

F1 Mighty Max beats Mercedes

AUTOSPORT

BRITAIN'S BEST MOTORSPORT WEEKLY

13 AUGUST 2020

70TH ANNIVERSARY GP ACTION

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How awesome Verstappen defeated troubled Mercedes

'This was my opportunity to fight them'

PLUS

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Turkington on top amid BTCC drama



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Dominant Mercedes defeated by tyres and a tenacious Verstappen

The sheer pace of the Mercedes W11 – and the truncated nature of the 2020 Formula 1 campaign – had raised the prospect of a clean sweep of the season's races by the black cars. McLaren famously only lost one race in 1988, Ferrari won 15 out of 17 grands prix in 2002, and Mercedes also lost twice in the 21-race 2016 championship.

In terms of absolute speed – normally best seen in qualifying, depending on the weather – so far this season Mercedes has an average advantage of 1.019%. That is the biggest margin since the Williams FW15C was 1.706% clear of the opposition in 1993. But, fortunately for neutrals, racing throws up many more variables.

As Alex Kalinauckas shows in our report on page 16, last weekend's shock Silverstone result was largely down to two main factors. The first was Max Verstappen, who has been utterly superb so far this season and is primed for any opportunity that comes his way. And the second is the factor that gave him that chance: the capricious nature of the Pirelli tyres combined with the characteristics of the W11.

You could argue that having the best racing car in the world hamstrung by its rubber isn't really in the spirit of F1, but we've been here before (2012 anyone?). And last weekend's result was a boost for F1, underlined the sense of changing the compounds from the week before, and set up a new storyline for the hot races ahead.



Kevin Turner

Kevin Turner
Editor

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**NEXT WEEK
20 AUGUST**

Spanish GP/Indy 500
We bring you the F1 action
from Spain and preview
America's big race



COVER IMAGE

Andy Hone/Motorsport Images

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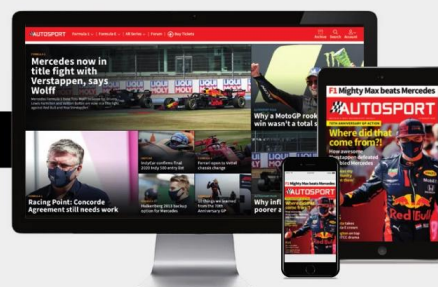
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RACING POINT RIVALS FURIOUS

FORMULA 1

The Racing Point Formula 1 team has been hit with a points penalty and a fine after it was deemed to have copied the design of Mercedes' 2019 brake ducts for its 2020 RP20. But the case is subject to appeals from five teams on both sides of the argument, and the saga looks set to drag out for a long time to come.

Racing Point came under fire after basing the design of its 2020 car on the 2019 title-winning Mercedes W10, prompting Renault to lodge a protest after the Styrian, Hungarian and British Grands Prix. The protest focused on the design of the RP20's rear-brake ducts, which were found by the FIA stewards to have been principally designed by Mercedes and that Racing Point's design approach was like "using tracing paper to copy a shape or drawing".

Racing Point had always claimed that it used photos of the Mercedes W10 for the concept of its car and aimed to reverse-engineer the design, but this was refuted by the stewards.

"The reason that Renault has protested the RP20's brake ducts is that Racing Point did not just photograph and reverse engineer those brake ducts from the Mercedes W10," the ruling read. "Instead, Mercedes had given Racing Point the CAD models and other data for the Mercedes W10 brake ducts, and Racing Point used that information to develop the RP20 brake duct."

Racing Point used Mercedes brake ducts through 2019, when they were a non-listed part and could therefore be supplied by a rival team. But brake ducts are now a listed part for 2020.

The FIA stewards handed Racing Point a 15-point

constructors' championship penalty, a €400,000 fine and two reprimands. But the team is permitted to continue to use the brake ducts on its car for the rest of the season as the part itself is not illegal, and therefore is not in breach of the technical regulations.

Instead, the illegality is in the design process, which is a breach of sporting regulations and as such is subject to a one-time penalty. The stewards acknowledged that Racing Point could not unlearn the information it had gained from using the Mercedes brake ducts in 2019.

The verdict caused further outrage throughout the paddock, dragging in the majority of teams and triggering a wave of appeals on both sides of the argument.

Racing Point team principal Otmar Szafnauer called the ruling "a bit bewildering", and said the stewards were "wrong" in their tracing-paper claim. "We have 886 unique drawings for these brake ducts, and if you look at the regulations, the regulations say it's got to be your design," said Szafnauer.

"We designed the whole thing ourselves. The stewards are saying, 'Yes, but the start of your design was looking at a Mercedes brake duct and starting with it'. But you have to remember, in 2019 they were not listed parts. Once you learn something on a non-listed part, in 2019 it was legal, and you can't unlearn that."

Racing Point plans to appeal the ruling, but will be joined in the courtroom by McLaren, Renault, Ferrari and Williams, all of whom are set to lodge appeals in pursuit of a harsher sanction.

"They claimed that they had copied the car via photography," said McLaren Racing CEO Zak Brown. "It's clear from reading the document that that's BS, and therefore you have to question anything else around

NO MORE F1 CLONING, SAYS THE FIA

FORMULA 1

Formula 1 plans to outlaw copycat designs from next year to prevent any more teams following Racing Point's lead and cloning a rival's concept.

Stewards announced that they felt Racing Point had breached F1's sporting regulations in using a rear-brake design that was not its own, and the FIA has revealed that further action is to be taken for next season.

FIA single-seater head Nikolas Tombazis (below) said that the governing body and F1's commercial rights holders have agreed that teams should no longer be allowed to clone cars.

"We do plan with very short notice to introduce some amendments to the 2021 sporting regulations that will prevent this becoming the norm," said Tombazis. "This will prevent teams from using extensive parts of photos to copy whole portions of other cars in the way that Racing Point has done. We will still accept individual components to be copied in local areas, but we don't want the whole car to be fundamentally a copy of another car."

Tombazis said the FIA wanted to give a "very strong message" to teams that such an approach should not be adopted for the future. "We don't want next year to have eight or 10 Mercedes or copies of Mercedes on the grid," he said. "We don't want this to become the normal Formula 1."

JONATHAN NOBLE



SUTTON



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HONE



DUNBAR

Szafernauer and Stroll (pictured right) are fighting to uphold honour of Racing Point amid row

OVER 'COPYCAT' PENALTY

that car. It's potentially the tip of the iceberg, the starting point of looking at what's happened here."

Mercedes' role in the saga is also set to come into the spotlight. The team supplied brake ducts legally to Racing Point last year, but was found to have transferred a set of the parts on 6 January – as spares for pre-season testing – when they were no longer a listed part. While the stewards deemed the transfer not to be a significant breach of the regulations, given Racing Point already had all of the information about the brake ducts, it is understood that Mercedes' rivals are set to pursue the matter further.

"We have done nothing wrong," said Mercedes team principal Toto Wolff. "I strongly believe that Racing Point has done nothing wrong. I believe that if this goes to the International Court of Appeal, the lawyers and the barristers have a strong opinion that this is a case that has very, very solid pillars, and therefore everybody's in a good place about that. If someone thinks that we have done something wrong, they should protest, and we're happy to go to court."

The saga also prompted a rare public statement from Racing Point owner Lawrence Stroll, who said both his and the team's integrity were "beyond question".

"I am appalled by the way Renault, McLaren, Ferrari and Williams have taken this opportunity to appeal, and in doing so attempted to detract from our performances," said Stroll. "They are dragging our name through the mud and I will not stand by nor accept this. I intend to take all necessary actions to prove our innocence."

LUKE SMITH

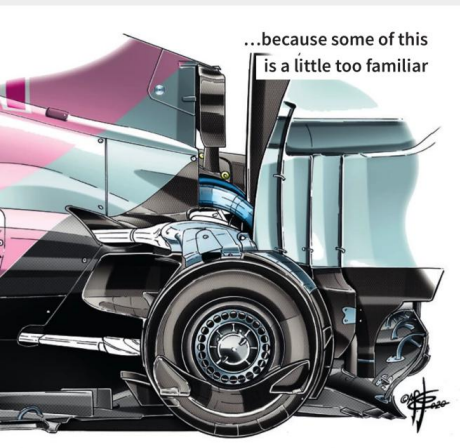
P16 SILVERSTONE ACTION

Wolff's role is under spotlight...



HONE

...because some of this is a little too familiar





SUTTON/MOTORSPORT IMAGES

Mercedes stalling over new Concorde Agreement

FORMULA 1

Mercedes and Formula 1 are in a stand-off over the new Concorde Agreement that is set to revise the teams' commercial terms next year.

F1 commercial rights holder Liberty Media has been in talks with teams for a long time over the revised terms from 2021, aiming for a more equitable distribution of income between teams and a revised governance structure. But while many teams have said they are ready to put pen to paper on the new deal, Mercedes chief Toto Wolff made clear he was unhappy with the current proposals.

"We are, I would say, the biggest victim in terms of prize-fund loss," said Wolff. "I feel that Mercedes has contributed to the sport over the last years. Apart from being competitive on track, we have the driver that has clearly the most global appeal [we assume he's not talking about Valtteri Bottas – ed]. We feel that whilst being in those negotiations, we weren't treated in the way we should have been. Therefore there is a bunch of open topics for us that are legal, commercial and sporting. In our point of view, I don't feel ready to sign a Concorde Agreement."

Mercedes is understood to be unhappy with a lack of recognition for its recent success in F1 and its contribution to the sport as an engine supplier for almost 30 years. Ferrari is set to retain an advantageous position both financially and politically under

the revised agreements, keeping its controversial veto power.

F1 fired back by saying it would "not be delayed any longer" in getting the Concorde Agreement signed, with a deadline set of 12 August for terms to be finalised.

Wolff went on to say that most teams wanted terms "cleaning up" before signing, but were "up the arse" of Liberty when speaking publicly, despite private concerns. But he did not see any issue if Mercedes did not manage to sign up to the new Agreement by 12 August. "I don't think that if large corporations need more time, that this is going to be an issue," he said. "There is a parity and transparency clause in all the contracts. I completely understand where Chase [Carey, Liberty boss] comes from to get this done and sorted, and I think it's our sport, and we should find solution."

Red Bull team principal Christian Horner was confident that all 10 teams would eventually sign the terms. "You have to take a bit of a holistic view on these things – you're never going to get everything you want," said Horner. "I think it's only a matter of days away. I would envisage that all teams would be signing at some point."

Ferrari boss Mattia Binotto added: "I don't know what will be Mercedes' position, that's up to them to decide. I hope they will sign. It will be great to have Mercedes with us next year."

LUKE SMITH

Le Mans behind closed doors

LE MANS 24 HOURS

The Le Mans 24 Hours will take place without a crowd this year. Race organiser the Automobile Club de l'Ouest has been forced to reverse its plan to allow a limited number of spectators in the face of an increase in COVID-19 infections in France.

The decision to hold the double-points round of the World Endurance Championship round on 19-20 September behind closed doors was made in conjunction with the local government – the Prefecture de la Sarthe – and health authorities. ACO president Pierre Fillon explained that there are "still too many question marks regarding health and safety" for even a small crowd to be permitted.

"Over the past few weeks, we have looked at many ways in which we could hold our event in September with fans present, albeit in limited numbers," he said. "However, given the constraints involved in organising a festival-scale event over several days in the current situation, we have opted with the local government authorities to hold the race behind closed doors. You don't compromise where safety is concerned."

The ACO announced at the end of June that the race would go ahead with a restricted crowd that would be arranged in social bubbles, what it called fan villages, each accommodating 5000 people. It never put a figure on the maximum attendance, but there were plans to have approximately 10 such set-ups around the length of the circuit.

Spectators with tickets for the race will be contacted by the ticket office.

GARY WATKINS

P13 OPINION



JEP/MOTORSPORT IMAGES



MURRAY'S NEW SUPERCAR Formula 1 design legend Gordon Murray has taken the wraps off his latest supercar. The Gordon Murray Automotive T.50 was launched last week with a video presentation that included an explanation of the fan-car aerodynamics inspired by his Swedish Grand Prix-winning Brabham-Alfa Romeo BT46B of 1978. There was, however, no mention of the plans to race the car of which Murray talked late last year.

IN THE HEADLINES

DI RESTA'S McLAREN CALL-UP

Ex-Force India Formula 1 racer Paul di Resta was McLaren's reserve for last weekend's 70th Anniversary Grand Prix. Sky Sports F1 analyst di Resta, who had a seat-fitting at McLaren last Wednesday, was given the Silverstone role because regular reserve Stoffel Vandoorne was on Mercedes Formula E duty, and the other reserve, Esteban Gutierrez, no longer has a superlicence.

FP3 BECOMES FP1 AT IMOLA

Imola's return to the F1 calendar with the Emilia-Romagna Grand Prix on 1 November will feature just one free practice session, on the Saturday morning, before heading into qualifying. The schedule change is due to the 1500-mile trek from the previous weekend's Portuguese GP.

FANS OK FOR DTM ASSEN

Spectators will be admitted to next month's DTM round at Assen, the series has announced. Up to 10,000 per day will be allowed into the Dutch circuit for the 5-6 September event.

MERCEDES TV CHANNEL

Mercedes-Benz Motorsport has launched a dedicated channel on Motorsport.tv. The channel will show programmes ranging from Mercedes' Formula 1 activity to Formula E and customer racing. It follows April's announcement of an official Ferrari channel on Motorsport.tv.

MIKE PERRY 1961-2020

Well-known driver manager Mike Perry has died at the age of 59 after a short illness. The Briton worked with Michael Krumm from the late 1990s and also Lucas Luhr after his departure from Audi in 2009. More recently, he helped Ben Hanley revive his car-racing career after five years out of the cockpit. Perry also had a sporting and marketing role with the JAS Honda touring car squad in 1997-98 and raced Porsches in British club events during the mid-1980s.

No crowd after all for Indy 500

INDIANAPOLIS 500

The Indianapolis 500 will take place next week behind closed doors for the first time in its 104-race history due to the continued impact of the COVID-19 pandemic.

IndyCar and the Indianapolis Motor Speedway were initially hoping the race could run at 50% crowd capacity, which was further reduced to 25% last month.

It was announced last week that the 23 August event, rescheduled from its traditional late-May date on 24 May, would not be open to the public.

The IMS statement said the decision to run the event without fans had been made "following careful consideration and extensive consultation with state and city leadership. As dedicated as we were to running the race this year with 25% attendance at our large outdoor facility, even with meaningful and careful

precautions implemented by the city and state, the COVID-19 trends in Marion County and Indiana have worsened."

The final entry list for the 500, for which practice was due to start yesterday (Wednesday), was released on Tuesday. Part-time IndyCar underdogs Ben Hanley and DragonSpeed USA return for another attack, while 2011 500 almost-winner JR Hildebrand has secured a second Dreyer & Reinbold Racing seat alongside Sage Karam.

DAVID MALSHER-LOPEZ



LEVITT/MOTORSPORT IMAGES

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Blomqvist gets Le Mans debut

LE MANS 24 HOURS

Former BMW works driver Tom Blomqvist will finally make his Le Mans 24 Hours debut this year. The Briton will drive for the Taiwanese HubAuto Corsa team at the wheel of a GTE Am class Ferrari in the French enduro next month.

Blomqvist missed out on a Le Mans debut when he was on BMW's books, despite contesting three races over the course of the 2018-19 World Endurance Championship season. Now he has been signed up by race debutant HubAuto to drive its Ferrari 488 GTE Evo alongside team owner Morris Chen and Marcos Gomes, who won the GT class of last winter's Asian Le Mans Series with the team.

"Le Mans has been a race I've wanted to do for a few years, but for various reasons it hasn't worked out," said Blomqvist, who is deputising for James Calado at the Jaguar Formula E squad in the final Berlin double-header this week. "I spoke to the HubAuto guys at the back end of last year about doing some races but it didn't come to anything. This opportunity came up and I jumped at it. It may be in GTE Am, but it's a good team with a strong line-up, and the Ferrari looks like a competitive car. I wasn't going to say no."

Blomqvist revealed that he will not get a chance to test the HubAuto Ferrari ahead



HubAuto has had success with GT3-class Ferraris

of the start of practice for Le Mans on Thursday of race week. "That's the tricky part, but I know the championship and the format of the races, so I'm confident of getting up to speed quite quickly," he explained. "I'm expecting the Ferrari to be a pleasant surprise."

The GTE Pro ranks for Le Mans have been bolstered by the Scuderia Corsa-run WeatherTech Racing squad, which has moved its entry up from the GTE Am class. WeatherTech's switch with its Ferrari brings the entry to eight cars, still nine down on last year's 17 following the end of the BMW

and Ford programmes in the WEC, and the withdrawal of Corvette Racing and the two CORE-run factory Porsches.

The team has chosen to go with a proven line-up, bringing in Ferrari stalwart Jeff Segal to share with Cooper MacNeil, whose family back the team, and factory driver Toni Vilander. Segal, who raced with Scuderia Corsa at Le Mans in 2015-16, is gold-rated under the FIA system of driver categorisation and, without a bronze driver alongside silver-ranked MacNeil, the line-up wasn't eligible to race in the Am ranks.

GARY WATKINS



Stoneman wins on Super Trofeo bow

LAMBORGHINIS

Ex-Formula 2 champion Dean Stoneman made a winning debut in the Lamborghini Super Trofeo at Misano last weekend.

The 30-year-old Stoneman, who was also 2014 GP3 runner-up and subsequently an Indy Lights star, was active last season in the Blancpain Endurance Cup with an Ombra Racing Lamborghini. He has

accepted a drive with established Super Trofeo frontrunner Bonaldi Motorsport after its intended line-up was hit by the fallout from the coronavirus pandemic.

Stoneman, who alone of the leading contenders was driving solo, finished seventh in race one, which was won by ex-Formula Renault 3.5 race winner and 2014 Lambo champion Milos Pavlovic with

Formula Regional European graduate Raul Guzman.

In the second race, Stoneman was able to pass race leader Andrzej Lewandowski – in the car started by Karol Basz – with six minutes remaining to take victory by six seconds, with Pavlovic and Guzman third.

Also in the field was ex-Formula 2 racer Dorian Boccocacci, who took a best result of fifth position.

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F1 SPANISH GRAND PRIX PREVIEW

LENGTH 2.892 miles NUMBER OF LAPS 66



Spanish Grand Prix
Circuit de Barcelona-Catalunya
16th August 2020



2019 POLE POSITION
Valtteri Bottas 1m15.406s

POLE LAP RECORD
Valtteri Bottas 1m15.406s (2019)

RACE LAP RECORD
Daniel Ricciardo 1m18.441s (2018)

UK START TIMES

Friday 14 August

FP1 1000
FP2 1400

Saturday 15 August

FP3 1100
QUALIFYING 1400

Sunday 16 August

RACE 1410

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HIGHLIGHTS

CHANNEL 4 1830

TYRE ALLOCATION



CHAMPIONSHIP POSITIONS

Drivers

1	Hamilton	107
2	Verstappen	77
3	Bottas	73
4	Leclerc	45
5	Norris	38

Constructors

1	Mercedes	180
2	Red Bull	113
3	Ferrari	55
4	McLaren	53
5	Racing Point	41



RACE STATS

Previous winners

2019	Lewis Hamilton	Mercedes
2018	Lewis Hamilton	Mercedes
2017	Lewis Hamilton	Mercedes
2016	Max Verstappen	Red Bull
2015	Nico Rosberg	Mercedes
2014	Lewis Hamilton	Mercedes
2013	Fernando Alonso	Ferrari
2012	Pastor Maldonado	Williams
2011	Sebastian Vettel	Red Bull
2010	Mark Webber	Red Bull



Barcelona masters

Top 10 points scorers for grands prix at Barcelona's Circuit de Catalunya. All races converted to current points system.	M Schumacher	306
	F Alonso	181
	L Hamilton	179
	S Vettel	157
	K Raikkonen	132
	F Massa	112
	D Coulthard	102
	M Hakkinen	95
	R Barrichello	95
	M Webber	88

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A timely reminder of quality

Nico Hulkenberg did not get the result he deserved at Silverstone, but he was able to show everyone that he still has what it takes for a full-time Formula 1 drive

ALEX KALINAUCKAS

Something needed to have gone badly wrong for any driver to have the soft Pirelli tyres fitted to their car during the 70th Anniversary Grand Prix. These were not tyres to try and race on, despite the coronavirus cost-saving rules meaning all drivers had eight sets of them going into the weekend.

Until his third stint in last Sunday's race, it's hard to consider Nico Hulkenberg's efforts as anything other than a shining success – even if his slow getaway from his third-place starting spot had made things easier for eventual race winner Max Verstappen. But as he headed into the closing stages of his F1 race return in a solid fifth, the hard tyres on Sergio Perez's RP20 picked up what Racing Point team boss Otmar Szafnauer called a "severe vibration".

The team felt it had no choice but to call its super-sub back in for a third time and he went onto the softs for his final stint, with Hulkenberg later saying, "I don't think the tyre would have survived" after his rear hards had picked up two big blisters that meant the vibration "skyrocketed". Fifth became seventh.

Now, that is very far from a bad result for a driver returning to F1 after an eight-month lay-off, with no testing in what was – until FP1 for the previous weekend's British GP – an unfamiliar car. Plus, Hulkenberg lost the 52 laps of the first Silverstone race and getting acquainted with the machinery to that clutch bolt failure.

It's just that what seems, at the time of writing, like

"It was a majestic qualifying lap. At no point did Hulkenberg look in danger – he was in control"

Hulkenberg's 178th and last GP for now could have finished with the result he deserved. By the time of his third stop, the German driver was 2.134 seconds ahead of team-mate Lance Stroll, with the gap between them fluctuating but generally around 2–2.5s throughout the race until that point (excluding pitstops).

Charles Leclerc's unexpected one-stop heroics meant fourth would always have been out of reach but, given Alex Albon only demoted Stroll to sixth with three laps to go, there's every chance Hulkenberg could have held on to fifth at the flag. And at the very least would have had the chance show off his defensive skills.

As a "temporary guest", as he said after Perez's latest positive COVID-19 test ruled the Mexican out of a second 2020 GP, this was all about Hulkenberg doing his best for Racing Point and showing what he can do to potential future employers.

"I'm happy to have scored points for the team," he explained. "P7 is a good result, especially when you haven't raced for months."

Digging into Hulkenberg's times before his unexpected final stop reveals some impressive numbers, with one in particular standing out. Across the first stint, which both Racing Point drivers ran on the medium tyres with which they had safely negotiated Q2 (although Hulkenberg's Chapel off on his first run increased the pressure on him escaping that segment), Hulkenberg averaged 1m32.794s v Stroll's 1m32.949s. This put Hulkenberg 2.664s clear the lap before he pitted for the first time.

Now, Stroll ran three laps longer on the opening stint and, when they both took hards, Stroll was 0.063s quicker across the 11 laps between his first stop and Hulkenberg's second. So, these effectively cancel each other out in terms of one of the two having a clear edge, but Hulkenberg's times during his third and ultimately maximum-result-ruining third stint are fascinating.

Despite the vibration issue coming into play as the stint wore on, Hulkenberg's average for those 12 laps was 1m31.298s v Stroll's 1m31.331s, which meant he was going *faster* even with the issue that cost him a better result. Now, Stroll earns credit for making his tyres last and avoiding a third stop, but that is nevertheless impressive given Hulkenberg lacked any race experience with the RP20 and the severe challenge the softer compounds posed last weekend.

As Autosport goes to press, it is not yet clear if Perez will return for this weekend's Spanish GP. If he doesn't, then Hulkenberg's 2020 cameo will continue. Even though his wait for an F1 podium must go on – and, despite the controversial pace of the RP20, it still requires F1's two fastest cars to hit trouble for it to be in rostrum contention – Hulkenberg's Q3 lap (and his race pace before that final stop) will serve as a reminder of his talents.

It was a majestic qualifying lap. At no point did Hulkenberg look like he was in danger of going past the limit – he was in control and rapid. His response to finding himself in the top three for the first time in four years was as calm and controlled. "In Q3 I didn't think much," he said, typically unfazed.

So now Hulkenberg's F1 career future returns to uncertainty, although he says he has had discussions with various paddock figures about a full-time return in 2021. The trouble is, there are few seats available, with only Haas and Alfa Romeo looking like viable options. Then there's the Perez factor to consider if he loses his Racing Point/Aston Martin 2021 drive to Sebastian Vettel, with the skills and backing he possesses.

Whatever happens in Hulkenberg's future, he can look back on those two sunny Silverstone weekends with pride. He has reminded F1 of his quality. ✨

➔ P16 70TH ANNIVERSARY GP REPORT

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A very different kind of Le Mans

The greatest sportscar race in the world will be held behind closed doors next month, which will change the very nature of the event for our resident Le Mans guru

GARY WATKINS

It was the news we'd all been dreading. My heart sank when it was announced on Monday that the Le Mans 24 Hours in September will take place behind closed doors, without a crowd, minus spectators, in front of empty grandstands.

Describe it how you like, the harsh reality is that the event will be robbed of the atmosphere that, well, makes it Le Mans.

The French endurance classic has an all-encompassing ambiance like no other race, certainly not one I've attended. A crowd that can top 300,000 spread around a track measuring eight and half miles is the reason for that.

A visit to Le Mans is an assault on the senses. It's not just about what you see, but what you hear, smell and feel. It is a visceral experience.

I can't get a whiff of sizzling bacon when I'm out in the open without thinking about Le Mans early on Sunday morning. It's a mental trigger that transports my mind straight to the Circuit de la Sarthe and the world's greatest endurance race. The smell of bacon and the sound of whirring airguns are somehow hardwired together deep inside my brain.

There's so much I'll miss at Le Mans this year, presuming I'll

“The crowds are part and parcel of the Le Mans experience – I secretly enjoy the jostling”

actually be able to get there — and back — in these troubled times. Fingers crossed I'll make it for what will be my 30th visit.

That includes the trips out to watch the cars around the circuit: the jaunt down to Indianapolis and Arnage, taking in some frites and perhaps a cheeky beer; sitting on the bank at the Esses or on the inside of Tertre Rouge; and definitely getting as close as possible to the fence on the outside of the corner that leads onto the Mulsanne Straight.

Even if I am able to get out to watch the cars in September, and I'm not confident I will, it won't be the same if I'm not standing shoulder to shoulder with like-minded individuals doing the same as me. Watching, listening and smelling, just taking it all in.

I might curse the crowds each June, but they are part and parcel of the whole Le Mans experience. I secretly enjoy the jostling

— and the jostling back even more.

But the greatest loss for me next month from a sensory perspective will be the lack of that atmosphere on the start-finish straight as the clock ticks down towards the start of the race. It makes me feel ill, but that gut-churning sense of expectation and excitement help makes Le Mans special for me.

I had some idea of what to expect when I first visited Le Mans as a journalist in 1990. I was already intrigued by the event when I watched a BBC documentary about the race some time early in 1982 as a 14-year-old. It was a flavour-filled compare-and-contrast take on the efforts of two very different — or so said the film — British drivers and their campaigns at the 24 Hours the previous year.

Guy Edwards, racing a Lola-Cosworth T600 for the GRID team, was cast as the slick, briefcase-carrying modern professional, his rival, Alain de Cadenet, the plucky stamp-collecting amateur with a car bearing his own name that had been put together in a central London mews garage. Only one of them was filmed wearing a tracksuit in the scenes showing their preparation for the big race, and it wasn't the driver of the De Cadenet-Lola LM.

I got to watch the film again four or five years back when it popped up on BBC iPlayer, and you can find it all in chunks on YouTube. The line from de Cad asking whether his friend and rival knew “the difference between a burgundy and a claret” made me laugh, but it was the atmospheric shots of the campsites, the fairground, the village on the inside of the Dunlop Curve (no chicane, then, of course) and the old pits and paddock that made me realise why I fell in love with Le Mans in the first place.

Le Mans had changed a bit by the time I showed up for the first time. The fairground was slightly less edgy than in the film, though not the altogether more tame affair that it is today. The village of shops, restaurants and bars was still a charismatic bustle of sound and noise, not the shadow of its former self that it has become.

But for all the changes to the fabric of the place in the 30 years since I started attending, Le Mans still retains a magic all of its own. Take away the crowd, and it goes a long way down the road to becoming just another motor race, though admittedly a 24-hour enduro taking part on a classic circuit that bears no relation to anything else on the international calendar today.

The 88th edition of the big race is not going to be the same this year. I suspect it will be all together a bit flat.

But for all my disappointment on Monday afternoon, it is important to remind ourselves that there could have been even worse news. No Le Mans 24 Hours at all. ✘

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YOUR SAY

Without the support of volunteers, the challenge of staging events such as the British Grand Prix and British Touring Cars would be insurmountable

HUGH CHAMBERS

Motorsport UK thanks to volunteers

2020 will live long in the memory of everyone involved in motorsport. It is a year that has seen extraordinary upheaval, and adjustment to a new normal. Amid all the uncertainty, it has been heart-warming to see how well the community has pulled together to get our sport back on track; a reminder, if it were needed, of the passion and commitment that keep the wheels of motorsport turning.

Our ecosystem has always relied upon collaboration, but never more so than during the preparation for not one, but two, Formula 1 grands prix on UK asphalt, and the numerous events taking place over the past two weekends.

The British GP, British Touring Cars and British GT are all incredible feats of organisation, but less apparent to those watching from home this year is how much hard work and careful preparation has gone into staging these and other events around the country against the backdrop of COVID-19. As ever, the common denominator of success has been UK motorsport's army of volunteers, who give their time freely and who have been working in temperatures that were at times through the roof. Without this support, the challenge of staging these events would have been insurmountable.

We would like to express our sincere appreciation for the pivotal role you have played in putting the motorsport show on the road. We must also acknowledge the forbearance of the community given the imposition of new operating procedures.

The goodwill we have witnessed during the past few weeks has been nothing short of extraordinary. Thank you for continuing to be the backbone of our sport.

Hugh Chambers
Chief Executive, Motorsport UK

Copying in F1 is nothing new

Am I the only one that is tired of hearing, 'Formula 1 shouldn't be a copying formula'? It's always been a copying formula! If it wasn't, we wouldn't have had mid-engined cars, monocoque chassis, wings, carbonfibre chassis, coke-bottle rear ends, diffusers, bargeboards, stepped floors etc. Who remembers



all the Lotus 79 copies in 1979-80? When Renault proved the 1.5-litre turbo was the way to go, everyone got them.

Where would F1 be now if we had always had petty rules about not copying other cars?

I totally admire Racing Point for creating the Mercedes copy. Everyone has always copied what worked for successful teams.

Simon Roffey
Witney, Oxfordshire

More to the photo than meets the eye

Just seen the 'Finishing Straight' photo in the 30 July issue – you missed the interesting point behind this photo (above).

Apparently not all the drivers were aware of the 'Gulf' signage on the side of the truck that was to take them round on their parade lap, before they got on it (not sure how – perhaps it only had the Gulf banner on one side); that's why the likes of Hill, Stewart, Courage and Rindt are taking great interest and are much amused by what's written on the side of the truck, as their teams had different fuel trade sponsors. Bruce McLaren and Denny Hulme don't seem too bothered!

Andrew Beint
Chippenham, Wiltshire

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HOW RUTHLESS VERSTAPPEN EXPLOITED A MERCEDES WEAKNESS

Valtteri Bottas and Lewis Hamilton once again dominated qualifying, but there was a sting in the tail come the race

ALEX KALINAUCKAS

PHOTOGRAPHY  motorsport
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STAT
9
F1 wins for Verstappen,
which puts him level
with ex-Red Bull racer
Mark Webber

T

here can be no doubt that the Mercedes W11 is the class of the 2020 Formula 1 field. But, for several key reasons, the moment it showed the slightest weakness, Max Verstappen and Red Bull were able to punch straight through the defences of Lewis Hamilton and Valtteri Bottas to win the 70th Anniversary Grand Prix.

It had been business as usual in qualifying (see page 21), where Bottas took pole 0.928 seconds clear of Nico Hulkenberg in a sensational third place for Racing Point. But the grid-setting session is a crucial place to start when it comes to the reasons for Mercedes' defeat.

It wasn't the top-10 shootout segment that ultimately mattered, even if Verstappen did make things a smidge tougher by losing third to the returning Hulkenberg. It was Q2 where Red Bull first gained an advantage that played a pivotal role in getting the team its first win of the season, and quashing any chance of Mercedes sweeping every race win in this most bizarre year.

Red Bull team boss Christian Horner said Verstappen "had to buy into" another attempt at an alternative strategy ploy, just as the team had tried and lost in the Austrian GP season opener when Verstappen's power unit failed. But putting the hard tyres on in Q2 was a bold but logical call given the strength of that compound of Pirelli, which had been the medium for the previous weekend's British GP at the same venue, and the fact that Red Bull feels it has no choice but to try something unconventional to overcome Mercedes' pure pace advantage. "Our best bet to take on the Mercedes was to do something different," explained Horner. "And by starting on the hard tyre that was a crucial factor. We were surprised that we were the only team to have a crack at that."

Indeed, Mercedes had come to the conclusion that the medium tyre was the best rubber to have when it came to the final, pole-clinching laps in Q3, given the softs were giving up by the time the drivers arrived at Stowe to complete the final corners in qualifying. But, fearful that an early safety car would lead to a long and difficult second stint on the mediums, it had opted not to try the same approach for Q2 by going harder there. This therefore locked Bottas and Hamilton into a critical first stint on the softer of the only two realistic race tyres, given the red-walled softs required the drivers to be in tyre-preservation mode before even completing one lap of a stint.

"Hindsight's always a good thing but I really don't know [about qualifying on the hards]," Hamilton later lamented.

Red Bull's early advantage over Mercedes was increased as soon as the lights went out. Hulkenberg – finally making his first F1 race getaway for eight months after his disappointing non-start the previous weekend – made a slow start and Verstappen was clear in third before the first corner at the high-speed Abbey right-hander.

Initially, however, it didn't look as if that advantage was really there, as Bottas immediately romped to a 2.452s lead over Verstappen at the end of the first tour, after seeing off Hamilton's advances through Brooklands and Luffield. These early exchanges were familiar for two reasons – one, the gap the Mercedes drivers pulled looked like the

starts they had made at the opening four races of 2020, and two, because of their fantastic intra-team scrap on the early tours of the 2019 British GP, where the roar of delight that this battle should have produced from the crowd was again painfully absent last weekend.

But by lap five, Verstappen began to erode what had become a 3.915s gap to the lead. Over the course of the first stint – from lap one to when Bottas peeled in on lap 13 of 52 – Verstappen averaged 1m32.272s to almost match the early leader's 1m32.250s without the benefit of free air.

Verstappen's pace on the hard was so strong that as he closed right



Hamilton (left) attacked on lap one, but Bottas held firm



All seemed well for Mercedes at the start as poleman Bottas led Hamilton

in on Hamilton, who feared for the state of his rear tyres as early as lap three, Red Bull tried to hold him off. The team was worried that by being so close to Hamilton's rear, Verstappen would slide more in the dirty air and lose the tyre-life advantage he would inevitably have when he gained track position as the angry medium tyres cried enough on the W11s.

But Verstappen was having none of it, telling his engineer Gianpiero Lambiase that he was not prepared to be "just sitting behind like a grandma" and follow obediently when it was clear that the Mercedes pair were there for the taking. And they were, because "from the very beginning", according to Bottas, the leading duo were having to apply all their tyre-management skills, particularly in Silverstone's extremely testing high-speed corners, where the W11's downforce level is normally such a strength. Now, the forces the car could reach were just wrecking the rubber.

"We were managing because we knew that, for us, starting with the medium tyre, the best thing is to go pretty long and not to leave a massive difference to Max in terms of stopping laps," Bottas explained when asked how hard he was pushing from the off. "We were managing, to be honest, all the race."

Hamilton came in the lap after Bottas had swapped his mediums for the better race tyre, and that left Verstappen with a 15.453s lead. Bottas

"VERSTAPPEN WAS NOT PREPARED TO BE 'JUST SITTING BEHIND LIKE A GRANDMA' – MERCEDES WAS THERE FOR THE TAKING"

in particular lit up the timing screens, with two tours in the high 1m30s compared to Verstappen's 1m32.0s and 1m31.913s on laps 15 and 16, setting up the toughest test for the Red Bull driver. That was: could he keep up his pace now the three leaders were on the same compound, but with the Mercedes cars having the advantage of fresher rubber?

The answer was resounding. Over the nine laps between Bottas's brace of fastest laps in the 1m30s and Verstappen finally coming in for his first service on the 26th tour, the Dutchman averaged 1m31.516s, and that was 0.561s per lap faster than the polesitter (with lap 26 discounted for both, given the Silverstone pitlane cuts the Club section at the end of the track so significantly).

What caught Mercedes completely by surprise was how weak it was on the hards compared to Verstappen. It had been caught in a bind by the contra-starting tyre Red Bull went for, but Mercedes still had the net track position advantage, which it would have been expecting to >>

Verstappen swoops by Bottas
 – tyre blisters clearly visible
 – to take the lead



maintain. But as with their struggles on the mediums, Bottas and Hamilton could not keep their tyres together, with blisters soon appearing on their hard rubber.

“I was trying to manage but I was trying to keep up with Valtteri, to be honest,” Hamilton said of his issues early in the race, which continued after his stop. “I was struggling within three laps [of the start] with the rears, and so managing but it wasn’t doing anything to help the issue. So, then I started to lose ground to Valtteri and I’ve got to look into that because it’s rare for me to have as bad deg[radation] as I had. Usually I’m on the slightly better end of bad deg, but today was worse. We haven’t had deg like this before. So, it’s big. I don’t know what happened today.”

Going into the race, the tyres had dominated the talk throughout the various socially distant pre-race media sessions. Of course, the dramatic conclusion of Hamilton’s famous seventh Silverstone win of the previous weekend came up repeatedly, but the other looming spectre was the softer compound step Pirelli had introduced at F1’s behest for the second Silverstone event.

After Pirelli had taken the C2, C3 and C4 tyres to the opening three races of the season, the C1 was brought into play at the British GP, as is expected for Silverstone, but in a bid to shake things up for the second repeat race of the campaign the soft range was brought back. And it emphatically worked – for the show.

That decision, allied to Mercedes’ historical weakness when things get hotter, undid the reigning champion squad. The W11’s incredible downforce in the high-speed corners on a 43-degree track was too much for the softer rubber. And that meant Bottas and Hamilton could not push in those places for fear of making things that much worse, an issue that Verstappen did not have to concern himself with. Mercedes’ strength had turned into its weakness in this race.

Red Bull, running a touch less wing and obviously having less overall downforce given the gap Mercedes can pull when it comes to flat-out qualifying, was just putting less overall stress through the rubber all around the lap during the race. This is why Bottas said Verstappen’s

tyres simply looked “perfect” post-race.

Hamilton suggested the Red Bull must “have less tyre pressures or something” during his second stint, which he clarified after the race.

“When we go out and we start the race we have minimal pressures and then during the race they increase,” he said. “With more laps, they go on a steep rise and I assume that we just went on a much steeper rise and increase in pressures than [Red Bull]. They must be able to keep their pressures lower than ours and that’s why ours were blistering. That was just a theory that I had.”

Pirelli had responded to the British GP tyre failures by upping the minimum starting front-tyre pressure to 27.0psi from 25.0, and 22.0 from 21.0 on the rears. Hamilton felt that this, along with the subsequent pressure increase generated by the heat the tyres received

“THE TYRES ENDED UP LIKE ‘BALLOONS’, WITH ‘THE HIGHEST PRESSURES WE’VE EVER HAD ON A TRACK LIKE THAT”

in the race, meant they ended up like “balloons”, with “the highest pressures we’ve ever had on a track like that”. It was a perfect storm that led F1’s strongest car package to defeat.

“It comes down to the fact that we have a car with high downforce,” said Mercedes team boss Toto Wolff, “and obviously when conditions change, parameters change – like temperatures going up, compounds getting softer, pressures going up. We have to acknowledge that the Red Bull is a pretty fast car. And that’s what we have seen today.”

When Verstappen came in, Red Bull’s only real mistake – possibly splitting hairs here (*I reckon so!* – ed) – occurred, when it turned around his RB16 with a 3.2s pitstop to fit the medium-compound tyres. That meant he emerged from the pitlane fractionally behind Bottas,



Mercedes tyre wear was awful, but a late second stop allowed Hamilton to beat Bottas



Verstappen explains how he turned the tables on the Mercedes duo

although now well clear of the struggling Hamilton.

This barely seemed to faze Verstappen. Just three corners later, he ran onto the Wellington Straight with fresher rubber and the aid of DRS, and blasted to Bottas's inside at Brooklands. The Finn was able to hang onto the lead but only for a few more seconds, as Verstappen held his line around the outside of Luffield and had such an advantage that he comfortably ran clear on the exit to gain a lead he would effectively not lose thereafter.

Verstappen's middle stint was a short one, with Red Bull opting to unleash a clearly delighted driver. Over the next six laps, once he had seized the lead, Verstappen averaged 1m30.692s (discounting his out-lap) to Bottas's 1m30.867s, which meant the Red Bull was 2.168s in front when the duo came into the pits for the final time on lap 32.

This was a curious call from Mercedes, which ultimately left Bottas annoyed at the end given how the finale played out with his team-mate. Wolff insisted Mercedes had no option but to pit at the same time as Verstappen, and they both ran another set of hard tyres to the finish.

But by coming in, when the two-second gap meant there was just time to try a different tactical option with a warning to do the opposite to its rival, Mercedes ultimately left Bottas without a hope of victory, as Verstappen's pace advantage on both compounds was clear.

Over the final 19-lap stint, Verstappen had pulled clear of Bottas to the tune of 0.39s per lap by the time the race's final podium-settling move was completed on lap 50, when Hamilton deprived his team-mate of second. After he climbed from his car, Bottas said Mercedes was "sleeping at some point – when Max managed to get ahead of us, and my strategy was far from ideal".

"I don't think we were sleeping, but I accept his perspective," Wolff responded. "I think we just had the slower car today, and we just admit that. His point was, should we have done the opposite to Max? As a matter of fact, this wouldn't have changed anything because Max would have come out with a fresh tyre, and we would have continued with a tyre that wasn't in the best state any more. And he just pitted in front of us. So I'm not sure >>

QUALIFYING



Returning Hulkenberg impressed with third

Nowhere is the pace advantage of the Mercedes W11 more starkly visibly than in qualifying. Of the four dry qualifying sessions held so far in the 2020 F1 season, Max Verstappen's 0.538-second gap to pole at the season opener is the closest, with the gap around the one-second mark for the rest.

When all the various power modes are turned up to the maximum, the drivers are dialled in and there is nothing but the clock that matters, it's a private duel for the front of the grid. And before last weekend's second race at Silverstone, it was one that Lewis Hamilton was firmly winning. Then, in the final qualifying run for the 70th Anniversary Grand Prix, Valtteri Bottas turned things around.

Mercedes had "decided as a team", per Hamilton, to switch from the ultra-fragile soft tyres to the mediums for the last effort in Q3, but at this stage the world champion held a 0.116s advantage. After one final blast – the cars getting quicker as the lap went on thanks to the extra life in the yellow-walled rubber, a particular factor for Stowe and Club versus the softs – both drivers improved. But Bottas improved more to claim his 13th F1 pole.

"I had a slight deficit last weekend in qualifying, just in terms of the direction I went," Bottas explained afterwards. "I don't think it was a bad race car, but I hope now it's optimised for both [qualifying and the race]. Between the races, we analyse everything from the race weekend – set-up, my driving, in qualifying and in the race. I try to do it better, and at least today I managed to do some things better than I did last weekend."

Hamilton was downbeat but magnanimous: "Valtteri did a fantastic job today; he was just too quick for me."

While the private pole battle was unfolding, the starring drive of the session was unfolding behind. Nico Hulkenberg – now resplendent in a dedicated Racing Point helmet livery – had looked more at ease, and faster, than he had the previous weekend all through practice.

But he was under pressure in Q2 after going wide and off at Chapel, which left him on the brink of elimination in a car that can trouble the top spots. His response was sublime – second in Q2 and then, on his final run in Q3, he "didn't think much", and the result was third on the grid.

He shuffled Daniel Ricciardo down to fifth, and pushed Verstappen from his usual perch behind the Mercedes. It was Hulkenberg's best qualifying result since the 2016 Austrian GP – an exceptional performance for a "temporary guest".

"HAMILTON WAS DOWNBEAT: 'VALTTERI DID A FANTASTIC JOB; HE WAS JUST TOO QUICK FOR ME'"



TRACKSIDE VIEW

After a morning spent comprehending all 8331 words of the Racing Point/Renault rear-brake-duct protest verdict, the arrival of the start of FP1 for the 70th Anniversary Grand Prix rather helped clear thoughts full of complex legalese.

After the predictably quiet early installation running had been completed, Autosport made its way through the Silverstone Wing's COVID-protocol pathway and out onto the viewing area above Club. It was immediately obvious that, although the overall temperature of the session was lower than in FP1 for the British GP, the lack of cooling wind meant this would be a scorcher. So while that was a loss for anyone out in the sun in their mandatory masks, it was a gain for the drivers, as it made negotiating the various sections of Club that bit more predictable.

Although the coronavirus restrictions meant Autosport was observing from the same spot as last weekend, we decided to focus our attentions further down the line of sight to the exit of Stowe – an area of attention for the FIA when it comes to policing track limits.

Nevertheless, early events at Club in the foreground grabbed attention as the drivers got in position to complete their first flying laps on the softer rubber. Space was the issue early on, with Romain Grosjean and



“HAMILTON SEEMED TO BE ATTACKING THE KERBS ON THE EXIT OF STOWE HARDER THAN HIS RIVALS EARLY ON”

Nico Hulkenberg – whose return to the cockpit of Sergio Perez's RP20 was confirmed well ahead of the first track session this time around, so much so that he entered the paddock accompanied by a film crew – nearly coming to blows.

But once that jostling for position ended, the task became

about understanding the limits of the now-softer softs for the second Silverstone weekend.

Hamilton in particular seemed to be attacking the kerbs on the exit of Stowe harder than his rivals at this stage of the session, the Mercedes driver kicking up a puff of dust each time he ran longer than anyone else on the kerbs heading towards the Vale dip. Such was the distance between our vantage point at the corner, the rumble of cars-on-kerbs reached our ears long after the drivers had jinked right to sort out their approach to the entry to Club. This was still causing problems,

with Kevin Magnussen locking up heavily and running off the road as his tyres quite literally screamed enough.

After a lengthy mid-session lull, where the only sound was the lazy engine idle of the recovery crane stationed by the pitlane entry, the action picked up again. Alex Albon – who was the only driver to lose a time in FP1 for a track-limits violation at Stowe – and Daniil Kvyat tended to reach further over those kerbs than most, with Hamilton's approach here calming as the session wore on.

ALEX KALINAUCKAS



Autosport managed to find a decent – and eerily quiet – vantage point



Eagle-eyed: focus was required to spot differences at Stowe



Unexpected victory
moves Red Bull star to
second in the standings

SUTTON

what we could have done better.”

Now back on an equal tyre strategy to the flag, Verstappen was gone, eventually taking his ninth F1 win by 11.326s, albeit with the Mercedes drivers very slow on the final tours.

But there was a brief threat from Hamilton, who ended up trying to make a one-stop strategy work simply because there was “no point”, according to Mercedes trackside engineering director Andrew Shovlin, in him coming in. Mercedes had examined Bottas’s first set of hards and concluded there was rubber left to consume despite the blisters.

While Hamilton was remarkably fast given the shocking state of his rears – he actually got his pace back into the 1m30s over laps 32–34, despite them being 18 laps old at that stage – it was clear that Verstappen had enough in hand to overcome Hamilton’s short-lived lead had he needed to. And so Hamilton came in for the final time on lap 41, also fearing that the ambitious one-stopper would lead to another tyre blowout. He actually came out behind Ferrari’s Charles Leclerc, who did what was generally thought to be basically unthinkable and pulled off a one-stopper.

Hamilton did briefly get stuck behind the Ferrari, which he had passed on his out-lap after his first stop, but a second move into Stowe – this time with Leclerc resisting much more firmly (but fairly) – did the trick.

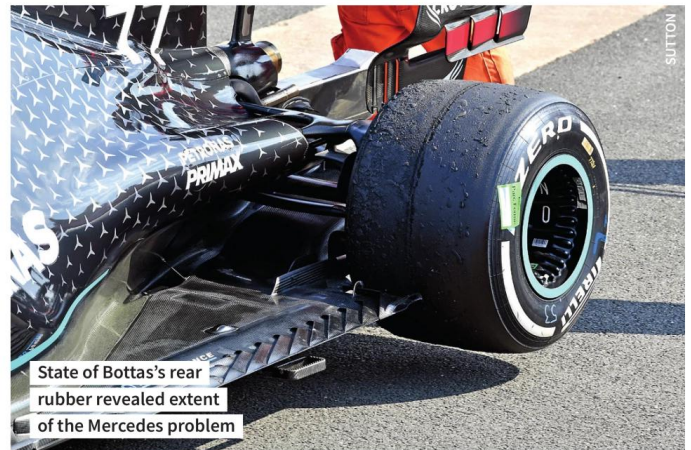
Now Hamilton had a 7.24s gap to close to Bottas, which he did with

“I SHOULD HAVE GONE LONG IN THE SECOND STINT. THE LAST STINT WAS TOO LONG AND THAT’S WHEN I LOST TO LEWIS”

ease thanks to his nine-laps-younger tyres. By the end of lap 49 he was right on his team-mate’s tail, and on the following tour he used DRS to take second on the run down the Wellington Straight. Bottas’s pole had turned to third place and he was clearly less than impressed.

“Definitely I should have gone long in the second stint,” he said. “The last stint was way too long and that’s when I lost the position to Lewis.”

Given its car’s obvious might, the fear that Mercedes would steamroller the season and sweep every victory in 2020 was real. But everything has its weakness, and Verstappen and Red Bull were



State of Bottas's rear
rubber revealed extent
of the Mercedes problem

SUTTON

ruthlessly efficient at Silverstone last weekend.

Heading to the Spanish GP this weekend, the August sunshine and high-energy Barcelona circuit could yet cause the world champion squad to stumble even as the rubber goes back up a step on hardness of compounds. It now only has a few days to cure the unexpected problem not seen on its 2019 challenger, which Shovlin admits leaves it at the “very worst end of that problem, and Red Bull appear to be, here, at the very best end of that spectrum”.

Verstappen wasn’t getting carried away with his expectations for the upcoming races; at 22 years old, of course he’s far too wily for all that, but he nevertheless revelled in a brilliant, and brilliantly executed, victory.

“It’s an incredible result to win here and we just had a great day,” beamed Verstappen, who is now up to a remarkable second in the title race. “Everything worked out well: we had the right strategy, everything was running smooth. I’m incredibly happy to win.” ❄️

NEXT F1 REPORT

SPANISH GRAND PRIX 20 AUGUST ISSUE

Will the Spanish weather prove hot enough to give Mercedes another headache and allow Verstappen to fight for victory once again?

Albon makes fine recovery... yet again

Alex Albon drove a charging race in the 70th Anniversary Grand Prix following another troubled qualifying session.

The Red Bull driver only qualified ninth, nearly half a second slower than team-mate Max Verstappen, as he struggled with the RB16. But the Anglo-Thai made an early stop for hard tyres on lap six of 52, which set him on the way to clawing back the lost ground.

Former Red Bull driver Pierre Gasly, who had qualified ahead of Albon in his AlphaTauri, followed suit to set up a duel between the Red Bull proteges, before Kimi Raikkonen's Alfa Romeo found himself in the middle.

Albon drew alongside Raikkonen at Woodcote, nearly falling off the road before dispatching the veteran Finn around the outside at Copse to move back onto Gasly's tail.

Albon stalked around the outside of the Frenchman at Luffield and kept it planted, shuffling up the order with another impressive overtake, which Albon dubbed as his hardest of the day.

Another move there on the McLaren of Lando Norris was almost a carbon-copy, while Albon also completed a DRS-assisted pass on Esteban Ocon into Stowe.

When Nico Hulkenberg's Racing Point had to make an extra stop Albon moved up to sixth, and he overcame the second RP20 of Lance Stroll with less than three laps to go to finish fifth, albeit 39s behind the victorious Verstappen.



TEE



ALL PICS
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DUNBAR

Leclerc scores super fourth – but doesn't know how

Charles Leclerc's fourth-place finish seemed even more unlikely when the 70th Anniversary Grand Prix reached Woodcote Corner on the opening tour.

The Ferrari driver had been ambushed by Lando Norris and Alex Albon on his outside and inside respectively at Brooklands, and his eighth-place starting spot had become 10th.

Despite pre-race fears that his SF1000 would struggle thanks to the softer tyres for the second Silverstone event, Leclerc then put in one of the best drives of the race. He stayed out of trouble in the early stages and kept the medium tyres going until lap 19, when he switched to the hards and stayed on them to the finish, gaining places as others pitted.

He made a one-stop strategy work when others could not as they overheated their rubber. Leclerc briefly rose to third place before a charging Lewis Hamilton, fresh from his second tyre stop, went by on the run to Stowe on lap 45 of 52.

Leclerc eventually finished fourth, which he said was "like a victory", but had no explanation for his unexpected pace and strong tyre life: "I was definitely surprised. The first stint was good already. And then on the hard I definitely didn't expect to go to the end of the race with keeping the pace.

"I was surprised and we haven't analysed the data yet to understand why we were quite a bit more competitive compared to last week."

Team-mate Sebastian Vettel had another nightmare moment as he spun all by himself at the first corner, nearly collecting Carlos Sainz Jr on the outside and causing the tailenders to check up to avoid him.

A short middle stint on a two-stopper enraged him, especially as Leclerc was able to make the hard tyres he had come off work so well, but the team dismissed any accusations it had harmed his chances to favour his team-mate, who had come out just behind Vettel after his only stop.

BIG NUMBER

41

The highest number of pitstops in a world championship F1 race at Silverstone since the 2016 British GP, which had 47, as a result of the softer Pirelli tyres used in the 70th Anniversary GP



DUNBAR

Gasly's qualifying heroics ruined by early pitstop

Pierre Gasly's promising Silverstone weekend was undone when his AlphaTauri team reacted to Alex Albon's early stop.

Gasly started in qualifying and started seventh, but the early stop on lap seven meant that his fresh hard tyres ended up succumbing to blisters and he became stuck in a battle against traffic.

While Albon was able to clear Gasly and

make progress before his second tyre stop, Gasly only lasted 16 laps before needing new rubber for the second half of the race. From there, his race was one of tyre management, which put paid to any chances of points.

Daniil Kvyat, running the opposite strategy by starting on hards, transcended his 16th-place grid spot and ran in the points for the bulk of the race, claiming 10th.



Ricciardo misses out but Ocon scores

Renault's Daniel Ricciardo impressed in qualifying, but the 70th Anniversary race did not go well for the Australian.

Ricciardo seemed to have tamed the hard tyres in practice, and was effusive about the RS20 in his post-qualifying interviews after securing fifth on the grid. But Ricciardo was hampered by Nico Hulkenberg's Racing Point sliding at the Loop on lap one, and was easy pickings for Lance Stroll.

After starting on medium tyres, Ricciardo collected another (used) set of the yellow-walled rubber at his first stop after 14 laps, but his lack of pace on them meant that Renault had to call the stint short. He took the only set of new hard tyres he had available after practice, but wasted his chances of showing what he could do on the most durable compound.

While embroiled in a battle with Carlos Sainz, Ricciardo spun as he got on the throttle at the exit of Village, dropping out of points contention and having to perform a three-stopper, using another set of mediums, on his way to 14th.

Team-mate Esteban Ocon went the other way, converting 14th on the grid into eighth place at the finish. He managed to make a one-stop strategy work in "not a fully straightforward race", going some way to making up for his three-place grid penalty for impeding George Russell during qualifying.

"If I could redo the race now, I would keep going in the first stint and push for that one stop," said Ricciardo.

Q & A

ANDREAS SEIDL MCLAREN TEAM PRINCIPAL



Was ninth and 13th where McLaren expected to finish?

I think we expected a tough race. We struggled all weekend, with these conditions. In the end, it was a tougher race than we expected, a challenging one. Where Lando Norris ended up [ninth], was pretty much what was expected today. On Carlos Sainz's side, after a good start it would have definitely been possible to fight for some points, but unfortunately with the pitstop error that we had at the first stop, it took away any chance for him to do that.

What was the problem with Sainz's pitstop?

We still have to analyse our data, but it looked like we had an issue on the front-left wheelgun, which didn't allow us to attach the wheel

and the nut correctly, to give the green light and that was causing the delay.

Is Renault McLaren's benchmark, and how do you compare?

Honestly I think that's similar to last year, the battle we're in with Renault. For us that's a good benchmark, knowing we have the same power unit, knowing the potential in terms of infrastructure, manpower, [the] budget that Renault has - this is a good reference for us.

Of course, we want to try and beat them again. Similar to last year, but we have seen now here on this track at least that, with these ambient conditions, Renault made a good step forwards as well. They were quite competitive this weekend, Daniel Ricciardo did a great lap in qualifying that we couldn't match. [It was] different to previous qualifying [sessions] so far this year, but then in the race, we were probably pretty even to Renault.

How will your car cope with high temperatures in Spain?

It's difficult to say. It's still very early in the season and we've only been to three tracks so far. It will depend heavily also on the loads the tyres will see, in terms of the type of corners and so on. It's difficult to predict to be honest.

“THE TRACK IS MY CANVAS, THE CAR IS MY BRUSH”

GRAHAM HILL



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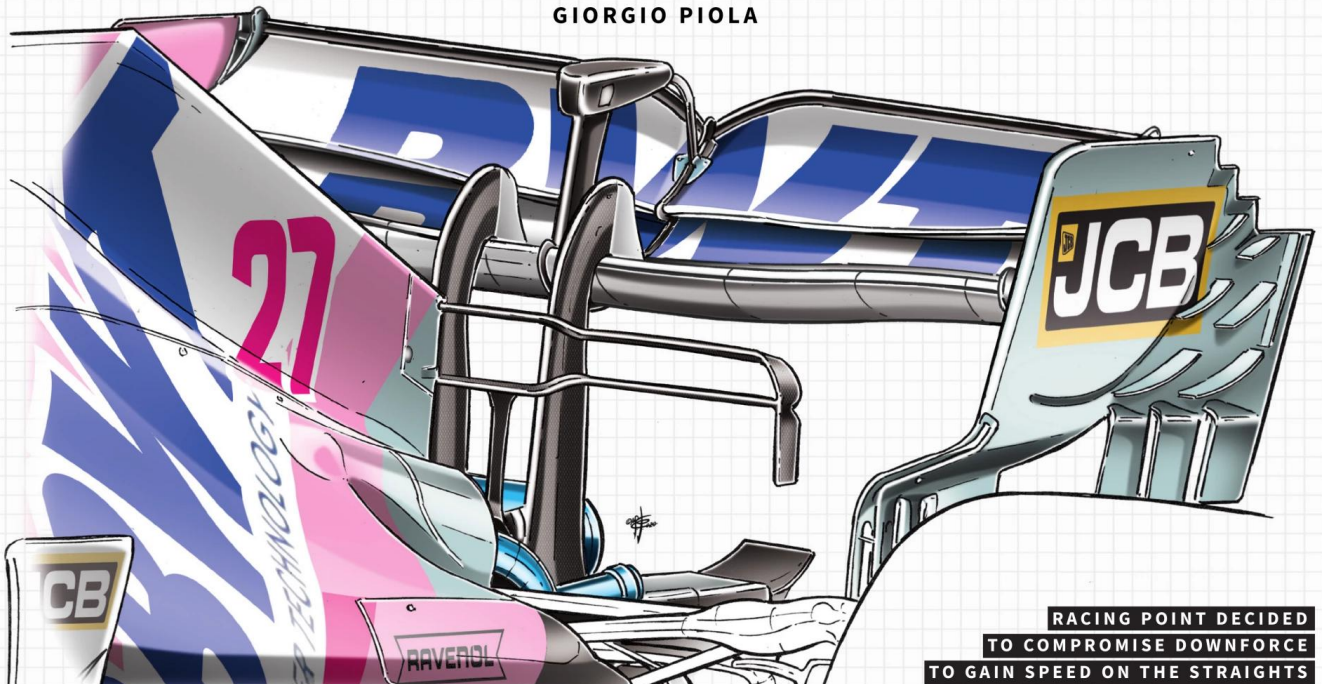
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DRAWING BOARD

GIORGIO PIOLA



RACING POINT DECIDED TO COMPROMISE DOWNFORCE TO GAIN SPEED ON THE STRAIGHTS

RACING POINT SWITCHES WINGS TO FLY FASTER

Last week, we explored the lower-downforce rear wing that Ferrari had used in the British GP – and to good effect as Charles Leclerc was able to draw more performance from the straights and weave his way into a podium place. Armed with that knowledge ahead of another race at Silverstone,

Racing Point elected to bring a different wing into play for the 70th Anniversary race.

Using the typical middle-ground lower-downforce wing by creating a spoon-shaped section in the centre of the mainplane, the set-up compromises between pushing out a decent chunk of downforce

and limiting the drag.

Given the change in conditions and tyres used for last weekend, it's difficult to draw a straight comparison. But as drag squares with velocity, reducing its coefficient by limiting the frontal area of the car will certainly benefit the car down the straights.

Racing Point enjoyed a stronger race performance, with Lance Stroll nowhere near as much of a sitting duck as he was in the previous round. On the face of it, the switch in rear wing helped Racing Point enjoy a more felicitous weekend at the circuit near its base.

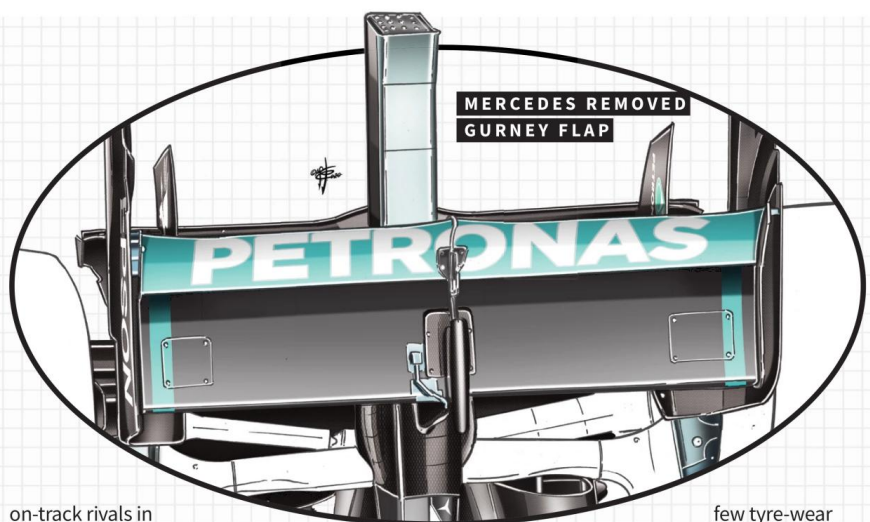
JAKE BOXALL-LEGGE

SHORT CHORD SETS TONE FOR MERCEDES

Unlike Ferrari or its rose-coloured doppelgänger team, Mercedes resisted the temptation to completely dial down the downforce at the rear of the car for Silverstone. What the team did, however, was peel off the Gurney flap from the trailing edge of the wing, and shorten the chord length.

A common addition to the wings when a little more downforce is required, the Gurney flap helps to produce a greater amount of pressure on top of the wing than it would normally at the same angle of attack. The by-product of that is an increased level of drag, which at Silverstone is a less preferable side-effect compared to slower tracks such as the Hungaroring.

Removing the Gurney flap does reduce the overall downforce output of the wing but, given they're easily removable, it's an easy win when trimming the drag back. Mercedes did run in a higher-downforce configuration compared to its



on-track rivals in both Silverstone rounds.

While that yielded dividends in quali trim, and Lewis Hamilton and Valtteri Bottas could streak into a pair of uninterrupted front-row lockouts, it potentially threw up a few problems in race trim.

The 70th Anniversary race gave Mercedes a

few tyre-wear headaches, and the

rear tyres began to sport bands of blistering in short order. Max Verstappen, in a lower-downforce mode, was taking less performance out of the tyres and had fewer worries with his rubber.

JAKE BOXALL-LEGGE



FREE PRACTICE 1

POS	DRIVER	TIME
1	Bottas	1m26.166s
2	Hamilton	1m26.304s
3	Verstappen	1m26.893s
4	Hulkenberg	1m26.942s
5	Leclerc	1m27.062s
6	Albon	1m27.280s
7	Vettel	1m27.498s
8	Stroll	1m27.539s
9	Kvyat	1m27.653s
10	Ocon	1m27.701s
11	Gasly	1m27.707s
12	Norris	1m27.846s
13	Grosjean	1m27.908s
14	Sainz	1m28.138s
15	Russell	1m28.170s
16	Latifi	1m28.226s
17	Ricciardo	1m28.511s
18	Raikkonen	1m28.655s
19	Kubica	1m28.960s
20	Magnussen	1m29.319s

WEATHER Sunny, air 25-30C track 34-44C

FREE PRACTICE 2

POS	DRIVER	TIME
1	Hamilton	1m25.606s
2	Bottas	1m25.782s
3	Ricciardo	1m26.421s
4	Verstappen	1m26.437s
5	Stroll	1m26.501s
6	Hulkenberg	1m26.746s
7	Leclerc	1m26.812s
8	Norris	1m26.867s
9	Sainz	1m26.918s
10	Ocon	1m26.928s
11	Albon	1m26.960s
12	Kvyat	1m27.002s
13	Gasly	1m27.128s
14	Vettel	1m27.198s
15	Grosjean	1m27.294s
16	Russell	1m27.320s
17	Raikkonen	1m27.535s
18	Magnussen	1m27.582s
19	Latifi	1m27.683s
20	Giovinazzi	1m27.955s

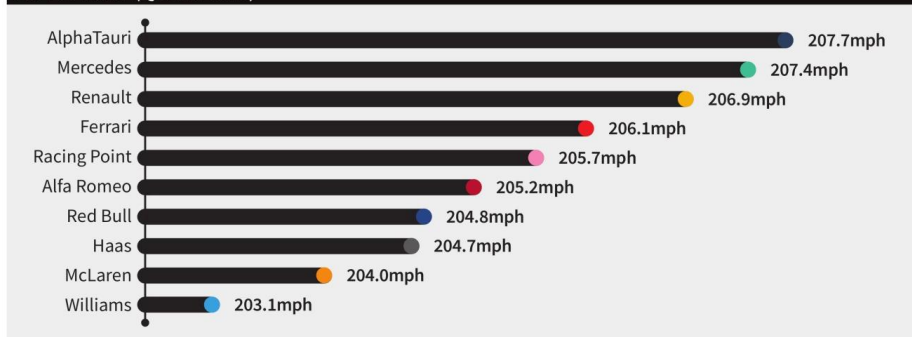
WEATHER Overcast, air 30-31C track 36-41C

FREE PRACTICE 3

POS	DRIVER	TIME
1	Hamilton	1m26.621s
2	Bottas	1m26.784s
3	Norris	1m27.202s
4	Hulkenberg	1m27.256s
5	Stroll	1m27.263s
6	Leclerc	1m27.328s
7	Verstappen	1m27.455s
8	Albon	1m27.474s
9	Ocon	1m27.496s
10	Sainz	1m27.627s
11	Gasly	1m27.659s
12	Kvyat	1m27.754s
13	Vettel	1m27.811s
14	Ricciardo	1m27.815s
15	Grosjean	1m28.076s
16	Latifi	1m28.125s
17	Russell	1m28.349s
18	Giovinazzi	1m28.468s
19	Raikkonen	1m28.538s
20	Magnussen	1m28.763s

WEATHER Overcast, air 30C track 42C

SPEED TRAP (QUALIFYING)



QUALIFYING 1

POS	DRIVER	TIME
1	Bottas	1m26.738s
2	Hamilton	1m26.818s
3	Albon	1m27.153s
4	Verstappen	1m27.154s
5	Gasly	1m27.154s
6	Stroll	1m27.187s
7	Norris	1m27.217s
8	Ocon	1m27.278s
9	Hulkenberg	1m27.279s
10	Leclerc	1m27.427s
11	Ricciardo	1m27.442s
12	Sainz	1m27.450s
13	Grosjean	1m27.519s
14	Vettel	1m27.612s
15	Russell	1m27.757s
16	Kvyat	1m27.882s
17	Magnussen	1m28.236s
18	Latifi	1m28.430s
19	Giovinazzi	1m28.433s
20	Raikkonen	1m28.493s

QUALIFYING 2

POS	DRIVER	TIME
1	Bottas	1m25.785s
2	Hulkenberg	1m26.261s
3	Hamilton	1m26.266s
4	Gasly	1m26.523s
5	Ricciardo	1m26.636s
6	Albon	1m26.642s
7	Stroll	1m26.674s
8	Leclerc	1m26.709s
9	Verstappen	1m26.779s
10	Norris	1m26.885s
11	Ocon	1m27.011s
12	Vettel	1m27.078s
13	Sainz	1m27.083s
14	Grosjean	1m27.254s
15	Russell	1m27.455s

QUALIFYING 3

POS	DRIVER	TIME
1	Bottas	1m25.154s
2	Hamilton	1m25.217s
3	Hulkenberg	1m26.082s
4	Verstappen	1m26.176s
5	Ricciardo	1m26.297s
6	Stroll	1m26.428s
7	Gasly	1m26.534s
8	Leclerc	1m26.614s
9	Albon	1m26.669s
10	Norris	1m26.778s

WEATHER Sunny, air 26-27C track 40-44C

SEASON STATS

DRIVERS' CHAMPIONSHIP	PTS	BEST FINISH	BEST QUAL
1 Hamilton	107	1	1
2 Verstappen	77	1	2
3 Bottas	73	1	1
4 Leclerc	45	2	4
5 Norris	38	3	4
6 Albon	36	4	5
7 Stroll	28	4	3
8 Perez	22	6	4
9 Ricciardo	20	4	5
10 Ocon	16	6	5
11 Sainz	15	5	3
12 Gasly	12	7	7
13 Vettel	10	6	5
14 Hulkenberg	6	7	3
15 Giovinazzi	2	9	17
16 Kvyat	2	10	13
17 Magnussen	1	10	15
18 Raikkonen	0	11	16
19 Latifi	0	11	15
20 Russell	0	12	12
21 Grosjean	0	13	14

CONSTRUCTORS' CHAMPIONSHIP

1 Mercedes	180
2 Red Bull	113
3 Ferrari	55
4 McLaren	53
5 Racing Point	41
6 Renault	36
7 AlphaTauri	14
8 Alfa Romeo	2
9 Haas	1
10 Williams	0

QUALIFYING BATTLE

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

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

WINS

Hamilton	3
Bottas	1
Verstappen	1

FASTEST LAPS

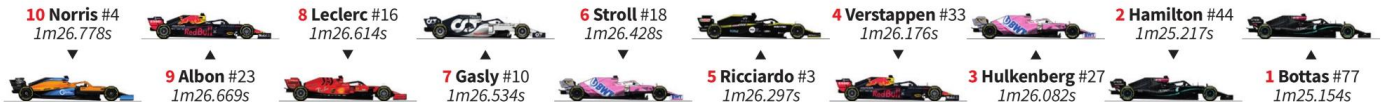
Hamilton	2
Norris	1
Sainz	1
Verstappen	1

POLE POSITIONS

Hamilton	3
Bottas	2



STARTING GRID



RACE RESULTS ROUND 5, 52 LAPS - 190.27 MILES

POS	DRIVER	TEAM	FINISH TIME	LED	TYRES
1	Max Verstappen (NLD)	Red Bull-Honda	1h19m41.993s	29	Hu, Mn, Hn
2	Lewis Hamilton (GBR)	Mercedes	+11.326s	10	Mu, Hn, Hn
3	Valtteri Bottas (FIN)	Mercedes	+19.231s	13	Mu, Hn, Hn
4	Charles Leclerc (MCO)	Ferrari	+29.289s		Mu, Hn
5	Alexander Albon (THA)	Red Bull-Honda	+39.146s		Mu, Hn, Hn
6	Lance Stroll (CAN)	Racing Point-Mercedes	+42.538s		Mu, Hn, Hn
7	Nico Hulkenberg (DEU)	Racing Point-Mercedes	+55.951s		Mu, Hn, Hn, Su
8	Esteban Ocon (FRA)	Renault	+1m04.773s		Mn, Hn
9	Lando Norris (GBR)	McLaren-Renault	+1m05.544s		Mu, Hn, Hn
10	Daniil Kvyat (RUS)	AlphaTauri-Honda	+1m09.669s		Hn, Hn, Mn
11	Pierre Gasly (FRA)	AlphaTauri-Honda	+1m10.642s		Mu, Hn, Hn
12	Sebastian Vettel (DEU)	Ferrari	+1m13.370s		Hu, Hn, Mu
13	Carlos Sainz Jr (ESP)	McLaren-Renault	+1m14.070s		Hn, Mu, Hn
14	Daniel Ricciardo (AUS)	Renault	-1 lap		Mu, Mu, Hn, Mu
15	Kimi Raikkonen (FIN)	Alfa Romeo-Ferrari	-1 lap		Hu, Mn
16	Romain Grosjean (FRA)	Haas-Ferrari	-1 lap		Mu, Hu, Hn
17	Antonio Giovinazzi (ITA)	Alfa Romeo-Ferrari	-1 lap		Mn, Hn, Mu
18	George Russell (GBR)	Williams-Mercedes	-1 lap		Mn, Hn, Hn, Mu
19	Nicholas Latifi (CAN)	Williams-Mercedes	-1 lap		Mn, Hn, Hn, Mn
R	Kevin Magnussen (DNK)	Haas-Ferrari	43 laps-tyres/safety		Mn, Hu, Hn

FASTEST LAPS

POS	DRIVER	TIME	GAP	LAP
1	Hamilton	1m28.451s	-	43
2	Verstappen	1m29.465s	+1.014s	46
3	Albon	1m29.477s	+1.026s	46
4	Bottas	1m29.765s	+1.314s	44
5	Latifi	1m29.950s	+1.499s	48
6	Hulkenberg	1m30.087s	+1.636s	52
7	Gasly	1m30.092s	+1.641s	52
8	Leclerc	1m30.552s	+2.101s	39
9	Sainz	1m30.556s	+2.105s	49
10	Ocon	1m30.575s	+2.124s	50
11	Norris	1m30.698s	+2.247s	49
12	Kvyat	1m30.738s	+2.287s	52
13	Vettel	1m30.785s	+2.334s	49
14	Grosjean	1m30.793s	+2.342s	51
15	Stroll	1m30.877s	+2.426s	45
16	Ricciardo	1m31.168s	+2.717s	39
17	Russell	1m31.408s	+2.957s	50
18	Raikkonen	1m31.756s	+3.305s	30
19	Giovinazzi	1m31.826s	+3.375s	37
20	Magnussen	1m31.830s	+3.379s	39

WEATHER Sunny, air 24-27C track 42-45C

WINNER'S AVERAGE SPEED 143.24mph FASTEST LAP AVERAGE SPEED 148.99mph

TYRES

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



RACE BRIEFING

FP1
ROBERT KUBICA replaced **Russell** in qualifying
GIOVINAZZI at Alfa Romeo

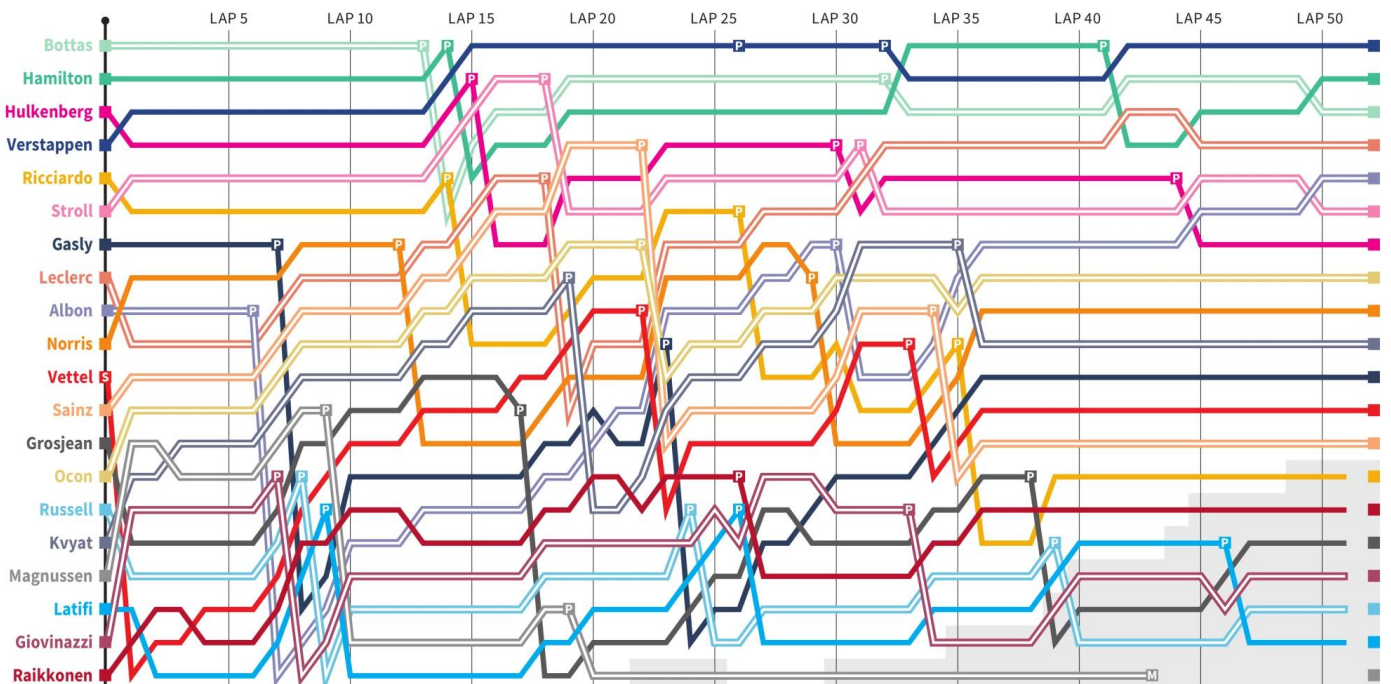
GRID PENALTIES
OCON Three-place penalty and one licence point for impeding

RACE PENALTIES
MAGNUSSEN Five-second penalty and two licence points for leaving the track and rejoining unsafely

STAT
155

Hamilton has now matched Michael Schumacher's record for F1 podium finishes

LAP CHART What happened, when



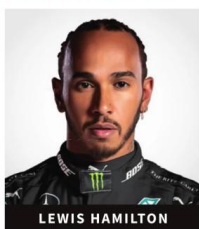
■ Pitstop ■ Crash ■ Mechanical failure ■ Spin ■ Penalty ■ Car lapped ■ Safety car

SILVERSTONE PERFECTION IS IMPOSSIBLE TO FIND

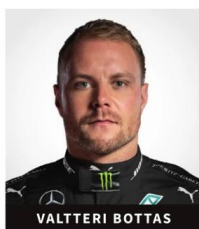
Several drivers impressed, most notably Verstappen, Leclerc and Hulkenberg, but the maximum rating proved elusive in last weekend's 70th Anniversary encounter

ALEX KALINAUCKAS

MERCEDES

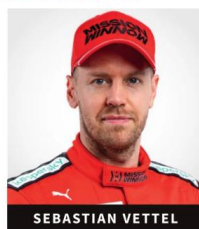


7 Hamilton was the slower of the two Merc drivers in the first stint on the mediums and on the hards early in stint two. He only ended up in front of Bottas because he had a shorter final stint. Was clearly not happy to be beaten in qualifying, which also brings his score down.

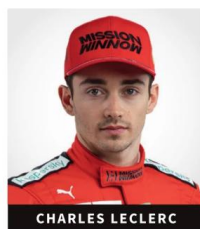


8 It's hard to see what Bottas did wrong given Mercedes' decision to pit him on the same lap as Verstappen. Bottas's qualifying performance was fantastic because he ended the first Q3 runs adrift and reversed the Mercedes order where previously he might have capitulated.

FERRARI

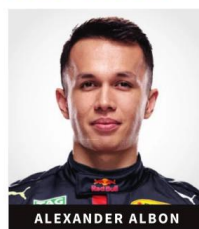


4 Has now had so many spins all by himself that Ricciardo coined the term "Seb spin" for his own last Sunday, which followed Vettel dropping it at the start after touching the inside kerbs. He was furious Ferrari brought him in early but the issues really stemmed from his latest spin.

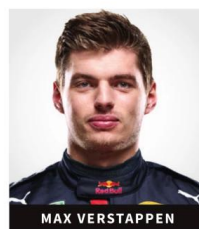


9 Leclerc's outstanding drive in the race so nearly overcame his qualifying defeat to Gasly's slower AlphaTauri, but it's *just* not enough for a perfect score. Nevertheless, he was excellent in the race, though was amusingly unable to explain why he was so quick.

RED BULL

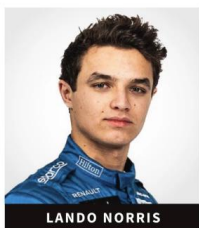


6 After Albon's energetic rise from ninth to fifth, Red Bull team boss Christian Horner said: "Imagine if Alex had started in P4 or P5 with the pace he had." And that's the problem. Albon was again well adrift of Verstappen in quali, which meant he was beaten by Leclerc, who was in a slower car.

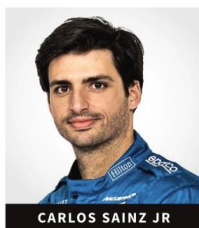


9 Red Bull requires perfection to beat the Mercedes even when the black cars are struggling. It certainly got it on race day, but Verstappen's quali defeat to Hulkenberg just costs him a perfect score. He was sublime in the GP, with enough capacity to tease his engineer once again.

MCLAREN

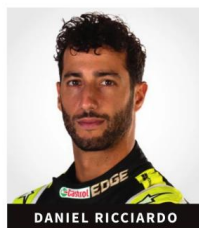


8 Another driver who did little wrong, Norris came away with a result that basically reflected what his McLaren was capable of. The team was expecting to struggle and it did, but Norris hung on well and came away one place in front of where he started.

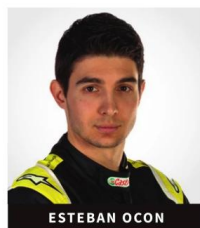


7 Gained a spot on the opening lap with a strong start that included avoiding a wayward Vettel, and he had climbed to fourth by the time of his first stop – albeit boosted by cars ahead pitting early. But a wheelgun issue at his first stop cost him dearly. Down a mark for his Q2 exit.

RENAULT

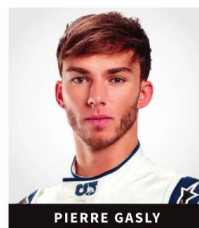


7 Ricciardo's "Seb spin" while battling Sainz costs him a mark, which is a shame considering his outstanding qualifying performance. He felt Renault had made a major breakthrough in practice but rued not having Ocon's strategy after struggling on the mediums in his second stint.



8 Ocon was another star on the unlikely one-stop strategy. Like Leclerc he started on the mediums and moved to the hards, which he used to rise from 14th to eighth. But he loses a point compared to Leclerc because of his Q2 exit and for blocking Russell in Q1.

ALPHATAURI



8 Gasly left Silverstone with a not-bad result considering the overall pace of the AlphaTauri; it's just his fine quali performance had encouraged raised expectations. He was ultimately undone by his team aggressively covering Albon's early stop and he struggled on angry hard tyres.



8 A week after his promising British GP was ended by a scary puncture-induced crash, Kvyat returned and was brilliant to score the final point on a two-stopper that involved two opening stints on the hards. His Q1 exit when Gasly qualified seventh costs him a mark.



RACING POINT



9 Produced a lap to rival Hamilton's wet-weather masterclass at the Styrian GP to take third on the grid with such little prior running in Sergio Perez's car. His slow start, and the fact that he picked up a severe tyre vibration that required a third stop, costs him a perfect score.

5 Another anonymous performance from Stroll when his RP20 is so controversially fast. He made a solid start but only rose a spot on lap one after Hulkenberg's Loop wobble cost Ricciardo momentum. He didn't look like passing Hulkenberg at the time of his team-mate's late stop.

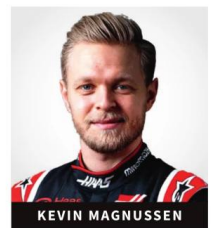
ALFA ROMEO



7 Raikkonen was the third driver to make a one-stopper work and he used it to great effect to rise from last on the grid to beat backmarker rivals at Haas and Williams. He was surprised by his pace on the strategy but had to slow down towards the end with a severe tyre vibration.

7 Matches Raikkonen's score because he beat his team-mate in qualifying – albeit by just 0.06s. Giovinazzi has made a knack of starting strongly and he did so again to rise from 19th to 15th, but didn't have the pace after an early pitstop as Alfa opted to split its strategies.

HAAS



7 Just earns an extra mark for the strength of his quali performance to reach Q2 and take his best result of the season so far. But he had made a bad start even before he lost another spot avoiding Vettel, and was frustrated in the traffic from there. Also struggled for rear grip.

5 Earns this score purely because of his clash with Latifi, which could have been disastrous. He was also well adrift of Grosjean in quali, even if he earns some sympathy for having to run old floor parts after his British GP crash. Retired with tyre vibrations causing suspension concern.

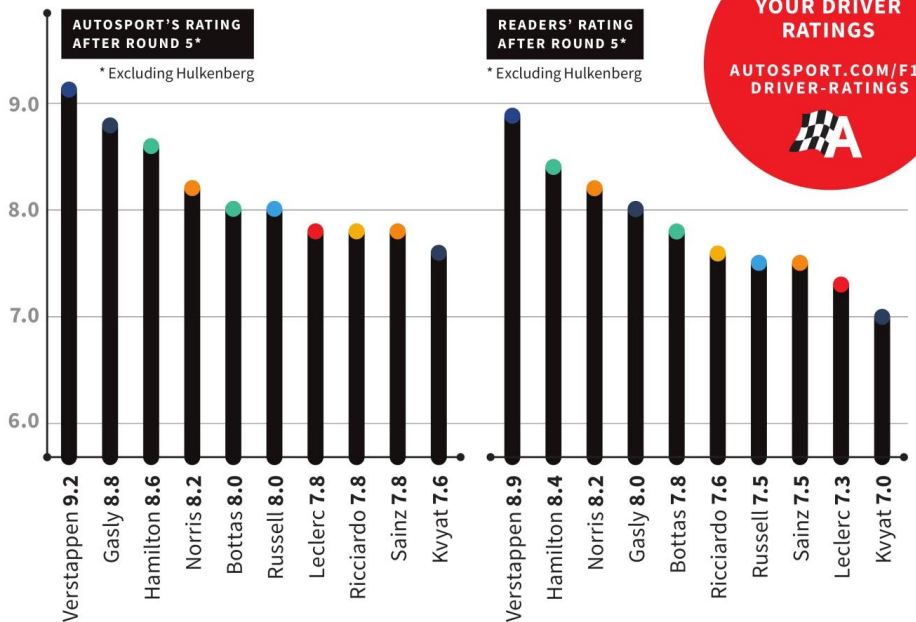
WILLIAMS



7 Matches his team-mate's score given they ended up just 0.607s apart at the flag and both battled high tyre wear. Latifi made a decent start but undid that with a lap-one Luffield lock-up. He drove well from there, despite appearing to pick up damage in the clash with Magnussen.

7 Russell delivered in qualifying for the fourth consecutive race to reach Q2, with Williams still not quite knowing why its pace swings back the other way in the race. He made a poor start and was doored to a three-stopper as the Williams cars ate through their rears.

TOP 10 AVERAGE RATINGS





BERLIN E-PRIX 2020
SEASON SIX FINALE
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SEASONSIXFINALE

#PurposeDrive



DS AUTOMOBILES

A. FELIX DA COSTA

TECHEETAH

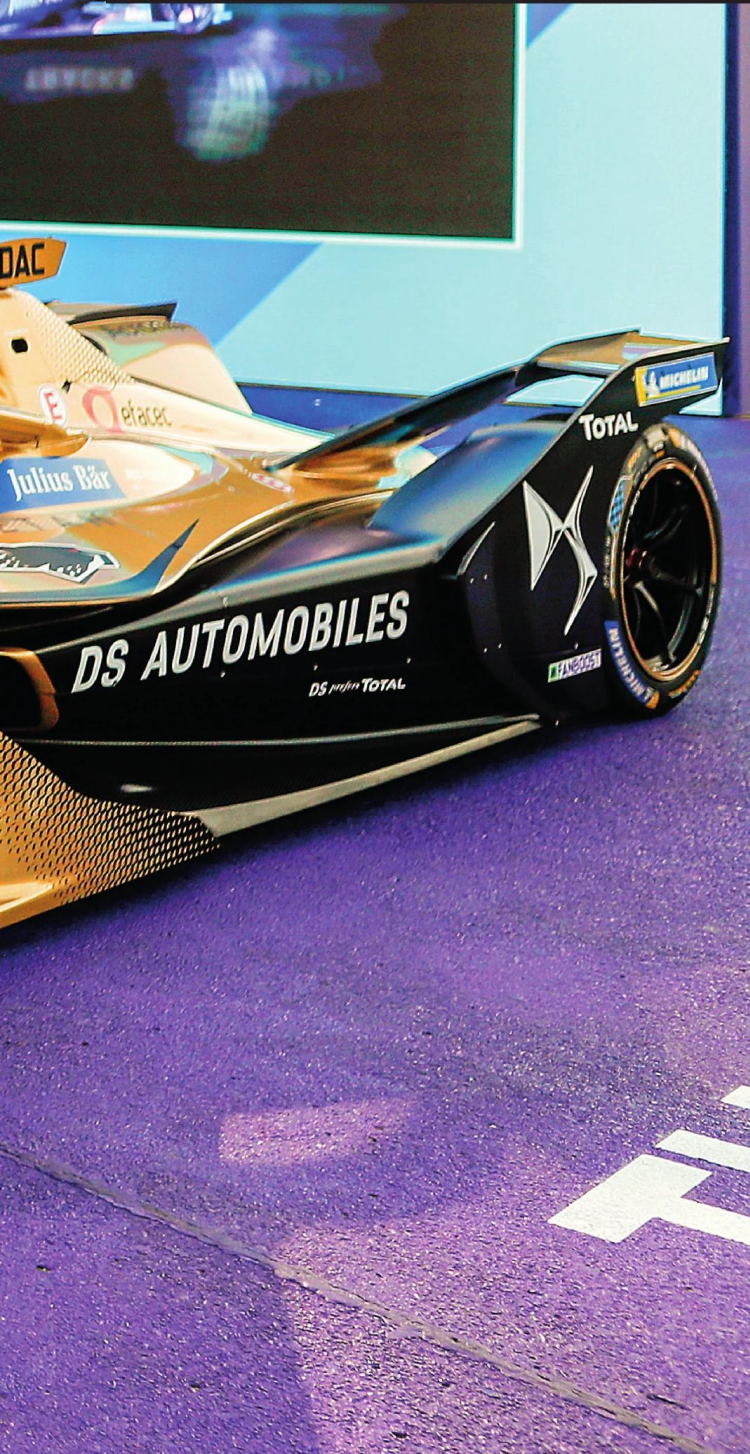


Da Costa is simply too good for electric rivals

Even reigning champion Jean-Eric Vergne had to concede the drivers' title two races early as DS Techeetah showed the way in Germany

MATT KEW

PHOTOGRAPHY  motorsport
IMAGES



DS Techeetah was Jean-Eric Vergne's team. A double Formula E champion with the squad, it was he who scored the lion's share of points to deliver the teams' crown last season. It was he who had courted Andre Lotterer to join the operation for two campaigns. And

when Lotterer moved to Porsche, it was again Vergne who had to find a replacement. The driver he met over coffee at the Le Mans 24 Hours in 2019 to fill the vacancy was Antonio Felix da Costa.

Two good pals, they would work together to replicate the harmonious atmosphere forged by the Lotterer-Vergne partnership. Having raced under the squad's former Aguri guise, da Costa was known to team principal Mark Preston, even if during those two seasons he struggled to show his flair thanks to the sub-par car, and only achieved eighth and 13th in the points.

Vergne, an eight-time FE race winner by the end of 2018-19, would help da Costa get up to speed after a delayed exit from BMW Andretti meant he couldn't officially join DS Techeetah until the eve of pre-season testing. Vergne would lead the team.

Neither scenario would transpire, however. Although both remain supportive, it's been a fractious year. Vergne was branded a "f*****g idiot" when he blocked da Costa in Santiago as he tried to knock off damaged bodywork. At the next race in Mexico, again the pair stumbled over one another at the expense of a double podium.

From the following race in Marrakech, it's been Vergne forced to play second fiddle. In a title fight that was meant to follow FE precedent and go down to the wire, da Costa set a new record – getting the job done with two rounds to spare.

As the series reconvened in Berlin following its five-month pause during the height of the coronavirus, da Costa was peerless. Brilliant in qualifying, unflappable in the races.

Two pole positions and two wins opened the batting, a quiet recovery to fourth in race three fulfilling the criteria of the clichéd 'champion's drive'. When Vergne took his first win of the season in his poor title defence, da Costa was right in his mirrors to score second place and with it the championship.

RACE ONE 5 AUGUST

The 158-day interlude afforded teams the chance to assess their data and identify any potential software gains, even if powertrain hardware couldn't be touched. There was a degree of anticipation, then, that DS Techeetah might be caught. But da Costa – the only group one title contender to progress to the superpole shootout – and team-mate Vergne soon dispelled that notion as they locked out the front row in qualifying. >>

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Da Costa leads Vergne as FE returned for first race in Berlin

Worse, as Lotterer fended off Sebastien Buemi into Turn 1 of the reversed circuit for third, the two black-and-gold cars escaped to a two-second lead. When Lotterer missed a sensor and failed to activate the 35kW attack mode boost, the result looked beyond doubt. Fortunately, a safety car – called for Robin Frijns nerfing the wall – and a full-course yellow for Felipe Massa doing similar turned the podium fight on its head.

Vergne, who wasted his attack mode by activating it seconds before conditions were neutralised, and da Costa started to suffer from their early domination as they found themselves down on energy. That didn't best please Vergne – he berated his stablemate over the radio for ignoring a pre-agreed protocol to manage pace.

A fanboosted da Costa would cross the line for his third FE triumph and second in succession marginal on power, albeit still 5.4s to the good over Lotterer and Sam Bird's Virgin Audi.

Vergne, however, dropped like a stone. After shredding his rear tyres on the abrasive concrete – used to slow large aircraft, let alone a 900kg FE car – he was desperately slow in the closing laps and



Jaguar's terrible restart blew title hopes for Evans



“Vergne still masters the car a bit better than I do. He’s more aware of what’s going on”

fell to ninth. After a spin with Lucas di Grassi’s Audi, he would park in the pits to be classified 20th in his bid to defend the title.

As Lotterer rued an attack mode blunder, which cost the Porsche star “a shot at challenging Antonio”, da Costa still tipped his cap to Vergne. “He masters the car a bit better than I do,” the Portuguese said after extending his lead to 41 points. “He’s more aware of what’s going on – we have a million numbers showing up on our dash every time we cross the line.”

Mitch Evans, lying second in the points heading to Berlin, had needed to recover from eighth after Jaguar was 0.4s off in its group qualifying set-up. But his blistering Marrakech race pace, which had enabled him to rise from last to sixth in Morocco, had gone AWOL through the car’s imbalance. Evans had to defend his position from Buemi, who had slipped back after also missing the attack mode gate.

Delayed by a slowing Vergne, Evans fell behind Buemi’s Nissan and fell prey to Maximilian Guenther. When the BMW Andretti driver was tapped by Edoardo Mortara, he ricocheted into Evans to send him spinning down to 15th at the flag (later to become 13th).

With Evans failing to score and Alexander Sims – third in the points heading to Tempelhof Airport – a subdued 10th (later ninth), da Costa was then afforded even more breathing space as rival Guenther was disqualified for exceeding his energy limits.

RACE TWO 6 AUGUST

With da Costa having just become the first repeat winner of the season, someone needed to step up if there was any chance of the championship battle going down to the wire. Instead, da Costa was again supreme in qualifying for race two. >>

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The rubber laid down the previous day was expected to mitigate much of the group one deficit that came with a usually ‘green’ track surface. But that proved not to be the case, and da Costa was the only driver of the first six to progress to superpole. There he outbid Buemi by 0.4s to land his third pole position on the trot.

Buemi could have been a favourite this campaign after Nissan e.dams began to hit its stride developing a twin-motor set-up last season. But over the summer break, such a powertrain was outlawed and so the team had been playing catch-up ever since.

With Nissan still adjusting to a new philosophy, da Costa again flew the flag for DS Techeetah in its bid to retain the teams’ crown.

Although 2015-16 champion Buemi was valiant in his bid to bring the gap under 0.8s in the early phase of this race, he activated his four-minute attack mode boost just as a full-course yellow was called to retrieve debris from Guenther’s BMW. A brief return to racing was again stunted by another FCY for more bodywork strewn on the main straight by Bird, all the while as Buemi’s boost ticked away unused.

That meant da Costa could activate both of his higher power modes late on to devastating effect, the addition of fanboost all but confirming his win by 3s.

With another 28-point haul in the bag, he moved 68 clear of his closest chasers – now Mercedes’ Stoffel Vandoorne and di Grassi – aided by a secondary collapse for Evans. The 2012 GP3 champion lined up just 16th, and his eventual return of 12th only followed a disqualification for Jerome d’Ambrosio, a technical failure for Nyck de Vries and a late retirement for Guenther.

Evans crestfallen, Guenther in the wars, Sims struggling – this was yet another race when da Costa was given an inch by his main championship rivals. He took a mile.

Buemi’s quip that his second place in race two meant he won ‘Formula E 1.5’ in deference to da Costa’s command rang true. Little wonder he reckoned the title fight, despite four races still to play, was “more or less done”, with Vandoorne adding: “I don’t think anyone is thinking about Antonio”.

RACE THREE 8 AUGUST

Surprisingly, Vandoorne was on the money as the series switched to the conventional Tempelhof layout for races three and four – the frontrunners didn’t need to think about da Costa. The track was washed to remove some of the rubber smeared into the surface, and overnight Michelin issued new tyre pressure limits – down by 0.1 bar. DS Techeetah and da Costa were quick to say that this had hurt him the most. When he qualified eighth, that seemed plausible.

Through the first half of race three, da Costa didn’t climb a single position, and so indeed the attention was firmly fixed on a history-making battle for the win.

Vergne credited the Friday rest day and a massage for his rejuvenated form, the defending champion back on pole and by a colossal 0.495s to boot. He dictated play from the front, too, in an unnoteworthy first 11 laps.

Then the safety car was issued to retrieve the Dragon Racing car of Serge Sette Camara and Neel Jani’s battered Porsche. A lunge



Guenther celebrates a second victory in his win-or-bust season



Race-three-and-four resurgence propelled Vergne up from 12th to second in the standings



Vandoorne yoyoed in the points from sixth up to third, then back down to eighth

from Sims as he fought for 15th place forced Sette Camara to brake very late into the Turn 9 hairpin. He ran too deep and spun James Calado. As Sette Camara suffered a prompt drive failure, he pulled over to the inside of track to keep off line. Here, however, he tagged Calado's team-mate Evans lightly. In turn, that left Jani with nowhere to go and he clattered into the side of Sette Camara.

Once the clean-up effort gave way to green-flag conditions, Vergne activated his first attack mode boost to build a comfortable 1.7s cushion over second-starting Guenther. And when Guenther's second attack mode ran out more than a minute ahead of Vergne's, it looked as though the BMW youngster had squandered his chance for the victory.

But a malfunctioning regen setting for Vergne meant he had overconsumed energy while using attack mode, which dropped him into the clutches of the 23-year-old German.

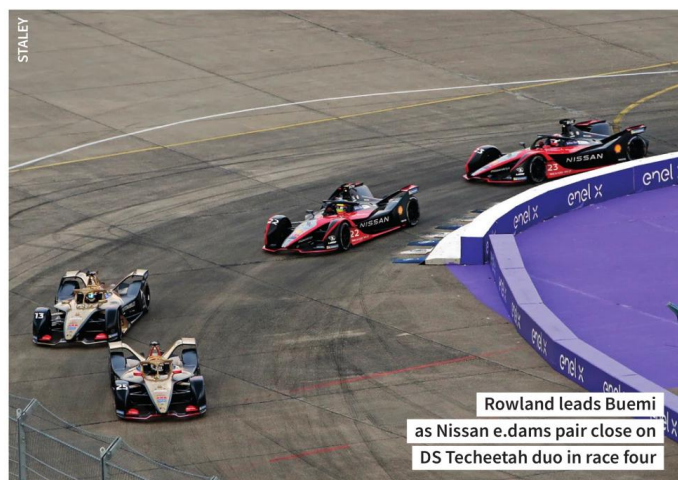
Guenther closed up and tucked into the DS Techeetah's slipstream to save energy. So as Vergne defended into Turn 6,

“This was another race when da Costa was given an inch by his rivals. He took a mile”

it afforded Guenther the chance to cut back into the next corner and from there he took the lead.

Invision Virgin Racing Audi driver Frijns, meanwhile, had a 1% energy cushion in hand over the top two and demoted Vergne into Turn 1. Having started sixth, Frijns was able to tear chunks out of Guenther to cross the line just 0.128s behind, in what was the closest finish in the series' six-year history.

That left Vergne to fight off his team-mate to complete the podium. Da Costa appeared content to maintain eighth early on, but then had a change of tack. He picked off Alex Lynn with a dummy into Turn 10 and then gained another place when Vandoorne's hopes were scuppered by a puncture. Fourth place was his reward.



Rowland leads Buemi as Nissan e.dams pair close on DS Techeetah duo in race four

RACE FOUR 9 AUGUST

Even on a comparatively bad day, such as race three, da Costa had lugged himself up the order. That meant, come Sunday, he could afford to drop eight of his 68-point lead and still secure a maiden electric title. But he spared everyone from any rushed mid-race adding up by playing rear-gunner in a DS Techeetah 1-2.

Vergne maintained a 0.4s advantage ahead of da Costa, which he carried beyond a safety car restart, the caution caused by Guenther smashing into the back of Oliver Turvey to retire. This season, Guenther has either won, finished second or failed to score a point...

But the leading duo were unable to shake chasing Nissan e.dams driver Oliver Rowland. As da Costa activated his attack mode, he slipped behind Rowland and Lynn to fourth, as Vergne returned to the racing line just about in first place. >>

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Holding his attack mode for one lap longer than his rivals, da Costa regained second spot after passing Rowland on the main straight into Turn 1 to quickly close back up to the rear of Vergne.

Then on lap 13, a radio message for da Costa came to “swap and attack”. Rather than allow da Costa’s supposed race-one strategy disobedience to come back and bite him, outgoing champion Vergne graciously followed the instruction and permitted his team-mate to pass.

As both DS Techeetahs circulated with 1% less useable energy than their pursuers, the pre-emptive move would hand da Costa a one-car buffer back to Rowland and Buemi.

Although the Nissans did close in a top-five chain, which had de Vries’s Mercedes at the rear, Rowland in third did not attempt an overtake. That meant that, seven laps from home, DS Techeetah could order another uncontested change for position, from where Vergne led to the spoils in his first win of the season and climbed to second in the points, having been down in 12th after race two.

Back-to-back teams’ titles had been delivered for DS Techeetah, as da Costa scored his first championship drivers’ crown since a 2009 run to the Formula Renault 2.0 NEC spoils.

“I have no words right now,” he said between tears. “Just the bad times really come to my mind because [I was] so close to giving up

“The bad times really come to mind because I was so close to giving up sometimes”

sometimes and, thanks to the people around me, I never did.”

“But more than that, thanks to these guys [at DS Techeetah, formerly Aguri] who I raced with in season one. They knew what I could do even when I was finishing nowhere. They brought me back.”

The championship’s TV coverage was at pains to bill the Berlin climax as “the most intense finale in motorsport history”. Six races... da Costa only needed four. Nine days... he did the job in five. Three tracks... he only had to be supreme on two.

It’s taken the sting out of the remaining brace of E-Prixes, no question, but da Costa’s early success is universally popular. Overlooked by Formula 1, he sought refuge in the DTM. But the tin-top conquest was sidelined when he wanted to focus on FE. That streamlining has finally earned the paddock’s most affable person the most lucrative prize in electric motorsport. ✘



Jimenez and Evans set up swansong title battle

**JAGUAR I-PACE eTROPHY
TEMPELHOF AIRPORT (DEU)
5-9 AUGUST**

Not to be outdone by Formula E, the Jaguar I-PACE eTrophy support grid will have staged seven Berlin races by season’s end as it seeks to squeeze in a 10-round calendar.

The mad dash will precede a quick demise: after only two seasons of an initial three-year deal to follow around

the FE paddock, the series will be killed off amid the economic fallout of COVID-19 and Jaguar’s persistently wobbly finances.

It’s been a season of two drivers: Simon Evans (brother of Jaguar FE driver Mitch) and inaugural/reigning series champion Sergio Jimenez. Had it not been for fellow Brazilian Caca Bueno’s triumph in race one at Tempelhof, only Jimenez and Evans were on course to have scored victory all season.

Bueno, the sole driver to have competed since the coronavirus outbreak courtesy of his Brazilian Stock Car commitments, evidently already had his eye in. Pole, the race one win, fastest lap – having led for the duration. But by missing the opening two races of the season in Saudi Arabia, it wasn’t enough for him to meaningfully feature in the title race.

That left it to Jimenez and Evans to duke it out in race two. Jimenez twice opted for a later use of his attack mode boost, and both times he used the excess power to surge back in front to score the victory.

Jimenez then headed up a Team Brazil 1-2 ahead of Bueno in race three, back on the conventional Tempelhof layout. With Evans fading to third, he was yet to revisit the top step of the podium since his triumph in the opening race of the season.

But Evans ended the dry spell with a brace of Sunday victories. Jimenez led from pole in race four, but Evans was quite simply the quicker driver. He tore chunks out of the leader to close and pass in the closing stages. When he did access the boost earlier than Jimenez, it left Evans vulnerable in a sprint out of the final corner, but Evans hung on by 0.139s.

The one-off addition of a reversed-grid race didn’t unsettle the Kiwi on Sunday morning. He and Jimenez worked their way to the top of the order, Evans winning with his extra attack mode to close the gap to nine points ahead of the double-header series-ending finale.

MATT KEW





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IN THE HEADLINES

FORWARD-THINKERS REFLECT

On the eve of race one, a minute's silence was held to commemorate those killed by the coronavirus, victims of discrimination and the recent death of Helder Moreira, killed constructing the track. Those present in Berlin stood socially distanced on the circuit apron and held their phone torch in the air. On the grid the next day, Jean-Eric Vergne and the Mercedes crew took the knee.

BIG BOSSES CONTRACT COVID

Formula E co-founder and chairman Alejandro Agag missed a race of the series for the first time after contracting COVID-19. Mahindra Racing team boss Dilbagh Gill also tested positive and both had to sit out all four races as they served an extended isolation period in their hotel rooms. On-site staff were retested every five to seven days.

DE VRIES 'HELP' EARNS FINE

Nyck de Vries incurred a €5000 fine and a five-place grid penalty for the third race after exiting his car and pushing it off circuit. Following a technical failure, he helped the marshals – limited in number owing to coronavirus restrictions – manoeuvre his Mercedes behind a barrier. As his radio had shut off, he missed instructions from race director Scot Elkins to stay put.

VIRGIN GOES CARBON NEUTRAL

The Envision Virgin Racing squad became the first FE team to be given a certified carbon-neutral status. Recognised by the Carbon Trust ahead of race one, the grade accounts for the squad's use of 100% renewable energy sources for its Silverstone and London bases, in addition to the travel for its 40 race staff, who aren't permitted to eat red meat at race events.

FIA CLOSES PITLANE BLUNDER

The FIA was forced to lower the pitlane speed limit from 50km/h down to 35km/h ahead of race two following a protest from Mercedes. Several drivers headed down the shorter pitlane under full-course yellow conditions, stopped briefly in their boxes, and came out with an approximate 5s gain.

Mercedes crew took the knee prior to every race



S.BLOX/HAM

RESULTS ROUNDS 5 & 6, TEMPELHOF (DEU), 5-9 AUGUST, RACE 1 (36 LAPS – 52.680 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	Antonio Felix da Costa (PRT)	DS Techeetah / DS E-Tense FE20	47m08.261s
2	Andre Lotterer (DEU)	Porsche / Porsche 99X Electric	+5.445s
3	Sam Bird (GBR)	Virgin Racing / Audi e-tron FE06	+6.526s
4	Nyck de Vries (NLD)	Mercedes / Mercedes EQ Silver Arrow 01	+6.911s
5	Jerome d'Ambrosio (BEL)	Mahindra Racing / Mahindra M6Electro	+13.212s
6	Stoffel Vandoorne (BEL)	Mercedes / Mercedes EQ Silver Arrow 01	+13.654s
7	Sebastien Buemi (CHE)	Nissan e.dams / Nissan IM02	+14.926s
8	Lucas di Grassi (BRA)	Audi Sport Abt / Audi e-tron FE06	+17.311s
9	Alexander Sims (GBR)	BMW / BMW iFE.20	+17.673s
10	Rene Rast (DEU)	Audi Sport Abt / Audi e-tron FE06	+18.852s
11	Neel Jani (CHE)	Porsche / Porsche 99X Electric	+21.039s
12	Alex Lynn (GBR)	Mahindra Racing / Mahindra M6Electro	+21.603s
13	Mitch Evans (NZL)	Jaguar / Jaguar I-TYPE 4	+22.482s
14	Oliver Rowland (GBR)	Nissan e.dams / Nissan IM02	+23.208s
15	James Calado (GBR)	Jaguar / Jaguar I-TYPE 4	+28.906s
16	Oliver Turvey (GBR)	NIO / NIO FE-005	+31.116s
17	Edoardo Mortara (CHE)	Venturi / Mercedes EQ Silver Arrow 01	+38.765s
18	Daniel Abt (DEU)	NIO / NIO FE-005	+39.282s
EX	Maximilian Guenther (DEU)	BMW / BMW iFE.20	+16.173s-exceeded energy limit
NC	Jean-Eric Vergne (FRA)	DS Techeetah / DS E-Tense FE20	+36.915s-spin
EX	Sergio Sette Camara (BRA)	Dragon Racing / Penske EV-4	+45.417s-exceeded energy limit
NC	Nico Muller (CHE)	Dragon Racing / Penske EV-4	+3m02.455s-ran out of energy
R	Felipe Massa (BRA)	Venturi / Mercedes EQ Silver Arrow 01	22 laps-accident
R	Robin Frijns (NLD)	Virgin Racing / Audi e-tron FE06	8 laps-accident

Winner's average speed 67.054mph. Fastest lap da Costa 1m08.965s, 76.386mph.

SUPERPOLE

1 da Costa 1m06.799s; 2 Vergne 1m07.121s; 3 Lotterer 1m07.235s; 4 Buemi 1m07.248s; 5 de Vries 1m07.302s; 6 d'Ambrosio 1m07.371s.

RACE 2

SUPERPOLE 1 da Costa 1m06.442s; 2 Buemi 1m06.859s; 3 Lynn 1m06.919s; 4 de Vries 1m06.921s; 5 Frijns 1m06.974s; 6 di Grassi 1m07.292s.
RESULTS (38 LAPS – 55.607 MILES)
1 da Costa 46m19.412s; 2 Buemi +3.090s; 3 di Grassi +8.296s; 4 Frijns +9.239s; 5 Vandoorne +9.695s; 6 Bird +10.081s; 7 Rowland +13.897s; 8 Mortara +16.367s; 9 Lotterer +16.893s; 10 Vergne +20.919s; 11 Lynn +21.288s; 12 Evans +22.157s; 13 Rast +22.631s; 14 Muller +23.579s; 15 Jani +26.381s; 16 Abt +35.424s; 17 Sette Camara +35.727s; 18 Turvey +36.356s; 19 Sims +42.395s; 20 Calado +52.828s; EX d'Ambrosio +23.987s-exceeded energy limit; NC Massa +1m21.241s-ran out of energy; R Guenther 27 laps-damage; R de Vries 15 laps-accident.
Winner's average speed 72.023mph.
Fastest lap Vandoorne 1m08.635s, 76.753mph.

RACE 3

SUPERPOLE 1 Vergne 1m06.277s; 2 Guenther 1m06.772s; 3 d'Ambrosio 1m06.825s; 4 Vandoorne 1m06.965s; 5 Lynn 1m07.177s; 6 Frijns 1m07.180s.
RESULTS (35 LAPS – 51.217 MILES)
1 Guenther 46m15.512s; 2 Frijns +0.128s; 3 Vergne +2.569s; 4 da Costa +2.743s; 5 Lotterer +3.136s; 6 Rowland +5.547s; 7 d'Ambrosio +7.893s; 8 di Grassi +12.672s; 9 Evans +13.511s; 10 Sims +19.248s; 11 Buemi +20.240s; 12 Muller +20.486s; 13 Bird +20.733s; 14 Mortara +20.944s; 15 Abt +21.948s; 16 Turvey

+22.774s; 17 Lynn +23.181s; 18 de Vries +32.520s; 19 Massa +36.549s; R Rast 30 laps-crash; R Vandoorne 17 laps-puncture; R Calado 13 laps-damage; R Sette Camara 10 laps-accident; R Jani 10 laps-accident.
Winner's average speed 66.430mph.
Fastest lap Evans 1m08.350s, 77.073mph.

RACE 4

SUPERPOLE 1 Vergne 1m06.107s; 2 da Costa 1m06.247s; 3 Rowland 1m06.552s; 4 Buemi 1m06.564s; 5 de Vries 1m06.597s; 6 Massa 1m06.777s.
RESULTS (37 LAPS – 54.143 MILES)
1 Vergne 46m24.803s; 2 da Costa +0.497s; 3 Buemi +1.392s; 4 de Vries +3.791s; 5 Rowland +5.018s; 6 di Grassi +9.805s; 7 Evans +14.814s; 8 Lotterer +15.755s; 9 Lynn +21.001s; 10 Massa +22.809s; 11 Bird +22.911s; 12 Vandoorne +23.388s; 13 Sims +23.575s; 14 Mortara +23.889s; 15 d'Ambrosio +23.914s; 16 Rast +24.381s; 17 Calado +26.600s; 18 Abt +29.121s; 19 Jani +29.527s; 20 Muller +34.431s; 21 Sette Camara +36.315s; 22 Turvey +1m01.473s; R Guenther 0 laps-acc; NS Frijns battery. Winner's average speed 69.992mph.
Fastest lap Bird 1m08.556s, 76.842mph.

CHAMPIONSHIP

1 da Costa 156; 2 Vergne 80; 3 Guenther 69; 4 di Grassi 69; 5 Buemi 67; 6 Evans 65; 7 Lotterer 59; 8 Vandoorne 57; 9 Rowland 54; 10 Bird 52.

NEXT RACE

BERLIN (AGAIN) 20 AUGUST ISSUE

Can anyone take the fight to DS Techeetah in the final two races?



Bulletproof BMWs are fast and unbreakable

As the opposition wilted, Colin Turkington maximised his opportunity in the heat at Brands, and team-mate Tom Oliphant took a maiden win

MARCUS SIMMONS

PHOTOGRAPHY JEP

The BMW 330i M Sport is not only one of the quickest cars in the British Touring Car Championship; it's also probably the strongest. Colin Turkington and the West Surrey Racing team arrived at a sun-baked Brands Hatch Grand Prix Circuit at the top of the points and with the accompanying maximum success ballast, yet still he dragged his machine to a second place and then a win.

When he followed that up with a softly-softly reversed-grid cruise from 12th to fifth in the finale, while team-mate Tom

Oliphant broke his BTCC duck with a maiden win, Turkington put himself in a very strong position for a fifth championship title in 2020. "Today was important for us literally to make hay while the sun shines," he reflected on a balmy warm Sunday evening.

What was just as important as the speed of those BMWs was the outbreak of attrition that struck their front-wheel-drive opposition. Air temperature when the BTCC cars were on track on Sunday never rose above 26.7C, while the track-temperature maximum was 43.9. That's warm enough

that, if crowds had been admitted, there'd have been a lot of skinburn driving away from Brands, but it was hardly an unprecedented heatwave. As well manicured as Brands is, the recent weather has left its grass looking almost as yellow as it was when Ferrari and McLaren were brandishing rulebooks at each other in the Elton John & Kiki Dee-soundtracked summer of 1976. Don't go breaking my heart? Well, a lot of front-wheel-drive hearts were broken: Fords, Hondas, Toyota... All could have beaten the BMWs (and Dan Cammish did so in race one in his Civic), but that heat arguably



played a significant role in what transpired.

First to have their hearts broken were the folk at Motorbase Performance, whose brand-new fourth-generation Ford Focus STs had shown ferocious pace. Rory Butcher bounced back from an off at Clearways in the second free practice session, caused by a front-left puncture while running on carried-over tyres from the opening round at Donington, to go a stunning 0.461 seconds clear of the opposition on the first qualifying runs – while carrying 48kg of success ballast. The others subsequently chipped away so that Cammish's Honda – on 54kg – ended the session just 0.031s adrift, and Motorbase's long-time midfielder Ollie Jackson put *his* Focus third.

That form continued in the opening race, which Butcher led for the majority from Cammish and Turkington, before another front-left tyre failure struck the Ford as the

race went green following a safety car period, with three laps to run to the finish. That enabled Cammish to keep up his 100% record of winning the first race of the weekend on the Brands GP Circuit, and banish the demons of his title-losing retirement from the 2019 season closer on the same track.

"I'm pretty gutted really," muttered Butcher. "You put everything into a race like that, leading from pole. I felt I had it in the bag, and then I felt the puncture just after the restart. We've got a long day ahead of us..."

Cammish had been playing it softly behind: "I was conscious of what happened here nine months ago with my brake failure. In this kind of heat, tucked up behind another car, the engine and brake temperatures were rising. He had me covered and I just had to be careful. I'd taken a breather and went again [for an

attack] just before the safety car."

Did ex-Porsche Supercup racer Cammish think Butcher was being hard on his tyres, perhaps striking kerbs? "I came here as a GT driver, and every day I become more of a touring car driver. Rory's aggressive, but I wouldn't say I'm not doing the same. He actually showed me a few things I copied!"

That failure consigned Butcher to the back row of the 26-car grid for the second race, yet he stormed through to finish that one in fourth, albeit aided by a rate of attrition among the Hondas that must surely be unprecedented in the history of the Civic Type R, one of the BTCC's most successful machines in recent years. "That was awesome fun," beamed Butcher. Then, while running third in the finale – and with ballast (42kg worth) back in the car – he suffered *another* front-left failure with three laps remaining: "Again I had a little bit >>>



of warning going into Clearways that something was not quite right, and by the time I braked into Paddock it had completely gone.”

Jackson lasted one lap longer before his own left-front blowout sent him out of eighth place and into the gravel at Paddock, but this was a weekend where he took a massive step forward, with third in the opening race and fifth in the follow-up. “It’s a bit of a shame to end the day that way, but we had a fantastic first race, and the second was strong with the weight on,” he said. “But race three has shown we have a few things to learn on the car. It’s very different with the way it’s using the tyres – we’re

actually using the rubber now.”

Indeed, Motorbase’s old Focuses needed an ultra-aggressive set-up to get anything out of the tyres. The new ones, which the team has attempted to build to West Surrey Racing and Dynamics standards – “We had 150 grand gone just on the design!” said team boss Dave Bartrum – are more responsive. “It’s a brand-new car,” added Butcher. “We’re learning our way with it, and stuff we could do on the old Focus we can’t do on this car.”

In the meantime, Honda had also endured a disaster. Cammish’s first-race win gave him 60kg of ballast for the sequel, but the Team Dynamics-run Civic Type R coped

much better with that weight than it did at Donington, and Cammish was running along nicely in third when the power-steering failed with just under three laps to go. “I was just driving around at that point, and that’s probably cost us two races of points,” he grimaced. “That’s ruined our chance to cement ourselves in the fight.”

To compound this, team-mate Matt Neal had also dropped out of this race with power-steering problems (albeit his were due to a ruptured line, Cammish’s when the fuse gave up), and Tom Chilton had just taken fourth place in his identical BTC Racing Civic when his power-steering packed up. Combined with Josh Cook parking his BTC Honda with overheating, and Jake Hill in the older-spec FK2 Civic suffering another engine failure, that left the five fastest Hondas in positions 19-21-22-23-24 on the grid for the final race...

It also brought some unexpected competitors into the mix for the front of the reversed grid, and here Turkington again exhibited the biggest chink in his armoury. He has twice sailed to serene second-race victories in two weekends, yet seems incapable of picking a favourable number out of the reversed-grid draw: once again, it was the maximum ‘12’.

“I’m very annoyed with Colin,” quipped Tom Ingram, who had finished fourth in the opening race and then second later on, and was having another excellent weekend with



Turkington continues to lead the standings



The game's up for Butcher, as smoke heralds first-race puncture

the Toyota Corolla of Speedworks Motorsport. "He needs to take a good, hard look at himself."

Ingram and the Toyota were on a roll. They were close to the podium in all three races at Donington and, although he felt he didn't have Butcher/Ford pace in qualifying, he was confident for the races. And the first two had gone well. "It was nice to get that first podium," he said after letting Turkington stretch his lead in the closing laps. "We didn't have the grunt to match the BMW but we've been really strong."

But that reversed-grid draw had buried Ingram and Turkington on the sixth row for the finale, and Ingram was the victim of a first-lap chain reaction shunt that began when Senna Proctor – showing great pace and bravado all weekend in the new Excelr8 Motorsport Hyundai – got into a slide and made contact with Jack Goff, whose Team Hard Volkswagen slewed across the track into the Toyota, with Adam Morgan forced onto the grass in his Ciceley Mercedes.

With chaos ahead, the cautious Turkington was unfazed to be leapfrogged by others and picked up only spot, from 12th to 11th, on the opening lap. "From Paddock the dustclouds were flying, so I knew it would be a frantic race," he sighed after picking his way to an eventual fifth, some way adrift of the winning Oliphant. It completed a fruitful day for him, as others wilted. "It's excellent for me to score so >>



UPS AND DOWNS FOR THE HILLS



Hill was mighty on the GP loop...

"The older you get, the faster you were". In a long-gone millennium, your Autosport reporter used to race against Jake Hill's dad Simon in Formula First. It's safe to say that Hill Jr – who smiled politely last weekend when that oh-so-true phrase was uttered – is considerably better than either of us were.

Brands should have been a big weekend for Hill and the AmD-run MB Motorsport squad. The team thought it had got to the bottom of the engine troubles that blighted his Honda at Donington Park, and the knock-on effect of that was he had no points, and therefore no success ballast, for his favourite track.

Sure enough, Hill was flying on Saturday, proving there's still life in the old FK2 Civic. Yes, he had relatively fresh carryover tyres from Donington, but he

was comfortably top in free practice. And his pace through the fast right-handers of Hawthorns, Westfield and Sheene Curve was spellbinding. In the 23-second sector that comprises those three turns, in qualifying he was 0.143 seconds quicker than anyone, and on theoretical times he should have had pole. But he could only convert it to fourth, thanks in part to a dusty moment at Sheene on what up to that point was his best lap. "I did the sectors, but I just couldn't string it together," Hill confessed.

Still, he was securely in the top six in the opening race, before a chassis imbalance sent him down the field after the late safety car. And he was up to sixth again in race two when... his engine failed, for the third race out of five. Cue much scratching of heads. From 21st on the grid, he was 10th in the finale until a puncture, legacy of a collision with Matt Neal, put him out.

And while we're talking of pace around those 'big' corners at the back, let's praise Senna Proctor – another driver with a racing dad. He was second fastest in that sector in qualifying in the Excelr8 Motorsport Hyundai, driving with massive flamboyance, and scored good points in all three races. But the big result for that team, as at Donington, should have come from Chris Smiley. He was fourth in the finale, fending off Aiden Moffat, when he lost it at Sheene and crashed.

That's a corner that can bite. As, actually, can all the turns at Brands, as Hill Sr and your writer found out on their gravel-trap-exploration exercises of three decades ago.

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Cammish leads
Turkington in
opening encounter

many points here I didn't expect," he said. "In hindsight, the GP track has always been a great track for BMW, and it's great that both cars had a win today."

It was a similar pattern to Donington where, as at Brands, Turkington was second to Cammish in the opener, and on the top step of the COVID 'ghost' podium in the second. "Race one was solid, but I knew we weren't in the sweet spot," he said. "We could only take 6kg out for race two, yet the car was on another level. We found that magic sweet spot as well, and I pushed hard [to keep ahead of Ingram] and stayed in control."

"Race three was stay out of trouble, and any time I felt I could make a position was a bonus, but the car wasn't as racey as race two [with Turkington back on 60kg of ballast]. The hotter the better for rear-wheel drive [as the cars don't put as much force through the front tyres]. We know there'll be races in October and November when the conditions don't suit us, so it's important for us to bank the points when we can."

Especially so with the Hondas, among others, showing such pace. Cammish wasted no time in latching onto Turkington's tail

in that finale, only for engine failure to stop him. A disastrous end to his day, and that saga from race two will need to be looked into, with some suggesting that the Civic's installation of the spec power-steering system – particularly far back in the car to help with weight distribution – could leave it vulnerable to overheating.

So the day really finished as a rear-wheel-drive benefit, with Oliphant properly earning his BTCC spurs by soaking up race-long pressure from the Laser Tools Racing Infiniti of Ash Sutton, Stephen Jelley completing a successful day with a podium in Team Parker Racing's ageing BMW 125i, and Sutton's team-mate Aiden Moffat taking fourth ahead of Turkington after starting from reversed-grid pole.

"I had to run tyres from race one and race two, which had 108km on them," said an elated Oliphant, who took the lead with a three-abreast move on poleman Moffat and Jelley at the end of the first lap. The need for old tyres was because WSR had suffered from 'rippling', where the tyre overbends on the sidewalls before it's heated up, in qualifying. "I thought that would be an

uphill battle for us," he added. "I pulled a gap, but God knows where Sutton [who had started 10th] came from. I thought, '12 laps to go and Ash Sutton behind me. That's the worst combination I could have.' But I sussed him out, and his car and tyres started to overheat."

Just as at Donington, Sutton's day was one of relentless charging from an early setback. This time it came in second free practice, where a broken heat exchanger on the Infiniti cost track time. Sutton had a lap good enough for the top 10 in qualifying deleted for overstepping track limits at Paddock Hill Bend, and started a lowly 14th in the opening race. "We just really struggled with pace," he said. "We struggled with balance in FP1, and did a handful of laps in FP2, so went into qualifying in the unknown. It made life very hard for ourselves."

Great work from engineer Antonio Carrozza and the combined Laser Tools/BMR Engineering crew – "The boys worked until midnight trying to find the problem we thought we had" – transformed the Infiniti, and Sutton was sixth in the opener, having been the fastest on track just before the safety car. He raced to third in race two, and just ran out of steam to pass Oliphant in the finale, where he'd sensationally raced from 10th to second in one and a half laps. "I think we just burnt the tyres out a little bit too quick if I'm honest," he said. "But when you're carrying weight, and around cars with less weight, the early laps are crucial. Tom had that little bit more than us."

But what a turnaround from Sutton and Laser Tools with what is still a project in its infancy. Turkington is indeed making hay while the sun shines, but Sutton is showing no signs of 'baleing' out of the challenge. ❄



Oliphant fended
off menacing Sutton
for first BTCC win

[P49 FULL RESULTS](#)

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AP
RACING

RESULTS ROUND 2/9, BRANDS HATCH (GBR), 9 AUGUST RACE 1 (18 LAPS - 43.797 MILES)

POS	DRIVER	TEAM / CAR	TIME
1	Dan Cammish (GBR)	Team Dynamics / Honda Civic Type R (54kg)	30m54.268s
2	Colin Turkington (GBR)	West Surrey Racing / BMW 330i M Sport (60kg)	+0.812s
3	Ollie Jackson (GBR)	Motorbase Performance / Ford Focus ST	+1.994s
4	Tom Ingram (GBR)	Speedworks Motorsport / Toyota Corolla GT (36kg)	+2.341s
5	Tom Chilton (GBR)	BTC Racing / Honda Civic Type R	+2.820s
6	Ash Sutton (GBR)	Laser Tools Racing / Infiniti Q50 (48kg)	+2.965s
7	Senna Proctor (GBR)	Excelr8 Motorsport / Hyundai i30 N	+5.273s
8	Tom Oliphant (GBR)	West Surrey Racing / BMW 330i M Sport (30kg)	+5.587s
9	Stephen Jelley (GBR)	Team Parker Racing / BMW 125i M Sport	+5.745s
10	Jake Hill (GBR)	MB Motorsport / Honda Civic Type R	+6.917s
11	Adam Morgan (GBR)	Ciceley Motorsport / Mercedes A-Class (12kg)	+7.121s
12	Michael Crees (GBR)	BTC Racing / Honda Civic Type R	+7.652s
13	James Gornall (GBR)	Trade Price Cars Racing / Audi S3 Saloon	+9.038s
14	Bobby Thompson (GBR)	Trade Price Cars Racing / Audi S3 Saloon	+9.545s
15	Chris Smiley (GBR)	Excelr8 Motorsport / Hyundai i30 N (24kg)	+10.434s
16	Carl Boardley (GBR)	Team Hard / BMW 125i M Sport	+10.598s
17	Jack Goff (GBR)	Team Hard / Volkswagen CC	+11.087s
18	Aiden Moffat (GBR)	Laser Tools Racing / Infiniti Q50	+11.317s
19	Andy Neate (GBR)	Motorbase Performance / Ford Focus ST	+12.321s
20	Ollie Brown (GBR)	Team Hard / Volkswagen CC	+13.595s
21	Josh Cook (GBR)	BTC Racing / Honda Civic Type R (6kg)	+13.820s
22	Nicolas Hamilton (GBR)	Team Hard / Volkswagen CC	+19.974s
23	Jack Butel (GBR)	Ciceley Motorsport / Mercedes A-Class	+20.161s
24	Sam Osborne (GBR)	MB Motorsport / Honda Civic Type R	-1 lap
R	Rory Butcher (GBR)	Motorbase Performance / Ford Focus ST (48kg)	15 laps-puncture
R	Matt Neal (GBR)	Team Dynamics / Honda Civic Type R (18kg)	11 laps-accident

Winner's average speed 85.03mph. **Fastest lap** Cook 1m31.942s, 95.27mph.

QUALIFYING

1 Butcher 1m31.111s; **2 Cammish** 1m31.142s; **3 Jackson** 1m31.149s; **4 Hill** 1m31.166s; **5 Turkington** 1m31.453s; **6 Oliphant** 1m31.453s; **7 Proctor** 1m31.527s; **8 Ingram** 1m31.572s; **9 Cook** 1m31.661s; **10 Chilton** 1m31.684s; **11 Neal** 1m31.690s; **12 Jelley** 1m31.729s; **13 Morgan** 1m31.758s; **14 Sutton** 1m31.869s; **15 Smiley** 1m31.884s; **16 Osborne** 1m31.931s; **17 Thompson** 1m32.037s; **18 Crees** 1m32.057s; **19 Goff** 1m32.107s; **20 Gornall** 1m32.193s; **21 Moffat** 1m32.379s; **22 Boardley** 1m32.401s; **23 Neate** 1m32.491s; **24 Brown** 1m33.133s; **25 Hamilton** 1m33.248s; **26 Butel** 1m34.440s.



Ingram faces the wrong way in third-race chaos



Jackson drove his new Ford to podium

GRID RACE 2 Decided by result of Race 1.

RACE 2 (18 LAPS - 43.797 MILES)

1 Turkington (54kg) **32m37.235s**; **2 Ingram** (42kg) +3.222s; **3 Sutton** (30kg) +6.546s; **4 Butcher** +12.822s; **5 Jackson** (48kg) +13.943s; **6 Morgan** +14.269s; **7 Oliphant** (18kg) +15.082s; **8 Proctor** (24kg) +16.596s; **9 Jelley** (12kg) +16.759s; **10 Gornall** +17.408s; **11 Goff** +19.429s; **12 Moffat** +20.142s; **13 Smiley** +20.329s; **14 Neate** +20.546s; **15 Boardley** +22.240s; **16 Osborne** +27.470s; **17 Hamilton** +31.282s; **18 Butel** +31.479s; **19 Cammish** (60kg) +59.604s; **20 Brown** -1 lap; **R Hill** (6kg) 10 laps-engine; **R Cook** 10 laps-overheating; **R Chilton** (36kg) 9 laps-power-steering; **R Neal** 8 laps-power-steering; **R Crees** 2 laps-accident; **R Thompson** 2 laps-accident. **Winner's average speed** 80.56mph. **Fastest lap** Ingram 1m32.681s, 94.51mph.

GRID RACE 3 Decided by result of Race 2, with top 12 reversed.

RACE 3 (15 LAPS - 36.498 MILES)

1 Oliphant (24kg) **23m26.141s**; **2 Sutton** (48kg) +0.324s; **3 Jelley** (12kg) +4.978s; **4 Moffat** +5.981s; **5 Turkington** (60kg) +6.611s; **6 Neal** +8.857s; **7 Gornall** (6kg) +9.951s; **8 Chilton** +14.430s; **9 Proctor** (18kg) +15.462s; **10 Osborne** +17.410s; **11 Crees** +18.605s; **12 Thompson** +19.104s; **13 Brown** +27.411s; **14 Butel** +30.531s; **15 Hamilton** +38.896s; **16 Boardley** +53.711s; **17 Cook** +1m30.770s; **18 Neate** -1 lap; **R Jackson** (36kg) 13 laps-puncture/off; **R Butcher** (42kg) 12 laps-puncture; **R Smiley** 12 laps-accident; **R Hill** 10 laps-puncture; **R Morgan** (30kg) 9 laps-accident damage; **R Cammish** 7 laps-engine; **R Goff** 0 laps-accident; **R Ingram** (54kg) 0 laps-accident. **Winner's average speed** 93.44mph. **Fastest lap** Cook 1m32.214s, 94.99mph.

CHAMPIONSHIP

1 Turkington 95; **2 Sutton** 79; **3 Oliphant** 70; **4 Ingram** 67; **5 Cammish** 61; **6 Butcher** 52; **7 Jelley** 43; **8 Jackson** 43; **9 Morgan** 40; **10 Neal** 38.

NEXT REPORT

OULTON PARK
27 AUGUST ISSUE

Colin Turkington and BMW are leading the way as we arrive in... Turkington and BMW country. Can anyone dent their advantage?



Iloft bounces back as Schumacher collides with his team-mate

FIA FORMULA 2
SILVERSTONE (GBR)
8-9 AUGUST
ROUND 5

Ferrari junior Callum Iloft bounced back in style from a fast but far too furious first weekend at Silverstone, as he romped to a commanding win in the second Formula 2 feature race at the circuit. Stalling from the front row in the feature race and clumsily spinning out of second place in the subsequent sprint race during the opening Silverstone weekend had left Iloft rueing a missed opportunity to overhaul championship leader Robert Shwartzman, who failed to register a single point.

Iloft made amends in last weekend's second feature race, this time converting his pace advantage into a first win since his triumph in the opening race of the season at the Red Bull Ring. In that race, a technical failure for Iloft's team-mate Guanyu Zhou somewhat (as Iloft admitted) gifted the Brit the win. However, there was little doubt that this latest win belonged to Iloft as he comfortably led home title rival Christian Lundgaard by over eight seconds.

Iloft's victory was arguably overshadowed by Dan Ticktum's outburst on team radio after the Williams F1 development driver felt aggrieved by Louis Deletraz's audacious but – in the opinion of every other driver and the stewards – fair overtakes at the Club chicane. “Next time that **** pulls a

kamikaze move like that, I'm going to crash with him, I tell you that,” Ticktum fumed over the team radio. “I will never give him that much respect ever again.”

Given Ticktum's turbulent past – he served a one-year ban from racing for deliberately crashing into another car in MSA Formula (now British F4) – the clip went viral on social media, and the ex-Red Bull Junior moved to clear up his comments. “I want to clarify that one of my radio messages has been taken out of context,” he Tweeted. “I gave a lot of space, had I not done, we could've come together. In no way did I mean I wanted to crash with him.”

Deletraz, who went on to finish fifth, told

Autosport: “I was extremely surprised to see the radio message. The two overtakes I did on him at the chicane were on TV – there's absolutely nothing wrong with them, there was plenty of space.” However, the Swiss racer calmly added that he “would not judge Dan on what he said”.

The controversy continued into the reversed-grid sprint race as Prema's Ferrari juniors Shwartzman and Mick Schumacher collided while fighting for the lead with three laps to go. Schumacher hunted down his team-mate after recovering from a small error and short off-track excursion early in the race at Brooklands. At that very same corner, Schumacher attempted to overtake



It all went wrong for Prema in race two as Schumacher chased Shwartzman for the lead

SUTTON

ETHERINGTON



Tsunoda was beneficiary of Prema drivers' collision



Controversial radio message from Ticktum was talking point

RESULTS ROUND 5, SILVERSTONE (GBR), 8-9 AUGUST, RACE 1 (29 LAPS – 106.071 MILES)

POS	DRIVER	TEAM	TIME
1	Callum Iloft (GBR)	Virtuosi Racing	51m12.407s
2	Christian Lundgaard (DNK)	ART Grand Prix	+8.574s
3	Jack Aitken (GBR)	Campos Racing	+12.303s
4	Nikita Mazepin (RUS)	Hitech GP	+15.020s
5	Louis Deletraz (CHE)	Charouz Racing System	+16.644s
6	Yuki Tsunoda (JPN)	Carlin	+17.010s
7	Mick Schumacher (DEU)	Prema Racing	+19.232s
8	Robert Shwartzman (RUS)	Prema Racing	+20.033s
9	Guanyu Zhou (CHN)	Virtuosi Racing	+20.428s
10	Felipe Drugovich (BRA)	MP Motorsport	+24.127s
11	Nobuharu Matsushita (JPN)	MP Motorsport	+26.418s
12	Jehan Daruvala (IND)	Carlin	+28.109s
13	Luca Ghiotto (ITA)	Hitech GP	+36.114s
14	Marcus Armstrong (NZL)	ART Grand Prix	+41.725s
15	Dan Ticktum (GBR)	DAMS	+43.109s
16	Giuliano Alesi (FRA)	HWA Racelab	+43.252s
17	Marino Sato (JPN)	Trident	+50.048s
18	Roy Nissany (ISR)	Trident	+51.428s
19	Artem Markelov (RUS)	HWA Racelab	+1m14.193s
20	Guilherme Samaia (BRA)	Campos Racing	+1m15.090s
21	Pedro Piquet (BRA)	Charouz Racing System	-1 lap
R	Sean Gelael (IDN)	DAMS	21 laps-engine

Winner's average speed 124.285mph. **Fastest lap** Daruvala 1m42.228s, 128.905mph.

QUALIFYING 1 Iloft 1m39.062s; 2 Lundgaard 1m39.177s; 3 Aitken 1m39.278s; 4 Ticktum 1m39.326s; 5 Ghiotto 1m39.362s; 6 Zhou 1m39.394s; 7 Mazepin 1m39.410s; 8 Schumacher 1m39.448s; 9 Deletraz 1m39.474s; 10 Tsunoda 1m39.494s; 11 Shwartzman 1m39.525s; 12 Drugovich 1m39.526s; 13 Piquet 1m39.621s; 14 Sato 1m39.679s; 15 Daruvala 1m39.790s; 16 Matsushita 1m39.961s; 17 Markelov 1m40.094s; 18 Armstrong 1m40.299s; 19 Alesi 1m40.485s; 20 Gelael 1m39.783s*; 21 Nissany 1m40.615s; 22 Samaia 1m41.061s. * Five-place pen; tyre infringement

RACE 2 (21 LAPS – 76.787 MILES)

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

1 Tsunoda 36m15.140s; **2** Schumacher +3.120s; **3** Aitken +17.993s; **4** Deletraz +20.258s; **5** Zhou +21.059s; **6** Iloft +22.154s; **7** Ticktum +22.913s; **8** Mazepin +25.201s; **9** Daruvala +28.672s; **10** Ghiotto +29.066s; **11** Markelov +33.686s; **12** Drugovich +34.776s; **13** Shwartzman +36.362s; **14** Armstrong +37.995s; **15** Nissany +40.151s; **16** Piquet +43.748s; **17** Sato +47.202s; **18** Matsushita +1m00.275s; **19** Samaia +1m01.710s; **20** Alesi +1m31.548s; **21** Lundgaard -1 lap; NS Gelael-engine.

Winner's average speed 127.087mph. **Fastest lap** Lundgaard 1m41.087s, 130.360mph.

CHAMPIONSHIP 1 Iloft 106; **2** Lundgaard 87; **3** Shwartzman 85; **4** Mazepin 71; **5** Deletraz 64; **6** Tsunoda 62; **7** Schumacher 61; **8** Zhou 61; **9** Ticktum 59; **10** Drugovich 46.

Shwartzman around the outside but, as he moved to the inside of the turn, he damaged Shwartzman's front wing.

This handed Red Bull Honda protege Yuki Tsunoda a maiden F2 victory, a slightly fortuitous one but richly deserved considering he was unfortunate to lose a feature race win to Shwartzman at the Red Bull Ring due to a faulty radio. Schumacher recovered to finish second, with more damage to his pride than his car, but Shwartzman – who initially ran third – dropped to 13th at the flag with an ailing car.

“You never want to collide with your team-mate, it's the last thing you want to do,” a disheartened Schumacher said. “In this case, it is very hard to judge distances in the cockpit, especially with the mirrors that we have.”

Williams F1 reserve driver Jack Aitken took a pair of third-place finishes in easily his most competitive weekend of what has been a testing season for the Campos driver. Fourth-placed Deletraz was “100% sure” that he would have overhauled Aitken for the final place on the podium had his DRS not failed from lap three.

Iloft finished behind Virtuosi team-mate Zhou in sixth after a solid but far from superlative drive, which included banging wheels with Nikita Mazepin. A watching Ticktum, who charged to seventh from 15th on the grid, branded Mazepin's defensive tactics as “really dangerous”.

JOSH SUTTILL



Campos driver Aitken had his best weekend of the year with two thirds



Saturday winner
Sargeant (3) fights
Das on Sunday

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Sargeant's major breakthrough at Silverstone

**FIA FORMULA 3
SILVERSTONE (GBR)
8-9 AUGUST
ROUND 5**

Logan Sargeant earned what he admitted was a long-overdue maiden win in dominant style in the first race of the FIA Formula 3 Championship's second successive event at Silverstone. The American had taken his first F3 pole position at the circuit the previous weekend, but quickly faded to third place and was thoroughly outshone by a terrific lead battle between his Prema Racing team-mate Oscar Piastri and Red Bull junior Liam Lawson.

This time around, championship leader Piastri managed just three laps in practice before stopping on track, and two further mechanically induced stoppages in qualifying left him starting the first race from a lowly 11th place. This handed Sargeant a golden opportunity to overhaul the Renault F1 protege at the top of the points table.

In stark contrast to one week earlier, Sargeant took command of the race from his

second consecutive pole position and built a small buffer to the chasing pack, led by series veteran Jake Hughes. Sargeant was able to take a lights-to-flag victory and send a clear signal to team-mate Piastri that the Australian will not have it all his own way this year. A last-lap yellow flag at Stowe ensured HWA Racelab's Hughes clung onto his first podium of the year in second place ahead of Hitech GP ace Lawson and Prema's Frederik Vesti, who is still fighting to claw back the ground he lost with a double non-finish at the Hungaroring.

Sargeant, who headed into 2020 off the back of a miserable maiden season in FIA F3 in which he finished 19th, was ecstatic. "I never stopped believing in myself," he asserted after the win, which also put him at the top of the points table. "It [2019] was a bad year in my career, so I wasn't too worried. I knew what I was capable of. Coming to Prema, I knew I had the car underneath me, and it's going really well."

Unfortunately for Sargeant, his weekend was dented by a disastrous reversed-grid race on Sunday. Moments after passing



Lawson and
Hughes on podium

fellow American Cameron Das for 11th place on the exit of Brooklands, Sargeant appeared to make an ill-fated squeeze on Das on the entry to Copse Corner and picked up damage that would end his race.

This allowed Piastri, who has grappled with DRS issues all season, to limit the damage done by his string of stoppages. He had made progress to seventh in the opening race, and survived a minor final-corner collision with Lawson on Sunday to take sixth. He walks away from Silverstone just one point adrift of Sargeant.

That second race featured a thrilling final-lap duel between Bent Viscaal and Lirim Zendeli. Trident racer Zendeli led 19 of the 20 laps, but lost the race lead to the MP Motorsport car of Viscaal at Copse. Zendeli wrestled the lead back by sweeping around the outside of Viscaal at Stowe, only for the Dutch driver to move around the outside of Zendeli at Club and win the drag race to the line by just under two tenths of a second.

Carlin's single-seater returnee Ben Barnicoat was cruelly denied a podium when he slowed suddenly halfway through the race with a fuel-pump issue while running in third place, allowing ART Grand Prix's two-time race winner Theo Pourchaire to claim the final spot on the podium.

JOSH SUTTILL



Viscaal leads Zendeli
on dash to the line

SUTTON
motorsport
IMAGES

Guven given a boost with Silverstone win

**PORSCHE SUPERCUP
SILVERSTONE (GBR)
9 AUGUST
ROUND 5/8**

For the second race on the spin, Silverstone bore a largely processional Porsche Supercup bout. Despite the wide-open expanses, overtaking opportunities were few and far between. That helped Ayhan Guven score his second series win at what is rapidly becoming a happy hunting ground for the Turkish talent – his first victory was also sealed at the venue last season.

Unlike the preceding British Grand Prix support round, last weekend's 70th Anniversary Grand Prix thrash didn't give rise to a runaway victory. Instead Guven, signed as a Porsche junior between the two triumphs, was kept honest for the duration by pursuing Team GP Elite pilot Larry ten Voorde, who had charged clear to the spoils by 11.7s seven days prior.



Guven heads ten Voorde and Pereira

SUTTON
motorsport
IMAGES

Ten Voorde flashed his lights as he hogged Guven's mirrors, but stout defensive driving kept him at bay as the Martinet by Almeras-run car escaped to a 0.8s success. Although he retains third in the points, Guven at least closes up to championship leaders Dylan Pereira and ten Voorde ahead of the final three events.

Lechner Racing's Pereira was one driver who did manage to carve out a pass in the

race to bag a podium finish. He deposed third-starting Max van Splunteren in the opening laps as the field snaked its way through the fiddly first sector.

This followed a safety-car period, called to collect the pack after a sizeable shunt for Jordan Love and Moritz Sager, Love being spun across the track and into the Luffield gravel. The heavy damage is expected to rule Love out of this weekend's Barcelona round.

Oh come... All Ye's faithful are joyful and triumphant

**EUROFORMULA OPEN
HUNGARORING (HUN)
8-9 AUGUST
ROUND 1/8**

FIA Formula 3 Championship refugee Yifei Ye had a perfect weekend in Hungary on the competition debut of the Dallara 320, the Italian constructor's new car built to the old F3 philosophy. Running for the Motopark-affiliated CryptoTower team, Ye took pole, victory and fastest lap in both races with his Spiess-powered machine.

The highly rated Chinese racer's closest opposition came from German brothers Andreas and Sebastian Estner,



representing F3 loyalist Van Amersfoort Racing on the squad's Euroformula debut. The Estners' HWA-engined Dallaras were second and third on the grid, and Andreas held off his younger sibling's first-race challenge throughout.

Reigning British F4 champion Zane Maloney was fourth in his Carlin car, while British F3 ace Ayrton Simmons claimed seventh with Double R Racing.

Estner Jr got a bit crowded out at Turn 1 at the beginning of the second race, and he finished the first lap down in sixth place. Up front, Ye was again in imperious form and, just as he had in the opening race, defeated Estner Sr by seven and a half seconds.

This time Maloney ran third all the way, with his Carlin team-mate Ido Cohen not far adrift. Sebastian Estner could make up only one place, passing Manuel Maldonado for fifth. Simmons was seventh again.

A disappointing total of 12 cars took to the track over the weekend, although this series does seem to have been hit particularly hard by coronavirus-induced worries depleting the entry.

WEEKEND WINNERS

**FIA FORMULA 3
SILVERSTONE (GBR)**
Race 1 Logan Sargeant
Prema Racing
Race 2 Bent Viscaal
MP Motorsport

**PORSCHE SUPERCUP
SILVERSTONE (GBR)**
Ayhan Guven
Martinet by Almeras

**EUROFORMULA OPEN
HUNGARORING (HUN)**
Races 1 and 2 Yifei Ye
CryptoTower (Dallara-Spiess)

**INTERNATIONAL GT OPEN
HUNGARORING (HUN)**
Race 1 Christian Klien/Patryk Krupinski (below)
JP Motorsport (Mercedes-AMG GT3)
Race 2 Vincent Abril/Louis Prette
AF Corse (Ferrari 488 GT3)



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Audi takes marathon pace into Sprint success

**GT WORLD CHALLENGE EUROPE
SPRINT CUP
MISANO (ITALY)
8-9 AUGUST
ROUND 1/4**

Audi continued its impressive start to the GT World Challenge Europe season, this time adding two Sprint Cup wins out of three at Misano to last month's Imola Endurance triumph, courtesy of Team WRT's Dries Vanthoor and Charles Weerts.

Owing to calendar changes stemming from COVID-19, three one-hour races were held during the same weekend for the first time in the history of the series, with Audi's crack squad dominating proceedings.

Not that it had seemed that way after qualifying on Saturday. The Tech 1 duo of Aurelien Panis and Thomas Neubauer proved the Lexus RC F GT3 had undergone significant improvements during the break by securing pole for the first and third races of the weekend.

Alas, victory would have to wait for the French pair. A broken radiator forced them out of race one when leading, while a slow pitstop and subsequent collision with the Chab Evolution Bentley Continental of

Nelson Panciatici in the finale left the single-car team with 15th in race two as its only reward, despite twice being genuine victory contenders.

The route to victory for the #32 WRT Audi in Saturday's opener relied on a typical Vanthoor special, as the Belgian executed a superb late lunge down the inside of Panciatici at the Turn 6 left-hander.

Panciatici had inherited the lead following Neubauer/Panis' retirement but watched as his advantage was negated by a full-course yellow period after Attempto Racing's Mattia Drudi clumsily sent Benjamin Hites' AKKA ASP Mercedes spinning at Turn 8.

Vanthoor then sold a sumptuous dummy from outside to inside to seize the lead, with WRT team-mate Kelvin van der Linde taking second place in the same move. The order remained that way to the flag.

Weerts and Vanthoor finished fourth in race two, won by AKKA ASP's Raffaele Marciello and Timur Boguslavskiy.

Starting from pole, the Merc double act held off the attentions of van der Linde's Audi before another FCY period, as Hites again found himself in strife – this time a high-speed trip into the Turn 11 gravel after being hit by Panis' Lexus.

Boguslavskiy, having taken over from



Marciello, then had to defend from van der Linde's impressive team-mate Ryuichiro Tomita, who showed a great turn of pace in the second WRT Audi.

The Japanese driver, who has plied his trade in the GT300 class of Super GT, might have had a chance of the win had it not been for two mistakes. First, he understeered wide at Turn 3 and then suffered an oversteer snap exiting the final turn, ultimately finishing seventh.

Race two might have given the neutrals and non-Audis some hope for the final encounter, but in reality it was merely a blip as the brand ended the weekend with a podium lock-out.

Neubauer again headed the early running, utilising the superior straightline speed of the RC F, before its slow pitstop and contact with Panciatici's Bentley.

The resulting FCY and safety car allowed GT newcomer Arthur Rougier to claim another well-deserved podium with second behind the WRT car, while Drudi and Tommaso Mosca completed the top three.

Race two runners up Maro Engel and Luca Stolz collected valuable championship points with another fourth place on a weekend when the Mercedes was the only car to realistically match the in-form Audis.

STEPHEN BRUNSDON



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Harvick breaks 49-year record with Cup brace

NASCAR CUP
MICHIGAN (USA)
8-9 AUGUST
ROUND 21-22/36

This year's NASCAR Cup contest is becoming something of the Kevin Harvick and Denny Hamlin show. The level that the two are consistently performing at is of the highest standard, and this was on full display during the double-header at Michigan last weekend.

Race one was comfortably going Harvick's way until John Hunter Nemechek caused three quick-fire cautions after tyre failures, giving the pack half a chance of challenging the #4 Stewart-Haas Ford Mustang.

Brad Keselowski took up the challenge of somehow shifting an immovable object in overtime. He failed. A nudge from Chase Elliott was just enough to give Harvick the momentum he needed



Harvick dashes Hamlin's hopes by just 0.093s in race two

to break Keselowski's draft. But still, a 1-2 for the Blue Oval on its home track was a fine result.

On Sunday, Clint Bowyer denied Harvick a clean sweep of the six stages on offer, nabbing stage one honours as Harvick scythed through the field from 20th – the legacy of a top-20 reversed grid.

Not that he needed much help. Swift pit work at the stage-one break vaulted Harvick to second behind Kyle Busch –

who was soon dealt with.

Hamlin worked his way up for Joe Gibbs Racing to form a late breakaway with the leader. The #11 Joe Gibbs Toyota Camry fell just 0.093s short of denying Harvick, but at least the Ford ace was made to work for the brace of victories.

Indeed, Harvick became the first driver to win Cup races on consecutive days since Richard Petty in July 1971.

JAKE NICHOL

Honda's front-engined switch pays off with Fuji triumph

SUPER GT
FUJI (JPN)
9 AUGUST
ROUND 2/8

Honda scored its first Super GT win with its new front-engined NSX-GT in the second round of the 2020 season at Fuji.

Bertrand Baguette and Koudai Tsukakoshi finished 16 seconds clear of the pack in their Real Racing Honda after a mistake by Team Aguri's Tomoki Nojiri at mid-distance.

Real Racing grabbed the advantage on lap 15 of 66 when Baguette passed ex-FIA Formula 2 racer Nirei Fukuzumi in the

polesitting Aguri Honda, only for the positions to swap back during the pitstops.

But on his out-lap after taking over from Fukuzumi, Nojiri came under pressure from Tsukakoshi and spun unaided exiting Turn 12, dropping well down the order and giving Real Racing a clear run to victory.

After locking out the top five in the opening round at Fuji three weeks prior, Toyota's GR Supras filled the next three positions down to fourth, as Sacha Fenestraz and Yuhi Sekiguchi overcame their 30kg success handicap to take second in the #36 TOM'S car and the lead of the championship.

They were followed by the Cerumo car of Sho Tsuboi and Kazuya Oshima, and the #37 TOM'S Supra of round one winners Nick Cassidy and Ryo Hirakawa, who were carrying the biggest success handicap of 42kg.

Nissan suffered another lacklustre outing with its new GT-R. The Impul car of Kazuki Hiramine and Daiki Sasaki finished sixth on the road but dropped to 11th after a penalty, meaning the marque's best finisher again was the NDDP/B-Max entry of Katsumasa Chiyo and Kohei Hirate in eighth.

JAMIE KLEIN



Front-engined NSX earned first victory

ISHIHARA/MOTORSPORT IMAGES

WEEKEND WINNERS

GT WORLD CHALLENGE EUROPE SPRINT CUP

MISANO (ITA)

Race 1 Charles Weerts/Dries Vanthoor
Team WRT (Audi R8 LMS GT3)

Race 2 Raffaele Marciello/Timur Boguslavskiy
AKKA ASP Team (Mercedes-AMG GT3)

Race 3 Charles Weerts/Dries Vanthoor
Team WRT (Audi R8 LMS GT3)

NASCAR CUP

MICHIGAN (USA)

Races 1 & 2 Kevin Harvick
Stewart-Haas Racing
(Ford Mustang)

NASCAR XFINITY

ROAD AMERICA (USA)

Austin Cindric
Team Penske (Ford Mustang)

NASCAR TRUCKS

MICHIGAN (USA)

Zane Smith
GMS Racing (Chevrolet Silverado)

SUPER GT

FUJI (JPN)

Koudai Tsukakoshi/Bertrand Baguette
Real Racing (Honda NSX-GT)



For full results visit motorsportstats.com

Binder takes shock first win for KTM

MOTOGP
BRNO (CZE)
9 AUGUST
ROUND 3/14

KTM has been heading towards the front of the MotoGP field for the past year, the winter progression of an RC16 heavily developed by ex-Honda ace Dani Pedrosa helping to make it look like the Austrian marque was now bringing a gun to the world championship gunfight.

When KTM came into MotoGP in 2017, CEO Stefan Pierer set lofty targets – and not unreasonably. KTM is a byword for success in motorcycle competition, as evidenced by its wealth of world championship trophies racked up on both asphalt and dirt. Pierer wanted wins within

five years. The seasons since have been about laying the groundwork for that.

But few could have predicted that the desired result would be provided by a rider starting just his third MotoGP race – though, perhaps in some ways, it's the more fitting tale.

Brad Binder has been one of KTM's golden geese since way back in his Red Bull Rookie Cup days, with his title win in Moto3 in 2016 and race-winning exploits in Moto2 sending him on the path to MotoGP. Binder was originally set to debut with Tech3, but Johann Zarco quitting the factory team left a vacancy, and so the South African was afforded a big opportunity.

Binder showed podium pace in the opening rounds at Jerez, but rookie errors had left him with just three points. Friday at

Brno for the Czech Grand Prix suggested another difficult Sunday afternoon was in prospect, Binder "in a different boat" with his feeling on the bike compared to what would come later.

Inconsistencies in the behaviour of Michelin's tyres on the 12-year-old Brno surface teed up an odd race, with Petronas SRT's Franco Morbidelli on basically the 2019 Yamaha leading Aprilia's Aleix Espargaro at the start, with the KTM duo of Binder and Pol Espargaro, and shock polesitter Zarco (on the year-old Avintia Ducati) in the mix.

Binder was merciless with his team-mate, and made light work of his stablemate's brother before dispatching championship leader Fabio Quartararo – who struggled from the off with rear grip – on lap nine.

Morbidelli had been tipped for victory by many, the Italian just so classy and settled all weekend. But his 1.5s lead was eroded as his soft rear slick tyre faded. The medium-shod Binder was on his tail by lap 13 and took the lead at Turn 10. Riding – as Quartararo put it – as if he had "10 years' experience" on the bike, the mistakes that ruined Binder's Jerez races showed no signs of reappearing as he pulled 5.3s clear to the chequered flag.

Arguably, KTM's first win should have gone to Pol Espargaro. Putting in the hard yards developing the bike since 2017, he had the pace to do so. But a collision with Zarco on lap 10 put paid to this and his day ended showered in gravel instead of champagne.

Zarco was given a long lap penalty for this, which he took expertly to hold third. Fending off a charging – and still injured – Alex Rins on the Suzuki on the last lap as his rubber faded, the French ace ended up as the top Ducati rider in third on a miserable afternoon for his GP20-mounted counterparts. Jack Miller, Andrea Dovizioso and Danilo Petrucci were mystified by their struggles in ninth, 11th and 12th respectively.

Morbidelli was top Yamaha in second, gaining the podium he felt he deserved back at Jerez before his M1 broke. Team-mate Quartararo's grip battles left him in seventh – a damage-limiting performance on a day nearest title rival Maverick Vinales was only 14th owing to dramatic grip issues.

Valentino Rossi's wait for his 200th MotoGP podium continues after finishing fifth, though he ended the day "proud" of his protege Morbidelli's podium. Tech3's Miguel Oliveira was a career-best sixth, while Takaaki Nakagami (eighth) and Alex Espargaro (10th) filled out the other top 10 spots.

Binder's victory was certainly a shock result, but it wasn't a surprise. After Jerez, regardless of the end result, it seemed almost inevitable that Binder would be



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Quartararo did not have a happy race



Morbidelli (left) led early stages



Zarco took a fine pole and then finished third

a factor in a victory battle at some point this season. That it came on his third attempt shows just how bright KTM's – and MotoGP's – future truly is.

Relegated to the role of spectator because of his broken arm, reigning world champion Marc Marquez had to watch Quartararo confirm his status as a serious threat in the Jerez double-header. And now a new challenger has entered the arena in the form of South Africa's newest motorsport hero.

LEWIS DUNCAN

NEXT REPORT

AUSTRIAN GP
20 AUGUST ISSUE

Will there be any more surprises or will Quartararo extend his lead at the top of the points table?

RESULTS ROUND 3/14, BRNO (CZE), 9 AUGUST (21 LAPS – 70.503 MILES)

POS	RIDER	TEAM	TIME
1	Brad Binder (ZAF)	KTM	41m38.764s
2	Franco Morbidelli (ITA)	Petronas Yamaha	+5.266s
3	Johann Zarco (FRA)	Avintia Ducati	+6.470s
4	Alex Rins (ESP)	Suzuki	+6.609s
5	Valentino Rossi (ITA)	Yamaha	+7.517s
6	Miguel Oliveira (PRT)	Tech3KTM	+7.969s
7	Fabio Quartararo (FRA)	Petronas Yamaha	+11.827s
8	Takaaki Nakagami (JPN)	LCR Honda	+12.862s
9	Jack Miller (AUS)	Pramac Ducati	+15.013s
10	Alex Espargaro (ESP)	Aprilia	+15.087s
11	Andrea Dovizioso (ITA)	Ducati	+16.455s
12	Danilo Petrucci (ITA)	Ducati	+18.506s
13	Cal Crutchlow (GBR)	LCR Honda	+18.736s
14	Maverick Vinales (ESP)	Yamaha	+19.720s
15	Alex Marquez (ESP)	Honda	+24.597s
16	Tito Rabat (ESP)	Avintia Ducati	+29.004s
17	Bradley Smith (GBR)	Aprilia	+32.290s
18	Stefan Bradl (DEU)	Honda	+55.977s
R	Pol Espargaro (ESP)	KTM	9 laps-accident
R	Joan Mir (ESP)	Suzuki	3 laps-accident
R	Iker Lecuona (ESP)	Tech3KTM	3 laps-accident
W	Francesco Bagnaia (ITA)	Pramac Ducati	knee fracture

WEEKEND WINNERS

MOTO2

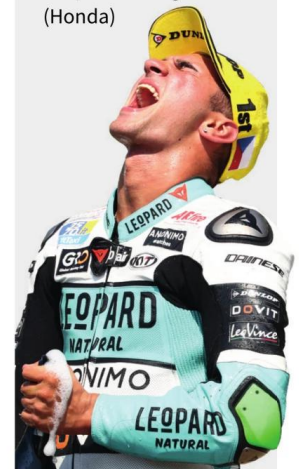
BRNO (CZE)

Enea Bastianini
Italtrans Racing Team
(Kalex)

MOTO3

BRNO (CZE)

Dennis Foggia (below)
Leopard Racing
(Honda)



WINNER'S AVERAGE SPEED 101.574mph. **FASTEST LAP** Binder 1m57.445s, 102.909mph.

QUALIFYING 2 1 Zarco 1m55.687s; 2 Quartararo 1m55.990s; 3 Morbidelli 1m55.998s; 4 A Espargaro 1m56.074s; 5 Vinales 1m56.131s; 6 P Espargaro 1m56.142s; 7 Binder 1m56.299s; 8 Petrucci 1m56.454s; 9 Mir 1m56.512s; 10 Rossi 1m56.515s; 11 Rins 1m56.571s; 12 Crutchlow 1m56.797s.

QUALIFYING 1 1 Rins 1m56.230s; 2 Binder 1m56.291s; 3 Oliveira 1m56.328s; 4 Miller 1m56.352s; 5 Rabat 1m56.695s; 6 Lecuona 1m56.764s; 7 Nakagami 1m56.822s; 8 Dovizioso 1m57.034s; 9 Smith 1m57.438s; 10 Bradl 1m57.573s; 11 Marquez 1m57.606s.

RIDERS' CHAMPIONSHIP 1 Quartararo 59; 2 Vinales 42; 3 Morbidelli 31; 4 Dovizioso 31; 5 Binder 28; 6 Zarco 28; 7 Rossi 27; 8 Nakagami 27; 9 Miller 20; 10 Rins 19; 11 P Espargaro 19; 12 Oliveira 18; 13 Marquez 13; 14 Mir 11; 15 Petrucci 11; 16 Bagnaia 9; 17 Rabat 7; 18 A Espargaro 6; 19 Crutchlow 6; 20 Smith 5; 21 Bradl 0.

MANUFACTURERS' CHAMPIONSHIP 1 Yamaha 70; 2 KTM 44; 3 Ducati 42; 4 Honda 27; 5 Suzuki 24; 6 Aprilia 11.



Binder celebrates historic success for KTM

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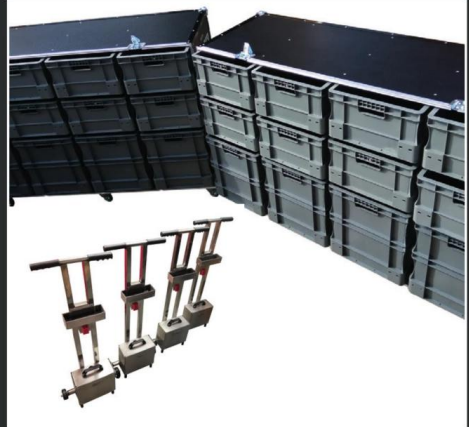
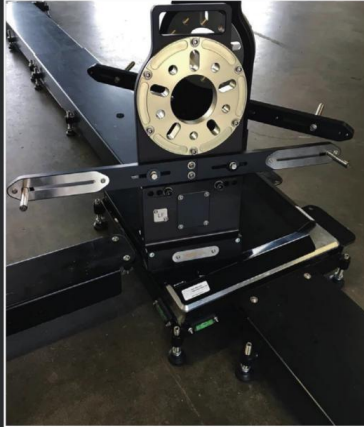
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UNIVERSITY OF BOLTON

HERBERT TO RACE 1981 ENSIGN AT

HISTORIC FORMULA ONE

Johnny Herbert will return to racing Formula 1 machinery next weekend, driving a 40-year-old Ensign N180B at Brands Hatch.

The three-time grand prix winner and 1991 Le Mans 24 Hours victor was due to race the car last season but will finally compete in it for the first time in the Masters Historic Formula 1 races at the Kent venue on 22-23 August.

The 56-year-old will race the 1981 Ensign, which is now owned by former Force India team manager Bob Fernley, who ran the Ensign to win the British Formula 1 Championship in 1982 with Jim Crawford.

The car is now run by students at the National Centre for Motorsport Engineering at the University of Bolton.

“It’s nice to be back in an F1 car,” said Herbert. “I’ve missed it and it’s lovely to drive a car like this. I’ve never driven a ground-effect F1 car before so it is wonderful to have this opportunity.

“The car obviously has less power than the F1 cars I drove in period, but it is a challenge to get to that ultimate speed, as it is in any car.

“It’s a car from 1981 but I am amazed at how much grip it has and it is lovely to drive. I’m comfortable in it and the car doesn’t fight you at all. For an old girl, she has a lot of life left in her.”

The Brands Hatch circuit has bittersweet memories

Feed co-founder explains Carlin F4 snub

BRITISH FORMULA 4

The co-founder of the Feed Racing school has explained why Marijn Kremers has not taken up his prize drive in British Formula 4 this season.

Former BAR Formula 1 test driver Patrick Lemarie set up the Feed academy alongside fellow ex-BAR driver and 1997 world champion Jacques Villeneuve. The school held a shootout at the end of last year and, as the winner, Kremers was due to receive a funded drive in British F4 with leading squad Carlin.

But he did not compete in the opening rounds, sparking fury from Carlin boss Trevor Carlin as the school recently reopened.

Lemarie told Autosport the decision for Kremers not to race was taken in consultation with his management company earlier this year, at a time when all overseas

arrivals had to quarantine for two weeks when travelling to the UK.

“COVID-19 was a big problem for us because Marijn wouldn’t get to do testing because of the quarantine and it made us worry about this season and his management as well,” said Lemarie.

“We had to make a decision a few months ago and we weren’t even sure there would be a championship this year.

“It was not a problem between us and Carlin – it was what was the best for Marijn. I know Trevor is very frustrated – we have no problem with Trevor, he was our first choice.”

Regarding the Feed school reopening, Lemarie explained there will be no prize drive for 2021 and instead competitors in the shootout will be whittled down ahead of a final in “May or June next year”.

STEPHEN LICKORISH



Villeneuve (l), Kremers (c) and Lemarie (r)



Car is owned by former Force India team manager Bob Fernley and run by university students

BRANDS HATCH

for Herbert. He famously won the 1985 Formula Ford Festival after starting his heat from the back of the grid but suffered career-threatening injuries in a huge Formula 3000 accident in 1988.

"I go back there with a lot of fond memories and the track is awesome, it's still a real challenge," he said.

"It's relatively narrow but that is the challenge I always like and it is interesting talking to modern day F1 drivers who say that they would love to have raced on tracks like this rather than the modern circuits that we have nowadays.

"My competitiveness sadly hasn't waned so we're going there for a win!"

PAUL LAWRENCE



Herbert was due to race the car last season but had to wait

Champion Ladell returns at Brands

GINETTA GT4 SUPERCUP

Former Ginetta GT4 Supercup champion Charlie Ladell made a surprise last-minute return to the series at Brands Hatch last weekend.

Ladell won the 2018 title with Rob Boston Racing prior to racing in the VLN last year, but was back in the GT4 Supercup with his former team for the second round of the season, and could contest more events this year.

"It was his birthday on Wednesday so I called him to wish him happy birthday and wasn't trying to get him to drive!" said Boston, who explained the conversation quickly turned to Ladell wanting to get back on track and a late deal was put together. "It's the same car from two years ago when he won the title – it hasn't done much since then."

Having not completed any pre-season running, Ladell entered the weekend on the backfoot and finished sixth in the first race. A brake master cylinder failure put him out of race two and he ended the finale in the Stirlings gravel.



Ladell took a best GT4 Supercup result of sixth

Another series returnee for the second event was Mazda MX-5 ace James Blake-Baldwin. He contested the Brands finale last year with the AK Motorsport squad and was back last weekend, also taking a best result of sixth in race three.

STEPHEN LICKORISH

CALDARELLI TO DRIVE LAMBO GT3 WITH IGOE

BRITISH GT

GT World Challenge Europe champion Andrea Caldarelli will make his British GT debut this weekend at Donington Park, replacing fellow Lamborghini factory driver Dennis Lind in Michael Igoe's WPI Motorsport Lamborghini Huracan GT3.

Caldarelli claimed the Endurance Cup and Sprint Cup double last year with the FFF team he co-founded for the 2014 season. The British-based Italian is set to contest the rest of the season with WPI, apart from the 29-30 August round at Brands Hatch where another works Lambo ace, Franck Perera, is set to fill in.

"We're looking forward to getting going with Andrea and seeing where we end up," WPI team manager Alyn Roberts told Autosport.

"Obviously his experience with the Am drivers should be a massive benefit to us this weekend and the coming season.

"He's not only just a driver but he's in charge of everything, he's got a lot of experience of the Lambos so fingers crossed we can learn a good bit from him and use his knowledge to our advantage."

Igoe and Lind – who missed out on sharing the Endurance Cup title with Caldarelli and Marco Mapelli when he fell ill and had to withdraw from the Barcelona finale – only scored two points in the British GT season-opener at Oulton Park after a suspected wishbone problem in qualifying left them outside the top 10 for both races.

After finishing 11th in race one, Lind was given a 40-second penalty for contact with Sam Neary's Mercedes at Lodge in race two, demoting the WPI car from fifth to ninth.

JAMES NEWBOLD



Jordan plots more Mini outings after winning debut

MINI MIGLIA

Andrew Jordan is plotting more Mini Miglia outings later this season after winning on his debut in the series at Brands Hatch last weekend.

The 2013 British Touring Car champion was unable to compete with West Surrey Racing in the series this year after losing a sponsor as a result of the COVID-19 pandemic, but he was back racing on the BTCC support bill at Brands as the Mini 7 Racing Club made a guest appearance.

Jordan soon got to grips with the Miglia machine and battled through from sixth on the grid to take third in the opener. He then led race two briefly before getting caught up in an incident at Druids as Sam Summerhayes, Rupert Deeth and Jordan all bunched together, before finishing second with a damaged car. He went one better in the thrilling finale, just holding off double victor Aaron Smith.



Former BTCC champion took a win in race three

HAWKINS/JEP

Jordan explained that he wanted to race the Miglia after watching the category when he was growing up.

“When my dad used to race in British GT, these were one of the support races, so I used to watch them,” he said. “When I saw a car come up for sale, I decided to go for it.”

“It’s great fun! It’s hard work actually because it’s got a really good grip ratio to the weight of the car. I didn’t really know what to expect because there’s a lot of good people who are always battling up at the front.”

Jordan was delighted to win the finale, particularly as all the race-two drama meant he only started eighth on the grid as the positions were set by fastest race laps.

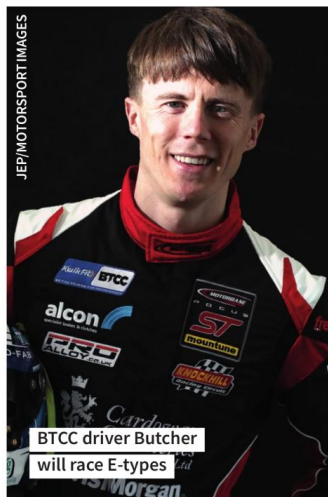
He is now planning further outings later this season, when the Jordan Racing Team’s packed historic racing schedule allows, and has not ruled out a possible full campaign next year.

“I’ve absolutely loved it and I’m going home very happy,” Jordan added. “I would like to do Thruxton and Castle Combe [which is part of the special two-day Autumn Classic meeting], but can’t do Snetterton.”

Before then, he is busy with the JRT squad he runs with father Mike. The operation is fielding cars, mainly for customers, in 14 consecutive weekends in the condensed 2020 season.

STEPHEN LICKORISH

Butcher to drive Jaguars at Thruxton Historic event



JEP/MOTORSPORT IMAGES

BTCC driver Butcher will race E-types

HISTORICS

British Touring Car Championship frontrunner Rory Butcher will compete at this weekend’s Thruxton Historic event, where he will drive two Jaguar E-types.

The Scot is down to share Jon Minshaw’s car – a potential winner of the Pre ’63 GT race – and William Paul’s example in the 90-minute GT & Sports Car Cup contest, which joins the annual event for the first time.

GT4 division opposition will come from Nick Sleep/Joel Wykeham (Shelby Mustang

GT350) and the Lotus Elan 26Rs of John Watson/Dan Cox and Stephen Bond/Cliff Gray.

The full set of Morgan +4 SLR aerodyne coupes are in the entry, driven by Keith Ahlers/Billy Bellinger, John Emberson/Peter Horsman and Simon Orebi Gann/Calum Lockie.

An eight-strong posse of rorty Austin-Healey 3000s is led by ‘DD300; the 1961 and 1962 Le Mans car saddled by Dutchmen Karsten Le Blanc and Christiaan van Lanschot.

All will have to beat the Lola Mk1 of local man Ben Adams from the Pre ’63 Sports Racing

side of the equation.

The event features a mix of grids from Motor Racing Legends and the Historic Racing Drivers Club, which also get their COVID-19 delayed seasons under way. MRL’s schedule includes the broadest spectrum of cars, spanning Pre War and Historic Touring Cars of the 1990s, via RAC Woodcote/Stirling Moss Trophy 1950s sportscars and Pre ’63 GTs.

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IN THE HEADLINES

Hughes to get back behind the wheel with McLaren in GT Cup

GT CUP

British Touring Car Championship race winner Warren Hughes will return to competitive action in the GT Cup at Silverstone this weekend, partnering Jan Klingelberg in a McLaren 570S GT4 entered by British GT outfit Balfe Motorsport.

It will be the first of two scheduled outings for Hughes and German amateur Klingelberg, who was coached by Hughes in the one-make Pure McLaren GT Series category last year, with Donington Park on 12-13 September also planned.

Hughes, an LMP2 class winner at the 2005 Le Mans 24 Hours, hasn't raced since making a one-off GT Cup appearance with Stewart Proctor at Donington in 2015 and

has spent recent years focused on coaching young professionals on McLaren's Driver Development Programme.

But he has "never officially retired" from driving and said he was looking forward to racing alongside Klingelberg.

"Jan has made a lot of progress in a short space of time and is now ready to broaden his experience," said Hughes.

"The lockdown seems to have whetted his appetite even further and he is raring to go and do as much as he can, which is exactly what he needs.

"I have known David Balfe since I started in F3 and he owned Fortec and, while I never raced for him, we've always taken time to talk, so it is nice to come full circle and be involved with the team."

JAMES NEWBOLD



Hughes will team up with Klingelberg in McLaren

White targets full-time campaign

FORMULA FORD

Heritage Formula Ford champion Oliver White will take advantage of a shortened calendar to contest a full season in the British Racing and Sports Car Club's National Fford Championship for the first time this year.

White, who finished third in the 2018 Formula Ford Festival, has previously been restricted by budget and work commitments.

"The short season made it possible," he said. "The grid is super-competitive as well

and I think that's partly due to the fact it's a shortened season. It obviously brings the budget down a bit, which helps."

Other established names attracted by the three-meeting calendar, which began at Oulton Park last month, include White's fellow Festival frontrunners Matt Cowley and Chris Middlehurst.

While White was restricted by engine problems to a best finish of sixth at Oulton, and Cowley suffered an off in the wet conditions, Middlehurst claimed a podium finish and called on organisers to scale

back future calendars too. The remaining two rounds will take place at Anglesey next weekend and Brands Hatch (26-27 September).

"For next year, to get more drivers, they should make it less meetings and more races – have triple-headers," said Middlehurst. "You're already here and an extra race isn't going to cost much more money. You're already paying the team a day rate and then an extra race is just a bit more fuel [whereas] another weekend travelling, it's more money."

MARK PAULSON

HEDLEY'S ELECTRICAL WOES

British Formula 4 title contender James Hedley suffered a big setback at last weekend's Brands Hatch round. The reigning Ginetta Junior champion was on the pace in Friday's test, but electrical problems prevented his car from getting out of the JHR Developments awning for qualifying and the first race. Hedley raced to eighth and ninth in the remaining two contests, but has fallen to seventh in the points.

NEW SERIES GETS NEW OPENER

The British Automobile Racing Club's new Open Sports/Saloon Car series – where drivers submit a minimum lap time in advance to determine their class – has a new first round. Rather than beginning at Donington Park, the first event will instead take place at Mallory Park on 31 August, while very strong interest has led to additional dates at Pembrey and Thruxton in October. A driver's class will change if they twice exceed their division's lap time allowance during qualifying or a race.

JACKSON HAS SOME FUN

Double Radical Challenge champion Dominik Jackson joined John Caudwell at Snetterton last weekend, as both drivers made their Fun Cup debuts with RAW Motorsports. "I really struggled to adapt my driving style – I was consistent but not fast enough," admitted Jackson. They finished 16th in the sprint race and 20th in the four-hour enduro.

BAXTER BOLTS TO VICTORY

James Baxter was the toast of Shelsley Walsh last Saturday as the Vintage Sports-Car Club speed event season made a belated start at the Worcestershire venue. Baxter, the Pre-War record holder in ERA R4A, hurled his Riley TT Sprite (below) up the 1000-yard climb to twice stop the clocks on 34.80s. That was good enough to see off the 35.12s best from the hard-charging Alta of the unrelated Ian Baxter.





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STEPHEN LICKORISH

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Another of the key differences about the first Donington Park and Brands Hatch weekends was that they were back to back – only on five occasions had this happened for the TOCA package since the turn of the century. This obviously meant a lot of planning was needed from the support series organisers and teams to ensure that everything was ready, from cars to briefings, in the short turnaround time between the two events.

Ginetta motorsport manager Ash Gallagher says this raised a few challenges, but nothing that was too problematic. “We just have to be a bit more organised and get a few bits and bobs done in advance,” he explains. “It’s a bit tight for prepping cars but we’ve not had any issues. If they added the round in later it would’ve been more difficult, but we’ve known about it for months.

“Most people would prefer this to the alternative [fewer

significantly cut back its number of weekends from eight to five and has therefore avoided all of the double-headers.

From a drivers’ perspective, Ginetta Junior race winner Tom Lebbon says there are pros and cons to racing on consecutive weekends. “It’s difficult because you don’t get time to fully recover but it’s good because you can continue the rhythm,” he says. “I’m used to it [back-to-back races] because we were racing every weekend in karting.”

It must be stated that the next back-to-back pair of events is likely to prove more challenging for all concerned. The TOCA paddock visits Oulton Park next weekend (22–23 August) before travelling up to Knockhill immediately after. That means teams won’t get the chance to return home in between, particularly as some of the support series have midweek test days at the Scottish venue ahead of the regular Friday practice.

Another of the changes in these times of COVID-19 restrictions is that physical driver briefings where everyone gathers in a room or awning are not possible. Instead written instructions have been sent out to competitors, but one series boss noted that these clearly did not have the same impact since a few, minor procedural indiscretions occurred over the Brands weekend.

But despite the very different atmosphere at the events, on-track very little has changed. There was still some great racing over the opening two weekends, as Ginetta Junior proved to be the star of the show with three thrilling races at Donington. But there was no disputing which of the supports shone the brightest at Brands as the enormous grid of guesting Mini Miglias and Se7ens put on a trio of simply stunning contests that featured close battles throughout the large field. Having also starred at the Thruxton BTCC event last year, it would be brilliant if the Mini 7 Racing Club categories could get a regular, annual fixture on the bill.

It was undoubtedly a shame that the traditional large trackside crowd was not able to witness all the excitement, but at least the television audience was treated to a terrific spectacle. Yes, a lot may be different in these uncertain and unpredictable times that we live in – and there may have been a lot of long safety car periods at Brands to recover the many incidents – but TOCA and all the stakeholders have to be applauded for getting these events off the ground. It’s been a long time coming, but the 2020 season has finally started in some style, and there is no shortage of intriguing storylines among the support series after these initial bouts. ❄

“It would be brilliant if the Mini 7 Racing Club could get a regular fixture on the TOCA bill”

rounds]. We’ve had more people complain about the weather than it being a back-to-back!”

Sure enough, another of the major differences was visiting the Brands Hatch Grand Prix Circuit in 30-degree heat rather than the cold, wet conditions associated with the traditional October finales held on the longer layout.

When the revised 2020 calendar was unveiled, three back-to-back events were included and Ginetta tried to restructure its own schedules to limit the number of these for teams and drivers. For the GT4 Supercup this initial flurry will be its only back-to-back, while Ginetta Junior and the GT5 Challenge will just have the two.

Some championships went further and the Mini Challenge

[P74 BRANDS HATCH REPORTS](#)

ANGELO R. DRIVE

THANKS ANGELO - IS ALL THIS BEING TRANSPORTED TO DONINGTON PARK FOR THE BRITISH GT CHAMPIONSHIP ?

NO, THIS IS FOR MY LAWNMOWER ENDURANCE RACE I'VE ARRANGED WITH MY NEIGHBOUR'S 3-LEGGED DOG.

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TOCA SUPPORTS BRANDS HATCH 8-9 AUGUST



Massive Mini entry produces three entertaining encounters

MINI MIGLIAS AND SE7ENS

There has been plenty of despondency in recent months amid the coronavirus pandemic, but the sight of 46 Minis battling frenetically around the Brands Hatch Grand Prix circuit in glorious sunshine couldn't help but bring a smile.

There was no shortage of quality among the Miglia entry with champions Aaron Smith, Rupert Deeth and Kane

Astin, along with regular frontrunners Nick Padmore and Lee Deegan. But the joker in the pack was British Touring Car refugee Andrew Jordan on his Miglia debut.

The opener looked to be going the way of Deeth, despite Smith being ever-present in his mirrors, as Padmore, Jordan and Deegan squabbled behind. That was until the last lap when Deeth carried too much speed into Surtees and Smith was through.

"It was such hard going – the whole 20

minutes were so full on," said Smith. "I couldn't believe it – I thought, 'This is the opportunity I've been waiting for in the 19 minutes before!'"

Smith added another win in race two, but it was a very different contest. Off the line, Jordan almost squeezed Padmore into the barriers, while Smith then grabbed the lead at Druids.

"I had a really good start and Andrew just kept coming over – that knocked me back," said Padmore, while Jordan admitted he did not realise how close his rival was. Jordan later reclaimed the lead before Deeth seemed set to make amends for his earlier error.

That was until Smith dived up the inside at Druids with three laps to go and Deeth was spun around as Jordan and Sam Summerhayes concertinaed up behind. Jordan held on to second, while Padmore recovered to third.

Jordan went one better to win the brilliant finale, passing early leader Endaf Owens around the outside of Hawthorns, then fending off a hard-charging Smith.

The concurrent Se7ens battles were just as intense. Max Hunter defended from Jeff Smith in the opener before eventually succumbing, but race two was the closest. Andrew Deviny was leading on the last lap, although Hunter had a better run out of Clearways, as a tenth of a second separated them. "I almost left the door open but just had a bit more speed!" enthused Deviny.

There were four cars locked together in the finale too, with Ross Billison just prevailing after another epic tussle.

STEPHEN LICKORISH

O'Sullivan impresses with two wins from pole

BRITISH FORMULA 4

Zak O'Sullivan may have been leading the British Formula 4 standings when the field assembled at Brands Hatch, but his win from the opening round at Donington Park had been in the reversed-grid race. The rest was down to consistency, leaving the 15-year-old Carlin charge with a point to prove on the Grand Prix Circuit.

This he did, O'Sullivan mesmerising team boss Trevor Carlin with the smoothness of his onboard footage as he stroked to two pole positions in qualifying, converting both of them into race wins.

As well as O'Sullivan's driving, another key to his success was the frustrating qualifying form of Luke Browning. There's little doubt the Fortec Motorsport terrier is the best racer in British F4, but qualifying left him with work to do from third on the



grid in race one and fifth in race three.

Browning went inside Alex Connor at Paddock Hill Bend just after the start of the opener to take second. He then began to chew into the advantage of O'Sullivan, who was losing grip at the rear, late in the race.

Browning began the finale by immediately dispatching Roberto Faria and Nico Pino, and a wobble for Connor at Clearways



allowed the Fortec youngster into second on the drag to Paddock. He put pressure on O'Sullivan throughout, but the single-seater rookie drove a beautiful, unflustered race.

In between, Christian Mansell made it a Carlin clean sweep by leading Faria and Abbi Pulling throughout the reversed-grid race, as transmission failure sidelined O'Sullivan.

MARCUS SIMMONS

King reigns supreme in Porsches

PORSCHE CARRERA CUP GB

If Harry King's Porsche Carrera Cup GB debut at Donington Park was impressive, the Team Parker racer took his performance to another level at Brands Hatch, claiming two wins in an imperious display.

He has now beaten his Junior predecessor Dan Harper's start to his dominant 2019 and has matched the three wins and a second that Dan Cammish achieved at the beginning of his unstoppable campaigns.

King laid down another marker in qualifying, lapping 0.358 seconds faster than the rest. And he went even quicker in two sectors on the next lap before pitting.



There was no stopping King all weekend

He did not quite have things all his own way, however, losing out to team-mate Josh Webster at race one's start. But, rather than settle for second, he pressurised Webster after a second safety car period. And, sure enough, he superbly grabbed the lead on the inside at Paddock Hill Bend two laps later.

King was also on a mission in the reversed-grid second race, as both he and Webster dispatched Lorcan Hanafin on the opening tour. Webster again had no answer to King's pace and succumbed at Paddock before King muscled ahead of polesitter Matthew Graham at Clark Curve just as a second safety car period was about to begin.

STEPHEN LICKORISH



Webster (r) passes Hanafin as King lurks behind

WEEKEND WINNERS

MINI MIGLIAS AND SE7ENS

Race 1 (12 laps) 1 Aaron Smith; 2 Rupert Deeth +0.523s; 3 Andrew Jordan; 4 Nick Padmore; 5 Lee Deegan; 6 Sam Summerhayes. **Class winners** Rob Davis (Libre); Jeff Smith (Se7en); Connor O'Brien (Se7en S). **Fastest lap** Padmore 1m44.109s (84.14mph). **Pole** Deeth. **Starters** 46. **Race 2 (10 laps) 1 A Smith;** 2 Jordan +3.520s; 3 Padmore; 4 Kane Astin; 5 Deegan; 6 Endaf Owens. **CW** Dan Lewis (Libre); Andrew Deviny (Se7en); Greg Daw (Se7en S). **FL** Astin 1m44.086s (84.15mph). **P** Padmore. **S 46.** **Race 3 (9 laps) 1 Jordan;** 2 A Smith +0.071s; 3 Padmore; 4 Deegan; 5 Deeth; 6 Summerhayes. **CW** Davis; Ross Billison (Se7en); Thorburn Astin (Se7en S). **FL** A Smith 1m44.515s (83.81mph). **P** K Astin. **S 42.**

BRITISH FORMULA 4

Race 1 (all 14 laps) 1 Zak O'Sullivan; 2 Luke Browning +0.391s; 3 Alex Connor; 4 Abbi Pulling; 5 Roberto Faria; 6 Christian Mansell. **FL** Browning 1m28.847s (98.59mph). **P** O'Sullivan. **S 14.** **Race 2 1 Mansell;** 2 Faria +0.581s; 3 Pulling; 4 Browning; 5 Connor; 6 Roman Bilinski. **FL** James Hedley 1m28.322s (99.18mph). **P** Mansell. **S 15.** **Race 3 1 O'Sullivan;** 2 Browning +0.353s; 3 Connor; 4 Faria; 5 Bilinski; 6 Casper Stevenson. **FL** O'Sullivan 1m28.641s (98.82mph). **P** O'Sullivan. **S 15.** **Points 1 O'Sullivan 102;** 2 Browning 84; 3 Connor 69; 4 Faria 67; 5 Mansell 55; 6 Stevenson 52.

PORSCHE CARRERA CUP GB

Race 1 (both 17 laps) 1 Harry King; 2 Josh Webster +0.854s; 3 Lorcan Hanafin; 4 Matthew Graham; 5 Mark Kimber; 6 Ross Wylie. **FL** Webster 1m28.815s (98.63mph). **P** King. **S 20.** **Race 2 1 King;** 2 Webster +8.792s; 3 Esmeel Hawkey; 4 Graham; 5 Hanafin; 6 Ryan Ratcliffe. **FL** King 1m28.701s (98.75mph). **P** Graham. **S 20.** **Points 1 King 48;** 2 Webster 37; 3 Graham 21; 4 Scott McKenna 20; 5 Hanafin 20; 6 Wylie 9.

GINETTA GT4 SUPERCUP

Race 1 (11 laps) 1 Tom Hibbert; 2 Gus Burton +0.993s; 3 Will Burns; 4 Adam Smalley; 5 Jamie Falvey; 6 Charles Ladell. **FL** Hibbert 1m31.104s (96.15mph). **P** Hibbert. **S 17.** **Race 2 (14 laps) 1 Hibbert;** 2 Burton +1.482s; 3 Burns; 4 Smalley; 5 Falvey; 6 Joe Marshall-Birks. **FL** Hibbert 1m31.272s (95.97mph). **P** Hibbert. **S 17.** **Race 3 (10 laps) 1 Smalley;** 2 Burton +2.828s; 3 Hibbert; 4 Burns; 5 Marshall-Birks; 6 James Blake-Baldwin. **FL** Burns 1m31.775s (95.44mph). **P** Smalley. **S 16.** **Points 1 Hibbert 181;** 2 Burton 178; 3 Burns 176; 4 Smalley 137; 5 Falvey 112; 6 Reece Somerfield 98.

GINETTA JUNIOR

Race 1 (10 laps) 1 Bailey Voisin; 2 Tom Lebbon +0.173s; 3 Joshua Rattican; 4 Zak Taylor; 5 Georgi Dimitrov; 6 William Vincent. **FL** Voisin 1m50.868s (79.01mph). **P** Lebbon. **S 20.** **Race 2 (8 laps) 1 Voisin;** 2 Rattican +0.931s; 3 Lebbon; 4 Taylor; 5 Freddie Tomlinson; 6 Seb Hopkins. **FL** Taylor 1m50.254s (79.45mph). **P** Voisin. **S 20.** **Race 3 (10 laps) 1 Lebbon;** 2 Voisin +0.148s; 3 Rattican; 4 Taylor; 5 Tomlinson; 6 Hopkins. **FL** Voisin 1m50.515s (79.26mph). **P** Voisin. **S 20.** **Points 1 Voisin 157;** 2 Lebbon 156; 3 Dimitrov 146; 4 Rattican 130; 5 Taylor 110; 6 Tomlinson 94.

Double delight for Hibbert

GINETTA GT4 SUPERCUP

Will Burns, Gus Burton and Tom Hibbert completed a podium lockout in all three Ginetta GT4 Supercup races at Donington Park. And they very nearly did the same at Brands Hatch too, again highlighting their current superiority.

It was Hibbert, the only one of the three not to take a victory at Donington, who won the opening two races in Kent. The first race was decided on the opening lap when Burns attempted to pass polesitter Hibbert around the outside at Druids but was instead squeezed wide, allowing Burton to pounce. Burns was

unable to retaliate, and the trio finished in the same order in an uneventful race two.

The only podium interloper was 2018 Ginetta Junior champion Adam Smalley, who started on pole for the reversed-grid finale. After an early safety car period, the top four were glued together. Druids again proved to be the decisive corner as Burns ran slightly wide, allowing Burton to barge through, followed by Hibbert, and Smalley to streak clear for his maiden win.

Just five points now separate the leading trio, suggesting the potential for a titanic battle for this year's crown.

STEPHEN LICKORISH



Hibbert controlled first two races from pole

TOCA SUPPORTS BRANDS HATCH 8-9 AUGUST



Race winners Voisin and Lebbon separated by just one point

GINETTA JUNIOR

There's no disputing which of the regular British Touring Car Championship support series has the closest title fight after the opening rounds. One point is all that separates Ginetta Junior racers Bailey Voisin and Tom Lebbon after six races.

The pick of the Brands Hatch encounters, just like at Donington Park the week before, was the finale, and it featured a thrilling battle between Voisin and Lebbon.

Voisin led initially, while Ginetta scholar Lebbon briefly dropped behind Zak Taylor before an early safety car – a recurring weekend feature – neutralised the race.

Lebbon was right with Voisin on the restart and the Elite Motorsport driver soon pounced, diving down the inside of Voisin at Hawthorns.

But Voisin stayed with the leader, and on the penultimate lap he was darting one way and then the other in his attempts to get by. Voisin's chance of victory then appeared to be dashed as he ran wide at Sheene, but Lebbon did exactly the same

thing at the very next corner, Stirlings.

Lebbon was able to just stay ahead and held on during the drag to the line to beat Voisin by 0.148 seconds, while Voisin's R Racing team-mate Josh Rattican completed the podium.

"I thought, after all the hard work and managing to keep a gap to Bailey, I had lost it at the end!" said Lebbon. "Luckily, I had gone off there before so I had experience of how [best] to get back on the track. It was a very good race."

The other two contests were not quite so enthralling. Voisin led the opener throughout and again had Lebbon on his tail. He did get very close at Druids but could not quite make the move, while Rattican was again third.

Rattican went one better in race two as he dived ahead of Lebbon on the inside at Paddock Hill Bend, but the race was red-flagged shortly afterwards with Will Jenkins in the Paddock gravel. It looked like Rattican might have missed out on the place on countback, but he had been fractionally ahead across the startline, so took second behind Voisin.

While that trio secured all the silverware, the stars of the Donington finale – Georgi Dimitrov and Joel Pearson – had a tough event where they never really had frontrunning pace. Dimitrov took fifth in the opener but got shuffled back in the other races, while Pearson's weekend ended in the barriers out of Druids after contact from Taylor.

STEPHEN LICKORISH

THE LATEST RISING STAR TO EMERGE FROM GINETTA JUNIOR

Ginetta Junior has long been established as a good proving ground for drivers as they make their first steps from karting to car racing. And recent series graduates are among the star performers in the early stages of the other British Touring Car support categories.

While last year's Junior runner-up Zak O'Sullivan's initial lead in British Formula 4 and Harry King's impressive opening two events in the Porsche Carrera Cup GB were on the cards, the surprise ex-Junior driver to star has been Gus Burton in the Ginetta GT4 Supercup.

Burton did not enjoy much success in his year and a half in the Junior class, often showing quick pace and running in the front group, but rarely able to convert that into strong results. In fact, Burton took just four podiums from his 41 races.

But he has already exceeded that tally after moving to the GT4 Supercup with Century Motorsport, instantly mastering the Ginetta G55. He has finished all six races on the podium

and took his maiden win at Donington Park.

Burton admits squeezing his tall frame into a Ginetta Junior machine left him at a disadvantage, and his height is less of a factor in the more powerful GT4 Supercup car.

"Juniors wasn't really a good year for me because of my height and weight," said Burton, who still believes Ginetta Junior is a good learning category. "But it's [the G55] got grip and speed – it's great to get in a car with grip!"

Burton has been putting that increased grip to good use and is just three points behind leader Tom Hibbert in the standings. He says it was always the target to have a strong start to the season. "That was the goal and I knew I could do it, I put pressure on myself," he said. "We were well prepared for this year, especially with the lockdown. But it's going to be really tight."

What makes Burton's performances all the more impressive is that his fellow early-season title contenders – Hibbert and Will Burns – both have significantly more experience of racing the G55.



"That's the comfort blanket for me because Burns has been in the championship for four years and so has Hibbert, while I'm still improving," Burton added.

And if there is indeed more pace to come from Burton, he will stand a good chance of adding to the successes that Ginetta Junior graduates have gone on to achieve elsewhere.

STEPHEN LICKORISH

No Parkin problems as they take win

**OULTON PARK
MSVR
8 AUGUST**

Another bumper (to bumper) grid of 35 cars arrived at Oulton Park for the second race in the MotorSport Vision Trackdays EnduroKa Series. After last month's 12 Heures de Norfolk, five hours round the Oulton Park International Circuit were on the agenda.

The lead changed hands between 14 drivers in 11 different Kas on track and then once in the scrutineering bay after the race when it was found that the IP Racing Ka, which had taken the chequered flag first, was 6kg underweight so, unsurprisingly, it was excluded.

The winners thus became the Parkins – Scott, Ryan and Stefan – joined by Pete Keen in the Darkside Developments Ka, which had not led a single lap, but a strong final stint by Keen brought it through to what would otherwise have been a



worthy second place.

Runners up were Andy Burton, Kyle Sagar and Tom Valentine for Burton Power Racing, which had enjoyed a couple of laps in front mid-race, while the double act of Matthew Hibberd and Stefan Marsh in the smart JPS tribute-liveried Club Racing UK entry was rewarded with the final podium place, Hibberd reeling in Valentine over the last half-hour.

A notable performance was delivered

by 17-year-old Ginetta Junior and Mazda MX-5 racer Ben O'Hare for LDR Performance Tuning, who set a series of fastest laps while leading early on.

Earlier in the day, Scott Parkin had also won the MSVT Trackday Championship race with his Volkswagen Golf TDI, while the MSVT Trackday Trophy went to the Honda Civic of Will Heslop and Paul McHugh.

IAN TITCHMARSH

Viking warrior Nunn holds on to win before UVio strikes again

**SNETTERTON
BRSCC
8 AUGUST**

Team Viking and UVio/Hofmann's Lotus shared the victory spoils in the Fun Cup at Snetterton.

The first one-hour race had a terrific early scrap, before Riley Phillips took charge for Axiametrics. Phillips handed over to Chris Dovell, who retained the lead, while Mark Holme moved into second for Team Viking.

When Dovell pitted, Holme stayed out for another four laps before handing over to Nick Nunn, who emerged in front of Axiametrics' Kristian Rose. It was a



desperate fight to the finish, with Nunn just holding on, while the Team 7 WASPP car of Jay Shepherd and Ed Worthington snatched third a lap from home.

Rory Brown's Team 7 WASPP car emerged ahead from the initial skirmish in the four-hour race but, after the first stops, it was UVio/Hofmann's pair Scott Fitzgerald and Fabio Randaccio in command. An impressive drive from Morgan Tillbrook and Chris Weatherill came to nought, when a late gear selection problem ended their hopes. Shepherd/Worthington therefore went one better than the earlier race with second.

A huge Classic and Modern Motorsport Club grid couldn't stop Gavin Dunn's BMW E36 from taking a double win. Race one was restarted with various cars parked up, the Ford Escorts of Piers Grange and Paul Nevill following Dunn home after a close duel for second.

Marcus Bicknell powered his ASCAR Ford Mustang ahead of the Escorts of Malcolm Harding and Grange on the Bentley Straight to claim the runner-up spot early in the second race.

PETER SCHERER

WEEKEND WINNERS

OULTON PARK ENDUROKA

Team Darkside Developments (Scott Parkin/Stefan Parkin/Ryan Parkin/Pete Keen)

TRACKDAY CHAMPIONSHIP

Scott Parkin (Volkswagen Golf TDI)

TRACKDAY TROPHY

Will Heslop/Paul McHugh (Honda Civic)

SNETTERTON FUN CUP

Race 1 Team Viking (Mark Holme/Nick Nunn)

Race 2 UVio/Hofmann's Lotus (Scott Fitzgerald/Fabio Randaccio)

CLASSIC & MODERN MOTORSPORT CLUB

Races 1 & 2 Gavin Dunn (BMW E36, below)



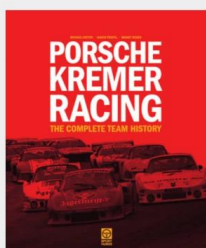
For full results visit: tsl-timing.com

Developed 935 K3 won
1979 Le Mans 24 Hours
outright for Kremer



motorsport
IMAGES

A FAMOUS PORSCHE UNDERDOG



BOOK REVIEW
PORSCHE KREMER
RACING - THE
COMPLETE TEAM
HISTORY
RRP £85.50

It's 50 years since Porsche conquered the Le Mans 24 Hours for the first time with its fearsome 917 driven by Richard Attwood and Hans Herrmann. But it's often forgotten that the race was also the first impression on the world's most famous endurance by a Cologne-based Porsche privateer.

Started as a side project from the Auto Kremer workshop, founded in 1962 by brothers Erwin and Manfred Kremer, Kremer Racing would famously go on to win the 24 Hours outright in 1979 with its own K3 iteration of Porsche's 935. It later added victory in the 1995 Daytona 24 Hours with a heavily modified Porsche 962, remodelled as the open-top K8 Spyder. And it's that affinity for ingenuity that shines through the heart of *Porsche Kremer Racing - The Complete Team History*, a heavyweight book at almost 400 pages that is every bit as comprehensive as its title suggests.

Written by Michael Cotton, Ulrich Trispel and Robert Weber, the English language book charts the team's rise from a competitor in grassroots rallies – Erwin driving while Manfred focused on engines – to the pinnacle of sportscar racing, taking on and sometimes beating the Porsche factory. From its early days in the European Touring Car Challenge in 1968, winning that year's Spa 24 Hours outright and missing out on the title by a point, Kremer moved into the World Championship for Makes. It first started in the GT classes before then making waves with the 935 K3.

Fittingly, each car Kremer campaigned gets its own section with a full page of technical data. These range

in length from its most important car – which includes wonderful detail from driver Klaus Ludwig and designer Ekkehard Zimmermann on its intercooler, aerodynamics and improved centre of gravity that also helped the K3 win the 1979 DRM title – to those somewhat less successful projects. These machines reflected the scale of the brothers' ambition and, at times, resourcefulness to keep the team going in leaner years.

Cars include the 917 K/81, developed from factory drawings some 11 years after the 1970 win, and the CK5 that started its Group C journey in 1982 – devised by adding a roof onto a replica 936. The many different iterations of the 962, which allowed Kremer to win back-to-back Interserie titles in 1992-93 are present, too. Non-Porsche projects from later years, including the Honda NSX from 1994 and the Roush-powered Lolas that took Kremer's final international win in the 2000 Sports Racing World Cup, also feature.

These demonstrate the rich diversity of a team whose relative lack of success in Group C – aside from a fortunate win at Monza in 1985 when a tree fell on the track to stop the race just before Marc Surer and Manfred Winkelhock's 962 was due a pitstop – should not downplay its contribution to Porsche's sportscar legacy. "The foundation of their success was stripping the cars completely and rebuilding them to the limit of the regulations," the authors explain.

It's unabashedly a book for enthusiasts, and the many quality photographs accompanying the text add to the reading experience. For completeness, there is an 18-page index of results, which also serves as a reminder of just how many top talents it ran over the years, from established Porsche aces John Fitzpatrick, Bob Wollek and Ludwig to superstars Mario Andretti and Alan Jones, as well as Bernd Schneider and Manuel Reuter.

For anyone with a passing interest in sportscar racing history, it's a niche but very worthy bookshelf addition.

JAMES NEWBOLD

 **YouTube** youtube.com/AUTOSPORTdotcom



Marked by the 70th Anniversary Grand Prix last weekend, Formula 1 has a well-celebrated history. From those seven decades, Autosport looks at the 10 British F1 drivers who scored the most victories. [Go to bit.ly/bestBrits](https://bit.ly/bestBrits)

autosport.com/podcast



Max Verstappen finally put an end to the Mercedes run of dominance that has typified the first part of the 2020 Formula 1 season. The Autosport grand prix team assess the 70th Anniversary GP in the latest F1 race review podcast episode.

WHAT'S ON

INTERNATIONAL MOTORSPORT

Spanish Grand Prix

Formula 1 World Championship
Round 6
Barcelona, Spain
16 August
 **Live** Sky Sports F1, 1405
 **Highlights**
Channel 4, Sun 1830,
Sky Sports F1, Sun 2000

FIA Formula 2

Round 6
Barcelona, Spain
15-16 August
 **Live** Sky Sports F1,
Sat 1535, Sun 1000

FIA Formula 3

Round 6
Barcelona, Spain
15-16 August
 **Live** Sky Sports F1,
Sat 0920, Sun 0835

Porsche Supercup

Round 6
Barcelona, Spain
16 August
 **Live** Eurosport 1,
Sun 1115, Sky Sports F1,
Sun 1120


Indianapolis 500 Qualifying



World Endurance Championship

Round 5
Indianapolis, USA
15-16 August
 **Live** Sky Sports F1,
Sat 2000, Sun 1800

Formula E
Round 7/7
Berlin, Germany
13 August
 **Live** Eurosport 2,
Thurs 1745
Livestream on BBC iPlayer
and the BBC Sport website

Jaguar I-PACE eTrophy
Round 10/10
Berlin, Germany
13 August
 **Livestream** on
Motorsport.tv, Thurs 1530
and on YouTube

World Endurance Championship
Round 6/8
Spa, Belgium
15 August
 **Live** Eurosport 1,
Sat 1215, 1630
 **Livestream** on
Motorsport.tv, Fri 1650,
Sat 1200

DTM
Round 2/9
Lausitzring, Germany
15-16 August
 **Live** BT Sport ESPN,
Sat 1215, BT Sport 1,
Sun 1215

NASCAR Cup
Round 23/36
Daytona, USA

16 August
 **Live** Premier Sports 1,
Sun 2000

Australian Supercars
Round 5/13
Hidden Valley, Australia
15-16 August
 **Live** BT Sport 3, Sat
0645, BT Sport ESPN, Sun
0430, 0645

MotoGP
Round 4/14
Red Bull Ring, Austria
16 August
 **Live** BT Sport 2,
Sun 1230

UK MOTORSPORT

Brands Hatch 750MC
15 August
Formula Vee, Clio 182s,
Classic Stock Hatch,
Locosts, BMWs,
Type R Trophy

Donington Park MSVR
15-16 August
British GT, British F3,
Porsche Sprint Challenge,
Ginetta G40 Cup

Silverstone MSVR*
15-16 August
GT Cup, MSVT SuperCup,

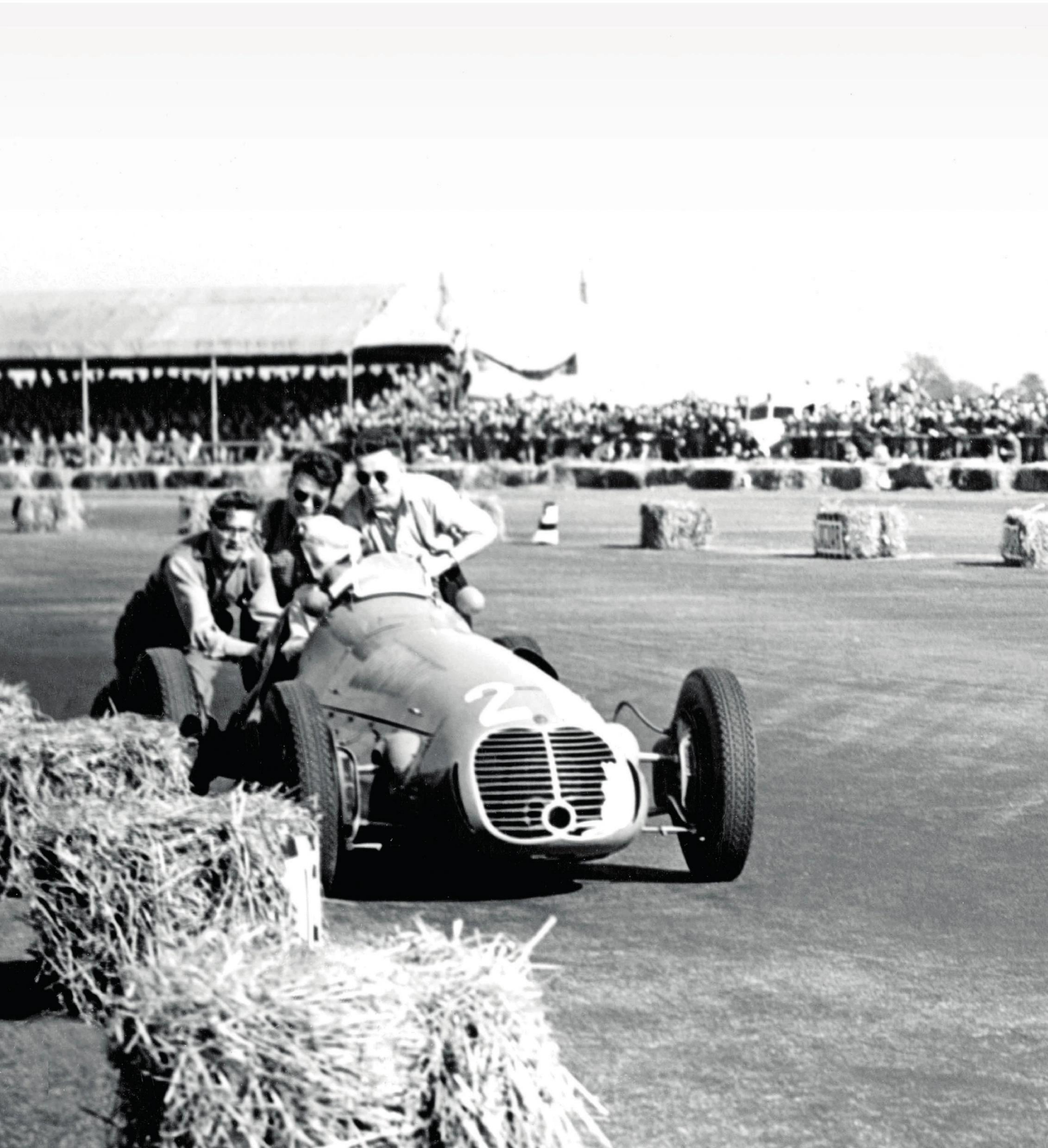
Radical Challenge,
Monoposto, 7 Race Series,
Sports 2000, Focus Cup

Snetterton CSCC
15-16 August
Swinging Sixties, Tin
Tops, Future Classics,
Magnificent Sevens,
Special Saloons/
Modsports, Classic K,
Modern Classics, New
Millennium, Open
Series, Turbo Tin Tops,
Slicks Series

Thruxton BARC
15-16 August
Pre-War Sports Cars,
Woodcote Trophy, Stirling
Moss Trophy, Pre '63
GTs, Historic Touring Car
Challenge, Tony Dron
Trophy, Sixties Touring Car
Challenge, GT & Sports Car
Cup, Jack Sears Trophy,
Thermex Allstars,
Classic Alfa Challenge

Brands Hatch MSVR
16 August
Festival Italia: Ferrari
Classic, Ferrari Club,
Alfa Romeos, Allcomers

*Behind closed doors



FROM THE ARCHIVE

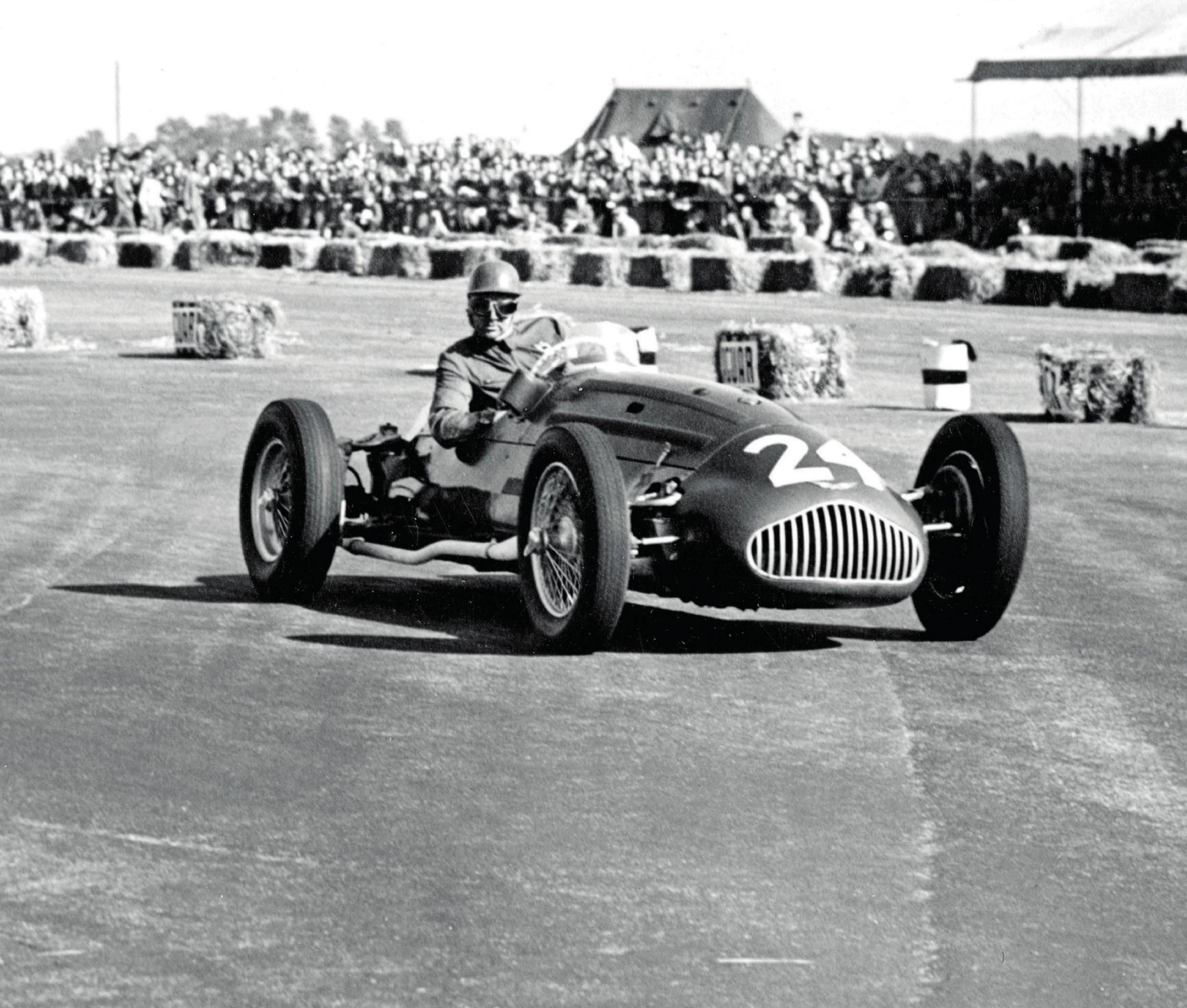
The Maserati 4CLT/48 of Prince Birabongse Bhanudej Bhanubandh, aka 'B Bira', is pushed along the track by officials during the 1950 British Grand Prix at Silverstone,

while Geoffrey Crossley (Alta GP) gives a wide berth, and His Serene Highness keeps a lookout for further traffic closing at speed. Bira had been running strongly behind the Alfa Romeo demonstration run

at the front of the field when fuel-starvation problems struck. He stopped on Hangar Straight, and was pushed to Club and then Abbey, but a trackside fix was not possible and he retired.



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Despair and joy for Ferrari at Hockenheim

12 August 1982

It was a bittersweet time for Ferrari this week in 1982. Patrick Tambay took his first Formula 1 victory in the German Grand Prix, but team-mate Didier Pironi's career was ended after a terrible accident in practice.

Pironi had been leading the world championship when he arrived at Hockenheim but, blinded by spray, he hit the back of Alain Prost's Renault, the Ferrari then somersaulting. Pironi suffered badly broken legs, a broken left arm and head injuries.

In the race Tambay ran fourth in the early stages before passing the Renaults of Prost and Rene Arnoux. Nelson Piquet's lightly fuelled Brabham-BMW led and built a big gap, only to clash with Eliseo Salazar's ATS. Piquet famously jumped out and attacked Salazar.

Tambay was left to cruise home 16.4 seconds clear of Arnoux. Given that Tambay had replaced Gilles Villeneuve, killed in qualifying for the Belgian GP,

and Pironi's crash, it was an emotional day for the Frenchman. But the gap between the turbo runners and Cosworth DFV-engined cars, and lack of close racing, resulted in criticism.

"Hockenheim provided further evidence that GP racing has lost its way," reported Nigel Roebuck. "This year the first chicane was considerably tighter than before, and the second-gear affair before the Ostkurve was new altogether. Despite that, Pironi's fastest practice lap was only 2s slower than the fastest ever. Faster and faster cars, slower and slower circuits..."

Remarkably, Tambay shared our cover with a Morgan! The Plus 8 of Rob Wells, Chris Alford and Malcolm Paul won the third running of the Snetterton 24 Hours. When the Opel Commodore of 1980 and 1981 winner Pete Hall hit clutch trouble in the second hour, the Morgan moved ahead and stayed there, taking victory by 11 laps.



IN NEXT WEEK'S ISSUE

Who will reign in Spain?

...PLUS OUR INDY 500 PREVIEW

ALL PHOTOGRAPHY
motorsport
IMAGES

AUTOSPORT

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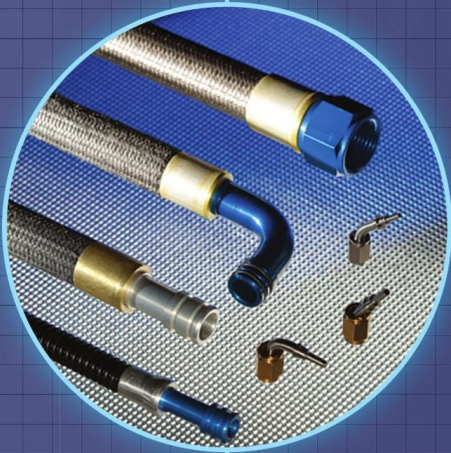
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