrets for his 2015 "GP2 engine" tirade? Honda appears to have been the engine of choice for the Indy 500, doesn't it...

Graeme Innes-Johnstone
Elland, West Yorks

Silver lining to the delayed-season cloud

With the COVID-19 pandemic frustratingly delaying the start of the motor racing year, we are of course playing catch-up with a truncated racing calendar.

The coincidental upside of this is that we are currently



across the motor racing 'board' embarking on a unique month or so of the great races at the finest circuits in the world in quick succession. The Indy 500, followed a week later by the Belgian Grand Prix, then Monza, and the Le Mans 24 Hours in almost rapid-fire after that, to name just the classics, means this autumn will be mouth-watering to racing fans across the world.

MA Smith
By email

Club racing can still attract crowds

I was disappointed by Silverstone CEO Stuart Pringle's recent comments regarding the lockdown and club racing at Silverstone. He basically said that no crowds for club racing was no issue as they were effectively closed events anyway as no one comes to watch. Surely any event you are hosting is an opportunity for revenue? If I was a CEO of a race track I'd want to find out why no one comes.

Club racing at Silverstone used to attract good crowds in the 1980s and still does at many circuits.

Tim Richardson
By email

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GEORGE RUSSEL

How a Mercedes F1 dream hinges on perfection

ALEX KALINAUCKAS

PHOTOGRAPHY motorsport IMAGES



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SUTTON

"It's just getting [to be] a joke at the moment. I've never been so inconsistent in my life. You look at the lap charts and you'd think I'm a bloody rookie or whatever. I felt like I was driving very similar lap after lap and it was like a yo-yo. I felt like an idiot. We need to seriously pull our fingers out."

THE MOST REMARKABLE thing about George Russell's stark words to Williams during a debrief at the 2019 British Grand Prix – immortalised in the ninth episode of the second series of Netflix's *Drive to Survive* – is that, in Formula 1 terms at least, he *was* a rookie.

The 2018 Formula 2 champion was just 10 races into his F1 career when that scene took place. After 11 more, he finished his first season in grand prix racing last in the championship, the only driver not to score, with team-mate Robert Kubica ahead thanks to his 10th place in Germany. But the results only provide a snapshot of the campaign, which was Williams's nadir as it remained last in the constructors' championship but lost six points compared to its seven from 2018. The FW42 missed the start of testing, which led to a stunningly awkward moment between deputy team principal Claire Williams and former chief technical officer Paddy Lowe in the same *Drive to Survive* episode that focused on the squad.

For Russell, things were better than they appeared on paper. He beat Kubica in qualifying at all 21 events, and only finished two races behind the Pole – including crucially at Hockenheim as the disqualification of the Alfa Romeos gave Kubica his point. But, as ever with teams rooted to the back of the grid, it was the unseen moments that stood out. Russell had an aptitude for dealing with the Pirelli rubber, which he found quickly, and was relentless in improving both himself and his team, as the behind-the-scenes TV moment so superbly demonstrated.

So far in 2020, Russell again sits 20th in the standings, behind his Williams team-mate (although he is not currently last as Nico Hulkenberg's Racing Point outings in place of Sergio Perez have swelled the drivers' standings by one, with Haas's Romain Grosjean currently occupying 21st). But just as was the case last year, that is a skewed reflection of how things have gone.




ETHERINGTON


S BLOXHAM


SUTTON

L-r: testing for Mercedes in 2018; with buddy Albon; unfazed by any 'next big Brit' pressure

Russell has again been showing off where he can — particularly in qualifying. Whereas last year his excellence against the clock was demonstrated best at the Hungaroring and that only netted him 16th and a Q1 exit, the FW43 is a significant improvement on its much maligned predecessor, and is capable of getting out of Q1. This is a feat Russell has managed four times so far in 2020, with his P11 grid spot for the Styrian GP an F1 career best, albeit one boosted by a penalty for Charles Leclerc.

The car has a qualifying/race performance imbalance that Williams is still somewhat perplexed by, which means however high Russell and Nicholas Latifi can start, they will inevitably slip back compared to their Alfa and Haas 'Class C' rivals at the back of the grid. Nevertheless, Russell is yet to finish behind his new team-mate in races where they have both made the chequered flag, with Latifi's P11 in the season opener — where Russell was forced out by a fuel pressure issue — keeping him 19th in the standings (although, as explained on page 23, Latifi has made an encouraging start to life in F1).

Although Russell said his battling drive to 17th last time out in Spain was "one of the most satisfying races I have completed", it is the glittering qualifying results that really stand out. Russell's pace has been clear for a long time — including in his two test outings in Mercedes' W08 and W09 cars as a junior driver in 2017 and 2018, and his two days in the W10 at the Bahrain and Abu Dhabi tests last year. This, according to Williams's head of vehicle performance Dave Robson, plays a considerable part in giving him the confidence to be so direct with Williams so early in his career.

"He is getting better — in everything that he does," says Robson. "And obviously the car is better than it was, which helps. But in terms of the way he approaches everything and the way he provides the feedback, it's largely the same as last year. He's quite clear on what he wants and what he needs — and he's quite rightly not afraid to say that. To some extent his occasional outings in the Mercedes car showed him clearly what an extremely good car ought to be like, and so we get some feedback from that. But that just reinforces his confidence in »

Russell's outings for backer Mercedes have bolstered his confidence

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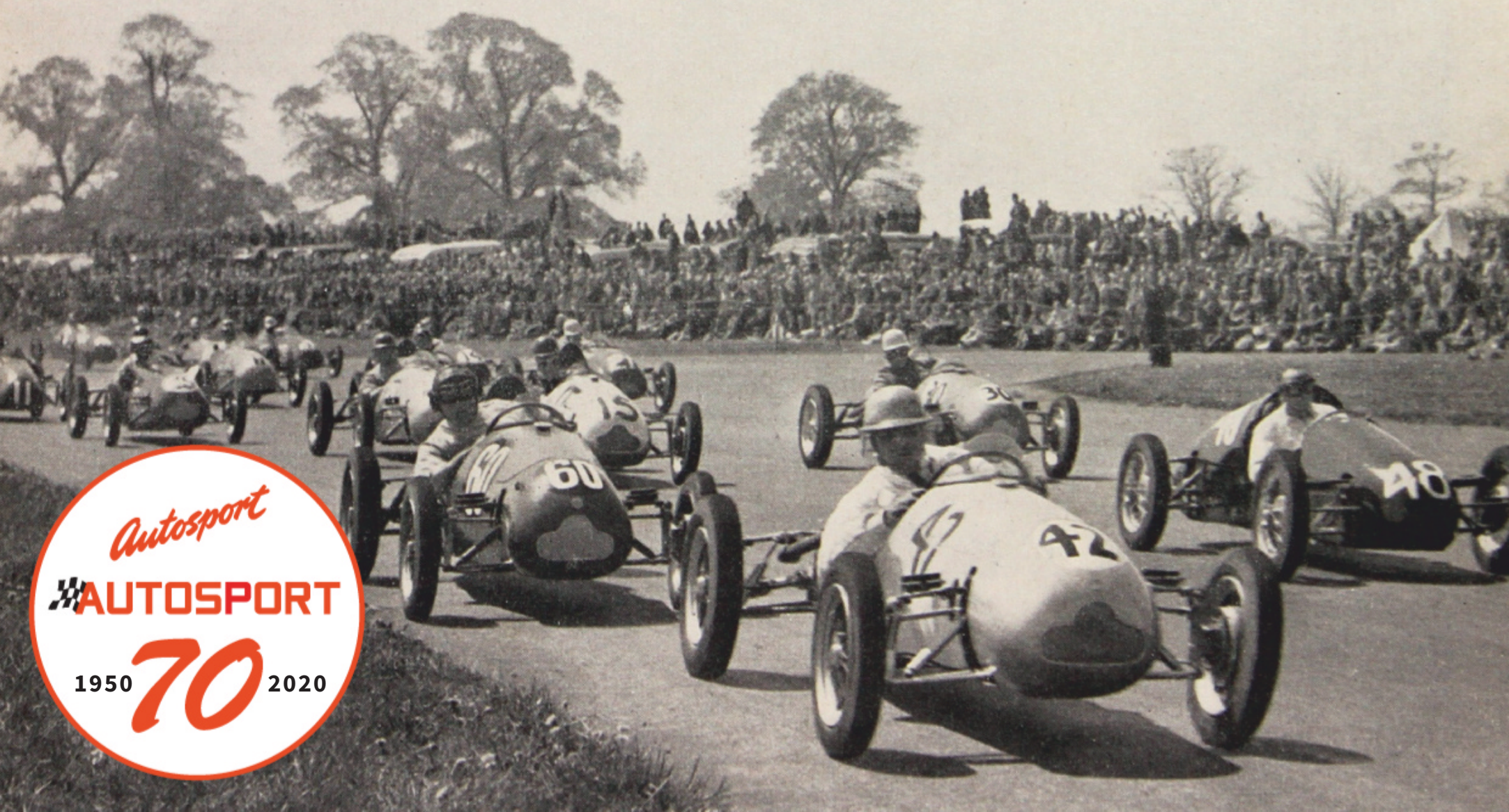
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Celebrating with the Mercedes team after 2018 Russian GP 1-2

ETHERINGTON

knowing what it is that he wants — the fact that he can jump in that car and be very quick compared to their race drivers."

And it was during his time as a Mercedes junior that Russell picked up the cues and insight to know when to deliver such brutally honest feedback.

"That scene is... not how I am at every single debrief, but when the time is needed, you need to make a point clear and direct and I think tone of voice can change the mindset and the strength behind the statement quite a lot," Russell tells Autosport. "And sometimes you need that boldness to really get that point across — for people to recognise the importance of the issue.

"Being in and around that championship-winning team and the mindset they have — that approach was always taken when necessary. Whether that's coming from Toto Wolff or Andrew Shovlin or whoever it may be in a certain circumstance in that engineering environment — to get the point across and direct the others to help lead the way. And of course with Lewis [Hamilton] as well. It's built up with trust and over time you build that relationship. And I think that's why it's so important to have such a good relationship with these guys at Williams, because when a situation like that is necessary there's no hard feelings — we can walk away and 10 minutes later have a laugh and a joke about something completely different. But we all know the main goal."



COATES

Qualifying pace has not been followed up in races

For Russell and Williams that goal is to continue the progress they have been making in the past year and a half, with the regular 'Class C' runners (the Williams/Alfa/Haas pack is rather neatly self-contained at the back, with the two Ferrari customer squads clearly feeling their power unit's deficit in 2020), just adrift of the rest of the midfield and the fight for regular points.

But Russell has another target to consider, which runs through his season, his results and ultimately his F1 career to date — reaching the heights of becoming a driver at Mercedes' ultra-successful works squad. It was the reason he joined its junior programme ahead of the 2017 season, when he began a run to back-to-back titles in GP3 and F2, which mirrored that of Ferrari's Leclerc, and with Mercedes' backing he made it onto the F1 grid with one of its customer squads. Effectively, Mercedes loaned Russell to Williams in a deal that benefited all parties, with the Briton given a three-year contract.

He will now see out the final season of that agreement in 2021, as Mercedes has opted to keep Valtteri Bottas on for a fifth year, and it's surely only a matter of time before Hamilton signs a fresh contract given he's won five titles with the team, is currently on his way to a sixth, his seventh overall, and all the other leading F1 squads have no vacancies.

So it's to 2022 where Russell must now look when it comes to his dream of driving for his long-term backer. He surely heads the list of replacement options for Mercedes should it either want to slot »



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2019 was a disaster for Williams, but all part of Russell's learning curve

HONE

someone else in alongside Hamilton for that season, or replace him if he were to leave F1. But a promotion is not guaranteed. For a start, Bottas offers Mercedes considerable stability given his strong relationship with Hamilton and his familiarity with the team. He does a superb job as a wingman to the world champion – even if he doesn't see it that way – and ideally Mercedes has been training Russell to one day replace Hamilton.

Then there's Esteban Ocon. He retains his Mercedes links despite his current Renault deal taking precedent. But that situation will end at the conclusion of 2021, putting Ocon in play for his own Mercedes promotion, though performing better against team-mate Daniel Ricciardo would help the Frenchman's case.

All 10 F1 squads signing the new Concorde Agreement, and Williams being sold to Dorilton Capital, adds stability to the two most important teams in Russell's career right now (although Mercedes could still yet find a way to leave F1 as a team owner if it wished). But he knows he cannot afford to let his own star (Three-Pointed or otherwise) dim.

"Of course, you'd be privileged and you wouldn't hesitate to take the opportunity," he says when asked how he would feel about stepping up to F1's best team if the chance did indeed arise for 2022.

"I don't like to get ahead of myself ever. I know ultimately I have to continue to do my talking on the track. Things change very quickly in this sport. So, I can't afford to slip up one little bit from this moment on until the end of next year."

What that means for next season is to make sure Williams continues its progress back towards the points – and being in a position to get in among them on a regular basis.

As Kevin Magnussen proved with his point for Haas in Hungary last month, right now F1's three slowest squads need to do something drastically different or to have events fall their way – as they did for Alfa Romeo's Antonio Giovinazzi and so nearly for Latifi in the Austrian GP – to have a hope of finishing in the top 10.

"We've made a very good step this year – that's been clear already," says 2014 McLaren Autosport BRDC Award winner Russell. "We need to be in a position next year where we can fight for points and [be] at the middle to front end of the midfield on a more consistent basis. Arguably we massively over-achieved for whatever reason in the last few races, [and] we still need to get going, but I think the team are on the right track to do that."

The FW43 has more downforce than its predecessor and Russell felt right from the off in winter testing that it handled much better. When it comes to updating and developing the car in 2020, Williams is, as all F1 squads are, having to balance manufacturing more existing parts just to keep the team going during the intense run of events that has opened the pandemic-delayed season with finding time to build the new bits that it hopes will improve performance. This meant Russell and Latifi had to alternate the latest parts through the opening three races, although they have both had the same specification since the British GP at the start of this month.

The good thing for Williams is that the new parts it is adding to its 2020 challenger are working as expected, which is another improvement on the disaster of 2019. But, as Robson outlines, it is »

A STRANGE YEAR TO BE AN F1 ROOKIE

Where George Russell was a Williams rookie in 2019, this year the team is working with Nicholas Latifi as the Canadian makes his Formula 1 bow. That's a pretty difficult task in normal circumstances, which are sadly lacking in 2020.

After enduring the pandemic delaying his F1 dream becoming a reality, Latifi finished last of those still running in the season opener. But his P11 finish remains Williams's best result of the year and he has made decent progress in the subsequent events.

An FP3 crash at the Austrian Grand Prix looked like a classic rookie mistake, and he made another with his Q1 spin ahead of the British GP, but Latifi hasn't always been outclassed by his team-mate. He will need to avoid a repeat of the timid start that cost him considerably last time out in Spain, but the race before, in the 70th Anniversary GP, Latifi came home just 0.607 seconds behind Russell.


Latifi overcooks it a little in Spain

COATES

Like many F1 newcomers in recent years, Latifi can be charmingly open about where he is lacking – as well as critical of his deficiencies. He's also aware that the condensed 2020 calendar has one upside.

"I quite like having the short breaks in between the quick turnarounds, especially at the stage I'm at right now in my F1 career – still learning so much," he says of the nature of his rookie season, which will stay as a unique feature in his career compared to his rivals. "I feel having the short turnaround time, it allows you to very quickly get back into the rhythm and build on any of the areas you needed to improve.



Pitlane 'bantz' in pre-season testing

SUTTON

"The only negative would be if at the end of a race weekend you come away completely lost or kind of not understanding a lack of pace, or race pace, and you really need some time to dig deep into the data and analyse – maybe just spend a bit of time to reflect. But I don't really feel I've experienced that so far this year and each round I feel like I'm just building on performances from the previous [races]."

"I'm not gonna sit here and give excuses why I made that error. But the fact is that it's the first time I've been in the midfield in an F1 car battling"

"not 100% sure why we see the swing" in terms of strong qualifying pace and then going backwards in the races.

"[That's in terms of] how much of it is our choices and how much of it is the way the competitors' cars behave – but we're working on it," he continues. "And certainly it's in our minds that we do need to rebalance it slightly. Although, that said, on days when it's very tight to get out of Q1 again, then actually we probably want the qualifying performance and we'll see what happens [in the races]. It's something we're conscious of and working on. But it's not immediately obvious how we best address it."

Russell is also conscious that he will have to iron out the minor errors that have cropped up during the first six races of 2020. In those events, he has gone backwards compared to his starting spot on four occasions – with a first-lap weakness a notable feature of his rookie campaign – and he picked up a five-place grid penalty for failing to slow for yellow flags after Latifi's Q1 spin at the first Silverstone race. Such indiscretions aren't generally too costly at the back of the grid, but they are punished far more heavily at the front, where Max Verstappen and Red Bull are relentlessly waiting to capitalise on any slip from the Mercedes duo.

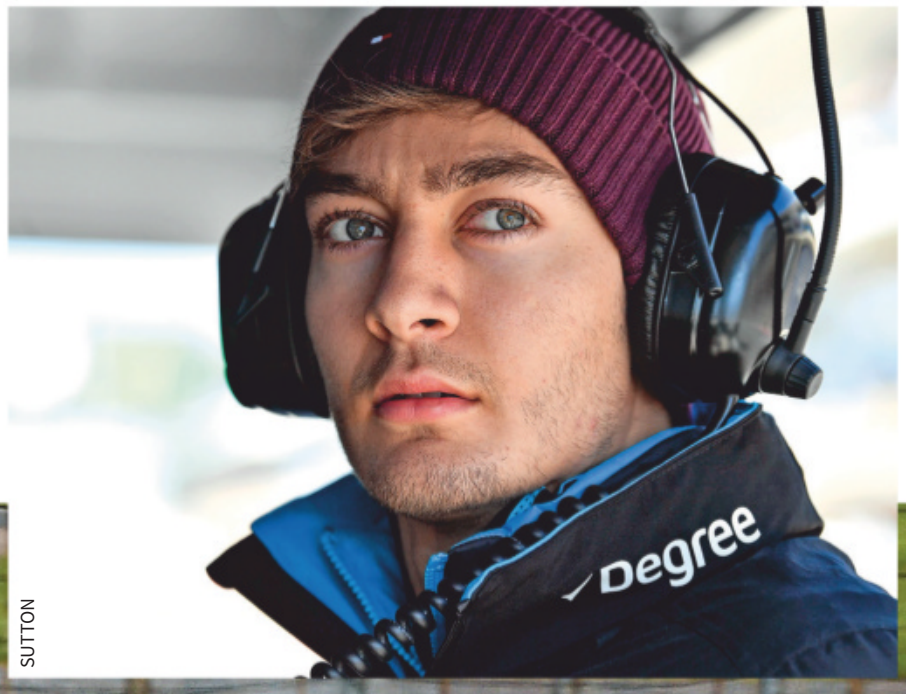
But probably Russell's most high-profile mistake so far in 2020 followed his qualifying heroics in the wet for the Styrian race, when he went off on lap four while battling Magnussen for 11th.

"I don't like to ever give excuses," he says of that moment, which dropped him to 18th as he was caught out by an oversteer snap on the outside line of the Red Bull Ring's long left-hand Turn 6. "But that is the first time I've been in the middle of a pack for 18 months, it's the first time I've ever been in the middle of a pack of an F1 race. The amount of downforce we lose is over 50% when you're battling other cars – that's new to me.

"I battled with Robert a few times last year, but you probably lose [only] 25 to 40% of the downforce. But when you're battling with a car, and there are four cars directly in front of them, it is a completely different game. So, I'm not gonna sit here and give excuses why I made that error. But the fact is that's the first time I've been in the midfield in an F1 car battling. So, it's different.

"I'm not going to say it will never happen again because we all make mistakes, but I'll try to make sure it doesn't and still try to be aggressive and push on during those opening laps."

Russell has also been making a mark off the track in 2020. During the enforced shutdown he won F1's official virtual Esports series and he generated headlines in Hungary for saying his friend and 2018 F2



SUTTON



Elbows out with Kimi Raikkonen's Alfa Romeo in the British Grand Prix

title rival Alex Albon was "being made to look like an idiot" with his struggles at Red Bull this season (Russell says Albon "just sent me a little message saying, 'I really appreciate what you said'. But I said it because I meant it"). The 22-year-old is clearly at home in his environment – which came across in that Williams debrief at Silverstone over a year ago – and he is growing in stature and confidence. But he knows he cannot get carried away, which isn't exactly in his no-nonsense character in any case.

"I don't view myself as the leader [at Williams]," he says. "I just see myself as an important element to the team, as any driver would be, trying to push the way forward with Nicholas and contribute as much as I can.

"I learned over the course of last year how to approach situations with the team – the feedback the aerodynamicists need, the vehicle dynamicists need, how to deal with the tyre group, with simulator sessions. How to deal with certain circumstances to try to improve the performance of the team, which I learn with every experience I have."

If Russell can continue in that vein, and improve on the small deficiencies any young F1 driver displays, he has every chance of paying Mercedes back for its investment in his career with a move to the Silver Arrows. There are many factors to consider, a lot of which are outside his control, but Russell is as unfazed and unequivocal as you'd expect when it comes to suggestions that he is considered Hamilton's natural successor at Mercedes.

"I don't put any additional pressure on because I know the importance it has for British media, Silverstone [as the home of the British GP, where ticket sales are boosted by a home driver performing well], because of what Lewis has done," he explains.

"Regardless, I'm in this for me and my family. And I don't put any additional pressure on for any of that. I just go there to do my job, ultimately drive the car as quick as I can."


SUTTON

WILLIAMS FINDS SOME RIVALS TO RACE


SUTTON

The enormous performance deficit of Williams's 2019 challenger meant that George Russell and Robert Kubica were generally locked into an intra-team scrap, with no hope of taking on their rivals at other squads.

But thanks to the progress Williams has made with the FW43, Russell and Nicholas Latifi have been able to battle the Alfa Romeo and Haas drivers wheel to wheel so far in 2020. There's an undoubted factor in that the two Ferrari customer teams are down on straightline speed after the Scuderia's settlement with the FIA on its power unit, and Williams is boosted by the powerful qualifying modes on its own Mercedes customer engine (up to now, anyway). But the downforce Williams has found compared to a year ago has allowed it to close the gap to its rivals at the back of the midfield.

"Undoubtedly compared to last year it's nice being able to race someone," says head of vehicle performance Dave Robson. "Obviously we'd like to look further ahead and try to claw our way back into the next group, although that's still some way off at the moment. But it is nice to be able to pit our wits against people we know reasonably well in the garages just next door.

"But the objective has got to be to pull away from that and reel in the next group, who are a frustrating way up the road at the moment. But they're all very close together, so if we can make that step, then life potentially changes quite a lot, which would be fantastic."

Alfa and Haas are clear in the championship thanks to the attritional season opener giving Antonio Giovinazzi the chance to grab ninth, and Kevin Magnussen exploiting Haas's controversial tyre-change call before the start in Hungary to take home a point. But in the British Grand Prix, Russell beat what might be termed Williams' 'Class C' opponents on merit (aided by Giovinazzi's post-race penalty), with Nicholas Latifi also coming home ahead of Romain Grosjean. Now it has rivals to race, Williams is finding itself back in the spotlight.

'CLASS C' STANDINGS

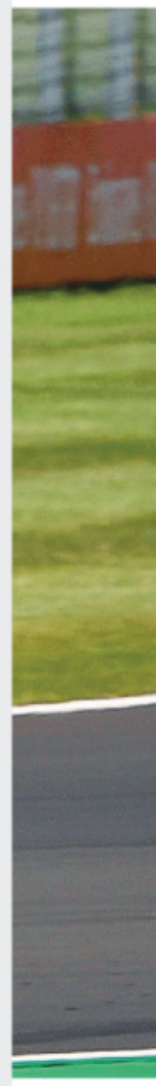
If you took the results of just the bottom three teams – Alfa Romeo, Williams and Haas – from the first six races of 2020 and handed out points in the normal way, the tables would look like this.

DRIVERS

POS	DRIVER	PTS
1	**Kimi Raikkonen**	103
2	**Antonio Giovinazzi**	98
=3	**George Russell**	70
=3	**Romain Grosjean**	70
=3	**Nichols Latifi**	70
6	**Kevin Magnussen**	62

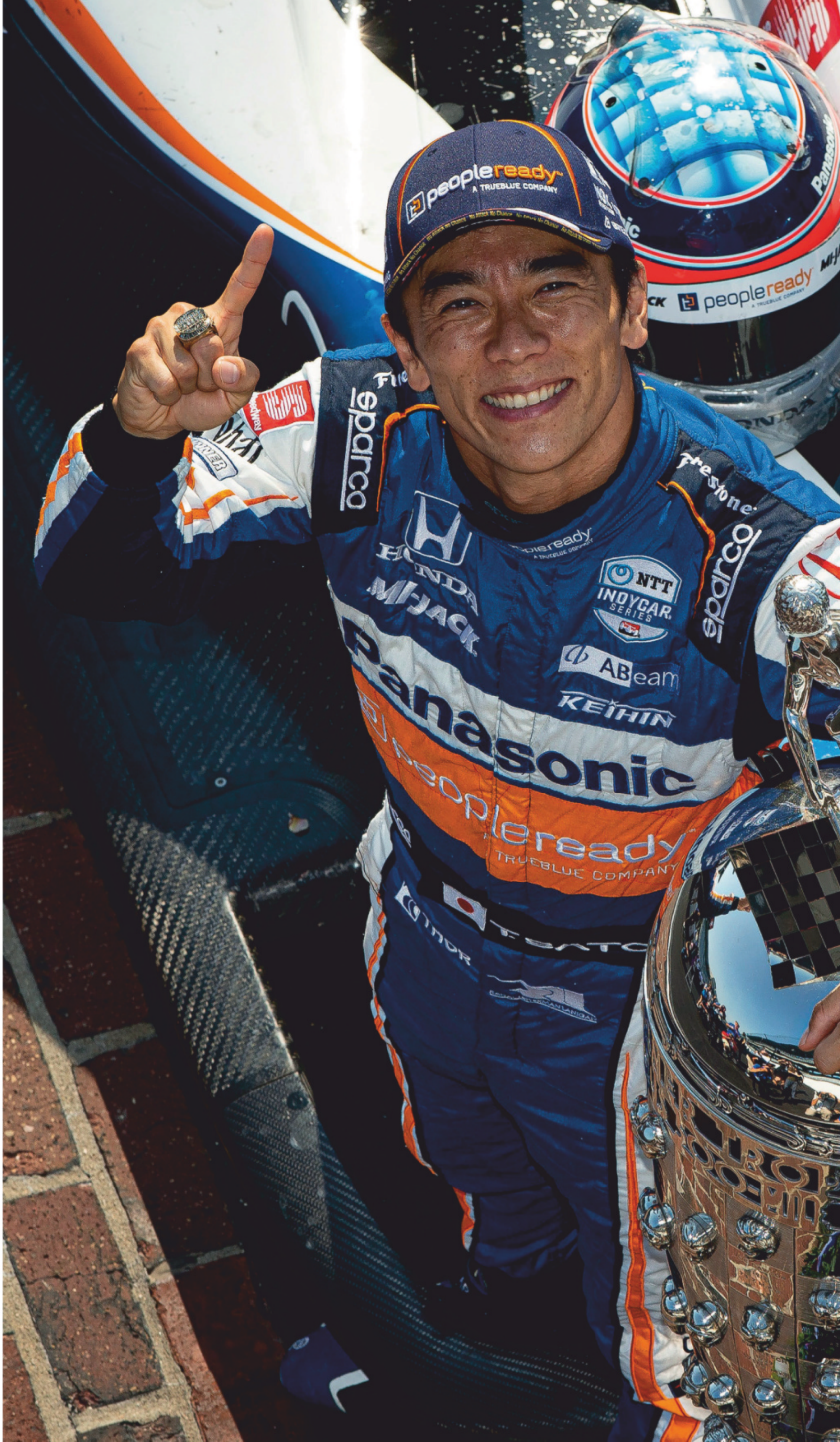
CONSTRUCTORS

POS	TEAMS	PTS
1	**Alfa Romeo**	201
2	**Williams**	140
3	**Haas**	132



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SATO'S LATE STEAL AS DIXON IS DENIED

Championship leader Scott Dixon was on top for most of the 500 miles, but Takuma Sato was always in the mix – and got the lucky break

DAVID MALSHER-LOPEZ

PHOTOGRAPHY motorsport IMAGES

Eight years ago, Takuma Sato drafted his Rahal Letterman Lanigan Dallara-Honda up behind Dario Franchitti's Chip Ganassi Racing machine along the front straight at Indianapolis Motor Speedway and attempted to wrest the lead away from the Scot. As he dived to the inside of the already two-time Indy winner, who had pinched down but had left just enough space, Sato hit the notorious Turn 1 bump, looped into a spin and into the wall. The race finished under yellow, Franchitti won and Sato went home a beaten man, but not one who saw any reason to change his motto of "no attack, no chance".

The US media had long warmed to him because he's simply a charming human being, but that day he also became one of the near-miss heroes of the Indianapolis Motor Speedway faithful who pack the grandstands and grass banks in their hundreds of thousands. Thus, when he finally nailed Indy 500 glory for Andretti Autosport five years later, he was cheered to the echo, despite beating another crowd favourite, Helio Castroneves.

Last Sunday, Sato again won the biggest race in American motorsport. This time he was driving for RLL and beat a Ganassi car. No, there was no crowd to cheer him, other than those on the Bobby Rahal, David Letterman, Mike Lanigan-owned team, and the many Honda personnel, but it was strangely satisfying for anyone who felt like he was delivering on a promise that had been eight years in the making. Last year Sato had demonstrated his and RLL's potential at the Brickyard with a storming drive from a lap down to third; this year he rarely fell out of the top five, and was in the lead when it mattered most.

Be sure, however, there were a great many who also felt terribly sad for runner-up Scott Dixon, his race engineer Michael Cannon and the members of the mighty Ganassi team, who had delivered the five-time series champion and 2008 Indy winner a truly great car, one good enough to lead 111 laps and look the class of the field all afternoon. Ganassi's tactics and the #9 crew's pitstops had also appeared to be flawless. And yet, somehow, Dixon had *still* been beaten. This, naturally, was the foremost of the many tales of what-might-have-been that are always sprinkled through an Indy 500.

Dixon had hit the front at the start around the outside of Marco Andretti's polesitting Andretti Herta Autosport machine, with Sato moving into second along the back straight. Behind, Ryan Hunter-Reay grabbed fourth ahead of Rinus VeeKay's Ed Carpenter Racing Dallara-Chevrolet, chased by James Hinchcliffe (Andretti), Alexander Rossi (Andretti), Spencer Pigot (RLL), Marcus Ericsson (Ganassi) and Rahal.

By lap 4, Hunter-Reay had moved past Andretti and Sato to »





claim second position, while VeeKay in fifth was working hard to hold off Hinchcliffe.

The first yellow of the day flew on lap 6, when James Davison's Dale Coyne Racing with RWR/Byrd/Belardi car suffered a front-right brake issue that caused the wheel to catch light and pop out on the back straight. The Australian brought the car to a halt near the pit entry, stopped and got out without harm.

When the pits opened, most of the back third of the field, including the Penske cars of Simon Pagenaud and Will Power, Oliver Askew (Arrow McLaren SP), Fernando Alonso (Arrow McLaren SP) and Helio Castroneves (Penske), all chose to go off strategy and head to the pitlane.

The race restarted on lap 12, but on lap 26, Ericsson crashed. The pits opened during the subsequent caution and in the race off pitroad Hunter-Reay was beaten not only by Dixon and Sato but also Andretti, Hinchcliffe and Rossi. Meanwhile of course, the early stoppers cycled to the front, Askew ahead of Pagenaud,





Sato takes the flag under yellows for his second Indy win

Power, Charlie Kimball (AJ Foyt Racing) and Castroneves.

Pagenaud went straight into the lead at the restart, while Dixon carved forward to sixth, tailed by Rossi. By contrast, Hunter-Reay, Sato, Andretti, Santino Ferrucci (Dale Coyne Racing with Vasser-Sullivan, Pato O'Ward (Arrow McLaren SP) and Hinchcliffe filled positions 10th through 15th, unable to move forward.

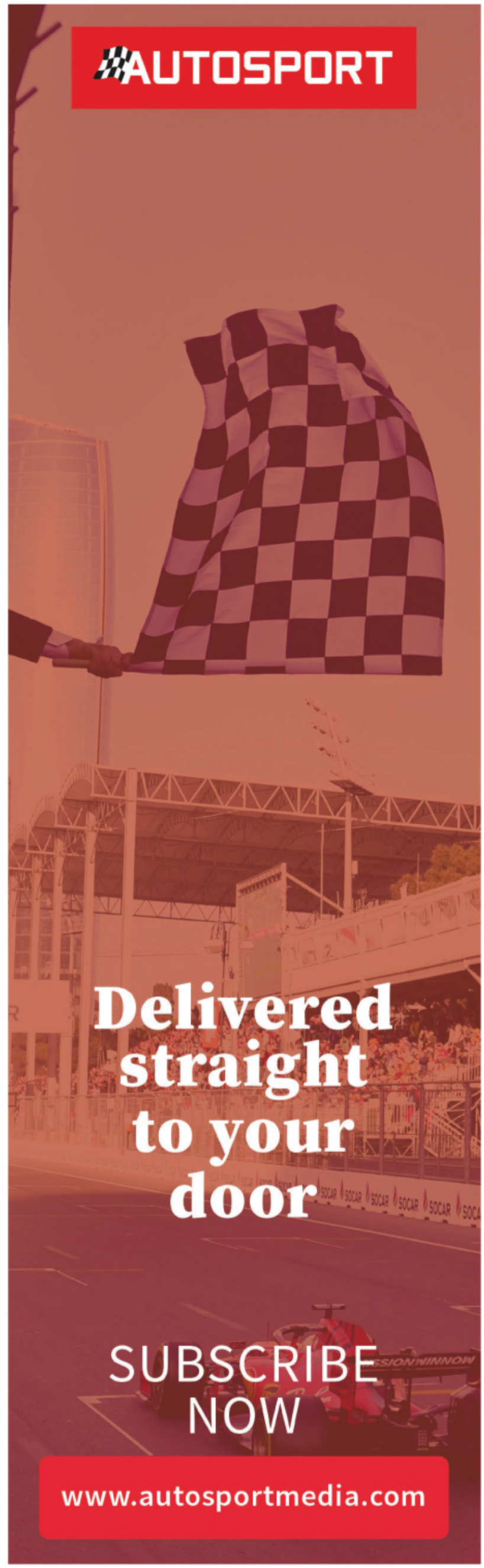
The off-strategy cars then pitted just before quarter distance, allowing Dixon back into the lead ahead of Rossi by about half a second, the pair 3.5s ahead of VeeKay, Hunter-Reay, Sato, Andretti, Ferrucci, O'Ward, Hinchcliffe and Josef Newgarden's Penske entry.

Sato passed Hunter-Reay for fourth into Turn 3 on lap 59, and Andretti made his second pitstop from sixth on lap 60, starting a torrent of stops. Rossi wasn't quite able to make it in, having been called late while already in Turn 4 due to the AA #27 pitbox overheating and needing a reboot. Alex backed off and lost momentum but completed another lap. VeeKay hit his pitcrew members coming in and then stalled as he left.

Dixon's stop was so fast that he emerged ahead of the principle alternate-strategy runners, Askew and Pagenaud. The latter, along with team-mates Castroneves and Power, stopped on lap 77, while Askew was able to go to lap 80 but emerged behind these three Penske runners.

The yellows flew for a third time on lap 84, as rookie Dalton Kellett struck the Turn 3 wall in his AJ Foyt Racing entry, and when the pits opened, the leading group peeled off for service, and emerged in the order of Dixon, Sato, Rossi, O'Ward, Newgarden, Andretti, Ferrucci, Rahal, Colton Herta (Andretti), Hunter-Reay. By the end of the yellow stint the 'off-strategy' runners had stopped as well, Felix Rosenqvist (Ganassi) in 19th ahead of Power, Pagenaud, Castroneves, Askew and Kimball. Hinchcliffe's car had stopped in the pitbox and took a long time to get going again.

The restart on lap 93 saw Conor Daly spin at Turn 4 while passing Alex Palou's Dale Coyne Racing with Team Goh car and Askew followed suit before emerging from his car shaken and »





BAKER

Andretti quickly dropped back from his impressive pole

winded. The next restart allowed Rossi to dive past Sato into Turn 1, and he and Dixon then took it in turns to lead and save fuel in order to reach the end with just two more stops. But on lap 122 the yellows flew again for Palou shunting at Turn 1. Almost everyone stopped during the caution period, and Rossi sideswiped Sato on departing his pitbox, a crime for which he was sent to the tail of the field.

After the lap 131 restart, the yet-to-stop Rosenqvist allowed Dixon into the lead and acted as a buffer to the RLL pair of Rahal and Sato, which became Sato-Rahal on lap 141, after losing the hindrance of Rosenqvist when the Swede pitted on lap 138.

Rossi, who had charged following his penalty, understeered into the Turn 2 wall on lap 144 and, after a 10-lap caution period, Dixon took the lead. But on lap 157 of the 200, he allowed Sato past. Being the fuel-thirsty windbreak for the next 10 laps, the Japanese driver needed to make his final stop on lap 168. Dixon, along with Sato's closely following RLL team-mate Rahal, had been able to go a lap longer, and as they merged onto the track from the warm-up lane, the Ganassi driver came out ahead of Sato, while Rahal for one lap lost an intimidation game with Newgarden.

But with warmer tyres thanks to his earlier stop, Sato came off Turn 4 faster than Dixon, drafted him up the main straight and had momentum on him to pass going into Turn 1. It wasn't yet the lead, because off-strategy Zach Veach (Andretti) and Max Chilton (Carlin) were 10s ahead, but it was effectively P1, and from lap 185, officially P1. Twice, Dixon started drawing alongside Sato, apparently considering an outside pass into Turn 1, but both times Sato had just enough to stave him off.



CANTRELL

Pigot's crash robbed the race of a tense climax

But it was a close-run thing because Sato was always going to be susceptible to pressure from a car that had a lap's worth of fuel advantage over him. "At this point I had to switch [the fuel mixture] back to maximum power and when he was three or four car [lengths] behind, I would go back to the leaner mixture," said Sato. He pulled 0.7s over Dixon and Rahal, who had deposed Newgarden long since, but then Sato encountered a cluster of backmarkers.

However, as the leaders began lap 196, Pigot had a huge shunt, spinning out of Turn 4 and striking the attenuator for the wall that separates the front straight from the pitlane at high speed. As Pigot emerged from the cockpit of the stricken machine, race control elected to keep the event rolling rather than red flag it and allow a three- or four-lap shootout.

A statement read: "IndyCar makes every effort to end races under green, but in this case, following the assessment of the incident, there were too few laps remaining to gather the field behind the pace car, issue a red flag and then restart for a green-flag finish."

Dixon's magnanimity has never been more sorely tested. "I definitely thought with five to go they were going to immediately [throw the red flag] because, one, the size of the crash, and two, where it was, it wasn't going to be a quick clean-up," he said. "I was kind of surprised they didn't. I kind of heard they said, 'Normally we don't do that'. History would tell you that's not true either. For us it would have been really good because I think the leader would have been a sitting duck [on a restart]..."

Sato didn't directly address the fictional scenario of who might have won had the race been stopped and restarted, but he admitted it would have been 50/50 as to who might have prevailed had Pigot not shunted and the race remained full-speed through to the end. Regarding fuel he said: "We were close! No doubt, that last yellow saved us, but even without it I was meeting the [fuel] number. Even if we had gone through [the final stint] entirely green, I think we would have been OK.

"However, I think I would have been threatened from Dixie for the last few laps when he would probably have been 100% rich power. I had some of that in the pocket, but it was very, very close."

Yes, it was.

NEXT REPORT

GATEWAY
3 SEPTEMBER ISSUE

Sato stopped Dixon winning the Indy 500, but can anyone stand in the way of the Ganassi star marching to his sixth series crown?

POWERED BY motorsport STATS

ANDRETTI, PENSKE, ALONSO NOT LEADING FACTORS


CANTRELL



ABBOTT

Without 2016 Indy 500 winner Alexander Rossi's presence, the Andretti Autosport team would have been fairly anonymous last Sunday, despite its impressive pace in qualifying the previous weekend.

Marco Andretti had too much drag to remain up front but not enough grip to deal with turbulent air once he'd sunk down the order. Ryan Hunter-Reay was fast enough but hit trouble on pitroad and only his aggressive driving salvaged a 10th place. Colton Herta was not fast enough to lead but just focused on being as strong as his car would allow and was rewarded with eighth. Zach Veach led 14 laps while running off-strategy but in truth was not a factor. James Hinchcliffe was a fine seventh after a couple of strong late restarts but this should have been a top-four had he not suffered a clutch issue earlier in the race.

Clutch issues also accounted for Fernando Alonso's slow stops, and meant his Arrow McLaren SP Dallara-Chevy (below) needed a shove to get it moving after each stop, but oversteer had already starved him of pace and he finished a lap down. For the team it was therefore a blessing to see Pato O'Ward survive the rigours of trying to keep pace with the Ganassi and Rahal Letterman machines and clock a fine sixth.

Penske fared little better, aside from Josef Newgarden's (above) brave stab at trying to beat Graham Rahal to a top-three finish. Newgarden's off-strategy team-mates saw their dreams turn to ashes. Will Power got up to eighth with some strong restarts, but then fumbled one of them, sank to 12th and then blew a pitstop by hitting pit equipment. Simon Pagenaud had his front wing damaged by Hunter-Reay, which sent him to the pits, while Helio Castroneves trailed Pagenaud and Power, but never looked like passing them.


BAKER

RESULTS **ROUND 5, INDIANAPOLIS 500 (USA), 23 AUGUST (200 LAPS – 500.000 MILES)**

POS	DRIVER	TEAM / CAR	TIME	GRID
1	**Takuma Sato** (JPN)	Rahal Letterman Lanigan Racing / Dallara-Honda	3h10m05.0880s	3
2	**Scott Dixon** (NZL)	Chip Ganassi Racing / Dallara-Honda	+0.0577s	2
3	**Graham Rahal** (USA)	Rahal Letterman Lanigan Racing / Dallara-Honda	+0.0953s	8
4	**Santino Ferrucci** (USA)	Dale Coyne Racing with Vasser Sullivan / Dallara-Honda	+0.3929s	19
5	**Josef Newgarden** (USA)	Team Penske / Dallara-Chevrolet	+1.6619s	13
6	**Patricio O'Ward** (MEX)	Arrow McLaren SP / Dallara-Chevrolet	+3.2496s	15
7	**James Hinchcliffe** (CAN)	Andretti Autosport / Dallara-Honda	+4.2694s	6
8	**Colton Herta** (USA)	Andretti Harding Steinbrenner Autosport / Dallara-Honda	+5.1918s	10
9	**Jack Harvey** (GBR)	Meyer Shank Racing / Dallara-Honda	+6.8131s	20
10	**Ryan Hunter-Reay** (USA)	Andretti Autosport / Dallara-Honda	+7.9613s	5
11	**Helio Castroneves** (BRA)	Team Penske / Dallara-Chevrolet	+10.3143s	28
12	**Felix Rosenqvist** (SWE)	Chip Ganassi Racing / Dallara-Honda	+13.9668s	14
13	**Marco Andretti** (USA)	Andretti Herta with Marco & Curb-Agajanian / Dallara-Honda	+16.0657s	1
14	**Will Power** (AUS)	Team Penske / Dallara-Chevrolet	+17.6439s	22
15	**Zach Veach** (USA)	Andretti Autosport / Dallara-Honda	+19.3960s	17
16	**JR Hildebrand** (USA)	Dreyer & Reinbold Racing / Dallara-Chevrolet	+20.2342s	32
17	**Max Chilton** (GBR)	Carlin / Dallara-Chevrolet	+21.4917s	30
18	**Charlie Kimball** (USA)	AJ Foyt Enterprises / Dallara-Chevrolet	+24.7017s	29
19	**Tony Kanaan** (BRA)	AJ Foyt Enterprises / Dallara-Chevrolet	-1 lap	23
20	**Rinus Van Kalmthout** (NLD)	Ed Carpenter Racing / Dallara-Chevrolet	-1 lap	4
21	**Fernando Alonso** (ESP)	Arrow McLaren SP / Dallara-Chevrolet	-1 lap	26
22	**Simon Pagenaud** (FRA)	Team Penske / Dallara-Chevrolet	-2 laps	25
23	**Ben Hanley** (GBR)	DragonSpeed / Dallara-Chevrolet	-2 laps	33
24	**Sage Karam** (USA)	Dreyer & Reinbold Racing / Dallara-Chevrolet	-2 laps	31
25	**Spencer Pigot** (USA)	Citrone Buhl Autosport with RLL / Dallara-Honda	194 laps-accident	12
26	**Ed Carpenter** (USA)	Ed Carpenter Racing / Dallara-Chevrolet	-13 laps	16
27	**Alexander Rossi** (USA)	Andretti Autosport / Dallara-Honda	143 laps-accident	9
28	**Alex Palou** (ESP)	Dale Coyne Racing with Team Goh / Dallara-Honda	121 laps-accident	7
29	**Conor Daly** (USA)	Ed Carpenter Racing / Dallara-Chevrolet	91 laps-accident	18
30	**Oliver Askew** (USA)	Arrow McLaren SP / Dallara-Chevrolet	91 laps-accident	21
31	**Dalton Kellett** (CAN)	AJ Foyt Enterprises / Dallara-Chevrolet	82 laps-accident	24
32	**Marcus Ericsson** (SWE)	Chip Ganassi Racing / Dallara-Honda	24 laps-accident	11
33	**James Davison** (AUS)	Dale Coyne Racing with Rick Ware Racing, Byrd & Belardi / Dallara-Honda	4 laps-brake/fire	27

Winner's average speed 157.824mph. **Fastest lap** **Hinchcliffe** 40.3290s, 223.164mph.

CHAMPIONSHIP

1 Dixon 335; 2 **Newgarden** 251; 3 **O'Ward** 218; 4 **Rahal** 214; 5 **Pagenaud** 212; 6 **Sato** 210; 7 **Herta** 190; 8 **Ferrucci** 181; 9 **Power** 175; 10 **Rosenqvist** 157.



The Turkington and Sutton show?

Plenty of drivers starred in a damp and dramatic weekend, but the storyline of the season is beginning to look like combative Infiniti versus efficient BMW

MARCUS SIMMONS

PHOTOGRAPHY **JEP** motorsport IMAGES

When the story of the 2020 British Touring Car Championship is told in years to come, how pivotal will last weekend's third round at Oulton Park be regarded?

Reigning and four-time champion Colin Turkington couldn't repeat his magician's trick of 2019 of taking pole and victory with the maximum 60kg of success ballast aboard his West Surrey Racing-run BMW 330i M Sport, but he was always in the frame and took away a hefty points haul to consolidate his series lead. Rory Butcher inherited the maiden race win for the fourth-generation Ford Focus ST of Motorbase Performance, backed that up with a second, and scored more points than anyone else over the weekend. But the standout win, not for the first time this season, was taken by Ash Sutton in his Laser Tools Racing Infiniti Q50 — and it wasn't just the fact that Sutton was the only race winner to take the chequered flag first that made his victory the Cheshire highlight.

Sutton's new situation with Laser Tools Racing, which has combined with the BMR Engineering division of the old squad that took him to the 2017 title with the Subaru Levorg, is falling into something of a pattern. Fighting back from a big setback seems to be part and parcel of Sutton's 2020 weekends. At Donington Park, that was a first-race collision that sent him to the back of the field, from where he stormed back to take victory in the finale. At Brands Hatch, it was a poor grid position on Saturday and a recovery to grab second in the last race of the day. At Oulton, again things went awry in qualifying, yet this time he took a superlative win in race two, and was very much in the mix in the four-car lead battle in the final race before it was red-flagged.

So, despite qualifying 14th at Brands »

Sutton (116) was a race-winner at Oulton, but Turkington still leads title chase



and 11th at Oulton, after three race weekends of hustling that Infiniti through gaps in traffic that barely look big enough to contain a bicycle, Sutton is a mere 19 points adrift of Turkington, who has played his usual game of maximising every opportunity while minimising risk.

This time, Sutton caused a red flag in the second free practice session when he went off at Lodge Corner. The Q50 then looked lairy as anything in qualifying, sideways, going straight on at the hairpin, and finally black-flagged in the closing stages for cumulative track-limits offences. Again, Sutton had work to do.

The rain fell just before the start of the opening race, theoretically making it easier for Sutton to carve his way to the front, except Tom Chilton's BTC Racing Honda "caught a bit of mud and filled the air intake and radiator with mud, so I was just nursing temperatures for the whole of the race". Sutton therefore dropped off the battle he'd been enjoying with Tom Ingram's Speedworks Motorsport-run Toyota Corolla and the Ciceley Motorsport Mercedes A-Class of Adam Morgan, and was classified eighth after the exclusion of on-the-road-winner Josh Cook's BTC Honda.

With the Infiniti's success ballast down from 54kg to 12kg, and the track still wet, Sutton put in his masterclass in the second race. From eighth on the grid, he was second within five laps, having just dispatched Turkington and the works Team Dynamics Honda of Dan Cammish. Butcher was a couple of seconds up the road, but Sutton was on the Ford in no time. "I set my fastest lap when Sutton was just behind me, but still he reeled me in and I thought, 'That's as good as I've got. It's just a case of when rather than how,'" said Butcher.

As Butcher defended into Old Hall, Sutton swept in on a wide line and his momentum was easily enough for him to draw alongside on exit. Butcher's trajectory then carried his left-side wheels into the mud on exit, and Sutton's pass was complete and the Infiniti gone.

"I wanted to get the first couple of laps out of the way," explained Sutton. "It's very narrow around here and it's easy to make contact. Once we got into clean air I knew what we could do. Rory made a slight error, which allowed me to get underneath him and it just made my job a bit easier."

Sutton was also on a mission in the final race. As the winner of race two, he'd picked the number 10 ball out in the reversed-grid draw, but from that fifth-row start he was fourth within three laps. There was no further progress from there, but that Infiniti was looming dangerously on the back of a four-car train, with Morgan leading from the BMWs of Turkington and Tom Oliphant, when Stephen Jelley crashed at the fast Druids right-hander and, as he bounced back across the track, was hit hard by Nicolas Hamilton. Cue a termination of the day's racing.

Butcher could only make it to eighth in that race, but this was a weekend in which the Scot managed to turn the pace of the Motorbase Ford into results, after the puncture-induced heartbreak of Brands. To be fair, the soggy and/or cold Oulton conditions were never going to put the left-front Goodyear under the pressure



Sutton's charge from eighth to victory in second event was mighty



Cook dives by Butcher in race one, but he would lose out *after* the finish

it failed to sustain at Brands, but Motorbase has also learned from its disappointment on its home ground in Kent.

"We've done a lot of investigations into what went wrong," professed Butcher after claiming his second successive pole. "We couldn't make the tyre last. We've had to change the geometry and the set-up, but the good thing about this car is that it's got such a good platform that when you go in other directions it's still quick."

Butcher carried 30kg of ballast into Oulton, and wasn't quick enough to keep the charging Cook at bay in the opening race. The red-headed BTC Honda ace had a miserable Brands, with collisions and power-steering woes, so entered the weekend 13th in the points and carrying no ballast. Perhaps the extra weight would have helped when, as the lights went out, "I got a bit excited and lit the fronts up", the wheelspin sending him from a front-row starting spot down to fifth.

Cook soon got up to second, and then moved onto Butcher's tail thanks to a brief safety car interlude. One lap after the restart, he got down the inside of Butcher into Old Hall and, after a brief bit of panel-rubbing fun on the exit, he completed the move into Cascades. Cook was away and gone, but had a nasty shock in store as he got into the pitlane for the scrutineering checks. The Honda just didn't have enough rideheight clearance at the front.

"We had really good pace at Brands – we had two fastest laps," pointed out Cook. "But you just need a bit of luck in touring cars. It's really unfortunate to lose the »



A WORTHY MILESTONE FOR NEAL



Matt Neal carried the race number #700 last weekend at Oulton Park. Not, as some wags suggested, to denote his height in metres, or the bhp of the Group N Nissan Skyline he raced in his formative years, but because he racked up his 700th British Touring Car start in the second race.

As a journalist, I've spent periods of time away from the BTCC, but one thing you always know is when you go back to it Neal will always be there. I first got to know him when he was dragging a sometimes-recalcitrant Ford Mondeo around in the mid-1990s in his quest for Independents' titles. And then he earned respect when the family Team Dynamics squad procured a Nissan Primera, and Neal went for overall glory rather than focusing on beating the likes of Tommy Rustad or Robb Gravett to Indie spoils. Most famously, of course, he won the £250,000 prize on offer from BTCC boss Alan Gow in 1999 for taking an outright victory as a privateer at Donington Park.

Since then, we've usually joked about our joint propensity for breaking bones – an alarmingly frequent occurrence for both of us – but Neal certainly took the biscuit for his early-2020 mountain-bike shunt.

Joking aside, Neal and Dynamics have contributed so much to the BTCC and helped it through some difficult eras. Without them, Gordon Shedden would never have emulated Neal in becoming a three-time champion, and current team-mate Dan Cammish sings the praises of the 53-year-old BTCC totem, without whom he says he would not now be a professional driver and who has always been willing to help Cammish get up to speed as a touring car driver.

And Neal is still quick. Admittedly, he carried only 6kg of success ballast into Oulton, but he outqualified Cammish to be fourth on the grid, only to be black-flagged in the first race because his rain light failed. He charged to 13th in race two, before a puncture scuppered him in the finale. It's fair to say that he is in the twilight of his career, but Neal is a giant (literally and metaphorically) of the BTCC, and who's to say he won't carry the #800 into action in a few years' time?



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Morgan leads at the start of race three, which would yield his eighth BTCC victory

race win, but that's the way it goes — rules are rules. The kerbs are quite tight in the chicane at Oulton, and all it takes is a tiny little knock on one side and it can drop the other side. It's not as if it was below the rideheight across the whole of the car — it was just hanging down on one side. I probably just picked up some damage but unfortunately that was deemed still not acceptable."

Further gloom came Cook's way in race two. If you're excluded for a technical offence, you still carry the success ballast earned for your finishing position, so the BTC Honda sat at the back of the grid with 60kg on board... Cook was just going for a move on Chris Smiley's 12th-placed Excelr8 Hyundai, theoretically putting himself in the reversed-grid mix, when his BTC team-mate Michael Crees thought he'd try to pass Smiley too. The two Hondas emerged from either side of the Hyundai and made contact as Crees punted Cook lightly across the track and into the barrier at the chicane. "He was obviously devastated," said Cook. "It wasn't malicious. He was concentrating on Smiley and I was out of his vision."

While Cook was going through his strife, Butcher was hauling in the points. After his defeat by Sutton in race two, he remarked: "The good thing is our car was potentially the strongest front-wheel-drive machine out there. The Ford is fantastic here, but I think the conditions are more rear-wheel drive than front-wheel drive."

That's probably fair to say of the wet, although there'd been some good Honda showings — apart from Cook. Cammish moved up to second in the opener when Cook was excluded, with Jake Hill inheriting a first BTCC podium of 2020 in the older-spec FK2 Civic of MB Motorsport, both of them passing Turkington along the way. Cammish admitted that "we didn't quite have the speed to ultimately challenge the top two. I was having trouble getting it stopped and it was, 'Is the risk worth it for the reward?'"

Cammish followed that by holding off Ingram for fourth in race two, but again he appeared to be having trouble at the Island hairpin, eventually allowing Turkington through to the podium. And in the finale Cammish ran wide on the opening lap: "Got to put my hands up when it's on me, and that was. Suddenly I'm off line, out of the groove and on cold tyres. I just got mullered as you would expect."

Ingram was out by then. He lined the Toyota up 14th at the start of the day, the legacy of a qualifying collision with Ollie Brown that bent the steering. He charged through to be classified sixth in the opener, with fastest lap along the way, then was fifth next time out. All looked good for a reversed-grid starring role, only for the driveshaft to fail on the green-flag lap. "Looking back I think it's a hangover from the qualifying collision," said team boss Christian Dick. "It's a left-hand driveshaft, and as soon as we got some dry running that was the first time it was loaded up."

Morgan was therefore clear to lead home the BMWs of Turkington and Oliphant, plus the Infiniti of Sutton. Oliphant, who is getting better all the time, was leading Turkington when the call came to allow the team leader to have a go. "I owe Tom a beer tonight, because he let me past to have a go at Adam," smiled Turkington. "Unfortunately we ran out of laps. I was going to have a go, and if I couldn't get past I'd have given the place back to Tom."

Oliphant was a little peeved that the red flag had prevented that but, as WSR team boss Dick Bennetts alluded: "We won't forget what he did for the team effort today."

BTCC titles have been won by less than the difference between second and third-place points (two in today's money). So, could it be the magnanimity of Oliphant that is recalled from Oulton when the tale of BTCC 2020 is told?



Ingram deserved much more from his weekend

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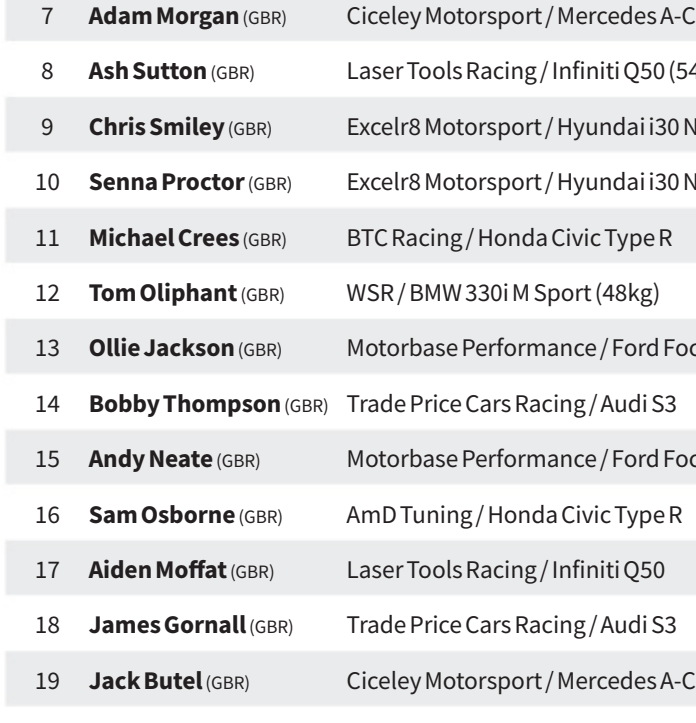
RESULTS ROUND 3/9, OULTON PARK (GBR), 23 AUGUST RACE 1 (15 LAPS – 33.390 MILES)

POS	DRIVER	TEAM / CAR	TIME
1	**Rory Butcher** (GBR)	Motorbase Performance / Ford Focus ST (30kg)	25m23.005s
2	**Dan Cammish** (GBR)	Team Dynamics / Honda Civic Type R (36kg)	+1.680s
3	**Jake Hill** (GBR)	AmD Tuning / Honda Civic Type R	+2.521s
4	**Colin Turkington** (GBR)	WSR / BMW 330i M Sport (60kg)	+7.250s
5	**Tom Chilton** (GBR)	BTC Racing / Honda Civic Type R	+8.822s
6	**Tom Ingram** (GBR)	Speedworks Motorsport / Toyota Corolla GT (42kg)	+9.559s
7	**Adam Morgan** (GBR)	Ciceley Motorsport / Mercedes A-Class (12kg)	+11.980s
8	**Ash Sutton** (GBR)	Laser Tools Racing / Infiniti Q50 (54kg)	+19.497s
9	**Chris Smiley** (GBR)	Excelr8 Motorsport / Hyundai i30 N	+20.357s
10	**Senna Proctor** (GBR)	Excelr8 Motorsport / Hyundai i30 N	+26.018s
11	**Michael Crees** (GBR)	BTC Racing / Honda Civic Type R	+27.142s
12	**Tom Oliphant** (GBR)	WSR / BMW 330i M Sport (48kg)	+28.801s
13	**Ollie Jackson** (GBR)	Motorbase Performance / Ford Focus ST (24kg)	+30.033s
14	**Bobby Thompson** (GBR)	Trade Price Cars Racing / Audi S3	+30.364s
15	**Andy Neate** (GBR)	Motorbase Performance / Ford Focus ST	+30.759s
16	**Sam Osborne** (GBR)	AmD Tuning / Honda Civic Type R	+31.650s
17	**Aiden Moffat** (GBR)	Laser Tools Racing / Infiniti Q50	+32.041s
18	**James Gornall** (GBR)	Trade Price Cars Racing / Audi S3	+36.600s
19	**Jack Butel** (GBR)	Ciceley Motorsport / Mercedes A-Class	+45.746s
20	**Stephen Jelley** (GBR)	Team Parker Racing / BMW 125i M Sport (24kg)	+49.971s
21	**Mike Bushell** (GBR)	Power Maxed Racing / Vauxhall Astra (45kg)	-2 laps
22	**Ollie Brown** (GBR)	Team Hard / Volkswagen CC	-2 laps
EX	**Josh Cook** (GBR)	BTC Racing / Honda Civic Type R	-2.079s-rideheight
R	**Nicolas Hamilton** (GBR)	Team Hard / Volkswagen CC	13 laps-accident damage
R	**Matt Neal** (GBR)	Team Dynamics / Honda Civic Type R (6kg)	12 laps-black-flagged
R	**Jack Goff** (GBR)	Team Hard / Volkswagen CC	11 laps-electrics
R	**Carl Boardley** (GBR)	Team Hard / BMW 125i M Sport	0 laps-accident

Winner's average speed 78.92mph. **Fastest lap** **Ingram** 1m36.383s, 83.14mph.

QUALIFYING

1 Butcher 1m25.734s; 2 **Cook** 1m25.823s; 3 **Turkington** 1m25.971s; 4 **Neal** 1m25.986s; 5 **Cammish** 1m26.118s; 6 **Hill** 1m26.144s; 7 **Chilton** 1m26.164s; 8 **Oliphant** 1m26.166s; 9 **Morgan** 1m26.259s; 10 **Smiley** 1m26.264s; 11 **Sutton** 1m26.268s; 12 **Crees** 1m26.519s; 13 **Proctor** 1m26.523s; 14 **Ingram** 1m26.574s; 15 **Bushell** 1m26.583s; 16 **Jackson** 1m26.593s; 17 **Boardley** 1m26.597s; 18 **Jelley** 1m26.669s; 19 **Goff** 1m26.793s; 20 **Osborne** 1m26.817s; 21 **Moffat** 1m26.871s; 22 **Gornall** 1m27.047s; 23 **Neate** 1m27.077s; 24 **Butel** 1m27.149s; 25 **Brown** 1m27.425s; 26 **Hamilton** 1m27.815s; 27 **Thompson**.



Hill's season improved with third place in opener aboard the ageing FK2 Civic

NEXT REPORT

KNOCKHILL REPORT
3 SEPT ISSUE

The Scottish circuit has been a happy hunting ground for rear-wheel-drive cars in the past, so can Turkington and Sutton make any more ground on their FWD rivals?



Butcher took his first win of 2020 and is third in the points

GRID RACE 2 Decided by result of Race 1.

RACE 2 (15 LAPS – 33.390 MILES)

1 Sutton (12kg) 24m18.163s; 2 **Butcher** (54kg) +4.716s; 3 **Turkington** (36kg) +7.260s; 4 **Cammish** (48kg) +10.412s; 5 **Ingram** (24kg) +10.779s; 6 **Oliphant** +14.678s; 7 **Hill** (42kg) +15.890s; 8 **Chilton** (30kg) +16.629s; 9 **Morgan** (18kg) +17.573s; 10 **Thompson** +18.095s; 11 **Proctor** +24.166s; 12 **Crees** +26.086s; 13 **Neal** +27.883s; 14 **Smiley** (6kg) +30.474s; 15 **Jackson** +30.981s; 16 **Moffat** +35.353s; 17 **Osborne** +38.232s; 18 **Goff** +38.298s; 19 **Neate** +41.373s; 20 **Jelley** +46.396s; 21 **Cook** (60kg) +47.999s; 22 **Brown** +52.373s; 23 **Hamilton** +54.427s; 24 **Butel** +55.217s; 25 **Boardley** +55.392s; 26 **Bushell** +1m23.557s; R **Gornall** 3 laps-accident.

Winner's average speed 82.43mph.

Fastest lap **Sutton** 1m35.200s, 84.17mph.

GRID RACE 3 Decided by result of Race 2, with top 10 reversed.

RACE 3 (10 LAPS – 22.260 MILES)

1 Morgan (12kg) 14m41.799s; 2 **Turkington** (48kg) +0.250s; 3 **Oliphant** (30kg) +0.544s; 4 **Sutton** (60kg) +0.931s; 5 **Chilton** (18kg) +5.075s; 6 **Proctor** +5.624s; 7 **Hill** (24kg) +7.220s; 8 **Butcher** (54kg) +7.977s; 9 **Smiley** +8.981s; 10 **Moffat** +9.273s; 11 **Cook** +10.388s; 12 **Osborne** +12.342s; 13 **Goff** +13.802s; 14 **Boardley** +18.675s; 15 **Cammish** (42kg) +19.094s; 16 **Butel** +26.958s; 17 **Bushell** +30.276s; 18 **Thompson** (6kg) +30.327s; 19 **Jackson** +32.860s; 20 **Neate** +44.462s; 21 **Gornall** +45.398s; R **Brown** +43.386s-accident; R **Jelley** 9 laps-accident; R **Hamilton** 9 laps-accident; NC **Neal** 7 laps; R **Crees** 1 lap-accident damage; R **Ingram** (36kg) 0 laps-driveshaft.

Winner's average speed 90.87mph.

Fastest lap **Turkington** 1m26.674s, 92.45mph.

CHAMPIONSHIP

1 Turkington 141; 2 **Sutton** 122; 3 **Butcher** 100; 4 **Oliphant** 99; 5 **Cammish** 92; 6 **Ingram** 89; 7 **Morgan** 77; 8 **Chilton** 62; 9 **Smiley** 50; 10 **Jackson** 47.



Race-two victor Lucas Auer ended hopes of an Audi clean sweep

TRIENITZ/MOTORSPORT IMAGES

Lucas delivers for BMW in its Auer of need

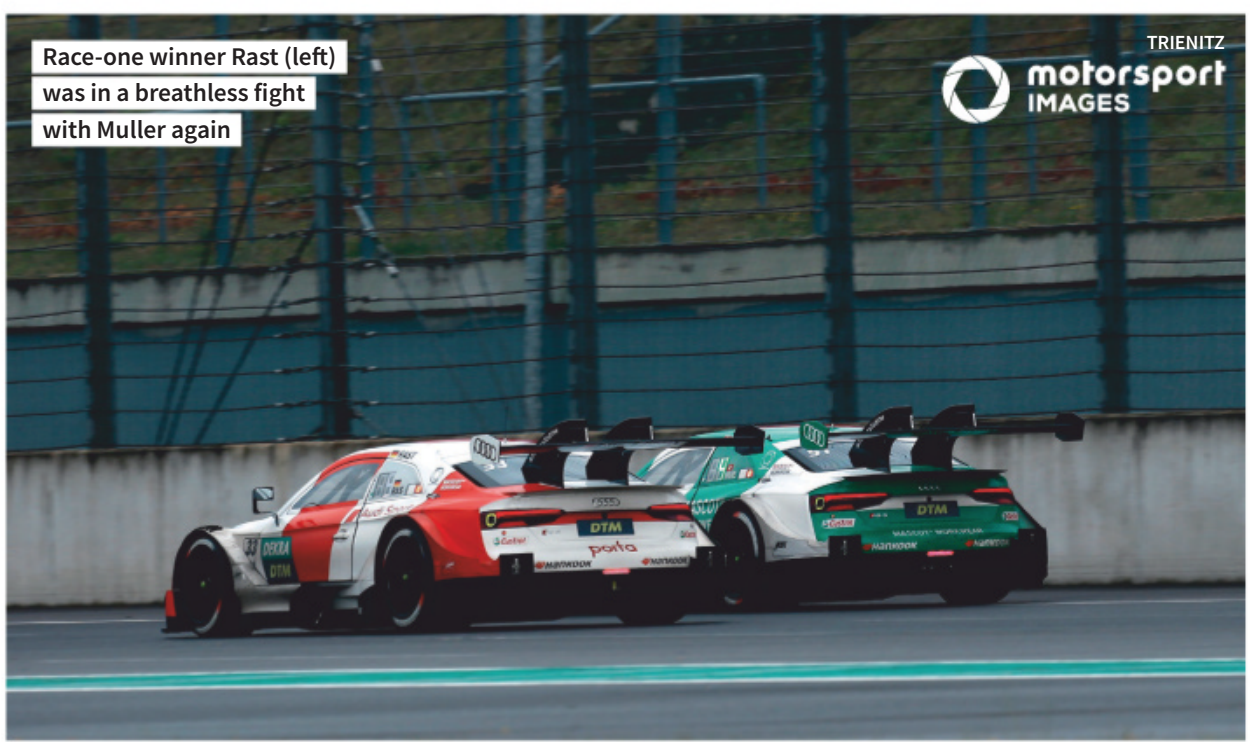
DTM
LAUSITZRING (DEU)
22-23 AUGUST
ROUND 3/9

After Audi crushed its competition in the season-opener at Spa earlier this month, it had been suggested that the marque could secure a clean sweep of victories in its final year in the DTM. So, when Lucas Auer led a 1-2 finish for BMW just three weeks later at the Lausitzring, many were left baffled.

The key to BMW's first win of the season was an inspired decision to call both Auer and Timo Glock into the pits early, the two drivers completing their mandatory stop just one third into the race on lap 10.

With the advantage of fresher tyres, Auer and Glock were lapping nearly two seconds quicker than the leading Audi trio of Robin Frijns, Rene Rast and Nico Muller. All three did not deviate from their original strategy and waited between laps 17 and 19 before peeling into the pitlane. That dropped them into the midfield and left them with a mountain to climb, while both Glock and Auer cleared Jamie Green – who had also stopped early – by the end of lap 24 to move into first and second respectively.

Green would then prove crucial to BMW's victory hopes as he first held off Audi stablemate Loic Duval and then kept Rast at bay, acting as a buffer for both Auer and Glock. Frijns eventually managed to outdrag Green from the exit of the final corner to move up to third, but that came too late to prevent BMW from breaking Audi's five-race winning streak in 2020.



Race-one winner Rast (left) was in a breathless fight with Muller again

TRIENITZ motorsport IMAGES

Auer took the chequered flag with a 1.2s advantage after strategically passing Glock at Turn 1 on the final lap, leaving the German driver without an opportunity to launch a counterattack.

Behind Frijns and Green, Muller crossed the finish line virtually side-by-side with Rast in fifth, pipping the reigning champion with a wafer-thin margin of 0.009s. The photo finish was nearly identical to their 1-2 result in the previous round at the Lausitzring (sprint layout), only with Muller emerging in front this time.

This was some consolation for the Team Abt driver, who suffered a direct defeat to Rast in a wet/dry first race. Starting from pole, Muller built a small but steady gap over Rast in the first half of the race, before the pitstop sequence changed the complexion in Rast's favour.

Rast stopped on lap 13 to discard wet tyres in favour of slicks, with Muller waiting another tour to make his stop. This allowed Rast to get the jump on Muller, who then slipped further down the order to fifth.

Muller eventually fought his way up the pack, passing Frijns with three laps to go to move up to second. However, by that time Rast was 2s up the road and on his way to a second victory of the season.

The weekend highlighted the talent of Frijns, who was on course to win the 34-lap contest on Sunday before a decision to hold his pitstop until a lap after Muller's backfired, dropping him into traffic. Frijns finished within 2s of Auer, giving a rough idea of how different things might have panned out if he'd stopped a lap earlier.

RACHIT THUKRAL

Vette duo beat ailing LM rivals to win again

IMSA SPORTSCAR
VIRGINIA (USA)
22 AUGUST
ROUND 5/11



Taylor/Garcia fought flapping diffuser for fourth win in a row

Corvette Racing continued its IMSA Sportscar winning streak at Virginia International Raceway — now four class triumphs in a row — as Jordan Taylor and Antonio Garcia won a dramatic GT-only race in which all six Le Mans-division cars hit trouble.

Victory seemed destined for the polesitting Porsche 911 RSR of Frederic Makowiecki and Nick Tandy, which bounced back from a puncture in the opening stint only to suffer another left-rear tyre issue with 18 minutes to go. As Tandy pitted, the diffuser of Garcia's Corvette began flapping wildly at high speed. "I had a massive vibration," said Garcia. "It was stressful not knowing if it would fall off."

The other potential winner was the second-placed BMW M8 of Connor De Phillippi and Bruno Spengler. De Phillippi banjaxed the second Porsche of Laurens Vanthoor and Earl Bamber when he rammed the latter at a restart and broke its diffuser.

But a spin for De Phillippi proved costly, as team-mate Spengler fell 3.5s short of the injured Corvette at the finish. Spengler was fortunate to retain second when a charging Tandy got caught up in the frantic GTD battle for second on the last lap.

The Corvette of Tommy Milner/Oliver Gavin was a distant fourth, after an off in Gavin's hands, while BMW's John Edwards/Jesse Krohn suffered steering failure.

In GTD, victory for the Turner BMW M6 of Robby Foley and Bill Auberlen meant the latter eclipsed Scott Pruett's all-time IMSA record of 60 wins.

CHARLES BRADLEY

Nissan back to winning ways

SUPER GT
SUZUKA (JPN)
23 AUGUST
ROUND 3/8

Nissan made it three different winning marques in the first three rounds of the Super GT season in a pulsating race at Suzuka.

Ronnie Quintarelli and Tsugio Matsuda took their NISMO GT-R to a first victory in two years to kickstart their title challenge, with Quintarelli laying the foundations for the win in a chaotic opening stint that featured two safety car periods.

Starting second to the Nakajima Honda of Takuya Izawa, Quintarelli dropped to third behind Yuji Tachikawa's Cerumo Toyota after the first restart but rebounded by passing Tachikawa and then a fading Izawa to snatch the lead.

After the second caution bunched up the field, Quintarelli pitted to hand over to Matsuda with the lead intact, while the Kunimitsu Honda emerged as the Nissan's biggest threat after Tachikawa dropped out due to a gearshift problem.

Matsuda had to survive another safety car restart but thereafter pulled away, with Naoki Yamamoto and Kunimitsu team-mate Tadasuke Makino finishing as top Honda in second.

Third went to the TOM'S Toyota of Sacha Fenestraz and Yuhi Sekiguchi, who extended their advantage in the championship to eight points despite their massive 60kg success handicap, while the Nakajima Honda scored its first points of the year in fourth.

JAMIE KLEIN



Matsuda/Quintarelli scored their first win since Fuji 2018

WEEKEND WINNERS



GALSTAD/MOTORSPORT IMAGES

DTM
LAUSITZRING (DEU)
Race 1 Rene Rast
Team Rosberg (Audi RS5 DTM)
Race 2 Lucas Auer
Team RMR (BMW M4 DTM)

IMSA SPORTSCAR
VIRGINIA (USA)
GTLM Antonio Garcia/Jordan Taylor
Corvette Racing
(Chevrolet Corvette C8.R)
GTD Robby Foley/Bill Auberlen (above)
Turner Motorsport
(BMW M6 GT3)

SUPER GT
SUZUKA (JPN)
Tsugio Matsuda/Ronnie Quintarelli
NISMO (Nissan GT-R)

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McLaughlin passes Brock with triple

AUSTRALIAN SUPERCARS
HIDDEN VALLEY (AUS)
22-23 AUGUST
ROUND 6/13



The runaway points leader was unbeatable at Hidden Valley

Scott McLaughlin is now fifth on the all-time Supercars winners list after a flawless clean sweep of the Darwin SuperSprint in his Ford Mustang.

With five sets of soft compound tyres available for the weekend and the Hidden Valley circuit notorious for its low degradation, pace — not strategy — was always going to dictate the weekend. And while the Red Bull Triple Eight Holden drivers could match McLaughlin over a lap, with Jamie Whincup and Shane van Gisbergen taking a pole position each, the DJR Team Penske star was in a class of his own on race pace.

In all three heats McLaughlin led into turn one and never looked back, stopping early to eradicate any risk of an undercut and then cruising to victory. The three wins moved him past the late, great Peter Brock in terms of top-tier Australian tin-top series victories, and the double champion is now behind only Whincup, Craig Lowndes, Mark Skaife and Garth Tander.

Even better for McLaughlin was that his primary title rival Whincup had a quiet weekend. The seven-time champion was second on Saturday, but just sixth and seventh in Sunday's two races. That's left McLaughlin with a very handy 177-point series lead. Those two are well clear of the rest, led by Shane van Gisbergen.

An overnight engine change helped van Gisbergen to a pole and a second place on Sunday, although he was only good enough for fifth in the final race.

The surprise package of the weekend was Scott Pye and Team 18. After his Saturday race was ruined by clutch failure at the start, Pye put in a brilliant performance to bag two podiums on the Sunday.

For the first he ran a long opening stint, before using fresher rubber to hunt down the leaders in the closing laps. He was never going to reach McLaughlin, but he did get within a lap or two of overhauling van Gisbergen in second.

Pye then finished third again in the finale behind Nick Percat, as Mark Winterbottom used the 'overcut' strategy to make it a 3-4 result for the privateer Holden squad.

ANDREW VAN LEEUWEN

Hamlin wins, Johnson toils

NASCAR CUP
DOVER (USA)
22-23 AUGUST
ROUND 24-25/36

While Denny Hamlin and Kevin Harvick claimed wins in the NASCAR Cup double-header, the window of opportunity for those still fighting for a place in the playoff narrowed again at Dover.

Aric Almirola, Kyle and Kurt Busch secured their place in the Round of 16, leaving just three spots open with one round of the regular season remaining.



Hamlin took his sixth victory of the campaign

ELLER/MOTORSPORT IMAGES

Seven-time champ and 11-time Dover winner Jimmie Johnson entered the weekend 25 points behind Hendrick Motorsports team-mate William Byron, who lies in the final playoff position.

Johnson managed seventh on Saturday as Hamlin's Joe Gibbs Racing Toyota took a clean sweep of stage wins. Hamlin did fall behind Martin Truex Jr in the final stage, but handling problems for Truex allowed Hamlin to strike back.

Johnson fared better in Sunday's race, briefly leading, but the win still eluded him. A caution on lap 289 of 311 offered the opportunity for late pitstop strategy gamble, and Johnson opted to take only two tyres rather than all four. The seconds saved put him ahead of long-time race leader Harvick's Stewart-Haas Racing Ford in the race off pitroad.

He wouldn't stay there for long and dropped back to third, but managed to maintain the position. He is now four points behind Byron with just this weekend's Daytona encounter to go.

BETHONIE WARING

WEEKEND WINNERS

AUSTRALIAN SUPERCARS
HIDDEN VALLEY (AUS)
Races 1, 2 & 3 Scott McLaughlin
DJR Team Penske
(Ford Mustang)

NASCAR CUP
DOVER (USA)
Race 1 Denny Hamlin
Joe Gibbs Racing (Toyota Camry)
Race 2 Kevin Harvick
Stewart-Haas Racing (Ford Mustang)

NASCAR XFINITY SERIES
DOVER (USA)
Race 1 Justin Allgaier
JR Motorsports (Chevrolet Camaro)
Race 2 Chase Briscoe
Stewart-Haas Racing (Ford Mustang)

NASCAR TRUCK SERIES
DOVER (USA)
Zane Smith
GMS Racing (Chevrolet Silverado)

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Ekstrom leads Kristoffersson to take race-two spoils

‘Old’ RX stars Ekstrom and Kristoffersson return to battle

WORLD RALLYCROSS
HOLJES (SWE)
22-23 AUGUST
ROUND 1/7

The battle for supremacy in the opening double-header of the 2020 World Rallycross season at Holjes in Sweden was between two drivers well versed in fighting for the series title. But it wasn’t Timmy Hansen and Andreas Bakkerud, who had competed with each other for the discipline’s biggest prize last year. Instead, the returning Johan Kristoffersson and Mattias Ekstrom — both champions — claimed a victory apiece, as they endured challenging weekends.

Kristoffersson twice secured pole for the finals, thanks to topping the intermediate stage of the event on both days and winning the first semi-finals. Although a downpour prior to the main event in round one meant Kristoffersson held a comfortable margin at the front of the order to score a comeback win, in dry conditions in round two the Swedish duo finished the weekend with a titanic fastest lap-setting scrap.

Ekstrom had been beaten by team-mate Robin Larsson in the second semi-final — Larsson having started on the front row, from where he challenged Kristoffersson for track position. But, having been forced wide at Turn 1, Larsson took a second-lap joker and dropped out of contention. Ekstrom had taken his joker on lap one and climbed to second place on the following tour.

From there, until Kristoffersson took his compulsory extra-route, the two traded fastest laps. Ekstrom took the lead when Kristoffersson jokered on lap six, and then the latter clocked a five-second penalty for a track marker infringement on the longer route, which elevated Kevin Hansen to second place.

HAL RIDGE

Leclerc holds the Prema power

FORMULA REGIONAL EUROPEAN
PAUL RICARD (FRA)
22-23 AUGUST
ROUND 2/8

To win from the small 12-car Formula Regional European field requires driving Prema Powerteam-operated machinery. Two wins at Paul Ricard for Arthur Leclerc, either side of a triumph for team-mate Gianluca Petecof, ensures the Italian squad maintains its 100% record this term.

Leclerc, naturally a Ferrari academy driver, was 2.6s to the good in the opener over his stablemate. Having led from pole, the only scare came courtesy of a brief Turn 5 excursion — though FIA Formula 2-bound Juri Vips was too far in arrears to capitalise and fell to fourth.

Petecof was there to save his slender margin in the championship come race two, as Leclerc’s repeated attempts at wresting the lead from the polesitter proved ineffective as he lost out on the run to following corners.

But it was advantage Leclerc again in the finale, as he passed his slow-starting rival into Turn 1 on the opening tour and dealt with the pressure from Vips to claim his third win of the season. He is now five points off Petecof, who is still in search of budget to contest the season.

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WEEKEND WINNERS

WORLD RALLYCROSS
HOLJES (SWE)
Race 1 Johan Kristoffersson
Kristoffersson Motorsport
(Volkswagen Polo)
Race 2 Mattias Ekstrom
KYB Team JC (Audi S1)

FORMULA REGIONAL EUROPEAN
PAUL RICARD (FRA)
Races 1 & 3 Arthur Leclerc (below)
Prema Powerteam
Race 2 Gianluca Petecof
Prema Powerteam

EUROFORMULA OPEN
PAUL RICARD (FRA)
Race 1 Lukas Dunner
CryptoTower (Dallara-Spiess)
Race 2 Yifei Ye
CryptoTower (Dallara-Spiess)

INTERNATIONAL GT OPEN
PAUL RICARD (FRA)
Race 1 Salih Yoluc/Charlie Eastwood
TF Sport (Aston Martin Vantage GT3)
Race 2 Louis Prette Jr/Vincent Abril
AF Corse (Ferrari 488 GT3)

BRAZILIAN STOCK CARS
INTERLAGOS (BRA)
Race 1 Nelson Piquet Jr
Full Time Bassani (Toyota Corolla)
Race 2 Ricardo Zonta
RCM Motorsport (Toyota Corolla)



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One for the future or one for now? Oliveira scores shock victory

MOTOGP
RED BULL RING (AUT)
23 AUGUST
ROUND 5/14

On 17 June 1949 on the Isle of Man, a Norton rider by the name of Harold Daniell completed the Senior TT in 3h2m19s. He had become the first ever winner of grand prix motorcycle racing's premier class. Fast-forward 71 years, on 23 August 2020, Miguel Oliveira etched himself into the history books as the winner of the 900th MotoGP race and Portugal's first victor.

Two races at one track have become the new normal in world motorsport, with the follow-up events tending to tread the same boards as the first. MotoGP's second outing at the Red Bull Ring for the Styrian Grand Prix didn't quite follow this trend.

Like the Austrian GP, the race was split in two. Suzuki's Joan Mir had spent the whole Styria weekend threatening to end Ducati's Red Bull Ring dominance. His race pace, particularly on used rubber, was sublime.

The young Spaniard grabbed the holeshot from third on the grid – promoted a spot after Johann Zarco was hit with a pitlane start for causing the chaos of the Austrian GP with Franco Morbidelli – and, though he would be shoved back down to third by Pramac's Jack Miller and the year-old LCR-run Honda of Takaaki Nakagami, Mir assumed total control on lap four.

By lap 10, the Suzuki rider's lead was heading towards a second. The excellent traction of the GSX-RR coupled with its braking stability and good corner speed ensured its straightline speed deficit to the much faster Ducati and Honda was negated.

Mir was effortlessly lapping in the mid-1m24s, and when Nakagami and Miller engaged in battle for second, the Suzuki's pace carried him to a 2.4s lead as he started lap 17. Then Maverick Vinales suffered a brake failure at Turn 1 and had to dismount his Yamaha at 140mph – the bike demolishing the air fence, bursting into flames and bringing out the red flag.

KTM's Pol Espargaro had a win taken from his hands in the Austrian GP for not having enough of his preferred medium rear tyres left for the restart. He made sure he had a spare one this time, but Mir was not so lucky and was stuck for the restart with the medium tyre he'd used for 16 laps in the first race.

While Mir quickly fell out of podium contention having once again taken the holeshot, Miller – fitted with fresh softs front and rear – eased ahead into Turn 1. Espargaro charged through to second on lap five, and two tours later usurped the Pramac Ducati at the final corner having made a botched attempt at Turn 1 the lap prior.

Espargaro had struggled in the opening part of the race and was at a loss to explain his turnaround for the restart. Nevertheless, he was on course for victory. Miller wasn't far off but was still partly relying on a mistake to get him back into the game, while Oliveira on the Tech3 KTM was sitting in third having ditched his lacklustre medium front for a hard for the restart.

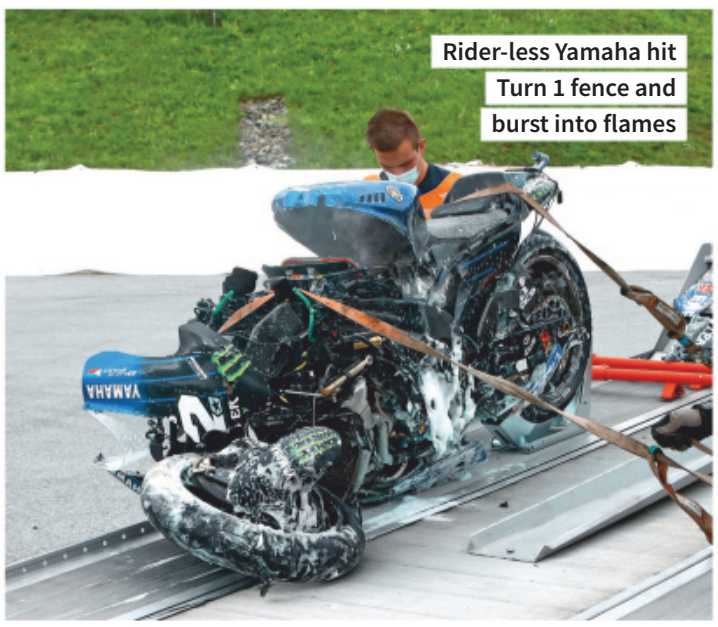


Mir was the early leader before ailing medium tyres cried mercy

ALL PICS: GOLD AND GOOSE motorsport IMAGES

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Vinales abandons his bike at 140mph after brake failure


Rider-less Yamaha hit Turn 1 fence and burst into flames

Espargaro's overly defensive line into Turn 3 gave Miller a run into Turn 4 on the last lap and the lead was his again. Espargaro nailed his run out of Turn 8 and scythed up the inside at the penultimate corner. Miller launched a raid at the final bend, pushing both out wide and opening the door for Oliveira to claim a shock maiden win for him and Tech3 on KTM's home turf.

Miller and Espargaro completed the podium, while Mir was an "angry" fourth as he felt Espargaro should have been penalised for exceeding track limits at the last corner. Fifth-placed Andrea Dovizioso couldn't replicate his Austrian GP heroics after a late error took him out of the podium battle.

But a miserable afternoon for championship leader Fabio Quartararo in 13th in a race that showed "all the weak points" of the Yamaha meant Dovizioso closed the standings gap to three points, with Miller a further 11 back.

A lack of fresh tyres halted Nakagami's podium charge at the restart. He was seventh, with Alex Rins on the Suzuki and KTM's Brad Binder flanking him. Valentino Rossi (Yamaha) and Tech3's Iker Lecuona rounded out the top 10.

Oliveira "saw" his win coming "a few races ago", but the real foresight lay with KTM. The riders it has chosen to lead it in 2021 are now MotoGP winners. Stars of the feeder classes, Czech GP victor Binder and Oliveira are fast moulding into MotoGP champions of the future.

LEWIS DUNCAN

RESULTS ROUND 5/14, RED BULL RING, 23 AUGUST (12 LAPS – 32.197 MILES)

POS	RIDER	TEAM	TIME
1	**Miguel Oliveira** (PRT)	Tech3 KTM	16m56.025s
2	**Jack Miller** (AUS)	Pramac Ducati	+0.316s
3	**Pol Espargaro** (ESP)	KTM	+0.540s
4	**Joan Mir** (ESP)	Suzuki	+0.641s
5	**Andrea Dovizioso** (ITA)	Ducati	+1.414s
6	**Alex Rins** (ESP)	Suzuki	+1.450s
7	**Takaaki Nakagami** (JPN)	LCR Honda	+1.864s
8	**Brad Binder** (ZAF)	KTM	+4.150s
9	**Valentino Rossi** (ITA)	Yamaha	+4.517s
10	**Iker Lecuona** (ESP)	Tech3 KTM	+5.068s
11	**Danilo Petrucci** (ITA)	Ducati	+5.918s
12	**Aleix Espargaro** (ESP)	Aprilia	+6.411s
13	**Fabio Quartararo** (FRA)	Petronas Yamaha	+7.406s
14	**Johann Zarco** (FRA)	Avintia Ducati	+7.454s
15	**Franco Morbidelli** (ITA)	Petronas Yamaha	+10.191s
16	**Alex Marquez** (ESP)	Honda	+10.524s
17	**Cal Crutchlow** (GBR)	LCR Honda	+11.447s
18	**Stefan Bradl** (DEU)	Honda	+11.943s
19	**Bradley Smith** (GBR)	Aprilia	+12.732s
20	**Michele Pirro** (ITA)	Pramac Ducati	+14.349s
21	**Tito Rabat** (ESP)	Avintia Ducati	+14.548s
R	**Maverick Vinales** (ESP)	Yamaha	0 laps-brakes

Winner's average speed 114.080mph. **Fastest lap** **P Espargaro** 1m23.877s, 115.157mph.

QUALIFYING 2 **1 P Espargaro 1m23.580s**; 2 **Nakagami** 1m23.602s; 3 **Zarco** 1m23.632s; 4 **Mir** 1m23.678s; 5 **Miller** 1m23.700s; 6 **Vinales** 1m23.778s; 7 **Rins** 1m23.782s; 8 **Oliveira** 1m23.797s; 9 **Dovizioso** 1m23.849s; 10 **Quartararo** 1m23.866s; 11 **Morbidelli** 1m24.021s; 12 **Petrucci** 1m24.174s.

QUALIFYING 1 **1 Zarco 1m23.609s**; 2 **Petrucci** 1m23.772s; 3 **Lecuona** 1m23.928s; 4 **Binder** 1m23.932s; 5 **Rossi** 1m24.127s; 6 **Pirro** 1m24.273s; 7 **Marquez** 1m24.370s; 8 **Crutchlow** 1m24.401s; 9 **Smith** 1m24.416s; 10 **A Espargaro** 1m24.429s; 11 **Bradl** 1m24.667s; 12 **Rabat** 1m24.916s.

RIDERS' CHAMPIONSHIP **1 Quartararo 70**; 2 **Dovizioso** 67; 3 **Miller** 56; 4 **Binder** 49; 5 **Vinales** 48; 6 **Nakagami** 46; 7 **Rossi** 45; 8 **Mir** 44; 9 **Oliveira** 43; 10 **P Espargaro** 35; 11 **Morbidelli** 32; 12 **Zarco** 30; 13 **Rins** 29; 14 **Petrucci** 25; 15 **Marquez** 15; 16 **A Espargaro** 15; 17 **Lecuona** 13; 18 **Francesco Bagnaia** 9; 19 **Smith** 8; 20 **Rabat** 7; 21 **Crutchlow** 7; 22 **Pirro** 4; 23 **Bradl** 0.

MANUFACTURERS' CHAMPIONSHIP **1 Yamaha 88**; 2 **Ducati** 87; 3 **KTM** 82; 4 **Suzuki** 57; 5 **Honda** 46; 6 **Aprilia** 20.

WEEKEND WINNERS

MOTO2
RED BULL RING (AUT)
Marco Bezzecchi
Team VR46 (Kalex)

MOTO 3
RED BULL RING (AUT)
Celestino Vietti (below)
Team VR46 (KTM)




Austria exposed "all the weak points" of Quartararo's Yamaha

NEXT REPORT

SAN MARINO GP
17 SEPTEMBER ISSUE
Will the Misano venue help Quartararo resolve his bike's issues, or can Dovizioso and Miller make the Yamaha rider sweat in the battle for the title?

XXXXR'S FORMULA E STRUGGLES

CELEBRATING 70 YEARS OF AUTOSPORT

It's our birthday this week. Time to look back on Autosport's history — and pick out some of the milestone covers from the past seven decades

KEVIN TURNER

"It will be our aim to publish details of every event and item of news that is bang up-to-the-minute. Space will be devoted to every aspect of the Sport, from the Grandes Epreuves, to the most unambitious of local club events. We shall feature personalities, their activities and their cars."

That is how Autosport founding editor Gregor Grant introduced the magazine 70 years ago this week, in the inaugural issue on 25 August 1950. In the intervening seven decades, some elements have come and gone (and come back again) – such as the coverage of trials, sprints and drag racing, and road car tests – but the core of international and UK circuit racing, and top-level rallying, remains.

The first issue was 36 pages long, on paper smaller than today's A4, nearly 29 of which would be regarded as editorial rather than advertising/commercial. It dedicated space to previewing Silverstone's *Daily Express* International Trophy meeting, myriad club events, a debate comparing independent suspension with cart springs – and even a page to Bob Gerard's ERA making a pitstop!

With the help of industrialist and racer Dennis Poore, the enthusiastic Grant had succeeded in getting Autosport going. He enlisted a number of regular writers and photographers from around the country, perhaps the most notable of which was John Bolster, who would remain technical editor until his death in 1984.

Despite – or perhaps because of – the restrictions on everyday life in the aftermath of World War Two, Autosport gradually established itself, though it took some time for the size of each issue to grow significantly and for Autosport to get onto a sound commercial footing.

As second editor Simon Taylor noted on our 60th birthday, Grant "shrewdly realised that, as the world returned to normality, interest in motorsport would grow". It's a sentiment not too far removed from the comments of many since racing has resumed following the COVID-19 pandemic.

Grant's role was key in establishing the title, both in terms of his contacts throughout the sport and the news, or gossip, he would gather. "Some of Gregor's stories would turn out to be wildly untrue, but by no means all of them, so Pit and Paddock could never be ignored," recalled Taylor in 2010.

Reports and photos would arrive by train on Monday morning and the magazine would be produced by letterpress machines with type set on hot lead and photos reproduced by copper plates. Cyril Posthumus, the first full-time member of the editorial staff, made sure it went to press, which included going to the printers on his motorcycle. The process is largely digital now, with pages designed, checked and sent online, but the Tuesday night deadline remains.

AUTOSPORT EDITORS

Gregor Grant	August 1950-March 1968
Simon Taylor	April 1968-August 1971
Richard Feast	August 1971-November 1973
Ian Phillips	November 1973-April 1976
Quentin Spurring	May 1976-November 1981
Mark Hughes	November 1981-November 1983
Quentin Spurring	November 1983-March 1988
Peter Foubister	April 1988-January 1992
Andy Hallbery	February 1992-April 1993
Bruce Jones	April 1993-June 1996
Laurence Foster	June 1996-February 1998
Mark Skewis	February 1998-March 2000
Anthony Rowlinson	March 2000-February 2002
Laurence Foster	February 2002-January 2004
John McIlroy	January 2004-October 2005
Andrew van de Burgt	November 2005-July 2011
Charles Bradley	July 2011-November 2014
Edd Straw	December 2014-May 2016
Kevin Turner	May 2016-present

"CHALLENGES INCLUDED A PAPER CRISIS, PRINTER STRIKES AND THE THREE-DAY WORKING WEEK"

There was a paper crisis shortly after the magazine launched and subsequent challenges have included printer strikes, the three-day working week in 1974 and the recent coronavirus pandemic, which forced a two-month pause in production.

One of the biggest milestones came when Michael Heseltine bought the magazine, making it part of Haymarket. Within months Grant was gone and Taylor had became editor.

Other important figures included grand prix editors Pete Lyons and Nigel Roebuck, Quentin Spurring – who had two stints as editor totalling a decade – and Peter Foubister.

As editor and later publisher, Foubister helped bring in computers, turned the annual awards feature into the star-studded Autosport Awards, and joined forces with McLaren boss Ron Dennis in 1989 to create the McLaren Autosport Young Driver of the Year Award, which continues today as the Aston Martin Autosport BRDC Young Driver of the Year Award. Laura Coppin, one of Autosport's longest-serving figures, was crucial in making the Awards successful, and the Autosport International show also became a key part of the business.

As the popularity and exposure of motorsport increased during the 1980s and 1990s, so did Autosport's reach. Staff numbers grew and the magazine regularly ran to 90-100 pages, sometimes more, though it did not go fully colour until well into the 1990s. The successes of Nigel Mansell, Colin McRae and Damon Hill – as well as the tragic events of the 1994 San Marino Grand Prix that brought the sport to new people – helped increase its momentum.

The rise of the internet presented both challenges and opportunities. Aside from in the club-racing sphere, Autosport.com, which arrived in the late-1990s, has largely taken over news coverage from the magazine. The print product, in turn, has increasingly focused on interviews, analysis and opinion – or the hows and whys rather than the whats and wheres.

Special issues, focusing on particular golden eras of the sport, such as Group C sportscars and Super Touring tin-tops, became regular features in the 2010s, while the launch of the Performance, Engineering, Historics and National sub-brands – in both magazine supplement and online forms – have helped Autosport increase its breadth for readers and its offerings to commercial partners.

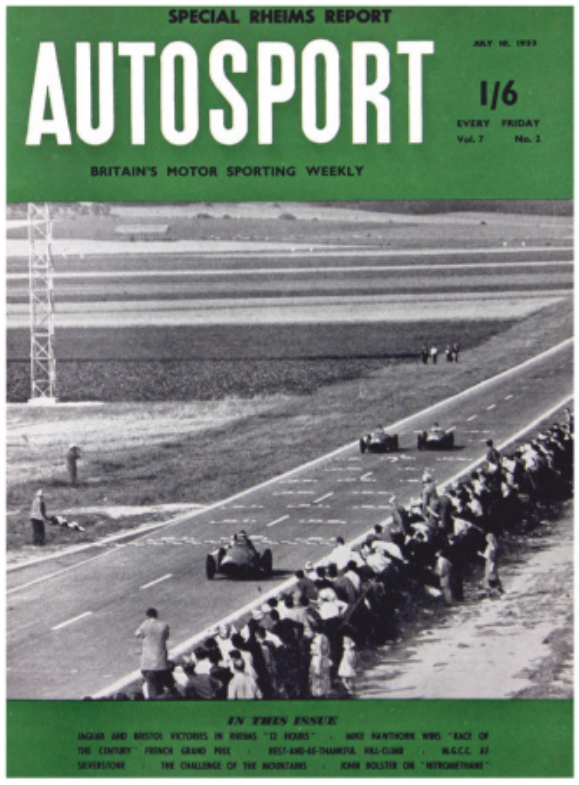
Autosport became part of Motorsport Network in 2016, which brought fresh challenges and opportunities. The Autosport Podcast, for example, has grown to become a regular element of our coverage, including many staff members, guests and categories.

It would be ridiculous not to acknowledge the current challenges to the print industry. Readership has gradually fallen this century – though offset by online success – and the events of 2019-20 have made life tough for many businesses, including Autosport.

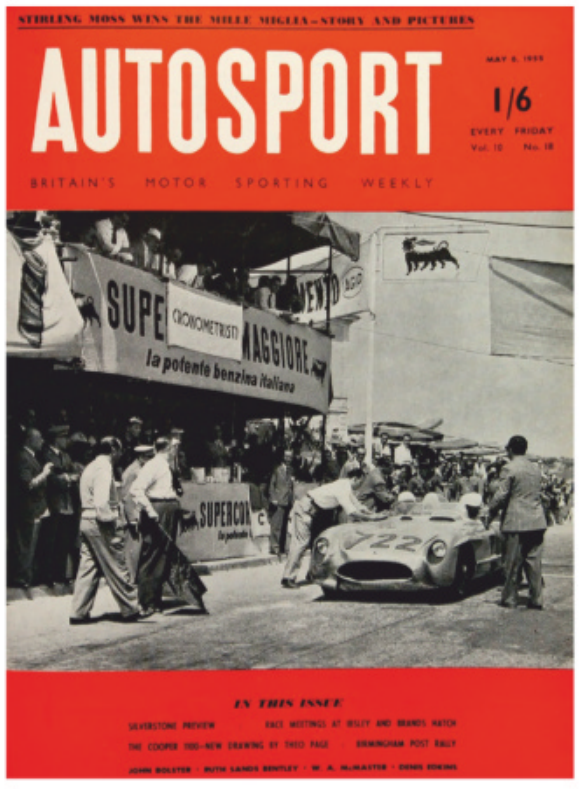
Nevertheless, the enthusiasm, dedication and commitment of the staff to cover the brilliant and eclectic events of motorsport to a high standard remains. We would like to thank Grant, his successors, staff members past and present, and all the readers for allowing us to indulge in our passion as part of Autosport's incredible story. We hope you've enjoyed the ride – and will continue to do so.



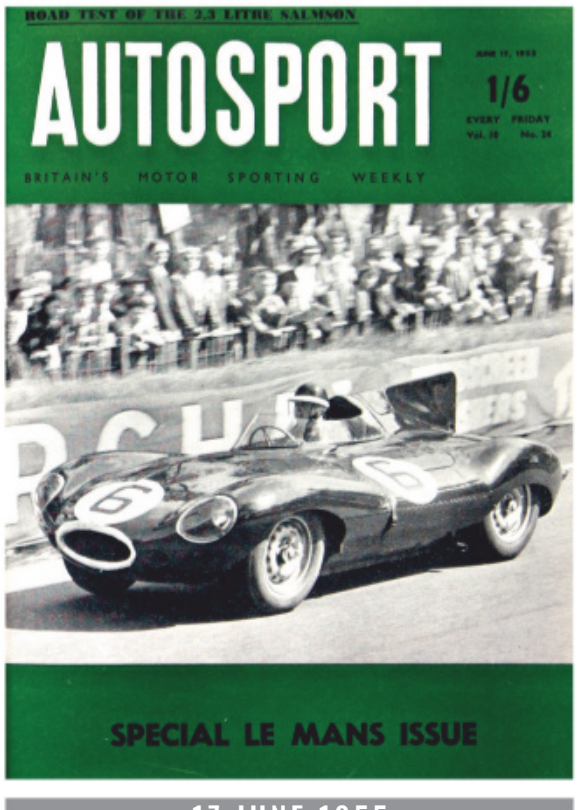
25 AUGUST 1950



10 JULY 1953



6 MAY 1955



17 JUNE 1955



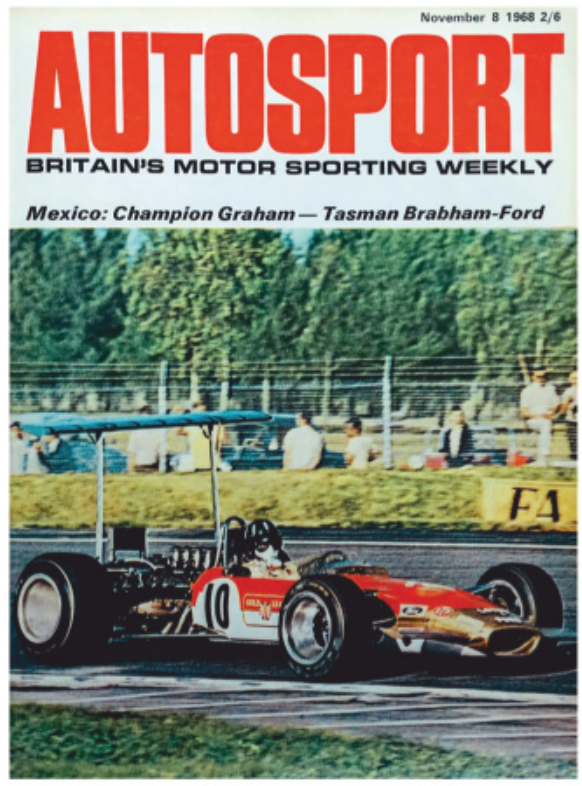
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19 MAY 1961



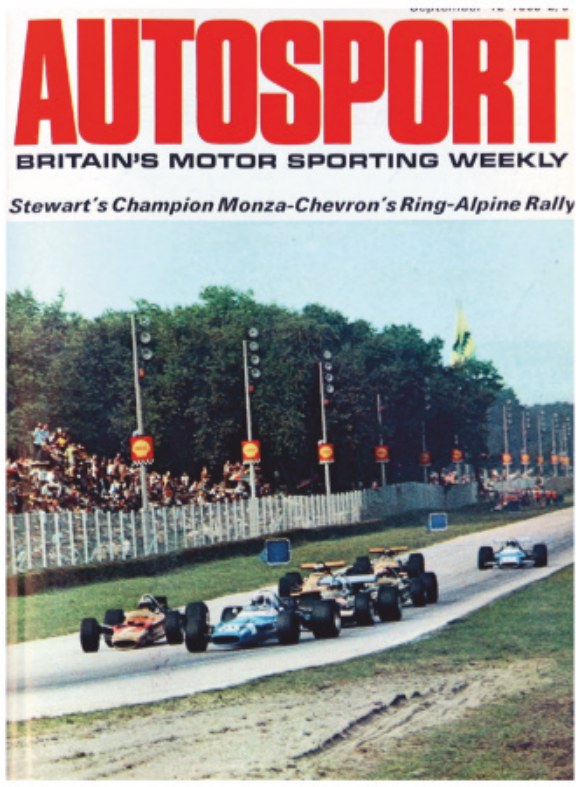
7 JUNE 1963



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20 JUNE 1969



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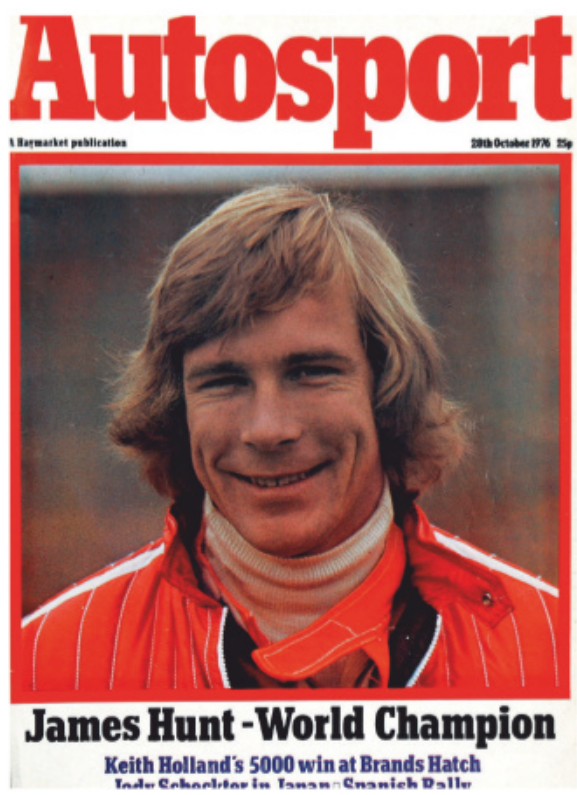
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15 JUNE 1972



9 DECEMBER 1976



28 OCTOBER 1976

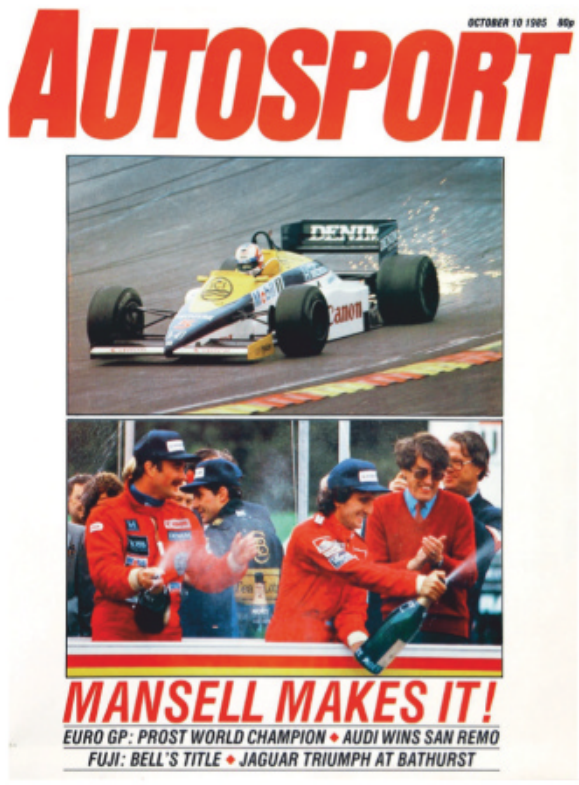


19 JULY 1979

KEY MOTORSPORT EVENTS AS AUTOSPORT COVERS



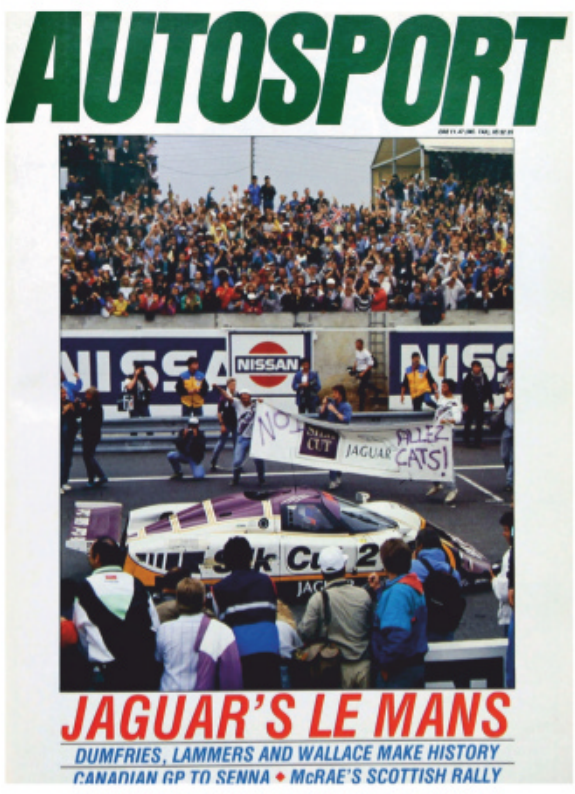
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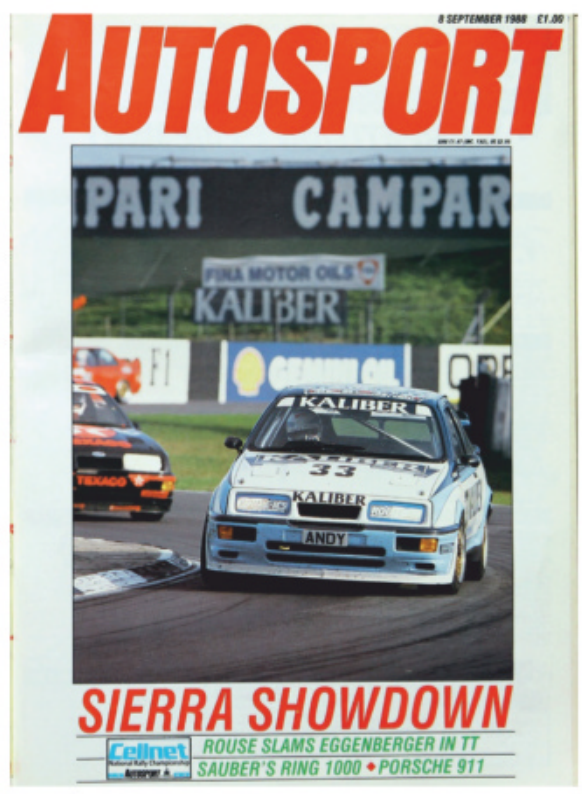
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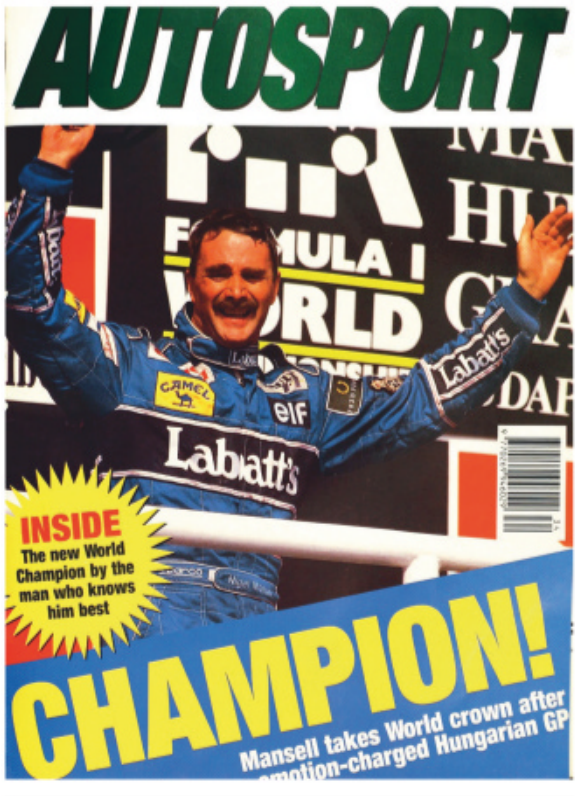
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20 AUGUST 1992



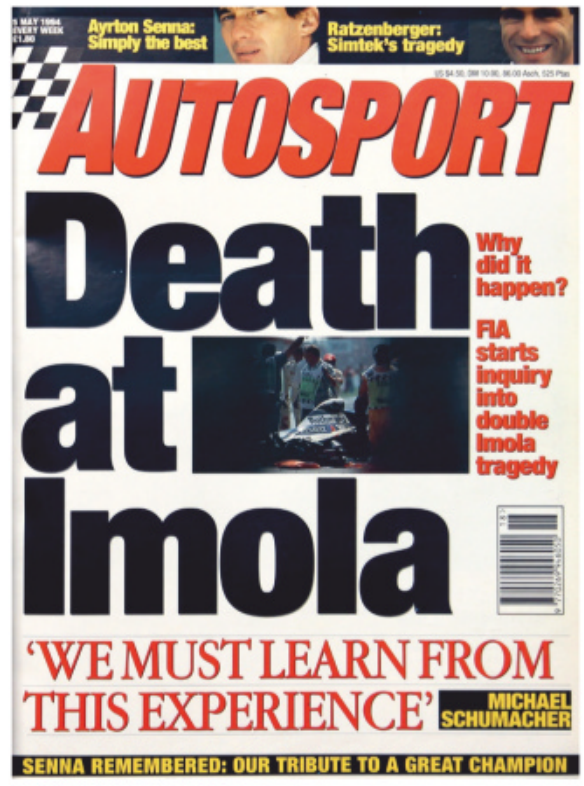
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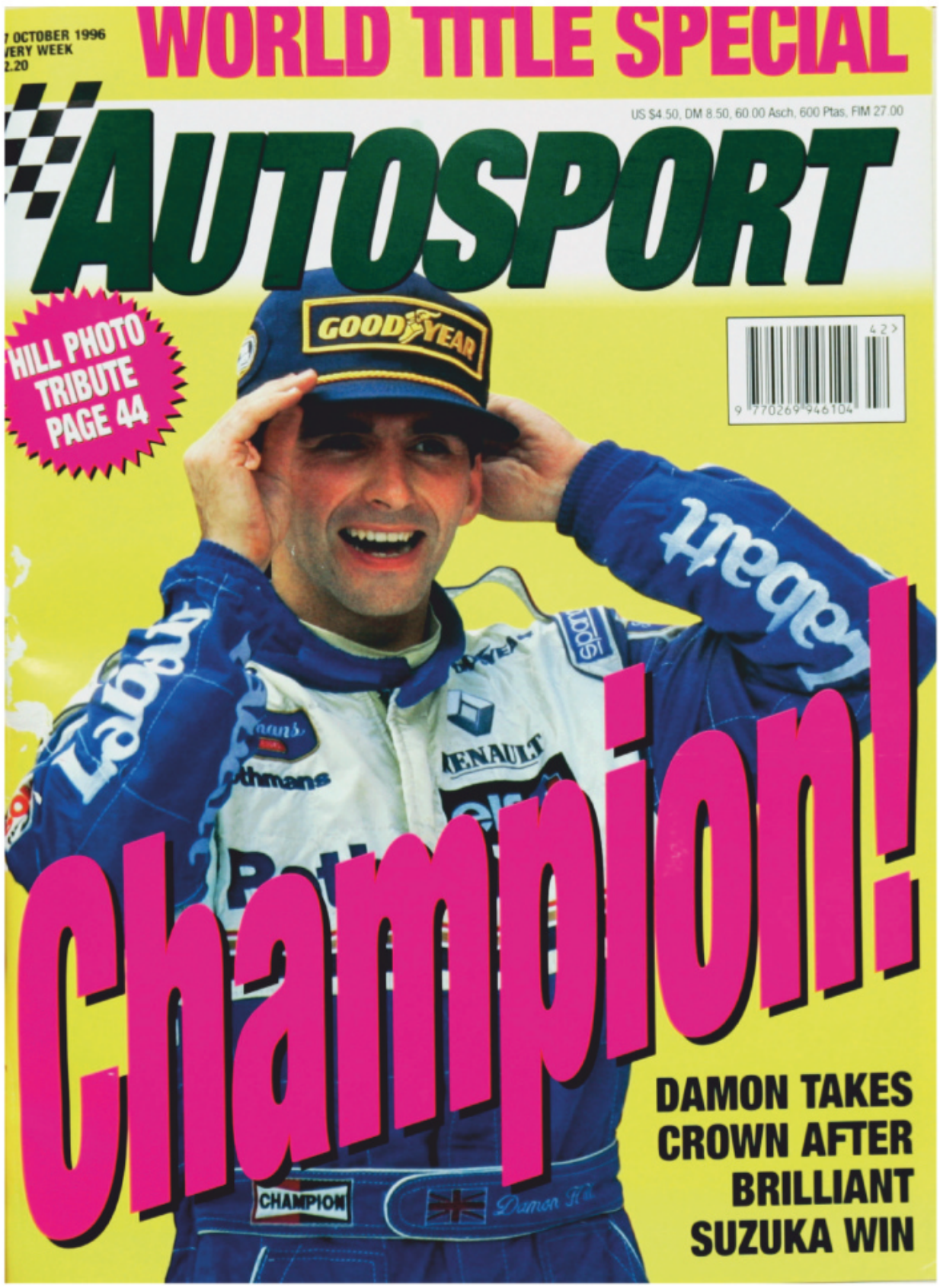
14 JULY 1994



5 MAY 1994



23 NOVEMBER 1995



17 OCTOBER 1996



12 OCTOBER 2000



29 NOVEMBER 2001

KEY MOTORSPORT EVENTS AS AUTOSPORT COVERS



20 OCTOBER 2005



10 AUGUST 2006



6 NOVEMBER 2008



22 OCTOBER 2009



31 OCTOBER 2013



7 NOVEMBER 2019

AUTOSPORT SPECIALS



12 JANUARY 2012



16 AUGUST 2012



23 AUGUST 2012



3 JANUARY 2013



15 AUGUST 2013



14 AUGUST 2014



6 AUGUST 2015



16 AUGUST 2018



15 AUGUST 2019

THE ACE OF BASE

Deciding what to do after racing is a challenge for many drivers, but one British ace decided to get ahead of the game while his career was still going strong

BY KEVIN TURNER

PHOTOGRAPHY **DREW GIBSON**

A decade ago Darren Turner was a two-time Le Mans 24 Hours class winner and a factory Aston Martin driver with gigs in GT racing and LMP1. Life was pretty good, but Turner wasn't to know that his racing career would continue so strongly through the 2010s (and yield another success in the French endurance classic) and saw an opportunity.

The 1996 McLaren Autosport BRDC Award winner had played a key part in developing McLaren's Formula 1 simulator and decided to turn that knowledge to good use by starting a business.

"I was lucky enough to be at McLaren when they started the simulator programme in 1998-99," recalls Turner, now 46. "I'd been doing some aero testing off the back of winning the Award and the F1 test I got from that, and [managing director] Martin Whitmarsh instigated the sim project."

Turner remained part of the driver-in-loop simulator programme through to 2006, gaining valuable experience at the cutting edge of developments: "Now it's obvious what you do, but then... The hardware wasn't the problem, it was the circuit, car and tyre modelling – the things you can't see, but you really need – they're why you're doing it. It was a really steep learning curve. There were days when you'd only get two or three laps, but it was exciting and I enjoyed it.

"After a few years the results from the sim started to be trusted. We got the suspension geometry to work for Juan Pablo Montoya's car and the results were proved at a Barcelona test. At that point, every engineer was behind it and it's now as much a part of an F1 team's programme as CFD and windtunnel work."

After becoming a factory Aston Martin driver, not to mention a British Touring Car race winner with SEAT, Turner was presented with an unexpected challenge.

"Because I had all the experience with





Adding a GT sim was a crucial move for the company



Turner: driver, businessman, sim whizz

the leading technology I got approached by my friend Charlie Hollings, who was driver coaching an amateur racer, Damien Charveriat," remembers Turner. "He was frustrated that it took him all weekend to get up to speed. He didn't have time for lots of testing, but wanted a way of practicing.

"I didn't know what was in the market for driver development so I did some research. I went to five or six places and some people had some good bits, but nobody had really brought it all together. Some had things you just didn't want and made things expensive. We stripped it back to a basic package that gave good realism without costing ridiculous money."

Charveriat was happy with the result and decided to get behind the project. Turner also got some backing from friends and Base Performance Simulators was born – and is 10 years old this month. "It's a bit longer than 10 years ago in terms of when the company was formed, but August 2010 was when we moved into the first unit and started operating," adds Turner.

"Part of it was that you never know how long your racing career is going to go on for. Apart from being a mechanic at Jordan, I only knew about driving. Running a business is a good education!

"It's been an up-and-down journey. The bit I love is the tech stuff, the improvements. The admin is the most painful thing in the world, but it's crucial."

Two main parts of the business, which soon moved from its original unit to farm premises just outside Banbury, developed. The first was the in-house simulator that teams and drivers can come in and hire, and the second was manufacturing and selling sim units.

Developing a motion platform and introducing a second, GT, simulator were key moments. "Everything we did initially was in single-seaters and as time has gone on GT racing has boomed," says Turner. "Adding a GT sim was a big turning point. Now it's probably 50/50 in terms of rental."

Hundreds of drivers have now been helped by work at Base and for several years the company provided the simulator assessments for the McLaren Autosport BRDC Award. Turner is currently a judge for the renamed Aston Martin Autosport BRDC Young Driver of the Year Award.

Base started 2020 in better shape than ever. As with many businesses, the fallout from the coronavirus pandemic has given the company its biggest challenge to date, but there have been opportunities too, thanks to the rise of Esports. Turner estimates Base has produced around 20 simulators this year.

"The rental side of the business – people hiring our sim per hour – stopped," confirms Turner. "But people wanting sims at home to enjoy, Esports went crazy. We've got lots of new customers over the lockdown period, drivers such as Dario Franchitti, Jason Plato, Karun Chandhok and Steve Soper. Steve went from hating it – because it made him feel ill – to getting something he can enjoy racing with.

"We've recently released the Blade, aimed at providing a highly capable rig at home. Esports stuff is very current at the moment!"

Dave Walters and Robin Bailes provide tech support for the in-house simulators, and Turner envisages needing to expand the team to assist customers with home sims.

Base has even started running informal competitions for its customers. "What we noticed is that to be competitive you have to be putting in a lot of practice," explains Turner. "Most of us can't devote that much time, so we've started a friendly race night. At 7pm we tell them what the car and circuit is, at 8pm we qualify and then we race.

"We're never going to get through Turn 1 in once piece, but we get the leader to slow down and then we go racing again. If there's another shunt, we just get on with it – at least we tried!"

Which also sums up Turner's willingness to take a chance 10 years ago; he tried. And succeeded. His racing career is far from over, but Base means Turner should still be playing a role in motorsport long after he hangs up his helmet.



Base Performance Simulators' single-seater set-up

"The bit I love is the tech stuff, the improvements. The admin is the most painful thing in the world, but it's crucial"

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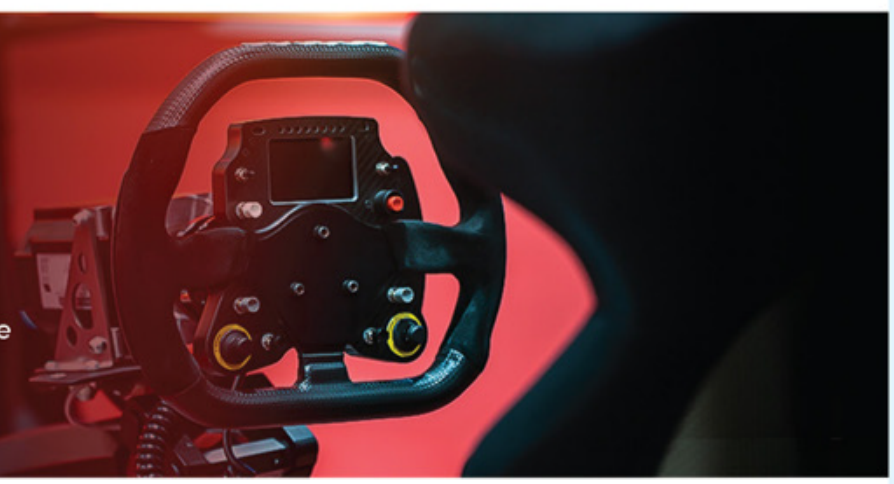


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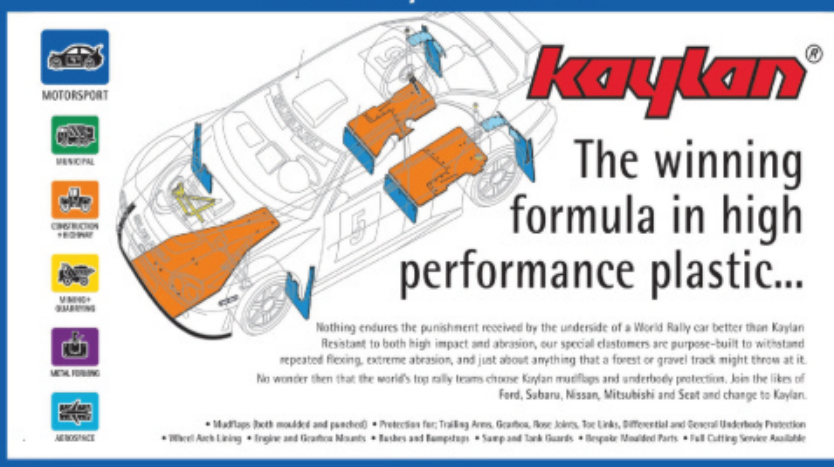
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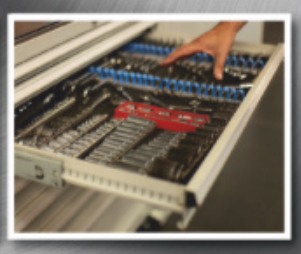
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Mustang's throttle stuck open, sending the car over the barrier and into the trees

SOPER AVOIDS INJURY IN HEAVY BRANDS CRASH

HISTORICS

Tin-top legend Steve Soper emerged unscathed after a frightening accident at the Brands Hatch Historic Masters meeting last weekend, when his Ford Mustang vaulted the barriers at Stirlings.

Soper, 67, was leading on the final lap of Saturday's Pre-'66 Touring Car race in the car he shared with Henry Mann – son of long-time team boss Alan – when the throttle stuck open and the Mustang vaulted the barriers. It fortunately landed on its wheels, trapped between the barriers on the left-hand side and the trees on the right-hand side.

The race was red-flagged with one minute left on the clock and the win was awarded to Rob Fenn, who had been running second in another Mustang.

Soper, whose professional racing career was ended by a neck injury sustained at Brands Hatch in 2001, escaped the accident unscathed and visited the circuit as a spectator on Sunday, but told Autosport that he had "pulled something" in his left arm.

Explaining the crash, Soper said: "The throttle stuck wide open after Dingle Dell, then when I braked for Stirlings unfortunately it didn't want to slow down.

"It's a second-gear corner, but the problem is you're approaching it at about 100mph. When it first started to happen, I didn't envisage it would be a big accident.

"I thought I would scamper around the corner somehow or be able to not hit anything, but very soon it become apparent that it was going to turn into quite a good shunt."



Soper praised marshals and medical crews who attended to him after the crash, adding he had no safety concerns about the Brands Hatch Grand Prix loop.

"It's a lovely circuit, but if you make a mistake or you have a problem, it doesn't take prisoners," he said. "That's probably part of the adrenaline rush, I certainly don't have any problem with the circuit."

The heavily damaged Mustang will be repaired, although Soper remains "baffled" by the cause of the stuck throttle and will replace "everything that it could be" until the source of the problem is discovered.

Soper added that the crash "doesn't really change anything" regarding his ongoing participation in historic events and is still planning to enter next weekend's Zandvoort Historic Grand Prix meeting in Mark Martin's Lotus Cortina.

JAMES NEWBOLD AND RACHEL HARRIS-GARDINER

Adam back for one-off Brit GT appearance

BRITISH GT


Aston will run in tribute livery to 2011 car (l)

Four-time British GT champion Jonny Adam will return to the series in a one-off appearance at Brands Hatch this weekend, reprising his partnership with Andrew Howard that yielded the 2015 title.

Factory Aston driver Adam was due to defend the title he won with Graham Davidson last year alongside Ahmad Al Harthy in a TF Sport Aston Martin Vantage GT3, but was left without a drive when his entry was withdrawn ahead of the season due to knock-on effects resulting from the COVID-19 pandemic.

Adam's British GT career started with Howard in a Beechdean AMR Aston Martin DBRS9 in 2011, and the Beechdean Vantage GT3 he will race this weekend will be adorned in the livery used in 2011.

The pair haven't raced together since the final round of their successful 2015 season, but tested on the Brands Hatch Grand Prix loop last Friday to get reacquainted.

"We've kept in contact over the years but we've really not done anything at all together since we won the championship at the end of 2015 at Donington, so it's nice after five years to get together again for this one-off at Brands," said Adam.

"We're going into it to enjoy it, it's a non-pressured weekend, but I'm still doing it to get a result with Andrew.

"At the same time, I think the car will be extremely good because we've done a lot behind the scenes to improve the car, which will definitely suit Andrew."

Howard, who intended to race alongside 2015 GT4 champion Ross Gunn for the full season before the pandemic realigned his focus, also plans to contest the Snetterton and Silverstone events with an as yet unnamed co-driver.

JAMES NEWBOLD



Steller to debut GT3 Audi at Brands

BRITISH GT

Steller Motorsport will debut its Audi R8 LMS GT3 in British GT at Brands Hatch this weekend, with Richard Williams and Sennan Fielding reprising their partnership from last year.

The pair will be entered in the Silver Cup class in the bigger brother of the R8 GT4 with which they won races at Snetterton and Donington Park last season.

"We were fortunate to have the support of Audi Sport last year and the relationship has continued this year," Williams told Autosport. "They are very professional and always available to help, so we expect the car to be on the pace, it's just whether Sennan and I can be on the pace as well!"

Williams added the team will assess its participation in future rounds depending on how Brands Hatch goes "and then see whether we can commit to the whole thing or just race-by-race".

Meanwhile, the AF Corse Ferrari of Duncan Cameron and Matt Griffin will be absent, with its drivers on European Le Mans Series duty at Paul Ricard, meaning Silver Cup entries (seven) will outnumber Pro-Am (six) for the first time this season.

JAMES NEWBOLD

BRUNDLE MAKES DELAYED HISTORIC RACING DEBUT

HISTORICS

European Le Mans Series frontrunner Alex Brundle finally made his historic racing debut at last weekend's Brands Hatch Masters event.

He made up for an aborted run in the TT Celebration at the 2019 Goodwood Revival by driving two cars with Gary Pearson — a Jaguar E-type (below) and a Lola T70 Mk3B. The duo won the Historic Sports Car race in the Lola.

Brundle was particularly taken with the T70 and, despite its age, found it similar in many ways to the prototype machines he races more regularly.

"This is LMP, but more than 50 years back," he said. "It feels more familiar than I ever thought it would.

"It whispers the same kind of prototype feeling. Big rear tyres, low slung, quite a big engine but low in the rear, and it's just modern enough to have that modern feel to it."

He admitted that achieving consistent lap times was one of the main differences between the T70 and modern prototypes.

"It's so hard to be consistent in comparison to modern cars — you downshift, sometimes it will go in, sometimes it won't and you've got to get off the brake perfectly," he added. "It's impossible to get off the brake the same every single time, so then there's always a little bit of management to do. It's just an absolute beast."

Brundle is planning to race with Pearson again at the Spa Six Hours event, but they are undecided on which cars they are going to use.

RACHEL HARRIS-GARDINER



Lifeline for Welsh motorsport as trial event to run at Anglesey



Sports 1000 will be part of Anglesey trial event

JONES

750 MOTOR CLUB

Welsh motorsport has been handed a lifeline after the country's devolved government agreed to hold a trial event at Anglesey next weekend.

Unlike the rest of the UK, more stringent rules governing events — particularly the requirement for those attending to be split into 30-person bubbles — have meant motorsport has been unable to restart in Wales following the coronavirus outbreak.

Autosport reported last week of the ongoing uncertainty surrounding motorsport in the country after the British Racing and Sports Car Club's planned event at Anglesey last weekend was cancelled.

Now, the 750 Motor Club fixture on 12-13 September has also been axed, but a smaller event will instead run behind closed doors next Sunday to test new procedures, featuring just the Classic Stock Hatch, Historic 750 Formula and Sports 1000 categories. Some of the other 750MC series due to race in Wales will now head to a new Snetterton event on 13 September.

Anglesey's Andrew Crighton is pleased the Welsh government has recognised the importance of motorsport, as it joins an outdoor performance from Theatr Clwyd and a triathlon in Pembrey Country Park in being one of the three trial events.

"It's brilliant the Welsh government have listened," he said. "It's a race meeting with certain constraints, so we can only have 100 people. The 100 people will be participants — that will be 50 drivers and 50 mechanics, it doesn't include organisers, marshals or circuit staff. It's going to limit the number of competitors but it's such an important change of heart that everyone's got to go with it.

"The main 750MC race meeting is gone, which is disappointing, but if you had been looking at this three or four weeks ago the 750MC meeting may have gone and you would've been looking at a black hole [without the trial event]. Fingers crossed this will be a turning point."

The planned meeting at Mondello Park last weekend was also called off after a spike of cases in the Kildare region led to restrictions being reintroduced.

STEPHEN LICKORISH

P73 OPINION

Stage rallying returns in the UK at M-Sport facility

NATIONAL RALLYING

Malcolm Wilson says the first stage rally to be held in the UK since lockdown restrictions were eased is a blueprint that should give "confidence and reassurance" to motor clubs.

In conjunction with Motorsport UK and West Cumbria and Eden Valley Motor Clubs, Wilson organised the Return to Rally Stages event last Saturday, which was held entirely within the confines of Greystoke forest complex, M-Sport's test venue.

Wilson told Autosport that new ways of working to help reduce the spread of coronavirus had been successfully showcased.

"I hope the event shows that we can still go rallying responsibly," said Wilson. "Remote sign-on and scrutineering, combined with social distancing and the sensible wearing of face coverings, means that we can safely compete and I hope this gives other organisers the confidence and reassurance to move forward with their events.

"It was fantastic to hear the sound of rally cars echoing through the forest again, and I think everyone really enjoyed their day."

The event was dominated by Wilson's son Matthew in a Ford Fiesta WRC, but he withdrew from the final results, handing victory to GT World Challenge driver Frank Bird in a Ford Focus WRC 07.

JASON CRAIG



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Masters Historic Formula 1 is one of the championships affected

HAWKINS

More COVID-19 cancellations as FIA axes historic championships

HISTORICS

The FIA has decided to cancel all its remaining historic motorsport championships for 2020 as the COVID-19 pandemic continues across Europe.

The 2020 editions of the FIA Masters Historic Formula 1 and Sports Car Championships, as well as the FIA Historic Formula 3 European Cup, have all been cancelled. The F3 Cup was planned to be a one-off event at the Zandvoort Historic GP next weekend, while the other three championships all had a planned calendar of rounds over the next three months.

An FIA statement said: "The direct consequences of the COVID-19 situation are affecting the historic racing community as the ever-expanding travel restrictions are preventing drivers, the majority of whom are amateurs, from travelling abroad."

While the FIA championships have been cancelled, individual events that included championship rounds may still go ahead.

The Historic Sports Car Club had already decided not to run its F2 races at Zandvoort amid the worsening coronavirus situation, while the Historic Grand Prix Cars Association made the same decision.

PAUL LAWRENCE

Voisin: Everyone's still got title shot

GINETTA JUNIOR

Ginetta Junior leader Bailey Voisin believes it is too early to rule anyone out of contention as the series resumes at Knockhill this weekend.

Voisin narrowly missed out on taking a clean sweep of victories last time out at Brands Hatch — the series having not competed at the most recent British Touring Car event at Oulton Park — and leads the standings by one point over Tom Lebbon.

But, with very few second-year drivers leading to a wide-open season, Voisin says the top drivers are likely to vary from round to round.

"Everyone's got a shot at the championship," he said. "There are several names who were at the front at Donington Park but not at Brands Hatch so even more people will be coming to the front."

The Swiss-born R Racing driver was only 13th in the standings in his rookie season last year, taking a best result of seventh, but feels he is better prepared this time around.

"Lockdown was frustrating because I thought I was really well prepared to start the season in March, but it gave me the opportunity to work on my fitness and work on the driving side," Voisin said.

"I did a lot of sim work, especially on racecraft at each track and where to defend and where to attack, and this gave me an edge over some of my competitors. I went back to Switzerland [where there were fewer restrictions] and was able to do a lot more fitness work."

STEPHEN LICKORISH

IN THE HEADLINES

EATON'S NEW COACHING ROLE

Abbie Eaton, who made her Mazda MX-5 Supercup comeback last weekend, has taken on a new role at Team BRIT. She will be helping to coach former army medic Nerys Pearce, the first female driver to join the organisation that aims to offer disabled people opportunities in motorsport. Pearce was left paralysed from the chest down after a bike crash. "I was introduced to the team and to Nerys by a fellow coach and I instantly thought what a fantastic opportunity this is to work with someone so incredible," said Eaton.

KELLY JERSEY RAISES FUNDS

A commemorative jersey has raised more than €20,000 for the Manus Kelly Memorial Trust. Kelly was fatally injured while competing on last year's Donegal International Rally – an event he won multiple times. He lost control of his Hyundai i20 R5 on a bumpy section of Fanad Head and careered off the road. Over 1300 tops were sold, with all proceeds helping to support Kelly's wife Bernie and her young family.

THRUXTON'S IMPROVEMENTS

More details have been revealed about the latest safety improvements to take place at Thruxton's high-speed Church corner. As well as 150,000 cubic metres of earth being shifted to create a bank in the turn's runoff area, 580 metres of new Armco barrier has also been installed – featuring 173 posts – while 652 tyres have been used in new tyre walls.

HERBERT PRAISES STUDENTS

Johnny Herbert has praised the university students who ran the Ensign N180B (below) he raced in Historic Formula 1 at Brands Hatch last weekend. Herbert marked his return to F1 machinery with a fifth place in the opener before a gear-linkage problem put him out of race two. "It was the first time they'd really been around an F1 car," he said of his young team. "They did a very good job in a very short space of time."


HAWKINS

Revolutions to appear on Portuguese GP support bill

REVOLUTION TROPHY



Autosport sampled the Revolution machine at the Algarve track earlier this year

The Revolution Trophy class of the Sports Prototype Cup has secured a support slot at the Portuguese Grand Prix, appearing alongside Formula 1 for the event at the Algarve Circuit.

The Sports Prototype Cup was launched last year and features classes for the new Revolution A-One machine, as well as for Radical SR3s and an Open division at selected events for other prototypes. It will be just the Revolutions that will appear alongside F1 on 23-24 October and a grid of up to 20 cars is possible.

The support slot at the first F1 race to be held at the Portuguese venue has become available as the regular F3 and Porsche Supercup categories are due to conclude their coronavirus-affected campaigns around the end of the traditional European F1 season in September.

It follows hot on the heels of the Revolution making its international debut at Spa earlier this month as part of what was due to be a non-points Britcar race alongside the World Endurance Championship.

The Revolution is the brainchild of Radical co-founder Phil Abbott, and he is excited at the prospect of appearing at an F1 weekend.

"We are proud that the Revolution A-One has been approved as a support race for the grand prix," he said.

"We set out to design a car that is at the cutting edge of customer motorsport, with advanced technology, innovative design, high downforce and forgiving handling. It's the perfect car for such a demanding circuit."

Paulo Pinheiro, CEO of Autodromo Internacional do Algarve, added: "We first noticed the Revolution A-One when the stunning prototype undertook its development and durability tests at the circuit last year.

"I'm confident a full grid of these prototypes will provide a stunning spectacle for our F1 fans."

Hoy to get Lydden British Rallycross outing

BRITISH RALLYCROSS


British Rallycross season kicks off in Kent this weekend

Six-time Olympic cycling champion Sir Chris Hoy will make a one-off appearance in British Rallycross this weekend driving a Liam Doran Citroen C4 Supercar.

Hoy, who has competed in a variety of different motorsport disciplines in recent years, took part in the Spanish World Rallycross round last season and is looking forward to another outing at Lydden Hill.

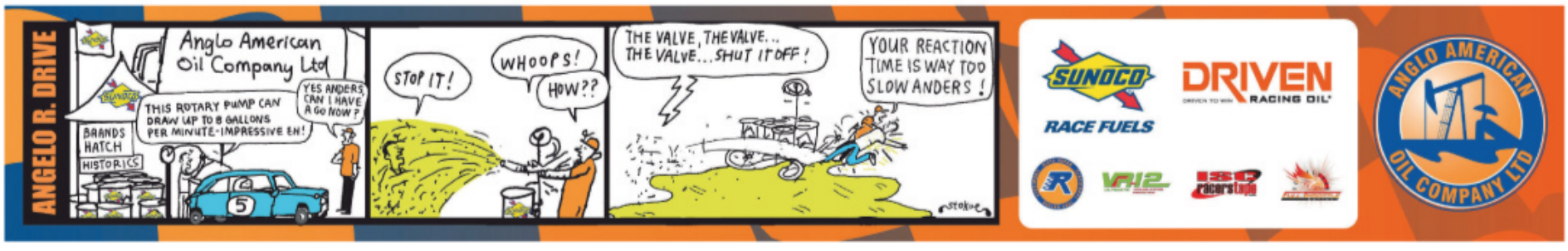
"It's one of those things that looks quite straightforward, then you get in a car and realise how much more there is to a circuit or a style of driving," he said. "I've had a little shot at the Citroen C4 and absolutely loved it. Lydden is a great place."

Hoy explained the WRX outing last year came about via a TV series he was filming that looked at different motorsport disciplines.

"It started out as 'do you want to meet the drivers and have a shot?' to 'do you want to race in Barcelona at the World Rallycross round in the Supercar category?!'" he said. "Straight in the deep-end with Timmy Hansen, Kevin Hansen and Niclas Gronholm, sitting on the startline in the first heat thinking 'what on earth am I doing here?'. But I absolutely loved it."

The C4 Hoy will drive will be used by Isle of Man TT legend John McGuinness in the following round at Knockhill next month.

DAMIEN SMITH AND STEPHEN LICKORISH





Time for equality

Motorsport in Wales has been left in a more embattled state than the rest of the UK thanks to the devolved government's caution. It's vital an initial trial event is a success

STEPHEN LICKORISH

Just 88 miles separate the Anglesey and Oulton Park circuits. And yet the distance between the two in terms of the motorsport activity held at each venue in 2020 is far, far greater. While Oulton Park has hosted five car racing meetings since motorsport restarted in the UK at the beginning of July, Anglesey has held none. While Oulton Park has featured the second highest-profile UK race series in British GT, watched by a limited but far from insignificant crowd, Anglesey has just held a handful of track and test days behind closed doors.

Such contrasts have been a theme of the coronavirus pandemic. While some administrations around the world have adopted a cavalier attitude to COVID-19, others have been ultra-cautious. While some have been incredibly efficient and organised, others have been too slow to react. And, to a certain extent, that is understandable. There is no definitive guidebook of how to deal with a pandemic of this kind and no similar recent experience to draw upon.

But that does not explain the massive contrast between Anglesey and Oulton Park. To the casual observer, the differing approach is baffling. Rightly or wrongly — and we will only really know for sure once the outbreak is finally, if ever, over — the Welsh government has taken a far more cautious path than its English counterpart, especially when it comes to organising events. In Wales, strict 30-people bubbles must be adopted at events to limit the spread of the virus, and that is very difficult to achieve when it comes to motorsport.

> **"It's difficult when the people making the decisions have never been to a circuit in their lives"**

Therefore, a growing list of events have been cancelled, in addition to those when the virus was at its spring peak. Some criticism has been directed at the Welsh authorities for adopting a 'one size fits all' approach; after all, motorsport is different to other sports such as rugby. As has been repeatedly pointed out — even since before the pandemic took hold — motorsport takes place outdoors, in very large open spaces with very limited direct face-to-face contact between people and, without spectators, everyone on site is known and can be easily tracked and traced. We go back to that often-spoken line, that there is greater risk in going to your local supermarket than attending a race meeting.

And that is the point that the two Welsh circuits, Anglesey and Pembrey, governing body Motorsport UK and organising clubs have been making to both local and Welsh central government.

This is not just circuit racing we are talking about here, but all of Welsh motorsport. While rallying has its own unique challenges at the minute and the prospect of a traditional stage rally on public land still seems a way off, there is enormous passion for the discipline in the country. And employment too — unless the situation improves soon, motorsport in Wales could be damaged forever.

Finally, there are signs that the Welsh government is starting to get the message (see page 70). A small trial event is due to be held at Anglesey next weekend — one of just three such events in the whole country granted permission — and this is an important first step. It has not been easy to get to this point; as Pembrey circuit manager Phil Davies notes, it is very difficult when the people making the decisions have never been to a circuit in their lives and do not fully understand quite what a motorsport event entails. But it is vital that this trial meeting is a success to enable motorsport to move forward in the country.

However, it is important to remember just three categories have been allowed to race at the single-day event, to severely limit the number of people in attendance. As Anglesey's Andrew Crighton points out, that does not really make it viable commercially for the circuit or the organising club (750 Motor Club), so cannot be used as an exact blueprint of the way forward. But he still hopes it is a turning point.

One of the advantages of the Welsh government's caution is it means lessons can be learned from the dozens of events to have taken place in England over the past two months and the very best safeguarding measures and protocols can be put in place. The flip-side is that dozens of events have indeed successfully taken place in England, suggesting no fundamental reason why the same cannot happen in Wales.

And that is something everyone desperately wants. Who knows if a second coronavirus wave will arrive that forces all sport into another hiatus? With such uncertainties continuing to linger, it is vital that Welsh motorsport companies are able to return to activity now or risk being scarred far worse by the pandemic than those across the border. If there is one slight criticism to be directed at Motorsport UK here — which has to be wholeheartedly commended for its response to the pandemic — it would be that it perhaps did not make it clear enough when it heralded the return of UK motorsport that it only really applied to England. A few weeks ago, formal approval was given for motorsport to restart in Scotland — now we desperately need Wales to do the same.

TOCA SUPPORTS OULTON PARK 22-23 AUGUST



Wilkinson chases Malin through the spray in second GT5 race, but it was ultimately to no avail

Malin defies Wilkinson to double up after GT5 thriller

GINETTA GT5 CHALLENGE

For the second time in three weeks, Josh Malin took two Ginetta GT5 Challenge wins at Oulton Park. But, unlike the first time around, he got to keep both of them last weekend – a penalty for contact previously denying him.

It was far from simple for Malin, as he described the second contest as "probably the hardest I've ever worked for a podium, let alone a win". In ever-intensifying rain, Malin kept the lead at the start but was coming under increasing pressure from Jonny Wilkinson – the beneficiary of Malin's penalty in the earlier event.

On lap seven of nine, Wilkinson dived down the inside at Old Hall but Malin was not going to give the place up with a fight, braving it around the outside to then have the optimum line for Cascades. The duo remained side-by-side down to the Island hairpin, where Wilkinson was back on the inner part of the track to finally take the place. It did not stay that way for long, however, Wilkinson straight-lining the chicane so Malin pounced once more. Despite Wilkinson's best efforts, Malin clung on to win.

"It was one of the best races I've ever had," enthused Wilkinson. "Basically, the bonnet pin broke and I locked up [at the chicane]."

Both drivers enjoyed the battle and Malin admitted the conditions played a part. "I aquaplaned at the first corner a couple of times and that allowed Jonny to get alongside me," he said.

Malin had not faced quite the same pressure in the opening race. He did have to contend with the fast-starting David Ellesley initially before Ellesley clipped Malin at the chicane and spun.

"There was one thing in the back of my mind this weekend to get a double win, but that's easier said than done," Malin added. "I'm Type 1 diabetic and at one point was told I would never be a racing driver, so it's great to get results like this."

Ginetta Junior Winter Series champion James Taylor was second in the opening race, after making matching moves on Gordie Mutch and Wilkinson.

"I didn't think I would recover that well from sixth place!" said Taylor. "I got a good start and then picked them off in the same place, diving up the inside in the second part of the chicane."

He again started sixth in race two before grabbing another podium behind the squabbling leaders.

STEPHEN LICKORISH

Feisty King in no mood to lose his crown at Oulton

PORSCHE CARRERA CUP GB

Harry King's standout season in the Porsche Carrera Cup GB continued at Oulton Park with two more perfectly executed wins.

In Saturday's opener, King converted pole position into an immediate lead, chased by Team Parker Racing stablemate Josh Webster. King edged away and built a gap of over six seconds by flagfall, the Porsche GB Junior bagging fastest lap as well as the two points for pole. Once King had edged out of striking distance, there was little that 2014 champion Webster could do, but he was well clear of Rookie winner Lorcan Hanafin (JTR).

Sunday's race was a stormer as Webster and King lined up fifth and sixth on the semi-reversed grid. Webster made the best of the start and, on a drying circuit, snatched the lead away from Scott


Once again, there was no stopping King in Carrera Cup


King now leads by 19 points

McKenna (Redline Racing) on lap two. King had a tougher fight to get through the traffic with just one racing line available, but he was up with Webster by lap five of 15.

He made a bold effort on the outside at Old Hall that came to nought but, after a safety car period, he replicated his Brands Hatch heroics to charge up the inside of Webster at Cascades on the restart, making slight contact in the process, to take the lead and win number five from six races.

Bridesmaid Webster secured second from McKenna, while Ryan Ratcliffe (Team Parker) took a second Pro-Am win of the weekend and the sole slick-shod car, that of John Ferguson (Team Redline Racing), won the Am class.

MIKE HOLDER

Burton edges clear with brace

GINETTA GT4 SUPERCUP

One hundred was a popular landmark at Oulton Park in the Ginetta GT4 Supercup. Series veteran Colin White took his 100th podium. Century Motorsport scored its 100th overall podium in the category. But the number that mattered most was 21 as Gus Burton took the championship lead, two wins moving him 21 points clear.

The Century driver overcame polesitter Will Burns at the start of the opener and was untroubled after that as it was another Burton/Burns/Tom Hibbert podium lockout — a track limits penalty for Hibbert not enough to deny him third.

Burton was again unstoppable in race two, although his task was made easier by Hibbert sending Burns onto the Old Hall grass as they ran side-by-side off the line. Hibbert dropped to fourth while Burns ended up sixth in class after pitting during a safety car period to remove grass from the front of his car.

That meant some different drivers on the podium and former Caterham ace Jamie Falvey held off Adam Smalley throughout to take second.

"I had a really difficult start to the season, struggling with car set-up, so went with Century Motorsport for this weekend and it made a big difference," said Falvey, who began the campaign running with Caterham squad DW Motorsport. "This result is a dream come true."

STEPHEN LICKORISH



Burton leads as Hibbert (left) and Burns are about to hit



Falvey took a maiden podium in race two

Wheatley leaves it late to win

MINI CHALLENGE TROPHY

Oulton Park marked the third weekend of the revised British Touring Car schedule, and it also featured a third different set of Minis on the support bill. This time around it was the Mini Challenge's second-tier Cooper class that had the opportunity to shine on the big stage.

Sadly, the first race featured two safety car periods, severely limiting the green-flag action. But, when racing could take place, it was dramatic. Race leader Lydia Walmsley crossed the line with 12 seconds of the 20 minutes to spare after the second caution and that set up a one-lap showdown. Dominic Wheatley pounced on the restart, grabbing the lead out of Old Hall and he took the spoils, despite Walmsley closing significantly on the run to the line.

Reversed-grid front row drivers Ben Kasperczak and Archie O'Brien had a close fight in race two. Ex-Ginetta Junior and Junior Saloons racer Kasperczak lost out at the start but he then dived down the inside of O'Brien on lap three to reclaim top spot. He held that to the flag, but a charging Harry Nunn and Leonardo Panayiotou both passed O'Brien at Lodge late on to relegate him to fourth.

STEPHEN LICKORISH



Last-lap move sealed Wheatley (r) the opening Mini win

WEEKEND WINNERS

GINETTA GT5 CHALLENGE

Race 1 (13 laps) 1 Josh Malin; 2 James Taylor +2.508s; 3 Jonny Wilkinson; 4 Gordie Mutch; 5 Rory McKean; 6 Magnus Kriklywi.
Fastest lap Taylor 1m35.539s (83.87mph).
Pole Malin. **Starters** 18.
Race 2 (9 laps) 1 Malin; 2 Wilkinson +0.379s; 3 Taylor; 4 Ashley Marshall; 5 John Bennett; 6 David Ellesley. **FL** Malin 1m46.052s (75.56mph).
P Malin. **S** 18.

PORSCHE CARRERA CUP GB

Race 1 (18 laps) 1 Harry King; 2 Josh Webster +6.404s; 3 Lorcan Hanafin; 4 Matthew Graham; 5 Sam MacLeod; 6 Scott McKenna. **FL** King 1m22.768s (96.82mph). **P** King. **S** 18.
Race 2 (15 laps) 1 King; 2 Webster +2.779s; 3 McKenna; 4 Graham; 5 Ross Wylie; 6 Hanafin.
FL King 1m28.109s (90.95mph). **P** McKenna. **S** 18.
Points 1 King 74; 2 Webster 55; 3 Graham 32; 4 Hanafin 31; 5 McKenna 29; 6 Wylie 12.

GINETTA GT4 SUPERCUP

Race 1 (15 laps) 1 Gus Burton; 2 Will Burns +2.293s; 3 Tom Hibbert; 4 Adam Smalley; 5 Jamie Falvey; 6 Joe Marshall-Birks. **FL** Burton 1m25.647s (93.56mph). **P** Burns. **S** 15.
Race 2 (12 laps) 1 Burton; 2 Falvey +3.045s; 3 Smalley; 4 Hibbert; 5 Marshall-Birks; 6 Colin White. **FL** Burton 1m26.270s (92.89mph).
P Burton. **S** 15.
Points 1 Burton 250; 2 Hibbert 229; 3 Burns 225; 4 Smalley 185; 5 Falvey 162; 6 Marshall-Birks 132.

MINI CHALLENGE TROPHY

Race 1 (10 laps) 1 Dominic Wheatley; 2 Lydia Walmsley +0.185s; 3 Leonardo Panayiotou; 4 James Hillery; 5 Harry Nunn; 6 Bradley Gravett.
FL Archie O'Brien 1m46.307s (75.38mph).
P Panayiotou. **S** 27.
Race 2 (8 laps) 1 Ben Kasperczak; 2 Nunn +0.156s; 3 Panayiotou; 4 O'Brien; 5 Walmsley; 6 Lee Pearce. **FL** Nicky Taylor 1m54.027s (70.27mph). **P** Kasperczak. **S** 27.
Points 1 Panayiotou 86; 2 Nunn 78; 3 Walmsley 78; 4 O'Brien 71; 5 Hillery 67; 6 Pearce 62.

BRITISH FORMULA 4

Race 1 (14 laps) 1 Luke Browning; 2 Zak O'Sullivan +2.783s; 3 Casper Stevenson; 4 James Hedley; 5 Alex Connor; 6 Roman Bilinski. **FL** O'Sullivan 1m23.706s (95.73mph). **P** Hedley. **S** 14.
Race 2 (10 laps) 1 Browning; 2 Stevenson +4.487s; 3 Bilinski; 4 Hedley; 5 Abbi Pulling; 6 Frederick Lubin. **FL** Browning 1m35.854s (83.60mph). **P** Lubin. **S** 14.
Race 3 (15 laps) 1 Browning; 2 Hedley +0.520s; 3 O'Sullivan; 4 Roberto Faria; 5 Connor; 6 Pulling.
FL Hedley 1m23.583s (95.88mph). **P** Browning. **S** 14.
Points 1 Browning 159; 2 O'Sullivan 137; 3 Connor 89; 4 Stevenson 87; 5 Faria 85; 6 Hedley 83.



Kasperczak won second Mini race after O'Brien battle

TOCA SUPPORTS OULTON PARK 22-23 AUGUST

The three key factors for brilliant Browning's three Oulton wins



BRITISH FORMULA 4

First it was Jamie Caroline. Then it was Zane Maloney. And now Luke Browning can add his name to the very short list of British Formula 4 drivers to have won all three races in a weekend.

Considering the partially reversed-grid middle race makes perfection so hard to achieve, it was a special performance. Both of the other two drivers to have completed the hat-trick went on to become champion and Browning's has propelled him to the top of the standings.

Each of his three Oulton Park triumphs relied upon a different key skill and, if he continues to display these for the rest of the season, he will be very tough to beat.

Race one: a fast start. the Fortec man's getaways are often good and that was the case in the opener. From second, he powered alongside polesitter James Hedley and grabbed the lead around the outside at Old Hall. Browning was untroubled thereafter, as a brief mid-race shower only extended his advantage.

"I got a good start — we've been good at starts all year," he said. "It's one of the advantages of being a second-year driver."

Race two: wet-weather prowess. Browning is simply masterful as soon as the track gets wet. Whether it was going from almost a lap down to fourth in Ginetta Junior at Knockhill in 2018 or a brilliant three laps to rise from 10th to second in F4 at Brands Hatch last year, Browning has regularly shone when the skies have been grey. It was the same in a wet race two at Oulton.

Starting sixth, he was second by the end of the first tour. First it was Zak O'Sullivan and Hedley off the line, then Casper Stevenson at Island hairpin, before grabbing second from polesitter Frederick Lubin out of Lodge. That just left Alex Connor — who had grabbed the lead at Old Hall when rookie Lubin ran slightly too deep.

Browning got closer and closer before going for the move around the outside at Old Hall on the final tour. He ran side-by-side with Connor out of the corner before the Arden driver squeezed Browning slightly, the pair touched and Connor was sent spearing into the barriers.

"I was alongside him and he just left me no room," Browning explained. "I feel bad for him but it was one of those things."

Race three: single-lap pace. This was the area that had let Browning down slightly in the opening two events. But in a drying qualifying session — which O'Sullivan, Hedley, Stevenson and Connor had all topped in the closing stages — Browning was top on second-best times and had pole for the finale.

This was a straightforward win as, despite Hedley dramatically closing on a couple of laps, Browning was in control after maintaining the lead at the start.

"It's so hard to overtake around here so I could drive at a relatively slow pace and he wasn't going to get past," he said. "The car was amazing and it's great to do it [take all three wins] at my home track!"

As for O'Sullivan, who entered the weekend 18 points clear, it was a mixed three races. He was pleased with second in the opener, after passing Hedley at Cascades. But he made a terrible getaway in race two, admitting the revs were too low, and compounded his misery by spinning after slight contact when attempting to pass Abbi Pulling at Island. He was then third in the finale.

"Race two was a bit scrappy but at least I made those mistakes in a race I wasn't at the front," O'Sullivan concluded.

STEPHEN LICKORISH


Key moment in race two: Connor squeezes Browning



Three was the magic number for Browning


O'Sullivan's "scrappy" race two cost him points lead



Shepherd (r) was on a charge after late safety car and just held on to beat Phillips in Axiametrics car

Late showdown in Fun Cup thriller

THRUXTON
BRSCC
22-23 AUGUST

Jay Shepherd and Ed Worthington celebrated Fun Cup's first visit to Thruxton with a hard-fought victory, with less than a second in hand over Axiametrics' Chris Dovell, Kristian Rose and Riley Phillips after four hours of racing.

It all came down to a 12-minute sprint after the final safety car intervention, as Phillips led from UVio/Hofmann's Fabio Randaccio, before Shepherd split them.

With two laps to go, Shepherd's Team 7 WASPP machine hit the front and, after taking the fastest lap of the race on the final tour, victory was secured, with Phillips a close second and Randaccio just holding off 2Rent Dominos' Henry Dawes for third.

Although triple champion Steven Dailly was never headed in the first Compact Cup bout, he had David May as a race-long shadow, split by only 0.352s at the flag. Ian Jones initially held third before falling back to sixth after a safety car interlude. As the duel for third came up Woodham Hill for the last time, Tom Griffiths darted past Mikey Doble to seal the final podium place.

Former British GT driver Jordan Stilp took his first BMW win in a shortened and wet race two, from Ben Huntley and Jones, as all three held station.

In the third race, Dailly and Griffiths got away from the rest as they had their own battle. Dailly started the last lap in front by inches but Griffiths came back again, to snatch the win with 0.125s to spare.

It was a four-car battle to the finish in the first Caterham 270R and Roadsport race as Andrew Murgatroyd, Harry Cook, Angelos Alvanos and Ben Lopez-Appleton all had spells in front in the closing stages. Both Murgatroyd and Cook edged out Alvanos on the last lap, but Cook was declared the winner after Murgatroyd was given a driving standards penalty, dropping him to fifth.

After Alvanos had set the early pace in a wet second race, Lars Alexander Hoffmann built a lead that continued to grow until the final laps when Lopez-Appleton closed.

John Byrne was victorious in both wet and dry as he took a double win in Caterham Seven UK and 310Rs. In race one, Henry Heaton consolidated second, as a terrific duel between Rob Watts and Jake Swann-Dixon for third went in Watts' favour.

Byrne had to fight somewhat harder in the drier second race, when a duelling Heaton and Stephen Nuttall closed in. Nuttall led for a couple of laps, before they alternated until Byrne made it decisive.

Bruce Winfield kept his nose ahead of a three-car battle for second in the Civic Cup opener. Max Lewis was just ahead when it mattered in the runner-up fight as Alistair Camp was a close third.

Despite a partly reversed grid for the second race, Lewis and Winfield were still in the clear after three laps when the safety car came out. From the green flag, Winfield piled the pressure on Lewis for the final three laps but it remained unchanged, as Camp was again third.

Tom Cockerill won the Green Group Caterham Academy contest, with Deniz Erkan-Bax a close second, while Simon Shaw just headed home Taylor O'Flanagan in the White Group after Domenique Mannsperger spun at the chicane on the last lap challenging for the win.

PETER SCHERER

WEEKEND WINNERS

FUN CUP
Team 7 WASPP
(Jay Shepherd/Ed Worthington)

BMW COMPACT CUP
Race 1 Steven Dailly
Race 2 Jordan Stilp
Race 3 Tom Griffiths

CATERHAM 270R & ROADSPORT
Race 1 Harry Cook
Race 2 Lars Alexander Hoffmann

CATERHAM SEVEN UK & 310R
Races 1 & 2 John Byrne

CIVIC CUP
Race 1 Bruce Winfield
Race 2 Max Lewis

CATERHAM ACADEMY
Green Group Tom Cockerill
White Group Simon Shaw

RACING SALOONS
Races 1 & 2 Stuart Waite (BMW E46 M3)

For full results visit:
tsl-timing.com



Dailly leads the enormous BMW Compact Cup field away en route to victory in race one

ALL PICS: READ



Treble tops for Clowes in F1000 opener

SILVERSTONE
750MC
22-23 AUGUST

Pole position, three wins and fastest lap was the perfect start to Dan Clowes' F1000 championship campaign as the spectacular motorcycle-engined Jedi Mk6/7 showcase opened with a 24-car field on the 750MC's belated annual International Circuit visit.

Sunday's second stanza, in which JFK Racing's driver shot from P8 on the partially reversed grid to rob Paul Butcher into Stowe on the final lap, rewarded patience. "Halfway through I thought third or fourth [would be it], but it came to me over the last couple of laps. One of the best races I've had," he enthused.

With the top four averaging 103mph in qualifying the stage was set, but a cracked piston sidelined Clowes' closest rival Lee Morgan. Dan Gore led Saturday's opener for a lap, then chased Clowes until a broken gear linkage stopped him. Kart graduate Jack Tomalin grabbed second on his car debut, with privateer Adam Walker a popular third.

Clowes pipped Gore in race three, with Tomalin third and promising Clio 182 convert Eddie Falkingham staving off Walker, Butcher and Elliott Mitchell for another fourth. Engine dramas in Friday testing left champion Matthew Booth's family team facing a long night. A fourth, third and a DNF were poor reward.



Traynor (left) won out in frantic MR2 races from Topley and Williamson (right)

ALL PICS: JONES

The affordable production sportscar features, Alyn Robson's 5Club Racing-promoted [Mazda] MX5 Cup initiative and the Patrick Mortell-inspired Toyota MR2 perennial, filled the Hangar Straight and battled throughout.

The MX5 opener was the weekend's best, polesitter Richard Baxter, Jason Greatrex, reigning champion Ben Hancy and emerging talent Courtney Milnes all leading the cliffhanger. Welshman Greatrex prevailed by 0.16 seconds from Hancy, with Milnes in his draft. From the reversed top nine sequel, Baxter, Steve Foden and Tom Smith carved a different podium. Callum Greatrex was fourth, with Hancy between him and his dad.

With a new cylinder head since Snetterton, multiple MR2 champion Shaun Traynor took his first win of the year in race one, pressured by Nick Williamson and Ali Topley. Traynor's maiden 1800cc Roadster victory erased Jim Davies' class and outright (two-litre Mk2) lap records. Spots of rain left The Link slippery for race two, but Traynor lapped quicker still, deposing Topley in the final seconds.

Bikesports blitzed the 1.85-mile track with a superb 31-car field. Centre-seat Radical PR6s ruled, polesitter Martin Brooks taking the first race with a 1m02.51s


Bove led the way in 750 Formula


Hiley took a brace in Sport Specials


Swift and Baker combined for Club Enduro victory in Area SEAT

WEEKEND WINNERS

F1000
Races 1, 2 & 3 Dan Clowes (Jedi Mk6/7)

MX5 CUP
Race 1 Jason Greatrex
Race 2 Richard Baxter

TOYOTA MR2
Races 1 & 2 Shaun Traynor (Roadster)

BIKESPORTS
Race 1 Martin Brooks (Radical PR6)
Race 2 Joe Stables (Radical PR6)

SPORTS 1000
Race 1 Ryan Yarrow (Spire GT3S)
Race 2 Richard Morris (Spire GT320S)

750 FORMULA
Races 1 & 2 Peter Bove (Darvi 88P)

ROADSPORTS
Bradley Philpot (Lotus Elise)

CLUB ENDURO
Carl Swift/Rob Baker (SEAT Leon Supercup)

SPORT SPECIALS
Races 1 & 2 Andy Hiley (Chronos HR1S)

MA7DA SERIES
Races 1 & 2 Matt Cherrington

HOT HATCH
Races 1 & 2 Gary Prebble (Honda Civic Type R)

For full results visit: www.750mc.co.uk

(106.54mph) record lap. Joe Stables and Charles Hall (Spire) kept him honest. In the second, Stables won from Scott Mittell — his eponymous lightweight's 1000cc motor outgunned by heavier rivals' 1340cc Suzuki Hayabusas — and Brooks. Michael Chen's Radical SR3 twice beat Chris Preen's similar machine in the standard engine class.

Spire dicers Ryan Yarrow and Richard Morris earned a Sports 1000 win apiece. Morris came from the back to second in the opener, then resisted Yarrow's challenges in the later race. Coached by last year's champion Chippy Wesemael, Mittell duo Michael Roots and Victor Neumann took third and fourth.

The top 750 Formula quartet put on two tremendous races. Although his Darvi was not the quickest in a straight line, Peter Bove used his guile to fend off Chris Gough (CGR) and Mark Glover (Racekits Falcon) in Sunday's outings.

Warren Allen's Porsche Cayman received the chequer in Saturday's 45-minute Roadsports race, but pursuer Bradley Philpot saw him overtake under yellow flags, an indiscretion that brought exclusion. Philpot was awarded the win, with David Vincent's Honda Civic Type R on his Lotus Elise's tail. Jamie Sturges (SEAT Leon Eurocup) claimed third, pursued by Nick Vaughan debuting an unusual Audi A3.

Sunday's Club Enduro championship opener was contested over 100 minutes — with mandatory COVID-19 extended 3m30s pitstops for greater social distancing — but the result was familiar, Carl Swift/Rob Baker winning their fourth on the trot in Area Motorsport's SEAT.

Series debutant Leo Loucas had a torrid one-lap race. Having suffered a left-rear tyre blowout in his Valluga Racing Cayman GT4 approaching Stowe in the Roadsports event, he started from coach Bradley Ellis's P2. Continuing after an excursion in The Link, he spun over the timing line into the pitwall, triggering a seven-lap safety car hiatus, during which Darren Ball's BMW E92 M3 caught fire. Several teams made tactical stops at once, while others conserved fuel.

At the green, Swift set the pace as invitee Martin Byford (banished to the back of the 44-car grid for a rideheight infringement) sizzled his SEAT to second ahead of the BMWs of Owen Fitzgerald (E36 M3), Andy Schulz (E46 M3) and Charlie Dark (M235i).

Swift led for 63 laps, relaying team chief Baker for the final 10 minutes after a splash of fuel, with a six-second lead over Rory Hinde (in for Fitzgerald) in the M3, which had recovered the three laps lost during its stop at half-distance. As Hinde closed to within four seconds, Baker "saw a train of about 15 cars in front of me" with one lap to go, but was 6.19s clear at the finish.

Third and fourth were Kevin Dengate (E46 M3) and Steve Cheetham (Porsche Boxster), ahead of Class B victor Kevin Gillespie's three-litre BMW 130i and the Byford/Ashley Woodman SEAT after a penalty stop. On a great day for Area Motorsport, Andy Baylie (Civic) won Class C by three laps.

Highlight of the Sport Specials races, in which Andy Hiley's unique Chronos put Paul Collingwood's sleek Eclipse in the shade at unprecedented pace, was the separate 16-strong Ma7da Seven field's progress. Double winner Matt Cherrington pared its lap record back to 1m17.39s (85.06mph) as the pack squabbled behind.

Extending his unbeaten Hot Hatch run, Gary Prebble was the sole competitive Class A runner. Having graduated to the Honda Civic-dominated B ranks, chaser Ian Williamson was delighted to land a double over Philip Wright and Tony Perfect respectively. The pace of Dan Gibbs (VW Golf Mk2) focused C standout David Drinkwater (BMW Compact).

MARCUS PYE

Bryant on form as Morgans star at Bentley event

SILVERSTONE
BDC
22 AUGUST



Lancashire (r) won the opening Morgan race before Bryant's storming drive from back of grid

Victory from the back of the Morgan grid for Oliver Bryant was the standout result as the Bentley Drivers Club continued its glorious run of unbroken Silverstone race meetings that started in 1949.

The pair of Morgan contests complemented a typical mix of races, several dedicated to the home marque. In the first Morgan counter, Bill Lancashire and Grahame Bryant set the pace in their V8s but had the impudent Will Plant harrying them as he drove the doors off his four-cylinder 4/4. Bryant chased hard but was out with three laps to run when a piece of debris punctured a rear tyre.

With son former British GT ace Oliver due to take over their +8 for the second race, the Bryants had no choice but to fit a set of 2008-vintage Dunlop tyres for the later contest when Olly would start on the back row of of the 28-car grid.

His progress up the order was always going to be meteoric and he duly passed 14 cars on the first lap. By lap four of 19, Bryant was fourth and hunting down Lancashire, Plant and Roger Whiteside before he then swept into the lead on lap eight. "I saw him coming," said Plant, who traded places with Lancashire and duly took over second after Lancashire retired late in the race with an oil leak. "That was a bit of a challenge, but great fun," said Bryant.

Michael Higginbotham honoured the work of renowned Bentley special constructor Alan Padgett by topping the opening Bentley race in his ex-Padgett MkIV Special, which was easily able to outpace the less-developed special of Paul Forty. Best of the more standard Bentleys was the 3 Litre driven with typical brio by Ewen Getley.

Getley was the scratch man in the later Bentley Handicap race and lapped five seconds faster than anyone else as he scythed up the order to third on the final lap. However, the handicapper had been generous to the TT 3 Litre of Richard Frankel and the 3 Litre Speed of David Ratcliffe, which were a lap away from falling to the flying Getley.

An excellent grid of 1950s sportscars lined up for the half-hour FISCAR race although the result was rather shaken up when nearly half of the finishers were penalised up to 40 seconds for short pitstops. Among them was Stephen Bond's Lister Bristol, which made the early pace once ahead of the fast-starting Lotus Elite of Brian Arculus.

However, it was Oliver Llewellyn who kept his nose the cleanest in his Allard J2 to take victory from Bond as Arculus was penalised back to fourth behind the Jaguar XK120 of Paul de Havilland. Out mid-race went the remarkable Bristol 450 recreation of Andrew Mitchell when it shed a wheel at Luffield.

While son Will had to be content with two second places in the Morgan Challenge, Richard Plant was a resounding winner in the Classic Challenge in their rapid +8. Plant was quickly well down the road, while the four-cylinder Morgan of Craig Hamilton-Smith led the pursuit as Morgans packed out the top four places.

Patrick Blakeney-Edwards was nicely on target for his third win in a week when his Frazer Nash Super Sport coughed and



Bond leads the FISCAR field away but it was Llewellyn's Allard (far right) that emerged as the winner

ALL PICS: WALKER

SILVERSTONE WEEKEND WINNERS

MORGAN CHALLENGE
Race 1 Bill Lancashire (+8)
Race 2 Oliver Bryant (+8)

BENTLEY RACE
Michael Higginbotham (MkVI Special)

BENTLEY HANDICAP
Richard Frankel (TT 3 Litre)

FISCAR
Oliver Llewellyn (Allard J2)

CLASSIC CHALLENGE
Richard Plant (Morgan +8)

PRE-WAR CARS
Chas Reynolds (Morgan Super Sports, below)

BENTLEYS, TVRs AND ALLCOMERS
Darren Dowling (TVR Sagaris)

AMOC SPORTS CARS
Eike Wellhausen (Lister Jaguar Knobbly)

ALLCOMERS HANDICAP
David Moorhouse (Austin Mini)



For full results visit: tsl-timing.com

expired with two laps of the Pre-War race left to run. When Ewen Getley non-started his Bentley, Blakeney-Edwards was always in control before cruising into the pits and leaving victory to the Morgan three-wheeler of Chas Reynolds from the glorious Alfa Romeo 8C Monza of Christopher Mann.

One of the Allcomers races included the TVR Challenge, and Darren Dowling was fastest in qualifying by a big margin. He started his TVR Sagaris from the pitlane but was still able to romp through the varied field to win comfortably. Alan Davenport's Classic Clubmans Centaur Mk14B was the best non-TVR in the race in fifth.

Veteran racer Eike Wellhausen was an unstoppable force in the Aston Martin Owners Club race in his Lister Knobbly replica and was close to lapping the entire field by the end of half an hour. Only the Jaguar Mk1 of John Young avoided going a lap down, while the similar Mk1s of Glenn Pearson and Nigel Webb battled over third for much of the race.

David Moorhouse (Mini) held his nerve to win the final handicap race as more potent machinery hunted him down.

PAUL LAWRENCE



A VERY SPECIAL BENTLEY Michael Higginbotham's 1948 Bentley MkIV Special is one of the best known and most successful specials racing with the BDC. The 6.3-litre V8 was first created by Bentley special expert Alan Padgett in 1983, from a 1948 MkIV road car. Padgett built it for himself and raced it for around a decade, winning three times at Silverstone. At 800kg and with 300bhp from the near-standard low-revving 1959 Bentley V8 engine, this is a car with bags of torque. Higginbotham now hopes to race it more regularly in 1950s sportscar races after his weekend win.



MORGAN ON THE PACE When Grahame Bryant bought a Morgan +8 from the factory in 1977, he never imagined it would be winning races 43 years later. Although ordered from Malvern as a road car, it was always intended for competition and still sports the roll hoop supplied new. "It is very much part of the family," said Bryant, who shares racing it with son Oliver. "It is road legal and still has the leather trim." That makes it a bit heavier than some of the stripped-out V8 racers, but it can still deliver. "It's done several hundred races as I raced it all the time in the 1980s," added Grahame.



BALLAMY'S SPECIAL STILL GOING STRONG When built by Leslie Ballamy in 1937, this Ford V8-based special was a multi-purpose competition car for racing, speed events and trials. It raced at Brooklands before the war and was then discovered by Alan Brett in 1973 in a derelict state. He bought it for £200 and restored it. Now, son Mark continues to tackle speed events and races with the 120bhp torquey special, taking fourth in last weekend's Pre-War race. It is particularly at home at Shelsley Walsh, where it has broken 40 seconds, and has clocked 102mph on the sand at Pendine.



Brundle wins on historic racing debut in Lola T70

BRANDS HATCH
MSVR MASTERS HISTORIC
22-23 AUGUST

Brands Hatch once more reverberated with the minor-key roars of Lolas and Chevrons as Masters Historic Sports Cars visited last weekend.

Historic racing debutant Alex Brundle and Gary Pearson were the victors in Pearson's Lola T70, having quickly overcome polesitter Jonathan Mitchell's Chevron B19, despite his rapid initial getaway. The leaders were never seriously challenged thereafter, although Mitchell set a string of fast laps towards the end.

The race's main drama instead revolved around Gary Culver's T70. He had leapfrogged from fifth to third on the first lap but was judged to have jumped the start. He received a penalty, which he took too late and was therefore disqualified.

Rob Fenn took the win in Pre-'66 Touring Cars after a fraught last lap. Steve Soper had a dramatic accident in the Ford Mustang he shared with Henry Mann (see page 68), which brought the red flags out a minute before the hour was up. The Mustang's throttle stuck open at Stirlings, pitching it into the bushes.

Soper was leading at the time but, as he had caused the red flag, the win was awarded to Fenn. It was a deserved win for the Mustang driver, who was without his regular sidekick Jake Hill, on British Touring Car duty at Oulton Park, and demonstrated he is a fine driver in his own right.

He had built up a lead in the early laps over Lotus Cortina drivers Ollie Taylor and Geoff and Alan Letts, as well as Mann. The polesitting Cortina of Andrew Jordan and Michael Cullen was slow off the start, slipping to fifth, before retiring at mid-distance, just as it had set its fastest lap with Jordan at the wheel. Theirs was far from the only car to drop out in a real race of attrition, however, as 13 of the 30 cars didn't make it to the finish.

Martin O'Connell was in imperious form in his Tyrrell 011B in the Masters Historic Formula 1 opener, crossing the line four seconds ahead of Steve Hartley's McLaren MP4/1. Hartley had been fighting his own battle with Greg Thornton's Lotus 91/5, overhauling the champion early on. Thornton tried endlessly to retake second but Hartley took a tighter line on the dash to the flag and prevailed. Mike Cantillon (Tyrrell 010) was fourth, ahead of Johnny Herbert's Ensign, which didn't actually get to see the chequered flag after a fuel feed problem on the final lap.

On Sunday, Thornton was on a mission and soon passed polesitter Cantillon for the win. Thornton was joined by an advancing O'Connell, who loomed increasingly large in his mirrors as Thornton became tangled among the backmarkers. Hartley was third, ahead of Steve Brooks (Lotus 81), who came through from the back of the pack.

The first Historic Grand Prix Cars Association race ended with a five-minute sprint after a safety car period. Jon Fairley (Brabham BT11/19) was already firmly in the lead, followed by Will Nuthall's Cooper. This was the situation for most of the race after polesitter Andrew Beaumont (Lotus 18) was unable to match his qualifying pace, losing out to Nuthall and a charging Fairley before retiring on lap 11 of 14,



Thornton celebrates his hard-fought race-two win

ALL PICS: HAWKINS

WEEKEND WINNERS

HISTORIC SPORTS CARS
Alex Brundle/Gary Pearson (Lola T70 Mk3B)

PRE-'66 TOURING CARS
Rob Fenn (Ford Mustang)

HISTORIC FORMULA 1
Race 1 Martin O'Connell (Tyrrell 011B)
Race 2 Greg Thornton (Lotus 91/5)

HGPCA
Races 1 & 2 Jon Fairley (Brabham BT11/19)

EQUIPE CLASSIC RACING
Race 1 Tom Smith (MGB, below)
Race 2 Mark Ashworth (TVR Grantura)

GENTLEMEN DRIVERS
Mike Whitaker (TVR Griffith)

PRE-'66 MINIS
Race 1 Jeff Smith
Race 2 Joe Ferguson



For full results visit:
tsl-timing.com

having run out of fuel. Nick Fennell's Lotus was third after Barry Cannell (Brabham BT11A) crashed.

Fairley and Nuthall led the next encounter in a similar fashion, while Beaumont's tank was full this time and he fought from the back to sixth. Cannell's rejuvenated Brabham went one better and was fifth.

Tom Smith won the first Equipe Classic race in his familiar red MGB, sliding around the track in an equally familiar style. Second place was a closer contest, won by Chris Ryan (Triumph TR4) from Lee Atkins's TVR Grantura, despite the best efforts of Atkins.

Atkins hoped to win from pole for Sunday's race, which featured a largely different field, but was eclipsed by Mark Holme's Austin-Healey 3000. Holme had built up a large lead until the pitstops, when a gamble on a late stop did not pay off and left him adrift. A safety car period to recover Tom Grindall's MG did not help his cause, although a penalty for Triumph TR2 driver Rob Cull did. Cull had run as high as third but was docked three laps for pitting before the window opened.

While Holme was fighting back, Mark Ashworth's TVR Grantura sneaked into the lead and stayed there. Atkins was second and Holme an impressive third.

RACHEL HARRIS-GARDINER

WHITAKER TRIUMPHS IN TALE OF THE GENTLEMEN DRIVERS



Sometimes a race is just about outright speed but on other occasions it tells other stories. The Gentlemen Drivers contest last Sunday morning was one of these story-filled events.

The main narrative was TVR versus Cobra, as Mike Whitaker's TVR Griffith vanquished the Shelby Daytona coupe of Julian Thomas and Calum Lockie, which started from pole and was expected to win. Whitaker also had the challenge of a young pro in a Jaguar E-type, in the form of Alex Brundle, another touted winner. But the pale-blue Griffith has proved its potency before and outran the Cobra straight away and successfully squashed a Jaguar attack later on.

This is probably a disingenuous way to describe Whitaker, who is a successful driver in his own right. The Griffith has not seen much Masters action in recent years as Whitaker has instead concentrated his racing efforts elsewhere. That said, he rates Brands as one of his top-three tracks and is adept at both sliding the TVR around the corners and looking after its fragile brakes. And he set fastest lap

Lockie also gained crowd approval with his long, spectacular powerslides but Whitaker's in-car footage showed the Griffith getting just as sideways; you just didn't see it so much with a car as square and short as his.

There were subplots to this story, too. An even smaller and feistier car in the shape of Mike Wilds' Ginetta G4R jumped from seventh on the grid to fourth in the first few laps, using its nimbleness to outwit the bigger entries. Sadly, the Ginetta developed a misfire and had to retire early on.

Injustice also always makes a strong story and the Brundle/Gary Pearson car suffered its share. Pearson's team opted for a late pitstop and he was safely in third when handed a drivethrough penalty due to a short stop. This was down to a mix-up in the regulations; as a 'smaller' 3800cc car, the E-type did not have to stop for as long as its lairier V8 rivals. The team would have liked its third place back, but the penalty had already been served when the protest was made and it had to stand. The place was lost to the Griffith of John Spiers and Tiff Needell.

Some way behind the Brundle/Pearson Jaguar in fifth place was Mark Donnor's E-type, which had slipped down the order in a puff of dust (not smoke) at Paddock Hill Bend, only to fight back and win his own private battle with Marco Attard and Phil Keen's Corvette Stingray, another car to be penalised for too short a stop.

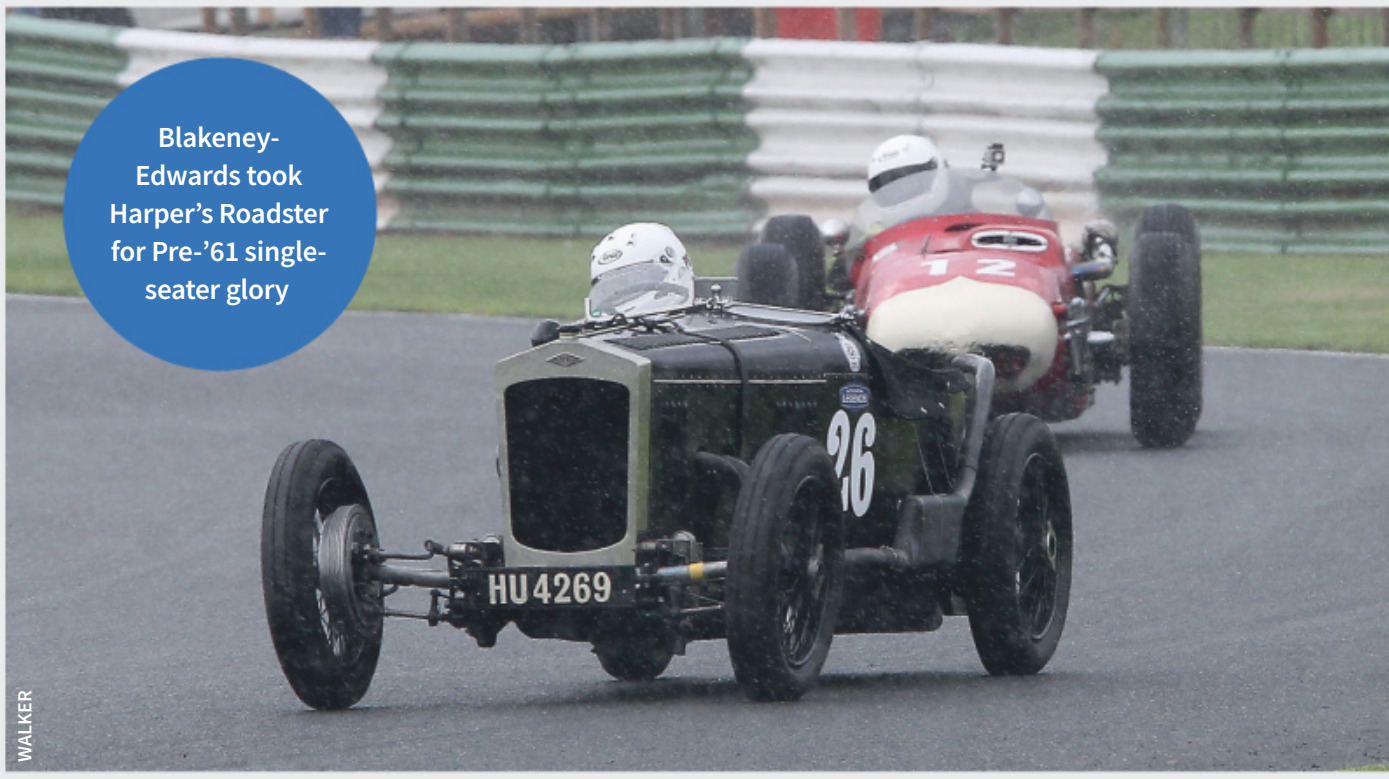
RACHEL HARRIS-GARDINER



Cobras and TVRs filled the first two rows of the grid

A fine vintage for Blakeney-Edwards

MALLORY PARK
VSCC
23 AUGUST



Blakeney-Edwards took Harper's Roadster for Pre-'61 single-seater glory

Patrick Blakeney-Edwards bounced back from missing out on a victory at Silverstone on Saturday to bag two wins during an excellent Vintage Sports-Car Club event at Mallory Park on Sunday, the club's only race meeting of 2020.

To make it four wins in three cars in eight days, Blakeney-Edwards made full use of increasing rain in a thrilling Pre-'61 single-seater race as he exploited the sublime handling of his Frazer Nash Super Sport to overcome a strong field of more potent machinery.

With rain threatening as the race started, PBE initially tagged along behind Ben Fidler (ERA AJM1) and Fred Harper (Kurtis Indy Roadster) but his prayers for more rain were soon answered in some style. While Fidler and Harper held on as best they could, Blakeney-Edwards oversteered the supremely poised Nash into the lead. His rivals tried to chase but Harper in particular had the Indycar trying to swap ends every time he even thought about touching the throttle.

Meanwhile, up from 10th on the opening lap sailed Sandford Andrews in the Morgan three-wheeler from the Harper stable to slice past the bigger cars for second place. Such was his pace, Andrews dug deep into PBE's lead but ran out of laps to plan an attack.

Blakeney-Edwards completed his weekend's work by winning the Frazer Nash/GN race at a canter, while his brother Simon got in on the glory by winning the Pre-War Sports Car race in his similar Nash Super Sports. Jonathan Sharp (Riley TT Sprite) kept SBE honest on a still wet track.

Closing the afternoon, and the VSCC racing season, was a barnstormer of an Allcomers race for the faster cars. Having lost out in the earlier rain in the Pre-'61 race, Ian Baxter set a searing pace in his Alta but could not relax for a moment as the duelling Julian Grimwade (Frazer Nash single-seater) and Tom Thornton (BMW 329/28K) hunted him down over the closing laps. Less than two seconds split them at the end of a race that featured mighty battles all the way down the order. The contest between Ollie Leston (Lovell Elkhart Sprint car), Ben Maeers (GN Parker) and Charlie Martin (RIP Special)

Legends steal some of the trucks' thunder

DONINGTON PARK
BARC
22-23 AUGUST

The British Truck Racing Championship was the headline act at Donington Park last weekend as its season finally got under way — but, with the likes of the Mazda MX-5s and Legends also on the bill, the heavyweights weren't guaranteed the spotlight.

Sure enough, some of the best racing was provided by the Legends, and there were three different winners across the six heats.



Smith was in ominous form in Division 1 trucks

While Connor Mills proved most impressive, taking a hat-trick of wins, Daniel Clark's maiden victory came after a 13-year break from the series. Before that hiatus, he had competed in the Scottish Legends for two years and nationally for a further year. "It's been a long time coming," said Clark, who prevailed after a race-long battle with Sy Harraway and multiple champion John Mickel. Will Gibson also took two victories as all the wins were settled by fractions of a second, with the exception of Mills's domination in wet conditions during Saturday's final.

Rain also affected the opening race of the MX-5 Championship for Mk1 models. Series leader Joe Wiggin led early doors but lost out in the tricky conditions to Will Blackwell-Chambers. Wiggin bounced back to win the second outing before dominating the third.

Reigning champion Luke Herbert survived a dogfight with Samuel Smith for the win in the MX-5 Supercup opener — for the Mk3 machines — before taking an easier top spot in race two. "I'm a bad qualifier but I'm better in the race," said Herbert. The third bout narrowly went the way of Jack Harding, from Herbert.

Abbie Eaton, the 2014 champion, made a guest appearance in the series and, with little preparation, scored two fourth places and a fighting eighth. When asked about her performance, Eaton said: "I'm happy with that. I'm a little rusty having not raced at all for some time. It's such good fun."

The MaX5 series differed from the other MX-5 championships on display in that it allows a range of MX-5 models, along with RX-7s and RX-8s. In the opening act, Andrew Pretorius took the win in his Mk4 MX-5. Paul Roddison (Mk4) then shot from fifth on the grid into the lead almost before Hollywood on lap one of race two, holding on for a solid victory.

Elsewhere, the CNC Heads Sports/Saloon series served up some of the weekend's most impressive machines and the quickest lap times. Race one honours went to Ric Wood's Kia Optima, while Luke Armiger's Vauxhall Tigra won race two.

The Citroen C1 Challenge's three-hour



Hughes held off Morton for front-engined FJunior win

WALKER

was superb and showcased a new generation of emerging VSCC stars.

Former F1 stock car racer Mike James made the trek from Truro very worthwhile with victory in the opening Allcomers race as he fired his Riley 12/4 TT Sprite to win before the rain arrived. However, Tony Seber's Wolseley Hornet was a constant threat as Harry Painter hurled his MG PA around in big slides to complete the podium.

The front-engined Formula Junior pack had to teeter around on a wet and slippery track, and great credit went to Jonathon Hughes (Terrier Mk4) and Alex Morton (Condor S2) for a race-long contest with seldom more than a length or two between them. Despite limited seat time in the Terrier, Hughes held his nerve to win by a quarter of a second, with the result in doubt until the dash to the flag. Only Mark Woodhouse (Elva 100) stayed on the same lap as the leaders.

Charles Goddard (MG PA/PB) slithered around most effectively to win from a bumper grid in the MG v Austin 7 race, well clear of the MG Q Type of Mark Daniell, who just held off the best of the Austin 7s in the hands of Mark Elder.

PAUL LAWRENCE



Mills could often be found at the front of squabbling Legends pack

READ

endurance race delivered pint-sized drama and massive tactical battles. Fifty cars lined up, and 2016 European Le Mans Series LMP3 champion Christian England — on his return to racing after suffering leg injuries in a crash at the Algarve circuit last year — was among those taking part. Stop/go penalties applied after the race as added time/laps proved decisive as the Viking crew was among those penalised, gifting the win to the Progressive Motorsport Limited C1 of Howden Haynes and Dave Ward.

Ultimately, the diesel trucks still dominated proceedings. There can be few experiences more visceral than five tonnes of power-sliding, smoke-belching steel. Division 1 wins were shared between Ryan Smith (two), David Jenkins, Martin Gibson and John Newell, as Steven Powell topped Division 2 four times.

There was an ominous sense about Smith's strong showing. He was competing in a new MAN TGA truck and it wasn't yet properly dialled in. "I had it covered but we're nowhere near where we should be," he said.

KIERAN RENNIE

WEEKEND WINNERS

MALLORY PARK

VINTAGE AND PRE-'61 RACING CARS
Patrick Blakeney-Edwards
(Frazer Nash Super Sport)

FRAZER NASH/GN
Patrick Blakeney-Edwards
(Frazer Nash Super Sport)

PRE-WAR SPORTS
Simon Blakeney-Edwards
(Frazer Nash Super Sport)

ALLCOMERS SCRATCH
Race 1 Mike James (Riley 12/4 TT Sprite)
Race 2 Ian Baxter (Alta 61 IS)

FRONT-ENGINED FORMULA JUNIOR
Jonathon Hughes (Terrier Mk4)

MG v AUSTIN 7
Charles Goddard (MG PA/PB)

ALLCOMERS HANDICAP
Race 1 Archie Waterfield (Austin 7)
Race 2 James Edward (Morgan Super Aero)

For full results visit:
theresultslive.co.uk

DONINGTON PARK

LEGENDS
Race 1 Daniel Clark
Races 2 & 5 Will Gibson
Races 3, 4 & 6 Connor Mills

MX-5 CHAMPIONSHIP
Race 1 Will Blackwell-Chambers
Races 2 & 3 Joe Wiggin (below)

MX-5 SUPERCUP
Races 1 & 2 Luke Herbert
Race 3 Jack Harding

MAX5
Race 1 Andrew Pretorius (Mk4)
Race 2 Paul Roddison (Mk4)

CNC HEADS SPORTS/SALOONS
Race 1 Rick Wood (Kia Optima)
Race 2 Luke Armiger (Vauxhall Tigra)

CITROEN C1 CHALLENGE
Progressive Motorsport Ltd
(Howden Haynes & Dave Ward)

BRITISH TRUCK RACING CHAMPIONSHIP
Races 1 & 4 Ryan Smith (MAN TGA)
Race 2 Martin Gibson (MAN TGX)
Race 3 Dave Jenkins (MAN TGX)
Race 5 John Newell (MAN TGS)



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Alongside video-calling software, drive-in cinemas have boomed as a result of the pandemic

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Cinemas closed their doors, studios had to massively reforecast box office earnings and directors Christopher Nolan (*Tenet*) and Cary Joji Fukunaga (*No Time to Die*) watched their Hollywood blockbusters' release dates be pushed back and back again. Like many trades, the creative arts and film industry has been blind-sided by the coronavirus pandemic.

But since lockdown restrictions have gradually eased, there's been a rise of drive-in cinemas. Book onto your preferred movie, travel over and collect a speaker to rest on your dashboard, park up in socially-distanced fashion – even order a beverage to be delivered to your car window – and settle in for a couple of hours.

It's your own private space to do as you wish. No chewing gum welded to the seats or odours from the over-priced food bought by fellow cinema goers. No rustling of sweet packets or disruptive mid-film chit-chat. Total code compliance. Tinkety tonk!

Fancy rewatching Marty McFly being freaked out by his mum getting overly amorous? Well, the open cinema at Knebworth House had you covered with *Back to the Future*. Same for Gunnersbury Park, Ascot Racecourse and so on. Drive-in cinemas have popped up all over.

On the site of the former Second World War bomber station, the Bicester Heritage campus in Oxfordshire will follow suit with its mini-film festival taking place across 18-20 September. Three viewings per day (1100, 1600 and 2000) and two screens will show some of the better-known and more revered motorsport and motoring films.

Dubbed 'The Classic Car Drive In Weekend', the famous films – think *Senna*, *Rush*, last year's *Le Mans '66* and more – will share the limelight with a classic car show, which is expected to feature in excess of 500 machines. There's also a live Bonhams MPH auction, demonstration runs and parades on the small handling track, dealer displays, traders plus an array of owners' clubs all at Bicester.

Show director Bas Bungish said: "Drive-in cinemas have become the somewhat unexpected saviours during these strange times and there could be no better way to bring car lovers back together than by the creation of an unmissable Classic Car Drive In Weekend. At Bicester we will have not one but two of these massive drive-in cinemas and we will be screening a stunning selection of mind-blowing car-themed movies. It's going to be double the delight and a truly memorable experience for all those attending."

Film-only tickets are available to adults for £10, and to children (aged 5-15) for £7.50. Full experience access is £25 for adults, £15 for children.

For more information and to book tickets, head to www.the classiccarshowuk.com

FULL LIST OF FILMS

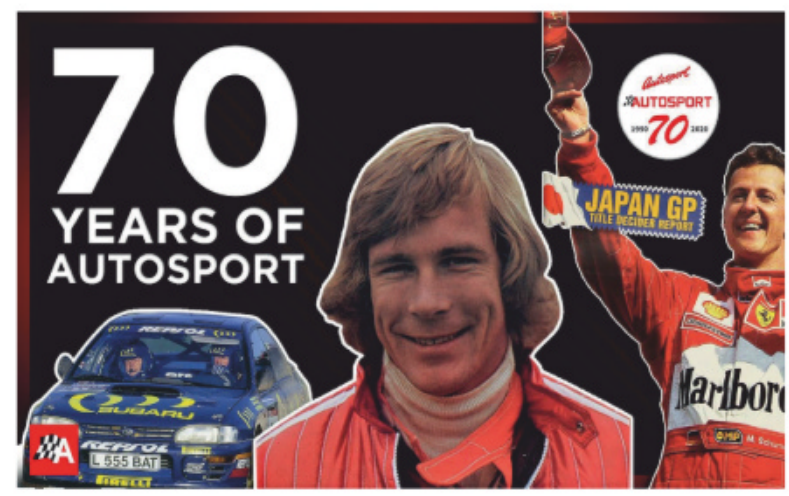
- **Baby Driver** (2017)
- **Days of Thunder** (1990)
- **Furious 7** (2015)
- **Gone in 60 Seconds** (2000)
- **Le Mans '66** (2019)
- **Rush** (2013)
- **Senna** (2010)
- **Smokey and the Bandit** (1977)
- **Talladega Nights** (2006)
- **The Italian Job** (1969)

YouTube youtube.com/AUTOSPORTdotcom



All 10 Formula 1 teams have now signed the renewed Concorde Agreement presented by Liberty Media, confirming their continued participation. But what is it and how does it affect racing? Autosport breaks it down. **Go to bit.ly/ConcordeAgreement**

YouTube youtube.com/AUTOSPORTdotcom



This week marks Autosport magazine's 70th birthday. In that time, we've had the honour of covering the most definitive and dramatic moments in motorsport history. Here's just some of the many, many highlights. **Go to bit.ly/10Memories**

WHAT'S ON

INTERNATIONAL MOTORSPORT

Belgian Grand Prix
Formula 1 World Championship
Round 7/17
Spa, Belgium
30 August
TV **Live** Sky Sports F1, Sun 1405
TV **Highlights** Channel 4, Sun 1830, Sky Sports F1, Sun 2300

FIA Formula 2
Round 7/12
Spa, Belgium
29-30 August
TV **Live** Sky Sports F1, Sat 1535, Sun 1000

FIA Formula 3
Round 7/9
Spa, Belgium
29-30 August
TV **Live** Sky Sports F1, Sat 0920, Sun 0835

Porsche Supercup
Round 7/8
Spa, Belgium
30 August
TV **Live** Eurosport 1, Sun 1115, Sky Sports F1, Sun 1120

IndyCar
Round 6
Gateway, USA
29-30 August
TV **Live** Sky Sports F1, Sat 2000, Sun 2000



Super Formula
Round 1/7
Motegi, Japan
30 August
Livestream on Motorsport.tv, Sun 0600

European Le Mans Series
Round 3/5
Paul Ricard, France
29 August
Livestream on Motorsport.tv, Sat 1030, 1700

Ferrari Challenge Europe
Round 4/7
Mugello, Italy
29-30 August
Livestream on Motorsport.tv, Sat 1620, 1740, Sun 1620, 1740

NASCAR Cup
Round 26/36
Daytona, USA
29 August
TV **Live** Premier Sports 1, Sun 0000

Australian Supercars
Round 7/13
Townsville, Australia
29-30 August
TV **Live** BT Sport 2, Sun 0545

World Rallycross
Round 2/7
Kouvola, Finland
29-30 August
TV **Live** BT Sport 3, Sat 1300, Sun 1300, Free Sports, Sat 1300, Sun 1300

UK MOTORSPORT

Snetterton BARC
28-30 August
2CVs, Caterham Graduates, Superkarts, Hyundais, Saloons, Kumho BMWs

Kirkistown 500MRCI*
29 August
Formula Vee, Ford Fiestas, Mazda MX-5s, Ginetta Juniors, FF1600s, Saloons, GTs, Roadsports, Superkarts

Knockhill BARC*
29-30 August
BTCC, British F4, Mini Challenge, Ginetta GT5 Challenge, Ginetta Junior, Porsche Carrera Cup
TV **Live** ITV2, Sun 1040

Brands Hatch MSVR
29-30 August
British GT, British F3, Ginetta G40 Cup, Bernie V8s, Porsches, Saloons, FF1600s

Donington Park MSVR
29-30 August
Ferrari Challenge, Ferrari Classic

Oulton Park HSCC
29-31 August
Gold Cup: Historic Roadsports, 70s Roadsports, Historic Touring Cars, Guards Trophy, Thundersports, Saloon Car Cup, Historic FF1600s, Classic FF1600s, Heritage FF1600s, Classic F3, Classic FF2000s, Aurora Trophy, Historic Formula Junior, Dunlop Historic Trophy

Lydden Hill
30-31 August
British Rallycross

Castle Combe CCRC*
31 August
FF1600s, Saloons, GTs, Hot Hatch, Sports Racers Challenge

Mallory Park BARC
31 August
Junior Saloons, Open Sports & Saloons, MX-5s, MGOC

***Behind closed doors**



FROM THE ARCHIVE

Jacky Ickx (Ferrari 312B) leads at the start of lap seven of the 1970 British Grand Prix at Brands Hatch, while behind him Jochen Rindt (Lotus-Ford 72) dives down the inside of Jack Brabham (Brabham-Ford BT33) on the entry to Paddock Hill Bend. Ickx remained in front for mere fractions of a second after this photograph was taken, as his gearbox was in the process of failing as the shutter button was being pressed. Brabham harried Rindt for much of the race, nipping by on lap 69 of 80, but ran out of fuel on the run to the finish line, allowing the Austrian to steal the win.

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How Autosport began and the rise of a star

24 August 1951



On the first anniversary of Autosport magazine, founding editor Gregor Grant looked back at how the year had gone and the key characters involved. Grant pointed out the initial challenges, which had included a printers' strike as the publication launched and a "serious paper crisis just before Christmas".

The need to strike a balance between UK club competition and international events, a challenge for all Autosport teams through seven decades, was also touched upon: "In covering the main Continental events, we have been guided by the opinions of the majority of our readers, and also by the fact that there is a very large and ever-increasing public for international motorsport.

"Autosport will endeavour to cater for that interest, not only in reports and pictures, but by the publication of articles dealing with every aspect of the greatest sport in the world."

But he also talked of the importance of national coverage: "Response from the clubs was most encouraging and confirmed our view that a weekly journal devoted entirely to motor sporting affairs was not only desired but was a necessity. Without the enthusiasm of the average club member, the launching of such a project would have been practically impossible."

The big international events covered were the gruelling Liege-Rome-Liege rally and Pescara GP. The Jaguar XK120 of John Claes/Jacques Ickx dominated the rally, while Jose Froilan Gonzalez won on the 16-mile Pescara circuit by more than seven minutes (!) for Ferrari in the absence of main rival Alfa Romeo.

The cover star was 'Mick Hawthorn', who had scored many successes in 1951 with his family's 1.5-litre Riley. Within two years, and now known as Mike, he had won his first world championship grand prix and would become Britain's first world champion in 1958.



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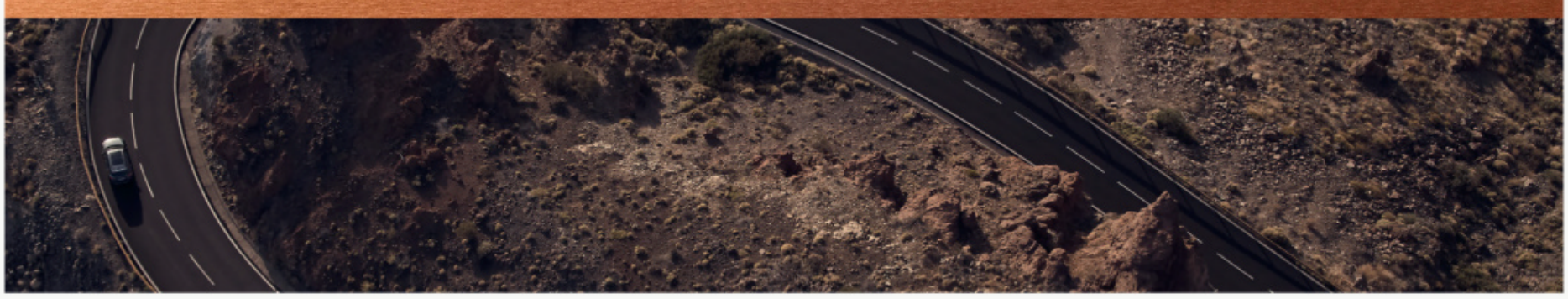
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CLUB RACING WITH AN EX-FORMULA 1 DRIVER

Autosport shares a BMW 116 with Martin Donnelly



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MARSHALLING UNDER COVID-19 RESTRICTIONS



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MAWP+SPORT

Great car and great people: the Marshall & Fraser story is on page 20

THE BEST ELEMENTS OF NATIONAL MOTORSPORT

Two of the greatest appeals of national motorsport are the unique – and sometimes bonkers – cars you can find competing, and the brilliant characters that race or prepare them. Over the past couple of weeks we have run several stories in the news pages of Autosport about stunning cars making their national racing debuts – whether it's a recreation of a Tyrrell six-wheeler Formula 1 car, a new version of a Le Mans class-winning design, the spectacular-looking Ford RS200 Special Saloon or an ex-hillclimbing Modsports Turner.

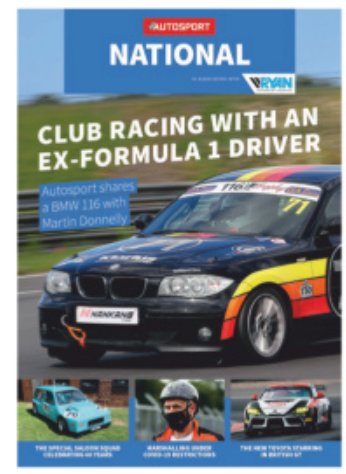
In this month's national racing supplement we bring you a feature that combines a one-of-a-kind car and a great group of people. The Marshall & Fraser team first began competing 60 years ago and yet the team is still together and preparing its latest project: the return of its hugely successful Reliant Kitten Special Saloon to the track. The extraordinary story of both the car and the people behind it is on page 20.

Speaking of characters, Martin Donnelly is a man with more than a few stories to tell. And Autosport's Stefan Mackley was fortunate enough to race a BMW 116 Trophy car with him (p10).

Elsewhere, James Newbold takes a look at the new Toyota GR Supra GT4 (p16) that's already making waves in British GT, while also in this edition is the return of Autosport's National Driver Rankings. Yes, Golden Helmet competition is back! Turn to page six to see who has the early lead.



STEPHEN LICKORISH
NATIONAL EDITOR



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OPINION
NADINE LEWIS



MARSHALLING IN THE 'NEW NORMAL'

There may be limits to what can be done, but the British Motorsports Marshals Club chair has been encouraged by the community spirit on display

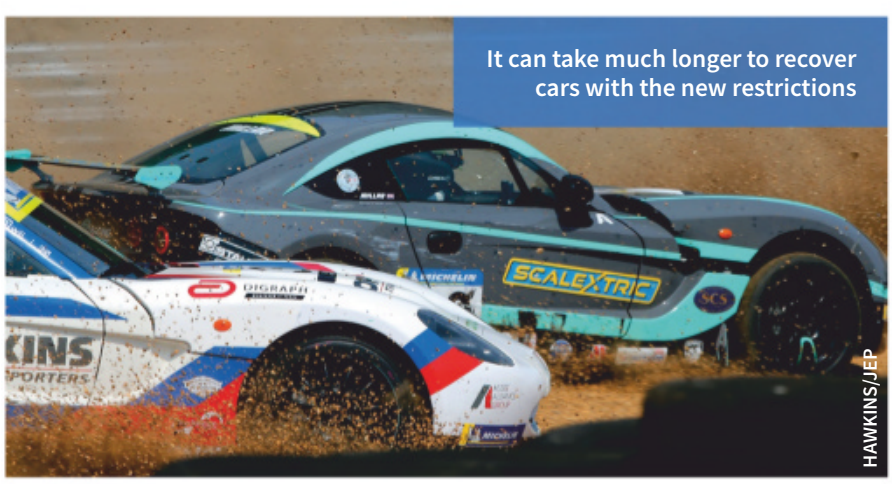
Marshalling is a bit different in lots of ways since the restart of racing. I've done one meeting at Oulton Park and I did both of the grands prix – they were very surreal without spectators – and it felt good to be back!

In terms of Oulton Park, I was at the British Racing and Sports Car Club meeting. I work with the BRSCC North Western committee so was involved in the lead-up to that meeting from an arrangement and organisation point of view so knew what to expect but also didn't fully until we got there.

We decided we would allocate locations on the day, not in advance. I think it worked really well – we had all the PPE and made sure everyone collected that. Everyone realised they were being given very specific points, not 'you're on Cascades, find it out when you get there', it was 'you're on this flag point or this post chief's box', which everyone understood.

> "There have been some long delays, but some have just been unfortunate circumstances"

When I went out on the post, the weather was grim. I was post chief and I had a flag marshal and incident marshal, because the rules had just changed to have more than two people on a post. Normally, the post chief would be in the box but the box was shared with the flag marshal and we couldn't keep two-metre distancing, so I was like 'you have the box and I will stay outside'. We worked together and still managed to socialise by keeping distance between us. There's a lot of camaraderie among marshals and we chat between sessions about what's going on and our day jobs and we still managed to do that.



It can take much longer to recover cars with the new restrictions

One of the differences is it's a case of trying to remember you're not supposed to be pushing cars if you're not wearing a face mask. You instinctively react how you normally react to an incident so stopping that becomes difficult! Also, at the BRSCC meeting, we sent marshal reports via WhatsApp – we did the report, took a photo and sent it that way. Clubs are also using different technology – one club may use WhatsApp and another uses email. But that's a positive thing – people have found ways around not having the paperwork. Everyone is already signed on in advance and there are other bits and pieces that people are like, 'why didn't we do it this way in the past?'.

There have been some long delays recovering vehicles, but some of these have just been unfortunate circumstances that we couldn't do much about anyway, even without the restrictions. Everybody is getting to the incident as soon as they can but it's unfortunate high-profile events get seen and commented on. We're still very much restricted in the sense we can't have lots and lots of marshals there, primarily because of the distancing – you can't have five people pushing a car, for example. People are able to get to incidents and contact the drivers to see if they're OK but can't then intervene in the sense of pushing the vehicle as much as they used to be able to. It means we have to call a recovery vehicle and that likely leads to a safety car and a delay to the recovery.

What's encouraging is there's been an increase in the number of people wanting to become marshals – we had a lot of enquiries after both of the grands prix. Ben Edwards mentioned us on Channel 4 and that sparked some interest. The following weekend we got a mention on Sky and we got another 200 clicks with that. We're now working with Motorsport UK about what we can do with those new recruits. We can't run taster days because of the current circumstances but don't want to lose people. We're looking at whether we might be able to do some online training and at least give people a flavour of what they can do.

Everyone's now got through these initial meetings – there were a few teething issues and now it's getting better. Our thanks have to go to Motorsport UK as a lot of work was put in to make it happen. I was involved in writing the guidelines and a small group of people put that together, which a lot of people don't realise – a lot of their staff were on furlough. The motorsport community all held their breath and are now letting out a deep sigh. Everyone made the changes and is prepared to accept, with the restrictions on numbers, they may not be selected for an event every time. Given the tendency of the human race to complain, we haven't had that many complaints! Everyone wants it to work. I think it's fantastic, through that community spirit, we've been able to get back racing. ■



THE REVIVAL OF AUTOSPORT'S NATIONAL DRIVER RANKINGS

As the latest part of Autosport's 70th anniversary celebrations, we have decided to reintroduce our 'Golden Helmet' national winners' tables from years gone by and look at the most successful club racers in 2020

BY MARCUS SIMMONS

No one likes algorithms. Over the past couple of weeks they've been responsible for teenage misery thanks to the A-level fiasco, and outraged most motorsport enthusiasts except the most ardent fans of Jarno Trulli and Heikki Kovalainen through Formula 1's official study into the fastest ever driver.

So, here we bring you some straight... numbers. Since the early 1980s, Autosport has occasionally produced Golden Helmet winners' tables from a season of racing in the UK and Ireland. This year we're bringing it back, with weekly updates available on autosport.com from next week.

The last time we produced the rankings, back in 2014, Legends racer Dean Brace came out on top having triumphed 23 times over the course of the season. Other winners in the 2010s include current Honda British Touring Car ace Dan Cammish (dominating British Formula Ford in 2013) and Mazda MX-5 master Tom Roche. This year's top driver will be featured on autosport.com and receive other benefits.



Cam Jackson

HAWKINS



Stephen Docker

JEP/LAT

The premise is simple: a win is a win. No algorithms. No nonsense. So a victory in a Ford Fiesta race at Mondello Park is equal to Lewis Hamilton's success in the British Grand Prix. Class wins also count in the same way, although an overall win takes precedence when there is a tie, and there must be a minimum of six starters in a class for that victory to be counted. We're also ruling out class structures based on driver ability or levels of experience (see explanatory notes below the table). Where there is a tie on wins, the average grid size for each driver's wins will determine the order – better to be winning races in a 30-car championship than a 12-car one.

Due to production demands, our table is produced up to the end of play on the weekend of 15-16 August. Stay tuned for next week's online update, which will include the 22-23 August and 29-31 August weekends.

Thanks to his domination of a series that had already squeezed in three double-header rounds since the coronavirus hiatus, Junior Saloons

18+

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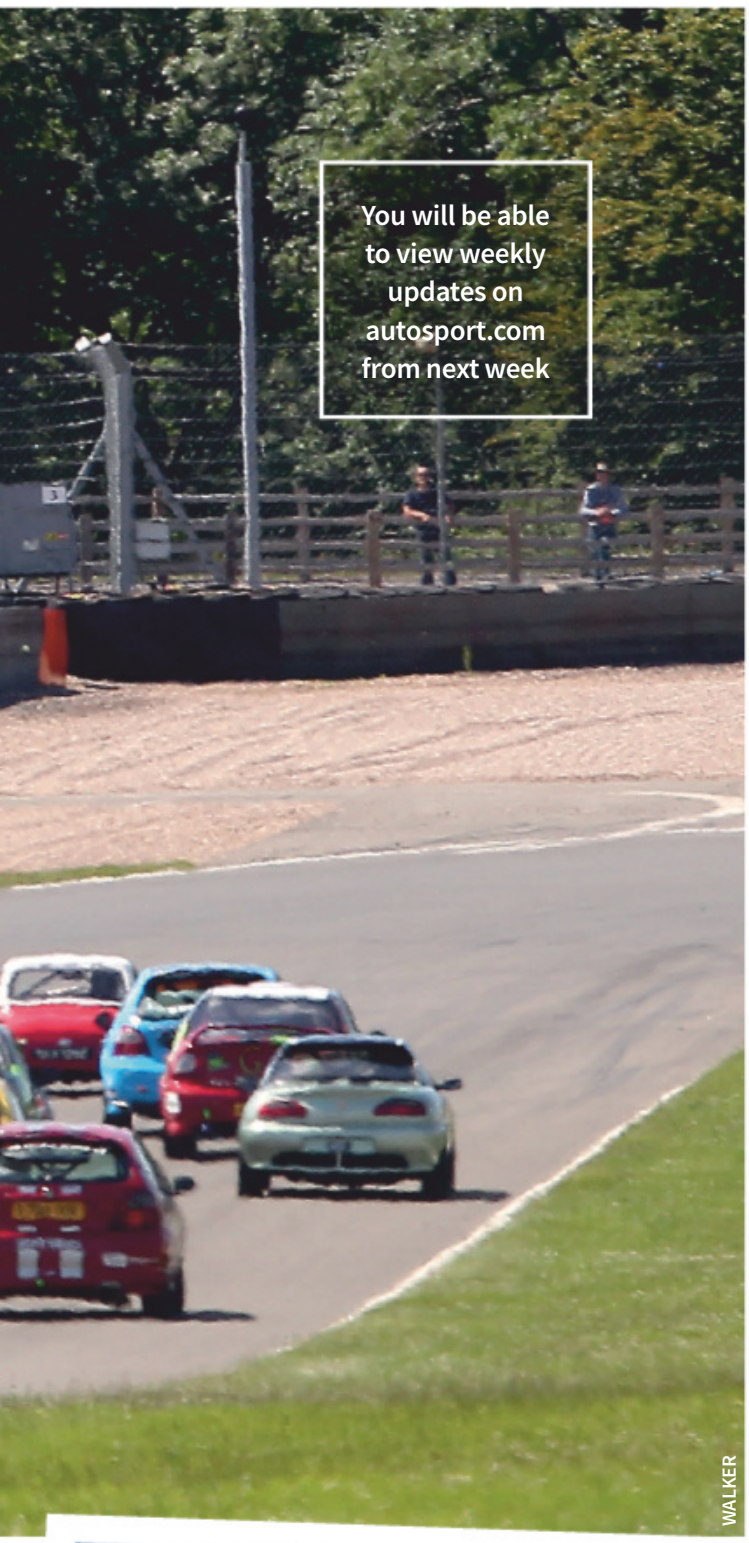
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ace Lewis Saunders tops our table. Second up is Ginetta GRDC racer Stephen Docker. For the purposes of our table, the GRDC series, which runs as a subset of the G40 Cup, is regarded as one class, rather than two classes split by driver experience.

Five wins in three different cars on one historic weekend at Brands Hatch have put Cam Jackson into third, while Michael Igoe got off to a good start with four GT Cup wins at Snetterton – and then a more meritworthy (but equal in status!) British GT success at Donington Park. ■

LEADERBOARD AUTOSPORT'S MOST SUCCESSFUL CLUB RACERS SO FAR IN 2020

POS	DRIVER (CAR)	OVERALL WINS	CLASS WINS	TOTAL
1	**Lewis Saunders** (Citroen Saxo VTR)	**6**	**0**	**6**
2	**Stephen Docker** (Ginetta G40 GRDC)	0	6	6
3	**Cam Jackson** (Van Diemen RF80/Brabham BT2/March 709)	5	0	5
4	**Michael Igoe** (Lamborghini Huracan GT3)	5	0	5
5	**Phil Jenkins** (Caterham 420R)	4	0	4
6	**Aaron Smith** (Mini Miglia)	4	0	4
7	**James Harridge** (Maverick Vee)	4	0	4
8	**Marcus Clutton** (Radical SR3 RSX/Lamborghini Huracan GT3)	4	0	4
9	**Harry Senior** (Caterham Sigmax)	4	0	4
10	**Andy Southcott** (MG Midget Spaceframe)	4	0	4
11	**Sam Kirkpatrick** (MG ZR 190)	4	0	4
12	**Tim Mogridge** (Ferrari F355 Challenge)	4	0	4
13	**Lucky Khera** (Ferrari 488 Challenge)	4	0	4
14	**Dan Thackeray** (Honda Civic Type R)	4	0	4
15	**William Heslop** (Ford Fiesta ST/Honda Civic)	2	2	4
16	**John Byrne** (Caterham 420R)	3	0	3
17	**Ben Short** (Mazda MX-5 Mk1)	3	0	3
18	**Henry Heaton** (Caterham Sigma 150)	3	0	3
19	**Tom Golding** (Ginetta G40 Cup)	3	0	3
20	**Giles Dawson** (Ginetta G40 Cup)	3	0	3
21	**Murray Shepherd** (Locost)	3	0	3
22	**Mark Holme** (Austin-Healey 3000 Mk2/VW Fun Cup)	3	0	3
23	**Scott Parkin** (Ford Ka/Volkswagen Golf TDI/Ford Focus)	3	0	3
24	**Gary Prebble** (Honda Civic/SEAT Leon Cupra 20v T)	3	0	3
25=	**Danny Harrison** (Praga R1T)	3	0	3
25=	**Ryan Polley** (Renault Clio 182)	3	0	3
27	**Luke Cooper** (Swift SC18)	3	0	3
28	**Sy Harraway** (34 Ford Coupe)	3	0	3
29=	**Harry King** (Porsche 911 GT3 Cup)	3	0	3
29=	**Bailey Voisin** (Ginetta G40 Junior)	3	0	3
31	**Michael Gibbins** (MCR S2000)	3	0	3
32	**James Card** (BMW E46 M3)	3	0	3
33	**Kaylen Frederick** (Tatuus F4-T014)	3	0	3
34	**Zak O'Sullivan** (Mygale M14-F4)	3	0	3
35=	**Oliver Bull** (Vauxhall Tigra Silhouette)	3	0	3
35=	**Andrew Godfrey** (Ford Focus)	3	0	3
37	**Tony Bishop** (Dallara F304)	2	1	3
38	**Dave Coyne** (Ford Mustang)	2	1	3
39	**Jamie Sturges** (SEAT Leon TCR)	2	1	3
40	**Jonathan Mitchell** (Chevron B19)	2	1	3
41=	**Tom Bell** (Austin Mini Cooper S)	2	1	3
41=	**Joe Ferguson** (Austin Mini Cooper S)	2	1	3
43	**Dave Griffin** (BMW E36 M3)	1	2	3
44	**Ollie Brown** (Ginetta G55)	1	2	3
45	**Justin Heap** (Caterham 1600)	0	3	3
46	**Ian Buxton** (GAC Daghorn)	0	3	3
47	**James McCall** (Caterham Sigma 135)	0	3	3
48	**Andrew Bourke** (Alfa Romeo 156)	0	3	3
49=	**Steven Jensen** (Mini Cooper S)	0	3	3
49=	**Joshua Jackson** (Ginetta G55)	0	3	3

Table accurate after 15-16 August races. All car races in UK and Ireland are included except qualification/repechage, consolation and handicap races. No races in other countries. Class wins are only counted when there are at least six starters in the class. Only classes divided by car characteristics are included. Classes divided by driver characteristics such as ability, professional status, age, experience (for example rookie or Pro-Am classes) are not included. Where there is a tie, overall wins take precedence. Where there is still a tie, average grid size for a driver's wins determines the order.

FORMULA VEE

Not many championships boast over 50 years of history and continue to thrive today. But Formula Vee, one of the cheapest ways to go single-seater racing, is a series with enduring popularity

BY STEPHEN LICKORISH

PHOTOGRAPHY **GARY HAWKINS**

Think of a low-budget single-seater category and Formula Ford 1600 is perhaps the most familiar. But the 750 Motor Club has two other popular series as part of its portfolio that can actually be even cheaper: F1000 and Formula Vee. The latter was launched in 1963 (arriving in the UK in 1967) and can trace its history back even further as many of the key parts come from the Volkswagen Beetle, a car first built in the 1930s.

Formula Vee has continued to enjoy strong grids over the years and a host of top names have graduated from the category – the most famous in recent times being 2017 British Touring Car champion Ash Sutton, who was fourth in 2010. Twenty-nine cars were on the grid for the races at Brands Hatch earlier this month, demonstrating the series' enduring popularity.

"It's one of those formulas where it's nice to be in," says Alan Woodward, whose GAC concern has built engines for Formula Vee since 1993 as well as having a spell constructing cars. "When I was running cars, my competitors would lend me bits to keep the cars running.

"There are various types of people in there. There are people just going out for a jolly and don't really care where they finish as long as they have a good race. Then there are the really competitive ones that are doing everything to win, but there's still a camaraderie between them.

"It's so cost-effective, I reckon you can do a season on £10,000. I think you can spend more playing golf than racing in Formula Vee!"

CHASSIS AND BODYWORK

One of the areas where car builders have more freedom is with the chassis and bodywork. There are relatively few regulations here and that allows people to construct their own cars, such as points leader – and GAC-powered driver – James Harridge's Maverick (pictured).

Many chassis are converted from Formula Ford specification to fit the standard Beetle parts. And these can be made from aluminium, carbonfibre or fibreglass.

"The only major stipulation is that the bodywork has to cover the engine crankcase," says Woodward.

RYAN
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GEARBOX AND SUSPENSION

Alongside the engine, other areas with standard VW Beetle parts are the gearbox and suspension. There is a wealth of unmodified components that must be used, including hubs, front axle beam and rear halfshafts.

The standard four-speed synchromesh Type 1 VW gearbox must also be used, extra-long gear ratios allowing the car to reach high speeds despite its limited number of gears.

Woodward believes having these stable regulations is vital to the category's success. "As soon as you change the regulations, it's the people with money that change first and go quicker," he says. "A small change has a huge knock-on effect – if you keep the regulations stable, it allows all the others to play catch-up."

TYRES

The category uses treaded Hoosier control tyres and this is another area that contributes to Formula Vee's affordability.

"The tyres last a year," explains Woodward. "Really, if you've got two sets, keep a new set back for the wet and use the other one in the dry. They don't seem to lose performance with wear."

ENGINE

The category gets its name from its VW links and one of the places where this is most obvious is the engine. The series still uses motors based around the Beetle's Type 1 powerplant, a 1.3-litre unit that Woodward reckons produces up to 108bhp.

"The engine's horsepower was about 88 when I started and now it's 108 and the engine regulations haven't changed!" he says. "It's a development formula."

That power is in contrast with the engine's humble road-going origins. "They really shouldn't work like they do!" Woodward adds. "At Donington through the Craner Curves, you're pulling 1.7G at nearly 120mph."

‘LIKE GEARBOX GO-KARTING AT 100MPH WITH YOUR MATES’

The 116 Trophy is one of the UK’s newest series and, despite a delayed start to its sophomore year, is already showing signs of flourishing – including getting an ex-Formula 1 driver behind the wheel

BY STEFAN MACKLEY

PHOTOGRAPHY **JON ELSEY** AND **RICHARD STYLES**



"Drive quick, don't crash." As advice goes, it's not the most groundbreaking, but when an ex-Formula 1 driver tells you to do something, you sure as hell listen.

Martin Donnelly is perhaps better known for the horrendous accident he suffered at Jerez in 1990 – when he was lucky to escape with his life after being thrown from his Lotus 102 – than for his undoubted ability behind the wheel, which took him to International Formula 3000 victories in the late 1980s.

He's certainly not one to shy away from a challenge, taking up the chance to race in the delayed opening round of the 116 Trophy – a series entering its sophomore year in 2020 – last month.

It also happened to be in the same car that this writer was offered to drive – and the opportunity to learn from a 13-time grand prix starter wasn't one I was going to waste.

The 116 Trophy is one of the 750 Motor Club's newest series. Two rounds were run alongside Roadsports last year before it went solo with three standalone races. Entries for those trio of meetings averaged 13 cars.

Its ethos is based around affordable endurance racing, for which there seems to be a growing market, with the Citroen C1 and EnduroKa series also appearing over the past few years offering a similar low-cost experience.

The BMW 116i used is close to road-going specification, with only minimal changes including a rollcage, racing exhaust, suspension modification, new ECU and a set of Nankang tyres.

The organisers had high hopes heading into 2020 that they could build on what the series achieved last season and, despite the delay and uncertainty resulting from the coronavirus pandemic, 28 cars appeared for the opening round at the Snetterton 200 Circuit. That was an incredible feat, and a source of great satisfaction for series director Mark Bate.

"There were times when I thought this [COVID-19] could finish any race series, never mind a brand new one," he says. "I was looking at who it was going to hit and, because of the multiple drivers, the amount of people that we bring to the paddock, I thought, 'This is going to kill us'. I was really worrying, I was on edge.

"We did what we could – speaking to people and showing them that we were still here."

> "It's quite neutral, it's got a nice little bit of understeer, which means the back end doesn't step out"

Before the race I have the chance to test the car, which has been put together by Graham Tatham and his son Freddie. Tatham Jr, who has previous experience of competing in the BMW Compact Cup and Production BMW Championship, is going to be the third driver.

I've taken part in a number of trackdays, but my only previous race outing was in the 2018 C1 24 Hour race at Rockingham. While I'd spent an entire day beforehand driving the car, with no reference from lap times or with another driver behind the wheel my learning had been limited.

With this experience firmly in my thoughts, I'm keen to get advice before going out. Then, completely unprompted, Donnelly appears .

"The first turn is easy," he says, before going into detail about braking points and what gear I should be in for each corner.

It's short and to the point, which is perfectly to my liking and doesn't fill my head with unwanted thoughts or concepts, although I do walk away knowing that while some corners may be "easy" for someone with his experience, attempting the same in my opening laps is probably not the wisest thing to do.

The two 20-minute sessions prove to be a mixed bag, as sharing the circuit with faster cars from the Clio 182 and Toyota ▶



1 Series racer has only 116bhp, but it's well balanced and good fun

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A field of 27 cars took the start of the opening round at Snetterton

STYLES

MR2 categories means I'm often looking in my mirrors. Having watched Donnelly being swamped by the same cars in his session, I at least know that this is to be expected, but finding space and keeping to the racing line is still proving a challenge. Only at the end of the day when chasing another 116 over three uninterrupted laps do I feel confident that I'm at least somewhere in the ballpark when it comes to pace.

My first impressions of the car, though, are positive. It feels nicely balanced and such has been my confidence on the throttle that we turn on the DTC (dynamic traction control) to lower the input of the traction control. In many ways it feels like a go-kart — Bate describes it as "gearbox go-karting at 100mph at the best circuits in the country and you share it with your mates".

Donnelly too is impressed with what the car is capable of. "I have to say I was pleasantly surprised," he says. "It's got no strange quirks, it's nicely balanced — I'm talking about in the dry going at hard speed — it's quite neutral, it's got a nice little bit of understeer on the front for the corners, which means the back end doesn't step out.

"Because it's got 116bhp, it's not got a lot of horses so you're not spending big money on having engines done, the tyres are the same for wet or for dry, and the car is pretty standard.

"There's nothing that you can do too much differently to it to make it go faster, so for anybody coming off the street who fancies a go, there's no better starting point. It's cost effective — in motor racing terms it's cheap — and it's actually quite a pleasant car to drive."

Race morning dawns and, where there had been bright sunshine 48 hours earlier, it's now gloom and rain. I've only been at the track for a few of moments before Donnelly has offered me a tea in his caravan and pulled out a map of the circuit to discuss wet lines.

> "Donnelly's level of detail immediately makes me realise what sets an ex-F1 driver apart"

While I am perfectly content completing the three qualifying laps, which each driver is required to do, at a steady pace — and probably in some ignorance assuming the track would be dry by then — Donnelly is having none of it.

The level of detail immediately makes me realise what sets an ex-F1 driver apart — such as picking up on a rough patch of asphalt on the outside of Nelson that had not been resurfaced lately, meaning if I can hook my front-left wheel over it, that will help turn the car.

Around the whole the lap there are little gems of information that could probably save seconds against those who don't know about them. It opens my eyes to what's possible.

With Donnelly's words "be quick, don't crash" in my head as I venture out on track, it doesn't take long to realise that, while there's no standing water, a thin layer of moisture has made the surface treacherous.

Coming out of the Montreal hairpin, any notion that the TC will do all the work is dismissed as I get a huge kick of oversteer, which catches me by surprise but, at the same time, doesn't feel like it's trying to kill me. The remainder of my laps are spent catching the car in front, which appears to be sliding around more than me!

Having handed over to Tatham and then Donnelly, we place 13th out of 28 runners, with the former F1 driver's time of 1m49.84s some 5.26 seconds off pole.

Knowing the race will be in the dry — and that the daunting role of starting is in Tatham's hands — it's now a case of trying to relax. As Donnelly says: "The more relaxed you are, the more you enjoy it."

I speak with Chris Noakes who, like me, is new to the series. Not only that, but ▶



Donnelly keeps an eye on Autosport man Mackley

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he and fellow competitor James Redish have driven their cars to the circuit — another tick in the box for the series.

"For people who want to get into motorsport, particularly youngsters, it's an easily affordable way," says Noakes. "No motorsport is cheap, but this is right down at the bottom end cost-wise and the regulations that are in place mean that it's not going to run away with itself. The cars are fairly cheap, the technical regs are such that you can't spend silly amounts of money and you can't get an advantage over anybody else. The cars are really equal."

From the start of the race, my eyes are fixed on our fantastic retro-liveried car and its progress, as Tatham slowly begins to make up the few spots he dropped at the start, eventually bringing the car in from seventh after staying out longer than others before our first stop.

Then it's my turn. My stint doesn't exactly start on the best note, with a five-second penalty board appearing as I leave the pits. Shit! Had I been speeding in the pitlane? As it turns out, Tatham had been given the penalty for exceeding track limits, but I'm none the wiser so spend the opening lap berating myself for what I assume has been my careless error.

I begin trying to settle into a rhythm but soon find myself being chased by two faster cars — who I notice via their pitboards are running first and second.

With Donnelly's words of advice running in my head, I allow them through and then try to follow them. While not able to stay in touch, having them to chase — or fall back from, depending on your point of view — definitely helps pull me along, and soon I'm behind the car of Chris Slator, who'd overtaken me at the start of my stint.

But no sooner than I start looking for a way past, I'm called in. What has felt like only five minutes behind the wheel is actually closer to 25.

With Donnelly in place, we unsurprisingly climb up the rankings, eventually crossing the line one lap down in 14th place, before losing a spot for the five-second penalty.



Close battles were to be found up and down the field

STYLES



ELSEY

"If the invite came back from the club to go to Anglesey I'd bite their hand off, it would be great"

My fastest lap is set on my final lap — a 1m39.34s — just over three tenths off what Tatham has been able to achieve in the first stint and *just* within a second of Donnelly's best.

A second is a lifetime in racing, but to be within that margin of a former F1 driver exceeds all my expectations and then some, especially knowing that I'm only just beginning to tap into the full potential of the car and myself.

As for the car, it runs faultlessly, although both Tatham and Donnelly reckon it's down on power compared to our rivals. There's no safety car in the whole race and, while there's been the occasional spin and off-track excursion, driving standards are very high.

As with any series, new or old, there are always things that can be improved. A longer qualifying session would be good, as a three-driver team such as ours was cutting it a little fine to make sure we all completed the required laps.

There's also talk of increasing the 90-minute race to two hours, which would be on the limit of the fuel tank but offer even more track time.

But, as Bate says, "you can't make a decision on the first race of the second season because you haven't got the data, so we've got to sort of do the races to look back on the races".

Having doubled its average entry from last year already, the future of the series appears bright, even when so much at the moment is uncertain.

And, ahead of the next scheduled round in September at Anglesey, there can be no greater endorsement than that of an ex-F1 driver: "If the invite came back from the club to go to Anglesey and race around there I'd bite their hand off, it would be a great experience." ■



Car crossed the line 14th but was demoted a place

ELSEY


Thumbs up and all smiles: (L-r) Tatham and Donnelly with Mackley after the race



THE GT4 NEWCOMER TAKING BRITISH GT BY STORM

It might lack the glamour of the Le Mans-conquering LMP1 car, but the latest offering from Toyota Gazoo Racing's Cologne base is already causing a stir on the national scene

BY JAMES NEWBOLD

PHOTOGRAPHY **JEP** motorsport IMAGES

Although smiles weren't clearly visible behind the face masks, there was an air of quiet optimism in the room as Autosport sat down for a socially distanced chat with Speedworks Motorsport after qualifying for the recent Donington Park British GT round.

The new-for 2020 Toyota GR Supra GT4 was due to line up second for both races – the first based on the combined times of drivers Sam Smelt and James Kell, the second on Smelt's time from the second session – having topped both practice sessions earlier in the day. On only the car's second outing, it would score a maiden podium in a wet race one the following day and was fourth in race two, second of the cars that had started on the unfavourable wet Pirelli on the fast-drying track. Having for so long been the domain of Aston Martin and McLaren, there's a new gunslinger in the GT4 corral.

Speedworks, best known for its exploits in the British Touring Car Championship, became an official partner of Toyota Gazoo Racing Europe (TGRE) in Cologne before the debut season for the Corolla NGTC last season, so it was little surprise when Christian Dick's outfit was chosen to showcase the company's new GT4 racer on the UK market. Primarily developed by 1998 Le Mans 24 Hours winner Stephane





Kell (above) and Smelt have taken one GT4 podium so far



Speedworks is getting support from Toyota Gazoo Racing Europe

“I was apprehensive of what to expect but I was really surprised at how aggressive the car is”

Ortelli and Toyota LMP1 driver Jose Maria Lopez, who raced it in the DTM Trophy at the Lausitzring last weekend, the GR Supra GT4 is the “next level”, according to TGRE’s senior engineer for customer motorsport Florian von Hasselbach, beyond its popular GT86 platform.

“This project is way bigger than the GT86,” confirms von Hasselbach. “We use the GT4 project also to support sporting activities from the road to the race track.”

Unlike LMP1, which requires a blend of speed and efficiency, TGRE knows that to become a player in the customer racing market it will need the car to be easy to set-up and drive for racers of varying abilities, while also being affordable. Von Hasselbach says there is a “fine line between correct performance and also adequate pricing” to ensure it does not become too expensive, a point project manager Loic David addresses as “the biggest challenge”.

Frenchman David has an extensive background with TGRE, having acted as the chief engineer overseeing its entry to Formula 1 in 2002. He certainly knows what he’s talking with regard to costs, having been charged with managing the Lexus RC F GT3 programme — one Cologne rather inherited from Japan — which has struggled against European-based competitors due to high import taxes.

“At TGRE they are very experienced at designing cars for Formula 1, the Le Mans 24 Hours, the World Rally Championship, plus the GT86, but this has been a new phase in the company,” he says. “You use your expert eyes from the electronic department, engine and chassis, but you need to do a lot of compromises in the price, you cannot go as much into details or solutions like you have in prototype cars. It’s very demanding to be focusing everybody on that aspect — that has been one of the biggest challenges.”

Naturally TGRE has taken time to study what is already available on the market and the elements on the car it can change from its road-going variant, with von Hasselbach identifying the electronics as the most significant change beyond an enhanced front splitter and rear wing to improve downforce. Again, it’s a move made with customers in mind.

“In the long term this will save us a lot of issues with customers,” he says. “We tried to make the system easy for the customer to be able to handle themselves.”

The result of its efforts was immediately clear to Dick last year when he and BTCC driver Tom Ingram travelled to Jarama to sample the package for the first time.

“Obviously GT4 regulations are based very heavily on the road car and that can leave them feeling a bit heavy, a bit lethargic,” says Dick. “But this felt a much racier, much more connected package. All three of the guys when they first drove the car were happily surprised by how positive it felt and the feedback they got from it.”

Indeed, even after only three tests and two race weekends, the car is showing enormous potential in Speedworks’ hands, despite running with significantly more Balance of Performance weight and rideheight than engineer Tim Wright had accounted for.

“Every change we have made, you can feel a big difference,” says Smelt, who drove a Race Performance Ford Mustang GT4 last year. “It’s easy to work on and compared ▶

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to the Mustang, its strengths are in different areas. It's hard to say, race to race and track to track, but the package as a whole feels strong right from the outset."

Wright, who ran Ben Tuck and Ben Green's Century Motorsport BMW M4 to second in the GT4 standings in 2018, adds: "From the word go, it's been a very easy car to set up – it's an easy car to get a feeling for what changes are going to help."

Wright explains that the car is especially stable in high-speed corners, which is also helping its drivers acclimatise. Ginetta graduate Kell admits to feeling "disheartened" after a test in the Aston Martin Vantage GT4 that won last year's title, but his nerves were dispelled after trying the GR Supra GT4.

"I was apprehensive of what to expect but, when I jumped in it, I was really surprised at how aggressive the car is," he says. "It just feels a bit more pointy."

Wright continues: "The sort of set-up we've got, it's testament to the engineering that's gone into it. The engine is fantastic anyway, but it's so much better on a lot of levels than the BMW was.

"At Silverstone [in testing], we were nearly two seconds under the pole for last year. OK, they've resurfaced some of the track, which maybe gave us a second, but to be that fast definitely bodes well."

Indeed, Speedworks is confident that the remainder of the season – with the Brands Hatch Grand Prix circuit followed by another visit to Donington, then a Snetterton double-header and Silverstone – should suit the GR Supra GT4 well.

"Oulton, in theory, would have been our worst track anyway, every other track is pretty high-speed," points out Smelt.

Although the team has some catching up to do in the points standings thanks to a DNF in race two at Oulton Park when Kell tagged Matt Griffin's GT3 Ferrari at Knickerbrook, it is telling that Dick is already looking at what more is to come.



The new car has proved to be immediately on the GT4 pace

"We're still at the very early stages of a new team of guys working together and Tim and the drivers' understanding of the car," he says. "While we're in a great position, and we've got there far quicker than we possibly could have hoped for or certainly have any right to expect, there's every reason to believe we're only going to get stronger from now on.

"The more that we understand the car, the more time that the guys spend working with the team, the team working together, it's all going to gel and get stronger. There's a lot of optimism about the circuits that we're going to and the car's strengths that we know at the moment, but also in the fact that even those weaknesses in the package will iron out and will get stronger."

TGRE is an active participant in this, with technical support on hand at every round so far feeding back to Cologne.

"We've got a representative from them here and he regards us as the best set up team that they're working with," says Wright. "He's pushing quite hard to get things done, which from our point of view is great."

Given the uncertain economic climate arising from the coronavirus pandemic, Dick's plan is for Speedworks to remain a single-car team for the foreseeable future but, with the GT4 team a separate entity to the BTCC operation, there is scope to expand in time.

"Of course, there are benefits of having two cars – that would be great – but it's a really strange season for a lot of reasons," he says. "We're only just starting this season and already we're at the time of year where, from my point of view, we're thinking about next year and how that can look with regard to what kind of support can we expect, where is the money going to come from to run one car, let alone moving on [to a second].

"I'm open-minded to it. In an ideal world pre-COVID yes, definitely, and if the right opportunity is there, we'll look at it again, but right now the focus is on making sure we get this right and seeing where that leads us."

The GR Supra GT4 is also being run in multiple series across Europe, including the Nurburgring-based NLS, European GT4 and French GT4. But success with a one-car team in Britain, for a project so young, would perhaps be TGRE's greatest accomplishment. Whether it will happen this year remains to be seen, but one thing is for sure: this is only the start. ■


Dick (l) and Autosport technical expert Wright have been impressed by Supra

The Reliant Kitten purred to five overall Special Saloon titles back in the 1980s







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THE KITTEN SET TO ROAR AGAIN

It's 60 years since the Marshall & Fraser team first formed and now one of its successful machines, the Reliant Kitten, is set to go on the prowl once more

BY MARCUS PYE

Reliant of Tamworth's 850cc Kitten was a utilitarian niche-market four-wheeler with no pretension to performance beyond economy. The sensational track-burning namesake with which renowned Aylesbury motor engineers Marshall & Fraser dominated one-litre Special Saloon events through the 1980s was a significantly less frugal feline, which borrowed nothing from the original Ogle design but its glass-reinforced plastic profile.

Now, after almost 30 years in hibernation, the team that evolved the multiple championship-winning legend – and has more than 100 race wins on its CV – has awoken the Kitten and sharpened its claws for a racing return. Not just to evoke memories of glory days past but also, one suspects, to enhance its impressive pedigree.

To begin to understand the world's fastest Kitten, we need to go back to its roots in the immaculate Mini Traveller, with which Stephen 'Ginger' Marshall, now 77, earned considerable success in the 1970s. Constructed around a beautifully neat M&F designed and built aluminium monocoque chassis, carrying elements of an optimised Mini front subframe and beam rear axle, the longer-wheelbase derivative of Sir Alec Issigonis's masterpiece proved the aerodynamic advantages of the traveller's extended roofline, reproduced in a skin of thin fibreglass.

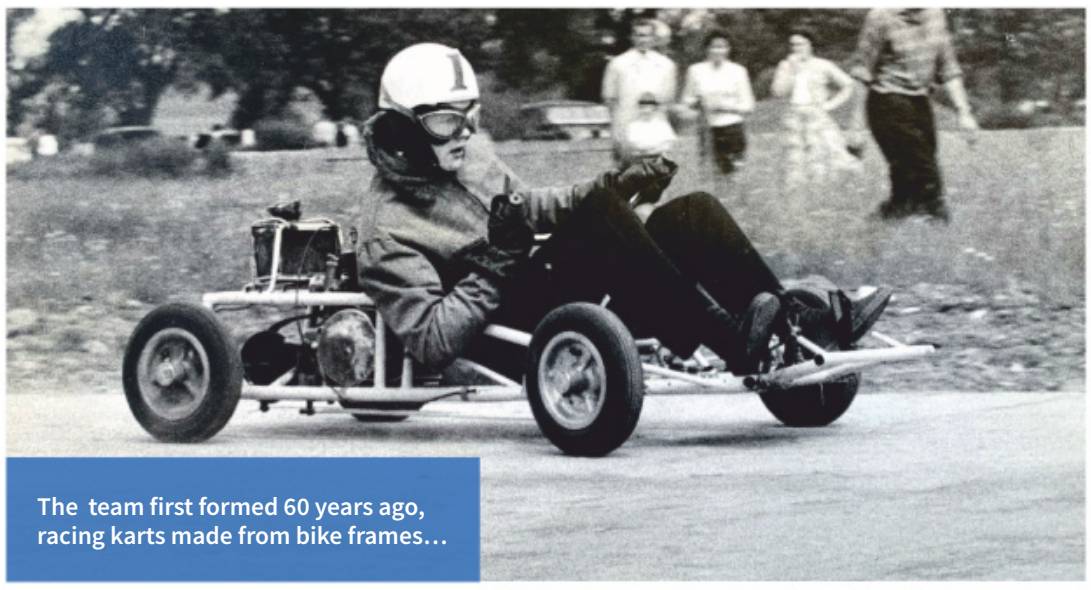
When its hot short-stroke BMC A-Series '970S' engine – by then fitted with ultra-light Duralumin valve gear – ran out of puff, the brains behind the project, focused by Ginger, older brother David and Ian Fraser, grafted a cut-down Hillman Imp cylinder block onto a Mini gearbox with Jack Knight internals. This was ready in the summer of 1977. The ultra-professional conversion – make no mistake, we are talking clever boffins here, not lock-up tinkerers turned weekend warriors – showed promise but, perhaps inevitably, weaknesses emerged as they endeavoured to make it reliable. By the end of 1979, when, as David Marshall recalls, it "blew to smithereens at Silverstone", they felt they had exhausted the car's potential. "The Mini had reached the end of its life, but we're racers. We just wanted to go quicker."

The answer was to go the whole hog and develop a bespoke engine. "We wanted a stiffer block than the [venerable] Imp's so decided to make our own," he says. "A retired patternmaker in Poole did a test casting, then once we were happy with it another three or four blocks were made by a company in Milton Keynes." Purposefully stout-looking, it retained an Imp cylinder head – inspired by Andy Chesman of Greetham Engineering – fed by Dellorto 45 DHLA carburettors, but its power output was a closely guarded secret.

"We'd learned a little bit about aero, but the Mini estate's shell, even with aluminium sides, one-piece fibreglass front and roof, weighed around eight and a half hundredweight [425kg]," says David. "What we ultimately needed was a lighter successor incorporating everything we had learned from it to enable us to move on to the next level."

As Ginger's brother-in-law Brian Davies noted: "An interesting team observation from the Mini was that when Ginger pulled up in the pitlane or at the podium after races, a pronounced depression had appeared towards the rear of the roof, indicating the downforce being generated."

David explains: "The Kitten's shell is six inches narrower than the Mini's and ▶



The team first formed 60 years ago, racing karts made from bike frames…



…and a successful switch to car racing soon followed with the Mini 850

– by the time we'd sawn the bottom off it – no taller. With a similar wheelbase, its increased front overhang allowed more efficient radiator positioning and the longer sloping front and greater windscreen rake help the aero. The bonnet does more work. Making the [subtly flared-arched] body from a bare shell and positioning it carefully on the proven running gear, all done in-house and within the Special Saloon regulations, was a starting point. We also needed bigger brakes, which 13-inch wheels [that wouldn't fit the Mini's arches] accommodated."

The crowd-pleasing Traveller body lived on, incidentally, clothing a John Maguire spaceframe chassis commissioned by local hillclimber John Meredith.

The Reliant was also 'converted' from rear-wheel drive to front. "Special Saloon regulations specified that the engine and gearbox must remain in the same half of the car as the base model's, not which end was driven," David clarifies.

Weighing in at under 400kg – less than a 1100cc Formula Junior single-seater or a Formula Ford 1600, to give perspective – the new car took shape over three years of long evenings and weekends and debuted

> "There's no agenda for the comeback, other than to enjoy ourselves and be competitive"

in 1982. Incredibly quick straight out of the box, the Kitten justified the investment of effort, design detail and hard-earned funds. In Ginger's skilled hands, it aced the British Automobile Racing Club Wendy Wools Special Saloons championship five times, twice winning the club's President's Cup for most race wins in a season. "The first time I received it we saw Ayrton Senna's name engraved on it, so that was a special accolade," he says proudly.

The combination's performance continued to open rivals' eyes and made it a fans' favourite as it repeatedly slayed giants wherever it competed around the country. Sub-50-second laps on the old Brands Hatch Club circuit, 48s at Mallory Park and a mind-blowing 1m23.2s (101.94mph) at Thruxton – a phenomenal achievement even now – were staggering. Aerodynamics played their part, indeed much of the Kitten's efficiency is credited to the remarkable underfloor venturi tunnel, which the team evolved through endless experimentation.

"Competition was terrific back then [against the likes of Mike Parkes' brown Maguire Mini, Richard Long's BDA-engined Ford Anglia and Tony Bridge's Imp], as it had been in the late 1970s," says Ginger. "But some of the best racing I ever had was running flat-out, nose-to-tail with Ben Bowlby in his Kawasaki-engined Suzuki SC100 in 1988-89. We trusted each other on track and got on extremely well, on and off the tracks, so when his professional aerodynamic work [ex-Lola man Bowlby designed the innovative Nissan DeltaWing among other cutting-edge sports-prototypes] took him to the USA we took over the Bowlby National Supersports project.

"When Clubmans tried to go to rear engines they didn't want us to race 'a car from a bygone age'. So we altered the monocoque, uprated the two-litre Vauxhall red top 16v engine and



Ginger Marshall soon started picking up trophies in the Mini

MARSHALL & FRASER RACING LANDMARKS

YEAR	MILESTONE
1960	First go-kart race
1966	**Mini 850 'free formula' debuted**
1969	BARC Osram-GEC Special Saloons Championship ***850cc champion***
1975	**Mini Traveller debuted**
1976	BARC Forward Trust Championship ***1000cc champion***
1978	BRSCC Hitachi Special Saloons Championship ***overall champion***
1982	**Reliant Kitten debuted**
1982	BARC Wendy Wools Special Saloons Championship ***1000cc champion***
1983	BARC Wendy Wools Special Saloons Championship ***overall champion***
1985	BARC Wendy Wools Special Saloons Championship ***overall champion***
1987	BARC Wendy Wools Special Saloons Championship ***overall champion***
1988	BARC Wendy Wools Special Saloons Championship ***overall champion***
1989	BARC Special Saloons Championship ***overall champion***
1990	BARC Special Saloons Championship ***1000cc champion***
2000	**Bowlby Mk2 debuted**
2011	BRSCC OSS Championship ***two-litre class champion***



The Famous Five back together (l-r): Brian Davies, Ginger Marshall, David Marshall, Ian Fraser and Robin Read

competed in 'Blobby' wherever we could before finding a welcome home with the OSS from 2009. It was a steep learning curve, but through lots of testing and a bit of 'Dave magic' we found its sweet spot. The car handles superbly, wet or dry — I finished second in the Archie Scott Brown Trophy race at Snetterton in torrential rain — but pulling 143mph and 2.7G lateral loads at Silverstone became too physical for me, so we stopped in 2016."

Despite three seasons out of the cockpit, the traditional 'board meetings' in 'The Shed' workshop at Stoke Mandeville every Saturday — a 150-mile round trip from Sussex for Brian — have continued, and the boys all miss racing. In the course of these socials they hatched a plan to recommission the Kitten, then set to work with boyish enthusiasm rekindled. Long-retired from the business they founded, it's back to the future in the M&F team's 60th anniversary year. The little car is now on the button, ready to go and reverted to its original Surf Blue warpaint rather than loyal sponsor Staffhire's battleship grey.

As David concludes: "There's no agenda for the comeback [the Classic Sports Car Club's Special Saloon and Modsports series, its spiritual home, will be enhanced by another blast from the past and its close-knit fraternity can't wait!], other than to enjoy ourselves and be competitive. Some of the things we've learned from the Bowlby have been put into the Kitten and will hopefully be reflected in lap times. We've never stopped learning over all these years. That's been our fascination from the start, the motivation behind what we do and why we love doing it."■

THE FAMOUS FIVE AND GINGER BEER

Socially distanced in Marshall & Fraser's workshop, 'The Shed', the banter is redolent of invincible teenagers, not pals aged 82, 81, 79, 77 and 76, who have pooled their talents and resources to compete for 60 years.

In 1959 David Marshall and Ian Fraser, junior analytical chemists at a steel company, built a 197cc Villiers 6E-engined go-kart from bicycle frames. David's younger brother 'Ginger' was the quickest driver, thus was aboard when the team debuted at Easter 1960. Learning constantly, improved karts followed, the MkIV netting their first win in 1963. An innovative 'hybrid' engine with Spanish Bultaco crank, rods and barrel on a Villiers crankcase pointed to the future.

Ginger's brother-in-law Brian Davies joined the gang in the mid-1960s, bringing expertise in aerodynamics and electronics, and old friend Robin Read was on board by 2000. David and Ian, meanwhile, had co-written the first of three books on tuning and modifying BMC Minis (published by GT Foulis, an imprint of Marshall Press, run by papa Marshall), fuelling car racing aspirations.

Starting with a used-up Mini 850 – in BMC Surf Blue, now a way of life – lightened with aluminium bonnet, boot and doors, they arrived at Silverstone in September 1966. By 1969 a fresh shell had its steel panels replaced by glued and riveted aluminium replicas. With an M&F-built short-stroke engine Ginger won 13 races, and the BARC Osram-GEC championship's 850cc class, before selling the car to Graham Janzen.

The Marshalls then quit their jobs (Ginger had been apprenticed to an Austin dealership) and from 1970-74 established a successful garage business in Aylesbury, with Fraser as sleeping partner. Racing was set aside, but their competitive juices stirred on. The mighty Mini Traveller 'Special Estate' was the embodiment of much thought and toil. Powered by a BMC 970S engine, Ginger pedalled the machine to seven wins and the BARC Forward Trust 1000cc title in 1976.

Its specification evolved, becoming ever more interesting and, reclothed in Reliant Kitten panels, the team ruled the roost through the 1980s. Battles with aerodynamicist Ben Bowlby's home-brewed Suzuki SC100 then opened the next chapter.

Taking on Bowlby's sports-racing project in the late 1990s, initially in Clubmans Vauxhall spec, presented different challenges. Needless to say, our heroes rose to the occasion magnificently. Their hunger for knowledge and passion for testing honed the Bowlby Mk2 into an ultra-reliable class winner in OSS races.

By 2016, the rigours of driving the UK's quickest front-engined race car were taxing Ginger's strength, thus the Famous Five resolved to recommission the Kitten. Special Saloon fans too young to have witnessed it in the 1980s are in for a treat as it awaits the opportunity to hit the tracks again. It's a similar story with the Bowlby, which – proven by Matt Manderson – is for sale, seeking a stronger, younger, pilot.



FROM THE ARCHIVE

Long before becoming a successful tin-top racer, Jason Plato enjoyed a strong karting career. But his first campaign in car racing was not quite so impressive. He initially struggled with the Cuda Motorsport team in Formula Renault UK in 1990 but a mid-season switch to Manor Motorsport yielded an upturn in performance. He won the finale at Donington Park, before he enjoyed European success the following year. Here he threads his Van Diemen RF90 around Snetterton, in a race that was won by 1990 champion Tommy Erdos.



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