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F1 Did Vettel deserve a penalty?



AUTOSPORT

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13 JUNE 2019

Vettel It's not the sport I fell in love with

Ferrari star's fury after penalty hands win to Hamilton

'I'd have done the same as Seb'

LEWIS HAMILTON

'Embarrassing – a false result'

NIGEL MANSELL

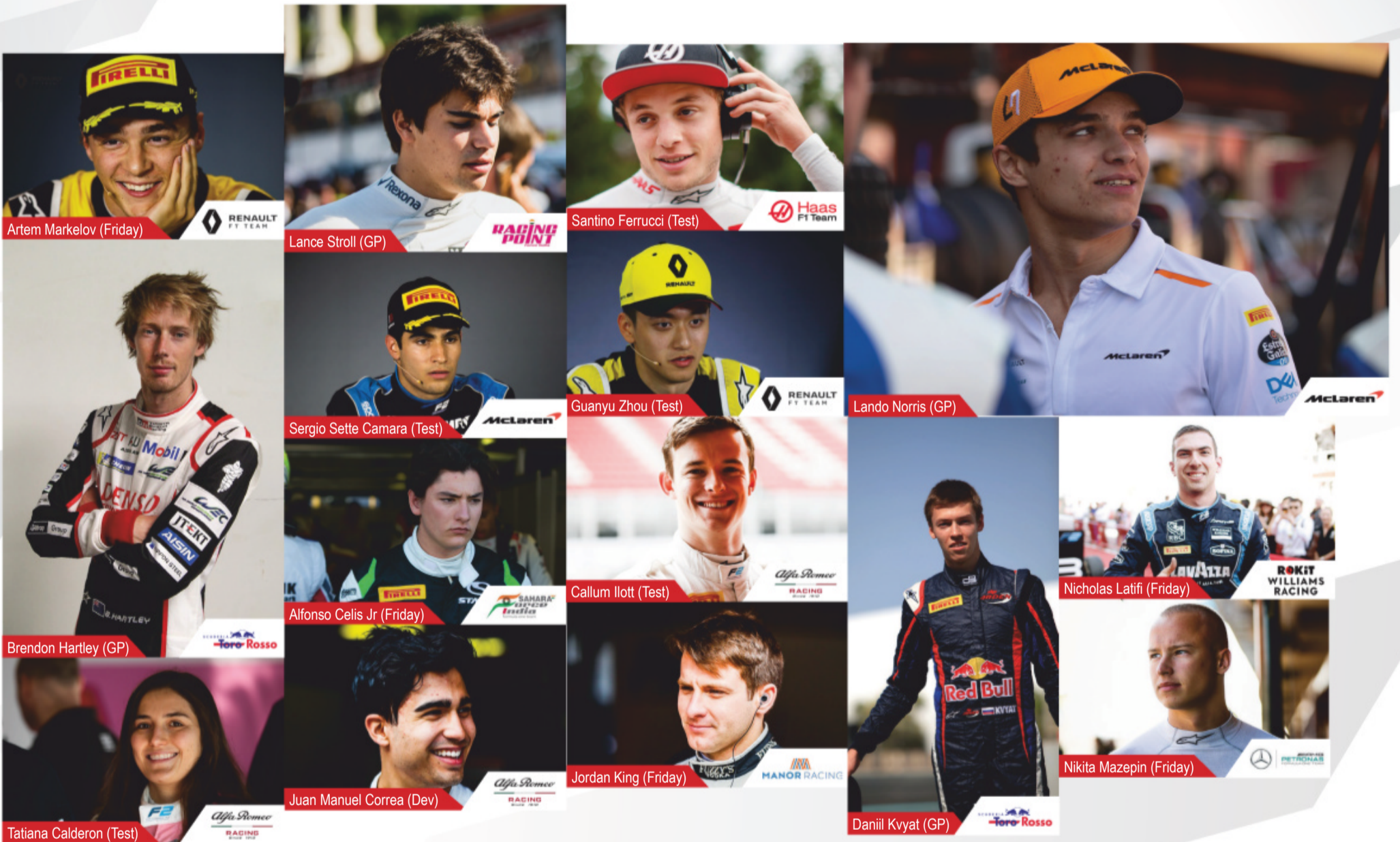


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Sticking to the rules vs letting them race

It looked as though Ferrari was finally going to break its 2019 duck in Canada last weekend. Sebastian Vettel took a brilliant pole on Saturday and seemed capable of holding Lewis Hamilton off a day later. But then he made *another* mistake.

Vettel's subsequent penalty for rejoining the track in an unsafe manner was incredibly unpopular and spoiled what had been a fine contest between two of the top three drivers of the past decade. But, as Edd Straw shows in our report on page 18, the current rules – and precedent – mean that the stewards had to give Vettel a penalty. It's understandable Ferrari wanted to appeal, but it seems unlikely that the result of the 2019 Canadian Grand Prix will change.

That doesn't mean the penalty was right, just that it was consistent with the regulations and previous decisions (remember Max Verstappen vs Kimi Raikkonen at Suzuka last year?), which begs the question: do the rules need looking at? On page 15, Straw suggests an alternative approach – one that would give the drivers more freedom but would also create new challenges.

Aside from the controversial decision, Montreal underlined a few things about F1 2019. First, Ferrari has a significant straightline-speed advantage, while Mercedes currently has more downforce. Second, Vettel is still flaky when it comes to racing directly against Hamilton (and hasn't won since the Belgian GP last August). And finally, Hamilton is now in control of the world championship.

Despite not driving at his best, Hamilton has won five of the first seven races, and has 29 and 62-point leads over Valtteri Bottas and Vettel respectively. He's also now just 13 wins away from matching Michael Schumacher's record. At his current rate, Hamilton could reach the 91-win benchmark before F1's new rules arrive in 2021.

It's combatting that form that Vettel and Ferrari should really be worrying about as they head back to Europe.



Kevin Turner
Editor

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NEXT WEEK
20 JUNE

Our bumper report on the
87th running of the
Le Mans 24 Hours



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PERFORMANCE SUPPLEMENT



How playing mind games can work for and against you, plus a look at Eau Rouge, a guide to Spa, and a driver's column from Mark Skaife.



VETTEL FURIOUS OVER F1 'LAWYER' LANGUAGE

FORMULA 1

Sebastian Vettel feels that Formula 1 is no longer the sport he grew up enjoying and that drivers now sound “like lawyers”, following the penalty that cost him victory in last Sunday’s Canadian Grand Prix.

Ferrari driver Vettel was deeply disappointed at losing the win in Montreal when he was handed a five-second penalty for rejoining the track in an unsafe way and impeding the Mercedes of eventual victor Lewis Hamilton, having gone off-track briefly at the Turns 3/4 chicane.

Having calmed down from a post-race radio rant, Vettel said the debate over the incident showed how F1 had changed for the worse. “I really love the old races, the old cars and old drivers,” said Vettel. “But I just wish I, as good as I am doing what I do, was in their time rather than today.

“You just hear the wording when people come on the radio – we sort of have an official language. We should be able to say what we think. I disagree with where the sport is now. You have all this wording, ‘I gained an advantage, I didn’t gain an advantage’. All this I think is wrong. It is not really what we should be doing in the car.”

Vettel reckoned that fans would view the moment he had with Hamilton as just a racing incident rather than anything that warranted a penalty. “For me that is racing and a lot of the people that I just mentioned earlier, the old F1 drivers and people in the grandstands, agree this

is part of racing,” he said. “But nowadays... I don’t like it, we all sound a bit like lawyers using the official language. I think it’s wrong. It’s not the sport I fell in love with when I was watching.”

Vettel insisted that he had not deliberately cut across in front of Hamilton as he rejoined the track. “I was coming back on track and trying to make sure I had the car under control,” he said. “Once I regained control and made sure it was all right, I saw in the mirrors that Lewis was right behind me. I don’t think I could have done anything different. I don’t know what the problem was.”

Asked if he could have done any more to avoid cutting in front of Hamilton, he said: “No. How? I’ve got two hands and I have them on the steering wheel trying to keep the car under control.”

Hamilton said he would have done the same as Vettel had their positions been reversed.

Hamilton, who only had to sit behind the Ferrari to the flag in order to pick up his third straight win, said: “I watched the replays. It’s obviously very close.

“What I can say is if I was in the lead and I made a mistake and went wide, I probably would have done the same thing. It happens so quick, and you’re just trying to hold position. And when I say I’d do the same, I would have tried to squeeze him too. That’s ultimately what happened. So my opinion on that has not shifted.

“Regarding the rules, say you didn’t have that rule, I would have kept it lit, and we would have crashed. One way or not it was going to go badly.”



MOTORSPORT IMAGES/HONE

VYER' RACING

Asked about his radio comment at the time, when he told his engineer that Vettel had rejoined the track in a dangerous way, Hamilton said he stood by that opinion. "Usually the first instinct is often the right one, I would say," he said. "When I watched the replay and had a look at my data I had to brake at the exit of Turn 4. There was a hazard there, and if I had not done that, we would have crashed. I don't feel any different about that."

"The thing is from a driver's point of view you know how it goes. As a driver things go wrong, and it's 'shoot!' – you try and squeeze so that you don't lose position. It's a natural instinct that we have. You're not going to go, 'Actually I'm going to pull to the left and let them bloody go by'."

"He did block me, but unfortunately he went off track, and the way the rules are written, that's how it's prescribed."

Ferrari forgets to tell Leclerc of penalty

Meanwhile, Ferrari has admitted that it forgot to tell Charles Leclerc about Vettel's penalty, the second Ferrari driver finishing just 1.038 seconds adrift of Vettel's corrected time.

Team principal Mattia Binotto said: "We didn't [tell him]. "It has been a mistake from our side. We were very busy on the pitwall and simply we forgot. We should have done it, but we didn't."

JONATHAN NOBLE, ADAM COOPER & SCOTT MITCHELL

P15 OPINION



\$175m F1 budget cap for 2021

FORMULA 1

A cost cap of \$175million per year is set to be imposed on Formula 1 squads from the 2021 season, obliging top teams Mercedes, Ferrari and Red Bull to trim their budgets.

The number will be enshrined in the newly created F1 financial regulations, which will stand alongside the existing FIA sporting and technical regulations.

The document has been put together by former Honda, Brawn and Mercedes financial boss Nigel Kerr. He was brought to the F1 organisation by Ross Brawn in 2017, and given the title of finance director, motorsports, with a brief of creating a workable cost cap.

The \$175m figure is seen as a

compromise, as the original plan was to start with a higher number with a glide path down to a lower figure. It will be in place from 2021-25, although there is provision for an upward adjustment for inflation. The figure does not include several key elements of team spending, notably driver salaries, marketing expenses and any costs associated with engines.

Estimates of what the big teams are currently spending on the areas that are included within the cost cap range from \$220-250m. The midfield teams had been hoping for a final number in the \$150m range.

A 'dry run' has been proposed for 2020, with teams invited to open their accounts for examination.

ADAM COOPER



LE MANS 24 HOURS Leading privateer World Endurance Championship LMP1 team Rebellion Racing has revealed a pair of art-car liveries for this weekend's Le Mans 24 Hours. Replacing the team's modest red-and-black scheme, the garish hues are the work of Los Angeles-based artist Tomyboy and his Rocketbyz brand.

Works team plans to keep Ford GT in WEC



TRIENITZ
motorsport
IMAGES

WORLD ENDURANCE CHAMPIONSHIP

Ford may yet be on the GTE Pro grid for the 2019-20 World Endurance Championship. The marque's factory campaign comes to an end with this weekend's Le Mans 24 Hours, but the Multimatic team that runs the cars is still working on putting together a deal to race on as a privateer.

The team, which runs the two Ford GTs under the Chip Ganassi Racing banner from a base near Silverstone, hasn't given up

hope of being on the grid for the series opener at its home track in September. That's despite missing the entry deadline at the end of last month.

"We would like to continue running the cars, why wouldn't we?" said Multimatic Motorsport boss Larry Holt. "It would be tragic if we had to put them in a warehouse. If we can get a deal together we'll have to go to WEC and see what is possible, but we don't mind if we don't run for manufacturers' points."

Holt revealed that he was pursuing "three opportunities" for the new season: "At worst we would run one car in GTE Pro and one in GTE Am, but we'd like to run two pro cars."

He also reiterated a desire to maintain the Multimatic Motorsports Europe operation, which is also running a pair of Ford Mustang GT4s in the British GT Championship this year. "We really want to keep the top-draw bunch of guys we've assembled together," said Holt.

GARY WATKINS

Risk manager Chilton pulls out of ovals

INDYCAR

Ex-Formula 1 driver Max Chilton has stepped away from driving in the remaining oval races on this year's IndyCar schedule.

The Carlin team announced last week that Chilton would not contest any of the four oval rounds, beginning with last weekend's Texas Motor Speedway event, although he will continue to drive the

team's #59 car as planned on road and street courses.

Chilton did not give a full explanation for his decision to stand aside, but cited "risk management" as one of his core concerns while praising the steps IndyCar has taken to improve safety.

"I would like to thank [sponsor] Gallagher for being supportive of my decision to not compete in the remaining oval races this season," said Chilton. "Risk

management is a central consideration of both Gallagher and myself in how we operate. I'm excited and pleased by the outstanding proactive work being done by IndyCar around driver safety and the innovation of the aeroscreen."

Chilton was replaced for Texas by Conor Daly, who raced in GP3 with Carlin but is out of a full-time Indy ride. He finished 11th.

DAVID MALSHER



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Dallara's new 'old F3' car

EUROFORMULA OPEN

Dallara has revealed a brand-new junior single-seater car – codenamed the 320 – for Euroformula Open and the Japanese Formula 3 Championship.

The car, which sports a halo, is effectively the continuation of the old philosophy of F3, with homologation of the existing F312-generation cars – which were given an aero and safety update two years ago with the F317 – set to expire at the end of this season.

Both championships registered interest with Dallara in 2018 about a new car that featured the halo but continued the 'spirit' of F3, as they were unwilling to join the FIA's Regional F3 concept to retain their International series status.

Dallara started work on a new car that would match the F317's 580kg minimum weight with driver (compared to 650kg for Regional F3), basing the design on Formula 1's 2018 safety standards and the F317's mechanicals. Technology and building methods were incorporated from Dallara's high-profile projects to achieve the minimum weight. But it cannot be called an F3 car, with the Japanese organisers almost certain to rename their series Super Formula Lights for next year.

"There's a list of the parts we sell as a kit, and the rest is from the F317," explained Dallara project manager Jos Claes. "Inside the new monocoque is a safety seat with 25mm safety foam, a new fuel cell, and the titanium halo, which is 7.5kg lighter than the steel

halo. Attached to the monocoque is a new nosebox, because F1's front-impact structure is different. There are also [improved] side and rear-impact structures. There's a new floor and bodywork, but the front and rear-wing profiles [remain the same]."

Teams can buy 'off-the-shelf' chassis or convert existing cars, as the electronics, engine, gearbox, and suspension set-up are retained.

"It's a real racing car, it's light, and the drivers love it," Double R Racing's Euroformula team boss Piers Hunnisett told Autosport. "If Japan takes [the 320], the series might meet up again in the future [at the Macau Grand Prix]."

Japanese F3 has yet to ratify a decision on the 320, which is set to make its track debut in August. Timo Rumpfkeil, whose Motopark team leads JF3 and Euroformula, is supportive of a switch. "I think the concept is great," he said. "The current car is the best to educate drivers. It's been proven for years.

"They are going the right steps by not increasing weight, because other cars are much heavier. Of course it comes at a cost, but I prefer to pay more initially and have a good-quality product rather than buy bits and pieces over the season.

"It always takes a bit more time in Japan, which is good because they weigh up their decisions wisely. I hope they go the same direction, because Europeans are making the switch to Japan. I think a large part of that is based on the car. If they want to keep that momentum, it would be good to [choose the 320]."

ELLIOT WOOD

IN THE HEADLINES

LOGANO CLAIMS DELAYED NASCAR

Team Penske Ford driver Joey Logano won the rain-delayed NASCAR Cup race held at Michigan on Monday, after surviving a two-lap shootout following a late caution. Logano dominated much of the race, while Kurt Busch (Chevrolet) passed Martin Truex Jr (Toyota) at the final restart for second.

APPENDIX WOE RULES OUT GREEN

Audi DTM veteran Jamie Green was forced to miss last weekend's Misano round after undergoing surgery for appendicitis. Green's seat in the Team Rosberg line-up was taken by Pietro Fittipaldi, who had relinquished his privateer WRT drive to guesting MotoGP star Andrea Dovizioso due to his Canadian GP simulator commitments with Haas. Fittipaldi scored a best result of fifth, with Dovizioso's debut yielding a high of 12th place.

SMP JOINS LE MANS ESPORT GRID

LMP1 team SMP Racing has joined the field for the Le Mans Esport Series Super Final, which takes place at the Le Mans 24 Hours on Friday. SMP is one of 12 three-driver teams competing for their share of the \$100,000 prize fund across a series of nine races in the ACO Fan Zone at Le Mans. SMP founder Boris Rotenberg said: "Esports is rapidly gaining popularity around the world, and we find it important to take part in such competitions."

SUTTON IN TCR GOLF AT SPA

BTCC star Ash Sutton had his latest taste of TCR Europe last weekend at Spa when he drove a WRT Volkswagen Golf GTI. Sutton qualified fourth, with a best finish of fourth. Gilles Magnus (Audi) and new series leader Julien Briche (Peugeot) won the races.

RICHARD CLEARE 1943-2019

Former world championship sportscar driver and entrant Richard Cleare has died at the age of 75. His RC Racing squad, mostly made up of volunteers, raced sporadically in the series between 1980 and 1987 with a Porsche 934, a Kremer-Porsche CK5 and a March-Porsche 85G. It competed at the Le Mans 24 Hours four times, winning the GT class in 1982 when Tony Dron and Richard Jones joined Cleare in the 934 Group 4 car.

WALLY WILLMOTT 1941-2019

The first man hired by Bruce McLaren when he started his racing team, Wally Willmott has died. He was 78. After working at Cooper, New Zealander Willmott became McLaren's mechanic for the 1964 Tasman Series. He was involved in the construction of the first McLaren race cars, and was even a shakedown driver at Goodwood. He left the team in early 1968 and returned Down Under, where he raced a Brabham BT21 in historic.



OBITUARY

Best known as one of the founders of March Engineering, Robin Herd died last week. He was 80.

Born in 1939, Herd graduated from Oxford University with a double first in engineering and physics. He joined the Royal Aircraft Establishment, where he worked on the Concorde project, but he had developed an interest in motor racing, and when in 1965 he was offered a job by Bruce McLaren he immediately agreed to join the new team.

Herd's first job was to design the McLaren M2A Formula 1 car, which featured a novel mallite construction that he had borrowed from the aircraft industry. The car made its debut as the M2B in Monaco in May 1966, but was let down by a heavy and gutless Ford engine, which had its roots in the Indianapolis 500. The team experimented with an Italian Serenissima unit before switching back to the Ford.

McLaren opted for BRM power for 1967, but when the season started the promised V12 wasn't available. Instead the team had to run a smaller 2.1-litre V8 in Herd's converted M4B chassis, until that was written off. When the V12 finally arrived it was run in the M5A at the end of the 1967 season.

Herd designed the chassis of the M7A for 1968 but then left the team to

work for Cosworth. In the hands of his erstwhile assistant Gordon Coppuck, the M7A was developed into a race winner, scoring three grand prix victories that year. Herd, meanwhile, had been hired to create an advanced-looking four-wheel-drive F1 prototype for Cosworth, which was tested but ultimately never raced. Then in early 1969 he briefly worked for Frank Williams as engineer on Piers Courage's F1 Brabham.

Herd came close to joining forces with Bernie Ecclestone and Jochen Rindt to form an F1 team, but instead that year he hooked up with fellow Oxford graduate and gentleman Formula 2 racer Max Mosley, schoolfriend Alan Rees and Graham Coaker to form March Engineering (the company being an acronym of their names). Their first car was the Formula 3 693, given its debut by Ronnie Peterson at the end of 1969. Despite this low-key start, Herd and his colleagues had huge ambitions, and when they announced that they were creating an F1 car for 1970 there was some scepticism.

Yet come the season opener at Kyalami there were five March 701s on the grid – three works entries for Mario Andretti, Chris Amon and Jo Siffert, and two Tyrrell-run cars for Jackie Stewart and Johnny Servoz-Gavin after Ken Tyrrell had split with Matra. Incredibly, Stewart took pole for that race, and at the second



round in Spain he scored the marque's first world championship F1 victory.

Meanwhile, March had expanded rapidly in F2 and F3, and even built cars ranging from Can-Am to Formula Ford. Simultaneously the company continued to run a sporadically successful works F1 team while supplying customer cars to privateers, notably Williams.

Peterson finished runner-up in the 1971 world championship, despite not winning a race, and also claimed the European F2 title, while that same year Niki Lauda made his debut under Herd's wing. In 1973 James Hunt would make his first GP start in a Hesketh-run March.

It wasn't until 1975 that the works March team finally won a grand prix, Vittorio Brambilla triumphing in a rain-shortened race in Austria, with only half points awarded. The following year Peterson (above) returned and soon became a regular frontrunner, scoring an undisputed victory at Monza. But by 1977 March had run out of momentum in F1, and the works team was sold to ATS.

After Peterson's 1971 F2 title, March forged a works deal with BMW in the category, leading to European crowns for Jean-Pierre Jarier (1973), Patrick Depailler (1974), Bruno Giacomelli (1978), Marc Surer (1979) and Corrado Fabi (1982). As the company's customer business continued to thrive, numerous cars



were run by privateers. This continued into Formula 3000, with Christian Danner, Ivan Capelli and Stefano Modena claiming the first three titles in March chassis. The company was also successful in F3, winning titles in the UK with drivers including Roger Williamson, Tony Brise and Gunnar Nilsson, and in the European championship with Michele Alboreto and Mauro Baldi.

From 1981 the company made big steps in Indycar racing, taking on long-time rival Lola, and supplying the likes of Roger Penske. March chassis would win the Indy 500 each year from 1983-87 in the hands of Tom Sneva, Rick Mears, Danny Sullivan, Bobby Rahal and Al Unser Sr. Adrian Newey was one of many young engineers who gained valuable experience under Herd's guidance.

In 1981 the March name returned to F1 in partnership with John Macdonald's RAM team, but with little in the way of success. Six years later, Herd formed a partnership with Leyton House.

Eventually March hit financial problems, and after Herd sold his interest he set up his own consultancy business. His last active involvement in motorsport was with an Indy Racing League team project in the late 1990s. Instead he focused with considerable success on other business interests, and for a while he was chairman of Oxford United Football Club.

ADAM COOPER

AUTOSPORT WRITERS' FAVOURITE ROBIN HERD MARCH RACERS



KEVIN TURNER

Can-Am 707

March is more famous for its single-seaters, but it did dabble in sportscars occasionally. And sports-prototypes never got more extreme than the Group 7 monsters of Can-Am in the early 1970s. The 707 didn't break McLaren's stranglehold on the championship, but it did win Interserie races and was a decent car. Its 8.2-litre Chevrolet V8 also made it a true groundshaker and the massive 707 looked incredibly imposing in its STP livery.



DAVID MALSHER

Indycar 86C

Bobby Rahal had already won eight races in Truesports-run Marches over the previous four seasons, but in the 86C he won Indy and went on to score five more wins and claim the 1986 championship, with runner-up Michael Andretti and third-placed Sullivan also in 86Cs. The following year, Penske had to draft in Al Unser to replace the injured Danny Ongais for the 500 in a year-old exhibition 86C, and he went on to win the 86C's second Indy 500.



MARCUS SIMMONS

Formula 2 782

With Renault exiting F2 as an engine supplier for 1978, the way was clear for BMW and March to dominate. The 782 was so good it had won on its debut at the end of 1977, with Bruno Giacomelli at Donington. The Italian dominated the following season, with able back-up from team-mates Marc Surer and Manfred Winkelhock, plus Eddie Cheever and Ingo Hoffmann in the Ron Dennis-run Project 4 cars, and Nurburgring winner Alex Ribeiro in his Hart-powered, Alan Docking-run car. And it even won races the following season. It was a beautiful car that even the Renault teams would have struggled to beat.



GARY WATKINS

IMSA 82G/83G/84G

March's early-1980s sportscar is probably best remembered for the livery in which the Red Lobster team raced one in the IMSA series in 1983, but that's to overlook the fact that it was the standout GTP prototype of its era. Al Holbert won the 1983 title in a Porsche-powered version and Randy Lanier took the crown the following year with Chevrolet motivation, while the car also won the Daytona 24 Hours in 1984 with an all-South African line-up.

Rollinson leads Peterson, Schenken,
Ikuzawa, Wisell and Bond in 1969
British GP F3 support



Alan Rollinson 1943-2019

OBITUARY

One of the best drivers of his generation not to start a Formula 1 World Championship race, Alan Rollinson died on Sunday 2 June. He was 76.

Rollinson began racing in 1962 in Formula Junior with finance from the family building business, but the money ran out a little way into the 1963 season, by which time he was a race winner in his Cooper. His career was revitalised in 1965 when he drove a Formula 2 Brabham for Frank Lythgoe, while Gerard Racing chief Bob Gerard entered him in that season's British Grand Prix – but against the more-powerful works machines, Rollinson and his Cooper missed the qualifying cut at Silverstone.

Rollinson continued racing in F2 for both Lythgoe and Gerard, and was rewarded for his brave privateer efforts when, in 1967, he won the prestigious Grovewood Award – the spiritual predecessor to today's Aston Martin Autosport BRDC Young Driver of the Year. He then stepped down to F3 for 1968, driving for the Chevron-equipped Red Rose Motors team and diversifying successfully into sportscars. After a tough year with the disappointing Chevron B9, Rollinson raced his own Brabham BT21B in 1969. He won numerous races and then, at the wheel of Natalie Goodwin's Chevron B15, he emerged atop a pile of future F1 stars

to win the British GP support race at Silverstone, although he lost the F3 title in the UK to Emerson Fittipaldi.

At this point the new Formula 5000 category – in which Rollinson's cousin Steve Thompson would also be a leading light – was taking hold in Europe. After driving Brabham, Lola and a works Lotus chassis in F5000's early years, Rollinson became a race winner with McKechnie Racing in 1971 (in a Surtees TS8) and 1972 (Lola T300). He finished fourth in the points in both those years, before he switched to McKechnie's new McRae GM1 for 1973. After going Down Under to finish fifth – with a win at Teretonga – in the Tasman Series, he returned to Europe, but after some disappointing showings he retired from professional driving.

During his F5000 career, Rollinson had also started two non-championship F1 races in 1971, finishing fifth at Oulton Park in an ex-Jo Siffert March 701 and ninth in a works Surtees at Silverstone's International Trophy.

A decade after his retirement, Rollinson made a comeback, sharing Chevrons in Thundersports with his cousin Thompson. He returned to the track a few weeks before his death – knowing he had not long to live, he prepared a Mazda MX-5 to take part in a BRDC Members' Track Day on the Silverstone Grand Prix Circuit.

MARCUS SIMMONS

Norman Dewis 1920-2019

OBITUARY

Norman Dewis, who died last week aged 98, was a key part of Jaguar's sportscar success in the 1950s.

As Jaguar's chief test driver, Dewis helped with the development of the C-type and D-type machines that won the Le Mans 24 Hours five times between 1951 and 1957. Arguably Jaguar's finest achievement during the period was its 1-2-3-4-6 result at Le Mans with privately run D-types in 1957.

Due to his value to Jaguar, Dewis's racing activities were limited, but he co-drove a C-type with Stirling Moss in the 1952 Mille Miglia and started the 1955 Le Mans 24 Hours, driving a D-type with Don Beauman. Dewis defended Mike Hawthorn following the Jaguar ace's involvement in the accident that claimed more than 80 lives in the 1955 event.

He was also at the wheel of the special XK120 that hit 172mph, then a record for production cars, at Jabbeke in Belgium in 1953.

Dewis later drove the XJ13 sportscar that never raced, surviving a high-speed crash after a tyre failure, and was involved in Jaguar's road-car projects from the 1950s into the 1980s, including the E-type. In later years he remained a Jaguar ambassador.

After working at the Humber car factory, his first job as a test driver had come with Armstrong-Siddeley prior to the Second World War. He then served on Bristol Blenheims during the conflict, but it is for his time with Jaguar – where he helped develop the first disc brakes – that he will always be remembered.

KEVIN TURNER



DRAWING BOARD

GIORGIO PIOLA

RACING POINT SETS ASIDE ITS AERO UPGRADE

Courtesy of Lance Stroll's hard-fought ninth place, Racing Point ended up with two points in Canada, a strong result in the team's quasi-home race. Despite a blowout in FP3 that prompted a switch to an old-spec internal-combustion engine, Stroll drove an incredibly well-managed race to cement his third points-paying finish of the year.

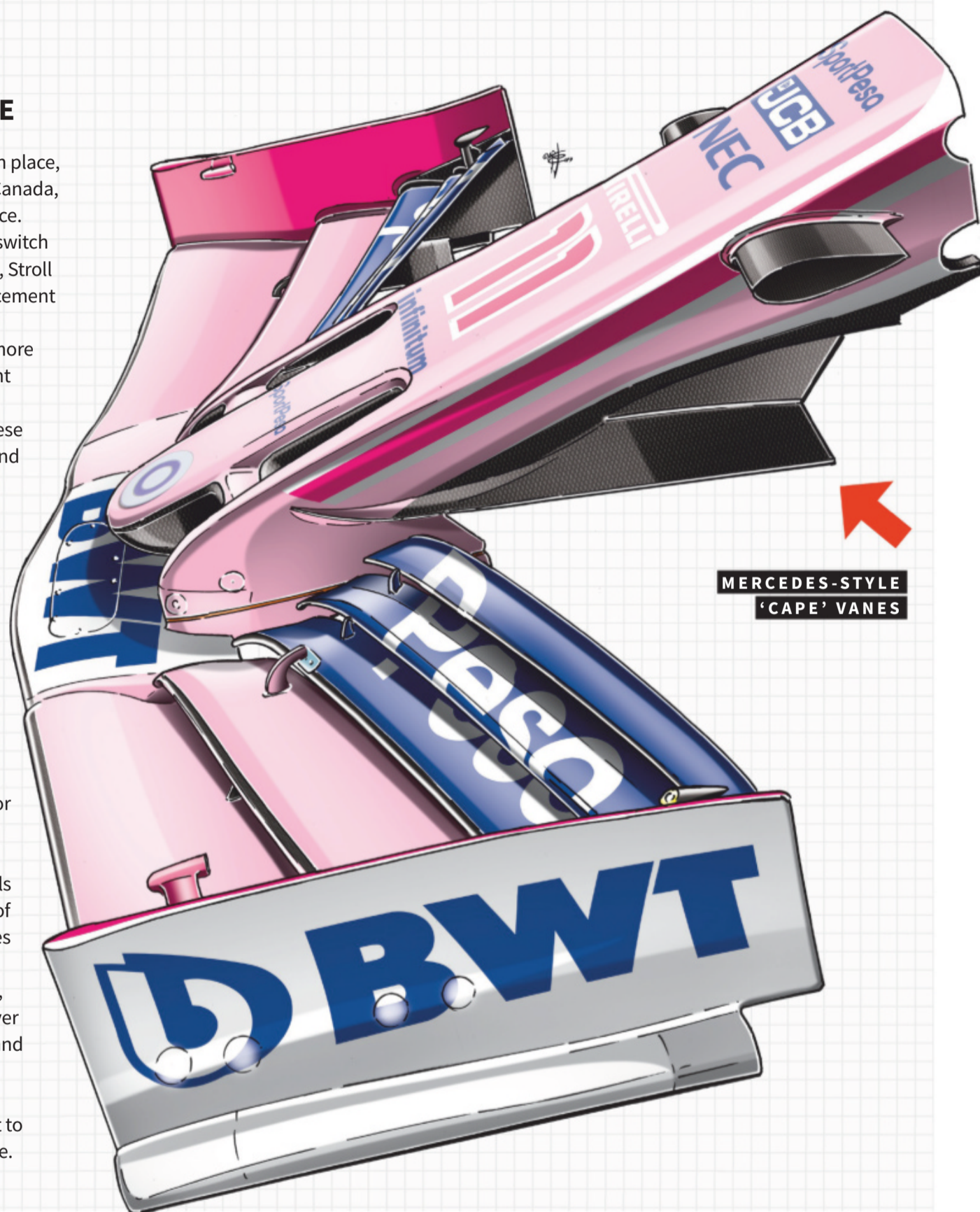
What makes Stroll's performance even more intriguing is that while Racing Point brought new aero parts across the Atlantic, none of them remained on the car by Saturday. These were large-scale changes too – new front and rear wings were primed and ready for FP1, but after back-to-back evaluations on Friday the team reverted to the previous configuration for the rest of the weekend.

That's not to say that we won't see these components, or further iterations of them, again. Friday's running may have been inconclusive, particularly if the new components didn't deliver what the simulations indicated.

The new rear wing had more of a 'spoon' profile than before but the front wing was very different from its predecessor in several key details. Racing Point raised the nostril-style openings to incorporate a Mercedes-style 'cape'. Usually, those nostrils help to draw airflow underneath the front of the car to minimise any high-pressure zones forming. Lifting them allows the team to experiment with a small bulge underneath, accelerating some of the airflow passing over the top of the front wing's neutral section and building a stronger low-pressure gradient underneath the car.

While it has been parked for now, expect to see further developments follow this theme.

JAKE BOXALL-LEGGE



MERCEDES-STYLE
'CAPE' VANES

RED BULL CLIMBS ABOARD THE NOSE-FIN BANDWAGON

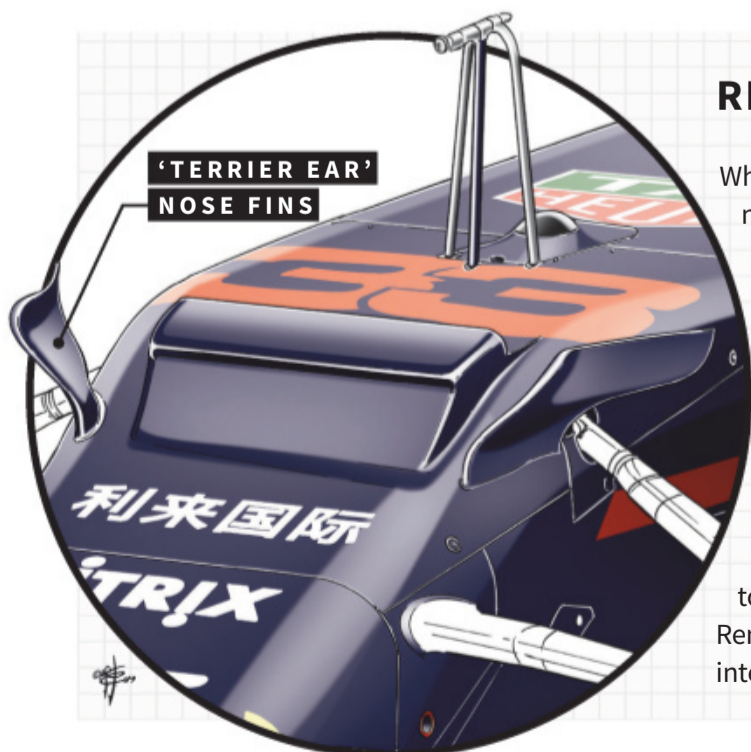
Where the chassis bulkhead ends and the nosecone begins, there's a small triangular zone – when viewed from the side – allowed within the technical regulations to accommodate bodywork. While it's most likely this was intended to grant extra space for teams to cover their third damper/inertor units, it's also been used to mount tiny fins since the regulations do not explicitly ban their inclusion.

Mercedes and Alfa Romeo were the first to appear with those fins, soon joined by Renault, and now Red Bull has added its own interpretation of F1's latest trend.

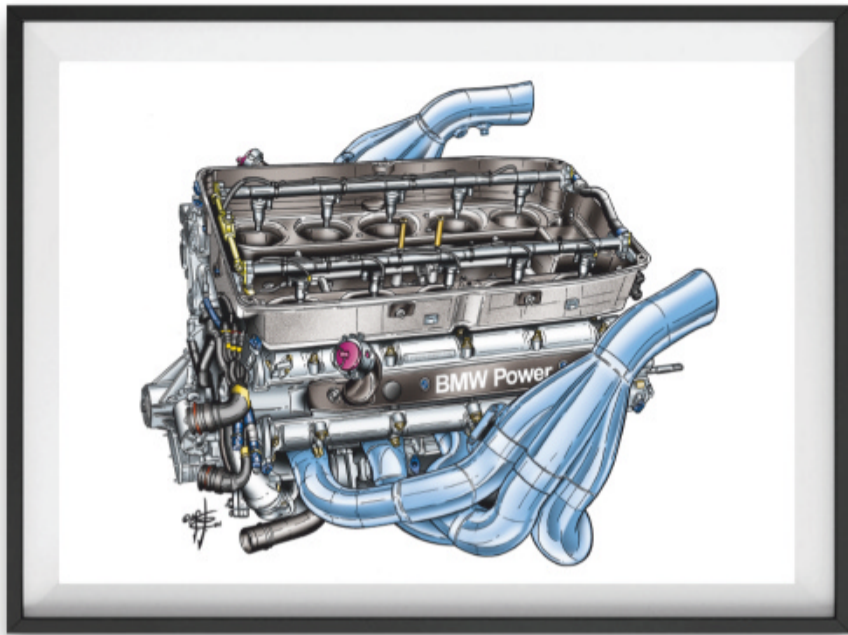
Sweeping backwards like a terrier's ears in a stiff breeze, the nose fins appear to serve the function of driving airflow around the S-duct. At this point, it's always difficult to manage the airflow transitioning from the top of the nose to the top of the chassis.

Small fins such as these can help bleed away the airflow over the nose, aiding that airflow transition and preserving the low-pressure zone, which develops the suction to draw air through the duct. Cleaner, energised air is now brought over the chassis, moving the turbulent boundary-layer transition point further back.

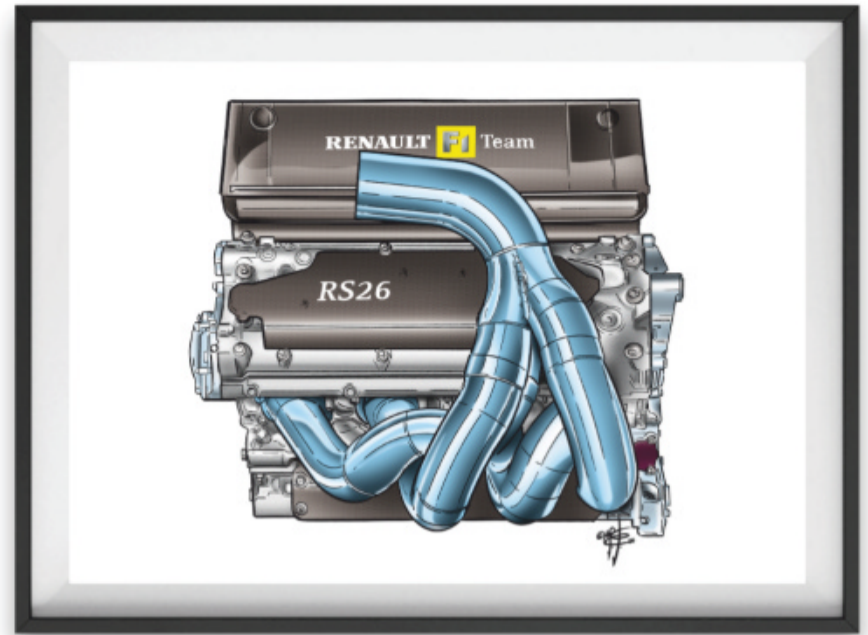
JAKE BOXALL-LEGGE



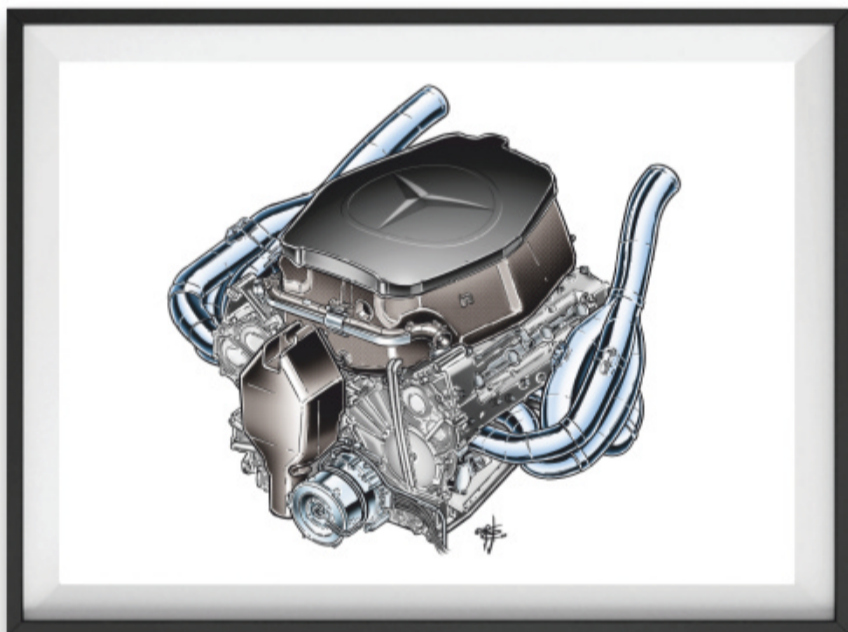
'TERRIER EAR'
NOSE FINS



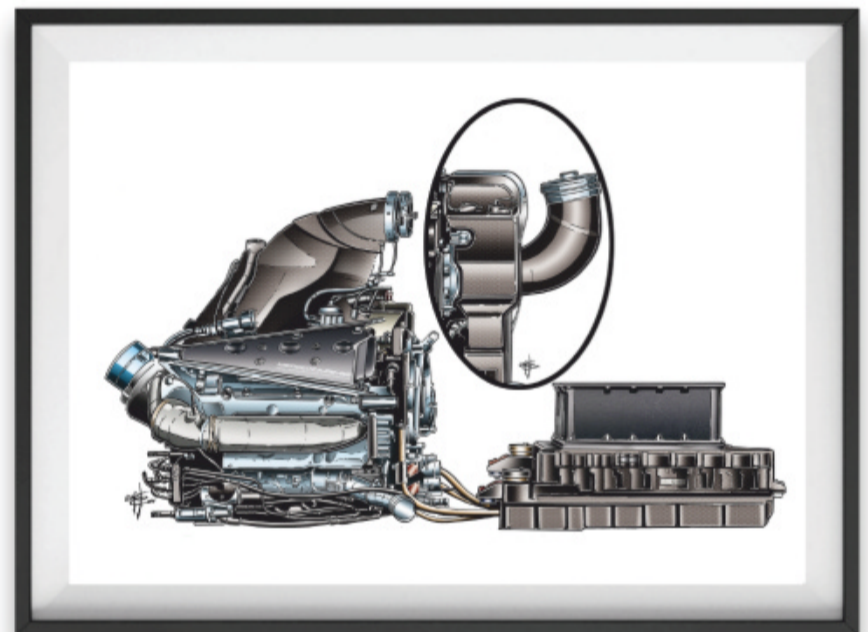
BMW 3.0 L V 10 2004 FW 26



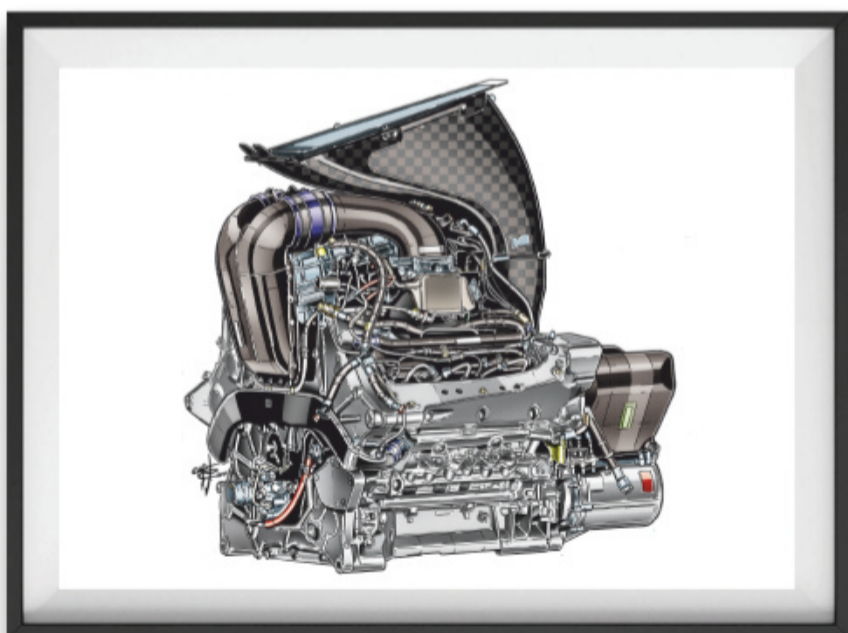
RENAULT RS 26 2.4 L V 8 2006 R 26



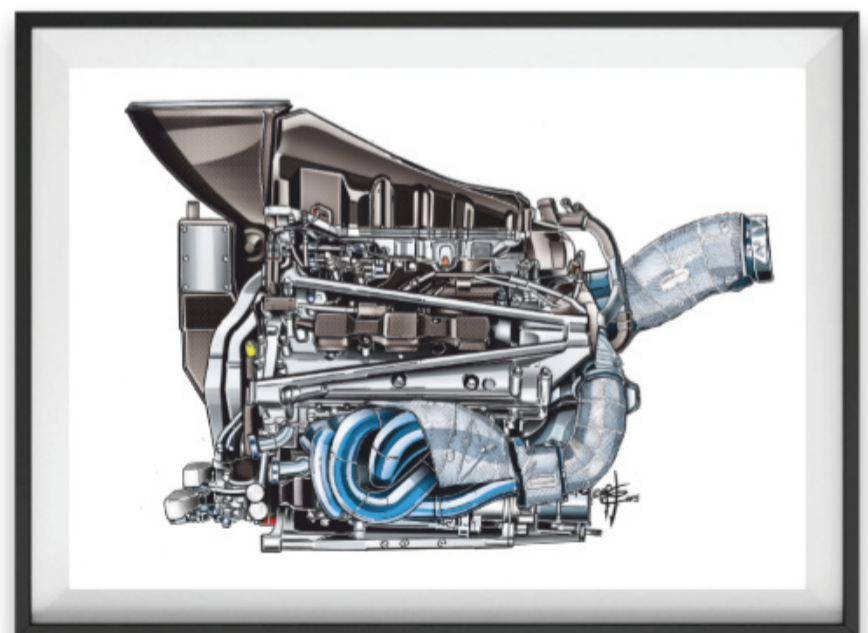
MERCEDES 108W 2.4 L V8 2009



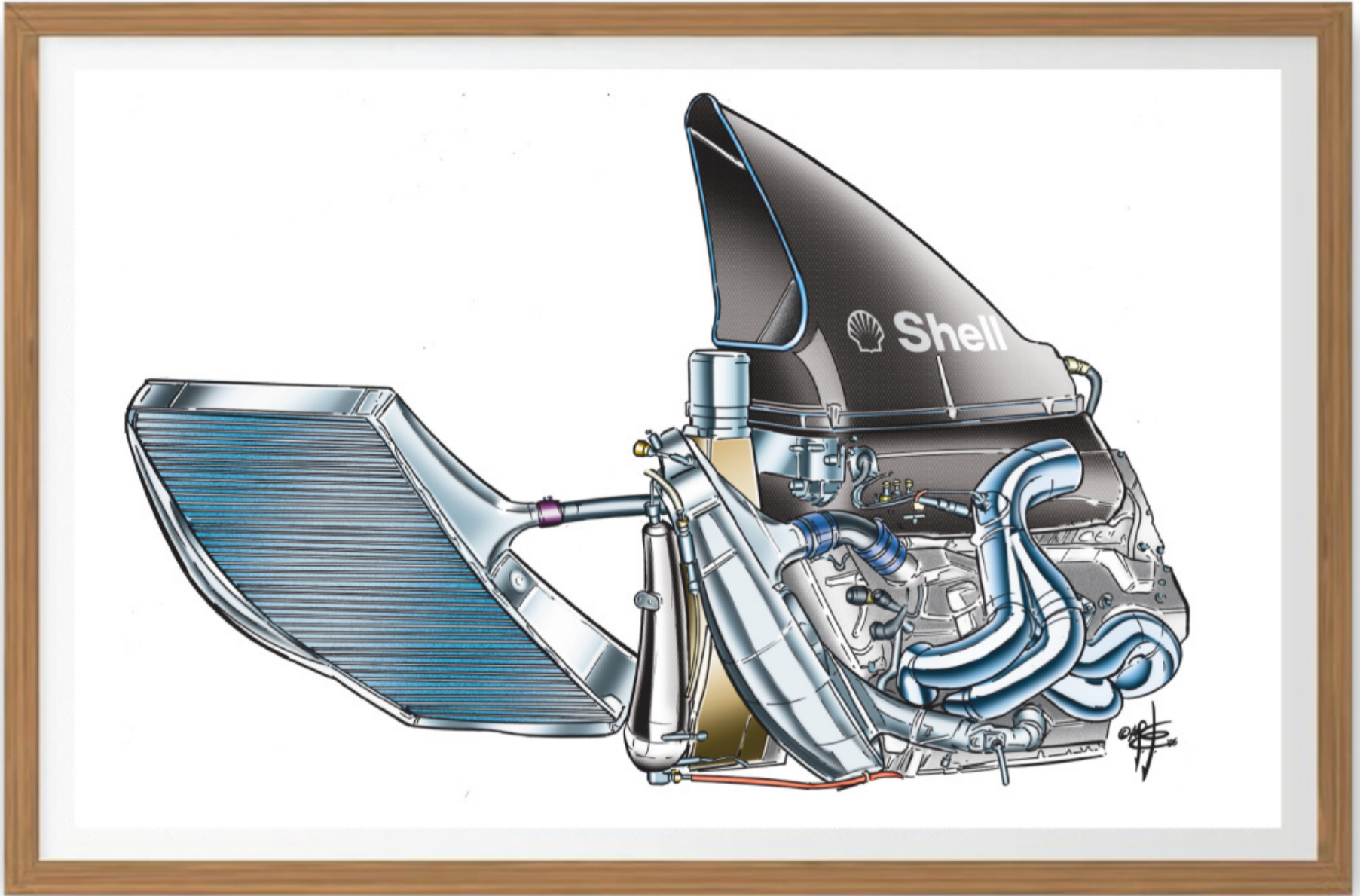
MERCEDES 106A HYBRID 1.6 L V6 2014



FERRARI 059/3 1.6 L V6 2014



HONDA RA615H 1.6 L V6 2015



FERRARI 056 2.4 L V8 2006

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Watching the watchmen

Second-guessing the stewards is back in vogue after the Canadian Grand Prix, but would it really be practical or possible to just “let them race”?

EDD STRAW

In an ideal world, Sebastian Vettel would not have been given a five-second penalty for rejoining the track in an unsafe manner during the Canadian Grand Prix, and he and Lewis Hamilton would have continued their duel to the chequered flag. That this didn't happen is a consequence of the way Formula 1's regulations have, with some justification, evolved in the real world. The rules are written, interpreted and then applied – and, despite the widespread criticism of the FIA stewards in Montreal, that's exactly what happens.

And yet, this is supposed to be an era of 'let them race', where penalties are used against egregious breaches of the rules. The fact that so many professional drivers have criticised the penalty proves that this is the kind of hard, on-the-limit racing they want to see – and understand. So what if F1 did go down that line and allow a little more leeway in such incidents?

Mario Andretti is arguably the most versatile racing driver the world has ever seen and, in his response to the decision on Twitter, laid out what is an effective definition for the job of the stewards when it comes to policing on-track behaviour.

“I think the function of the stewards is to penalise flagrantly unsafe moves, not honest mistakes as result of hard racing,” said Andretti. “What happened at the Canadian Grand Prix is not acceptable at this level of our great sport.”

“Mario Andretti's response laid out what is an effective definition for the job of the stewards”

So if we recalibrate stewarding and determine that what Vettel did was not a flagrantly unsafe move, but perfectly acceptable – that he made a mistake, gathered it up and in doing so ensured he stayed ahead of Hamilton with a manoeuvre that did require some cooperation from his rival – what implications does that have?

First, it would be delivering on what many claim they want to see, a utopia where 'let them race' really does prevail and rules-skimming battles like that between Rene Arnoux and Gilles Villeneuve at Dijon in 1979 are celebrated. That's something everyone can get on board with, but to work it requires more than just nostalgia for a now-lost form of racing.

In this utopia, the second consequence is that the onus is firmly on the drivers to show each other respect on track and cut each other a little slack where necessary. That's an unfashionable

demand in the 21st century. Arguably, it's also problematic given the difficulty of following another car and the lack of overtaking opportunities – outside the DRS zones, that is.

Such respect, the willingness to give a little room to a rival, used to be granted automatically in racing simply because of the potentially catastrophic consequences of a collision. So one manifestation of the need for respect is the willingness Hamilton did show to lift and not plough into Vettel.

This is where it gets tricky, because it also means Vettel must be respectful by being hard but fair. In Canada, he was probably just within this definition as there was just enough room for the Mercedes to survive. But the lines dividing that from going too far are wafer-thin; in this case a few more centimetres to the right would have changed everything. And had Hamilton simply kept his foot in there would have been an accident.

This is where the desire for this laissez-faire approach to racing would really be tested. How do you stop a driver going too far, simply placing his car somewhere that forces his opponent to stamp on the brakes every time a passing attempt is made?

This is where the stewards come in. Armed with guidelines that are not absolute, and with room for the kind of nuance the driver steward should be able to bring to the table, it would be possible to judge whether drivers are taking liberties. That's assuming everyone will accept this new, nebulous line that will require the judgement of the stewards to be accepted by the drivers.

But for this to work, it also requires drivers to be sensible in their reactions to such moments. The temptation will always be there to try to gain an advantage. In Hamilton's situation in that race you can't blame him for complaining over the radio. Had the penalty not been issued, who knows what the fallout would have been?

The controversy surrounding the Vettel/Hamilton incident, with compelling arguments on both sides of the debate, shows exactly why black-and-white regulations aren't the panacea they are made out to be. Consistency is an easy term to bandy around, but one that breaks down under the harsh light that reveals every incident is a little different. This is why stewarding can't operate to hard-and-fast, absolute rules.

Will F1 be a better place if the laissez-faire path is taken? It's perhaps asking too much, and would likely lead to a backlash and the rebuilding of the black-and-white rulebook. But if it worked, it would have made the Canadian GP more spectacular and could enable drivers to prove long-term that rubbing really is racing.

Maybe that's an impossible vision, and the current system simply makes the best of a bad job. After all, the world 'utopia' derives from the Greek for 'no place'... ❄

➔ P18 CANADIAN GP REPORT



Star attraction

MotoGP ace Andrea Dovizioso's DTM guest drive last weekend was a welcome boost for the Misano circuit's chances of retaining its place on the calendar

TOM ERRINGTON

This week the DTM will sit down for its standard review of the race weekend. Only this time it will take on an extra level of importance. It's the sort of meeting that can influence a circuit's future.

It's no secret that Misano – followed by Brands Hatch – suffers the most on the DTM calendar in terms of getting fans into grandstands. The night race last year and the cameo from Alex Zanardi were part of an experiment to help build a base for the DTM to grow Misano into a popular event. But it poured down with rain, fans were put off by the late finish times, and the empty grandstands when fans flocked to find cover meant the pictures on TV were hardly a glowing endorsement.

So this weekend the DTM tried again with a different approach. Originally, it was set to be Audi's Andrea Dovizioso versus BMW's Valentino Rossi – but only half a plan came together. The guest driver role has taken on extra importance for the DTM as it attempts to go international and revive its popularity. After cameos from Zanardi and Sebastien Ogier last year – both were present at Misano – Dovizioso's felt like the most important yet.

The DTM hoped a bona fide MotoGP star in 'Ferrari, Formula 1 and bikes, or nothing' Italy would spark Misano into life. As you read this, it's not immediately clear if it's worked. But what we can do is evaluate how Dovizioso fared in his first DTM weekend.

By some distance he had the hardest task of any of the previous

“The guest driver role has taken on extra importance for the DTM as it attempts to go international”

guest drivers in terms of experience. Ogier? A regular on four wheels, even if it's in rallying. Zanardi? World Touring Car Championship and Blancpain GT Series campaigns followed his life-changing injuries.

What about Dovizioso's relevant experience? He drove a World Rallycross machine in the Alps, which gave Mattias Ekstrom the idea of getting Dovizioso to race at Misano, and he also appeared in the Lamborghini Super Trofeo in 2016, winning a race. The Ducati rider also had Ekstrom guiding him from an early first drive through to a two-day test.

Throughout the Misano weekend, Dovizioso was open and engaging on how he was adapting. He struggled with the difference in approaching and exiting corners regarding power application and racing lines compared to his day job on a bike –

a weakness further exposed by Misano's mix of high-speed turns and tricky chicanes. Dovizioso was regularly closing up to the cars ahead but struggled on corner exit to put the power down and keep the often oversteery DTM machine in a straight line. At the higher-speed sections, he improved significantly after finally convincing himself that he could keep the car planted and trust the downforce.

Dovizioso has raced at the circuit in MotoGP, winning there in 2018, but it's hard to overcome the bike racer's hardwiring to avoid the kerbs. Nevertheless, Ekstrom spoke of how Dovizioso impressed with the way he logically worked through his weaknesses and how he took advice onboard – and how telling it was to watch him trackside during FP1.

Through the long Turn 13 and the hard-braking Turn 14 hairpin, Dovizioso regularly locked up early on or drifted wide. But he then backed off, followed the DTM regulars and began to apply what he had seen and, across practice, was finding swathes of time.

A look at qualifying and race results is a futile exercise in this instance. The R-Motorsport Aston Martin squad remains rooted to the rear of the grid (partly thanks to the late build of the Vantage), and the randomised nature of the DTM's safety car rules made it difficult to draw conclusions from Saturday.

But there were clear highlights when you look beyond Dovizioso's 12th and 15th-place finishes. On Saturday, he showed a remarkable ability to battle his rivals following the IndyCar-style restart. He nailed the exit of Turn 6 to get a greater exit speed onto the long straight to pick off several cars.

There's a caveat here: Dovizioso did beat the Astons, but they experimented extensively during a test-like weekend. However, Dovizioso then gave BMW's Bruno Spengler a headache when they battled during the second race.

The new DTM cars have become harder to get off the line without the brake valve to modulate, but Dovizioso also gained places on Sunday with a strong launch.

The promise was there, but it was tempered by a Sunday qualifying crash that Ekstrom reckoned was down to a loss of focus on cold tyres. There was also a spin later on in the race when he carried too much speed on old tyres over the bump at Turn 16 and lost the rear.

But in the end, it's Dovizioso's effect on the DTM's future in Italy that will likely matter more to series boss Gerhard Berger. There was at least one extra interested observer, with Rossi watching from afar. He has promised to appear as a guest driver in the future, but much will depend on the assessment of the full extent of Dovizioso's impact at Misano last weekend. ❄️

➔ P36 DTM REPORT

YOUR SAY

If a penalty was warranted, it should have been decided after the race, and maybe a grid penalty for the next race would have been appropriate

MICHAEL BEACH

Penalty or no penalty is not the issue

Once again F1 shoots itself in the foot. For once we had a close race for the lead between two of F1's best drivers. Whether or not you think Vettel should have a penalty isn't the issue. If a penalty was warranted, it should have been decided after the race, and maybe a grid penalty for the next race would have been appropriate.

Michael Beach

By email

What's all the fuss about?

I find it amazing that so many commentators think Sebastian Vettel should not have received a penalty. Vettel claims he had 'nowhere to go' and he was not in control when he came back onto the track. But the whole point is he *could* have been in control if he had backed off after going on the grass and driven more conservatively back on to the track.

The reason he was not in control and slewed across the track dangerously is because he kept his foot planted. Had he backed off and come back on safely, he would, of course, have lost the place. Which is precisely why he didn't do it, and also precisely why the stewards gave him the penalty, which appropriately put him behind Hamilton.

Andy Bradshaw

Guildford, Surrey

Anyone want to buy some British GP tickets?

What an absolute joke F1 has become. Seb did nothing wrong! The FIA's ridiculous judgement has cost at least one supporter. I will be selling my British GP tickets and cancelling my Autosport subscription, I've had enough of this rubbish.

John Rushbrooke

Cannock, Staffs

It's about time Vettel was punished properly

I bet Vettel won't be penalised for bringing the sport into disrepute – his shenanigans wouldn't be out of place in a junior school. Over the years, he's made a few dangerous manoeuvres that went unpunished, so it's good to see the stewards giving



him a proper punishment. Racing is a dangerous sport, so you must take care when rejoining the track, whoever you are.

Mark Medhurst

Woking, Surrey

Bad decision does not reflect well on F1

I'm not a fan of Sebastian Vettel but I think he was dealt with very shabbily. It was a racing incident. This was a bad decision that does not reflect well on the sport. I thought Seb, after his understandable indignation, handled himself very graciously, particularly in respect of Lewis, in the post-race interviews.

John Turner

By email

The final act of emasculation

We have finally witnessed the emasculation of F1 when a driver is penalised for getting his car back under control. If we daren't risk cars racing on the same piece of track any longer, then perhaps we should send them out one at a time to see who can go quickest while making fewest mistakes. Oh sorry, that's rallying, isn't it... or show jumping.

Peter Hyde

By email


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MAUGER





HAMILTON TAKES WIN AFTER VETTEL PENALTY

Ferrari should have returned to the top step after a close battle with Mercedes, but Vettel's mistake and penalty gifted Hamilton the win

EDD STRAW

PHOTOGRAPHY  motorsport
IMAGES



When the crowd boos the podium presentation, it's never a good day for Formula 1. This wasn't the way Lewis Hamilton wanted to win, and it certainly wasn't the way the furious Sebastian Vettel was willing to lose.

The 2019 Canadian Grand Prix should have been remembered for a tense battle between the pair and perhaps for Ferrari finally kickstarting its season, but instead will be synonymous only with the moment the race deflated when, late on lap 57 of the 70, the stewards hit Vettel with the five-second penalty that decided the race in Hamilton's favour.

Vettel left nobody in any doubt as to his feelings, parking up outside the FIA garage and heading off to remonstrate, before having to be persuaded even to go to the podium. Symbolically, as he walked through parc ferme he swapped the P1 board in front of Hamilton's Mercedes with the P2 one. The podium was apologetic; the crowd and many of those watching on television were gutted by what was another F1 own goal.

The race was defined by a few fateful seconds as Hamilton chased Vettel through the Turns 3/4 right/left chicane on lap 48. Closing on the backmarker Toro Rosso of Daniil Kvyat, the rear snapped on Vettel on turn-in and spat him onto the grass on the inside. Vettel, making repeated corrections to straighten the car up, slid across the grass and back onto the track. His momentum, combined with a big kick as the rear lifted when he rejoined the circuit, inevitably carried him to the right-hand side of the circuit.

Hamilton, on the racing line and keen to get around the outside of the Ferrari, inevitably had to check up, and the pair continued their battle. But Vettel was a dead man walking. When he was told about the penalty nine laps later by race engineer Riccardo Adami, he was furious.

ADAMI "We've got a five-second time penalty for unsafe re-entry, head down, head down. Hamilton three seconds behind..."

VETTEL "I had nowhere to go. Seriously, I had nowhere to go. I did see him."

ADAMI "Copy."

VETTEL "I had to go through the grass, and you come back, he has amazing grip, where the hell am I supposed to go? I have grass on my wheels. It's his fault if he decides to go that way. If he goes to the inside, he'd have gone past me."

ADAMI "OK, stay focused, copy that, stay focused. Ten laps to go."

VETTEL "I am focused. But they are stealing the race from us."

Later, outside of the heat of competition, both drivers were able to reflect on the incident.

"I lost the rear of the car, so obviously it wasn't voluntarily going sailing across the track, not knowing how and in which fashion and so on I will be rejoining," said Vettel. "I think it is pretty clear I was on the limit. I was pushing very hard throughout the entire race. Obviously, I was going through the grass and I think it's quite commonly known that the grass isn't very grippy.

"Then I was coming back on track and just trying to make sure I have



Vettel crossed the line 1.4s ahead of Hamilton – not enough to offset 5s penalty

SUTTON

“KEY TO THE DECISION WAS EVIDENCE THAT VETTEL ALLOWED HIS FERRARI TO RUN RIGHT TOWARDS THE WALL EVEN ONCE UNDER CONTROL, SO THE STEWARDS DEEMED HE HAD OVERSTEPPED THE MARK”

the car under control. Once I regained control, made sure it was sort-of all right, I looked in the mirrors, and saw Lewis right behind me.”

Hamilton was certainly keen to make the pass there and then once Vettel had made the error, and it was logical that he stayed wide given where Vettel initially was: “I was quicker at that point and I was really just trying to apply pressure to Seb. One, to try and get close enough, but two, to push him into an error.

“It’s not too often you’re able to push a four-time world champion into making an error, but it came and at the time I was like, ‘OK, great, this is my opportunity.’ So I continued the corner as normal. I came around, and was on the line. The gap just closed – it looked like we were going to crash so I just had to brake and come off the gas to avoid a collision. Fortunately, we did avoid it.”

The penalty decision lay with the FIA stewards, among them well-respected five-time Le Mans 24 Hours winner Emanuele Pirro. They deemed Vettel “rejoined the track at Turn 4 in an unsafe manner and forced car #44 off track. Car #44 had to



Boos from crowd meant neither Hamilton nor Vettel enjoyed podium

DUNBAR



Hamilton chased down Vettel, closing to within one second by lap 40

PORTLOCK

take evasive action to avoid a collision.”

This is in keeping with Appendix L of the FIA’s International Sporting Code, which states that a driver may rejoin after going off but only when safe to do so, and without gaining an advantage. It also prohibits rejoining in a way that crowds another driver off track.

The stewards’ verdict did not refer to gaining an advantage, or, perhaps more appropriately for this case, eliminating a disadvantage, so it was firmly a question of safety. Once they had decided Vettel did rejoin in an unsafe manner, a penalty was unavoidable and five seconds the minimum.

It’s not an unreasonable conclusion, given the bare facts of the case and the wording of the rules. Vettel did squeeze Hamilton into a small gap between his Ferrari and the wall, which put the Mercedes behind the exit kerb. But he did so while trying to regain control and did leave just enough room, even if it did force Hamilton to check up to avoid contact.

Key to the decision was the evidence that Vettel allowed his Ferrari to run right towards the wall even once under control, which was the point where stewards deemed he had overstepped the mark. According to the rules, that was a perfectly reasonable interpretation.

Ideally, this should have gone down as spectacular racing and been allowed to slide. But sadly, once you have the hard-and-fast rules that people keep clamouring for, the hands of the stewards are tied and they don’t have the freedom simply to let it go.

The demand is always for consistency, but no two incidents are identical. All require interpretation, and it would have been better for >>



Bottas finished fourth, ahead of Verstappen

PORTLOCK



Mercedes' Wolff called penalty "60/40" decision

MAUGER



"VETTEL LED AT THE START WITH RELATIVE EASE AHEAD OF HAMILTON AND LECLERC, AND QUICKLY BUILT UP AN ADVANTAGE OF A COUPLE OF SECONDS"

racing had this one been let go. The stewards did the right thing by the framework in which they operate, but F1 needs to give them more room for nuanced decisions because the outcome does have to play a part in the ways in which these incidents are adjudicated.

So this one has to go down to systemic inflexibility and a bad case of ignoring the desire to 'let them race' – or rather of the structures in place not always allowing that to happen. As Vettel himself put it: "It's not making our sport popular, these kinds of decisions."

Had Vettel hit Hamilton, it would have been a different story. Had Vettel cut an asphalt runoff and kept his foot in, losing nothing, rather than having to correct a car that was all over the place on low-grip grass, it would have been a different story. Had he taken to the grass after braking late while Hamilton was alongside him, it would have been a different story.

Racing is all about millimetre-perfect moments of drama and this was a moment that should have been celebrated rather than condemned to infamy. This decision was best summed up as 'anti-racing'. Even Mercedes team boss Toto Wolff, whose team benefited from it, described it as a "60/40" decision.

But while Vettel understandably kicked off at the punishment, he also needed to take aim at himself with that same booted foot. After all, the penalty would never have even been considered had he not made the initial mistake and the rear snapped on turn-in.

At that point of the race, Hamilton was bearing down on him and the result was still far from a foregone conclusion. Once again, under pressure from Hamilton, Vettel made a mistake. And that's something that must not be overlooked, considering how it fits into the pattern of recent years. It also means that any sympathy for Vettel should be tempered, for this was ultimately of his making.

It was unfortunate because, aside from that oh-so-costly moment, it was a perfect weekend for Vettel and Ferrari. The team had set the pace in Friday practice, with Charles Leclerc to the fore, then in qualifying Vettel aced his second run to grab pole position from Hamilton.

Ferrari's advantage on the straights counteracted that of Mercedes in the turns by two tenths of a second, although Leclerc again underperformed on Saturday afternoon and allowed Hamilton to secure a front-row starting spot by taking a distant third.

With the top three all starting on medium-compound Pirellis, having used that spec of tyre to set their Q2 times and thereby avoiding having to use the short-lived softs in the race, the early stages played out much as expected. Vettel held the lead at the start with relative ease ahead of Hamilton and Leclerc, and quickly built up an advantage of a couple of seconds. With Max Verstappen starting ninth, having failed to advance from Q2 thanks to Kevin Magnussen's ill-timed shunt, and Valtteri Bottas running seventh in the early stages having fallen behind Nico Hulkenberg's Renault after an underwhelming qualifying, the top



DUNBAR

three quickly broke off into their own independent race.

With a one-stop strategy inevitable, the question was who would blink first and pit. It was Vettel, who was called in at the end of lap 26 and peeled into the pits with an advantage of 1.929s.

With all of the top three switching onto hard rubber at their pitstops, the undercut was not potent, but Hamilton had Bottas in an awkward position a stop's worth of time behind. So Mercedes opted to leave the championship leader out for two more laps once it was realised that jumping Vettel by running longer was extremely unlikely thanks to the Ferrari's good out-lap pace. Hamilton stopped at the end of lap 28 and the pair's battle resumed.

Vettel gained out of the pitstops at first, and his advantage initially stretched as high as 5s. But Hamilton soon began his attack on Vettel, who reclaimed the lead on lap 33 when Leclerc pitted and rejoined fourth behind the long-running Verstappen.

By lap 38 Hamilton had the gap down to two seconds and, two laps later, he was within one. The battle was on and Vettel, keeping half an eye on his fuel management and seemingly not able to get such strong performance out of the hard tyres as Hamilton could, was under pressure.

Then came Vettel's mistake. And from that point on, Hamilton had the race won even if he didn't yet know it.

Vettel did briefly threaten to build enough of a lead to hang on even with the time penalty, but his advantage never went beyond three >>

RICCIARDO SHOWS HIS CLASS



HONE

First comes denial and later comes acceptance. In the case of Daniel Ricciardo, who spent the first couple of weekends of the season trying to drive a midfield Renault like the frontrunning Red Bull he had left behind, that acceptance has been followed by a spell in which he has thrived and looked every bit the star driver the French marque has paid for. The shock of reality may have briefly fazed him early in the season, but since then he has thrived.

Canada was the sixth time in seven races that Ricciardo has outqualified well-established Renault team-mate Nico Hulkenberg. His fourth place on the grid was the best yet for the revived Renault works squad and laid the foundations for his excellent run to sixth place. He held fourth place in the first stint, but starting on soft tyres meant he was always likely to be jumped by Mercedes driver Valtteri Bottas, who ran long on mediums. The recovering Max Verstappen also passed him late on, but sixth represented the best (realistically) possible result for Ricciardo.

"I knew the race was probably going to be more of defence than attack and to beat one of them [Pierre Gasly] was strong," said Ricciardo.

"Probably the most positive thing was holding off Bottas for so long and being in the fight with a Mercedes. I would have loved to have done it with Max but he was coming with too much pace with that [fresh] tyre. With Bottas, what showed was that even when he had DRS, we still had pretty good straightline speed. We've bridged the gap a lot."

"THE MOST POSITIVE THING WAS HOLDING OFF BOTTAS FOR SO LONG AND BEING IN THE FIGHT"

Given recent statements from the team about engine progress and being able to unleash more performance thanks to fixing a conrod problem, for Ricciardo and Hulkenberg to finish sixth and seventh was a huge boost. The only downside of the weekend was Hulkenberg's frustration at being ordered to hold station behind Ricciardo in the closing stages despite a speed advantage. But that in itself was a mature move from a team that's been disappointing early in the season, but is now building some real momentum.

QUALIFYING

It's been a long wait. At the start of qualifying in Montreal, Sebastian Vettel had to look all the way back to the previous July for his last pole position – for the ill-fated, for him, German Grand Prix. But with the pressure on after being outpaced by Lewis Hamilton on the first runs in Q3, he nailed an excellent lap to take his 56th Formula 1 pole position.

It was classic Vettel, at one with the car and driving with the exuberance that took him to four world championships. “I wish I could go again just for the fun of it,” he quipped.

Vettel was able to make a significant pace gain in the first sector, Ferrari's weak point in Canada thanks to the lengthy Turns 1/2 left/right and, proportionally, fewer straight blasts than the other two sectors. This was despite what he said was a conservative approach owing to the demands of the tyres, shaving a massive 0.214s off his time in the sub-20s sector. His eventual 0.206s advantage over Hamilton showed how important this gain was.

Crucially, Vettel was just 0.007s off his theoretical best lap – only Q1 faller Robert Kubica did better.



That's always a good indicator of him being at his best, and the high track temperatures and long straights of the Circuit Gilles Villeneuve allowed Vettel and Ferrari to be back on form.

“I had two really solid laps, no mistakes and I'm generally really

happy with the job I did,” said Hamilton. “You can go back to the drawing board and say there's always going to be a little bit more time in it but I don't think I had two and a half tenths.

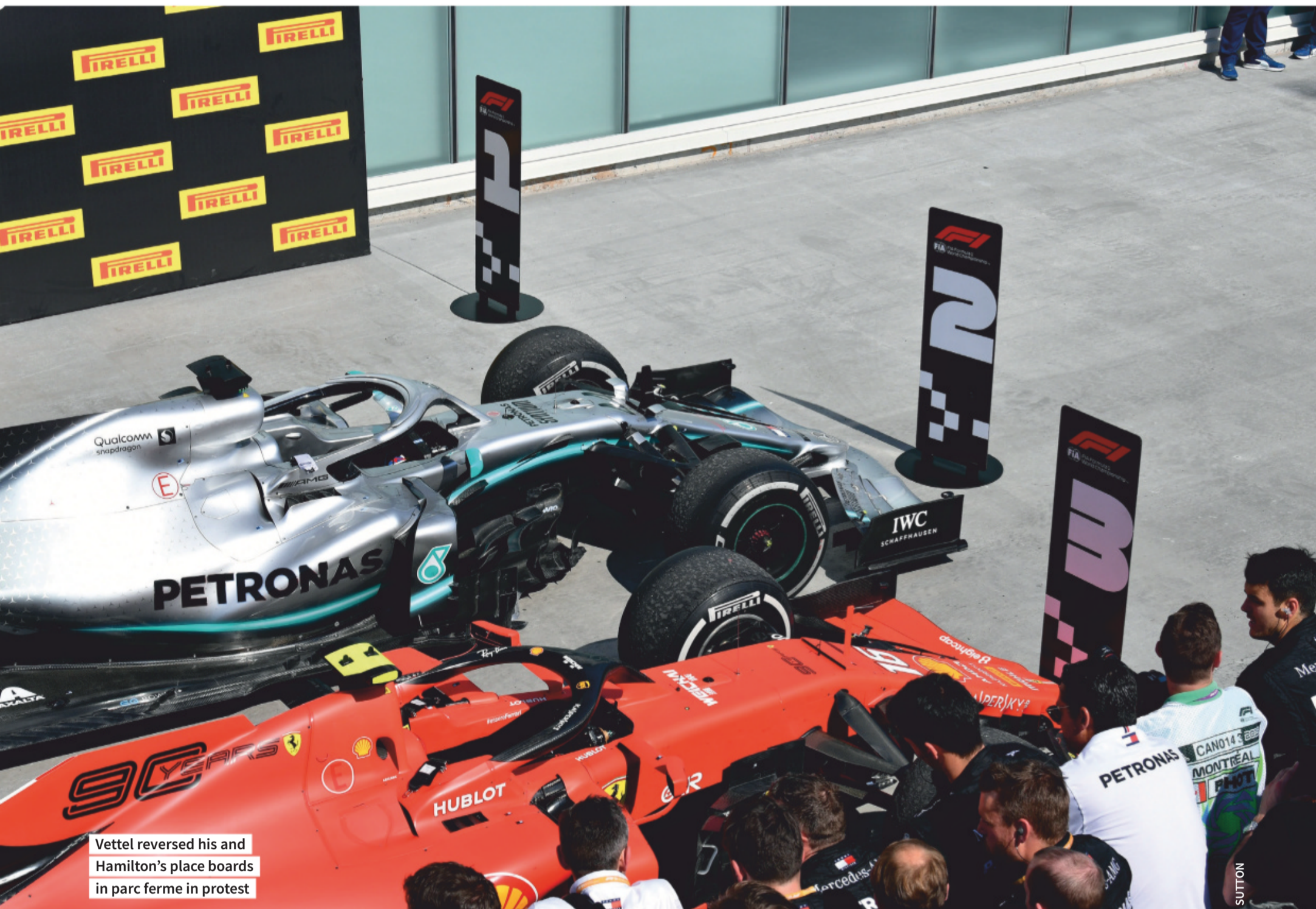
Charles Leclerc was third, actually his second-best qualifying

performance of the season, complaining that he wasn't able to follow the evolution of the track. His final-sector pace was particularly disappointing on his fastest lap. He was almost seven tenths down on Vettel overall, and not far ahead of qualifying star Daniel Ricciardo, who took a surprise fourth ahead of Pierre Gasly's Red Bull.

Valtteri Bottas spun exiting Turn 2 on his first Q3 lap, then made several mistakes on his second to end up sixth ahead of Nico Hulkenberg. But missing from Q3 was Max Verstappen, who failed to get the maximum from medium rubber on his first run, then had his second run, on softs, ruined by Kevin Magnussen tagging the wall at the exit of the last corner, breaking the suspension and being fired into the pitwall.

Magnussen did make Q3, but couldn't run, while the two McLarens both made it through with Lando Norris eighth and Carlos Sainz Jr ninth. Romain Grosjean was less fortunate, as his sole Q2 run was aborted thanks to Magnussen's crash, leaving him 15th.





Vettel reversed his and Hamilton's place boards in parc ferme in protest

seconds, and Hamilton always had him covered.

Hamilton admitted after the race that his manner of victory left him feeling “deflated”. After all, he won the 2008 Belgian Grand Prix on the road before being hit with a 25-second penalty for gaining an advantage by cutting the chicane, which was another correct and precise application of the rules but without room left for interpretation and common sense.

But he also deserves credit for the pressure he put on Vettel, and perhaps without the penalty he might have been more aggressive and found a way past anyway.

Behind, Leclerc cycled back through to third when Verstappen pitted and dropped behind the lacklustre Bottas. He wasn't made aware of team-mate Vettel's penalty and might well have been able to find the 1.039s he needed to snatch second had he been told.

Bottas paid the price for a mistake on his first Q3 lap when he spun exiting Turn 2 after losing the rear over a bump and kissing the grass, with his consequent high-pressure single run ending up a messy one with several lock-ups.

He then spent the early stages of the race down in seventh behind Hulkenberg, Pierre Gasly and Daniel Ricciardo before being released when the trio – who had all started on softs – pitted. Once Verstappen eventually made his stop, Bottas moved up to finish fourth.

“The beginning of the race was tougher than I was hoping for,” said Bottas. “I lost one position [to Hulkenberg] being boxed in into Turn 2 [behind Gasly]. There was a bit of a train of cars with DRS in the beginning. We were quite limited with engine overheating in the first stint and also the brakes overheating, so we followed close enough to put pressure on.

“I was waiting for the opportunity and eventually they boxed. By

that time, I'd lost a lot of time to the top three cars. Then when I was in clear air it was OK, and it was the same in the second stint – I felt quick. Everything comes down to yesterday [underachieving in qualifying].”

Verstappen had run ninth early on. He overtook Lando Norris's McLaren and picked up positions by running long. Verstappen had to pass the Renaults of Ricciardo and Hulkenberg after making his stop, but emerged with a fifth place that was as strong a result as he was ever likely to get in the circumstances.

Setting aside the controversy of the weekend, the big-picture upshot of Hamilton being promoted to first by Vettel's penalty, together with Bottas's difficult weekend, is that the gap in the championship battle between the Mercedes pair is now 29 points – with the Ferrari driver now 62 points down. Canada should have been a revival for Ferrari, but instead it was a seventh 2019 victory for Mercedes.

That Vettel didn't win can be partly blamed on the penalty and, given Ferrari has attempted to appeal, the arguments and debates will go on for some time. But the fact that another small mistake put him in that situation in the first place has to go down as another example of the Ferrari driver not quite being able to deal with Hamilton under pressure.

And, once the anger subsides, Vettel must also confront that harsh reality. ❄

NEXT F1 REPORT

FRENCH GRAND PRIX 27 JUNE ISSUE

Will Valtteri Bottas be able to close the points gap to Lewis Hamilton, or will Sebastian Vettel and Ferrari overcome its latest setback to win?



Last-minute rush to rebuild Hamilton's car

Mercedes did not know whether Canadian Grand Prix winner Lewis Hamilton would even start the race on Sunday morning.

Mercedes team boss Toto Wolff revealed that replacing the hydraulic system on Hamilton's car added last-minute drama in an already-challenging weekend.

"What looks to be a victory was a very tough weekend for the team behind the scenes," said Wolff. "We had a car that was in a million bits [on race morning] because of the hydraulic leak.

"We weren't sure whether we could race it, whether it would finish the race. Then half the team was suffering from a flu, which nobody sees. It was just a matter of pushing through.

"We had the engine that blew up on Lance [Stroll]'s car, which we didn't know if it would affect us. Overall it was one of the most difficult race weekends I can remember, even though it didn't look like this from the outside at all."

Racing Point driver Stroll had a fiery exit from FP3, which worried Mercedes because it was his newly introduced 'Phase 2' engine that had failed. Mercedes only rolled out its upgraded engine for its works cars and customer teams at this race, but Wolff made it clear that the team was not going to turn the engines down in the grand prix.

There were no subsequent engine issues for any Mercedes-powered cars, but the Montreal heat meant many teams were battling rising brake temperatures.

Ferrari lodges intent to appeal

Ferrari had notified the FIA of its intent to appeal the penalty that cost Sebastian Vettel victory in the Canadian Grand Prix as Autosport went to press.

Vettel's five-second penalty for rejoining the track in an unsafe manner dropped him to second behind Lewis Hamilton. Ferrari had 96 hours from the time it lodged its appeal on Sunday night to decide whether to proceed with its appeal.

It will then be heard by the FIA's International Court of Appeal, although there is a risk given the nature of the penalty that it could be ruled inadmissible. According to the F1 sporting regulations, in-race time penalties cannot be appealed, although there have been cases of stewards reconvening to consider grid penalties if teams claim to be able to present new evidence.

"We are not happy and we disagree," said Ferrari team principal Mattia Binotto of the penalty. "From our perspective, he [Vettel] could not have done anything else compared to what he did and he was lucky to remain on track. So there's no intention in what he did.

"He was still ahead and he tried to keep his position on track, it's as simple as that. The crowd has its clear opinion today, so we are really disappointed with what happened. There have been really similar situations in the past which have not been judged like today, so overall I don't think it's the right decision."

Mercedes team principal Toto Wolff backed the decision of the stewards – in the light of the regulations as they stand – and warned against pressuring the officials.

"It's clear we want to win on the track in a clean fashion because incidents like this always create a lot of controversy," said Wolff. "My view on the incident is that it's very difficult for stewards to interpret regulations so that everyone is satisfied.

"I think on that particular incident you could maybe judge 60/40 on either side. But what we must not do is put the stewards under pressure in a way that they will struggle even more in the future to come up with decisions. We need consistent decision-making from the stewards and we need to support the stewards in their objective to reach that."

Wolff also suggested that F1 could revisit the regulations to make sure such incidents are treated more leniently in future.

"The penalty was what the rules say and the stewards acted according to the rules," he said. "If we're not happy with the rules because we like harder racing, count me in. Then the stewards will take another decision because the rules will be different."

It's unlikely that Ferrari's appeal, should it go ahead, will be successful. But the incident will be a trigger for further discussion on the way penalties are applied in F1.

Q & A

TOTO WOLFF MERCEDES TEAM BOSS



Mercedes took its seventh win out of seven 2019 races in Canada thanks to Sebastian Vettel's five-second penalty. Wolff took a nuanced view of the Vettel penalty and whether F1 should, in the future, offer more leniency in such situations.

Is F1 overregulated?

The drivers are gladiators in high-tech machines and we want them to fight it out there on track. But it is not trivial to find the line between hard racing and bumper cars in the future. Then it becomes a point of safety: how hard can they drive? You'll not always please everybody with your verdicts. In today's situation, the interpretation

was according to the rules.

Were you concerned when Lewis pushed hard late on?

I think he wanted to make a point that he would have been able to overtake him on track and say, "I've won the race on track, rather than win with the five-second penalty." This is what he was trying to achieve. I knew that. I was not [comfortable] because the brakes were overheating. But I think it was a racer's behaviour and a racer's decision.

Did you feel sorry for Sebastian?

I don't feel sorry – this is a no-prisoners sport. They would have taken it the other way around too. But I can understand the racer's frustrations when a result or a verdict goes against him.

Do you think in-race decisions are right or should they wait?

Lewis had to lift off because he would have collided with Seb on the outside of the corner. The stewards are doing what's in the regs. That's not always very popular, in the same way referees on the football pitch are not always very popular but somebody needs to do the job. This is why, whether decisions go against you or in favour of you, you need to be supportive.

Should the rules change?

I would really like to engage in a discussion with all the stakeholders, the FIA, the teams, to allow harder racing in 2021 to the point that the FIA can accept from a safety standard. I'm up for hard racing. That should be reflected in the rules and then we would have different stewards' verdicts.



Magnussen in qualifying crash

Haas driver Kevin Magnussen had to start the race from the pits in a car rebuilt around a spare chassis after crashing exiting the last corner in Q2.

Magnussen lost the rear of his Haas and tagged the 'Wall of Champions' before spinning to the inside of the track and hitting the pitwall heavily. As no other drivers were able to improve, he did technically reach Q3, with Red Bull driver Max Verstappen and team-mate Romain Grosjean both missing out.

"I just had a snap and brushed the wall," said Magnussen. "It wasn't even that hard, but I caught the wall with the rim, so it just blew the rim and took the tyre off the rim and chucked me over to the other side."

"I didn't expect to spin like that, but because the outside of the rim had blown off it just turned me to the other side."

Albon's race wrecked by first-corner collision

Toro Rosso driver Alex Albon's race was ruined by a first-corner collision that cost him his front wing and forced an early pitstop.

Albon started 13th after a disappointing qualifying session, and was battling with Alfa Romeo driver Antonio Giovinazzi into the first corner. But Sergio Perez was able to dive up the inside of both in his Racing Point and, with Albon in the middle, he had nowhere to go and his front wing was crunched, with the detritus being collected by the unfortunate Romain Grosjean.

"I was a bit too safe into Turn 1," said Albon. "Sergio had the right to go on the inside and obviously Antonio didn't see both of us. It's just one of those things, no one's at fault, just three into one – that's how it goes."

Albon made little progress thereafter and retired from 16th after 59 laps.



Stroll stars on home soil

Racing Point driver Lance Stroll had a strong run to ninth in his home grand prix despite having to revert to the 'Phase 1' Mercedes engine he used for the first six races of the season.

Stroll's new engine failed in FP3 so he qualified using the old engine, lapping just 0.069 seconds slower than team-mate Sergio Perez. He ran 14th early on having started on medium rubber, running all the way to lap 45.

This allowed him to emerge from his pitstop in 10th place, just ahead of Daniil Kvyat's Toro Rosso. He then passed Carlos Sainz Jr, who had made his only stop on lap three thanks to an overheating rear brake caliper, to earn two points.

"I had a good relationship with the tyre throughout the race today, which allowed me to go really long and attack Sainz," said Stroll. "That was the key to our race."

20 Magnussen #20 no Q3 time
 18 Russell #63 1m13.617s
 16 Raikkonen #7 1m12.230s
 14 Grosjean #8 no Q2 time
 12 Giovinazzi #99 1m12.136s
 19 Kubica #88 1m14.393s
 17 Stroll #18 1m12.266s
 15 Perez #11 1m12.197s
 13 Albon #23 1m12.193s
 11 Sainz #55 1m13.981s

FREE PRACTICE 1

POS	DRIVER	TIME
1	Hamilton	1m12.767s
2	Bottas	1m12.914s
3	Leclerc	1m13.720s
4	Verstappen	1m13.755s
5	Vettel	1m13.905s
6	Raikkonen	1m13.945s
7	Sainz	1m13.973s
8	Ricciardo	1m14.123s
9	Perez	1m14.172s
10	Magnussen	1m14.202s
11	Norris	1m14.246s
12	Hulkenberg	1m14.474s
13	Gasly	1m14.570s
14	Giovinazzi	1m14.582s
15	Grosjean	1m14.645s
16	Albon	1m14.703s
17	Stroll	1m14.812s
18	Kvyat	1m15.343s
19	Russell	1m15.989s
20	Latifi	1m16.199s

WEATHER 22C, sunny

FREE PRACTICE 2

POS	DRIVER	TIME
1	Leclerc	1m12.177s
2	Vettel	1m12.251s
3	Bottas	1m12.311s
4	Sainz	1m12.553s
5	Magnussen	1m12.935s
6	Hamilton	1m12.938s
7	Perez	1m13.003s
8	Ricciardo	1m13.016s
9	Hulkenberg	1m13.168s
10	Stroll	1m13.171s
11	Norris	1m13.249s
12	Gasly	1m13.345s
13	Verstappen	1m13.388s
14	Albon	1m13.436s
15	Kvyat	1m13.521s
16	Raikkonen	1m13.542s
17	Grosjean	1m13.598s
18	Giovinazzi	1m14.870s
19	Russell	1m15.036s
20	Kubica	1m15.287s

WEATHER 26C, sunny

FREE PRACTICE 3

POS	DRIVER	TIME
1	Vettel	1m10.843s
2	Leclerc	1m10.982s
3	Hamilton	1m11.236s
4	Bottas	1m11.531s
5	Verstappen	1m11.842s
6	Gasly	1m11.914s
7	Ricciardo	1m12.045s
8	Norris	1m12.154s
9	Perez	1m12.175s
10	Kvyat	1m12.298s
11	Hulkenberg	1m12.305s
12	Magnussen	1m12.337s
13	Sainz	1m12.399s
14	Albon	1m12.423s
15	Giovinazzi	1m12.627s
16	Raikkonen	1m12.708s
17	Grosjean	1m13.197s
18	Russell	1m13.966s
19	Kubica	1m14.426s
20	Stroll	no time

WEATHER 23C, sunny

SEASON STATS

DRIVERS' CHAMPIONSHIP	PTS	BEST FINISH	BEST QUAL
1	Hamilton	162	1
2	Bottas	133	1
3	Vettel	100	2
4	Verstappen	88	3
5	Leclerc	72	3
6	Gasly	36	5
7	Sainz	18	6
8	Ricciardo	16	6
9	Magnussen	14	6
10	Perez	13	6
11	Raikkonen	13	7
12	Norris	12	6
13	Hulkenberg	12	7
14	Kvyat	10	7
15	Albon	7	8
16	Stroll	6	9
17	Grosjean	2	10
18	Giovinazzi	0	11
19	Russell	0	15
20	Kubica	0	16

CONSTRUCTORS' CHAMPIONSHIP

1	Mercedes	295
2	Ferrari	172
3	Red Bull	124
4	McLaren	30
5	Renault	28
6	Racing Point	19
7	Toro Rosso	17
8	Haas	16
9	Alfa Romeo	13
10	Williams	0

QUALIFYING BATTLE

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

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

WINS

Hamilton	5
Bottas	2

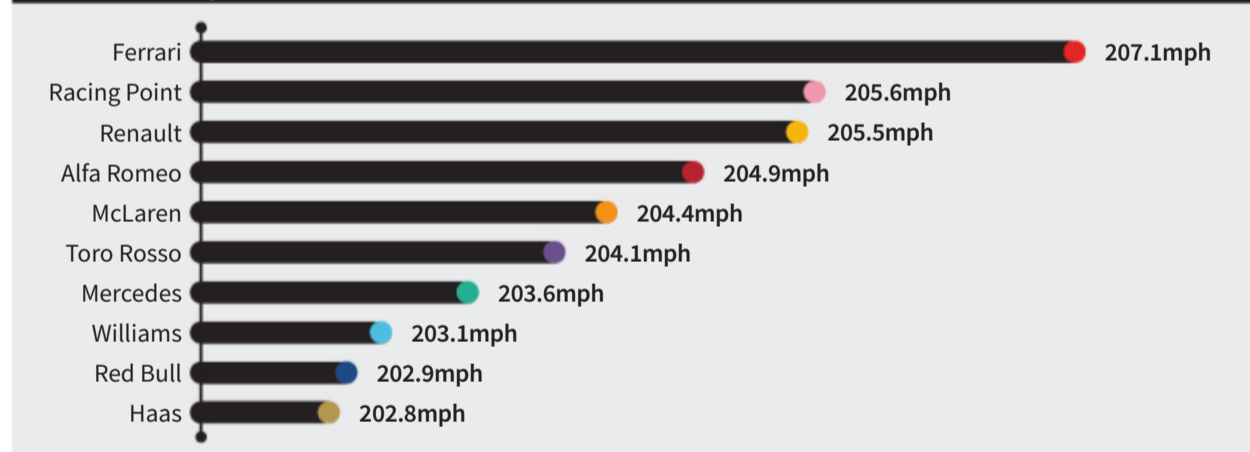
FASTEST LAPS

Bottas	2
Gasly	2
Leclerc	2

POLE POSITIONS

Bottas	3
Hamilton	2
Leclerc	1
Vettel	1

SPEED TRAP (QUALIFYING)



QUALIFYING 1

POS	DRIVER	TIME
1	Vettel	1m11.200s
2	Leclerc	1m11.214s
3	Bottas	1m11.229s
4	Hamilton	1m11.518s
5	Verstappen	1m11.619s
6	Hulkenberg	1m11.720s
7	Sainz	1m11.750s
8	Norris	1m11.780s
9	Ricciardo	1m11.837s
10	Kvyat	1m11.965s
11	Albon	1m12.020s
12	Gasly	1m12.023s
13	Magnussen	1m12.107s
14	Grosjean	1m12.109s
15	Giovinazzi	1m12.122s
16	Perez	1m12.197s
17	Raikkonen	1m12.230s
18	Stroll	1m12.266s
19	Russell	1m13.617s
20	Kubica	1m14.393s

QUALIFYING 2

POS	DRIVER	TIME
1	Hamilton	1m11.010s
2	Bottas	1m11.095s
3	Vettel	1m11.142s
4	Gasly	1m11.196s
5	Leclerc	1m11.205s
6	Ricciardo	1m11.532s
7	Hulkenberg	1m11.553s
8	Sainz	1m11.572s
9	Norris	1m11.735s
10	Magnussen	1m11.786s
11	Verstappen	1m11.800s
12	Kvyat	1m11.921s
13	Giovinazzi	1m12.136s
14	Albon	1m12.193s
-	Grosjean	no time

QUALIFYING 3

POS	DRIVER	TIME
1	Vettel	1m10.240s
2	Hamilton	1m10.446s
3	Leclerc	1m10.920s
4	Ricciardo	1m11.071s
5	Gasly	1m11.079s
6	Bottas	1m11.101s
7	Hulkenberg	1m11.324s
8	Norris	1m11.863s
9	Sainz	1m13.981s
-	Magnussen	no time

WEATHER 23C, sunny

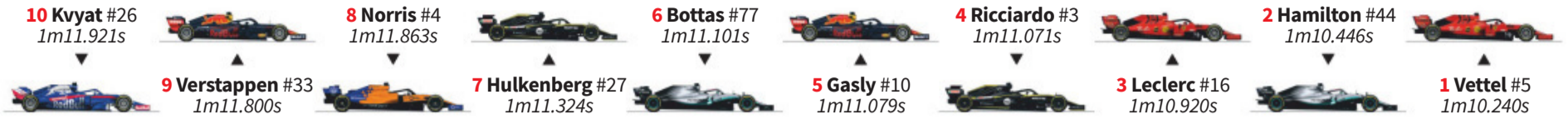
NEXT RACE
 23 JUNE
 FRENCH GP
 Paul Ricard



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STARTING GRID



RACE RESULTS ROUND 7/21 (70 LAPS - 189.69 MILES)

POS	DRIVER	TEAM	FINISHTIME	LED	TYRES
1	Lewis Hamilton (GBR)	Mercedes	1h29m07.084s	2	Mu, Hn
2	Sebastian Vettel (DEU)	Ferrari	+3.658s	63	Mu, Hu
3	Charles Leclerc (MCO)	Ferrari	+4.696s	5	Mu, Hu
4	Valtteri Bottas (FIN)	Mercedes	+51.043s		Mu, Hn, Su
5	Max Verstappen (NLD)	Red Bull-Honda	+57.655s		Hn, Mu
6	Daniel Ricciardo (AUS)	Renault	-1 lap		Su, Hn
7	Nico Hulkenberg (DEU)	Renault	-1 lap		Su, Hn
8	Pierre Gasly (FRA)	Red Bull-Honda	-1 lap		Su, Hn
9	Lance Stroll (CAN)	RacingPoint-Mercedes	-1 lap		Hn, Mn
10	Daniil Kvyat (RUS)	Toro Rosso-Honda	-1 lap		Mn, Hn
11	Carlos Sainz Jr (ESP)	McLaren-Renault	-1 lap		Su, Hn
12	Sergio Perez (MEX)	RacingPoint-Mercedes	-1 lap		Mn, Hn
13	Antonio Giovinazzi (ITA)	Alfa Romeo-Ferrari	-1 lap		Hn, Mn
14	Romain Grosjean (FRA)	Haas-Ferrari	-1 lap		Mn, Hn
15	Kimi Raikkonen (FIN)	Alfa Romeo-Ferrari	-1 lap		Mu, Hn, Sn
16	George Russell (GBR)	Williams-Mercedes	-2 laps		Mn, Hn
17	Kevin Magnussen (DNK)	Haas-Ferrari	-2 laps		Hn, Mn
18	Robert Kubica (POL)	Williams-Mercedes	-3 laps		Mn, Hn, Hn
R	Alexander Albon (THA)	Toro Rosso-Honda	59 laps-withdrew		Mn, Hn
R	Lando Norris (GBR)	McLaren-Renault	8 laps-brakes		Su

FASTEST LAPS

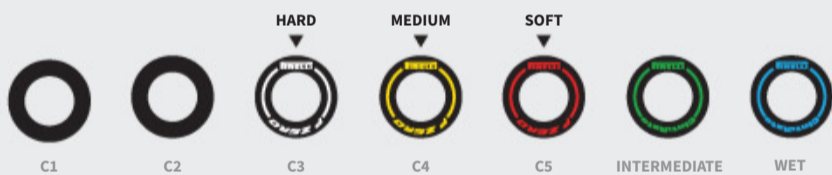
POS	DRIVER	TIME	GAP	LAP
1	Bottas	1m13.078s	-	69
2	Leclerc	1m14.356s	+1.278s	63
3	Verstappen	1m14.767s	+1.689s	67
4	Hamilton	1m14.813s	+1.735s	62
5	Vettel	1m14.875s	+1.797s	57
6	Raikkonen	1m15.442s	+2.364s	60
7	Hulkenberg	1m15.995s	+2.917s	57
8	Stroll	1m16.043s	+2.965s	47
9	Ricciardo	1m16.075s	+2.997s	55
10	Gasly	1m16.157s	+3.079s	51
11	Kvyat	1m16.198s	+3.120s	44
12	Grosjean	1m16.245s	+3.167s	60
13	Perez	1m16.314s	+3.236s	61
14	Giovinazzi	1m16.365s	+3.287s	69
15	Sainz	1m16.471s	+3.393s	37
16	Albon	1m17.151s	+4.073s	47
17	Russell	1m17.241s	+4.163s	58
18	Kubica	1m17.285s	+4.207s	64
19	Magnussen	1m17.309s	+4.231s	41
20	Norris	1m18.023s	+4.945s	4

WEATHER 29C, sunny

WINNER'S AVERAGE SPEED 127.71mph. FASTEST LAP AVERAGE SPEED 133.50mph.

TYRES

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



RACE BRIEFING

FP1 DRIVER

NICHOLAS LATIFI replaced Kubica at Williams

of survival cell, plus additional gearbox and power unit elements used

GRID PENALTIES

SAINZ Three-place penalty and one licence point for impeding Albon in qualifying
MAGNUSSEN required to start from pitlane - change

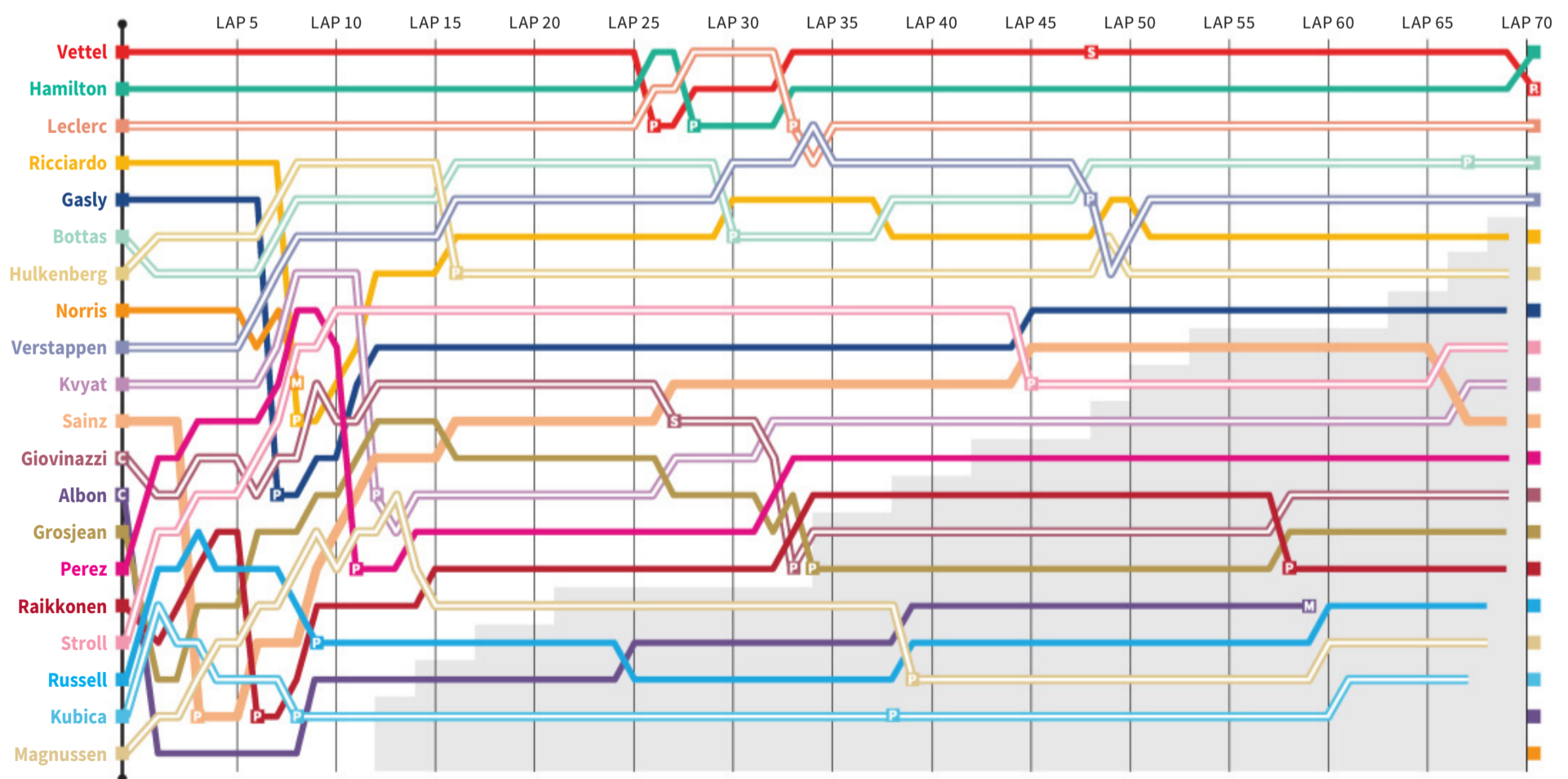
RACE PENALTIES

VETTEL Five-second penalty and two licence points for rejoining the track unsafely and forcing Hamilton off track



MOTORSPORT IMAGES/HONE

LAP CHART What happened, when



P Pitstop C Crash M Mechanical failure S Spin + Penalty Car lapped Safety car

NOBODY QUITE MANAGES A PERFECT SCORE IN MONTREAL

First-across-the-line Sebastian Vettel and the resurgent Daniel Ricciardo come closest after a controversial race in Quebec

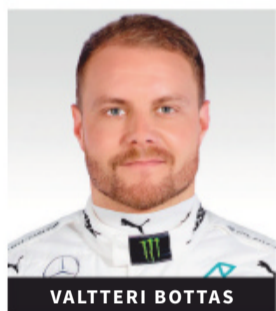
EDD STRAW

MERCEDES



LEWIS HAMILTON

8 Lost track time to a crash in FP2 and was apologetic after 'only' qualifying second – not that there appeared to be much more he could have done. Pressured Vettel into an error, but without the Ferrari driver's penalty he probably wouldn't have been able to pass him for victory.



VALTTERI BOTTAS

7 Suggested this weekend was a wake-up call after qualifying down in sixth. This was thanks to spinning exiting Turn 2 on his first Q3 lap. His second lap was messy. Slipped behind Hulkenberg at the start and didn't put enough pressure on him, but came through to a solid fourth.

FERRARI



SEBASTIAN VETTEL

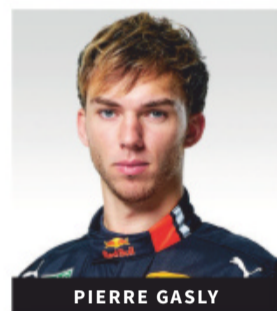
9 Nailed qualifying beautifully with a lap just 0.007 seconds off his theoretical best. Held the lead at the start, kept Hamilton at arm's length in the first stint and through the pitstop phase, but when under pressure the error came at Turn 3 and earned him the penalty that cost him victory.



CHARLES LECLERC

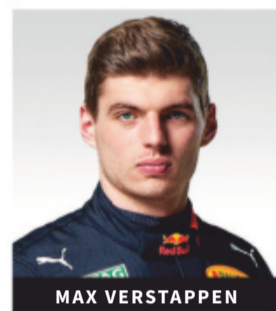
7 Practice went promisingly, but he failed to keep pace with the evolving track in qualifying and ended up 0.680s off his teammate. Kept within range of the lead battle early on but eventually lost touch, partly thanks to Ferrari extending his first stint, and ended up a comfortable third.

RED BULL



PIERRE GASLY

7 Verstappen's misfortune left Gasly to fly the Red Bull flag in Q3, but he failed to beat the struggling Leclerc or Ricciardo. Went aggressive with his first stop but failed to undercut Ricciardo, then got stuck behind Stroll for what seemed to be an eternity and got jumped by Hulkenberg.



MAX VERSTAPPEN

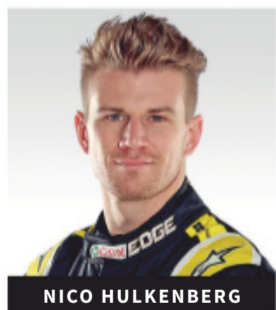
8 Falling in Q2 thanks to Magnussen's shunt was unlucky, but Verstappen did have the pace on mediums to have sneaked through had he hooked up his lap. Did what he could in the race to take fifth, clearing the Renaults and team-mate Gasly in the process.

RENAULT



DANIEL RICCIARDO

9 At the scene of his maiden grand prix win, Ricciardo continued his recent good run with an excellent qualifying performance by beating both Gasly and Bottas. Held onto the 'Class B' lead in the race, but did need team orders to be sure of holding off Hulkenberg.



NICO HULKENBERG

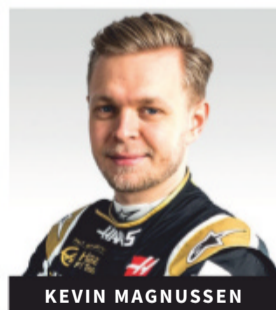
8 Reckoned he could have been a tenth or so stronger in qualifying, but indications are that the underlying pace wasn't there to be up with Ricciardo. But in the race he drove superbly and might have beaten Ricciardo without team orders on his way to a strong seventh place.

HAAS



ROMAIN GROSJEAN

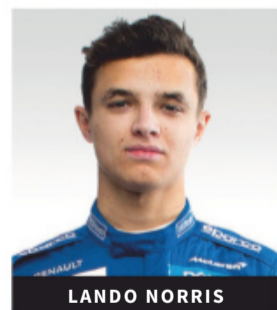
7 Talked of his 'Olympic' bad luck after qualifying – not unreasonable given Magnussen's crash prevented him even setting a time in Q2. Things didn't get better in the race as he picked up detritus from the Albon collision, hobbling him for the rest of a difficult race.



KEVIN MAGNUSSEN

5 Showed a good turn of speed, but when the rear stepped out and he tagged the wall in Q2, which spun him into the pitwall, his weekend was ruined. Starting from the pits in a car rebuilt around a spare chassis, he went nowhere in the race, frustrated by his struggles to get the tyres working.

MCLAREN



LANDO NORRIS

8 Struggled on Friday, but took a big step to outqualify Sainz. Repassed Verstappen on the first lap for eighth having initially lost the place to a mistake at the hairpin, before losing it for good, then retiring with a deranged right-rear caused by overheating brakes.



CARLOS SAINZ JR

7 Flew on Friday, but was unable to set a serious time in Q3 after a big lock-up. That followed baulking Albon, who he knew was there, earning a three-place grid penalty. An early stop for an overheating caliper compromised his race and he slipped behind Stroll and Kvyat late on.



RACING POINT



SERGIO PEREZ

7 Felt he should have found the pace to nick a place in Q2 on a difficult weekend for Racing Point. Climbed to 12th at the start, thanks to an opportunistic lunge at the first corner, but the car didn't have the pace to get ahead of Kvyat and Sainz, who he tracked through much of the race.



LANCE STROLL

8 Given he was using a tired 'Phase 1' engine after his upgraded version failed, did well to qualify within a tenth of Perez. Got up to 14th at the start, and a great long stint on hard tyres allowed him to jump three cars, including Kvyat's Toro Rosso. He also passed Sainz late on.

ALFA ROMEO



KIMI RAIKKONEN

6 Early-season points-scoring form is now resoundingly a thing of the past, and the Finn fell in Q1 for the first time this year as he couldn't quite match his team-mate's pace. Started the race on softs despite a free tyre choice, which forced him onto a two-stopper and down to 15th.



ANTONIO GIOVINAZZI

5 Continues to be hit with bad luck, and his off in Friday practice put him on the back foot. But he did a good job to outqualify Raikkonen to earn 12th on the grid. Lost a place and picked up some damage on the first lap, then glanced the wall and, later, spun in a wild race to 13th.

TORO ROSSO



ALEXANDER ALBON

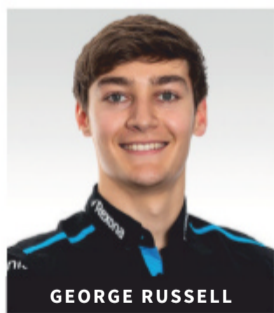
6 Struggled to match Kvyat on his first experience of the Montreal circuit. Any chance of a recovery was ruined when he was caught in a pincer movement triggered by Perez's dive up the inside. After a front-wing change, showed solid pace but couldn't make any progress before retiring.



DANIIL KVIAT

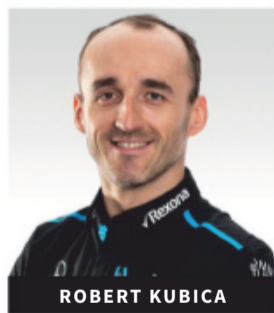
8 The Toro Rosso wasn't at its most competitive, but Kvyat did a decent job in qualifying and lined up 10th thanks to Sainz's penalty and Magnussen's pitlane start. Taking a point meant passing Sainz late on for 10th, which he did to claim a third consecutive points finish.

WILLIAMS



GEORGE RUSSELL

8 His performance can only really be benchmarked against Kubica. Had an advantage of 0.776s in qualifying and, judging by the comparable second stint when both were on the same tyres, around seven tenths in the race. Jumped Magnussen when the Haas stopped to earn 16th.

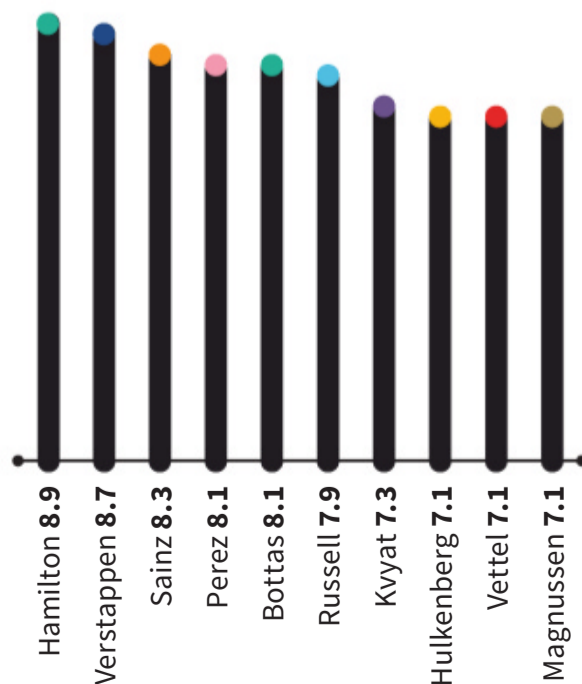


ROBERT KUBICA

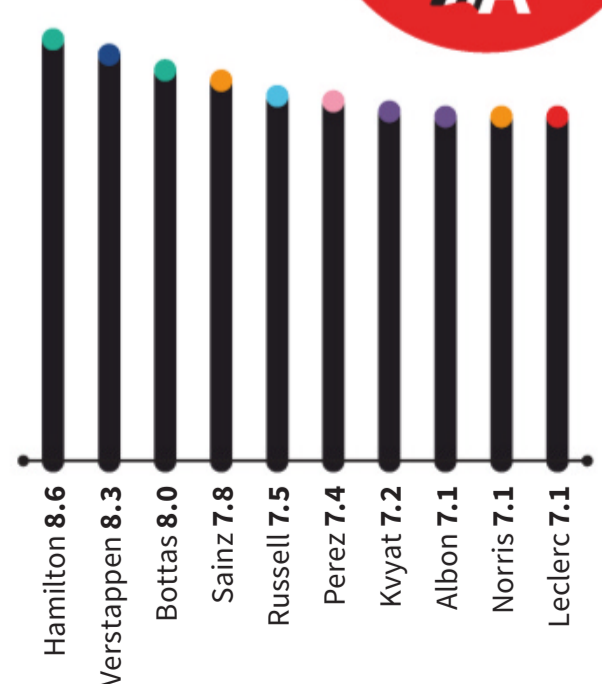
6 Struggled for grip during qualifying and his troubles continued in the race. Having lost ground to Russell during the second stint, bolting on a second set of mediums for the closing stages made little difference to what proved to be a difficult weekend for the 2008 race winner.

TOP 10 AVERAGE RATINGS

AUTOSPORT'S RATING AFTER ROUND 7



READERS' RATING AFTER ROUND 7



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[AUTOSPORT.COM/F1/DRIVER-RATINGS](https://www.autosport.com/f1/driver-ratings)

Great strategy, great driving, great win for Newgarden

Team Penske's 2017 champion vaulted to the front after an inspired call to pit under caution. But he turned some scorching laps to do it – and beat Rossi

DAVID MALSHER

PHOTOGRAPHY  motorsport
IMAGES

If you're Alexander Rossi, gunning for your first IndyCar Series title, life is irritating right now, flicking through regular chapters of dreams not quite fulfilled.

You and your Honda-powered Andretti Autosport car are apparently a match for the opposition on pretty much all types of track – vital in a championship with such a diverse array of circuits. Michael Andretti's team is at the very top of its game – technical director Eric Bretzman is delivering solid baselines for the four AA cars and Jeremy Milless is the type of race engineer every driver desires, as he configures the #27 in a way that combines the fastest possible set-up with the tweaks

and nuances that suit the Rossi driving style. And then there's Andretti Autosport COO Rob Edwards, your strategist, who is the voice of reason and calmly talks you off the ledge when things turn against you mid-race, and delivers all the info you need without saturating you in intel.

And yet... three times in the past four races – the Indy 500, the first Detroit race and most recently at Texas Motor Speedway – you've finished a race staring at the rear wing of a Team Penske Dallara-Chevrolet. The combined total of these deficits is a mere 1.8487 seconds – an average of 0.6162s – and, worst of all, the most recent two near-misses have been in the wake of Penske's Josef Newgarden, the guy standing between you and the points lead...

Rossi's demeanour in the Texas post-race media conference was therefore understandable. "It sucks," he shrugged. "I mean, I didn't see him up front all day. All of a sudden he appears in P1, so obviously they're doing a good job. He had a fast car once he got in front."

He later added: "It's all track position here unfortunately. It's a superspeedway. But the current package that we have – we saw it at Indy, we see it here – makes it really hard to stay in touch, being the car behind, to be able to carry the throttle that you need to.

"The dirty air has a really big impact on the car. It's really hard to get a good run on a car. It's not hard to pass cars that are struggling, cars that are off sequence with different tyre life, whatever. But when you

Newgarden had to fend off Rossi in the final stint before taking victory



ABBOTT



Rossi wonders what he has to do to beat Newgarden



Hunter-Reay, here ahead of Dixon, led but needed extra stop

have a Penske Chevrolet driven by someone as good as Josef, there's only so much you can do, right? We're always there but we're always playing the bridesmaid, as of late."

Newgarden's presence at the front was not altogether surprising. His strategist, Penske team president Tim Cindric, sprung Helio Castroneves from the lower reaches of the top 10 to victory lane on several occasions in the first decade of this century, was instrumental in Will Power's 2016 Toronto glory, and again for Newgarden at the same venue a year later.

But as is often the case, rather than 'Cindric sorcery', as one annoyed but alliteration-keen Rossi supporter described it, it required Newgarden to come up with the goods at the right time in order to chalk

up his 13th win and third of the year.

The ninth contest of the 17-race 2019 IndyCar Series may also have seen the seven-driver fight for the championship distil to three, realistically if not mathematically. Power finished an anonymous and lapped ninth, after qualifying 15th, understeering high in the first stint and getting mired among the also-rans. It took some tricky strategy from Roger Penske and a late-race spurt to get him ahead of Marco Andretti, who has been *sotto voce* even on ovals for the past two years.

Yet Power is still slightly ahead of Andretti Autosport's Ryan Hunter-Reay in the championship, since the 2012 champion and 2014 Indy 500 winner had another one of his what-might-have-been evenings, which resulted in fifth place. Meanwhile, Chip Ganassi Racing star Scott Dixon – reigning champion and 2018 Texas winner – made a slightly misjudged squeeze on Harding Steinbrenner Racing's spectacular rookie Colton Herta as they duelled over second place with 21 laps to go, and the pair made contact and spun up into the SAFER barrier at Turn 4.

As for Takuma Sato, currently fifth in the championship for Rahal Letterman Lanigan Racing, he had a dramatic evening for all the wrong reasons. After three podium finishes – including a dominant win at Barber Motorsports Park – there had been much talk of his new-found consistency. When he qualified on pole position for Texas, his ninth IndyCar P1 and his third on an oval, it was assumed that he'd be a factor all night. But after dominating the first stint, admittedly to the detriment of his fuel consumption – he was obviously able to save far less fuel than those sitting in the wake of other cars – he came in for his first stop far too hot. Sato barely made contact with his own pitbox and instead went slithering through into Hunter-Reay's box and jammed up against the wall.

Worst of all is that he sent his front-left tyre changer Chris Welch flipping and tumbling over his car. As well as an inevitably long stop, Sato was penalised with not just a

drivethrough penalty but a stop-and-hold. That was his chances over, but at least Welch was able to be checked, cleared and released at the infield medical centre.

The new leader following the stops was Hunter-Reay ahead of Dixon, James Hinchcliffe and Rossi, while Newgarden was seventh. Ahead of him, Herta dived into fifth past Simon Pagenaud, but now had over three seconds to make up on Rossi, which he did as Rossi got stuck trying to find a way past Hinchcliffe. The two green-and-white machines – Rossi was sharing a primary team sponsor with Herta for this race – swapped places and the teenager took just one lap to pass Hinchcliffe around the outside at Turn 1.

Hunter-Reay, having led the entire second stint, had to make his second stop on lap 114, whereas Herta and Rossi could stretch the stint seven laps longer, Hinchcliffe eight and Dixon nine. RHR resumed the lead ahead of Dixon, while Hinchcliffe was back up to third, but Rossi – who'd got ahead of Herta in the pitstop exchange – went around Hinch to claim the spot.

When Zach Veach struck the wall and spun, bringing out the first caution of the evening on lap 135, several drivers took the opportunity to pit, including Power and Newgarden. IndyCar also took the opportunity to sweep the track, extending the yellow and helping Hunter-Reay's iffy fuel-mileage. Cindric's reasoning was that with Newgarden running ninth, but all drivers up to 12th having been lapped, he had very little to lose by pitting while the field circulated behind the Corvette pace car.

At the restart, Newgarden's progress on fresh tyres but a heavy fuel load was steady but not spectacular, passing only Santino Ferrucci for eighth.

After about 20 more laps, Hunter-Reay was trying to back the speeds down to 210mph to force one of his pursuers in front to break the air for him, as it was becoming clear that he would have to stop twice more whereas Dixon, Rossi and Herta would need just one more. Instead, for several laps, his rivals responded by backing off until Dixon felt enough was enough and hit the front. >>



CAN NEWGARDEN MAKE IT TWO OUT OF THREE?



Le PAGE

Could Josef Newgarden pull off two IndyCar Series titles in his first three seasons at Team Penske? There's absolutely no reason to suppose not. He is a top-rank talent, has the cockiness of youth, drives for a team that 100% believes in him and vice versa, and he learned to temper his excesses through the course of 2018, when he scored three wins but no other podium finishes.

After nine of 17 races, he holds a 25-point lead over Andretti Autosport's Alexander Rossi and has 113 and 48-point margins over team-mates Will Power and Simon Pagenaud respectively.

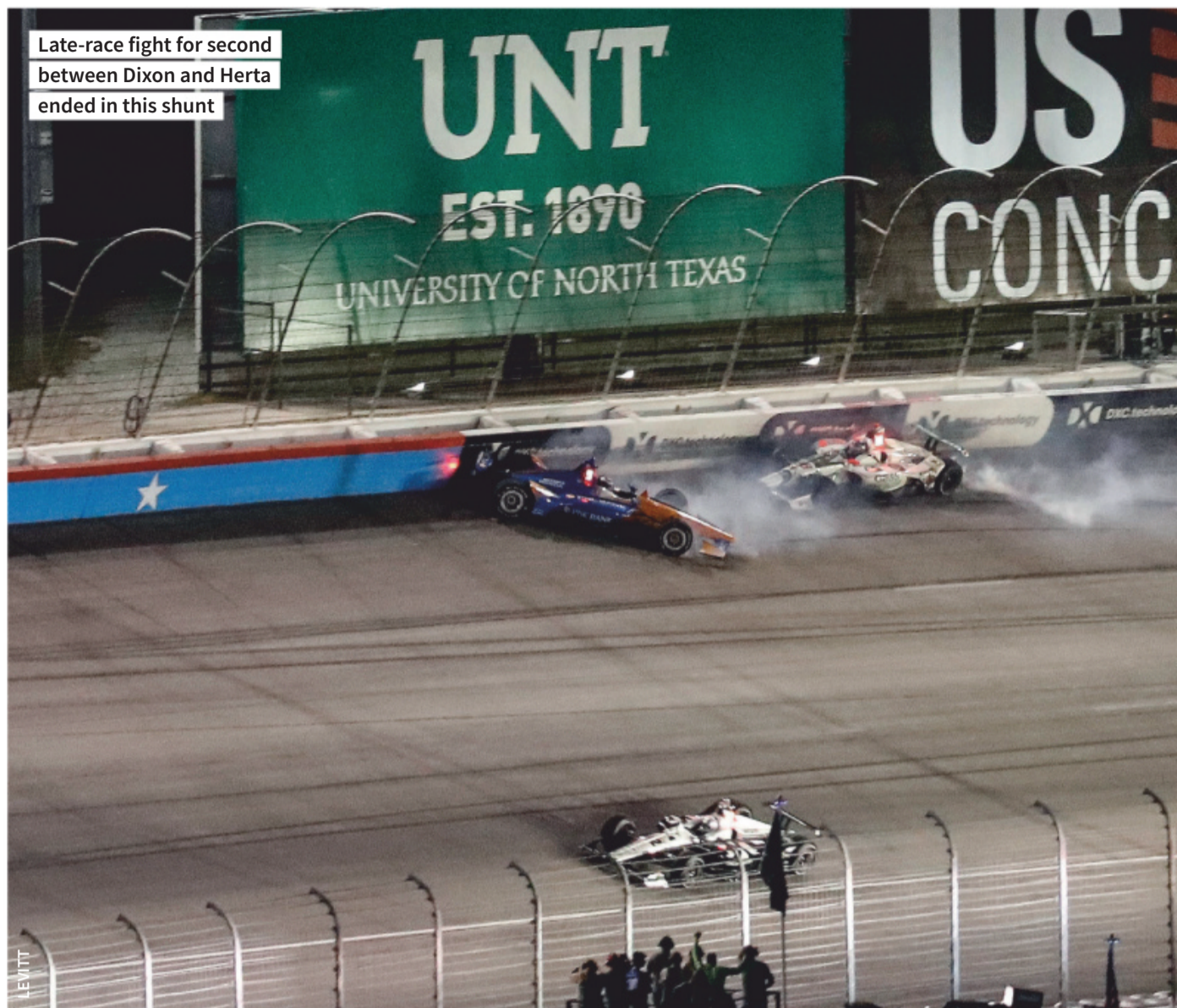
"We're in a good spot, there's no secret about that," said the 28-year-old after firing the guns and donning the cowboy hat last Saturday night. "But it's early. You could have a stellar first half of the season and a terrible second half or vice versa.

"You've got to stay consistent throughout. You've got to stay on top of your game... If we keep doing as we did in the first half of the season, we're going to be looking to challenge for a championship. I think we've got good cars. I always feel we can win anywhere we go. I always feel confident of that.

"But things change. There are tracks where you're historically good, you go there and have an off year. Things change, tyres change, the car changes. We've just got to stay alert... I think you've just got to be open-minded that there might be some tracks we weren't good at in the past, maybe we're good at this year, just capitalise when you can. You have to take advantage of the opportunities when you have a good car."



LEVITT



Late-race fight for second between Dixon and Herta ended in this shunt

LEVITT

Rossi would move ahead briefly, then Dixon resumed the lead. Hunter-Reay stopped on lap 179, whereas Rossi, Herta, Hinchcliffe and Dixon got 10 or so laps further.

At this point, Newgarden – who'd got back to the tail of the lead pack over the course of that third stint – hit the front and started reeling off his personal best lap times of the night. With 50 laps to go – he reckoned it was the best possible in-lap he could have done – he got into the pits, was refuelled and resumed in front of Hunter-Reay, Dixon, Rossi, Hinchcliffe, Pagenaud and Herta.

Hunter-Reay, still needing another stop unless there were vast swathes of yellow flags over the remaining 45 laps, knew his goose was cooked. His opportunity for a fourth stop came with 29 laps remaining, when the field went under caution for Hinchcliffe throwing away his best performance since

he won at Iowa Speedway last year. The Arrow Schmidt Peterson Motorsports man had driven around the outside of his pal Rossi through Turn 1 while they trailed a backmarker, but Rossi hung tough on the low side, forcing Hinch to stay up higher than ideal. The #5 car hit the grey, then smacked the outer SAFER barrier before spinning down to the inside wall.

On the next restart, it honestly looked like Dixon had the wherewithal to get around the outside of Newgarden into Turn 1, but the Penske driver held firm, causing Dixon to lose momentum and come under pressure from Herta, who had dispensed with Rossi. Along the front dog-leg straight, Herta was sizing up Dixon to the outside, and out of Turn 2 he stayed directly in his wake. Dixon proactively moved down a lane when he saw how close his young rival



Hinchcliffe was looking good for strong result before late mistake

Le PAGE



was, but Herta went with him and further, tucking down to the white line. Unfortunately, similar to Sebastien Bourdais' treatment of Graham Rahal at Indy this year, Dixon kept on pinching down, and Herta kept on coming. When Herta's left-side wheels ran over the white line that defines the transition of the banking to apron, the car squirmed out of his control, and went up and into the side of Dixon.

Rossi made a heroic avoidance of the subsequent wreck, down on the apron, but following the final restart he couldn't quite find enough momentum to get around Newgarden. The series leader held the inside line and Rossi just couldn't carry enough momentum off Turn 4 to pass him by the start-finish line or around the outside of Turn 1. With tyres that were 11 laps older than Newgarden's, Rossi was forced to come home a disgruntled second again.

Rahal and Ferrucci zapped Pagnaud on the final restart to claim third and fourth respectively, while Hunter-Reay was able to claw back to fifth following his last stop. ❄



RESULTS ROUND 8/16, TEXAS MOTOR SPEEDWAY (USA), 8 JUNE (248 LAPS - 357.120 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	Josef Newgarden (USA)	Team Penske / Dallara-Chevrolet	1h55m08.8666s
2	Alexander Rossi (USA)	Andretti Autosport / Dallara-Honda	+0.8164s
3	Graham Rahal (USA)	Rahal Letterman Lanigan Racing / Dallara-Honda	+1.4928s
4	Santino Ferrucci (USA)	Dale Coyne Racing / Dallara-Honda	+1.7266s
5	Ryan Hunter-Reay (USA)	Andretti Autosport / Dallara-Honda	+2.2019s
6	Simon Pagnaud (FRA)	Team Penske / Dallara-Chevrolet	+2.8789s
7	Marcus Ericsson (SWE)	Arrow Schmidt Peterson Motorsports / Dallara-Honda	+3.9271s
8	Sebastien Bourdais (FRA)	Dale Coyne Racing / Dallara-Honda	+4.3306s
9	Will Power (AUS)	Team Penske / Dallara-Chevrolet	-1 lap
10	Marco Andretti (USA)	Andretti Herta Autosport / Dallara-Honda	-1 lap
11	Conor Daly (USA)	Carlin / Dallara-Chevrolet	-1 lap
12	Felix Rosenqvist (SWE)	Chip Ganassi Racing / Dallara-Honda	-2 laps
13	Ed Carpenter (USA)	Ed Carpenter Racing / Dallara-Chevrolet	-2 laps
14	Spencer Pigot (USA)	Ed Carpenter Racing / Dallara-Chevrolet	-2 laps
15	Takuma Sato (JPN)	Rahal Letterman Lanigan Racing / Dallara-Honda	-3 laps
16	Tony Kanaan (BRA)	AJ Foyt Enterprises / Dallara-Chevrolet	-3 laps
17	Scott Dixon (NZL)	Chip Ganassi Racing / Dallara-Honda	228 laps-accident
18	Colton Herta (USA)	Harding Steinbrenner Racing / Dallara-Honda	228 laps-accident
19	James Hinchcliffe (CAN)	Arrow Schmidt Peterson Motorsports / Dallara-Honda	218 laps-accident
20	Zach Veach (USA)	Andretti Autosport / Dallara-Honda	172 laps-handling
21	Charlie Kimball (USA)	Carlin / Dallara-Chevrolet	86 laps-wheelbearing
22	Matheus Leist (BRA)	AJ Foyt Enterprises / Dallara-Chevrolet	73 laps-handling

Winner's average speed 186.084mph. **Fastest lap** Sato 23.5657s, 219.981mph.

QUALIFYING 1 Sato 220.250mph; 2 Dixon 220.162mph; 3 Bourdais 219.746mph; 4 Hunter-Reay 219.537mph; 5 Pagnaud 219.355mph; 6 Pigot 219.099mph; 7 Newgarden 218.666mph; 8 Hinchcliffe 218.459mph; 9 Rahal 218.449mph; 10 Herta 218.406mph; 11 Rossi 218.295mph; 12 Veach 218.074mph; 13 Carpenter 217.982mph; 14 Ericsson 217.953mph; 15 Power 217.899mph; 16 Rosenqvist 217.182mph; 17 Kimball 217.165mph; 18 Ferrucci 217.063mph; 19 Daly 216.175mph; 20 Leist 215.093mph; 21 Andretti 206.901mph; 22 Kanaan no speed.

CHAMPIONSHIP

1 Newgarden 367; 2 Rossi 342; 3 Pagnaud 319; 4 Dixon 278; 5 Sato 272; 6 Power 254; 7 Hunter-Reay 252; 8 Rahal 211; 9 Ferrucci 193; 10 Bourdais 190.

NEXT REPORT

ROAD AMERICA
27 JUNE ISSUE

From the Texas oval to the leafy Wisconsin countryside for the greatest road course in the US. Newgarden was the winner there last year...



Muller gets inside Frijns, while Rast and Aberdein are heading for contact

Audi speed advantage puts Rast in prime position

DTM
MISANO (ITA)
8-9 JUNE
ROUND 3/9

On paper, the DTM's Misano round put Rene Rast in the lead of the championship, but that belies the rollercoaster of a weekend the Audi driver went through to climb to the top.

Rast swept both pole positions but failed to win either race. He lost out to BMW's Marco Wittmann in the opener and Audi stablemate Nico Muller in the finale, as Audi appeared to be a step ahead of BMW in both qualifying and race trim at the Adriatic circuit.

But that Audi advantage counted for little when it came to the race result on Saturday.

The mandatory pitstop rule in the DTM has come under scrutiny this year as a run of safety cars – four in the first six

races – has often meant the early stoppers gained significant ground on the leading train of cars that inevitably stretch out their first stint in favour of track position. Rast was hampered by it previous time out at Zolder, losing the chance at a win in the opener due to a safety car, and lightning struck twice in Misano's opener.

Just to emphasise how random the safety car and pitstop situation can be, polesitter Rast lost to Wittmann – who had started 18th and last after failing to set a flying lap in qualifying due to an airbox failure.

Wittmann opted to take the strategic gamble of stopping at the end of the first tour, which left him with 38 laps to manage his tyres on a high-wear circuit.

Hankook had suggested pre-race that BMW had made the biggest step in understanding the tyres between Friday's practice sessions, and Wittmann quickly demonstrated the one area

in which BMW seemed to have an answer to Audi's advantage.

Wittmann was boosted by an early safety-car period that lasted three laps when BMW's Joel Eriksson slowed and pulled off the track at Turn 7 with a technical problem caused by an engine vibration. Wittmann had a net gain of 50 seconds thanks to an effectively free pitstop down the long Misano pitlane.

Only R-Motorsport's Ferdinand Habsburg mirrored Wittmann's strategy, and so he became a perfect demonstration of two-time DTM champion Wittmann's expert tyre management – the two-time champion avoided any damage to his BMW's tyres as the Aston driver plummeted down the order late on.

When Rast was back on track, he initially lapped around four seconds quicker than Habsburg and two seconds faster than Wittmann. In clear air, once he had passed



Wittmann won opener for BMW from back of the grid



No wins, but a good weekend for Rast

WEEKEND WINNERS

DTM

MISANO (ITA)

Race 1 Marco Wittmann
Team RMG BMW M4 DTM

Race 2 Nico Muller
Team Abt Sportsline Audi RS5 DTM

EUROFORMULA OPEN

SPA (BEL)

Race 1 Marino Sato
Motopark Dallara-Spiess

Race 2 Marino Sato
Motopark Dallara-Spiess

BRAZILIAN STOCK CARS

LONDRINA (BRA)

Race 1 Thiago Camilo
Ipiranga Racing

Race 2 Ricardo Mauricio
Eurofarma RC

SUPER TC2000

ROSARIO (ARG)

Facundo Arduso
Renault Sport (Renault Fluence)



For full results visit motorsportstats.com

Habsburg, Rast took more than 20s out of Wittmann's lead across the second stint but could only close to 8.2s adrift at the flag.

But Wittmann's joy didn't transfer to Sunday. Rast started from pole once again but bogged down and was passed by fellow Audi men Robin Frijns and Nico Muller – with Jonathan Aberdein and several BMW drivers looming behind.

Rast and Wittmann then battled heading into the right-handed long bend of Turn 8 side-by-side, with Wittmann on the outside and Aberdein alongside Rast on the inside line as the WRT Audi joined the battle at the last second.

Aberdein then made contact with Rast, which knocked the Audi into Wittmann and forced him out with wheel column damage. The BMW driver was incensed when it was deemed a racing incident.

Rast, though, was also penalised – albeit in a different way, as there were suggestions that his mid-race puncture was caused by the contact. As he passed the pitlane two laps before a planned stop, he felt the tyre begin to deflate.

Impressively he remained “flat-out”, which helped minimise the time lost when he stopped at the end of the lap – with Muller taking over the lead and running well clear of Rast.

Rast then lost out to the BMW of his early title rival Philipp Eng through the fast Turn 10, but held on for third to lead the championship by 10 points.

TOM ERRINGTON



Sato netted his third and fourth victories of the year

Motopark's Sato stars at Spa with double victory

EUROFORMULA OPEN

SPA (BEL)

8-9 JUNE

ROUND 4/9

Marino Sato never set the world alight during his four seasons across Italian Formula 4 and the Formula 3 European Championship, but he has emerged the surprise star of the Euroformula Open season. Two more wins at Spa for the 20-year-old Japanese mean Motopark driver Sato leads the standings by 54 points.

His rising status was most evident during qualifying for the second race, which he topped by over three quarters of a second. It was a superb lap, and also marked Sato's fourth pole in a row.

Sato made a poor start to the race, and was soon passed by Red Bull-backed team-mates Liam Lawson and Yuki Tsunoda.

The pair had clashed in the Paul Ricard season opener, almost did so twice in Pau (where Lawson hit other team-mate Julian Hanes), and continued at Spa when Lawson attempted to retake the lead from Tsunoda at Les Combes.

Less grip on the outside meant he

was pitched onto the kerbs, at which point a collision was inevitable. Sato inherited first place and then, after a safety-car period, pulled away for a dominant fourth win, following the victory he picked up in race one.

While Sato was enjoying the fruits of his strong qualifying and race pace, the Red Bull-liveried cars were not. Lawson, who had started fifth, believed he would have slipped down the order had he not attempted to repass Tsunoda as early as possible.

Teo Martin Motorsport's Lukas Dummer finished second after successfully completing the move Lawson couldn't do on Double R Racing's Jack Doohan, who then lost third to late charger Hanes.

Doohan's team-mate Linus Lundqvist was a remarkable seventh, having ended the first lap on two wheels when pitched sideways by Javier Gonzalez, returning to the championship following RP Motorsport's switch from Piedrafita to HWA engines. Despite a severely damaged floor, Lundqvist's resurgent form put him on the rookie podium.

Sato comfortably led Tsunoda in the first race, in which Lawson jumped from eighth to third in a lap but didn't have the pace to match.

Title-winning MSV F3 Cup team CF Racing made its belated debut with successful club racers Stefano Leaney and Stuart Wiltshire, who took a 16th place each. Fernando Alonso protege and single-seater rookie Franco Colapinto also made his F3 debut, with Drivex, and fared slightly better in 15th and 14th.

ELLIOT WOOD



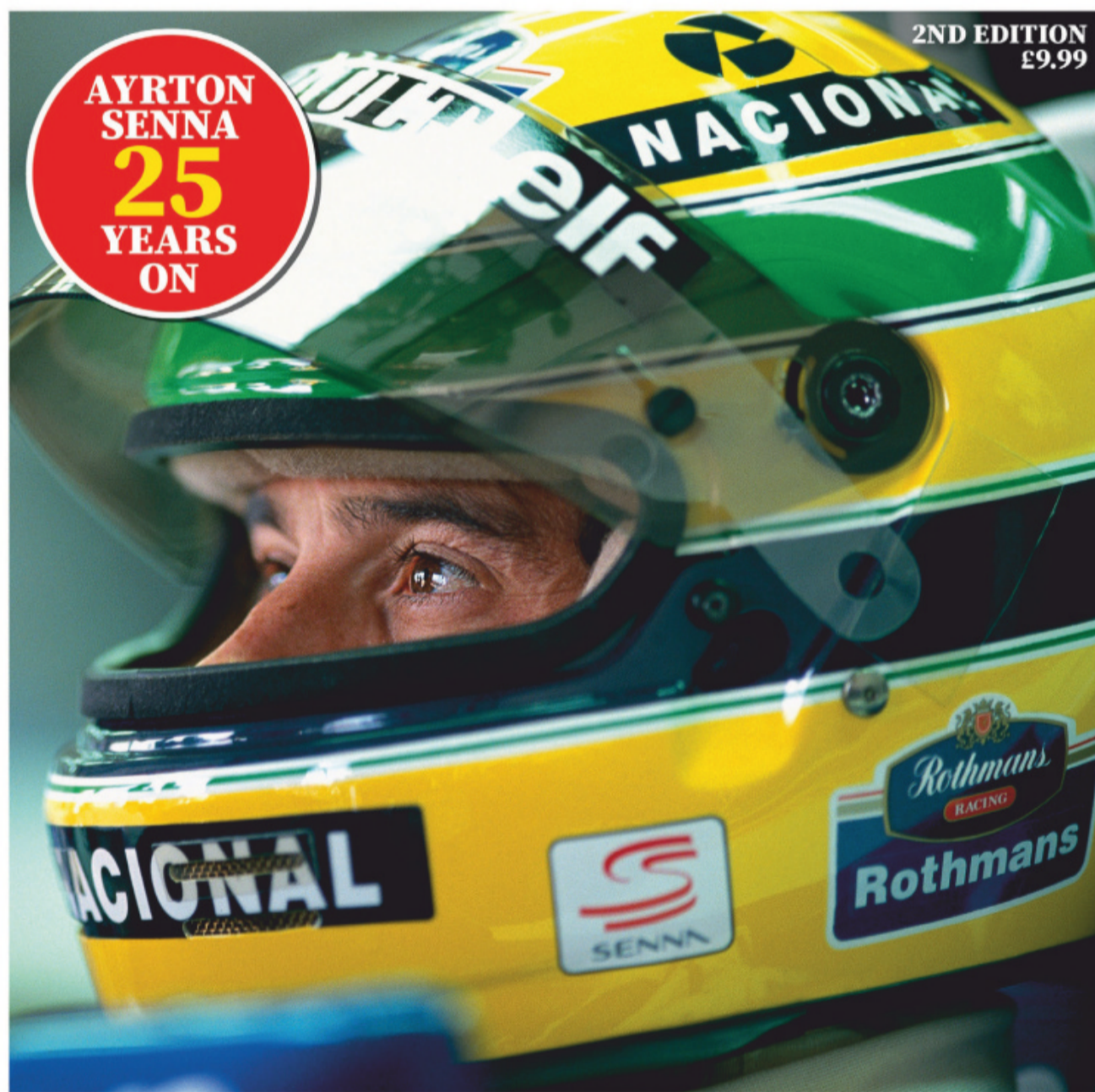
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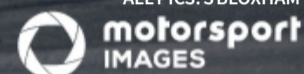
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Powell's championship hopes were all but extinguished after first-lap contact



ALL PICS: S BLOXHAM



Chadwick resists Visser pressure to strengthen title credentials

W SERIES
MISANO (ITA)
8 JUNE
ROUND 3/6

A month ago at Hockenheim, W Series raced into life as Jamie Chadwick scored an emphatic victory to stake her claim for the inaugural crown. Four weeks later at Misano – and halfway through the season already – Chadwick once again proved she was the person to beat, with her measured drive helping to extend her points lead over Beitske Visser to 13.

After losing the Zolder race to Visser at the start, and missing out on Misano pole to Fabienne Wohlwend earlier on Saturday, Chadwick made a lightning-quick getaway to take the lead. She remained there for the duration of the 20-lap encounter, withstanding constant pressure from Visser.

Chadwick and Visser had benefited from a poor launch by Wohlwend, the Liechtenstein driver admitting that nerves over converting a front-row start into her first single-seater podium had got the better

of her. She dropped back to third.

The race was almost immediately interrupted by a safety car period when Wohlwend and Alice Powell clashed on the entry into the first chicane, sending Powell airborne briefly and all but ending her title hopes by dropping her back to fourth in the standings behind Marta Garcia.

Wohlwend escaped the collision – which was deemed by the stewards to be a racing incident – without damage and went on to take her first W Series podium in third, having also attempted to join the duel between Chadwick and Visser at the head of the field.

Visser set the fastest lap of the race in her best efforts to chase down Chadwick and was never further behind than 0.8 seconds. Ultimately it was not enough to take a second successive victory, but her haul of 18 points nevertheless keeps her in contention for the title with just three rounds remaining at the Norisring, Assen and Brands Hatch.

“I was obviously trying to put pressure on Jamie all race long, and I certainly did that, but my strongest part of the lap was the last sector and in the last sector it’s pretty much impossible to overtake,” said Visser. “I was following Jamie very closely, trying to tip her into making a mistake, but she never made one.”

Former GP3 driver Vicky Piria enjoyed a successful home weekend with her best qualifying performance yet to score fifth position. She looked likely to convert it to fourth in the race, before Miki Koyama – who has consistently starred in races and was the fastest driver in free practice on Friday – executed a pass around the outside on the penultimate straight.



Wohlwend (r) held on for podium despite a poor getaway

WEEKEND WINNERS

W SERIES
MISANO (ITA)
Jamie Chadwick

NASCAR XFINITY SERIES
MICHIGAN (USA)
Tyler Reddick
Richard Childress Racing
(Chevrolet Camaro)

NASCAR TRUCK SERIES
TEXAS (USA)
Greg Biffle
Kyle Busch Motorsports
(Toyota Tundra)

JAPANESE FORMULA 3
OKAYAMA (JPN)
Race 1 Sacha Fenestraz
B-Max/Motopark
(Dallara-Spiess)
Race 2 Ritomo Miyata
TOM'S (Dallara-Toyota)
Race 3 Yoshiaki Katayama
YTB by Carlin
(Dallara-Spiess)



For full results visit motorsportstats.com

Garcia was sixth ahead of Tasmin Pepper, while Sabre Cook impressed with her best finish of the season, having scythed her way through the field from 15th to eighth.

The 2009 Ginetta Junior champion Sarah Moore was ninth after spending the race defending her position from a train of five cars, with reserve driver Vivien Keszthelyi – deputising again for the injured Emma Kimilainen – emerging as the best of that battle and completing the top 10.

LUCY MORSON



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UNDER THE SKIN OF THE LE MANS FAVOURITE

Toyota is odds-on to repeat its 2018 triumph in the 24 Hours.

Time to take a closer look at the TS050

JAKE BOXALL-LEGGE

ILLUSTRATIONS  motorsport
STUDIO

12

World Endurance wins
taken so far by
the TS050



T

he Toyota TS050 HYBRID is the World Endurance Championship's only hybrid runner within the LMP1 class and it's expected that honours at Le Mans will be contested by the #7 and #8 crews. As part of a drive to bring the non-hybrid privateer teams, such as Rebellion, SMP Racing and DragonSpeed, to a closer level of performance, there are a number of performance breaks for Toyota's rivals, officially dubbed the Equivalence of Technology.

But what does the Toyota have under the skin of a car that, despite the numerous efforts to clip its wings, threatens to exert a comprehensive duopoly on the 2019 24 Hours of Le Mans this weekend? Our technical editor takes a look.

POWERTRAIN

Toyota is very proud of the 1000PS (986bhp) figure that its hybrid powertrain boasts. Half of that is produced by a twin-turbo, 2.4-litre V6 internal-combustion engine, and the other half is provided by front and rear electric motors to complete the all-wheel-drive system. The rear motor, along with the inverter – which turns the battery's direct current into the alternating current that the motor requires – are produced by Denso. Aisin has developed the front motor.

The ERS can offer a maximum of an extra 8MJ per lap of energy, and the Toyota-produced battery systems are capable of turning around 300kW of power once the energy is driven through the hybrid systems. To spare any blushes, Toyota's engineers have focused on reliability testing to ensure both cars hold up for the full 24 hours.

By comparison, the 4.5-litre Gibson V8 used by Rebellion, ByKolles and DragonSpeed pumps out 700bhp. To peg the Toyotas back, the minimum weight has been increased by 10kg – now up to 888kg, not including the fuel on board. Naturally aspirated cars can be as low as 816kg, and the turbocharged runners – SMP has an AER 2.4-litre V6 – must be at least 833kg.

FUEL RESTRICTIONS

Most of the Equivalence of Technology directives focus on limiting the amount of energy that the hybrid cars have available outside of the electric systems. While 'conventional' naturally aspirated and turbocharged cars can, theoretically, derive as much energy from fuel as they like, cars with ERS are limited to 124.9MJ/lap. A restrictor is employed to control the air-fuel mixture, monitored by a fuel-flow meter.

The non-ERS cars are allowed to use a fuel flow of up to 115kg/h, which falls to 80kg/h for the pair of Toyotas, which are only permitted to fill up with 35.1kg of fuel per stint – around 15kg short of its LMP1 competition. Regardless, the Toyotas are able to go a lap longer on each stint, having not agreed to lose its refuelling time advantage for Le Mans. It's an area that demonstrates the increased efficiency of hybrid systems. ▶



LE MANS
2019

AERODYNAMICS

The TS050 has undergone a steady path of aerodynamic refinement since its debut in 2016, as Toyota's engineers find ways of overcoming the shackles placed upon the car by the regulations.

Across the WEC season, manufacturers are allowed to develop two different aerokits. Traditionally, Le Mans gets its own to deal more adeptly with the long, flat-out Hunaudieres straights, while the other package is saved for the remaining venues.

FRONT AERO

Everything is put together to limit drag. The inlets at the front have been opened out to bring air around the inside of the wheelpods, which are a lot squarer to change the distribution of the high-pressure zones at the front. The splitter has also been reprofiled, having been moved up from its original 2016 position two years ago as the FIA wanted to control downforce levels.

REAR AERO

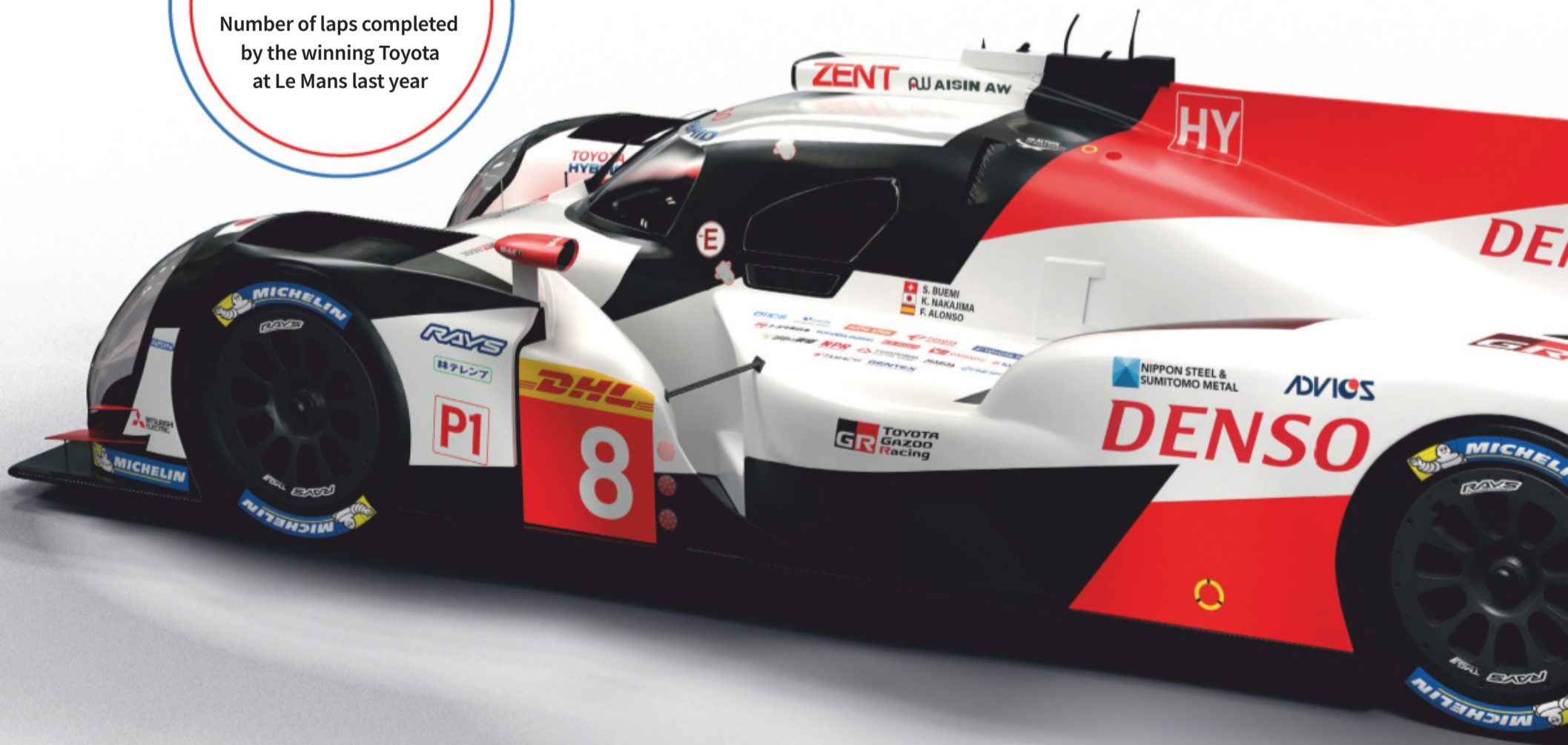
Behind the front wheel, the bodywork has also been broken up to clean up any turbulent flow shed from the wheels and send it through the inlet to the rear of the car, using it to boost downforce. The outlet at the back is similar to the double-diffuser concept in Formula 1, offering space for the airflow to expand and develop a greater low-pressure region.

Typically, the rear wing will be in a low-drag position for Le Mans to squeeze every drop of straightline speed out of the car, slashing its overall frontal area. 🇫🇷



388

Number of laps completed
by the winning Toyota
at Le Mans last year





THE OTHER CLASSES

As has become the norm, there will be three other categories in the 24 Hours this weekend



LMP2

The secondary prototype division is aimed at the privateer, though some of the leading line-ups have rather professional looks about them. All the cars are powered by the 4.2-litre Gibson V8, which produces around 600bhp. There will be three chassis represented at Le Mans: Dallara, Ligier and ORECA.



GTE PRO

The top class for road-based GT machinery contains the strongest driver line-up of any of the Le Mans classes. GTE Pro is for factory or works-supported professional teams and uses a balance of performance in an attempt to give all the different engine and drivetrain configurations a chance of being competitive. Porsche (above) won the class in 2018.



GTE AM

This class is aimed at amateur drivers and is for older GTE machinery. The Aston Martin teams, for example, have to run the old Vantage rather than the new version introduced in 2018. Each crew can only have one platinum or gold-rated racer and must have a bronze (amateur) driver.

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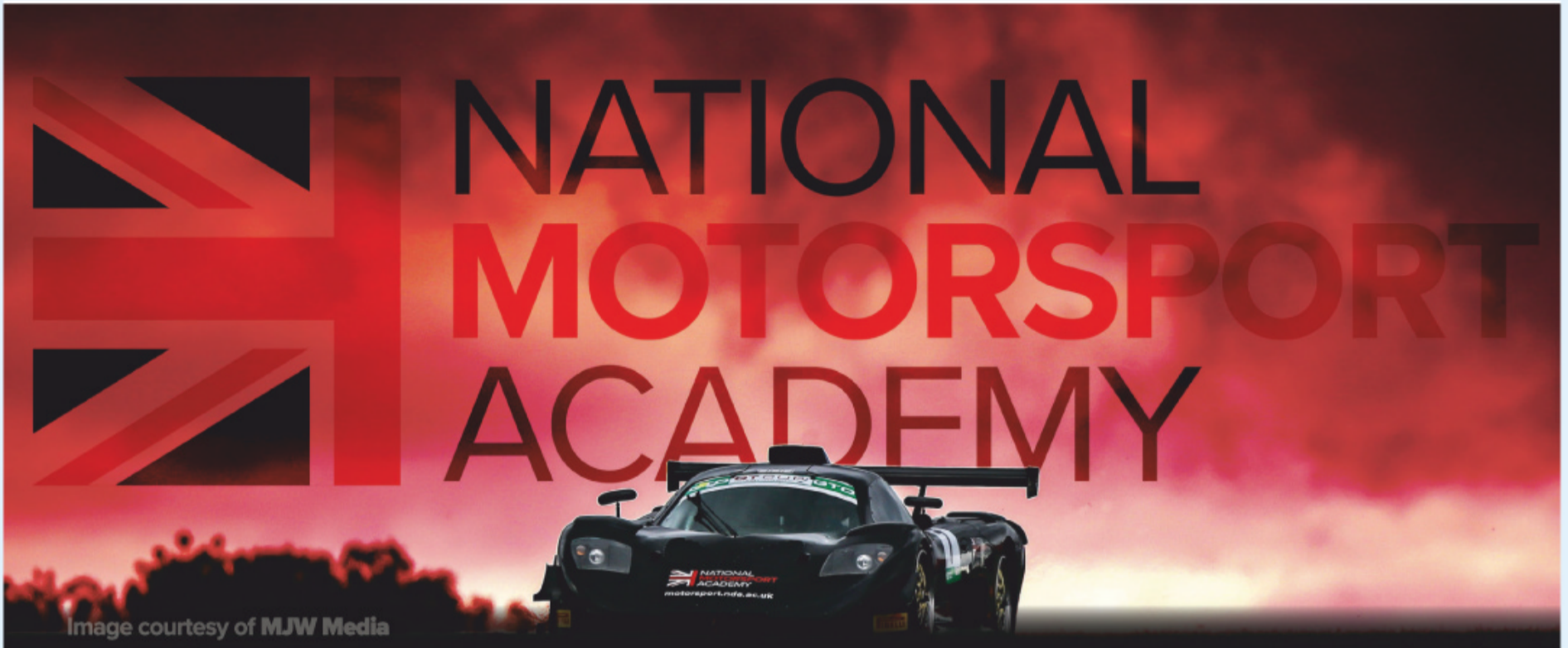


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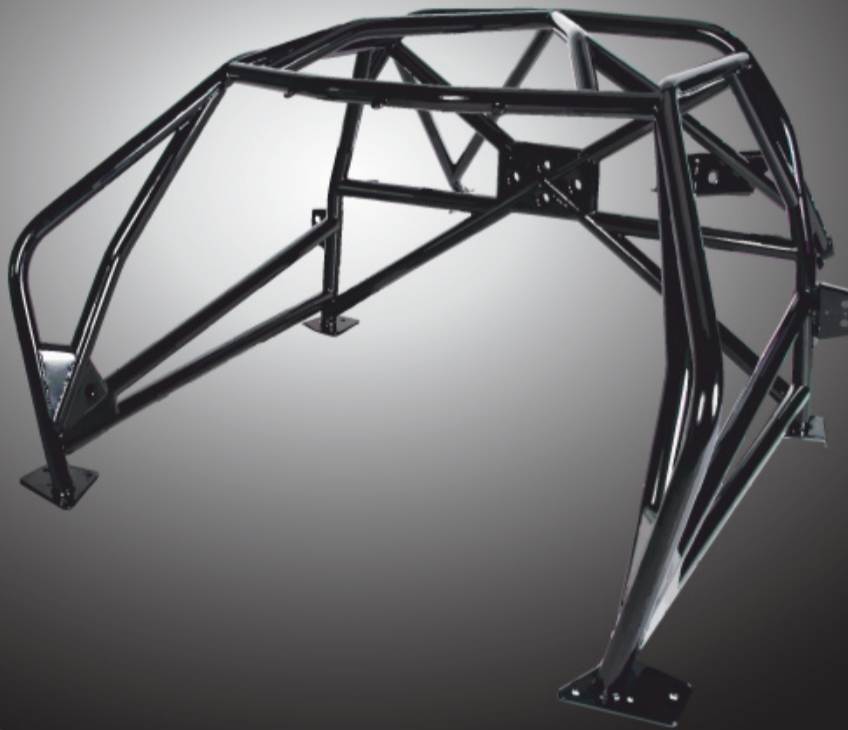
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RACE-DECIDING CRASH RUED AS 'UNFORTUNATE'

BRITISH GT

Reigning British GT champion Jonny Adam and GT4 driver Chad McCumbee have explained the “unfortunate” accident that decided the outcome of last weekend’s Silverstone 500.

Adam’s TF Sport Aston Martin Vantage GT3 was under pressure from the eventually victorious RAM Racing Mercedes-AMG GT3 of Callum Macleod in the closing minutes of the race, when the leaders caught McCumbee’s Multimatic Motorsports Ford Mustang GT4 at Becketts.

The American appeared not to see Adam and turned in, allowing Macleod to take the inside line into the Chapel left-hander onto the Hangar Straight where McCumbee and Adam touched again, causing the Aston Martin to retire with terminal damage.

Adam told Autosport that he didn’t know Macleod was trying to go three-wide when the decisive contact occurred, but felt the situation could have been avoided.

“Normally I’m good in traffic, I give people a lot of respect, but you do need a little bit back,” he said. “If there was a gaggle of GT4s fighting for position and there’s four or five

of them, of course you give them more space, but the fact he was on his own – he made an obvious move that I thought ‘he’s opened the gap’ and then filled that gap. With the second contact, I didn’t realise Callum braved it all the way around the outside to make it work, but we came off worse unfortunately.”

McCumbee, who was making his second British GT appearance of the season after finishing fourth in the opening race at Oulton Park, expressed remorse for his part in the incident, but said he wasn’t expecting Adam to attempt the move in the middle of the corner.

“If he had got a nose on me, I would have opened the door and let him go,” he explained. “I’m gutted for them, but I don’t know what I could have done differently besides stopping on the straight before that. If I had known that would be the outcome, I certainly would have.”

McCumbee then attempted to get off the throttle to let the leaders pass through Chapel, but was powerless to avoid Adam a second time.

“I think those guys probably just didn’t know they were three-wide,” he added. “I couldn’t get out of it quick enough at that point – it’s certainly unfortunate.”

JAMES NEWBOLD



Macleod hails Loggie on his winning return

BRITISH GT

Callum Macleod was full of praise for RAM Racing team-mate Ian Loggie after the Scot returned from injury to take British GT victory at last Sunday's Silverstone 500.

Loggie had not tested after surgery to repair a broken wrist and collarbone sustained in a cycling accident, which forced him to miss the Snetterton weekend, and Macleod was quick to hail his "unbelievable" performance after the race.

"He's such a determined man – I can learn so much from him outside of the car, which can help me in the car," said Macleod. "To see him achieve this is quite inspiring to be honest."

The win was of great personal significance to the 2007 British Formula Ford champion. Macleod explained: "On a personal note this was my dad's favourite circuit. He passed away at the end of last year, so I want to dedicate this win to him."



Loggie (left) is back to strength

Their 37.5-point maximum score has thrust the Mercedes pair back into title contention, having come into the weekend with only six points for finishing seventh in the second Oulton Park race.

Loggie added: "All of a sudden we're right back in it; the championship is wide open now. Callum and I need to go to Donington, get pole and then we're really on it."

JAMES NEWBOLD



JRM had third-place finish taken away

Bentley team appeals exclusion

BRITISH GT

JRM will appeal its disqualification from third place in British GT's Silverstone 500 last weekend for running underweight, which leaves Rick Parfitt Jr and Seb Morris 52 points off the championship lead.

The 2017 champions, who won in JRM's comeback race at Oulton Park in their Bentley Continental, have seen several results slip through their fingers in recent rounds.

Parfitt spun off in the second Oulton Park race, Morris dropped from third to fifth on the final lap in the first Snetterton race when contact with a GT4 car caused his bonnet to

come loose, and a final-lap puncture in race two dropped them down the order.

The 22.5 points they would have scored for third would have put JRM on 59.5, just 26.5 off the summit, before the car was thrown out.

Championship manager Benjamin Franassovici said: "Scrutineering found the car underweight. The team have decided to appeal the decision, which they are entitled to do."

JRM managing director Jason King added: "The team are devastated to hear the verdict. With regards to the appeal, updates will go out when we know more and we'll respect the final decision."

JAMES NEWBOLD



Pit errors cost victory, says TF boss

BRITISH GT

TF Sport boss Tom Ferrier expressed his frustration after missing out on a first British GT victory for the Aston Martin Vantage GT4 last weekend at Silverstone, as multiple stop-go penalties scuppered the chances of dominant early leaders Josh Price and Patrick Kibble.

To compound matters, poleman Price failed to stop in the penalty box after the second penalty was issued, and had to drive through the pits before coming back a third time.

While Price and Kibble (below) ended up 13th, team-mates Tom Canning and Ash Hand took Silver Cup honours in fourth overall despite a 15-second penalty at their final pitstop carried over from Snetterton.

"I don't know what happened with the [#95] GT4 car, the pit-timer wasn't working properly obviously, but to do it twice is not good enough at all," Ferrier (above) told Autosport.

"Once you can say 'it didn't work', but you need to come up with a foolproof plan for the next time and we didn't do that."

"It was absolutely fine yesterday and then for some reason it didn't work today in the race. To do it two times is just embarrassing.

"We looked the class of the field in terms of pace, just not in terms of team performance!"

JAMES NEWBOLD





HISTORIC FORMULA 1 The Ensign N180B that Johnny Herbert will race in the Historic Formula 1 race at the British Grand Prix returned to the track last week after a gap of 36 years. Owned and run by former Force India F1 team manager Bob Fernley, the ex-Marc Surer car had not run since it was raced by the late Jim Crawford as a Can-Am car in 1983. But after a complete rebuild, it was at Donington Park last Thursday for Michael Lyons to give it a shakedown run. **Photograph by Paul Lawrence**

Stewart and Thundersports to Silverstone Classic

HISTORICS

Sports-racing cars of the 1970s will compete at the Silverstone Classic on 26–28 July after two races for the Historic Sports Car Club Thundersports category were added to the historic racing festival’s schedule.

The races are open to cars of the type used in the World Endurance Championship, FIA GT Championship and FIA 2 Litre Sports Car Championship, along with Can-Am sports-racing cars

from the heyday of the category in the 1970s.

The HSCC’s Andy Dee-Crowne said: “We are very excited at the opportunity to take Thundersports to the Silverstone Classic. Increasing demand from competitors has made this race possible and we’re planning to deliver a full and spectacular field.”

Also at the Classic will be Sir Jackie Stewart, back behind the wheel of his Matra MS80 half a century on from his famous victory in the 1969 British Grand

Prix at Silverstone.

Stewart, who celebrated his 80th birthday on Tuesday, will drive the Cosworth DFV-powered car on demonstration laps on Saturday and Sunday afternoon. He will also be raising awareness and funds for his Race Against Dementia Fellowship Programme with Alzheimer’s Research UK.

“I am looking forward very much to getting back to Silverstone in the Matra, even if not at quite the same speeds as 50 years ago!” said Stewart.

PAUL LAWRENCE



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Racing Pride launched to increase inclusivity in racing

LGBT

A new organisation to promote LGBTQ+ inclusivity in motorsport has been launched, with support from charity Stonewall UK.

Racing Pride aims to raise visibility of lesbian, gay, bisexual and transgender participants in all areas of motorsport, and create a network of driver ambassadors and industry partners.

Le Mans Cup racer Charlie Martin and W Series frontrunner Sarah Moore are two of the scheme's first driver ambassadors, while leading sportscar squad Team Parker Racing is among the industry partners.

The scheme was co-founded by club racer Richard Morris, who currently competes in the RGB Sports 1000 Championship with

Spire Sports Cars, and journalist Christopher Sharp. Morris says Racing Pride was "an opportunity for motorsport as a whole to show it wants to be an inclusive and positive environment for LGBTQ+ people".

"I want Racing Pride to put in place the role models for people entering motorsport in whatever capacity, whether as drivers, with teams or as fans, that so far haven't been there," he added.

"It will link up people who felt they had nobody else they could talk to and show they're not alone in motorsport."

Damon Hill, the 1996 Formula 1 world champion, says Racing Pride represents "a great step towards making motorsport a more inclusive environment".

MATT BEER

COLBURN PLOTS PAUL RICARD OUTING

RENAULT CLIOS

Former Renault UK Clio Cup frontrunner James Colburn will return to the category at Croft this weekend, ahead of competing in a special contest at Paul Ricard the following weekend supporting the French Grand Prix.

Colburn has been a regular in the category in recent seasons but has only competed in the club-level Michelin Clio Series and various historic races this year. But he will now return to the main Clio Cup this weekend to allow him to be eligible to take part in the French event.

"I'll do Croft at the next round and I'm going to do the Clios that are going to Paul Ricard," Colburn said. "It's all about enjoying motorsport again [doing select

events] and modern motorsport has become far too competitive – it's lost the fun at the top level."

The French race will feature five other drivers from the UK series as well as those from multiple European and Asian Clio Cup championships. A similar contest was held at Paul Ricard at the end of last year, and was won by Jack Young, the UK points leader.

The 17-year-old Young will return to the event in Eddie Stobart colours after signing a deal with the haulage firm. "Becoming International champion was a big moment in my career, and we learned a lot from that achievement," he said.

Other UK drivers to take part will be Brett Lidsey, Colburn's younger brother Ben, Aaron Thompson and Luke Warr.

IN THE HEADLINES

HERD TO BE REMEMBERED

March Engineering co-founder and principal designer Robin Herd will be remembered at Cadwell Park this weekend when the Lincolnshire circuit hosts the first 1000cc Historic F3 races since his death on 6 June. It was at the track 50 years ago in September 1969 when the fledgling March marque burst onto the racing scene at the Lincolnshire International Trophy event.

THE CLOSEST OF FINISHES

Historic Formula Junior surpassed all records as the second of six FIA Lurani Trophy championship rounds lit up the GP de l'Age d'Or event at Dijon-Prenois in France last weekend. Race one produced a photo finish as Bruno Weibel snatched a last-dash win from Richard Bradley by 0.051 seconds. Its sequel was closer still, with Mark Shaw staving off late-charging Weibel by 0.015s. Richard Smeeton beat John Fyda in the final race.

NO MINI DEBUT FOR MORGAN

British Touring Car Championship driver Adam Morgan was due to make his Mini racing debut at the Donington Park Masters meeting last weekend, but the car retired before he had chance to race it. Morgan was sharing the car with preparation expert Nick Swift in the Masters Pre-66 Mini race, but Swift retired on only the second lap after he overrevved the engine.

AWAY TRIP FOR SALOONS

Gary Prebble (leading, below) in his SEAT Leon won the Castle Combe Saloon Championship's away trip to Brands Hatch last weekend. Reigning champion Adrian Slade was among those racing on the Indy circuit for the first time, but his Peugeot 106 stopped with jammed brakes in qualifying and left him 23rd on a 27-car grid. He passed half the field to finish third in class.





Could Brexit help club racing?

Ongoing uncertainty means the British public has had little to celebrate since the referendum. Perhaps national motorsport could offer a slight glimmer

MATT KEW

It's now three years to the month since the British public voted to leave the European Union. Since then, not a day has gone by where Brexit hasn't dominated the news headlines. Votes in the House of Commons on the finer details of the exit negotiations have stalled, the general public's apathy has swelled enormously, and political commentary has become saturated – even ITV News hosts have held their hands up to say 'we have no idea what's going on here either'.

The economic and trade uncertainty has played a substantial role in Honda announcing that it will close its Swindon plant, and in Nissan's decision not to bring production of its X-Trail SUV to this country. British Steel has gone into liquidation, and although Ford has resisted blaming Brexit for the closure of its Bridgend engine plant, its European sales and marketing chief Roelant de Waard reckoned that currency changes since the referendum had already cost the company more than £500million.

By any measure, it makes for grim reading. But perhaps, through all the misery, national motorsport can offer some small glimmer of optimism.

Since the referendum was first called back in 2015, the pound has lost ground to the euro. Your €500 of spending money now costs £450, not £350. That's not just bad for holidaymakers,

“There must come a point where the costs outweigh the incentives of racing in mainland Europe”

but providers too. It means aircraft fuel and leases have increased, with EasyJet already having pre-emptively set up an Austrian subsidiary. It's also entirely likely that British airlines will be charged more by other nations, as they seek to boost the fortunes of their own operators. What's more, if EU workers continue to leave then routes will close. That means there'll be fewer options for people looking to travel and in turn, again, costs will increase.

How does adding to the list of misery provide any optimism, let alone where motorsport is involved? Well, if the costs of travelling across Europe increase then perhaps the incentives of club racers taking their machines over to the likes of Dijon in France, Zandvoort in the Netherlands and Belgium's Spa might begin to falter somewhat.

Arguably, for the very rich who race in semi-lightweight

Jaguar E-types and Ferrari 250GT SWBs, the difference in costs will be small enough that Brexit might not affect their calendar. But there is a class of racers, perhaps competing in Austin-Healeys and Minis, that will be willing to lose the European destinations from their schedules in order to lower their outlay for the year.

Those machines won't disappear, so perhaps they'll spend a greater amount of time on home soil. If that is the case and the owners still desire to race them, maybe the incentive is there to enter the cars for more UK meetings.

Does Snetterton offer the glamour of Dijon, and does Donington Park present the same challenge as Spa? Of course not. But motorsport is expensive (that's not new information) and there must surely come a point where the costs outweigh the incentives of transporting the car to mainland Europe for a weekend.

If we suppose that is the case, we could expect the UK national racing scene to gain entries. That would boost numbers in its simplest form, but there's an added bonus in that some cars of excellent provenance would be in action and much closer to home. Maybe, in turn, that could finally do something to boost the number of spectators at club events.

As Andy Dee-Crowne, the Historic Sports Car Club's new CEO, says, organisers are having to prepare financial cushions to offset the current decline in membership numbers. Perhaps Brexit could, in its own way, help bolster that drop-off.

“There are worrying times ahead for lots of clubs,” says Dee-Crowne. “There is too much racing and Motorsport UK needs to do something about it. Unfortunately, I think you'll see clubs fall by the wayside. The HSCC is a strong club on a strong financial footing – it's got what I call a 'war chest' – to be able to see out the bad times. We're all heading for a downward trend.

“People want to know that they'll be racing all year and that their fees have gone into something that they'll stand a very good chance of fulfilling. They don't want cancellations.

“The market trend at the minute, if you look at any club, is that there are less entries than there were last year or the year before. If you look at the trend analysis, you can see over the years that it's been coming down – for lots of reasons.

“It's very easy to blame Brexit for everything, but I'm not sure that's what it's all about. Possibly, it would reinvigorate a little bit more the UK market.”

Does a small boost in national racing offset the confusion Brexit has already caused, and the inevitable sense of more doubts waiting in the pipeline? Absolutely not, this is at best clutching at straws. But, just maybe, an AC Cobra and an Aston Martin-infested grid on the Silverstone International circuit in 2022 might offer some way of a welcome distraction. ❄

Mazda mayhem as Blackwell-Chambers and Bessell win

ANGLESEY
BRSCC
8-9 JUNE

Reigning and double MX-5 Championship champion Will Blackwell-Chambers took two wins and a second place from Anglesey. His main challenger was his Michael Comber Racing team-mate Adam Bessell, who held Blackwell-Chambers off to win race two and was a close second to him in the other two encounters.

It was an especially fruitful meeting for Blackwell-Chambers since John Langridge, with whom he was tied at the top of the points table, had what he described as a “difficult weekend”. Langridge finished race one in eighth after an off following contact with Lewis Cannon. He battled back to third in race two, but in race three he had another excursion, after “chaos reigned” when Ben Short was tapped into a spin by Steve Foden on lap one at Rocket. Langridge suspected he had damaged his exhaust in the off, costing him power, and crawled home seventh.

Blackwell-Chambers said: “I’m really happy, having an MCR 1-2 in every single race is just brilliant. He [Bessell] has been fantastic this weekend. It’s a really nice bag of points for me.”

Ben Hancy won the opening Group B race, passing Adrian Burge on the opening lap. Joe Wiggin won the second comfortably, after contact in the opening Group A race left him last. Scott Mansell protege Richard Baxter won the third Group B race.

James Blake-Baldwin took the honours in the opening MX-5 Supercup race, passing long-time leader Luke Herbert late on. Joe Marshall-Birks looked set to win the opening Super Series race, which was sharing the grid, but he spun late on, allowing James Kell to finish ahead.

There was last-lap drama in race two as Aidan Hills and Herbert ran off at Rocket



Martin won two out of three FF1600 races



Blackwell-Chambers chases Bessell in Mazda encounter

disputing the Supercup lead, enabling Jack Harding to win from Blake-Baldwin, as Marshall-Birks secured a comfortable Super Series win. Hills won the third race after leading a five-car fight, while Marshall-Birks missed out in Super Series because Kell hit him during a concertina effect when Nicholas Dunn had a moment in front of them. Darren Kell inherited the victory.

Two-time Scottish Formula Ford champion Ross Martin won two National FF1600 races from three. In the opener he took the top spot after leading pair Neil Maclennan and Rory Smith collided. Martin won race two comfortably, though he was removed early from race three by Michael Macpherson as Maclennan came through to win. “I just saw a car bouncing across the grass and it wiped me out like a plane crash,” Martin said. “A good start to the weekend but an unfortunate end. You don’t win championships having wins and DNFs.”

The Northern FF1600 races were battles between the McArthur brothers. Tom led all of race one until the last corner, when David nipped by on the exit as Tom grappled with oversteer. Tom made amends in race two by leading David home.

William Heslop won the opening ST-XR Challenge encounter, just beating Greg Speight as the pair finished side by side. Speight turned the tables in race two, passing Heslop to win after a lengthy battle, but matters reversed again in race three as Heslop prevailed after some last-lap place-swapping with Speight.

Championship leader Simon Hill won all three VW Production GTi Championship races ahead of Simon Vercoe. Lee Deegan cruised to the opening Civic Cup win, while Alistair Camp took the reversed-grid race with Deegan third.

GRAHAM KEILLOH

ANGLESEY WEEKEND WINNERS



MAZDA MX-5 CHAMPIONSHIP
Races 1A & 3A Will Blackwell-Chambers
Race 2A Adam Bessell
Race 1B Ben Hancy
Race 2B Joe Wiggin
Race 3B Richard Baxter

MAZDA MX-5 SUPERCUP/SUPER SERIES
Race 1 James Blake-Baldwin
Race 2 Jack Harding
Race 3 Aidan Hills

NATIONAL FORMULA FORD CHAMPIONSHIP
Races 1 & 2 Ross Martin (Van Diemen RF99)
Race 3 Neil Maclennan (Spectrum 011C)

NORTHERN FORMULA FORD CHAMPIONSHIP
Race 1 David McArthur (Medina BH19)
Race 2 Tom McArthur (Medina Sport JL18)

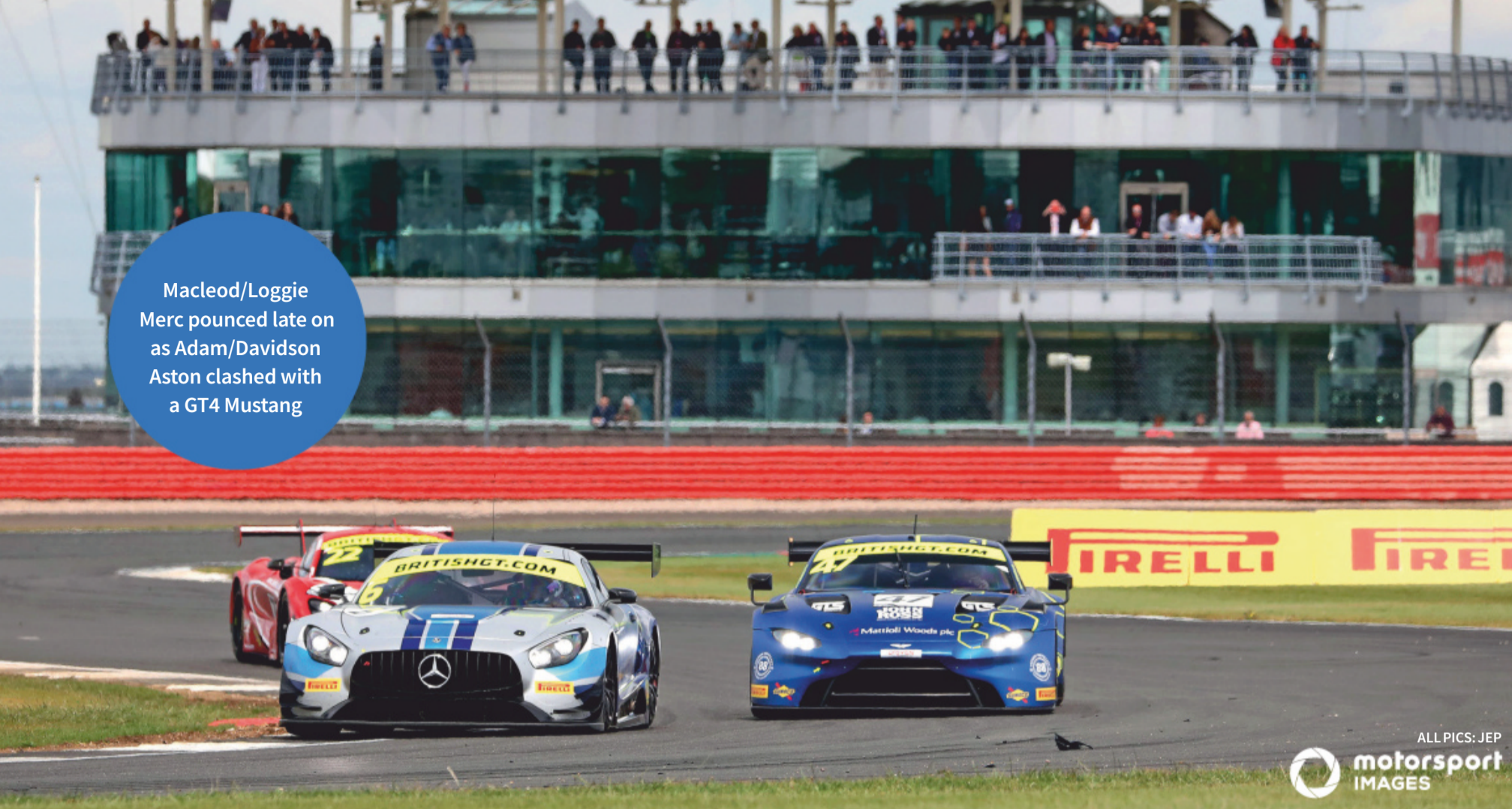
ST-XR CHALLENGE
Races 1 & 3 William Heslop (Ford Fiesta XR2)
Race 2 Greg Speight (Ford Fiesta XR2)

PRODUCTION GTI
Races 1, 2 & 3 Simon Hill (VW Golf GTI Mk5)

CIVIC CUP
Race 1 Lee Deegan (EP3, above)
Race 2 Alistair Camp (EP3)

For full results visit: tsl-timing.co.uk

Macleod/Loggie
Merc pounced late on
as Adam/Davidson
Aston clashed with
a GT4 Mustang



ALL PICS: JEP
motorsport
IMAGES

Mercedes duo log impressive victory on return

SILVERSTONE
BRITISH GT
8-9 JUNE

Just 35 days after breaking his arm, wrist and collarbone in a cycling accident that forced him to miss British GT's Snetterton double-header, Ian Loggie made a stunning comeback to prevail in the three-hour Silverstone 500 with Callum Macleod.

Having not driven the RAM Racing Mercedes-AMG since the season opener, Loggie admitted he was unsure how he would fare at the championship's longest race, but setting the fastest time in the Am qualifying session soon allayed any doubts.

And when Macleod crossed the line first after polesitter Jonny Adam's TF Sport Aston Martin Vantage tangled with Chad McCumbee's Multimatic Motorsports Ford

Mustang GT4 with four minutes to go, Loggie was left to reflect on a long-overdue victory, his first since Spa 2017.

"The tough thing for me was it was wet through practice," said Loggie. "To not drive it for seven weeks and then to be at the front, I was delighted. And then for Callum to nick it right at the end was amazing."

Adam's team-mate Graham Davidson led early on from Loggie and Shaun Balfe's McLaren 720S, before Loggie peeled into the pits after only 23 minutes, on lap 11, to make the first of three mandatory driver changes as the leaders caught the GT4 tailenders.

Macleod was more decisive in traffic than the amateurs and, once Mark Farmer became the last of the Ams to pit after 62 minutes, the Mercedes led from Balfe's team-mate Rob Bell and Adam.

But by the time Macleod finally came in

for his second stop on lap 45, his advantage over Bell had shrunk from 12 seconds to 4.5s and, when the McLaren pitted four laps later, Balfe emerged narrowly ahead of Loggie. Balfe made haste in an effort to overcome the 10-second pitstop penalty carried over from Snetterton, but could only stretch his advantage to 3.5s when he came in for his final scheduled stop on lap 64.

But debris in the wheelarch meant the crew could not close the door while refuelling, which resulted in a 10-second stop/go that scuppered Balfe's hopes.

Adam and Davidson then came back into the frame. Due to his early first stop, Loggie's second stint was longer than any other Am – 54 minutes – to satisfy the requirement that no driver can surpass 100 minutes of driving time. While Loggie remained on track until lap 71, Adam, who

GT4: MALVERN AND JONES MAKE UP FOR DISAPPOINTMENTS



After late trouble struck while in winning positions at Oulton Park (brakes) and Snetterton (puncture), Scott Malvern and Nick Jones could have been forgiven for being on the lookout for any ladders or black cats at Silverstone. But they finally avoided bad luck to secure a victory that puts the reigning Pro/Am champions back in the title hunt.

The Team Parker Racing pair's only previous outright victory had come in the rain-curtailed second Oulton Park event held entirely behind the safety car last year. At Silverstone they combined strong pace with a clean run, on a day when problems befell many of their rivals, to lead ERC Sport's identical Mercedes-AMG GT4 of Maxi Buhk and Peter Belshaw by 15 seconds at the flag.

"Snetterton we all lost together and nobody felt that more than I did – it took me a day to get over it," said Jones. "I would think that this is probably going to take me longer than a day to get over, but I'm going to enjoy it!"

Only 0.001s split TF Sport Aston Martin pair Josh Price and Patrick Kibble in their respective qualifying sessions. From pole Price led from James Dorlin's Tolman Motorsport McLaren before penalties for a too-short pitstop dropped the Aston out of contention.

"It's a shame because the two boys were absolutely flying – it was an easy win for them, so we're devastated to mess that up," said TF Sport boss Tom Ferrier.



WPI Motorsport took a podium with Lind/Igoe

had only taken over from Davidson for the first time 54 minutes into the race on lap 26, had re-entered the fray after Davidson's 27-minute second stint on lap 60.

Macleod rejoined 4.5s in arrears with 25 minutes to go, but used his fresh rubber to close in quickly. Adam rebuffed his initial advances around the outside of Stowe before the race's crunch point on lap 82 of 84 as they came up to lap the Ford.

Adam appeared to take McCumbee by surprise when he showed his nose at Becketts, and both lost momentum when the Mustang turned in. Macleod sensed his opportunity and swept around the outside, which became the inside for Chapel Curve, leaving McCumbee trapped between them. Secondary contact between the Aston and Mustang put Adam out on the spot.

"I'm just gutted for Graham, he drove really well," said Adam, for whom being classified ninth was scant consolation. "The win should have been ours today."

Macleod admitted later that he didn't expect to get past Adam, but had hoped to use the lapped traffic to his advantage. "You don't plan these things, you just react and instinct takes over," he said. "Luckily I decided to go for it and it worked!"

On a tough day for TF Sport, 2018 event winners Farmer and Nicki Thiim at least brought a smile in second, recovering well from Farmer's free practice one crash that

forced them to miss FP2 while the mechanics changed the steering arm and left-front suspension. After Farmer's mammoth opening stint, Thiim dragged the car back into contention, catching and passing Seb Morris in the closing stages.

But the JRM Bentley was found to be underweight post-race and was disqualified, promoting Michael Igoe and new co-driver Dennis Lind to a well-deserved first podium finish in the WPI Motorsport Lamborghini. Igoe pulled off what was arguably the move of the race on Rick Parfitt and Andrew Howard at the Loop in the early going.

The late drama promoted the Barwell Lamborghinis to seventh (Phil Keen/Adam Balon) and eighth (Jonny Cocker/Sam de Haan), after championship leader Balon missed his braking point for Village on lap one and hit team-mate de Haan. De Haan suffered a puncture just after passing the pits and lost three minutes getting back, while Snetterton double winner Balon was hit with a 10-second stop/go penalty.

"I'm amazed we got any points – I suppose that's the only good thing that can come from it," said Balon. "We have to forget about this one, move on to Donington and do a lot better."

JAMES NEWBOLD

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SILVERSTONE BRITISH GT RESULTS

GT3

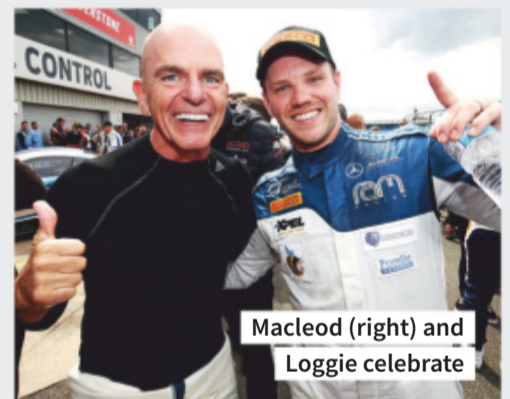
(84 laps) 1 Callum Macleod/Ian Loggie (Mercedes-AMG GT3); 2 Nicki Thiim/Mark Farmer (Aston Martin Vantage) +36.804s; 3 Dennis Lind/Michael Igoe (Lamborghini Huracan EVO); 4 Bradley Ellis/Oliver Wilkinson (Aston Martin); 5 Marco Sorensen/Andrew Howard (Aston Martin); 6 Ryan Ratcliffe/Glynn Geddie (Bentley Continental). **Fastest lap** Thiim 2m02.117s (107.91mph). **Pole position** Jonny Adam/Graham Davidson (Aston Martin). **Starters** 16.

Points 1 Phil Keen/Adam Balon 89; 2 Jonny Cocker/Sam de Haan 73; 3 Ellis/Wilkinson 51; 4 Thiim/Farmer 44; 5 Macleod/Loggie 43.5; 6 Seb Morris/Rick Parfitt 37.

GT4

(77 laps) 1 Scott Malvern/Nick Jones (Mercedes-AMG GT4); 2 Maximilian Buhk/Peter Belshaw (Mercedes) +15.371s; 3 Martin Plowman/Kelvin Fletcher (Aston Martin Vantage); 4 Tom Canning/Ash Hand (Aston Martin); 5 Seb Priaulx/Scott Maxwell (Ford Mustang); 6 Mike Robinson/Patrik Matthiesen (Aston Martin). **FL** Josh Price (Aston Martin) 2m13.454s (98.74 mph). **P** Price/Patrick Kibble. **S** 26.

Points 1 Dean Macdonald/Callum Pointon 55; 2 Priaulx/Maxwell 53; 3 Plowman/Fletcher 52; 4 Malvern/Jones 49.5; 5 Lewis Proctor/Jordan Collard 48; 6 Canning/Hand 42.5.



Macleod (right) and Loggie celebrate

For full results visit: tsl-timing.com

Malvern, benefiting from a 14s shorter pitstop than the Silver Cup entries, closed to within two seconds of Dorlin's team-mate Josh Smith before handing back to Jones on lap 41. Formula Ford Festival winner Smith came in 10 laps later and cycled Dorlin back to the lead, but only for another three laps before the Clio graduate returned to the pits with a terminal engine-related problem.

It completed a difficult day for Tolman, which had lost Snetterton winners Jordan Collard and Lewis Proctor in the early stages following contact with Ben Hurst's Academy Aston.

Jones briefly lost the lead to Scott Maxwell's Multimatic Mustang but, once the final pitstop phase was complete, Malvern was never headed



Malvern/Jones Mercedes leads on way to victory

and pulled away from works Mercedes ace Buhk. ERC boss Keith Cheetham admitted his team still has work to do to get the car on-pace with Parker's example on its first outing in the series.

"We struggled with a load of understeer in the dry so we weren't really on the pace," he said. "We've got a bit to catch up, but I'm very pleased."

Maxwell and Seb Priaulx took third at the line but were penalised 30 seconds after the race for driving too slowly in the pitlane at their last stop, promoting Martin Plowman and Kelvin Fletcher's Beechdean Aston Martin to complete an all-Pro/Am podium.

JAMES NEWBOLD



SILVERSTONE
BRSCC
8-9 JUNE

Heading to Silverstone, Clement Novalak seemed to be edging clear in the BRDC British Formula 3 fight. Thanks to six races in which he had finished no lower than sixth place – four of which were podiums – the Carlin racer seemed to be proof that it’s consistency that wins championships.

On the flipside, closest challenger Johnathan Hoggard had a torrid final Snetterton race that left him with a 10-place grid penalty for Silverstone. An easy race-one win from pole for Novalak and another post-race penalty for Hoggard suggested the championship script was continuing that storyline.

But sometimes it only takes one race to restore confidence, and Silverstone

race two was just the tonic for Fortec Motorsport driver Hoggard, who admitted having a refocused approach on Sunday.

Despite working his way up to seventh from 17th on the grid in race one, a five-second post-race penalty for completing a pass on Ulysse De Pauw outside of the track limits dropped him to eighth and somewhat soured the occasion. So a second-place finish in the reversed-grid race two was a welcome reward for a staunch drive through the field. From 12th on the grid, Hoggard was up to eighth in one lap and fourth within four thanks to a series of measured passes.

Benjamin Pedersen had been leading Pavan Ravishankar from the outset, with series newcomer Nico Varrone on course for a debut-weekend podium. But Hoggard’s skilful sneak up the inside of the Loop on lap six of 10 robbed Varrone of third, before Hoggard passed Ravishankar on the final lap down the Hangar Straight for second. Pedersen came home for a first win, but another lap or two and Hoggard would likely have been on his tail.

“Coming in [to the meeting] was really difficult with the 10-place penalty and then another penalty in race one, but overnight I refocused, got my head back in the game and just drove really well these two races,” Hoggard reflected. “It’s been tough but I think we knew we could keep pushing forward.”

Novalak’s race two wasn’t too shabby either – 18th on the grid (because of the

fully reversed race-one results) to ninth by the finish banked important points.

Neil Verhagen and Ayrton Simmons provided the action in race one, vying for second behind Novalak. Both acknowledged it was clean, respectful racing, settled in favour of Simmons on track, but the officials deemed him to have completed the overtake at Stowe with all four wheels off the track, penalising him four seconds and dropping him to third behind Verhagen.

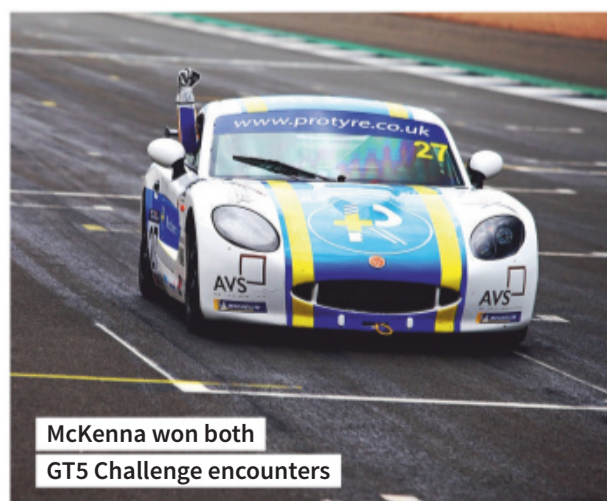
But that disappointment was soon forgotten after a bizarre race three, which marked Simmons’s first win in the category.

From pole, Verhagen led home Novalak, but both were given five-second penalties for abusing track limits, putting them down in fifth and sixth and promoting Simmons (Chris Dittmann Racing) to the win ahead of another fine Hoggard drive.

Ben Palmer held off Jac Maybin and James Gornall in a fierce race-long duel in the Mini Challenge JCWs to take his first win in the series, and only had to wait a few hours to ease to the race-two win as well.

Title leader Gornall, on pole, couldn’t hold off Palmer, who made a good run through Becketts in race one, sliding past for the lead. Maybin grabbed second after diving inside past Gornall into Club, the top three separated by 0.6s at the chequered flag.

Nathan Harrison was in third after the first corner, but was tagged entering Maggotts and spun off. He rejoined to run



SILVERSTONE WEEKEND WINNERS



BRDC BRITISH F3

Race 1 (10 laps) 1 Clement Novalak;

2 Neil Verhagen +5.180s; 3 Ayrton Simmons; 4 Kaylen Frederick; 5 Manuel Maldonado; 6 Sasakorn Chaimongkol.

Fastest lap Simmons 1m58.279s (111.41mph).

Pole Novalak. **Starters** 18. **Race 2 (10 laps)**

1 Benjamin Pedersen; 2 Johnathan Hoggard +1.220s; 3 Pavan Ravishankar; 4 Nico Varrone; 5 Simmons; 6 Nazim Azman. **FL** Hoggard 1m58.134s (111.54mph). **P** Pedersen. **S** 18.

Race 3 (10 laps) 1 Simmons; 2 Hoggard +0.630s; 3 Frederick; 4 Kiern Jewiss; 5 Verhagen; 6 Novalak. **FL** Simmons 1m58.131s (111.55mph). **P** Verhagen. **S** 18.

Points 1 Novalak 226; 2 Hoggard 190; 3 Simmons 181; 4 Frederick 147; 5 Verhagen 135; 6 Maldonado 125.

MINI CHALLENGE JCW

Races 1 & 2 Ben Palmer (above)

VW RACING CUP

Race 1 Mark Wakefield (Golf)

Race 2 Martin Depper (Scirocco)

GINETTA GT5 CHALLENGE

Races 1 & 2 Scott McKenna

GINETTA G40 CUP

Race 1 Rob Keogh

Race 2 Chris Salkeld

GRDC

Races 1 & 2 Michael Kidson

For full results visit: tsl-timing.co.uk

in the lead pack, albeit a lap down, but his strong pace suggested he could have had the legs to challenge for a podium.

He made up for it in race two though – 23rd was where Harrison started, but he had superior speed to finish on the podium in a race he described as the drive of his life.

Owen Walton (Audi TT) found himself in the lead of the first Volkswagen Racing Cup race when Josh Coggan and Lewis Smith, dicing side-by-side at the Maggotts-Becketts complex, touched and spun off. But Walton couldn't hold on for the win, as Mark Wakefield, starting ninth, made a storming getaway to get his Golf up to second by the end of the first lap, and used a clean pass at Becketts to take the honours.

Scott McKenna didn't have a Ginetta GT5 Challenge victory to his name heading to Silverstone, but left Northamptonshire with two of them.

JASON NOBLE

ONE-OFF OUTING BECOMES TITLE CAMPAIGN



When former British Touring Car Championship driver Brett Smith announced he would be tackling the Volkswagen Racing Cup in 2019, onlookers reasonably expected him to waltz the title.

But after three rounds it's an entirely different ex-BTCC name who sits atop the standings. Even more remarkably, that driver had only planned to take part in the first round as a bit of a jolly.

"My son Jack is doing the whole season," said former Eurotech and Motorbase driver Martin Depper at the Oulton Park opener back in April. "I wasn't racing but I was going to be here anyway. I was speaking to Stewart [Lines, series chief and Maximum Motorsport team owner – himself an ex-BTCC campaigner] and he said, 'I have a spare Scirocco', so I turned up and raced in it. It blows the cobwebs out, keeps me young."

Second and fourth that weekend, followed up with a victory last time out at Snetterton for the relaxed 50-year-old, meant he headed to last weekend's Silverstone round leading the championship.

Not bad for a 'one-off' campaigner who had planned to spend 2019 coaching his son.



In reality, Depper's prowess shouldn't come as a surprise – he claimed two wins and a further four podiums in a part-time showing in the series last year, which was his second helping in the category following seasons in 2012 and 2013 after his first BTCC stint.

Those first forays into the series yielded four wins and seven podiums across two seasons, proving that the experienced tin-top star is no stranger to the sharp end of a VW grid.

But given that 2019 was only meant to be a one-round guest appearance, will he now see out the championship in the hope of winning the title? "I wasn't going to, but I probably will now," he said with a smile after another podium in the Silverstone opener.

He backed up those title aspirations with an easy win in race two. Despite toting success ballast, he was able to steal Simon Walton's lead with a smart move on the wider Club line and broke away to take victory by 2.242s.

That occasion was made all the sweeter with son Jack's first podium appearance for the Hankook trophy.

With a third and a win, Depper's series lead has extended from two points to 12 heading to Donington later this month.

But while simultaneously coaching his son and enjoying a healthy run at the top of the VW standings, Depper Sr says the plan is for Jack to spend a couple of years gaining experience before another adventure looms on the horizon.

The duo are eyeing a potential foray into British GT as a father-son pairing, and while there are no firm plans just yet, don't be surprised to see them sharing a car in a duel with the UK's top GT talents in the near future.

JASON NOBLE

Cobras in front as late drama leads to chaotic conclusion

**DONINGTON PARK
MASTERS HISTORIC FESTIVAL
8-9 JUNE**

Saturday's wet qualifying followed by a mostly dry Sunday was one reason why the first Masters meeting at Donington Park since 2016 threw up a few surprises.

Saturday's Gentleman Drivers race for pre-1966 GT cars appeared to be fairly straightforward until after the pitstops. The Shelby Daytona Cobra of Julian Thomas and Calum Lockie had led for most of the race and worked its way back to the front after pitting, followed by John Pearson's Jaguar E-type, Ron Maydon's Ginetta G4R and Steve Soper in a Lotus Elan. Soper was fighting back after serving a one-second penalty for a short pitstop.

The catalyst for chaos was the MGB of Olivia Wilkinson and Austin Kinsella stopping at McLeans, bringing out the safety car. Lockie, having taken over the Cobra, had to take quick evasive action as his car caught fire.

Soper was promoted to second behind Pearson, but promptly went off at Coppice owing to a brake problem he'd previously encountered in testing. This left Pearson to try in vain to fend off Simon Hadfield in another Cobra, which had been lurking in the latter part of the top 10. Hadfield overcame a five-second track-limits penalty, incurred by team-mate Leo Voyazides, and finished four seconds ahead of Pearson.

Thomas's nightmare continued when he and Lockie took their Ford Falcon into second in the Pre-'66 Touring Car race, only to have Lockie retire 10 minutes from the end with a mystery power loss. Craig Davies was a worthy winner in his Ford Mustang, having led for almost the whole race, ahead of Mark Martin and Soper in a Lotus Cortina and the Hadfield/Voyazides Falcon. The smaller cars, which had excelled



DONINGTON PARK WEEKEND WINNERS

GENTLEMAN DRIVERS

Leo Voyazides/Simon Hadfield (Shelby Daytona Cobra)

MASTERS PRE-'66 TOURING CARS

Craig Davies (Ford Mustang)

MASTERS HISTORIC SPORTS CARS

Michael Gans (Lola T290)

DUNLOP SALOON CAR CUP

Race 1 Ric Wood (Holden Commodore)
Race 2 Stewart Whyte (Honda Accord)

CLASSIC FORMULA FORD

Race 1 Jordan Harrison (Lola T540E)
Race 2 Simon Hadfield (Lotus 59)

MASTERS PRE-'66 MINIS

Endaf Owens (Austin Mini Cooper S)

NK GT & TOURING CARS '66-'81

Race 1 Marcel Frijlink (Ford Escort Mk1, below)
Races 2 & 3 Manfred Pledl (Ford Escort Mk1)



For full results visit: tsl-timing.com

in qualifying in the wet, proved no match for the bigger, more brutish vehicles; poleman Tom Bell did well to hang on to fourth in his Mini.

The Masters Historic Sports Cars race was all about survival. From an already small grid of 12 (partly due to a clashing event at Dijon), only five finished. Michael Gans was a delighted winner in a Lola T290, having not fully realised how many of his rivals had fallen by the wayside. He had been anticipating Hadfield taking over Voyazides's Lola T70 and reeling him in, but that car broke a rocker and retired, spraying oil in its wake.

Matthew Wrigley was second in a Chevron B19 and third was the little Chevron B8 of Thomas and Lockie, finally recording a finish. Andrew and Max Banks had led convincingly in their ex-Jo Bonnier McLaren M6B, but had to retire after picking up a puncture.

The first Dunlop Saloon Car Cup contest was the scene of another Thomas retirement, although he did get his ex-Andy Rouse Ford Sierra RS500 out again for race two and finished third. Ric Wood won the first race in a V8 Holden Commodore, coming from the back of the grid to a dominant victory. He elected to withdraw from the second race as a sporting gesture, since his car was considerably more



Gans's Lola headed thin Sports Car field

ALL PICS: WALKER



Voyazides/
Hadfield (2) won
after drama for
Thomas/Lockie's
similar Cobra
(leading)

powerful than the others. Stewart Whyte won the second race in his Honda Accord, ahead of Mark Wright's RS500.

Classic Formula Ford provided two races of frantic action, resulting in a combative first win for Jordan Harrison (Lola T540E) in race one, from Rick Morris in his Royale RP29 and Hadfield's Northern FF1600-winning Lotus 59. Hadfield had established a big lead when a three-car pile-up triggered a safety car, neutralising his advantage. Tim Harvey (Van Diemen RF81) was fourth, having started from pole.

Hadfield won the second race behind a safety car as marshals retrieved Ben Tinkler's Van Diemen RF80 from the McLeans gravel. He hit backmarker Robin Haslam's Alexis and barrel-rolled twice. No-one was hurt.

The 30-car Masters Pre-66 Minis race was not quite the festival of slipstreaming it had started as. Endaf Owens won from Elliot Stafford, his chief rival Ian Curley having to retire with an oil leak. Ex-British Touring Car driver Jeff Smith had started from pole and was in the leading group, but a gear-selection problem ended in overrevving and a flying fan belt. Nick Paddy was third, having made his way up from eighth, ahead of race sponsor Mark Burnett's unusual Mini Countryman.

RACHEL HARRIS-GARDINER



SUBLIMINAL MARKETING The use of modern liveries for historic cars is often frowned upon, but you could be forgiven for thinking that Julian Thomas's VBox-branded Cobra is an original design. It was created by Thomas's wife Jade, a graphic designer. The 'V' of VBox is suggested by two large-scale white chevrons against dark blue, almost resembling a national flag or an old-school team logo. Thomas preferred this subtle scheme to the other option of using modern VBox stickers.



FERRARI FORMULA FORD? Niki Lauda never raced in Formula Ford but that didn't stop Classic FF1600 competitor and vinyl signwriter Ian Jeary from creating a tribute car based on Lauda's 1976 Ferrari. The fonts for Lauda's name and the car numbers are all authentic and the effect is there, although Jeary admits that the scheme looks "a bit weird" without the Ferrari's sidepods. The Dulon LD9 spent much of last year in an Andy Rouse-inspired multi-coloured-stripe livery.



MONSTROUS McLAREN This elegant 1968 McLaren M6B is not McLaren papaya orange, but Swedish racing yellow. It was first raced in 1968 by Jo Bonnier and has been presented in his original livery, complete with Swedish-language signwriting. It did not finish the Historic Sports Car race but is normally much more reliable, according to owner/driver brothers Andrew and Max Banks. Its progress was stopped by its rear wheel being too hot for the mechanics to change tyres.

MADRAS MRF MADNESS

Club driver Lee Deegan enjoyed an unusual few days when he competed in the MRF 1600 Challenge in India earlier this year

STEPHEN LICKORISH



Deegan with his trophy after winning second ever single-seater race

“You literally couldn’t make it up,” says Lee Deegan about his experience in the MRF 1600 Challenge class at Madras earlier this year.

Every week dozens of news stories and press releases arrive in the Autosport inbox. Most are fairly mundane, concerning driver signings, upcoming events or minor rule changes. But not this one. Deegan’s bizarre story involved an unlicensed bus belonging to a religious clan, a tuk-tuk, worries over snakes and a driver dramatically winning on their single-seater debut a world away from their regular environment.

Deegan, the 2017 Civic Cup champion, had won a prize drive in the India-based series through the Honda category’s use of MRF tyres, but organisational delays meant he was unable to take that up until the Madras Motor Race Track event in February this year.

But, even once Deegan had finally got his drive organised, the event proved anything but straightforward. Deegan is more used to a small tin-top than a single-seater that is pretty similar to Formula 4 level. And the unforgiving nature of the Madras circuit was something he had never experienced before.

“It was 10 times harder than anywhere I’ve driven because of how bumpy it was,” explains the former Stock Hatch racer, who has more recently been competing in Mini Miglias. “They shook you to pieces. My knees were covered in bruises. “Also, they struggled to fit me in the car because I’m quite tall, so that added to the excitement.”

Then there was the local wildlife to watch out for. “On the test day we did a few laps and one of the mechanics said if you go on the grass it would be safer to stay inside the car or you’ll get bitten by a snake,” Deegan adds. “I said, ‘You must be joking.’ There was a lot of touring car mechanics out there and we’d been joking around, but they said he was being serious and showed me a picture of a snake that was sliced in half in the radiator.”

But forget about learning a tough new track adapting to the tight confines of a single-seater and concerns over snakes – Deegan’s toughest challenge proved to be getting to the circuit itself.

“It was only a 15-mile journey from the track to the hotel, but some days it would take an hour and a half to get there,” recalls Deegan. “On race day, going out to the track, to start off with the bus was late and it was a different bus that turned up. It just said, ‘Jesus loves you’, and all the mechanics were laughing, so this would be fun. The traffic was 10 times worse than any other day.

“Then, all of a sudden, we ground to a halt and we looked to the front and saw there was a police stop point. It turned out the driver didn’t have a licence to carry passengers and I think he tried to bribe the policeman, but he wasn’t having any of it.

“All the mechanics were trying to flag down a taxi. I was the only one on the bus in my class – there were drivers from the top 2000 class, so they weren’t too bothered about getting there in a hurry.

“They managed to flag down a three-seater tuk-tuk. By this point I was fully suited up apart from my helmet, which I had on my lap, and then he stopped at a fuel station!”

Deegan insisted the driver needed to hurry up and only put in five litres of fuel, and eventually got to the track. “As we arrived at the circuit the car was waiting in the pitlane with the engine running there ready,” he continues. “They had actually held qualifying up for 15 minutes and that saved me. I only missed



JEP
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Former Civic Cup champion
Deegan is now racing Miglias



Chaotic trip to the
track didn't stop
Deegan winning

ADDISON

“THE BUS GROUND TO A HALT. IT TURNED OUT THE DRIVER DIDN’T HAVE A LICENCE TO CARRY PASSENGERS”

one lap of qualifying, but it [the experience] must’ve geed me up a bit because I was 0.8 seconds faster than the day before! “I was laughing about it because there was nothing else we could do, but I was very worked up and hot as I had my overalls on.”

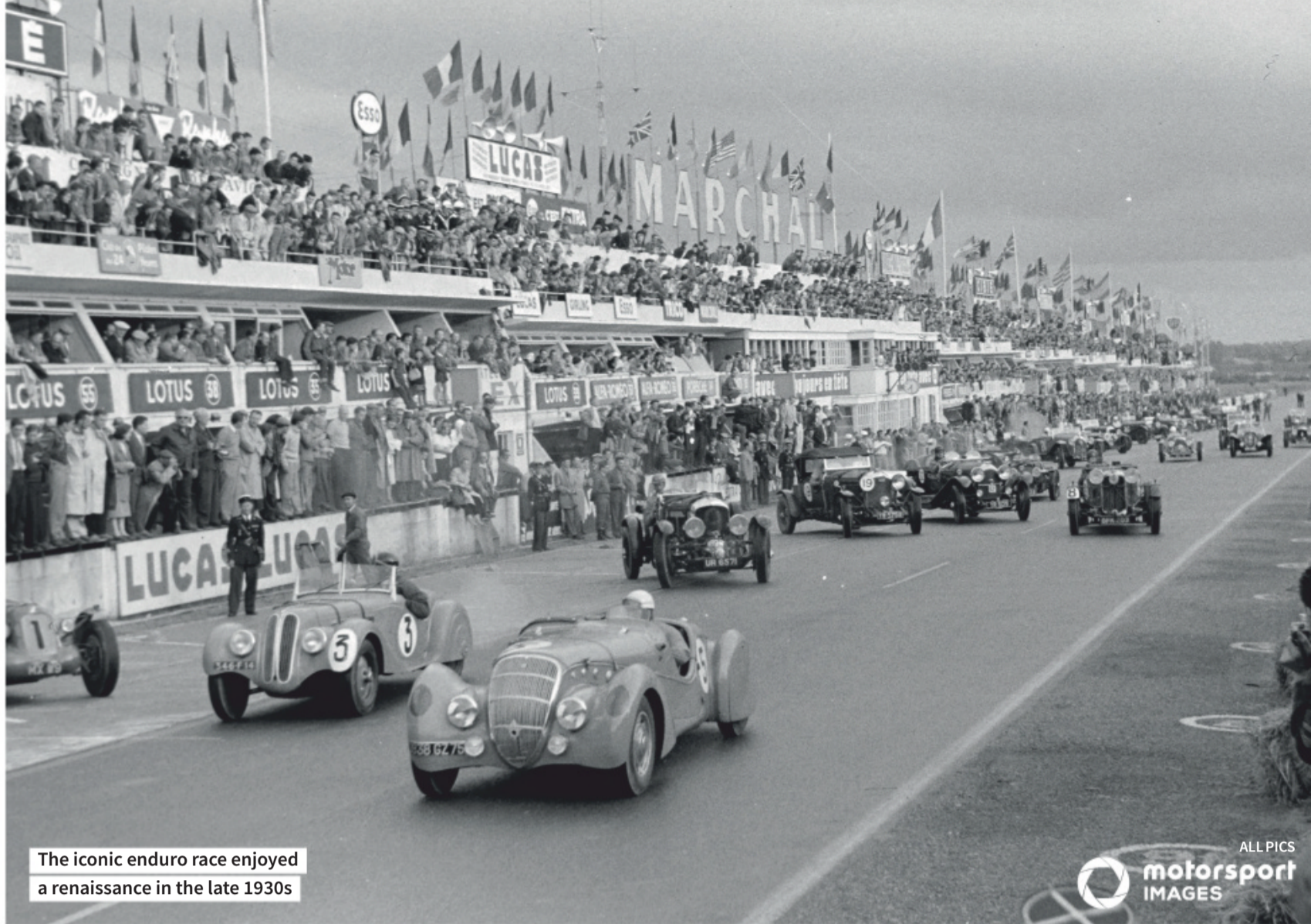
Deegan had initially hoped to challenge for victories, but that was before he knew exactly what the track was like. “We did think wins would be possible, but when I realised how much of a challenge it would be I wasn’t putting too much pressure on myself,” he says.

And that approach seemed to pay dividends. After a mixed first race, Deegan stormed into the lead on the opening lap in race two and was able to keep Bala Prasath at bay to take the win.

“I was over the moon when I won – it was mega,” says Deegan, who then finished fourth in the finale. “You know your braking points and entry speed [from tin-top racing], but in single-seaters you have to carry the speed to get round the corner, so it’s a case of trusting the car that it will make it through the bend and try to get the bad habits [from tin-tops] out of your mind. All the other guys were testing on Wednesday so they had a lot more time in the car.”

Despite all the drama, Deegan is keen to make a return appearance. “I would love to go back and I’m trying to sort something out for next year, so I’ll see how the season goes,” he says. “It would be nice to have a go in the F3 [2000 class] cars.”

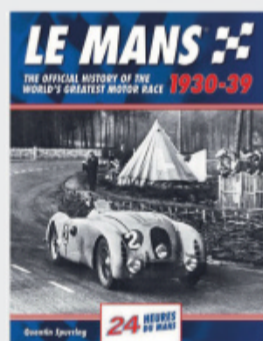
If Deegan does indeed make a return to MRF competition, he will struggle to match the surreal nature of his first trip: “A lot of guys that work for Sean Walkinshaw Racing and Team Hard were there and they said, in all the years they’ve gone, they’ve never come across anything so crazy.” ❄️



The iconic enduro race enjoyed a renaissance in the late 1930s

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THE DEFINING 24H DECADE



BOOK REVIEW
LE MANS: THE OFFICIAL HISTORY OF THE WORLD'S GREATEST MOTOR RACE 1930-39
RRP £60.00

This is the seventh and latest instalment of a decade-by-decade Le Mans 24 Hours history that covers the 20th century. Yet this specific title, centring on the 1930s, is a case of last but not least. In fine style, it outlines across 350-plus pages that the decade preceding the Second World War did much to frame the Le Mans enduro that we know today.

And there are few better placed to undertake the task of covering this period than series author Quentin Spurring, the former Autosport editor who has reported on 26 Le Mans races.

The decade started with Le Mans in a slump. Bentley completed its run of four victories, shortly before going bust. And in the period immediately following the Wall Street Crash, only 17 cars started the race – just five of them were French.

Then the Alfa Romeo 8C-2300 took its own quartet of wins, including the revered Tazio Nuvolari scoring a dramatic last-lap victory in 1933.

A vital shift awaited in 1936. The Automobile Club de France took the bold step of shunning the AIACR international formula and the powerful machines of state-funded German and Italian marques, and wrote its own regulations for cheaper two-seat sportscars.

It worked. French cars were suddenly frontrunners and the crowd numbers attending the race also rose as a result.

The book's layout is attractive and intuitive;

the prose is crisp, insightful and engaging; the 400 photographs are captivating and relevant. Each race is covered in depth and detail – this includes even the 1936 edition, which was cancelled due to a general strike.

The chapter on each race gives an explanation of what happened on track, an outline of its organisation, an entry list and other information, before Spurring delves into key selected storylines from the event.

After all of this, there is a sizeable statistical appendix, plus there are general sections outlining the competition regulations, the circuit layouts and even the spectator facilities and programme covers. It all ensures this title works as a comprehensive reference book in addition to being an absorbing read.

The series is officially ACO-licenced, but this hasn't resulted in a PR exercise. Spurring demonstrates that he was given free rein to uncover every detail, good and ill, and does so with authority, determination and passion. He fully conveys every race's story, as well as its atmosphere and colour.

The book contains plenty of nuggets, too. Not least that the abortive 1936 Le Mans entry list, sourced from ACO archives, is published for the very first time. And ironically, it was this 58-car entry for the Le Mans-that-wasn't that confirmed the race, with its new regulations, was now on the right path.

"This would have been by far the strongest field in the 13-year Le Mans history," explains Spurring as he notes the entries that included Delage, Delahayes, Talbots and others. "Thirty works cars from 13 manufacturers – and a dozen had the performance to win outright."

GRAHAM KEILLOH



youtube.com/AUTOSPORTdotcom



Ferrari dominated the 2004 Formula 1 season, crushing its opposition with a car that was so good from the moment it hit the track that the team was convinced it had done something wrong. Autosport explains how Ferrari tried to resolve it all. [Go to bit.ly/F2004shock](https://bit.ly/F2004shock)



autosport.com/podcast



After the controversial penalty that, in effect, decided the result of the Canadian Grand Prix as Sebastian Vettel was consigned to second, join Autosport's Edd Straw and Scott Mitchell as they dissect whether the stewards were right with their race-defining decision.

WHAT'S ON

INTERNATIONAL MOTORSPORT

Le Mans 24 Hours

World Endurance Championship

Round 8/8

Le Mans, France

15-16 June

TV Live Eurosport 1, Sat 1345,

Quest, Sat 1345, Sun 0000, 1000

Le Mans Esports Series Super Final

Livestream Motorsport.tv,

from Fri 0950, Sat 0225

Rally Italy

World Rally Championship

Round 8/14

Alghero, Sardinia

13-16 June

TV Live BT Sport 3, Thurs 1800, Sat

0700, BT Sport 1, Sat 1500, Sun 0800,

1100, Red Bull TV Sat 1450

TV Highlights Red Bull TV,

Fri 2100, Sat 2100, Sun 2100,

Spike5, Monday 1900

Live coverage on wrc.com

All live service via WRC+

Australian Supercars

Round 7/15

Hidden Valley, Australia

15-16 June

TV Live BT Sport 1, Sat 0715,

Sun 0430

World Rallycross

Round 5/10

Hell, Norway

16 June

TV Live Freesports, Sun 1255,

BT Sport 1, Sun 1300

MotoGP

Round 7/19

Barcelona, Spain

16 June

TV Live BT Sport 2, Sun 1230

UK MOTORSPORT

Croft BARC

15-16 June

BTCC, F4, Carrera Cup, Renault Clios,

Ginetta GT4, Ginetta Junior

TV Live ITV4, Sun 1115

Oulton Park MSVR

15 June

Heritage Formula Ford, Monoposto,

F3 Cup, Elise Trophy, Minis

Cadwell Park HSCC

15-16 June

Historic F3, Historic FF2000, Historic

FF1600, Historic Touring Cars,

Guards Trophy, Classic

Clubmans, Historic Road Sports,

70s Road Sports

Snetterton MSVR

15-16 June

EnduroKa 12 Hours, Z Cars,

Allcomers, Trackday Trophy

Anglesey 750MC

15-16 June

Clio 182s, Formula Vee, Ma7da,

Type-R Trophy, RGB Sports 1000,

Bikesports, Sport Specials,

Armed Forces Race

Mallory Park BRSCC

16 June

Morgans, Track Attack Racing Club,

500cc F3, TVRs, Ford Saloons,

karts, Equipe Pre-'63



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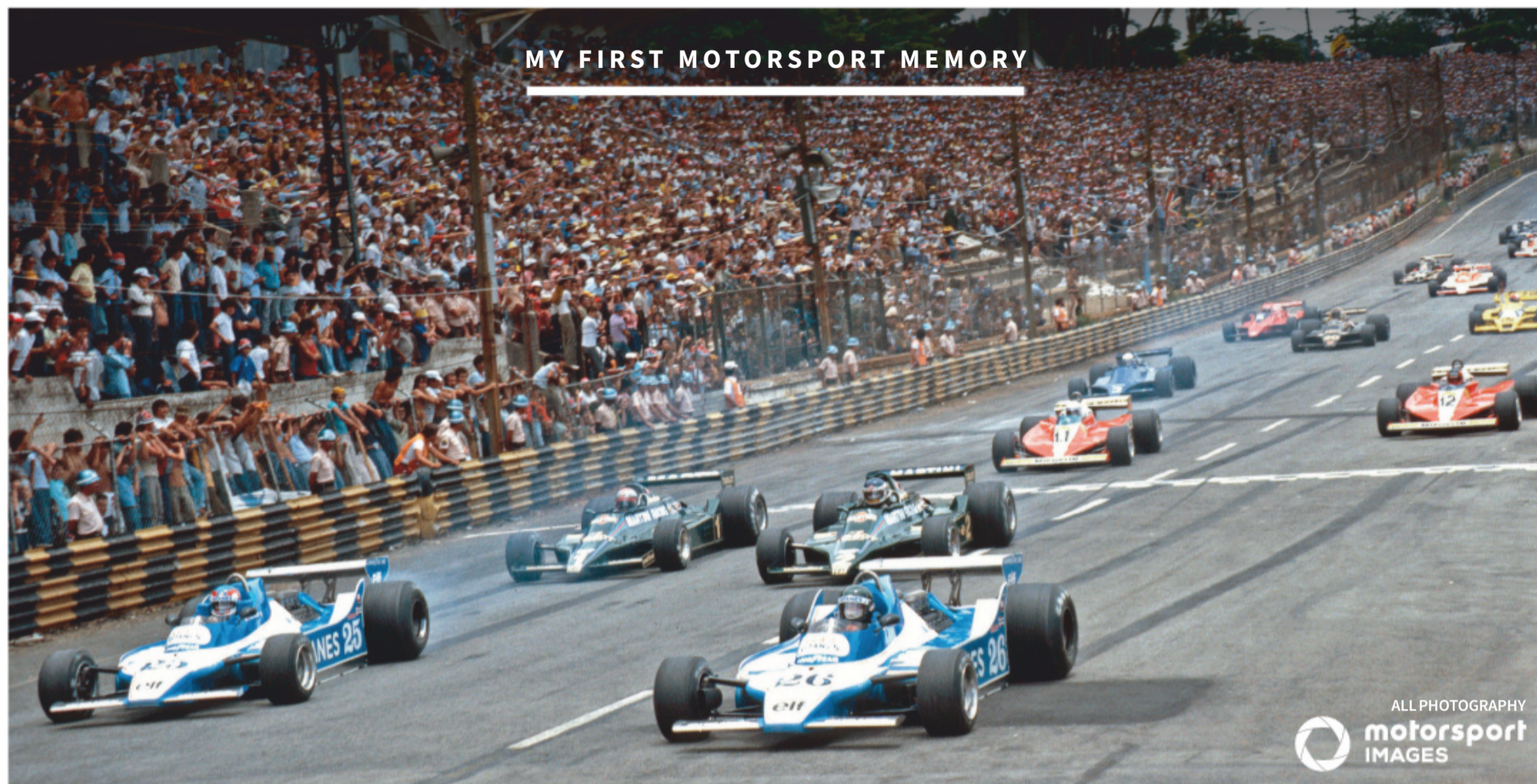
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LIGIERS IN BLACK AND WHITE

A tantrum just before the 1979 Brazilian Grand Prix

ANDREW VAN DE BURGT



“WHOEVER WAS MY BEST FRIEND THAT WEEK PLAYED THE ROLE OF HECTOR REBAQUE”



PHIPPS

It was 1979, Britain was in the dregs of Jim Callaghan’s minority Labour government, and we’d been at my Nan’s (my Dad’s mum) for Sunday lunch.

I was four and a half, and the Brazilian Grand Prix was about to come on the TV. Unfortunately, my Nan had a black-and-white radiation tube, and the thought of not seeing the gorgeous blue-and-white Ligiers of Jacques Laffite and Patrick Depailler starting on the front row in colour as God (or Bernie, or whoever was pulling the strings then) intended was too much for my infant mind to comprehend. So I had a tantrum.

I have no recollection of that, of course. In my tiny mind it would have been the only reasonable course of action. Naturally, my Dad thought otherwise. And, given he wasn’t a man prone to changing his mind under threat from a toddler, I was duly given the option of sitting down on the sofa and watching what was in front of me or missing out altogether. I chose the former.

At that age, it was racing cars, not football (*Not surprising, seeing as Bristol Rovers were lower-mid table in Division 2 – Ed*), that engaged me. In the playground of my primary school there was a painted hopscotch, which of course made for a perfect starting grid. ‘Qualifying’ was a

single run affair, with the track consisting of a short blast down the front of the school straight, a quick right past the kitchen, and a hairpin loop around an oak tree at the end of the playground before doubling back down the first part of the course.

In the early 1980s I was given a Panini F1 sticker album, which I literally read to death. I memorised all the race-winning statistics, I knew every driver’s crash helmet, and I can close my eyes and see how I’d misjoined the double-part ‘action’ sticker of Derek Daly flying over the pack at Ste Devote on the Tyrrell spread.

The hot young thing at that time was Nelson Piquet (and don’t let revisionists tell you it was Alain Prost, because that came later), so naturally that’s who I was, and whoever happened to be my best friend that week would play the role of Ricardo Zunino or Hector Rebaque, although the parts of Gilles Villeneuve and Rene Arnoux were reserved for loyal and trusted allies.

From this point onwards, Sundays would revolve around consuming the grand prix. My chair at the dining table was angled so that I had the best view of the telly. Greens were consumed without fuss so I could be granted permission to get down and take up my preferred seating position.

In a few years’ time, I would be asked by my careers adviser what I wanted to do, and I’d tell them: “Be editor of Autosport”. ❦



FROM THE ARCHIVE

Against the unmistakable backdrop of the Spa-Francorchamps circuit, Cooper mechanics – among whose number was a young Ron Dennis – prepare the squad’s

complement of Maserari V12-powered T81s ahead of the 1966 Belgian Grand Prix. The #19 car of Jochen Rindt, which lined up second on the grid, survived a chaotic, rain-lashed first lap, during

which more than half the field was eliminated. After a storming drive, the 24-year-old Austrian finished second, 42.1 seconds behind the winning Ferrari 312 of John Surtees.



For classic 1960s Formula 1 DVDs head to dukevideo.com/F1



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QUIZ

WHO, WHAT, WHERE, WHEN?

WHO IS THIS?

This hard-charging thriller divided opinions but always entertained.

From a displaced fair, he broke onto the scene in the dying embers of a once-great clash of the titans.

He beat allcomers at home and over the border, before buying his way into the worst car on the grid. But this was enough for him to be asked to dine at the captain's table, and he soon proved his worth as he took the fight to his revered team-mates.

While the pace was never in doubt, the crashes kept occurring. When three into two didn't go, it was a blue-eyed star who would show him the colour of money for a season, before he was given a princely sum to return home. But soon the relationship was on the rocks and he had to leave to find his kool (sic).

He played his cards right with a final winning switch, but never got to grips with reunification.

ON THIS DAY

1 Which German driver made his Formula 1 race debut for Jordan on this day in the 2004 Canadian GP?

2 Who started from his maiden F1 pole on this day in the 1976 Swedish GP?

3 It's Naoki Hattori's birthday. For which team did he attempt to qualify for two grands prix in 1991?

4 Which engine manufacturer scored its first F1 win on this day in 1982?

5 Which Italian claimed the first of his 20 MotoGP podiums on this day in the 2004 Catalunya GP?

NAME THE HELMET



LAST WEEK'S ANSWERS Who, what, where, when? Jackie Stewart/Graham Hill, Rover-BRM Turbine, Le Mans, 19-20 June 1965. **Who is this?** Jean-Pierre Jabouille. **On this day 1)** Jim Clark. **2)** Mike Hawthorn and Ron Flockhart. **3)** Manfred Winkelhock. **4)** Justin Wilson. **5)** Tetsuya Harada. **Name the helmet** Derek Bell.

IN NEXT WEEK'S ISSUE

LE MANS 2019

Toyota vs Toyota as Alonso bids for title

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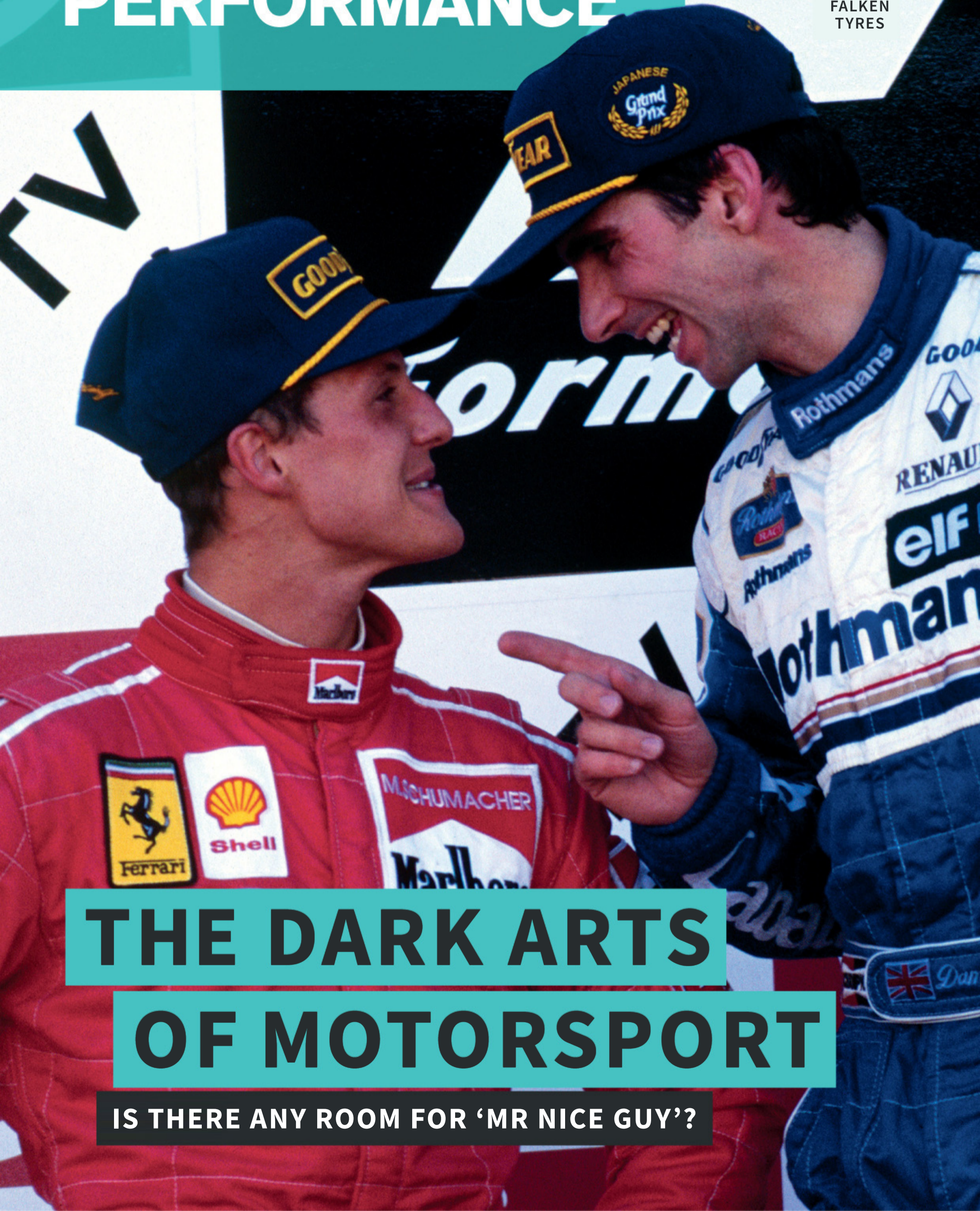
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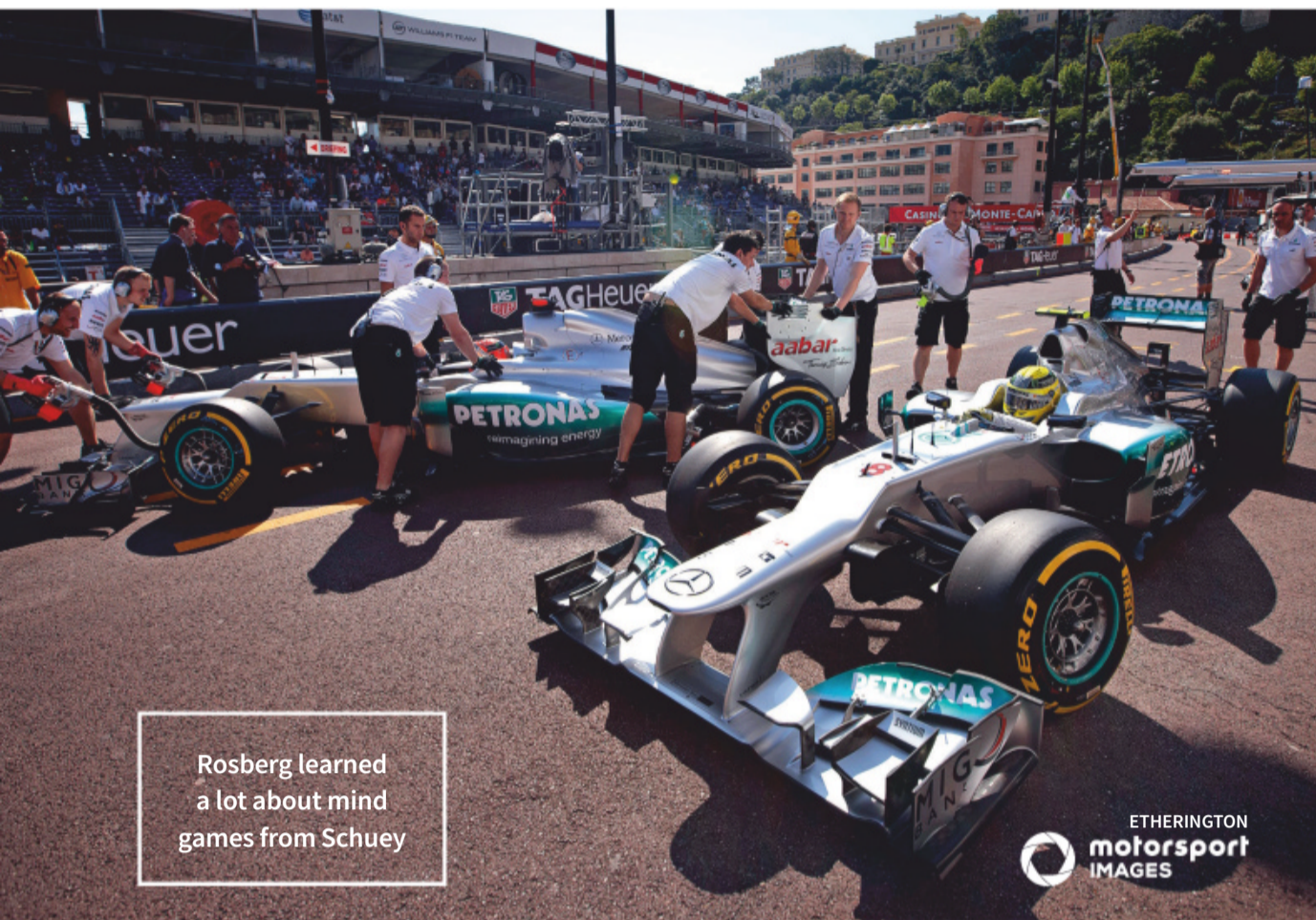
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Rosberg learned a lot about mind games from Schuey

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TRICKS OF THE MIND-GAMERS

Speaking on his *Beyond Victory* podcast recently with guest Daniel Ricciardo, Nico Rosberg made a telling observation about his former Mercedes team-mate Michael Schumacher.

“He was Mr Mind Games, the absolute master,” said Rosberg. “And he didn’t even have to think about it, it just came naturally to him, it’s just the way he is.”

Schumacher took what Rosberg calls his warrior mentality “sometimes to extremes”, like waiting in the garage toilet before qualifying at Monaco so Rosberg couldn’t use it, and making a conscious effort “never to show that I existed in his life” in team briefings. But his younger compatriot learned many lessons that would become useful in his all-or-nothing battle with Lewis Hamilton for the 2016 world title.

“It was tough, because I always had to think about it,” Rosberg revealed. “It would never come naturally to always think, ‘I have to do this now, even if

it’s like hell discomfort, because it’s going to put in some self-doubt’.”

Whether you’re in the Gilles Villeneuve or Didier Pironi camp, seeing motorsport as clear shades of black and white or something in between, as Australian Supercars legend Mark Skaife (page 7) and our resident driver coach Rob Wilson (page 4) both point out, using mind games is a part of the sport that isn’t going to go away. But as experts including world rally championship-winning co-driver Robert Reid and Formula E champion Lucas di Grassi point out in the cover feature on page 8, you don’t have to be a ruthless bastard looking to exploit every advantage in order to win.

That doesn’t mean opening the door for people whenever they appear in your mirrors, but it’s worth remembering that you can have good relationships with mechanics and engineers while delivering the goods on-track. Being ‘nice’ isn’t macho, but a little bit of good manners can go a very long way.



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Machiavellian tactics are nothing new, as our resident expert explains

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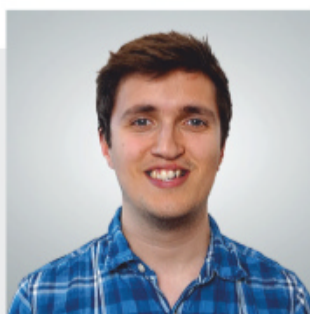
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Win a set of four Falken tyres

Prize worth up to £500 is up for grabs courtesy of Falken



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ROB WILSON

MOTORSPORT'S ENDURING PHENOMENON

Its nature has changed considerably, but gamesmanship has been present throughout motorsport history

No driver at the professional level of motorsport is ever going to entertain the idea that he is not as good as the next person – their egos won't allow it. And it's for this reason that drivers will do everything they can to undermine their rivals.

In junior single-seaters, it's common for drivers to come on to their rival's girlfriends – one South American driver who comfortably made it to F1 tried that with his English counterpart (who didn't) in his early career. And in the days when it was more liberal, you would pass the person in front of you on the warm-up lap so they got used to the idea that you were coming through. And it was ever thus – even in Formula Ford, I remember Derek Daly on the dummy grid looking across at my wheels and saying: "You're a brave man to race with a wheelnut missing..."

When it came to exploiting weaknesses, I always watched for the over-emotive drivers expending energy prior to a race with a certain ebullience. They were drivers you got near to on the track and the body-language of their cars would give away their personalities, so you could see them bobbing from side to side in the mirrors and moving around more on the track. In some such cases, you knew you

didn't have to do much more than threaten them with your speed and they would give the place up to you.

But aggression isn't always the best tonic – over-exuberance can be used as an excuse for more experienced drivers to put you in your place. Max Verstappen came in for a lot of criticism when he weaved on Kimi Raikkonen at Spa in 2016, and more sinisterly, Riccardo Patrese's blocking of Ronnie Peterson at Anderstorp in 1978 contributed to a distrust of him that led to his being blamed for triggering Peterson's fatal accident at Monza. Poor Patrese had nothing to do with the accident of course, but it just shows how certain traits can be used against people.

It was the same with Gilles Villeneuve. Jody Scheckter recalled driving from Monaco to Maranello with Gilles, who would be perfectly sensible until they arrived at the grounds with the mechanics there and he started doing donuts to show off. Jody thought that was just fine because it showed up a weakness in him.

There's a common conception that in the earlier period of racing, because the safety provision was so limited, it was a lot more gentlemanly. And to a degree, it was. In those days, motorsport was more of a club where everybody knew each other,



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travelled to races together and socialised together, so they were more likely to look after each other as a result.

Clay Regazzoni at Kyalami in 1973 and famously Niki Lauda in 1976 were both pulled from the flames by their fellow drivers, and you didn't see any blocking tactics because not only could you kill the other person, you could get killed yourself, so there was a natural barrier to driving in a thuggish fashion.

I think it should be possible to behave properly on track and for it not to be viewed as a weakness. Jim Clark was one of the greats of all time and was known as 'Gentleman Jim', and Dan Gurney would never put people in trouble. Chris Amon, Jochen Rindt, Jackie Stewart the same.



Patrese earned the ire of Peterson at Anderstorp in 1978

PHIPPS



Scheckter was happy to work with 'show-off' Villeneuve

SCHLEGELMILCH



Senna's reputation meant other drivers were more accommodating

“He looked over and said, ‘You’re a brave man to race with the wheelnut missing!’”

The context is so different now, which has an implication for the driver's mindset too. Now people don't even talk about the danger, so you get this bumper-car situation where drivers expect they're going to be OK if they have a crash. Kevin Magnussen, for example, is a very aggressive driver, totally uncompromising in terms of defence and attack, even with his own team-mate. That's something that will worry the other drivers, but he won't care about that. It's a trend that really emerged most clearly with Ayrton Senna – if he was coming down the inside and you turned in, there would be an accident.

Another element that's changed is drivers rarely sort issues with each other one-to-one anymore in their motorhomes, so these discussions are increasingly played out in public. Again, Senna was a pioneer in this. After his collision with Michael Schumacher at Magny-Cours in 1992, the race was stopped due to heavy rain, and Senna took the opportunity to chastise Schumacher in full view of the TV cameras, which was a power play in itself. Now you see drivers taking potshots in press conferences and social media for

everybody to see, but it's only what drivers used to do in a more private setting.

But as much as things change, don't imagine these subtle tricks weren't used in the past. Stirling Moss is known for being a gentleman in his conduct but, after watching Nino Farina's straight-arm style of driving, he adopted it to give the impression that he was totally relaxed.

Drivers weren't always an open book with their team-mates either. For example, Denny Hulme's around-the-shoulder act with Scheckter when he first arrived at McLaren wasn't quite what it appeared, because Denny would never tell Jody he was using first and then second gear out of a particular corner at Paul Ricard. He would just say he was using second gear, and Jody learned later that Denny wasn't exactly going out of his way to help him.

I appreciate that for some drivers that's easier than others, but if you're confident in what you're doing, I'm a great believer that you can be immune to these things. It might be the laid-back Australasian in me, but I always viewed anyone trying to play those overt games as just showing their own weakness. If you think that you



HONE

Magnussen's fearless approach has courted controversy

SUTTON

have to do that, then you're compensating for something you don't have. I would just think to myself, 'Do your worst, I don't care'. I just tried to separate it, because in the end it's just you and the car, it doesn't matter what's been said beforehand.

All the same, when I won the Barber Saab championship, I always liked to be the last one to put my helmet on and get into the car. That was just so that I could finish my cigarette, but it made me seem more casual, which was no bad thing!

Stewart has said many times that one of the keys to his success was his ability to drive without emotion and separate heart from mind. And while the setting has changed, because of the improvements in safety, the same principle applies because a lot of the behaviour is similar. It's more overt, with more on-track liberties taken, but otherwise it hasn't changed all that much. ■

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INSIDE LINE MARK SKAIFE

THE ART OF GAMESMANSHIP

The six-time Bathurst 1000 winner and Australian Supercars legend explains how he used every trick in the book to win

In professional sport, mind games and the gamesmanship associated with winning are massive, and anyone who doesn't agree has something wrong with them. If you're competing at the highest level, then everything you can do to win is on the agenda. The intimidation starts from the time you arrive at the track, how fit you look and right up to the time that you get in the car and eyeball the person across on the grid from you. It's not an easy task, nor is it one that is taken lightly, because to do it well requires a high level of competitive spirit and an intense desire to win.

Even as a young bloke playing sport, I was always a below-average loser and that only increases as you evolve your career into things that mean more. Fred Gibson once said that I was the most competitive person he'd ever seen, and that came from him seeing all the effort I put in to be prepared.

I forged the best part of my career when Jim Richards joined Gibson Motorsport. I would argue that he was the world's best touring car driver in those days, so when he joined the team it lifted my intensity and my desire to be that good. He was 20 years older than me and we got on very well — our relationship was totally transparent.

It was very different when I joined the Holden Racing Team and was paired up with Craig Lowndes in 1998. We were fierce rivals within the team; I always wanted the best of everything and he did too. We never actually had a bad word, but there was such a high level of intensity, it was a very interesting dynamic. It reminds me a lot of Shane van Gisbergen and Jamie Whincup now, because when you've got superstar drivers in the same garage trying to beat each other it has a very impactful way of getting the best from the team.

I missed Craig when he left at the end of 2000; we had some really great battles. The team could yell as much as they liked on the radio but couldn't stop us from racing each other. It was great! We would be breaking lap records trying to beat each other — it was volatile and competitive, but at no time did we fire each other off, and that should always be the regime: race hard, but fair.

We all know what fair is; we don't need judiciaries to tell us. If the bloke has done a wrong thing to you, walk straight into their garage, give them the spray they deserve and they won't do it again. I was close to fisticuffs with Alan Jones at Symmons Plains in 1993 when he rotated me at the hairpin. After that we got along much better

CAREER HIGHLIGHTS

- 2010** Bathurst 1000 winner (Triple Eight Race Engineering Holden)
- 1998-08** V8 Supercars (Holden Racing Team Holden). Three championship titles (2000/2001/2002), four Bathurst 1000 wins (2001/2002/2005/2010), *66 wins in total*
- 1993-97** Australian Touring Car Championship (Gibson Motorsport Holden). One championship title (1994), *11 race wins*
- 1991-93** Three titles in Australian Drivers' Championship (Formula Brabham). 1991 (*7 wins*) and 1992 (*3 wins*) in SPA 003. 1993 (*4 wins*) in Lola T91/50
- 1991-92** Australian Touring Car Championship (Gibson Motorsport Nissan). One championship title (1992), two Bathurst 1000 wins (1991/1992), *10 wins in total*

“I was close to fisticuffs with Alan Jones. After that we got along better”

because he knew that I wouldn't cop that.

Everybody loves it when that competition is hard but fair, but in 2003 with Russell Ingall was the worst act of sportsmanship I ever experienced in my career. His teammate Marcos Ambrose and I were the only ones who could win the championship and he fired me into the fence in a straight line at Eastern Creek. I was pretty upset about it — me wanting to punch him and him trying to run me over was on the front page of every newspaper in Australia the next day. But Peter Hanenberger, then boss of Holden, summed it up when he said, 'Mark, it's because it means so much.' If we don't want to win that badly and don't want to compete that hard, then go and do something else.

Racing hard should be supported and encouraged. I used to always say if you could spear it off the grass to make up time, you would. That's what it's about — if you think that it's all beautiful and gentlemanly, then we're not playing the same game. ■



Animosity between Skaife and Ingall is clear to see in 2003

“I didn’t mean to
turn him around,
I meant to rattle
his cage”

DO NICE GUYS REALLY FINISH LAST?

Ruthlessness is often described as an attribute of champions, but could playing the nice guy have its advantages?

BY JAMES NEWBOLD

Dale Earnhardt Sr looked almost embarrassed as he addressed the TV cameras from victory lane at Bristol in August 1999, delivering a line that would go down in NASCAR folklore.

“I didn’t mean to turn him around, I meant to rattle his cage.”

Perhaps for the first time in his long and distinguished career, ‘The

Intimidator’ was roundly booed by the capacity crowd after he wrecked Terry Labonte in their final lap duel for the lead, which came four years after he had turned ‘Texan Terry’ on the run to the chequered flag at the same venue – albeit with the order unchanged.


It was as far removed as one could imagine from the events of the 1958 Portuguese Grand Prix, perhaps the ultimate gesture of sportsmanship in motorsport history. Race winner Stirling Moss’s impassioned defence of title rival Mike Hawthorn, disqualified from second for push-starting his stalled car against the flow of traffic on the final lap, would prove pivotal when a gearbox problem forced him to retire from the Italian Grand Prix and led to his losing the world championship to Hawthorn by a single point. Moss’s career-ending accident at Goodwood in 1962 meant he never gained the crown his talents ►

Moss chases Hawthorn in Portugal, in 1958



MOTORSPORT IMAGE





Buemi and di Grassi have a unique relationship forged in battle

“You have to play by the rules, but you need to play it the strongest you can without being clearly cheating”

surely merited, but it did no harm to his reputation as one of the greatest drivers in history and he never regretted his decision to speak up for Hawthorn. In his 1987 book, *My Cars, My Career*, Moss instead lamented that he had failed to get the pivotal extra point for fastest lap on that day in Oporto, which would have swung the title back in his favour.

The question of how important morals are in motorsport is an ongoing one, raised again after Sebastien Ogier accused Hyundai Motorsport boss Andrea Adamo of ‘mean’ tactics by manipulating the running order on Rally Portugal. But whether it is as overt as Earnhardt’s

intimidation tactics or more subtle, unsettling an opponent in pursuit of what Mark Donohue coined ‘the unfair advantage’ is here to stay.

“You have to play by the rules, but you need to play it the strongest you can without being clearly cheating,” says 2016-17 Formula E champion Lucas di Grassi, who credits the mind games he played with Sebastien Buemi as a crucial factor in overturning a 10-point deficit to the Swiss at that year’s finale in Montreal. “You have to do everything it takes to win that mind battle with your opponent.

“The sole purpose of being on the track is to win, so you have to take all the

weakness that you see in the opponent to make them do a mistake. You have to understand how to put pressure on for qualifying or a race, and even know what you’re going to say when you say hello. Every little detail counts.


“It’s almost like in a boxing match – the visual contact, the body language, everything plays a special part when you’re fighting one-to-one. Of course, in racing you’re also fighting against 20 to 22 drivers, but when you’re fighting that specific battle with someone you need to take all advantage possible.”

Two-time British Touring Car champion John Cleland relished playing the wind-up merchant during the series’ Super Touring glory years and found particular success with Rickard Rydell, who made a habit of squandering front-row starts in 1995.

“I always made a point of doing it,” chuckles Cleland. “I used to wind him up saying, ‘I’m going to have you before turn one’ or ‘Maybe this time I’ll let you get to turn one first, so don’t pull across on me!’ It got to a point when Volvo went to an airfield somewhere to constantly try starts until he got them right...”

Rydell wasn’t Cleland’s only target, however. In the warm-up at a wet Donington Park in 1998, an event made famous by Nigel Mansell’s charge through the field, Cleland made sure to brush wing mirrors with the 1992 world champion as a way of marking his card for the day.

“It was important to put a mark in the sand early on that you were not a soft



Cleland enjoyed playing wind-up games with rivals



SPORTSCAR RACING WHERE INTEGRITY COUNTS

Playing mind games with team-mates goes completely out of the window in sportscar racing, where drivers are tasked with sharing their car and improving the performance of the whole car, rather than single lap pace. It requires a different way of working for drivers used to keeping their cards close to their chest, and a willingness to make set-up changes or offer up new tyre runs to help a team-mate who is struggling.

Lucas di Grassi discovered this in his first full season with the Audi LMP1 squad in 2014 alongside Tom Kristensen and Loic Duval, who had won the world championship with newly retired Allan McNish the previous year. When Duval was injured in a huge testing crash at Le Mans and replaced by Marc Gene, the Spaniard initially struggled to get on-pace until Kristensen convinced di Grassi that allowing Gene the lion's share of practice running would help him gain confidence.

Without a turbo failure with two hours to go, it would have likely yielded victory, and served as a valuable lesson.

"I was freaking out to Tom, saying, 'What are we going to do?'" he recalls. "Tom said, 'Chill out, just give Marc time and he will do the job', and it worked!"

"I think only in endurance do you have this spirit of understanding about what the other guy needs and giving away what you want to benefit the team."

After 111 Formula 1 starts, Heikki Kovalainen found the transition to Super GT straightforward, winning the title at the second attempt in 2016. The Finn says the skills required to be successful in sportscars and F1 aren't that different.

"I've always felt even in F1 that, although I was the one driving the car, I was just doing my part in the team," he says. "In F1, teamwork is a big part of the game and, certainly for guys at the top, I don't believe it would be a difficult adaptation from that point of view."

touch," says Cleland, who went on to take his final BTCC win when Mansell made a mistake late on. "If I could get the better of them before they got in the car, it made it so much easier."

But is it the only way? Being constantly on the offensive comes naturally to some drivers, but it's not every athlete who can devote themselves to studying the opposition without it distracting them from their own performance.

DTM drivers are effectively pawns in a larger manufacturer game, so all aspire to be the best-placed from their respective brands after three rounds to receive favourable treatment thereafter. To gain the upper hand against his Audi stable-mates and rivals alike, two-time series champion Mattias Ekstrom found mind games a useful tool in his locker, but had to pick and choose his battles carefully.

"There are some guys that you know are strong, then it's not worth the effort so don't waste your time," says Ekstrom, who raced full-time in the DTM from 2001 to 2017. "If you are with guys that are weak and you know they are weak, then it is easier, and it's also very tempting.

"For the weaker ones, I somehow enjoyed it, it's part of the game. But if you see a guy which is really strong, it's like spending effort for no result."

The ability to identify and ruthlessly exploit weaknesses is a common trait among great champions, but it is not without its downsides, too.

Drivers adept at gamesmanship can be

easily tainted as manipulative when the going gets tough and find themselves marginalised, as Fernando Alonso discovered at Ferrari. To a tee, engineers relish working with drivers who are intensely committed to improving, but there can come a tipping point where that single-minded desire to win at any cost can grate.

One-time Formula 1 winner Heikki Kovalainen, who was Lewis Hamilton's team-mate at McLaren for two seasons, agrees that ruthlessness often "comes naturally" to multiple champions, but argues that being a 'nice guy' isn't a disqualifying factor for success.

"I don't think there is any negative about that – I don't think you need to be an asshole and a difficult person," he says.

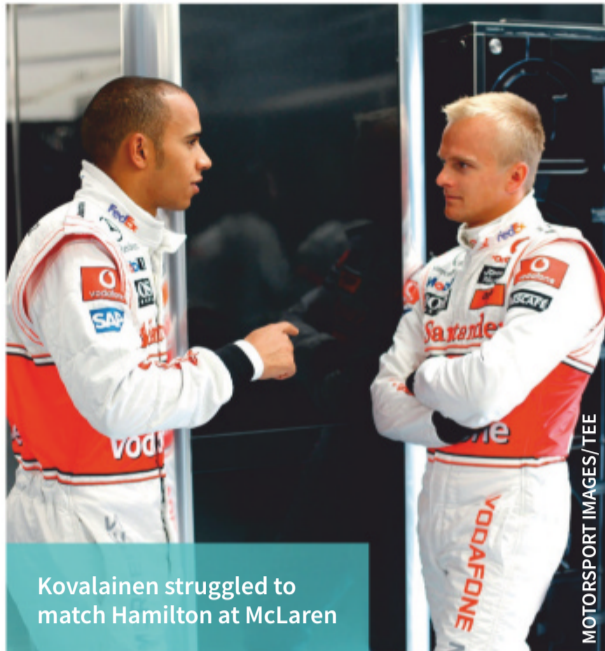
"I believe I have a lot of respect from the engineers and mechanics that I've worked with and I've kept a lot of friendships by being a 'nice guy' with them. I don't think everybody that I've raced necessarily likes me, I've had issues with some drivers and that's part of the game, but I've kept friendships with a lot of people, which I value.

"I don't think there's a certain type of person that you need to be outside the paddock to be successful. You can be a 'nice guy' outside the paddock, but when you put the helmet on you've still got to be sharp. I think being sharp and being nice can be done, it's not a combination that wouldn't work."

So is the oft-repeated line that 'nice guys finish last' wide of the mark? ▶



Patience with Gene yielded Le Mans podium in 2014



Kovalainen struggled to match Hamilton at McLaren

MOTORSPORT IMAGES/TEE

Robert Reid, co-driver to 2001 World Rally champion Richard Burns, believes there might be a case to answer. He categorises drivers as having either an ‘ego focus’ or ‘task focus’, with the first centered on beating people and the second on constantly striving to be the best you can be.

“People with an ego focus perhaps come across as not-so-nice guys because their language in interviews, their actions – everything is about beating others,” he says. “Colin [McRae] and Richard were good examples of the opposite. Colin could have a spin on a stage and still be fastest, and be happy. Richard could brake too early three times and be fastest, but be really pissed off with himself.”

By contrast, Reid identifies two-time world champion Marcus Gronholm, Burns’ Peugeot team-mate in 2002 and 2003, as being “very ego-focused” and only too happy to indulge in mind games to unsettle the arch-perfectionist Burns. One of his favoured tricks was to jump the start on shakedown, and another was to play on Burns’ loathing for extreme heat.

“We had a Cyprus test one year, and it



Burns pulled out all the stops to win in New Zealand in 2001

MCKLEIN

was high-50s; Richard didn’t like that and arguably couldn’t cope so well with it, so I remember Marcus trying to get one up by telling Richard that Finns could withstand any heat,” says Reid. “Yet if you spoke to Marcus, he hated it like everybody else!”

However, Burns didn’t often buckle under pressure and Reid cites his victory on the fast gravel roads of New Zealand in 2001 as the Englishman’s finest hour – “fast when it needed to be and tactical when it needed to be, too”.

“At the end of day one, we decided to give away 50 seconds so as not to run first on day two,” Reid recalls. “Mentally, you have to be resilient to do that, and it paid off – we were back in the lead after a couple of stages on the second day, and then went on to build enough of a lead to withstand

Colin. We had a few niggles in service that night with McRae saying, ‘I’ll beat you tomorrow, Burnsie’, but we knew 50s was enough, and it was.

“Tactics was something I enjoyed. It was the opportunity to show resilience and mental strength. Resilience is a key attribute of all top drivers. If you’re not mentally strong, then it’s going to be very difficult for you as you can get bullied.”

Kovalainen acknowledges that resilience is one area he was lacking in his time at McLaren, a juncture in his career where he admits he “probably let myself down a little bit”. After a tough beginning to his rookie year at Renault in 2007, where team boss Flavio Briatore claimed Kovalainen’s brother had been driving – “I could have responded to that publicly and said, ‘By the

WHEN DARK ARTS BACKFIRE

Michael Schumacher is perhaps the greatest example of taking dark arts to extremes but, despite claiming seven world championships, they didn’t always pay off for the mercurial German.

If Schumacher was fortunate that his block on Damon Hill at Adelaide in 1994 eliminated both cars and thus guaranteed him a first world title, then he wasn’t so lucky at Jerez in 1997 when his attempts to block title rival Jacques Villeneuve ended in the gravel and his disqualification

from that year’s championship.

Schumacher was a seven-time champion by 2006, but was found wanting again in Monaco when he parked just short of the barriers at Rascasse in a clumsy effort to prevent Fernando Alonso usurping his pole position time. Keke Rosberg labelled it “the cheapest, dirtiest thing I have ever seen in Formula 1” and Schuey was duly kicked to the back of the grid.

When Schumacher returned following a three-year lay-off in 2010, he found himself in hot water

again when he squeezed former team-mate Rubens Barrichello against the pitwall in Hungary. Although they mercifully avoided contact, the stewards were unimpressed with Schumacher’s act of brinkmanship, and handed him a 10-place grid penalty for the next race.

But Schumacher isn’t the only one to be hoist by his own petard. At the 2003 Australian Grand Prix, Villeneuve’s position at BAR uncertain following the team’s takeover by David Richards, the

Canadian ignored a radio call to pit and came in one lap later than planned, forcing new team-mate Jenson Button to stack behind him (right). “It was a dick move and, for a driver of his quality, a fairly incomprehensible one,” Button wrote in his 2017 autobiography. But rather than unsettling Button, it achieved the opposite effect and undermined Villeneuve’s position in the team still further. By the end of the season, he was out of a drive.

Alonso, too, blotted his copybook and effectively pulled

“If you’re not mentally strong, it’s going to be very difficult for you as you can get bullied”

way, the car is a shitbox compared to last year’s car, go and fix it” – the Finn had an encouraging start at McLaren, but was unable to build on it in his second year. He found himself out of a drive after a tough 2009 season alongside Hamilton.

However, Kovalainen – now a regular in Super GT after a fruitless spell at Caterham – says there’s a big difference between being a pushover on track and not being vocal enough within a team.

“I’ve given up a fight in a split second when I’ve felt that it’s not a good place to go but it’s not because I’ve been nice,” he says. “On the race track, I’ve been fighting as I feel is the right level to do, it was more behind closed doors that I could have been a bit more demanding and keeping my voice louder inside the team.

“A good example is the qualifying strategy in 2008. In those days we still had refuelling and Lewis always had two laps less fuel than me in the last part of qualifying, apart from Silverstone where my management had a big fight with Martin Whitmarsh and Ron Dennis to get the benefit for me, because I was quicker than Lewis in every practice session. It was the only time I put it on pole!

“I should have raised my voice a bit louder because qualifying at that time was critical. Instead of qualifying on the front row, I was always behind Fernando’s Renault or Robert Kubica’s BMW and then after the first stint I was 15 seconds down on Lewis and the race was gone.”

Would being more ruthless have made a difference? Kovalainen doesn’t think so

– pointing out that he had accepted his role as number two from the beginning.

“I just should have kept the fire going better,” he says. “I don’t feel that I made a conscious effort of trying to be nice to make it work. I guess my natural way of working was not maybe as ruthless as Lewis or Fernando. But I wasn’t just a friendly face there keeping everyone happy. I did have arguments with the McLaren guys – I wanted some things changed but that was all behind closed doors.

“Instead of being a good number two and doing my best to maximise my opportunities, I let that get into my head and the performance dropped.”

But in the end, do morals actually matter as long as the result is secured?

“In my career, I won and I lost many races because I played hard and because I played nice,” offers di Grassi. “We’re living in an era that fairness is much more relevant than before, but you have to get the job done, one way or another. If you’re too nice, like in every competition, people will step over you, it doesn’t matter if you’re a driver or a manufacturer.

“There is no rule but clearly being too nice is not the right approach, especially if you’re fighting for a specific result. And most of the time being too hard and pushing too much might not lead to the best result, so it’s a fine line between how hard and how well you play these mental games.”

Di Grassi, of course, has a point – walking the tightrope between the two extremes isn’t easy, and drivers must choose which approach is right for them, without trying to be something they’re not.

But write off the so-called ‘nice guys’ at your peril – because that friendly exterior could just be hiding a steely will to win.

“They say that nice guys never win,” says Reid. “But I think Richard proved that one wrong.” ■

the trigger on his first McLaren career in 2007 at the Hungaroring when, feeling aggrieved that McLaren team-mate Lewis Hamilton had disrupted his qualifying fuel-burn strategy, the Spaniard waited in his pitbox before their final runs just long enough that Hamilton, queuing behind him, ran out of time to set a time. As an intra-team civil war kicked off, Alonso was given a five-place grid penalty that dropped him to sixth, while Hamilton won the race from pole.





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1970 marked the final grand prix held at the old Spa, but Eau Rouge has remained

EAU ROUGE EVOLUTION OF A CLASSIC

It's flat in a Formula 1 car, but the most iconic corner at Spa-Francorchamps is still a challenge

BY JAMES NEWBOLD



“It’s not a corner anymore, it’s a straight. Whatever tyres you have, you’re doing that corner flat out. All the corners are more tricky now compared to Eau Rouge.”

In recent years, as Formula 1 cars have gone ever-faster and runoff zones have been extended to accommodate them, Spa-Francorchamps’ most iconic corner has been the subject of many comments similar to those made by Felipe Massa in 2013.

“It’s good, but the myth is bigger than the corner,” said Jenson Button in 2002. “You don’t come to it thinking, ‘It’s Eau Rouge’; it’s just a normal corner.”

In his 2005 book, *Working the Wheel*, Martin Brundle argued that the downhill Pouhon left-hander had usurped Eau Rouge – the colloquial name for the left-right-left series of corners that comprise Raidillon at the top of the hill – as “the ultimate challenge at Spa”. This followed the

completion of renovation works designed to improve safety, with the barriers moved back, gravel traps paved over and the track resurfaced.

“The sting has been removed completely from Eau Rouge,” Brundle wrote. “It used to be that you built up to Eau Rouge throughout the weekend until your final qualifying lap.

“It is now simply a great risk without being a great challenge because it is absolutely flat out from the word go.”

Eau Rouge sparks debate like few other stretches of asphalt. That’s because, as one of the last surviving segments of the old 8.8-mile circuit – so fearsome that Brian Redman, a future four-time winner of the Spa 1000km, had to “learn the trick of burying reason under layers of confidence and pretence” after his first experience in 1966 – it is a key link to the sport’s past.

HOW IT WAS THEN

Jochen Mass won the 1972 Spa 24 Hours, and later three world sportscar championship races in Porsche (1982 and 1983) and Mercedes (1990) machinery. The old Spa reminded Mass of the precision required in hillclimbing, with Eau Rouge one of many corners that “you could not be silly about”.

“The old Eau Rouge was fairly tight over the bridge, through the little running water underneath,” says Mass. “It was a much more dangerous corner then because you came down at good speed and it was not as harmonious. You had to go in on a specific line, otherwise you had great difficulties making it through.

“You needed to treat it with respect.”

Following the Jackie Stewart-led boycott of the 1969 grand prix, Formula 1 did not return to Spa after 1970, and when three touring car drivers – Hans-Peter Joisten, ▶

Roger Dubos and Massimo Larini, uncle of future Ferrari F1 racer Nicola – were killed during the 24-hour race in 1973, the circuit was on borrowed time. A new, 4.3-mile track connecting Les Combes and Blanchimont was fashioned and F1 returned in 1983, but Eau Rouge remained dangerous, with barriers lining the road affording little room for error – although Mass could take the corner flat in his Porsche 956.

“While you were driving you thought about how dangerous it could be if you made a mistake or you went too fast or something happened,” he says. “You were terribly aware of that, but Eau Rouge was always swelling your ego a lot, it made you more heroic when you came past and everybody in the pits looked at you. It felt good flexing your muscles going as fast as you could.”

This is often cited as a factor in Stefan Bellof’s ill-fated move on Jacky Ickx – Mass’s team-mate – in the 1985 world sportscar race, which claimed Bellof’s life. Mass saw the accident unfold and laments that Bellof took Ickx’s cooperation for granted.

“Stefan should have never done that, it’s really a sad story,” says Mass. “It was a silly move from Stefan trying to overtake Jacky on the outside. Jacky was aware that he was close behind and he didn’t necessarily want to move over completely for him, so just followed his racing line and turned in a little bit later than usual.

“They put a lot of blame on Jacky afterwards which I always fought against because it was not his fault. It was just recklessness. You put yourself in danger and the other guy as well – Jacky could have hurt himself too.”

Changes were only mooted after Alex Zanardi’s violent crash in 1993,



“Eau Rouge was always swelling your ego a lot, it made you more heroic when you came past”

and ultimately implemented following the deaths of Ayrton Senna and Roland Ratzenberger at Imola. After a temporary chicane was installed in 1994, the corner was restored for 1995 with the outside wall moved back and new gravel traps added, but swift punishment for exceeding the limit of grip remained: witness Jacques Villeneuve’s spectacular crash in 1998.

One year later, Villeneuve and BAR team-mate Ricardo Zonta gave their mechanics a sleepless night with consecutive violent accidents at Eau Rouge in qualifying.

“We tried to go as quick as the other cars, but the BAR was not able to go flat there,” Zonta says. “That was our mistake to do it quicker than the car was able to do.

“When I saw [Villeneuve’s] crash I thought it was his mistake, it was not

because of the car. Because I was young, I was not worried about the speed. If it was now I would think a lot more, ‘Maybe the car doesn’t do it, I’m going to go easier’, but at that time I closed my visor and said, ‘My turn to try now.’”

Afterwards, calls led by Ferrari title challenger Eddie Irvine meant it was simply a matter of time before change was effected. “I haven’t got a problem with the track,” said Irvine, “it’s the runoff...”

A CONTINUED CHALLENGE

There’s no question that Eau Rouge today is a different proposition than it was even 20 years ago. But it wouldn’t be the first iconic corner made to look easy by the combination of F1 downforce levels and slick tyres. For that, see Suzuka’s 130R.

But for those not in an F1 car, Eau Rouge

THE TRACKDAY ERRORS TO AVOID AT EAU ROUGE

Sampling Eau Rouge for yourself is straightforward, but to get the best from your experience Autosport recommends attending a specialist driving school to help you avoid the common trackday pitfalls.

One of these is RSRSpa, based a stone’s throw from La Source and run by experienced coach Ron Simons. The Dutchman has been a regular at Spa since the early 1980s and says Eau Rouge “hasn’t lost any of its magic” in that time.

Simons advises newcomers to build confidence in their reference points before working up to the

limit at Eau Rouge, and to be prepared for non-aero cars to feel significantly less stable.

“You can get away with some stuff on this track, but not on the big corners because it can bite if you go too fast too soon,” he says. “Unless you can copy the same line through the corner 10 times and end up on the exit at the same position, you cannot speed up yet.

“In a non-aero car, as soon as you start going uphill, it’s like you have a big hand pushing you down on the Tarmac, you feel like nothing can go wrong. But on the crest the g-load is reduced to zero

and it can go light. If you scare yourself and come off the throttle, it’s all lost.”

Simons teaches the corner as three distinct parts. The actual Eau Rouge, the left-hander at the bottom, is “the easy part”, followed by an uphill right-hander, “the technical middle part”. This features “a very weird camber change”, where drivers can easily find themselves on the wrong line if they don’t stay tight to the pitwall before turning in at the bottom. The final crest at Raidillon to the exit kerb is “the dangerous part”, where drivers attempting to

recover the line upset the balance by pinching the car tight rather than using the available runoff.

“When that third one is becoming a real corner, it gets very sensitive and you see people lose it because they don’t open the steering to use the full width of the road there,” he says.

When drivers get into trouble, Simons advises them to keep the steering smooth. “If you don’t panic and you realise that there’s all this parking lot at the exit, then just open the steering wheel and use the parking lot,” he says. “When you need it, use it.”

Mass (left), warns against taking the car's capabilities for granted



More runoff affords more room for error

could hardly be described as easy – try telling that to Matevos Isaakyan, who got the line wrong in the wake of a Toyota and back-flipped over the crest at Raidillon in the 6 Hours last year. Indeed, despite the additional runoff, much of what was required at Eau Rouge in past years is no different today. Attempt it flat in an E-type and you will likely find yourself with an expensive repair bill.

Jackie Oliver won the 1971 Spa 1000km in a JW Porsche 917K and raced there twice in F1, taking fifth for Lotus in 1968. A regular competitor in historic events at Spa, Oliver professes himself comfortable with high-speed corners, and says the secret to tackling Eau Rouge today isn't that different from the past.

"It's all a question of being relaxed. If you tighten up because of the speed – because if it goes wrong you know it's going to be a big one – that makes it worse," he says. "You have to be very smooth. The crucial thing is not to dab the brakes; you're better off to lift a bit earlier if it's not completely

flat so the car remains settled."

Keeping the car flat at Eau Rouge has a double bonus of producing more downforce while avoiding the instability that results from a mid-corner lift, but drivers cannot take for granted that the car will respond as they expect. As Mass explains, there is a fine art of judgement involved.

"You felt it very quickly what the car could do, maybe two times passing through the corner and then you knew what the car would allow you to do," he says. "You felt the steering, whether you could take it flat or not and, depending on your front suspension, whether it was too soft and it went stiff on the steering, then you eased it a little bit.

"As a driver it's your responsibility to yourself and the team to feel the car is good and decide how fast you want to go."

BEYOND COMPARISON

Anyone driving at Spa for the first time may have a fair idea of what to expect, but Eau Rouge continually defies comparison.

Craig Lowndes was already the youngest Bathurst 1000 winner when he sampled its swoops for the first time in International F3000 in 1997, but found that Eau Rouge "gave you goosebumps every time". With none of the simulation tools available today to shortcut his learning curve, Lowndes had a tough weekend, not helped by practice and qualifying both being wet.

"The rookies – and I was one of them – asked the FIA to have a morning warm-up to experience the speed through that section of the track [in the dry]," he said. "They said no and we had to do it for the first time in the race..."

"Going through there in the wet was extremely daunting because the margin for error was really small. That didn't change in the dry, you were just carrying another 100km/h!"

Lowndes returned to Spa in 2013 for the 24 Hours and scored a class podium in a Ferrari 458 GT3, which was "just a slight lift, literally a split-second to breathe and then back on". He says Eau Rouge is most similar to the blind crest at Skyline on Mount Panorama – albeit in reverse.

"You've got to approach it the same way of making sure you position the car correctly, you've really got to believe in yourself," he says.

Those who maintain that Eau Rouge is not as good as it used to be ultimately miss the point – if it was in far-flung Japan or Argentina, where only a few drivers got to try it every year, they would likely be grateful to still be allowed there.

It may be the case that Pouhon is a greater challenge than Eau Rouge, but both are entitled to be iconic in their own right, regardless of how comfortable it is in F1.

"Eau Rouge will always remain a revered corner," says Oliver. "You get a depression feeling when you're into the apex and then the car goes light over the brow of the hill, so even if the car is easily flat, the physical experience inside the car is quite exciting."

It could be described as many things, but Eau Rouge certainly isn't boring. And without the last great corner from the old track, Spa simply wouldn't be the same. ■



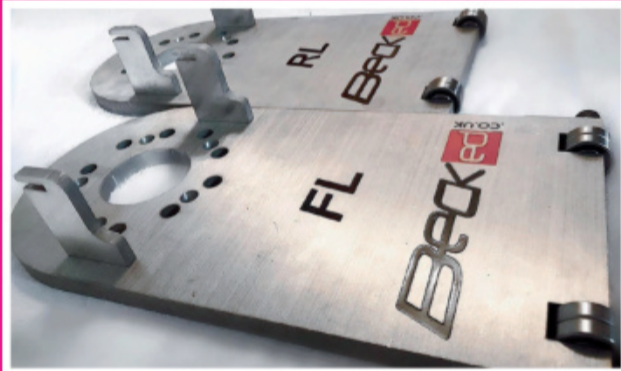
RSRSpa boss Simons (centre) tells novices to build up slowly

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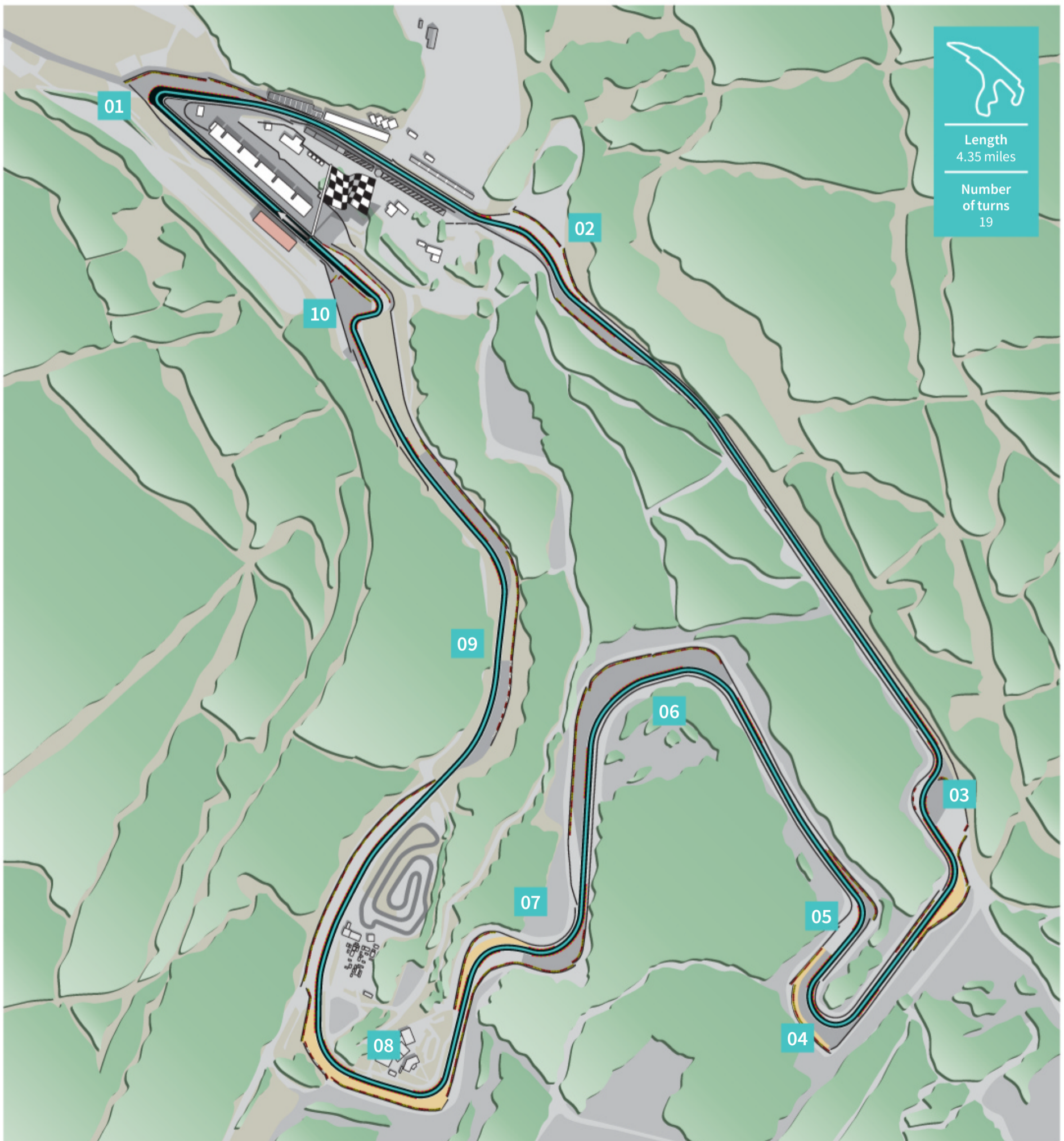
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SPA-FRANCORCHAMPS MAXIME MARTIN

The son of a four-time Spa 24 Hours race victor and a winner himself in 2016, the Aston Martin factory ace is as close as it gets to a circuit expert



01

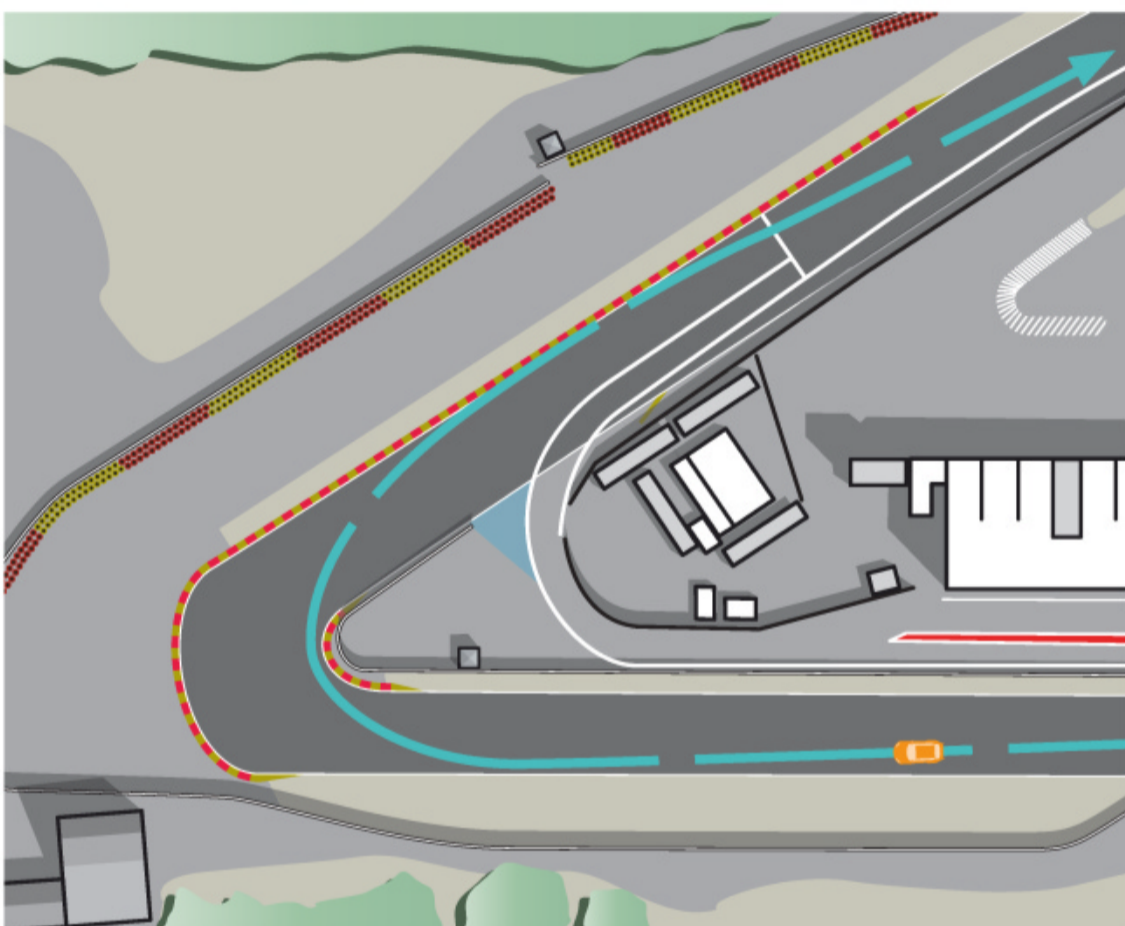
LA SOURCE

La Source is the first corner of the track and one of the most important. It's a really slow corner so you have to brake as late as you can in a straight line, but the main focus is the exit. You have a long downhill straight to Eau Rouge, and going super-early on the power at the exit gets you a big advantage on lap time.

The corner is off-camber, so you have to dip the inside kerb and be next to the wall

to maximise the banking, trying to keep some speed up. Depending on the car, you want to be keeping the brakes on really late to help the car rotate.

It's a good spot to make a pass because there is no downforce involvement at the chicane so you can follow cars closely there. If you are really good on the exit then you can try to make a move in La Source. The track is fairly wide, so there are a few options in terms of lines.



Using the left-hand kerb is vital to get a good line

MOTORSPORT IMAGES/JEP

KEY CORNERS

02

EAU ROUGE AND RAIDILLON

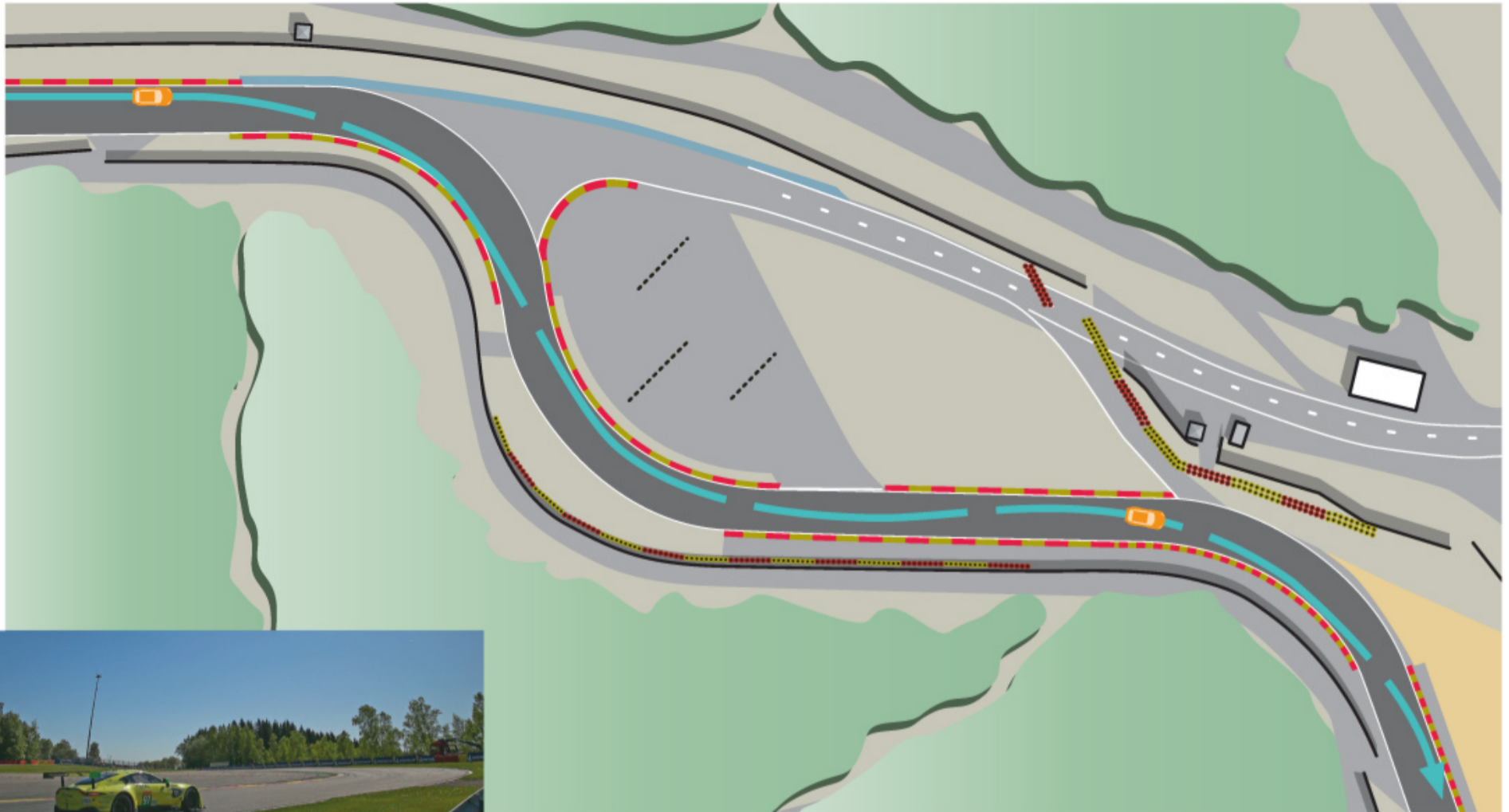
It's not an easy corner because although in some high-downforce cars Eau Rouge is easy flat, it depends on the power you have, fuel load and condition of your tyres. It might be flat maybe for qualifying on one lap, so you really have to be focused but also commit – if you lift in the middle, it's going to upset the balance and that's where you see big mistakes.

When you go down the hill from La Source, you are trying to be as close as possible to the wall on the right before going into the first part of the corner to the left, using the kerb to be as straight as you can going up the hill.

Passing there is not something you do very often because first you need to have the momentum and be close enough to do it, but also you don't have a lot of room to think too much at that time, so when you commit you have to hope the other one doesn't stay. If you go out there and you crash, it's definitely a big one.

You don't see it on TV, but when you're in the car the only thing you can see going up the hill is the sky, so you need to have references on the sides of the track to know exactly where you are and when you can open the wheel to not go over the track limits or lose time. I use the right kerb as a reference, and when it finishes is where you can go straight to the exit kerb. The exit is a big part of it also – you have to carry speed onto the straight to get past at Les Combes.

In qualifying when it's flat, it's normally sixth gear, but you don't want to reach the limiter and lose speed all the way to Les Combes, so in the race when it's not flat every lap it's a bit different. If you have a little lift or a brake, you try to be more in the higher revs to keep the momentum up, so you use fifth gear.



MOTORSPORT IMAGES/JEP

03

LES COMBES

Les Combes is three corners that you have to keep together.

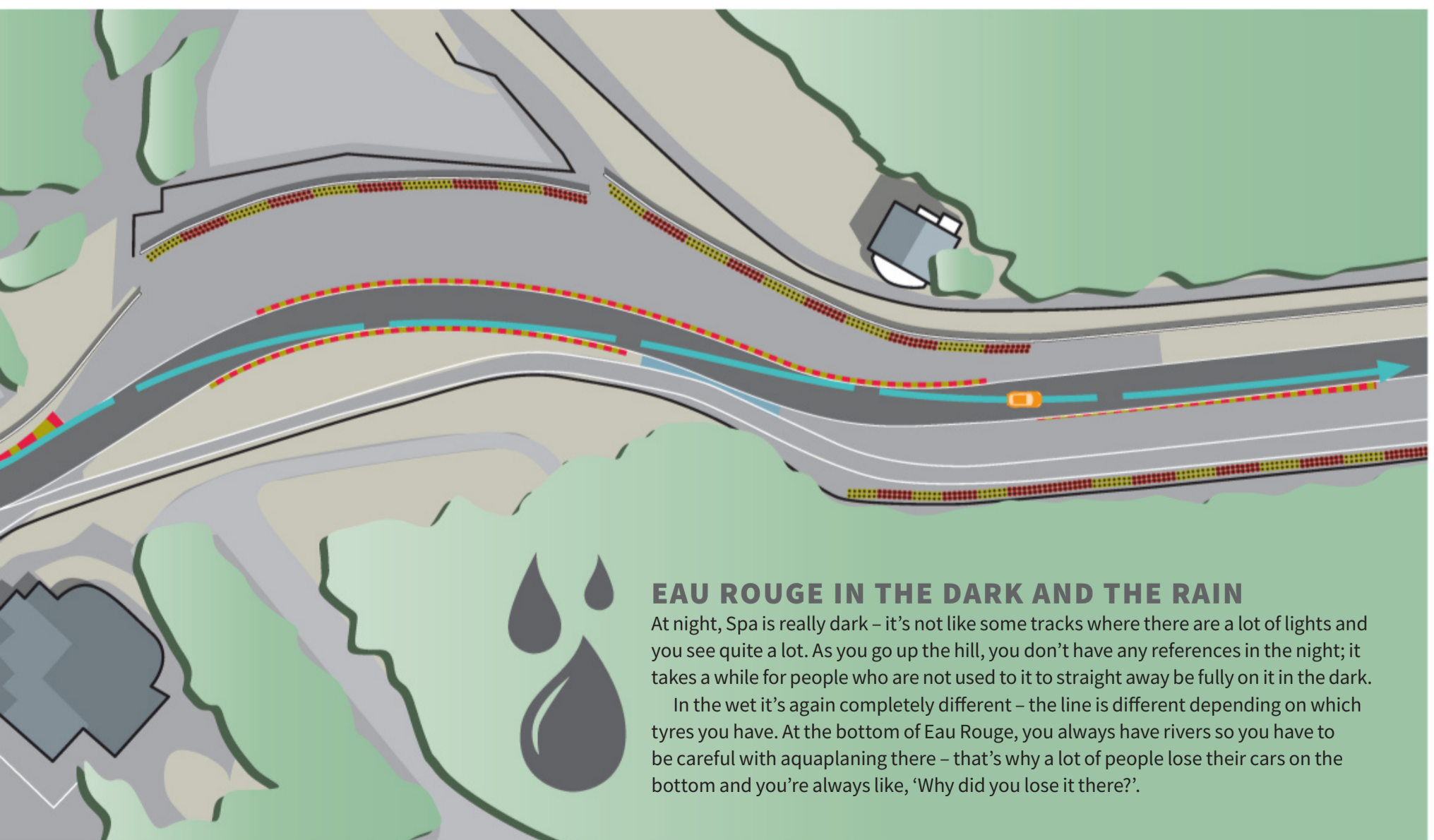
It's sometimes difficult to judge the braking zone exactly, but you have to brake as late as you can, coming in with a lot of speed.

The second part, the left, you compromise a bit – it's better to be really fast in the right and quite slow for the left, trying to keep to the left as much as you can to optimise the second right, where you can gain a lot of lap time.

For all three parts you're using maximum kerb, but you have to be careful on the last bit because there is quite a big dip when you go down from

the kerb so sometimes you might lose a bit of time and the car can bounce too much. But usually it's a corner where you have a bit too much understeer and then you really go super-wide on the exit kerb.

It's usually second or third gear depending on the car, so either third-third-fourth, or second-second-third.

**EAU ROUGE IN THE DARK AND THE RAIN**

At night, Spa is really dark – it's not like some tracks where there are a lot of lights and you see quite a lot. As you go up the hill, you don't have any references in the night; it takes a while for people who are not used to it to straight away be fully on it in the dark.

In the wet it's again completely different – the line is different depending on which tyres you have. At the bottom of Eau Rouge, you always have rivers so you have to be careful with aquaplaning there – that's why a lot of people lose their cars on the bottom and you're always like, 'Why did you lose it there?'.

04

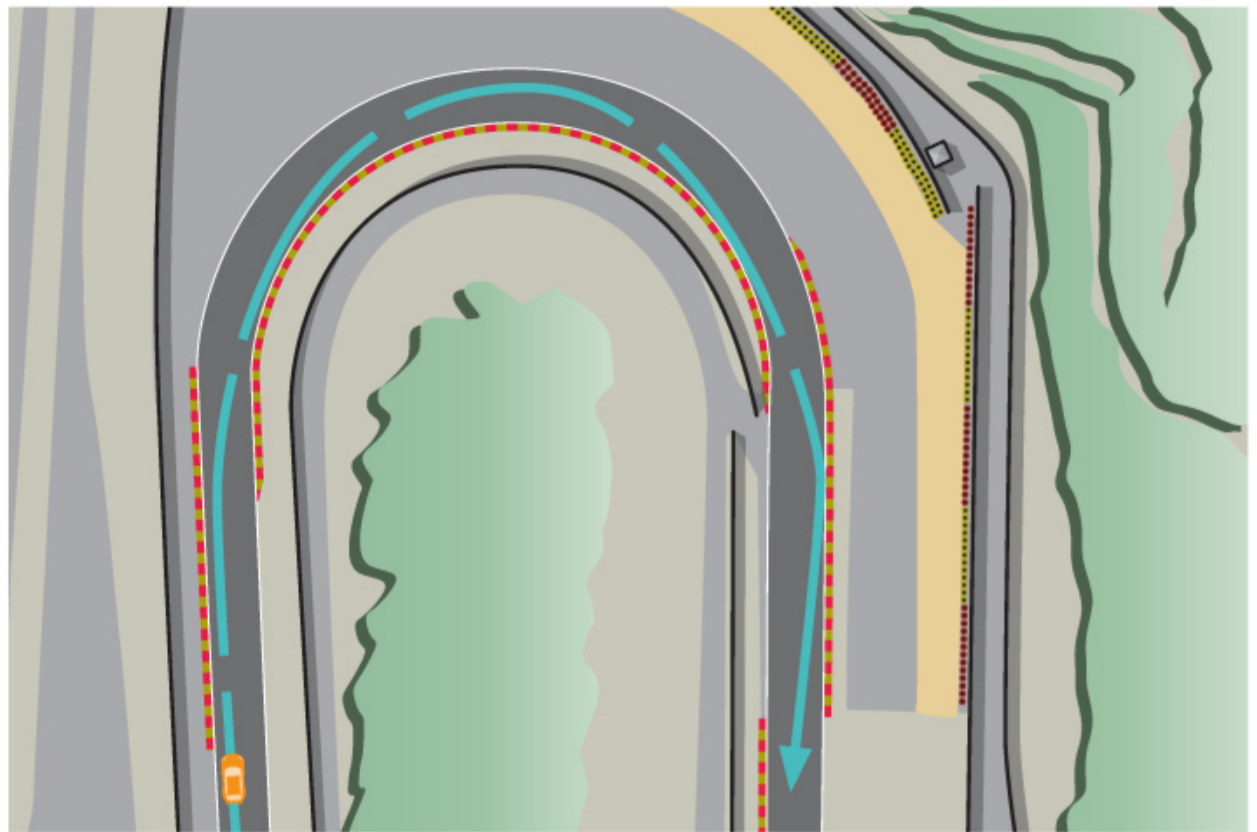
BRUXELLES

This is a really difficult corner where you can easily lose or gain time. It's a long, slow second-gear corner where

usually if you have a good car overall, you have understeer. It's a magical corner because if you try to focus on improving the car in that corner, you will have a bad car overall, so you can't focus too much on the set-up for it.

The straight after Les Combes is quite short, so it's difficult to have enough momentum to pass anybody there. You have two lines – one line staying on the kerb for the whole corner where usually you have a bit more grip but having to brake earlier, or another line where you try to 'V' so you go to the inside and run wide, then come back again.

You need to focus on the entry and the exit; the mid-part of the corner is not so important because it's so long that you can't make up time there – you can't go on the power if you have too much speed in the middle.



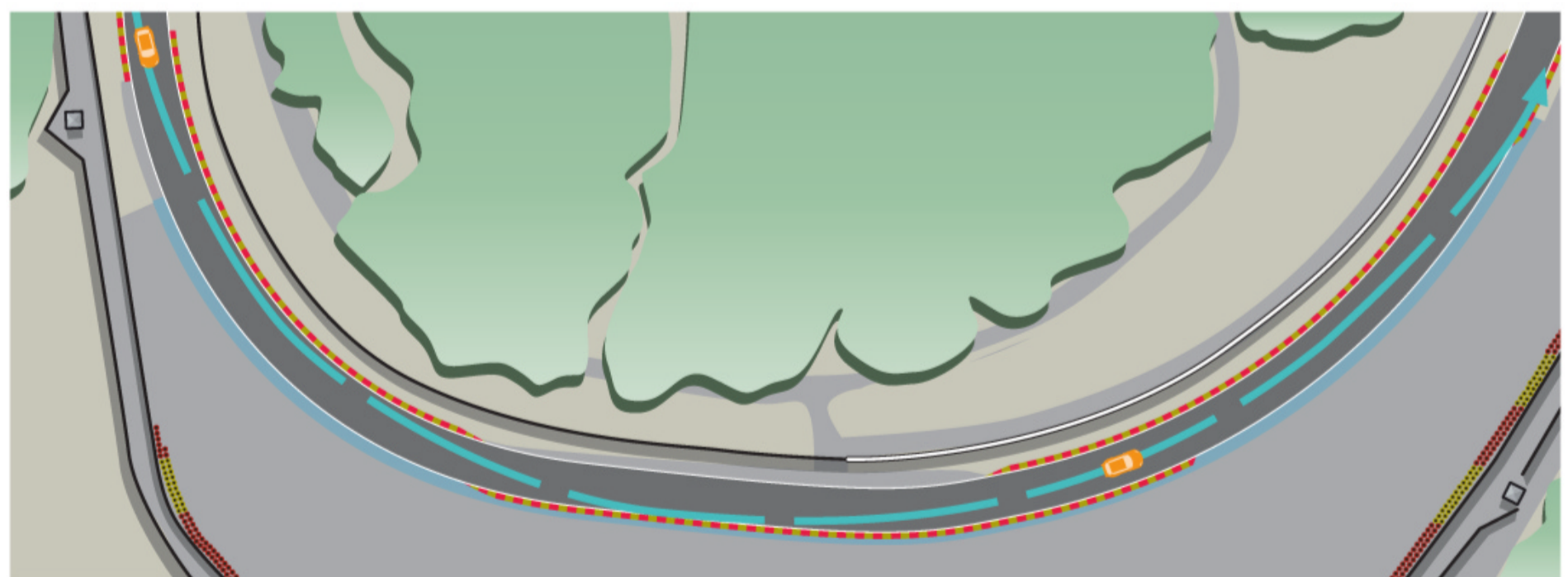
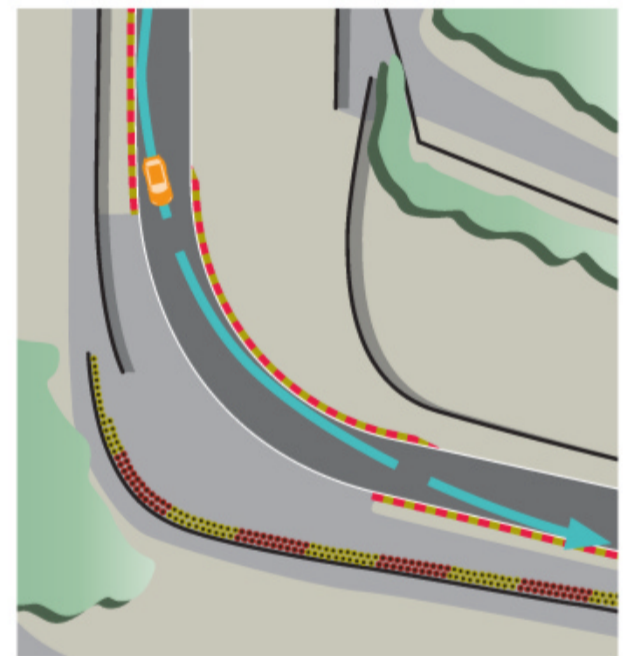
05

'NO NAME'

The left after Bruxelles is a really tricky corner because it has negative camber, so you can easily lose the car on the entry and be really slow on the exit, or go in the wall – which happens a lot.

You have to use the maximum kerbs, going nearly on the grass. But for me the entry is not

where make you make the difference – the difference is on the minimum speed and the exit because afterwards is quite a long straight to Pouhon. If you push on entry you can easily have a moment, and because the wall is really close there you don't have any run-off – a lot of people crash there. You have to try to underdrive a bit, focus on the line and going really early on the power.



06

POUHON

Pouhon is a really interesting corner. It's a double left; the second left is easy flat, but the first one is where you need to take a big breath in qualifying before going in, hoping that the car will stick.

The main thing is to push the entry – you really

need to trust your car and the downforce there, you're in fourth gear, which is really fast – and go on-power as fast as you can because that phase going into Pif-Paf is quite long.

On the exit of the first left you have a kerb – this can be surprisingly bad for the car because it takes you away from the line and it's really

difficult to get it back again.

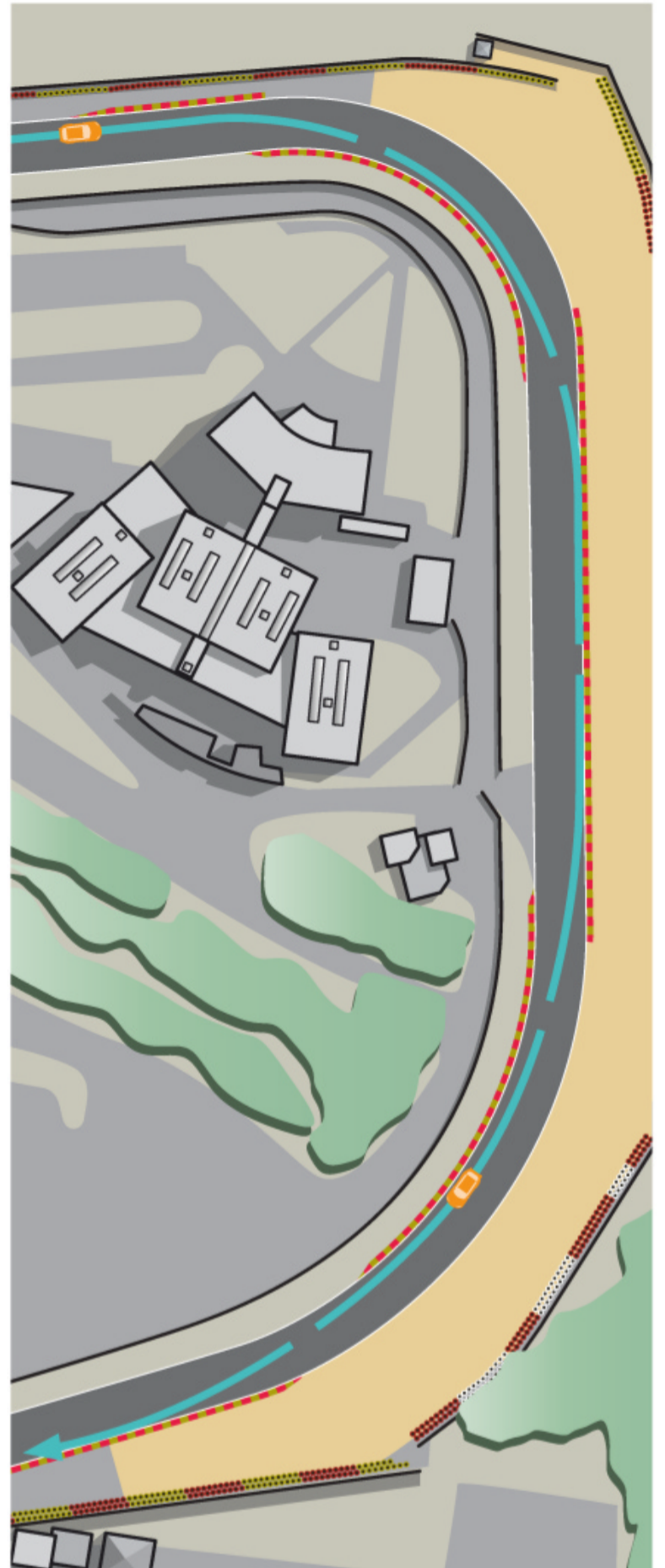
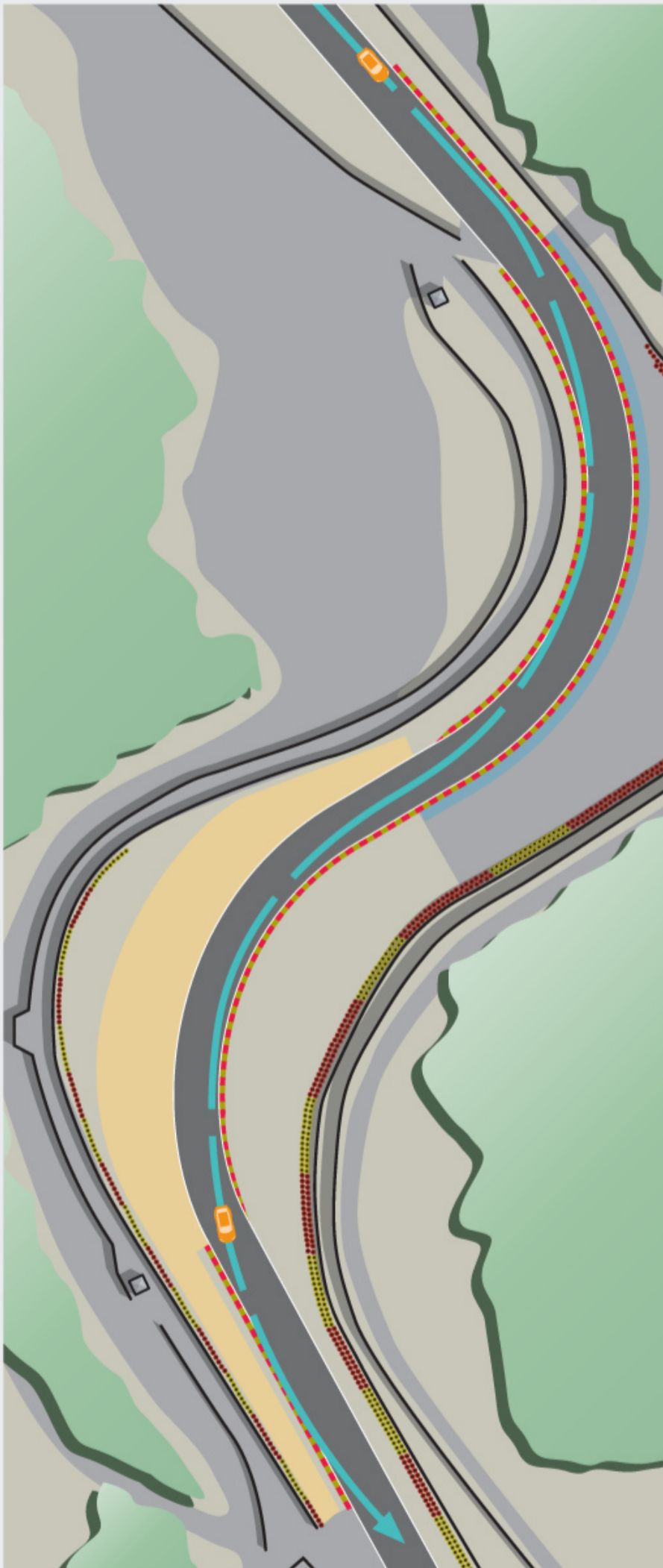
I usually don't use that kerb and try to keep a tight line for the second left. At some points in long-distance races it can help to make the car rotate if you have too much understeer, but it depends on how the track is. Usually on a qualifying lap you don't use it.

07

PIF-PAF

Pif-Paf is a difficult one because, like at Les Combes, you have to count corners together. Usually if you're fast in the right one, you are slower in the left, but try to carry a lot of speed into the corner and go as deep as possible

on the entry. You want to keep on the brakes as long as you can, using maximum kerb on the inside, and almost stop the car mid-corner to have a really good exit to the left. Again, there you are using the maximum kerb on the inside and on the exit, using all of the track available.



08

STAVELOT AND PAUL FRERE

Stavelot is a difficult corner because you have negative camber there. It's all about the exit because for most of the cars, it's flat all the way to the chicane in qualifying and, like the left after Bruxelles, you don't push to the maximum on the entry. You try to underdrive a bit, because with the negative camber you can easily lose all the momentum going to Blanchimont.

It's a place where you can pass in traffic because a lot of people don't get a good exit out of Pif-Paf, so when they go left to go for braking for Stavelot, you can go inside. If you are really close and you're fighting for the lead usually it's not a place you pass, it's more in traffic when you take people by surprise.

Then you stay on the outside kerb to have the widest line possible for the next right, which is Paul Frere. Again in qualifying that is flat, so you try to widen the track as much as you can and to brake the car as little as possible for the long straight afterwards.

MAXIME MARTIN ON SPA'S MICROCLIMATE



We've had crazy conditions at Spa for my last 15 years of driving there, which makes it also really exciting. At Spa you can have everything, which is something you are more used to when you race there a lot.

I don't know how many laps I've done, but maybe more than 10,000. Every car is different but I feel really comfortable at Spa. It's a track that suits me somehow, so I have full confidence there. I've done a lot of 24-hour races there [12 - ed], but I've done only two years of national championships

in Belgium, so I haven't been there *that* much – it's not like I'm racing at Spa every weekend.

“Racing in the snow was an exciting experience and a difficult one because with the really low temperatures everything felt different.

“It depends really on the wind, but most of the time the weather is coming from La Source. Often it's pouring down in the pitlane and still dry in other places because it's coming from there. Teams are calling you for wets and it's still fully dry on the top.



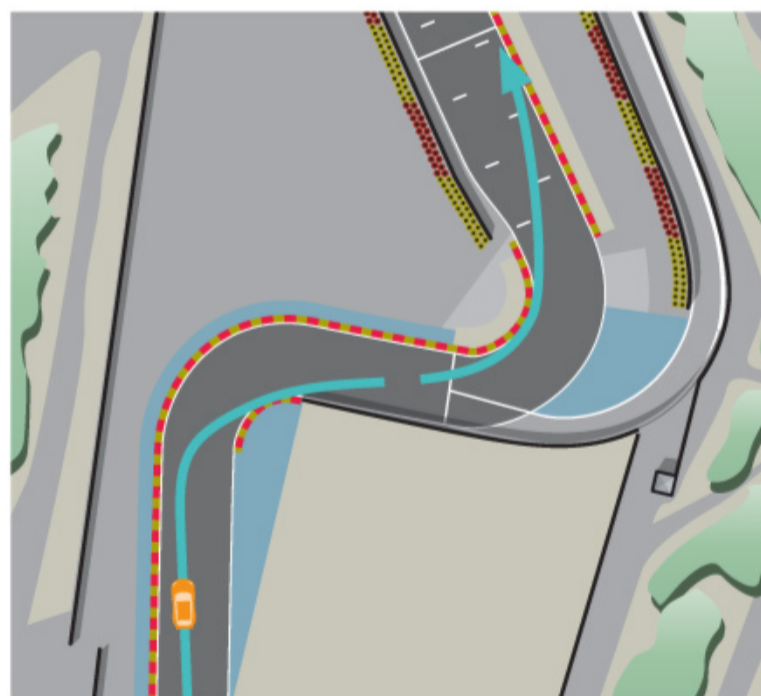
09

BLANCHIMONT

Blanchimont is one of the three big corners on the track, with Eau Rouge and Pouhon. It's a sixth-gear corner but it's not always easy flat – it's flat with new tyres in qualifying for most GT3 cars now but there are not many lines, maybe only one or two. If you miss a bit the line on the entry, it unsettles the car completely, so you see a lot of crashes with cars going too early on the kerb or in too late and losing the grip of the car.

The run-off is really bumpy and difficult when it's wet – you can easily lose the car and crash into the wall coming back on because there is no run-off on the inside.

You don't need to touch any kerbs, as it unsettles the car too much at high speed. You just try to use the downforce you have and open the corner as much as you can to not lose any time. Beyond the kerb, you have astroturf which is really slippery, so you don't want to go there.



10

CHICANE

That corner is all about braking – it's a really important braking phase but it's difficult because it's so bumpy and you can easily lock up, go straight and miss the corner. The left side of the road is more bumpy, so usually people try to avoid that. I like to brake diagonally towards the outside here.

It's a difficult place to defend if a car is faster than you and can brake later, but it's also a difficult place to attack because you can easily lock up on the bumps and overshoot.

The chicane is quite slow – you try to carry some speed into the right, but you also need to place the car as well as you can for the left afterwards, because you have the start-finish straight which is not that long, but you go up to fifth gear nearly at the end.

You use maximum kerbs on the right and left and try to straighten up the car as soon as you can to go on the power. That's where you make the lap time.

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In what year did Falken Motorsport score its best result in the Nurburgring 24 Hours?

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TREADING A FINE LINE DEVELOPING TYRES FOR AN ICONIC RACE

How do you pick the right tyres for a track with over 70 turns?
Falken Motorsports explains its process in preparation
for the upcoming Nurburgring 24 Hours

BY STEPHEN BRUNSDON

A part from being the only part of the car in contact with the track, there is one particular attribute shared between every type of racing tyre: they all have the ability to win or lose races. Understanding, managing and exploiting them – while riding your fair share of luck – is often the difference between success and failure.

Casual fans may roll their eyes when they hear the words “tyre management”, as it’s often stigmatised as a gimmick introduced to spice up racing where it isn’t needed. But for ex-DTM and Super GT racer Peter Dumbreck, it is a misunderstood art. “You can often underestimate how important tyre performance is,” the Scotsman says.

From the “predictable” nature of spec tyres in the DTM to a raging tyre war in Super GT, Dumbreck now plies his trade in the Nurburgring Nordschleife-based VLN series with Falken Motorsports – a Japanese tyre manufacturer with a racing team based in Germany.

“I used to race on spec tyres in the DTM and they were for sure not the highest quality around,” he says. “Then I went to Japan to race Super GT

and suddenly I’m on confidential tyres in the middle of a massive tyre war!

“Stick those on a DTM car and you’ve gained easily three seconds just from the tyres alone. When everyone’s on the same tyres, it’s predictable. When you’ve got to manage them, that’s what wins you races.”

With the Nurburgring 24 Hours just around the corner, Dumbreck relishes the opportunity to develop circuit-specific tyres, which he hopes will help him better Falken’s best-ever finish of third, achieved in the 2015 race.

HOW FALKEN PICKS ITS TYRES

Part of what makes the 24 Hours such a difficult race to win lies in the unpredictable nature of the circuit they call ‘The Green Hell’. Stretching over 20 kilometres, with 73 corners in total (33 left and 40 right), and a maximum elevation of 627.70 metres above sea level, the Nordschleife is the perfect development challenge for Falken, which has been racing there for the past 20 years.

The length of the circuit and the vast elevation changes combined make tyre choice important, not only for securing a good result, but in ensuring you make

“Those on Michelin or Dunlop tune their car to the tyre. We do it the other way round”



Nurburgring offers ideal tyre testing platform

ALL PICS: GRUPPEC

it back round for another lap.

Dumbreck’s Falken Motorsport stablemate Martin Ragginger has a wealth of experience in GT racing at the ‘Ring, but readily admits that cracking the 24 Hours relies just as much on luck as it does on meticulous preparation.

“It’s so difficult to get a solid idea of what works well and what doesn’t when it comes to tyres,” says the Austrian, a previous winner of the Spa 24 Hours who will race Falken’s new-for-2019 Porsche 911 GT3-R with Jorg Bergmeister, Dirk Werner



Choice of tyres can win or lose a race, so it's crucial to understand them

and Klaus Bachler. “There are no tracks like the Nurburgring so development of compounds is really hard. Knowing the tyres and understanding how they behave are very important. Once the tyres are homologated, they are frozen and there is nothing much else we can do about them. We can react a little bit and work on the set-up around them but that is about it.”

Regulations state that every team in the 24 Hours must homologate three compounds of dry-weather tyres – hard, medium and soft. Each tyre must do two laps of the 'Ring before being passed fit for the race. Therefore, the often-laborious behind-the-scenes work – via the VLN rounds on the Nordschleife – is a critical cog in the operations.

Falken Motorsport team principal Sven Schnabl explains: “Because we have such little testing time on the Nordschleife, it's always hard to gauge

what tyre works best for the race, which is usually months in the future. When we had to homologate our tyres, we had so many problems with the weather which cost us a lot of track time. In VLN 1 it rained, VLN 2 was snowing and then VLN 3 we had a mix of rain and dry. It's not the ideal situation, but it was the same for everybody in the end.”

Launched in 1983, Falken is owned by Sumitomo Rubber Industries, the fifth largest tyre manufacturer in the world, but its motorsport programme budget pales in comparison with the likes of Michelin and Dunlop. Although its tyres are now commercially available to other race teams, Falken is currently at a disadvantage when it comes to sharing knowledge with competitors on the same rubber.

“We're not a small tyre company, but we are ‘the underdog’ compared to

Michelin and Dunlop,” says Ragginger. “In terms of developing a tyre for the 24 Hours, it's quite difficult to compete with those guys.”

But when it comes to a race weekend, the benefits of bucking the trend on set-up can pay dividends. “If you look at Manthey, which is a factory Porsche team, they don't need to think about tyres,” explains Dumbreck, who will race Falken's BMW M6 GT3 with Jens Klingmann, Stef Dusseldorp and Alexandre Imperatori. “They only need to focus on set-up and the running of their car and each driver doing whatever. We have two cars, with basically a trailer full of tyres. We have a base set-up on our car and we tune the tyre to that, whereas everyone has a base tyre which has been brought by Michelin, Dunlop or whoever else and they are tuning their car to that tyre, so we do it the other way around.” ▶

FINDING THE RIGHT WINDOW AND MANAGING DROP-OFF

The benefit of all this planning and preparation, understanding what compound does what and how it behaves in certain temperatures and road surfaces, is that when the 24 Hours commences Falken will have a baseline from which to build the weekend.

One of the key aspects of any race weekend is to get the tyres into their operating window as quickly as possible and maintaining consistent performance throughout a stint.

“It’s pretty easy to [turn on] these tyres, actually,” says Ragginger. “Usually within half a lap, you’re right in the window. The difficult thing is doing that at night. Getting the tyres up to the right operating temperature is tricky, so you need to be careful because you quite easily crash.”

Dumbreck, who has made 15 appearances at the N24, concurs: “It’s a risky time on that first lap out at night because the car is sliding more than ever. In my first stint, I always think, ‘Let’s just get through this and see where we are.’ Then you can start pushing.”

Having primarily used Porsche machinery in its early GT3 days, Falken opted to add the BMW to its roster alongside its previous-generation 911 GT3-R in 2017. As might be expected, the two cars cannot be any more different, which has a significant effect when it comes to tyre drop-off.

“The old 997 was always great on the Grand Prix circuit in terms of grip and performance, but it used to drop off quite a bit when it got to the Nordschleife,” Ragginger explains. “For the last three years with the 911 it’s been more of the opposite. You will still get a bit of oversteer and understeer on the GP circuit, but the car feels more balanced on the Nordschleife. It’s a compromise – you almost have to sacrifice some speed on the GP layout, knowing that the car will be better



Schnabl oversees Falken’s race programme

THE MORE YOU KNOW, THE FASTER YOU GO

Preparing for the Nurburgring 24 Hours is no walk in the park. Fine margins often determine who emerges victorious and who is largely forgotten as the crew who missed out, so the relationship between the engineering staff and the drivers cannot be overstated.

For Falken Motorsport team principal Sven Schnabl, it’s a case of leaving his team to get on with business. “The first thing a driver usually discusses with their engineers once they get out after a session is the feeling of the car in a very general sense – that is quite normal,” Schnabl says. “The engineers need to know, ‘Is this car handling good? What is the degradation like? When do the tyres drop off and what is the grip like between the GP circuit and the Nordschleife?’ All those basic things.”

Because Falken tunes its tyres to a baseline mechanical set-up for the two cars, it’s easy to run into teething troubles in the first year with new-generation machinery.

“Preparing the two cars has been very different for us over the last year,” says Schnabl. “We know the BMW from 2017 and 2018, so there is no real set-up work to do, just focusing on tyre development. For the Porsche, the Gen-2 car is completely different to the Gen-1 so we have no set-up. This means we have to concentrate on testing tyres, seeing what works and what doesn’t, which is a long process.”

That is where Falken relies on its experienced roster of drivers – which includes Jorg Bergmeister, a class winner at Le Mans in 2004, and ex-LMP1 racer Alexandre Imperatori – and engineers to constantly test

and adapt the performance of both tyre and car ahead of the race.

“We’re lucky to have such experienced guys in our team, and we definitely tap into the knowledge from past teams where they have used other types of tyres,” adds Schnabl. “They give their input and the engineers take that on board and change something. If it works, great, but if not we keep working on it.”

For such a young team and company, the approach of getting the right people for the right job speaks volumes.



Experience pays off in tricky conditions

“Oversteer is the last thing you want on the Nordschleife”



Ragginger will race new Porsche in N24

on the rest of the lap.”

“The M6 has the engine in the front, so a lot of the weight is over the front tyres, which is great for fast corners,” adds Dumbreck. “But with the Porsche, the engine is in the rear and they tend to struggle with more understeer. We’re about 10km/h faster on the fast corners, but they have better traction than us.”

“The problem with the Porsche is that if you overheat the rear tyres, you start to lose the back end of the car and that can generate oversteer, which is the last thing you want on the Nordschleife.”

WHEN THE ELEMENTS TURN THE RACE ON ITS HEAD

Any thoughts of oversteer and understeer are quickly shifted to the back of a driver’s mind, though, when rain starts to fall. This is when knowledge of the tyres plays a crucial role in knowing when to pit, and when to stay out.

“This is definitely one of the hardest things you can experience at the Nurburgring – it’s not at all easy to pick the right tyres,” says Ragginger. “Staying on slicks when the track is damp or even fully wet is sometimes the right call, because even if you cannot match the pace of the others, you lose so much time in the pits, roughly around two minutes versus those who don’t pit.”

“As a driver, it’s your call,” Dumbreck adds. “If you’re at Hohe Acht, the highest point of the circuit and it’s raining heavily there, and you get to the Dottinger Hohe straight and it’s now dry, that heavy rain is not going to disappear. You now have to make a call on whether you want full wets or cut slicks. It’s such a tough decision.”

The Nurburgring Nordschleife is a definitive motorsport beast that can bite the unwary hard. But drivers with a keen understanding that tyres are far from pieces of spherical rubber bolted onto four corners of a car give themselves the best chance of avoiding the barriers’ magnetic hold. Nurture the tyres, treat them well and you become a Nurburgring legend overnight. ■



SPORTSCAR ACE
KATHERINE LEGGE

Dear Agony Aunt...

AKA KATHERINE LEGGE

Our latest guest is Jaguar I-PACE eTrophy race winner Katherine Legge, whose varied career has included everything from Formula E to NASCAR, IndyCar, DTM and the bonkers DeltaWing

What are your views on trash-talking – should you always give it back or is it better to rise above it?

In my experience, it very rarely happens in real life. I haven't really had anybody come up and say it to my face. Normally it's people thinking they can do it behind the curtains of the Internet. I don't get a lot of it, honestly – I'm very lucky.

I'm not big into social media. I do a bit but I'm quite a private person so I don't go into, 'I had this for breakfast today'. I don't think people tend to go out of their way to bring you down, it's normally in response to something you do, so I try to keep it very basic and informative as opposed to something that people could trash talk on.

I still get it a little bit, but I'm totally of the mindset of don't engage with it, just ignore it. Some like to 'educate' those people, but they're coming from an emotional place and you never make a good decision in an emotional state. People are entitled to their opinion, it doesn't faze me now. Nobody is going to like everybody, but if they can't put it in a grown-up way, then they don't deserve any response.

It's definitely something I've gotten better at over time. When I first went to the States and I did Atlantics and then Champ Car, there was probably quite a lot – I was new and a lot of people had an opinion of me. In the end it was my dad who said, 'Just don't look at it'. You've got to think about the people whose opinions matter – your team, the series, your fans, your family – so who cares if people say stuff about you? I have better things to do with my time!



Social media gives fans more access to drivers

PIETERS

Is it always an advantage to get on well with your team-mate, or can becoming too friendly be detrimental?

Absolutely, it's a night-and-day advantage. Of course the first person you want to beat is always your team-mate and you want to stamp that authority, but if you get on with them it makes both of you better. Again, as I've got older I've realised that more.

I've been fortunate to have some really good team-mates in my time. When I first went to Champ Car in 2006 I had Oriol Servia at PKV – he was cool, he helped me a lot. Now I've got Bryan Sellers in the I-PACE and we're good friends, but I think it's more a case of mutual respect than necessarily like – you respect your team-mate and you want both of you to pull away from the rest of the field. You have to work together to be better than everybody else because if you've got another team where the team-mates are working together, then they'll likely be stronger than you and your team-mate.

I've had some dodgy ones too that I didn't get on with, but you still have to tolerate them and learn what makes them tick. I definitely didn't early on in my career, I couldn't see the big picture and just got stroppy, but now I realise that sometimes you've got to tell them, 'You're so wonderful' and figure out how to make it work, even if that's just by being all-business. But in the last handful of years I've been really lucky. With Andy Lally and Alvaro Parente in IMSA, I've not had to worry about any of that, so that's been good.



Some of the best drivers embed themselves in their teams and get them working for them, but when you're constantly in different teams year on year, how do you get people on side?

I don't think you set out to get them on side. I'm pretty comfortable in my own skin now and I've got a lot of experience going into different situations, so I'm just myself. I've not had a problem since the early days of Champ Car where a lot of people maybe thought I didn't belong, but that was 13 years ago. I've come a long way in that time!

Some people will take to you and some won't, but as long as you're doing the best job you can, they can see that you're dedicated and you're doing what you can to make them successful – it's just a personality thing. They may not necessarily like you or want to grab a

beer with you, but teams respect what you've done and where you've come from. Racing drivers are weird but engineers are weird too!

I think it's better when you can spend some time with the team – I've never been in a situation where I haven't been able to get a drink with my guys or call up my engineer. At the end of the day you're all pushing for the same goal, you have something in common already. If they can speak your language it makes for a better result, so I don't ever think that it hurts, unless you take it too far.

It's an extremes thing – if you're just being normal about it, then it's OK.

Women in motorsport have often been unintentionally underestimated. How do you make sure that doesn't bother you?

One of the best bits of advice I got was from a very good friend of mine, Andy Lally. It was my first year in GT cars driving the Acura NSX for Michael Shank, and I was fast but I didn't necessarily know what I was doing – it took me three or four races to get in the swing of things.

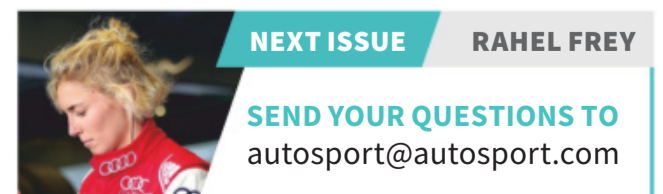
He just told me, 'Be a robot, if you just do everything that you're supposed to do then those people will come around and you'll get the recognition'. It doesn't happen overnight, it's just a perception thing, and you've got to change that and I think over the past three years or so I've done that.

I'd already been pretty established in the DeltaWing and prototypes, so I wanted to be able to say, 'Hey, I can drive a GT car pretty well too'. But you can't tell people you're good, they have to come to that conclusion themselves, so the more you go out there and be fast and be consistent, your results and your performances speak for themselves. People do notice within the little arena you're in.

I don't necessarily think anybody knows how quick I am outside of IMSA, for example, but the



people that matter know. You can't go through life worrying what other people think, you just have to do yourself proud and do what you can. If I think, 'OK, that was as good a job as anybody could have done in that car', then that's all that matters to me.





HOW PUMA BRINGS BESPOKE RACESUITS TO LIFE

Autosport went to see the factory where Lewis Hamilton's racesuits are produced, and found a cottage industry pushing for perfection

BY MATT KEW

A conflict with the country's health department meant Ferrari had to ditch its Mission Winnow branding for the 2019 Australian Grand Prix. The cars of Sebastian Vettel and Charles Leclerc instead ran decals celebrating the marque's 90th anniversary, a set of straightforward alterations to the livery. Puma, on the other hand, faced a much larger task. As the manufacturer of the team's clothing, the drivers and all of the engineers required new racesuits flown out to the Southern Hemisphere in under two weeks.

"Don't remind me, it was a nightmare," recalls Maurizio Sicco, Puma's team head of motorsport racewear. "We had to redo all the driver suits, the gloves, and all for the crew."

Despite the size and fame of a brand such as Puma, it wasn't simply a case of the production line stamping out the revised racewear overnight, as the set-up is not what you might imagine. When it comes to creating the racesuits for its Formula 1 customers Mercedes, Red Bull and Ferrari, the design and measurements get sent to its diminutive Turin office before production is handed over to the family-run Sport Line factory next door. In total, there are fewer than 20 staff across the site – with similarly small operations used for the manufacturing of gloves, boots and underwear.

And yet Puma still manages to develop cutting-edge technology. After the introduction of the KERS system into F1 for 2009, which brought with it a weight



Sicco explains Puma's manufacturing process

penalty of 30kg, all avenues were explored to save mass elsewhere. As a result, an F1 racesuit has been cut from 1.5kg to 700g in the process. The elastic was removed, logos were printed rather than stitched into the fabric, and even the normal zipper (which on most Puma suits resembles an accelerator pedal) went on a diet.

"We cut holes in the Velcro to get rid of some tenths of a gram," continues Sicco, whose previous roles at Sparco and Momo contribute to more than 40 years in the textiles industry. "The standard zip puller was too heavy so we replaced it and gained two grams. For engineers, it's a lot. It's nothing when you're sitting still on a chair, but when you're in an F1 car doing a curve at 3g, it's six grams so everything has to be considered in this way. That's what makes the difference between us and other companies because we are so flexible."

That flexibility is most evident when it

comes to the stitching of the sponsors' logos. While the F1 suits have moved over to transfers, Puma's clientele also includes a host of NASCAR teams. The 40 suits that the likes of Lewis Hamilton and Valtteri Bottas will get through each season are at least consistent from race to race. By contrast, during Autosport's visit to the factory, the sewing machines are firing away to embroider the Wabash National logo to Brad Keselowski's overalls. Each pinprick has to be manually plotted before the manufacturing can get under way, and the logo requires thousands, thanks to its intricate outline of the American border. What's more, the nature of NASCAR means that a totally different suit may be needed for the very next race given rolling contracts with sponsors. Keselowski, his crew, or the Penske team could require up to 36 different designs to cover their season.

The small Puma workforce, combined with the intricacy of each team's demands, means that the output for the Sport Line factory is only around 2000 racesuits per year. Each one requires between two and eight hours of labour depending on the brief, and Sicco calculates that 80% of the suits are totally bespoke, with the raw materials alone costing €2000 for each.

The main material in question is aramid, an artificial fibre, which is sandwiched between a flat outer surface for the logos and a honeycomb construction. Each is meticulously tested to comply with the FIA's rigorous homologation regulations.

"Every single material has to be tested with a flame for 10 seconds," Sicco ▶



Wabash National logo is created by a painstaking process



Keselowski shows off the fruits of Puma's exertions

LOOKING THE PART

The main brief for a racesuit is to keep a driver safe, which is why both the FIA and SFI impose such strict measures for the homologation tests. The suits must also act as a mobile billboard for a team's array of sponsors. But drivers can choose to take it a step further with their own bespoke requests.

"I have some preferences," says BMW DTM driver Philipp Eng (below). "Puma does really well to be open and provide us with the ideas we have. I think the fit is really good from the suits. It's not only important that it keeps the fire away, just in case, but if you walk through the paddock it also needs to look good."

That may sound a touch vain, but it's a valid point. Not only does part of Puma's business model include the sales from replica racewear, but drivers who want to look smart.

Lewis Hamilton can expect to have thousands of photos taken of him from the moment he arrives at a circuit. That's why he and Puma experimented with a unique racesuit that had its zipper offset to one side, in an effort to stand out and attract greater exposure.

On that occasion, the design didn't make it to a race after initial investigations proved that the race harness would have pressed the zipper into Hamilton's chest. But it shows that Puma isn't standing still.

Most requests do make it to fruition, however, and Eng is one such beneficiary.

"We introduced something called 'the Farfus shoulders' because [BMW team-mate] Augusto Farfus is the one who does not have integrated shoulders but ones where you have an extension.

"Every time I order a suit I put a note separate for these shoulders. It doesn't only need to do its job, but also meet the fashion side of things – and I'm happy to be wearing a Puma suit because it fits me perfectly."

explains. "After that, you can't see burning holes. The other test is the toughest one. It's protection against heat, because you can burn yourself just from the heat of the flame. To have good heat resistance, you need to have a layer with air inside because air is a good insulator."

The FIA sets a 10-year lifespan for each suit, and the homologation lasts for five. But that timeframe doesn't pose an issue thanks to the constant development Puma undertakes, with its products revised year on year. That covers much of the company's remit – the F1 suits, BMW and soon Porsche in Formula E, plus BMW in the DTM and all of the W Series racewear – but with customers from IMSA and IndyCar too, Puma must comply with the different briefs outlined by the SFI Foundation, which administers quality standards for racing equipment.

"The FIA asks for one homologation, which is good for F1, rally and GT," says Sicco. "But the SFI has a different approach – they say, 'We have a lot of different categories with different levels of danger so we fit different levels of protection.' There is Level 20, which is good for dragsters and the suit has seven layers. They also have dirt races, which is only one layer."

It's that ability to cater for a diverse array of needs that contributes to Puma's success, as well as a hands-on approach. There's a dedicated employee who flies to every race on the F1 calendar, and is available from Thursday to Sunday. Teams and drivers can go direct between sessions to discuss issues and get quick fixes, or to influence the future design of suits.

As a result, it's become a greater challenge to perfect the suits of the mechanics, rather than the drivers. The crew require special loops and pockets to be integrated so they can feed the cables through for their radio.



Wiring complicates mechanics' suits

MOTORSPORT IMAGES/ETHERINGTON

That willingness to listen to the needs of its customers has also presented Puma with its own problems for the future. The complex colour palette used in the W Series has meant the drivers' suits are a lower specification compared to those seen in F1, as the top-grade fireproof material has so far not reacted well to the ink.

"The biggest challenges come because everything happens so quick compared to a few years ago," Sicco says. "Some kinds of designs the teams would never ask for because it was impossible, but now they think the impossible is possible. Now you can get your picture of anything printed on a coffee mug, and this is the mindset of people on the outside! Textiles still have some technical limitations, and it's tough to make people understand that."

But it's hard to imagine that remedies are far off. The Turin office is lined with the Puma suits used by Michael Schumacher, Fernando Alonso, Sebastien Loeb and more. Despite being less than 15 years old, they look primitive compared to what Puma is producing today. It appears that no area is immune to the fierce development race that dominates top-flight motorsport. ■



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