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F1 2021 BREAKS COVER



AUTOSPORT

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25 JULY 2019

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**And why 'party team' is
Hamilton's biggest threat**

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PHILIP PLATZER/REDBULL CONTENT POOL

The underappreciated Formula 1 giant that could stop Mercedes

Red Bull is not the most popular team in Formula 1. A (relative) lack of history is probably part of the reason, as is its domination during the later years of the V8 era in 2010-13. Perhaps its public and not always entirely pleasant spat with Renault doesn't help either.

But fans of F1 – and indeed motorsport in general – have much to thank Red Bull for, as Scott Mitchell shows on page 16. As well as providing two F1 teams, supporting drivers at many levels of the sport and helping to bring back the Austrian Grand Prix, Red Bull has also boosted F1 by doing the sort of off-the-wall things that it's hard to imagine Ferrari or Mercedes trying.

And, importantly, it's a seriously strong racing operation too, despite (or because of?) all the laughs. Red Bull Racing is arguably the best team strategically on the current grid and is already the sixth most successful squad in F1 history. On current form, the Red Bull-Honda-Max Verstappen combination seems more likely to stop the Mercedes steamroller than any other team.

So, Dietrich Mateschitz's organisation might not be your favourite, but we should all be glad that he chooses to spend some of his money in motorsport. And, despite the criticism Red Bull's junior driver programme receives, there are plenty of drivers who are grateful too.

- We are happy to include the second instalment of the Autosport Histories supplement this week, following the inaugural one in 2018. The focus is on the Silverstone Classic, but there's plenty more we intend to explore in future issues and online. The next edition will appear on 12 September, ahead of the Goodwood Revival.



Kevin Turner
Editor

kevin.turner@autosport.com

NEXT WEEK
1 AUGUST

Reports from the German GP, Spa 24 Hours and Silverstone Classic



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Red Bull/Milan; Motorsport Images; Giorgio Piola

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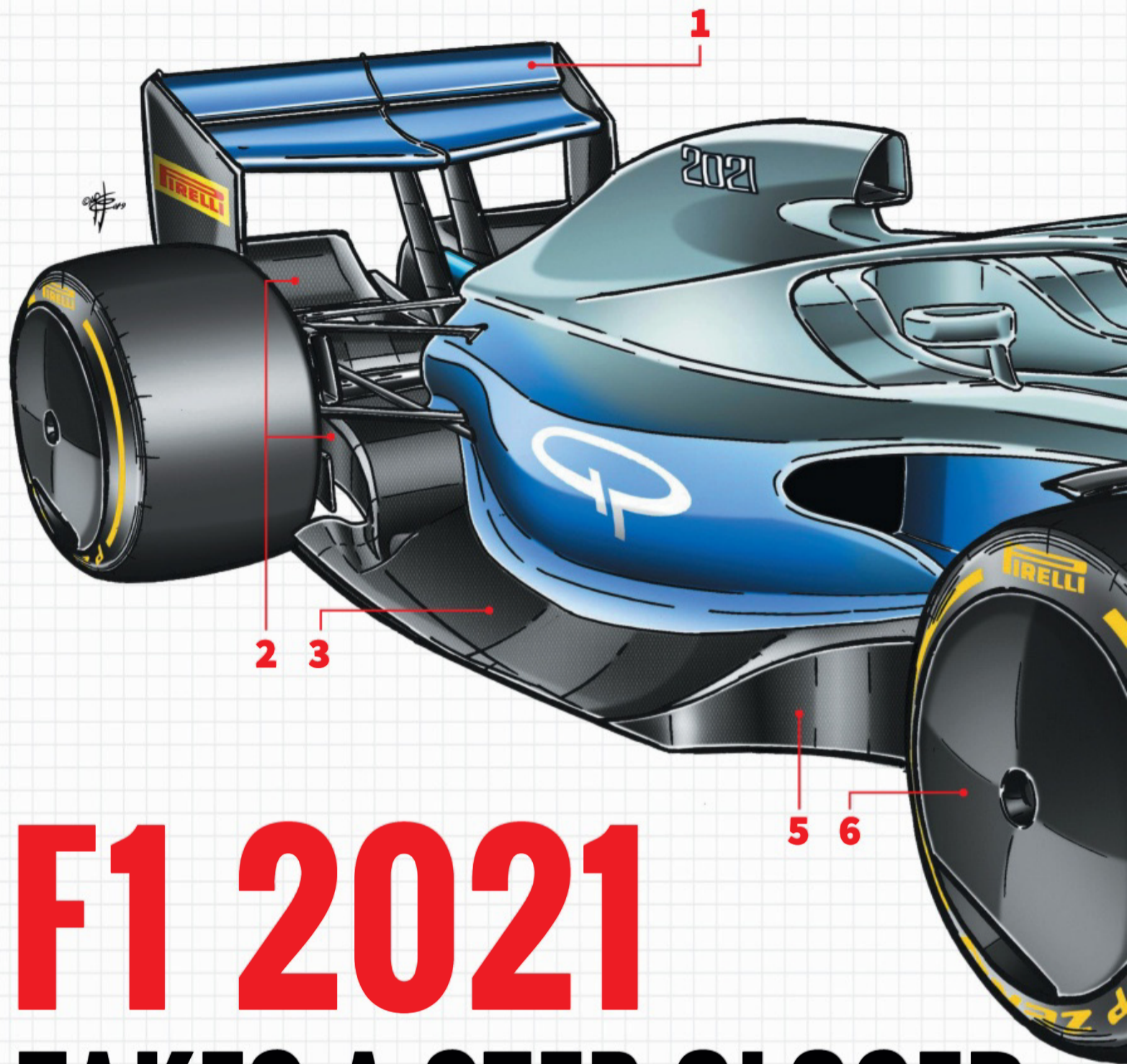
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FREE INSIDE

HISTORICS SUPPLEMENT



The Silverstone Classic event, Gordon Spice, Classic Team Lotus and much more feature in this histories special.



F1 2021 TAKES A STEP CLOSER

FORMULA 1

Formula 1 teams have been urged to put aside frustrations they may have about more restrictive design regulations for 2021 and instead embrace the benefits that new rules will bring.

With the FIA and F1 owner Liberty Media having outlined their concept for a new 2021 car last week, F1 managing director of motorsport Ross Brawn says the move to clamp down on design freedom is essential to make the championship a success.

The 2021 car will feature much simpler aerodynamics, with the majority of the downforce created by ground-effect through the use of full-length Venturi tunnels that will feed a tall diffuser at the rear of the car.

The plans have received some push-back from teams, which claim that cars will end up looking too similar, but Brawn says that F1 needs to think differently. “Undoubtedly from the relative freedom that the teams have had so far, it is going to be frustrating,” said Brawn. “But if they can take the approach of, ‘These regulations are the same for everyone and they will do a better job than

anyone else, we just won’t be two seconds faster, we will be two tenths faster; then that’s what we want in F1.”

The 2021 car is the result of an extensive development programme by the FIA and FOM, and has been created with the specific aim of allowing cars to follow each other much more closely.

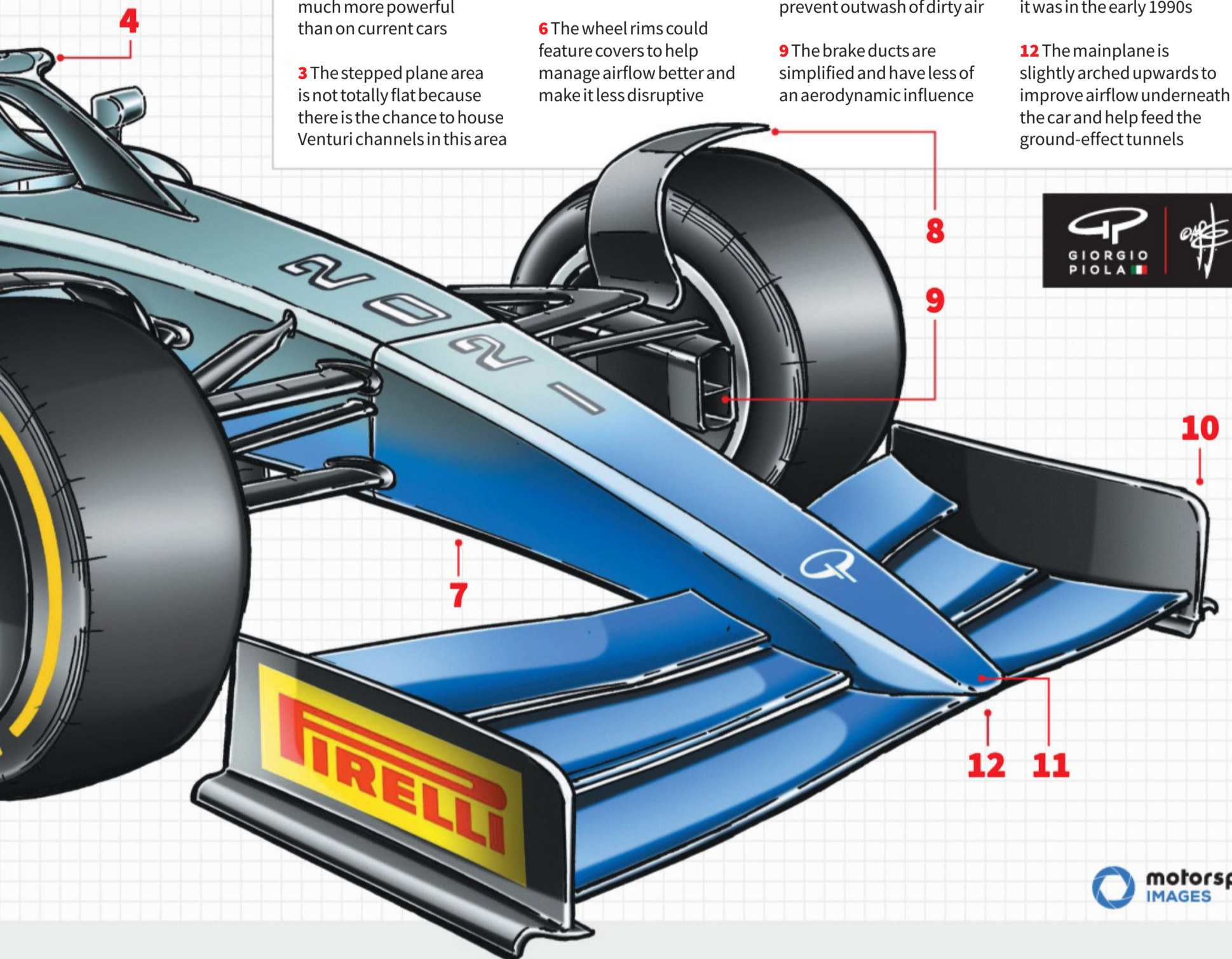
The current generation of F1 cars lose around 45% of their downforce when they are two car lengths behind a rival. The latest simulation data of the 2021 concept puts the loss at 5-10%.

The FIA’s head of single-seater technical matters, Nikolas Tombazis, said: “We want to make it more possible for cars to race each other and follow each other and to have more exciting battles.

“We want to have tyres that enable people to fight each other without degrading or only giving a short interval for the person attacking to attack.

“They are simpler than the current cars because a lot of the small components have been removed, especially in front of the sidepods – the front wings are simpler.

“There is a diffuser going right under the car – a Venturi channel type. There are tunnels under



1 The rear wing features a simple endplate to reduce the effect of turbulence and helps divert airflow high up with a twin vortex

2 The taller diffuser is much more powerful than on current cars

3 The stepped plane area is not totally flat because there is the chance to house Venturi channels in this area

4 The halo has a better integration with the overall car design

5 The start of a big Venturi channel, which begins where the current bargeboards are

6 The wheel rims could feature covers to help manage airflow better and make it less disruptive

7 The low nose without turning vanes shows the simplified aerodynamics

8 The front wheels are covered with two deflectors, which help prevent outwash of dirty air

9 The brake ducts are simplified and have less of an aerodynamic influence

10 The endplates are rounded to help minimise the risk of punctures in incidents

11 The nose will be low again, returning to how it was in the early 1990s

12 The mainplane is slightly arched upwards to improve airflow underneath the car and help feed the ground-effect tunnels

the sidepods from the front to the back.

“Two strong vortices [coming off the rear wing] suck in a lot of the rear-wing wake and, as a result, what the following car sees is a much, much cleaner flow. So we have a massive reduction of the loss of downforce for the following car.”

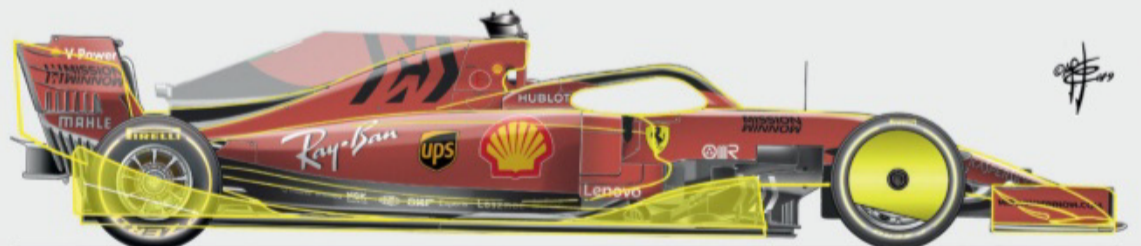
F1 hopes to reach an agreement with teams about the new rules by 15 September, so the process can then move forward for ratification by the FIA World Motor Sport Council before the end of October.

The concept outlined here will likely evolve as the teams and FOM work through the rules in more detail. Already there is talk that the wide and simple front wing may be modified.

Tombazis added: “The front wing, we are still not completely pleased about. Both from an aerodynamic point of view and from an aesthetic point of view.

“So we are trying to make it better in both aspects. There are good reasons why the wing is very wide, aerodynamically, but we agree it is not the best visually.”

JONATHAN NOBLE



WHAT ELSE IS CHANGING IN 2021

- A simplified fuel system
- Simplified radiators
- Frozen specification of gearboxes for five years
- Hydraulic suspension banned
- Standard wheel rims
- Standard wheel hubs/nuts and pit equipment
- Standard brake systems
- Restrictions on the use of certain materials
- A 40% reduction of windtunnel time for teams

WHAT ELSE IS BEING DISCUSSED

- Return of refuelling
- Changes to the format of a race weekend
- Reduction in the use of driver aids and electronics
- Reduction in the use of car-to-pit telemetry
- Introduction of more standard parts
- Simplification of the lower part of the chassis
- Reduction in the number of personnel at race weekends
- Reduction in the weight of an F1 car

Ricciardo hit with £10m legal claim from ex-advisor

FORMULA 1

Daniel Ricciardo's former advisor is claiming more than £10million over alleged unpaid commissions relating to the Renault driver's contract.

Ricciardo left his long-term backer Red Bull at the end of last season after striking an unexpected two-year deal to join the works Renault Formula 1 team from 2019.

According to United Kingdom High Court of Justice documents, Ricciardo's former advisor Glenn Beavis claims he is owed "various sums" for Ricciardo's Renault contract.

Beavis's claim, served earlier this month, alleges a debt of 20% commission on Ricciardo's base Renault salary, various contractual elements – including the cost of Ricciardo's superlicence, use of a Renault road car and cost of a physiotherapist – and more.

In a statement given to

Autosport, Ricciardo responded: "There is no substance to Glenn Beavis's claim.

"It is unfortunate that he has decided to bring this wholly unmeritorious claim, which I intend to fully defend in the court process."

Beavis provided management and consultancy services to Ricciardo from 2012 until March 2019. The agreement between Ricciardo and Beavis was reviewed and reinforced after Ricciardo's successful first season with Red Bull in 2014, when he won three grands prix. Beavis was paid a retainer, plus 20% commission on the value of all new deals he introduced that were subsequently concluded.

According to the document, Beavis began discussions with Renault and its F1 boss Cyril Abiteboul about a possible move for Ricciardo in mid-2017, one year before Ricciardo's deal – worth more than £20m a year



– was announced.

It is claimed that Ricciardo's Renault contract was a new deal introduced by Beavis and subsequently concluded by Ricciardo. Beavis submitted an invoice for 20% of Ricciardo's fixed Renault fee, but says he was told he has no entitlement to the commission in relation to the Renault contract, payments from performance clauses, or any other deal he introduced.

That has led Beavis to claim

for an amount in excess of £10million, which includes – but is not limited to – the payment of debts from the unpaid commission, interest on these debts and a declaration of entitlement to future payments.

He also believes he has a claim to commission on other aspects of the value of Ricciardo's Renault contract – including medical expenses and season-end and win bonuses.

SCOTT MITCHELL

Toyota agrees to faster LMP1 rivals for 2019-20

WORLD ENDURANCE CHAMPIONSHIP

Toyota has agreed to a series of rule changes designed to finally get the privateer LMP1 cars on terms with its TSO50 HYBRIDS in the 2019-20 World Endurance Championship. At the same time it has introduced a revised version of its P1 contender for its fourth and final WEC campaign.

That isn't the contradiction that it might at first appear. Toyota Motorsport GmbH technical director Pascal Vasselon insists that the manufacturer can't afford to rest on its laurels as the independents continue to move forward with the help of the rulebook and through development.

"It was not an option for us to stand still and count on the others not developing," he said. "We have already seen some progress from Le Mans last year and Le Mans this year, so we had to go on."



The latest iteration of the TSO50 (above) incorporates a more raised nose that now looks distinct because the bodywork shrouds around the suspension have been moved backwards. This, said Vasselon, is designed to increase airflow through the car and continue a development trend that began with the introduction of the TSO50 for the 2016 season.

The latest TSO50 will run at a minimum weight 14kg higher than the 904kg at which the cars raced from Fuji last October until

Spa in May, which in turn was 26kg up on the 878kg at which they started the superseason. Vasselon described this as an acceptable increase as part of the efforts of WEC promoter the Automobile Club de l'Ouest and the FIA to bring the privateers ever closer to the Toyotas.

The rules package also includes giving the privateers a one-second advantage in refuelling time, which is designed to negate the edge the TSO50s have on getaway because they can restart in electric mode.

The length of stints between fuel stops for hybrid and non-hybrid machinery will be equated, as it was for the six-hour races from Fuji onwards last year. The difference now is the rule will stand for Le Mans.

The plan to introduce a points-based system of success handicaps has been voted through. Details have yet to be announced.

GARY WATKINS



Porsche signs Lotterer

FORMULA E

Andre Lotterer's decision to sign for the new Porsche ABB FIA Formula E squad has kickstarted the post-2018-19 championship silly season.

Lotterer will join Neel Jani in Porsche's line-up for its maiden FE campaign after leaving the DS Techeetah squad. The triple Le Mans winner had remained a Porsche factory driver after joining its LMP1 team ahead of the 2017 season following Audi's decision to withdraw from the World Endurance Championship, despite Porsche then making its own WEC exit at the end of that season.

"I wanted to stay in the group, in the family, under the Volkswagen group," Lotterer explained to Porsche's in-house *Inside E* podcast. "Unfortunately, we only had a year – so for me, it's a bit [of] unfinished business that I have."

Jani was announced as Porsche's first driver for 2019-20 on the eve of the most recent campaign getting underway last December. This led to much interest in the second seat, with another former Porsche LMP1 star, Brendon Hartley, helping Jani with the early stages of Porsche's 15-day private testing programme. But the marque was always understood to favour having at least one driver with significant FE experience – Jani entered two races for Dragon at the start of the 2017-18 season, while Hartley has no competitive FE experience – which

is why choosing Lotterer makes sense.

He is also an experienced FE title contender after his two seasons with DS Techeetah, which is now searching for a replacement. The team said it had been "approached by multiple high-level drivers" when announcing Lotterer's exit, and interest in his vacant seat will be high. DS Techeetah has won the past two drivers' titles with Jean-Eric Vergne, as well as the teams' prize in 2018-19.

Few FE line-ups beyond Porsche and Audi are thought to be fully finalised for 2019-20, which suggests an intriguing summer for driver market developments lies ahead.

In other FE-related news, six-time World Rally champion Sebastien Ogier (below) will advise the Extreme E electric off-road SUV racing series ahead of its 2021 launch, as well as test and develop its ODYSSEY 21 base car.

ALEX KALINAUCKAS



IN THE HEADLINES

ASTON READY FOR F1 ENGINE CALL

Aston Martin CEO Andy Palmer says the company is willing to revive its Formula 1 engine supply interest should Honda opt not to commit beyond 2020 in its partnership with Red Bull. Aston previously explored the prospect of building an engine to F1's planned 2021 rules, but it was before Red Bull's switch from Renault to Honda power.

BOTTAS TESTS TOYOTA YARIS WRC

Mercedes Formula 1 driver Valtteri Bottas has raised speculation that he will compete in a rally again in the near future after testing a Toyota Yaris WRC. Bottas made his competitive rally debut aboard a Ford Fiesta WRC in January's Arctic Lapland Rally, finishing fifth overall. Toyota Gazoo Racing said the outing, which was at the team's permanent test site, was for fun.

MAX AND LANDO WIN VIRTUAL SPA

McLaren and Red Bull Formula 1 drivers Lando Norris and Max Verstappen teamed up and overcame late issues to win the virtual 24 Hours of Spa on iRacing. They had dominated the majority of the race from pole, but drama struck when Verstappen's brakes failed on his sim racing rig with just 15 minutes to go. Norris emerged with a comfortable lead, taking the win by 27.285s.

GHIOTTO, NASR GET LMP1 BERTHS

Formula 2 race winner Luca Ghiotto was set to be among the drivers who will pilot the Ginetta LMP1 car in the World Endurance Championship's pre-season test this week. He will be joined by 2003 Le Mans 24 Hours winner Guy Smith at Barcelona, with four further drivers split across the pair of works Team LNT Ginetta-AER G60-LT-P1s. Meanwhile, ex-Formula 1 driver Felipe Nasr will test for the Rebellion LMP1 squad.

RENAULT ZOE SET FOR ANDROS

Renault will provide manufacturer backing to the DA Racing team in the top class of the Andros Trophy, as the series switches to electric power in 2019-20. The team will field the Nouvelle ZOE model in what is a three-year Renault deal for the squad. Andros Trophy organisers trialled the four-wheel-drive, four-wheel-steer, twin-motor, 350bhp machines in early 2018.





MOTORSPORT IMAGES/JEP

Success ballast out, hybrid boost in

BTCC

Cosworth Electronics has won the tender to supply the standardised hybrid powertrain in the British Touring Car Championship from 2022, which will lead to the scrapping of success ballast.

The BTCC currently uses weight to slow down the most successful cars, but that will be replaced with restrictions on the percentages of power each competitor can use from the new hybrid-energy system.

Series bosses also confirmed that drivers will activate the system via a push-button to use the power boost to defend or attack.

Cosworth Electronics has designed a 60-volt system, which will weigh no more than 64kg when the full equipment is installed in the cars. In its purest form,

the hybrid boost will be available for a maximum of 15 seconds per lap and provide a power gain of approximately 40bhp. There is no limit on how often the boost button can be pressed during the lap.

On Cosworth's performance simulations using the Silverstone circuit as a base, a car deploying hybrid power would gain eight metres on a rival coming out of Copse.

The boost lasts until the driver presses the button a second time, or it will deactivate when the brakes are used, at the time or energy limit, reduced throttle or sudden deceleration or acceleration.

Regeneration will take place during the car's braking phase. Hybrid power will not be available to drivers until after the first lap and it will only be available when a car is not wheel-spinning.

When the driver activates the hybrid

system to attack or defend, fans will be alerted by an LED display on each car. Each vehicle must also travel the length of the pitlane on full electric power.

The system will be made available to each team on an annual lease scheme from Cosworth Electronics for a fee of £20,500.

BTCC chief executive Alan Gow said: "We've gathered the best experts together, which has resulted in formulating an excellent package.

"We've left no stone unturned in defining the cleverest way for the hybrid system to work, and we have come up with what are some very neat solutions.

"Introducing it in 2022 gives Cosworth plenty of time to refine and prepare. What I'm particularly pleased about is the cost at which the system will come in."

MATT JAMES

Solbergs to star together at Rally GB

WRC

Wales Rally GB will open and close chapters in the history of one of rallying's most famous families.

Petter Solberg will end his professional World Rally career in Llandudno, while his 17-year-old son Oliver starts his in the same place.

The Solbergs will enter a pair of Volkswagen Polo GTI R5s for an event that Petter dominated for four years

(2002-05) and where he won his first world title in 2003.

Solberg Sr will drive Rally GB as part of his season-long farewell tour. He said: "To end my professional career in this place, where so much happened and with Oliver driving alongside me, will be unbelievable. The emotions will be a lot."

Solberg Jr was a hit at the Goodwood Festival of Speed earlier this month. In his first season of four-wheel-

drive rallying, he's won the USA's most famous rally, the Olympus, and become the youngest winner of a European championship round.

"The chance to compete in Wales alongside my papa is massive for me," he said. "My father is my hero and for as long as I've been able to think and talk, I've been hearing about him driving in places like Dyfi and Hafren."

DAVID EVANS



F1 GERMAN GRAND PRIX PREVIEW

motorsport STUDIO LENGTH 2.842 miles NUMBER OF LAPS 67

German Grand Prix Hockenheimring 28th July 2019

2018 POLE POSITION
Sebastian Vettel 1m11.212s

POLE LAP RECORD
Sebastian Vettel 1m11.212s (2018)

RACE LAP RECORD
Kimi Raikkonen 1m13.780s (2004)

UK START TIMES

Friday 26 July

FP1 1000
FP2 1400

Saturday 27 July

FP3 1100
QUALIFYING 1400

Sunday 28 July

RACE 1410

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BBC RADIO 5 LIVE

HIGHLIGHTS

CHANNEL 4 1900

TYRE ALLOCATION



CHAMPIONSHIP

Drivers

1	Hamilton	223
2	Bottas	184
3	Verstappen	136
4	Vettel	123
5	Leclerc	120

Constructors

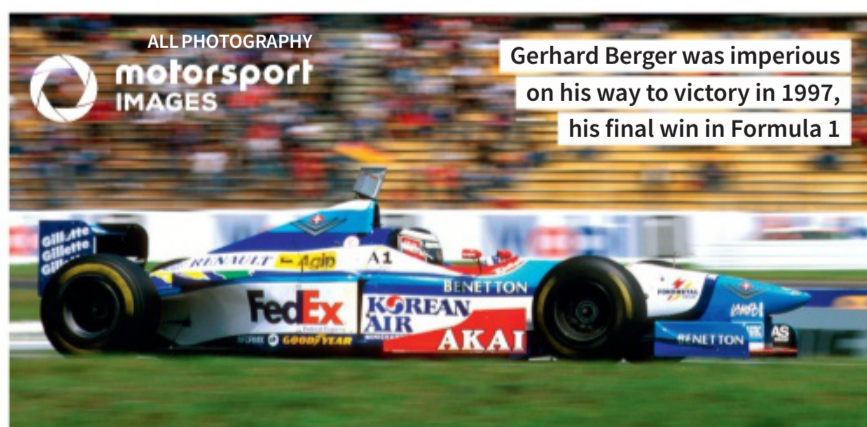
1	Mercedes	407
2	Ferrari	243
3	Red Bull	191
4	McLaren	60
5	Renault	39



RACE STATS

Previous winners

2018	Lewis Hamilton	Mercedes
2016	Lewis Hamilton	Mercedes
2014	Nico Rosberg	Mercedes
2013	Sebastian Vettel	Red Bull
2012	Fernando Alonso	Ferrari
2011	Lewis Hamilton	McLaren
2010	Fernando Alonso	Ferrari
2009	Mark Webber	Red Bull
2008	Lewis Hamilton	McLaren
2006	M Schumacher	Ferrari



Hockenheim masters

Average points per race at Hockenheim from the current F1 drivers. Races before 2010 converted to current points system.	Hamilton	17.00
	Verstappen	13.50
	Bottas	12.67
	Vettel	8.50
	Ricciardo	6.50
	Kubica	6.00
	Raikkonen	5.55
	Hulkenberg	4.80
	Perez	4.00
	Grosjean	2.00



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- ARDS licence test from The Motorsports School and motorsport licence issued from Motorsport UK
- One full year of club motorsport
- Upgrade licence to Ginetta GT4 SuperCup level
- All test and race entry fees for BTCC-level racing and club motorsport
- Full driver coaching
- Exclusive dedicated engineers working by your side
- Full test in the BTCC-supporting Ginetta GT4 SuperCup
- Qualify and race for an entire weekend in the BTCC-supporting Ginetta GT4 SuperCup
- All hotels during the prize races
- All tyres, fuel, insurance, brakes
- Race suit, helmet, gloves and boots
- Hospitality for two further guests at all prize races
- This prize is worth in excess of £250,000

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- Race technique
- Mental agility tests
- Racing simulator assessment
- Mock interview test
- Kart racing
- Physical fitness
- Circuit driving
- Club-level race car driving
- Ginetta GT4 SuperCup driving

Adam Lucas, Director of RaceDriver.me, said: "This is the chance for those who dream of being on the grid at the very highest level of UK motorsport and may not have had the opportunity to showcase their talent. RaceDriver.me gives them this opportunity."

To maintain a level playing field, those who have race experience will be assessed on a higher standard of criteria, meaning that those working through the rounds do so on merit. No other scholarship provides this level of prize, fairness and value with round one costing just £199.

Entrants can sign up today or find out more information at www.RaceDriver.me



How to be best of the rest

Sergio Perez doesn't enjoy his tag as 'king of the midfield' in Formula 1, but reaching that position is a tough enough job in itself

EDD STRAW

Seventh place was once the most accursed finishing position in Formula 1. For more than four decades it was the difference between the all of a point and the nothing of a blank. The cruel, hard line between sixth and seventh hexed many a driver, none more so than during eight mid-season races in 1992 when Michele Alboreto took his Footwork to six of them for no reward.

Since 2003, seventh has offered points, but still it remains an uncomfortable position to be in an era of three teams monopolising the top six. If you're seventh, you've won the battle for scraps – a great achievement but hardly nourishing for the racing driver that lives to win.

Nobody has finished seventh more times in F1 world championship history than Sergio Perez, with his 19 seventh places (tied with Fernando Alonso) backed up by the 16 occasions he has finished in each of eighth, ninth and 10th places. Perez hasn't won a race since his final GP2 triumph in Abu Dhabi almost nine years ago, spending most of his time since in F1's midfield.

He has been higher, of course, notching up eight podiums and coming close to winning the 2012 Malaysian Grand Prix for Sauber before running off track while chasing down leader Alonso. But throughout his eight and a half seasons in F1, Perez has emerged as the unofficial king of the midfield. It's not a crown the SportPesa Racing Point driver embraces.

“Perez has shown he has the capacity to drag the best out of the machinery at his disposal”

“It's funny how people describe me as the king of the midfield,” laments Perez. “I've heard that many times: the king of the midfield, the king of the midfield... But it's just what I have, the machinery. To be at the head of the midfield requires a lot of speed, a lot of work, a lot of consistency throughout the years.”

Perez is a formidable performer who has produced all that in F1, particularly since joining his current team in its Force India guise back in 2014. He has twice finished seventh in the championship and last season was only seven points behind midfield 'champion' Nico Hulkenberg's stronger Renault package. There's no doubting the legitimacy of Perez's unwanted claim to the midfield crown. It means, at 29, he is typecast.

He's had dalliances with F1's big beasts – in his formative years he was considered for a Red Bull deal. Later, he was picked up by the

Ferrari driver academy but turned his back on that to move to a McLaren team that was just starting its sharp decline. He was rejected there, the result of a team that disliked his attitude and was perhaps guilty of expecting a 23-year-old in his first season there to be an unrealistically rounded package. He'd made huge improvements in that area by the end of 2013, so moved to Force India for the following season a far more complete driver.

Perez has made significant strides in qualifying performance, which was an early weakness. But he points to another area where he feels he's made significant gains, which also supports the proposition that he's evolved a lot since his days when he frustrated the McLaren engineering team.

“I've improved in my technical understanding, that has come up massively,” says Perez. “You see the young drivers now, they belong to F1 teams and they grow up. Once they get into F1 they are very well prepared and I wasn't on the technical side. That's the thing I have improved most, understanding, tyres, engineering, set-ups.

“That has helped me to grow in every area. Also, getting stronger at my strengths, which is my race pace for example, understanding why it is good or why it is bad, and working with the tyres. I've grown a lot probably more than others because I was so unprepared when I came into F1.”

Race pace has always been a strength, and laid the foundations for some eye-catching results in his Sauber days – albeit usually the consequence of going on to an alternate strategy after poor qualifying. Key to these performances has been his outstanding tyre management, thanks to his ability to sense the traction and minimise tyre slip.

Perez is now a consistently good qualifier, is strong in the races and has shown he has the capacity to drag the best out of the machinery at his disposal. And yet, when top drives crop up, he is never more than an outside contender on the shortlist.

While Perez is not quite in the elite group of drivers, there's no doubt he'd be capable of winning races and being an outstanding number two driver. And given his capacity for self-improvement, he could well further build on that in a top team. It would be unfortunate if he never has a shot at victories. Right now, his best chance seems to be staying with Racing Point for the long-haul.

“We all dream to be there but I'm a very realistic person, I know that the opportunity might or might not come so I'm not obsessed with it,” says Perez. “I'm just enjoying my time and making sure I maximise every opportunity I get. It doesn't matter if it's in the midfield or the top field.

“The only difference that distinguishes the driver that wins the race or the one that finishes seventh is the car.” ❄

Access to Sergio Perez was facilitated by SportPesa.uk

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The hidden danger of track limits

When officials take a no-questions-allowed approach, it can leave competitors in situations where they are faced with only bad choices and negative outcomes

BEN ANDERSON

We've all been there – happily driving along the motorway, minding our own business, when some dimwit changes lanes without looking. In this situation, most capable drivers will instinctively take evasive action by moving over into the next available lane (provided there is space) to avoid a collision.

But what if you knew the next available lane was reserved for emergency vehicles, and that driving into your only escape road carried an automatic fine and penalty points on your licence – justice served by CCTV, with no appeals or reviews allowed?

Faced with the prospect of a guaranteed penalty and fine, you might just decide to chance a probable collision with that wayward fellow motorist. Maybe they'll see you at the last minute and swerve? Maybe you'll gently bounce off each other with minimal damage done? Maybe you'll miraculously avoid each other by some other means?

What's any of this got to do with track limits? Well, my point is that all actions and their consequences are dictated by circumstance, and if you make no effort whatsoever to account for circumstance when administering rules and regulations, you create conditions where split-second decisions can have dangerous unintended consequences.

I've had plenty of run-ins with motorsport's draconian track limits rules over recent seasons, most recently at Spa, where

“By taking an absolute approach to track limits, officials make motor racing more dangerous”

I lost victory in the first round of McLaren's 2019 Pure GT Series to a 10-second track limits penalty. The official position in such cases, as dictated by the FIA and explained in drivers' briefings, is that the track limits are clearly defined – the white line is part of the circuit but the kerb isn't, and a car will be deemed to have left the track if no part of the car remains in contact with the circuit. Just stay on the track and stop complaining!

But there is some variation in how this rule is interpreted around the world. In Formula 1, they basically make it up as they go along: enforcing strict limits in some places and allowing a free-for-all in others. In other FIA international racing, you are legal provided your two inside wheels remain circuit-side of the white line. In UK national racing, the rules are more stringent – forbidding any part of the car from straying beyond the white lines or kerbs.

The lack of consistency and clarity across different jurisdictions is one matter of contention, but the bigger problem is the way the rules are enforced. Judges of fact – meaning their decisions are irrefutable and unappealable – decide your fate with no questions allowed. The problem here is one of absolutism. You cannot argue your case. The stewards simply tally up your 'offences' and penalise you accordingly. At the court of track limits, you are summarily tried and executed. There would be no problem with this if all regulations were enforced in a similar way, but they aren't.

Inconsistency in officiating is one thing, but it's not the worst thing. By taking an absolute approach to track limits, officials unintentionally make motor racing more dangerous. The enforcement of track limits has become pernicious, because drivers are sometimes forced to pick between two bad choices.

My case in point comes from the same Spa race in which I was penalised. One driver made a mistake at Eau Rouge in a powerful, heavy GT4 car on old tyres. This driver realised he was not likely to make it through Raidillon safely, but was concerned about being penalised for exceeding track limits if he cut the track. So, he chose to risk trying to make the corner anyway. The result was an enormous shunt, in which his car was written off, and from which he was lucky to walk away uninjured.

In FIA events this season, I'm told stewards are instructed to enforce track limits without discussing transgressions with drivers. In the UK, drivers usually see the officials to discuss incidents even though there is no possibility of their decisions being overturned. I've often argued I simply made a mistake and tried to avoid an accident by running off the circuit instead of spinning the car – precisely to prevent the sort of terrifying accident I just described. Faced with a decision between a bad choice and a bad choice, you can only make the least bad choice.

My fellow racer made the worst of two bad choices as it transpired, but were officials to take a less stringent approach to track limits – saving their officiating until after the race, engaging in proper dialogue with competitors, reviewing any contrary evidence and working to properly understand the circumstances of each incident – drivers would know they could exceed track limits as a safety net, without fear of automatic reprisal. Circuits could install different run-offs to penalise mistakes, but most would prefer to save the cash and ask drivers to take more responsibility.

That's fine, but the point of enforcing rules and regulations should be to prevent cheating. Sometimes, drivers simply make mistakes and gain no advantage. Officials – many of whom have never driven a racing car at proper speed and have no real concept of the difficulty of maintaining control – need to understand that. If they did, they would make better decisions, motor racing would be fairer, and it would be safer too. ✿

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YOUR SAY

Watching some of the 'classic' races on Sky has proven a timely reminder that a car circulating closely behind another was compelled to stay there for the duration

TIM FERRONE

In praise of the drag reduction system

I note that the proposed 2021 F1 regulations, in encouraging means of overtaking without so-called 'artificial aids', look to have dispensed with the DRS system, as one might expect.

I recognise that I may be alone in expressing this, but I'm actually a quiet fan of DRS. While a DRS overtake pre-braking zone is clearly something of a non-event, I am nevertheless an overt fan of overtaking (as opposed to no overtaking whatsoever!).

Watching some of the 'classic' races broadcast on Sky has proven a timely reminder that in the 1980, 1990s or 2000s often-times a car circulating as little as three tenths of a second behind another was compelled to stay there for the duration. Yet part of the enjoyment my two young sons and I take from contemporary F1 is keeping half an eye on the timing information on the left-hand side of the broadcast, in order to see if anyone is approaching being within DRS range or not... which in itself provides something of a pre-anticipation, if you will.

It is with some dismay that I also note the return of in-race refuelling as a pitlane discussion topic once more. Seriously, again!? How many times does this have to be suggested and dismissed before we are able to query the short-term memory of the F1 community?

At the last try, convergent refuelling strategies led to an absence of on-track overtaking and very little tactical variation. I'd take DRS over refuelling any time.

Tim Ferrone

By email

Hatching a plan to improve the show

Refuelling to improve the show? Ask Jos Verstappen and Felipe Massa about that. Maybe during a pitstop, after the rear jack man drops the car and before the driver gets the green light to go, the rear jack man has to grab a dessert spoon on which is balanced a fresh egg. They then run anti-clockwise around the car, back to their starting position and press a button to signify finishing this part of the pitstop.



If the egg is dropped they have to return to the back of the car and take another egg all the way around before the driver can be released. This will bring in another variable where mistakes can be made but without putting the driver or pit crew at risk.

Costs of this development can be held in check by having a standard FIA-approved spoon issued to all teams and stating in the rules that it should be a chicken's egg.

Brian McCausland

Portishead

Join the 'non-coverage' club

I read Simon Scott's letter about the lack of coverage of the grand prix at Silverstone with interest (18 July). My immediate reaction was, welcome to the club! I, like hundreds of thousands of others, regularly attend superb feats of endurance at Les Vingt-Quatre Heures du Mans, only to return to find two column inches, if you're lucky, in the sports sections of the broadsheets.

At least Autosport gives all events good coverage.

Andrew Napier

By email

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WHAT HAS RED BULL DONE FOR F1?

It's got more than its fair share of critics, but there are many reasons why Red Bull should be appreciated better

SCOTT MITCHELL

GARTH MILAN/RED BULL CONTENT POOL





RED BULL RACING WINS

DRIVER	WINS
Sebastian Vettel	38
Mark Webber	9
Daniel Ricciardo	7
Max Verstappen	6
Toro Rosso (Vettel)	1



S

mile on his face, red cape (and nothing more) on his torso, Christian Horner leaps into the swimming pool of the Red Bull Energy Station. It's May 2006, and Horner is not making quite the same jump as around 15 months previously, when he was placed in charge of Red Bull's new, wholly owned Formula 1 squad and named the youngest team principal in

the championship's history. But it's significant nonetheless: Red Bull, the party team, the young disruptor, has just scored its first podium finish on its 26th attempt. Horner's leadership by example triggers post-race celebrations that descend into a massive shoving contest as team members rush to throw one another in the water as well.

"I can't see Zak Brown doing that now," grins Horner as he reflects with Autosport on that moment more than a decade later. "Or Ron Dennis, or even Flavio Briatore. It was just... different."

Red Bull was ever thus. Especially in F1. *Especially* in the early days. F1's general split between teams being entered by car manufacturers or racing companies helps highlight the extent to which Red Bull is an anomaly. Benetton is the only other team that has come close, in terms of a major sponsor taking charge and running the team under its own name to so much success.

For a long time Benetton's story was unique. Yet Red Bull's F1 story can be unfairly characterised as a massive company deciding to get more involved, spending a lot of money, and winning — then complaining when it stopped winning. That glosses over the investment and effort that has gone into making it happen.

"Red Bull has always been non-conformist," says Horner, still presiding over the race team and (as in 2006) back to creating a foundation to fight for titles. "I think back to the energy that Red Bull brought into the paddock when we first turned up in 2005, at Imola for our first European race, with the Energy Station. The music was playing loud and there's a real vibe. Everyone thought, 'What on Earth is this?' This quickly got confused with us being portrayed as the party team. What it really was, and it quickly became clear as we recruited key personnel and became more competitive, is there is no reason you can't have fun along the



Horner celebrates first podium at 2006 Monaco GP

SUTTON/MOTORSPORT IMAGES

PHILIP PLATZER/RED BULL CONTENT POOL

way, no reason to not be burdened with corporate blandness."

What started with letting David Coulthard grow a beard — "that never happened at McLaren!" — has grown into much bigger exhibitions: driving a car through the streets of London, performing donuts on the helipad of a roof in Dubai, sliding down the snow-covered slopes of Austrian Alpine town of Kitzbuhel.

On-track, Red Bull backs 20% of the current grid, and helped keep Honda — an important manufacturer — in F1 after the Japanese engine maker's split from McLaren. Red Bull is responsible for the return of the Austrian Grand Prix, one of the season's most successful races (this year's being no exception). And the driver programme it has funded at immense cost produced one of the most successful racers in history in Sebastian Vettel and is giving modern fans Max Verstappen.

The raft of drivers Red Bull has brought into F1 have added ability, race wins and personality in spades. These drivers have been encouraged to speak their mind, enjoy what Red Bull has to offer, and not feel restrained by the ever-increasing corporate world of F1. It is similar to how the company sees itself. As Red Bull motorsport advisor Dr Helmut Marko puts it: "We leave the personalities of the driver, we don't train them how to speak. As long as they can eat with a knife and a fork, it's fine!"

Red Bull's influence also stretches wider than most. While its headline involvement has unsurprisingly been the two F1 teams it bought and rebranded (and the short-lived NASCAR effort), it has also committed to other major sponsorship deals with teams and individual drivers.

It has been affiliated to various successes, including MotoGP, the World Rally Championship, DTM, World Touring Cars, Australian Supercars and the Dakar. When assessing what it has done for F1, and the wider motorsport world, in the last decade and a half, Red Bull probably does not get the credit it deserves. >>



Popular Austrian GP is on the F1 calendar thanks to Red Bull

PHILIP PATZER/REDBULL CONTENT POOL

BOOSTING THE PRESENT, CREATING HISTORY

Right now, Red Bull is beating Ferrari on race pace and, with new engine partner Honda, laying the foundations for what it hopes will be a season-long fight against Mercedes in 2020. Quit threats never seem too far away, but that ghost will never be laid to rest all the while Red Bull's involvement rests on the whim of one person.

Red Bull owner Dietrich Mateschitz (right) should have F1 by the cojones, with all he has given it. Which is some journey from being as much of a dreamer as anybody who fancies owning an F1 team.

"What struck me immediately when meeting Dietrich was his passion and enthusiasm for motorsport, and ambition and vision," remembers Horner, who is now 45. "Even at that stage it was clear that he didn't want to just take part.

"He was very keen to do things a bit differently, to take all of Red Bull's values into a Formula 1 team. Having been a shareholder at Sauber and a sponsor previously, this for the first time was going to be Red Bull's own team in Formula 1.

"Even in those early days, what attracted me to the project more than anything was his enthusiasm, his commitment, his infectious motivation and belief."

Since taking over Jaguar and entering F1 in 2005 – and finishing fourth on its debut with Coulthard – Red Bull has established itself as not only one of the most important players in F1 for more than a decade, it has swiftly written itself into the annals of history.

Red Bull's 'main' team had to wait until early 2009 for its first victory.



First win came with Vettel in 2009 Chinese GP

ETHERINGTON/MOTORSPORT IMAGES



Will Red Bull topple Mercedes before Ferrari does?



HONE/MOTORSPORT IMAGES

That win, in the Chinese Grand Prix, before it had even adopted the controversial double-diffuser that shook up the competitive order as part of a raft of rule changes, was the first of 60 (and counting). The tally puts Red Bull sixth in the all-time wins list, behind only Ferrari, McLaren, Williams, Mercedes and Lotus. It is the same story in terms of world championships, pole positions and podiums.

Even in races started – a key barometer of a team's history in the world championship, albeit one skewed slightly by the rise in number of races a season these days – Red Bull stands impressively. Well over a hundred teams have started a world championship grand prix, and Red Bull sits just outside the top 10 in this list on 275 starts.

Another way to put it is that it managed what Jaguar – a manufacturer steeped in motorsport history – utterly failed to achieve across five disappointing and expensive seasons. Which is impressive considering what Red Bull inherited when it took over: "Basically it was a mess."

Fixing the Jaguar situation, coaxing Adrian Newey away from McLaren and giving him the infrastructure he needed to make Red Bull a winner in F1 took many years. Nobody could have predicted the massive step that would be made in 2009, when Red Bull established itself as Brawn's biggest challenger – let alone the final jump to being a world championship-winning team in 2010.

"As a team we were still obviously a bit unpolished in areas," says Horner. "Operationally there is a lot of difference between running midfield and running at the front of the grid. Everything shows up under the spotlight.

"We probably weren't ready to win a world championship in 2009, but by the time 2010 came along we were very much ready. It was a question of evolution, being self-analytical, self-critical, again just putting the right processes and procedures into place.

"We were up against massive competitors, McLaren at the time, Ferrari, big teams. It just meant we had to raise our game in all areas."



WHY QUIT THREATS AREN'T HOT AIR

Red Bull has experienced all F1 can throw at a team in the past decade. From its first victory in 2009 to a first world title in 2010, which snowballed into four consecutive championship doubles, it raised the bar for what giants of F1 – mainly Ferrari and McLaren – needed to aim for.

During this time, Vettel set a new record for consecutive victories in the second half of 2013. Unlike Ferrari, or McLaren, or Williams – all of whom had had seasons of almost unrelenting success – there appeared to be greater discontent when Red Bull was at its most successful.

Red Bull's popularity went hand-in-glove with Vettel's. Neither seemed to get the adulation they deserved, with Vettel's reputation in particular seeming to suffer alongside Mark Webber, as he was either criticised for getting preferential treatment over a number-two driver, or only beating a number-two driver.

Their partnership made for "uncomfortable" moments for Red Bull, particularly when it went from having a 1-2 finish in the 2010 Monaco Grand Prix to both drivers crashing into each other in Turkey. "We had gone from that absolute highest point you can to the lowest within a two-week period," remembers Horner.

Apart from its driver rivalry, Red Bull came under ever-increasing scrutiny from its opposition as it shook up the competitive order and irritated teams with a bold recruitment drive, including hiring Newey.

"The best way to become unpopular is to do a lot of winning," says Horner. "We started to win a lot and obviously with our rivals it started to stick in the throat a bit.

"The biggest compliment you can have from your rivals is getting under their skin because it means you're doing something right. I think that we were ploughing our own furrow and we were winning, we were competitive, and we were doing it in our own way."

When the rules changed in 2014 and engine partner Renault slipped well behind, the relationship deteriorated rapidly in public view. From dominating the season before to sniping three victories when Mercedes

was off its game, Red Bull and Renault had a rapid fall from grace.

Red Bull has not been in title contention since. Finally, in 2018, the decision was made to cut ties with Renault and form a new alliance for this season with Honda. Before that, tensions escalated to the point that Red Bull issued a very serious quit threat. It wanted to split from Renault in 2015 but found avenues to Mercedes or Ferrari power blocked.

Some felt that Red Bull wanted to eat its cake, and have it too. Any subsequent suggestions it could leave F1 have been haughtily dismissed by critics. But any individual making a serious investment is free to question that investment if they feel it is being damaged.

"For Red Bull it's very important we have the ability to compete to win," says Horner of the Honda deal's importance to the team's F1 future. "A vital element of that is the power unit.

"With Honda we have an apolitical partner that's not in anybody's pocket. It has a great track record in F1 and is keen to get back into a consistent winners' circle. That's exactly where we are as a team."

Mateschitz and his company do not need to spend this much money in grand prix racing. That does not mean F1 should hand him his desires on a silver platter. But it does mean his decision to withdraw if he does not feel it is worth his investment is his alone.

Red Bull's expectation of what it wanted from F1 changed when it bought Jaguar and then Minardi to form Toro Rosso, its junior team. And unsurprisingly, as the stakes got higher, the 'to hell with everyone else' attitude got harder to stick with. Red Bull has continued to go off-piste, but even the most renegade organisation cannot escape the realities of F1.

"The politics that surround the sport always have done whenever there's a lot of money involved," says Horner. "I think we've always tried to operate by sticking to the base principles that we are a race team, we focus on being a race team, and our biggest asset is our people. We're not afraid to voice an opinion or speak our mind in what we believe in." >>

RED BULL RACING POINTS SCORERS

DRIVER	POINTS
Sebastian Vettel	1577
Mark Webber	978.5
Daniel Ricciardo	956
Max Verstappen	744
Daniil Kvyat	116
David Coulthard	60
Pierre Gasly	55
Christian Klien	11
Vitantonio Liuzzi	1

THE MAN BEHIND THE WORLD'S MOST RUTHLESS DRIVER SCHEME

Red Bull's Formula 1 empire had humble beginnings. The junior programme, which spawned from Helmut Marko's Red Bull-backed Formula 3000 team, was formally founded in the early 2000s after Red Bull's initial young-driver support allowed the company to back talents in different countries at their discretion.

Of course there was some payback. Red Bull would benefit from the

exposure and the connection in different world markets, particularly as it expanded its junior set-up outside of Europe. Talented drivers could grab some support – money, racewear, guidance – and Red Bull had a large pool of racers across the world decked out in the company's colours. But that's as far as it went because Red Bull had nothing at the top.

When Red Bull bought

Jaguar, and then Minardi, to form Red Bull Racing and its junior F1 team Toro Rosso, that changed. Suddenly the junior scheme had a much bigger purpose with a much grander end goal. The stakes were raised, and so were expectations. Red Bull got ruthless: it needed the best, drivers capable of fighting for wins and titles. So its turnover increased and that brought criticism with it – criticism Marko (above), Red Bull's motorsport advisor and de facto young driver programme chief, rejects.

"If you're not winning in a category straight away, then you're not the right guy," he tells Autosport.

"I don't believe you have to do three seasons in whatever category



GALLOWAY/MOTORSPORT IMAGES

before you can go up to the next one. We got a lot of criticism about that, which I would say is not fair because most of these drivers are in other categories.

"They all make their living out of racing. What more can you expect from your life?"

Two polar opposites from the Red Bull junior scheme, in terms of how they handled their rejection in an F1 context, are the old Toro Rosso team-mates Sebastien Buemi and Jaime Alguersuari. Buemi

still tests for Red Bull, retains a promotional contract and has won titles in Formula E and the World Endurance Championship, not to mention the Le Mans 24 Hours. Alguersuari slipped into FE for one season, left racing citing medical grounds, and became involved in the music industry.

"During his driving he was more interested in being a DJ," says Marko. "He was up until four or five o'clock in the morning. You can't combine things like that."

Another focal point of Red Bull's rejection is Daniil Kvyat, who is back at Toro Rosso for the third time after an unprecedented rollercoaster journey with the company. During his second spell, after being demoted from the senior team, Kvyat's plight led some to question whether Red Bull could do more to help the young individuals it takes on.

"We talk to them, address problems, bring them together with professional people," Marko counters.

"We've done a lot and we have spent a lot of money. They all have fun in other categories with an income that is far higher than what they could earn in a normal job."

"IF YOU'RE NOT WINNING IN A CATEGORY STRAIGHT AWAY, YOU'RE NOT THE RIGHT GUY"

Alguersuari (left) is no longer in motorsport, while Buemi is now a world champion





AN UNAPPRECIATED MAVERICK

F1's four current engine manufacturers – Mercedes, Ferrari, Honda and Renault – have long F1 narratives as works teams and engine partners, with various entry and exit points along the way. On the teams' side, names such as McLaren and Williams are tethered to the history of F1.

This is something Red Bull simply cannot compete with. However, asking what Red Bull's legacy will be – looking forward instead of judging its relative lack of history that should not be held against it – puts the organisation in stronger stead.

Four straight world titles from 2010 to 2013 should mark out that period specifically as one of the most impressive in F1 history. That alone is a formidable sporting achievement, representing a peak as high as any of the most famous in F1 history. It was only the third time that feat had been accomplished, after McLaren (1988-1991) and Ferrari (2000-2004). Mercedes joined the list in 2017. That is the company Red Bull keeps in terms of pedigree.

History only counts for so much: just ask teams that have slipped competitively (McLaren and Williams) or faded from F1's existence (Lotus and Brabham). Yet it is still a strong emotive influence. Without long-standing F1 history, to some people Red Bull remains an outcast in the pantheon of F1 giants.

RED BULL'S PLACE-IN-HISTORY STATS

	TOTAL	PLACE IN ALL-TIME LIST	FIRST
Starts	275	12th	Australia 2005
Wins	60	6th	China 2009
Podiums	164	6th	Monaco 2006
Poles	60	6th	China 2009
Points	4498.5	4th	Australia 2005
Championships	4	6th	2010



Vettel took 13 wins during impressive 2013 campaign

F1 would be poorer without Red Bull's involvement, although perhaps Fernando Alonso's career would have the added gloss of a couple of extra world titles. The Red Bull story is about more than paying money to win in F1 and selling expensive fizzy drinks. It has left an undeniably strong impact in a short space of time.

"Red Bull made F1 more attractive," says Marko. "Our Energy Station, our show runs, the way we act. We're more informal compared to others. It has brought a real, fresh, positive atmosphere in F1."

Red Bull's existence outside of the motor racing world means it's not as intrinsically tied to F1 in the same way as Ferrari is. When Ferrari threatens to quit, you can always question how much the company will lose – and justifiably doubt whether it will go through with it. If Mateschitz pulled the plug, who would lose more: the world's most marketed energy drink company, or the championship that relies on it for four cars, a grand prix, countless publicity stunts and a top-class driver conveyor belt?

Glorified sponsors such as Marlboro are remembered more fondly for less than Red Bull has given F1. Maybe others knew their places, limiting their involvement to funding drives and taking control of car liveries. But Red Bull was not built on following the status quo.

"We've not been afraid to take risks," says Horner. "And we've been in no one's pocket. Red Bull isn't beholden to a manufacturer. It's its own brand, its own entity and we take our own path in Formula 1."

The glory years of 2010 to 2013 are a little way behind now, but Red Bull is the only team to have defeated Mercedes this year. What used to be McLaren's job – the independent fighting against the works teams – is now firmly entrusted in Horner's operation.

Red Bull may never have the gravitas of the teams that have competed since the early decades of F1, but it's a key modern-day player worthy of more respect, and maybe a bit more affection, than it tends to receive. ❦

Yamamoto
has switched to
Dandelion Racing
as he seeks a third
Super Formula title



THE STAR OF THE EAST

Naoki Yamamoto has become such a force in Japanese motorsport that he's now linked to F1. But who is he, and what's his story? We sat down with him to find out

MARCUS SIMMONS

PHOTOGRAPHY ISHIHARA



At the age of 31 he's one of the most formidable racing drivers in the world, he's been acclaimed by a Formula 1 world champion as somebody who should be racing at the very top level of the sport, he's the subject of speculation that he could be a future Red Bull or Toro Rosso F1 driver, yet he's rarely competed in a car outside Japan – and never outside Asia.

By the end of 2018, which yielded dual titles in Super Formula and, with Jenson Button, in Super GT – and a surprise visit as a guest of Red Bull to the Abu Dhabi Grand Prix – suddenly everyone wanted to know more about Naoki Yamamoto. And the funny thing is, he might well not have still been a racing driver at all by this time of his life, for this ardent perfectionist twice came close to quitting the sport as a young man.

The first was in 2006, at the age of 17. Following two seasons of karting in Europe he enrolled at Honda's Suzuka Racing School in a bid to win its coveted scholarship to get onto the single-seater ladder. "My goal was to race formula cars in Europe," he recalls, "but thinking of the future I think it was important to enlist in the racing school to represent Honda – to join the 'rail' of Honda. When I was in Europe, Mr Aguri Suzuki was supporting me, but it was not easy to carry on my career overseas. So we decided that if I join the Suzuka Racing School, and if I did not succeed, I would stop racing. That would be it for me."

Now let's go forward six years, to 2012, by which time Yamamoto was 23. In 2010 he had contested his rookie season in Formula Nippon (which was renamed 'Super Formula' in 2013) with Nakajima Racing, before being shuffled across to Team Mugen for 2011. The Mugen team was a new one in the series, with an inexperienced driver, and running a solo car – so no established team-mate for Yamamoto to learn from. "For my lack of experience I was very happy to have my rookie year with the Nakajima team – that was very good for me," he says. "But once I moved to Mugen... they started in 2011, so they had no data

and we had to do development. They only had one car. There was so much to do, and the first year was really tough for us.

"So for 2013 I decided this was my last chance and I had to do it now. The engineer Mr Abe [Kazuya Abe] that I worked with in my first year at Nakajima came and joined me at Mugen. I called Abe-san and I said, 'If you don't join me for us to win the championship together, I'll quit racing'. So he joined Mugen and thanks to that I'm still here! That was a big turning point for me."

Such remarkable self-imposed pressure for one so young... And, indeed, Yamamoto did win that 2013 series, the last in which the American-built Swift FNO9 was used before the Dallara SF14 was introduced for the following season. But that self-examination fits with the personality of Yamamoto.

He's known in the paddock for being serious, articulate and forcefully expressing his views and, although what he says makes sense, that means he's not everyone's cup of *sake* – certainly compared to, say, Kamui Kobayashi, who has the media in fits of giggles with his comically delivered one-liners. Yamamoto's nickname among Japanese motorsport insiders is 'Manager', and his desire for everything to be just so is such that he prefers this interview to be conducted via Super Formula's Portuguese-born translator Sonia Ito, in case he can't express himself properly. When Ito needs to rush off before the end of the chat to help the Europeans at a drivers' briefing, Yamamoto reveals a hitherto-hidden perfectly acceptable ability to speak English.

With his 2013 title in the bag, Yamamoto's fortunes dipped with the introduction of the new two-litre, turbocharged four-cylinder powerplants introduced in 2014 to replace the old 3.4-litre V8s. "The Honda didn't have enough speed," he says. "They were struggling with a lot of troubles compared to Toyota, and we had really tough times until last year." Indeed, Yamamoto was top Honda driver in 2014, despite being ninth in the standings; ditto 2015, when he was fifth. In 2016 he was seventh, second Honda driver behind Stoffel Vandoorne, and in 2017 he >>



First SF crown with Team Mugen came aboard Swift in 2013...



...and second in 2018 with Dallara SF14



was overshadowed by team-mate Pierre Gasly (second to ninth) as Mugen expanded to two cars for the first time since 2013-14.

Gasly's form coincided with the introduction of Honda's new HR-417E engine, a much better proposition than its predecessor, and Yamamoto was able to carry that on into 2018, when he beat Toyota's Nick Cassidy to the title in a thrilling Suzuka showdown. "It was a fantastic race, a fabulous race," he grins. "It was thanks to Nick that we were able to have such a battle – I really honour his fighting spirit."

That, reckons Yamamoto, was by far the best of his two Super Formula titles. His first, in 2013, had come when he leapfrogged Andre Lotterer and Loic Duval – both absent due to a clashing World Endurance Championship round with Audi – in the traditional Suzuka double-header finale to claim the crown. "I wasn't deeply and truly satisfied because there was a disadvantage for them," he confesses.

But 2018 was a proper title. Not only that, but he became a father to twin girls, and was again able to deny Cassidy, this time in Super GT, where he was joined by Button in the Team Kunimitsu Honda NSX. His time with 1977 Japanese GP starter Kunimitsu Takahashi's operation dates back to 2010, save for two seasons away at the Dome squad, and he'd always partnered

“HONESTLY I NEVER TALKED TO RED BULL. I JUST WENT TO ABU DHABI AND I MET DR HELMUT MARKO”

Takuya Izawa at the team. Usually there or thereabouts together, their Button-enforced split (Izawa went to Aguri Suzuki's team) did them both good: "You realise your approach for the best set-up was different, but when we were working together we couldn't see it. He's succeeded by changing teams as well. And me, I'm with Jenson, so we're both happy."

What did Yamamoto feel when he discovered that his co-driver would be Button? "It was like... I'm going to be team-mate with a world champion! I was surprised, but I thought, 'Oh, another chance for me to do my best'"

While Yamamoto was very much team leader on the way to that 2018 title, he was impressed with Button. "Of course if I help him it will help both of us," he reasons. "I've learned a lot from him too. He's a Formula 1 champion but he works really hard,

RIGHT PLACE AT THE WRONG TIME

Honda's recent wave of European imports – most notably Nobuharu Matsushita, Nirei Fukuzumi and Tadasuke Makino – were all sent west as the manufacturer returned to Formula 1 as an engine supplier. For Naoki Yamamoto, his early days on the Honda ladder unfortunately coincided with it withdrawing from F1 – and the global financial crash.

“The timing was too bad, because Honda had gone out from F1, so then it was a very difficult

situation,” he says. “But now it's getting better. If I was 19 years old now, then I would want to go to Europe. I would want to drive in Formula 2 or something.”

Yamamoto's rookie year in car racing, in the 2007 Formula Challenge Japan (the country's Formula Renault equivalent), ended with the runner-up slot behind future Macau Grand Prix winner and FCJ sophomore Keisuke Kunimoto. That was good enough for promotion to Japanese F3 in 2008 with

Honda-backed Real Racing, where he was a respectable fifth. But the economic downturn meant he was dumped down to the National Class – ironically using spec Toyota engines – for 2009, a season he dominated. “Honda didn't have enough budget for the Championship Class,” he explains. “But it was good because it was all the same conditions, with the same Toyota engines for everybody. We were very successful so that was a special year.”

That launched

Yamamoto directly into Japan's two top levels – Formula Nippon and the GT500 class of Super GT – although his dream had always been Formula 1: “My father loved F1, and since I was a child I watched races on TV a lot with him. It was the Ayrton Senna boom in that period. Then, when I was four or five, he took me to Suzuka to watch the Japanese Grand Prix, and I got really passionate about it. When I was six I had a go-kart.”

Aged 14, Yamamoto won the 2002 Japanese

Formula A kart title, got signed up by Aguri Suzuki and then went to Europe for 2004-05 as a factory Tony Kart driver, where he was team-mates with future DTM and Formula E star Edoardo Mortara. He was fifth in the Italian Open Masters in 2005, and 12th in the world championship. Highly respectable for a school-age kid far from home, in an alien culture, and up against drivers of the calibre of not only Mortara, but Valtteri Bottas, Jules Bianchi and Ben Hanley.



Carrying #1 in Super GT 2019 with Button in Team Kunimitsu NSX...



...and in Super Formula this season in Dandelion Racing Dallara SF19

and he watched all the onboarders of races. By the time he came to Japan he knew all the drivers of GT300 and GT500 [that's about 90 of them, give or take!] – he studied a lot and he had really good knowledge by the time he arrived. At first I thought, ‘Strange, after being a Formula 1 driver why would you come to Japan?’ But now I understand that he deeply loves racing, and that's why he's here. So there is a lot to admire with his spirit and I really respect the love he has for racing.”

And who gets the most fans at autograph sessions? “Jenson. He's got a lot of fans. I really learn from him how he handles them.”

That partnership has continued in 2019, but it was all change in Super Formula. Finally, Yamamoto left Mugen for Dandelion Racing, while engineer Abe got snapped up by Toyota to join Team Le Mans. “I think it was around summertime last year that Abe-san and I got together and discussed it,” says Yamamoto. “We learned a lot together but we got too comfortable, and also he had his offer from Toyota, so we decided that it's important that now we go our separate ways. When he was gone I knew that it's possible that without him the level would drop a bit [at Mugen], and all the very strong mechanics were leaving, and Dandelion I knew were very fast on different tracks [this is significant, because at Mugen eight out of Yamamoto's 10 poles

and five of his six wins had come at Suzuka, with slim pickings elsewhere]. So if I was going to leave Mugen I thought Dandelion would be perfect; I knew this was the right team to come to.”

So far it's looking good. Yamamoto is leading the 2019 standings, hoping to accomplish what he did with Abe-san with Dandelion's so-far-titleless engineer Kimitoshi Sugisaki. “It was a gamble because you never know until you join,” he says. “But if you knew the future it would be a very boring life. This is life and this is exciting. I really enjoy Mr Sugisaki's view and his approach – and I feel I can earn a championship with him.”

And the future? Yamamoto plays down his F1 chances: “Honestly I never talked to Red Bull. I just went to Abu Dhabi and yeah, of course I met Dr Helmut Marko, but just to say hello and a few words. It's very impressive. I never went to a Formula 1 paddock. Everything is totally different compared to Japanese racing.”

Intriguingly, he also mentions IndyCar, where Honda is very strong: “I'd like to drive in an IndyCar test, but I have to focus on Super Formula and Super GT.”

Whatever he does – overseas or not – be sure that it will be carried out with complete commitment. And that this polite, friendly and professional racing superstar will set himself very tough targets to succeed. ❄️

CAPRI KINGS

Fifty years ago Ford conjured a spritely coupe from humble Escort underpinnings. It proved to be an incredibly versatile racer...

GARY WATKINS

For 1981 Zakspeed reverted to the 1.4-litre turbo for Ludwig



GROUP 5/ZAKSPEED

Don't be fooled by the photos of flames licking from the exhaust. The Zakspeed Capri wasn't just about brute force. The Group 5 cars the factory team raced in the DRM German racing championship from 1978 to 1983 were high-tech aluminium-spaceframe silhouette racers boasting ground-effect aerodynamics and water-cooled brakes.

"Zakspeed came up with a lot of good ideas; they were self-taught guys who learned by doing," recalls Klaus Ludwig, who won the 1981 DRM crown with the team. "The Capri had a lot of power – and a lot of flames – from those little turbocharged engines, and massive downforce from the underfloor with plastic skirts running front to rear."

At least it did at the start of the races. That goes for the power and the downforce. As the synthetic skirts started to wear the car would lose downforce. Power would be lost by design in the name of reliability.

"With those cars you got your one set of qualifying tyres and big boost numbers," adds Ludwig. "You did your lap, and then the engine was changed for the race. I'd do a couple of quick laps after the start

and then turn the engine down to try to bring it home. Reliability wasn't always the best, but I wanted to win races and was happy to do so by half a second."

Ludwig should have won the DRM title in his first year with the Ford Capri III Turbo in 1980. The team was picked up on a new rear wing at the opening round at Zolder and opted to race under appeal there and in round two at the Nurburgring. Even though he went on to win five races, the points lost after the appeal was turned down cost Ludwig the title.

Zakspeed had entered the top class of the DRM, Division 1, in 1980 with a 1.7-litre car boasting around 650bhp in race trim, but for the following year Ludwig drove in the more competitive secondary division with a further evolution of the 1.4-litre Capri that the team had raced from 1978. Victory in 10 of the 16 separate races for the up to two-litre cars gave him the overall title.

"From today's point of view, it was a dangerous little car," he says, "but it had unbelievable power and was a lot of fun to drive."

“WITH THOSE CARS YOU GOT ONE SET OF QUALIFYING TYRES AND BIG BOOST NUMBERS”



RS2600/EUROPEAN TOURING CARS

There's no more enduring image from the world of touring car racing than that of a Ford Capri RS2600 in factory 'Cologne' colours with at least one wheel off the ground. The car's successes in the European Touring Car Championship and beyond cannot be disputed, but it wasn't always popular with the stars paid to race it.

Tin-top and sportscar star John Fitzpatrick (right), who raced the car for Ford's in-house factory squad in 1973, calls the RS2600 "probably the worst car I ever drove".

"It was almost undrivable to be honest," he says. "There are pictures of it two-wheeling up Eau Rouge at Spa. It was on two wheels quite a lot to be fair."

For all its foibles, the RS2600 did the job for which it was conceived by new Ford racing boss Jochen Neerpasch. It was an out-and-out homologation special aimed firmly at winning in what was then known simply as the ETC.

Given the go-ahead in October 1969, development of the car was rushed through, so much so that on the launch of the RS2600 at the Geneva motor show in 1970, the car's Kugelfischer fuel-injection system was merely a mock-up. Increasing power and reducing weight were the targets for the team charged with producing the new road racer at the Ford Advanced Vehicle Operations unit in Essex.

The iron-block V6 from the top-of-the-range 2300GT Capri Mk1 was stroked to achieve a 2.6-litre capacity, which could then be taken out to 2.9 for racing under the latest Group 2 rules. The absence of proper bumpers hinted at the efforts to reduce weight, though the 50-car run of race versions also had fibreglass panels, perspex windows and only minimal trim inside.

The RS2600 was a sledgehammer to crack a nut. A 1-2-3 on the car's debut in the first ETC race of 1971 incorporating Division 3 cars such as the Capri hinted at what was to come. Ford would win every race bar one against the heavier, less powerful opposition from BMW and its 2800CS.

Dieter Glemser took the title, and then Jochen Mass made it two in two years in 1972 as Ford nearly swept the board again, losing victory only at its home race at the Nurburgring. By the time Fitz arrived back at Ford for 1973 the RS2600 had a new rival after BMW took a leaf out of Ford's book.

Neerpasch and his right-hand man, the engineer Martin Braungart, had been poached by BMW and the result was the 3.0CSL. The RS2600 was firmly put in its place.

"We weren't really competitive that year," recalls Fitzpatrick. "Braungart had been at Ford when I'd driven for them in 1971 in an Escort and was a really bright guy. Unfortunately, he'd gone to our opposition."



MCKLEIN



PRODUCTION SALOONS

Mention of the Production Saloon category will, for motorsport aficionados of a certain age, inevitably conjure up an image of a Ford Capri. Probably going sideways, probably driven by the late, great club legend Gerry Marshall, and probably battling with a second example pedalled by Graham 'Skid' Scarborough.

Marshall and Scarborough were at the forefront of a class of racing that had a place on the bill of all the big meetings run by the British Racing and Sports Car Club and the British Automobile Racing Club in the late 1970s and into the 1980s. The 1982 season (right) was the high point of what probably shouldn't be called a confrontation. The racing was undoubtedly close, but always good natured and fair as the two 'Capristas' carved up the spoils between them.

"I won the BRSCC championship from Gerry, and he won the Monroe title [organised by BARC] and I was second," recalls Scarborough. "There weren't many races that we didn't win."

The stats reveal that of the 30 championship rounds of the two series Scarborough won 14 and Marshall 10.

And they invariably put on a show. Scarborough reckons that they spent "half the season side-by-side". He describes the Capri as a "fantastically forgiving car", which probably goes some way to explaining some fantastic racing, along with Marshall's swashbuckling driving style.

"I don't think Gerry was playing to the crowd, he was just a flamboyant driver," continues Scarborough. "And he was always clean. Those were the days when if you did nudge someone you lifted off to avoid an even bigger accident."

The Capri battle at the front of the pack in 1982 took place between two iterations of the British manufacturer's coupe, though both were MkIII body styles. Scarborough was driving



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“THAT DEAL SET ME ON THE ROAD TO BEING A TEAM OWNER. ANDY ROUSE ENGINEERING STARTED WITH THAT”

BRITISH TOURING CARS

The list of drivers who won British Touring Car Championship races behind the wheel of a Capri includes Tom Walkinshaw, Andy Rouse, Gordon Spice, Stuart Graham, Brian Muir, Chris Craft and Jeff Allam. Ford's coupe for the family man is very much a part of the history of a series that was until 1987 called the British Saloon Car Championship.

The first BTCC winner aboard a Capri was Gerry Birrell at the wheel of a Group 2 RS2600 in 1971, but it is with the Group '1.5' era starting in 1974 that the car is best remembered, or at least when the big-engine American muscle cars were banished for 1976.

From that point, Spice won the big class no fewer than five years on the trot, taking 25 race victories in that time with MkII and MkIII Capris. The outright title eluded him, however, in the days of a multi-class series in which the top points scorer was crowned overall champion.

The importance of the Capri goes beyond its impressive victory tally. It is the car that enabled a touring car legend to start his eponymous team. Charles Sawyer-Hoare approached this already successful tin-top racer to run a pair of cars for 1981 in the colours of the *Daily Mirror* and Juicy Jeans. “That set me on the road to being a team owner,” recalls four-time BTCC champion Andy Rouse. “Andy Rouse Engineering started with that deal.”

A run of three straight titles as team owner, chief engineer and driver would follow in 1983-85, though not with the Capri. Its time came in the same way as it started, with a change in the upper capacity limit that allowed in the 3.5-litre Rover SD1.



 motorsport
IMAGES

a 3.0S with the Essex engine and carburettors, Marshall the new 2.8i with the fuel-injected Cologne powerplant.

Scarborough recalls Marshall helping him get up to speed with the Capri, which wasn't always the weapon of choice in 'proddies'. This category had been established in the early 1970s with a class structure based on list price, and even when the cars were divided up more conventionally according to engine capacity the Capri wasn't immediately a winner.

“It was Gerry who got the Capri going well,” recalls Scarborough, who got his Ford for the 1979 season. “I gleaned knowledge from him.”

Scarborough had been a race winner in 1981, before a new shell, a MkIII body rather than a MkII, put him right up with 1981 BRSCC champion

Marshall: “It made a massive difference, but only because it was new.”

Scarborough claimed more silverware with a 2.8i of his own in 1985. He won the Monroe title outright and took class honours in the BRSCC series, which had backing from Uniroyal tyres. The Capri was now racing in Class B after a high-capacity division had been introduced to incorporate the Rover SD1 and turbocharged cars such as the Mitsubishi Colt Starion.

Marshall wasn't so active in 'proddies' by that time, but the 'Skid' tag he'd coined for his old sparring partner hadn't disappeared.

“Gerry came up with a nickname for everyone,” recalls Scarborough. “Mine certainly caught on. It stuck to the point that a lot of people couldn't remember my Christian name.”



HARVEY

SPECIAL SALOONS

There were any number of outlandish Capris racing in special or super saloons in the 1970s pomp of a run-what-you-brung category with little in the way of a rulebook. The most famous and successful was the first of two cars built by 'superloon' legend Mick Hill and subsequently raced by Tony 'Strawberry' Strawson.

Both drivers enjoyed considerable success in a car that was built for the 1971 season around a five-litre 'small-block' V8 from a Ford Mustang Boss 302. Literally. Legend has it that the car was 'designed' by placing the engine on a crate and manoeuvring a bare Mk1 shell around until it looked about right.

It was a tight fit, as Gary Waller – who ran the car for Strawson – remembers. "The engine was so big that the carburettors were

right under the windscreen," he explains. "The induction roar was unbelievable when you drove it."

Suspension from a Lola T70 sports car and four-speed gearbox and the diff' from a Jaguar completed the 'design'. They certainly added up to an effective tool.

Hill is said to have won 32 of the 39 races he entered in 1971, and the successes continued coming. He won the championship organised by the British Racing Drivers' Club in 1972 and then the following year triumphed in the British Racing and Sports Car Club series, using his original car and a new Capri.

The Boss Capri then found its way into the hands of Strawson, after a brief sojourn in Ireland, to replace his Ford Falcon for 1974. By the time the machine was purchased in a deal brokered by Gerry Marshall, who wheeled and dealt in cars during the week, it had a 4.7-litre engine from a GT40 sitting tight under the screen.

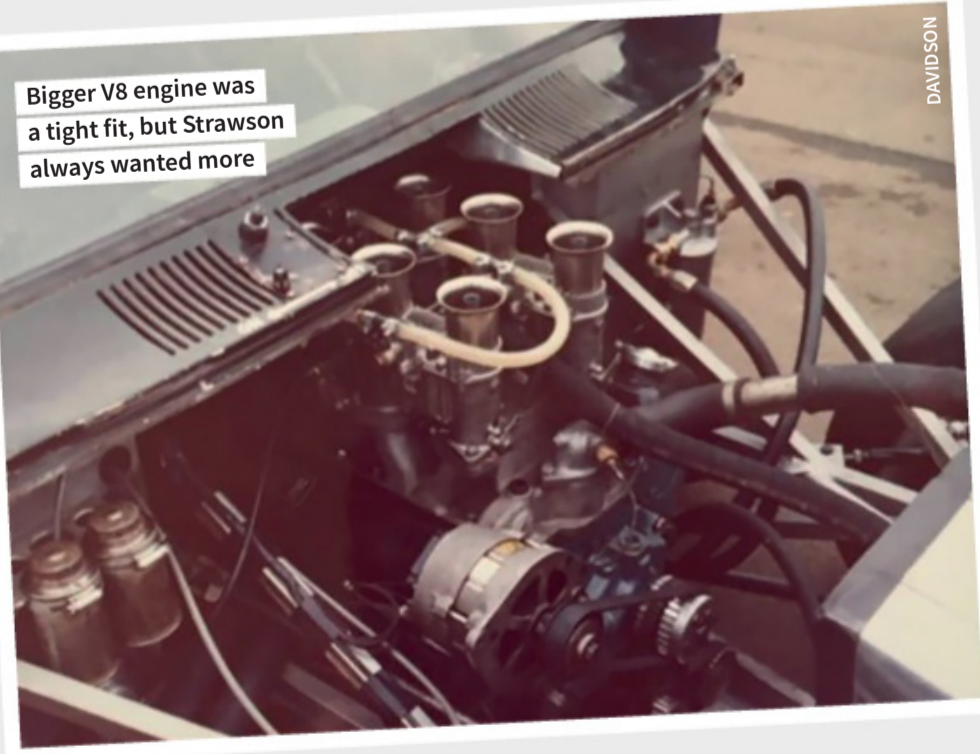
The car got a new livery, too. A design that took its inspiration from Strawson's nickname was the work of Denis Davidson, the team's gopher who would arguably make a bigger contribution to motorsport running sons Anthony and Andrew early in their karting careers. One of them went on to do rather well.

Strawson won the Esso-sponsored BRDC title in 1974, but wanted more power than the 410 horses offered by its Weslake-built V8. A succession of bigger engines were subsequently shoe-horned into the car. "Tony was what I would call a power man; he enjoyed big engines – that was his thing" says Waller. "First he bought a full-house Formula 5000 Chevrolet and then we went the 'big-block' route with a 7.6-litre Chevy."

The car was eventually sold to George 'Welly' Potter, another stalwart of big and hairy saloons. The whereabouts of the Capri today isn't known. Waller suspects that the car, which he describes as a "monster of a machine", was broken up.

Bigger V8 engine was a tight fit, but Strawson always wanted more

DAVIDSON





PECKHAM

SLICK 50/ROAD SALOONS

No story of the Ford Capri would be complete without a mention of the car's exploits in the lower echelons of British club racing. Perhaps nowhere did it play a bigger role than in the phenomenally successful Budget Road Saloons category, better known as Slick 50 saloons after its long-time sponsor.

Road Saloons boomed through the 1980s and into the 1990s, quickly growing from an add-on class in the British Racing and Sports Car Club's Mod Saloon series in 1983. By 1986 there were four grids, split between the initial category, which became Super Road Saloons, and the new Budget series. And the Capri was very much at the forefront of the over-1800cc class, along with its arch-nemesis, the Rover SD1.

Simon Light joined the Budget brigade in 1987. A self-confessed Capri nut, he was inspired to start racing by watching coverage of the Bathurst 1000 on TV – "I can't remember if it was on *Grandstand* or *World of Sport*," he says – and the Slick 50 format offered what he calls "a cheap and easy way in".

"I ALWAYS SAY SLICK 50 WAS BEST. EVERYONE HAD A LAUGH AND IT WAS GREAT FUN OUT ON TRACK"

That's because Road Saloons, the brainchild of long-time tin-top racer Tim Dodwell, did what it said on the tin. The cars had to be road legal and driven to and from the circuit. Any modifications to the car that could be seen – either externally or, most pertinently, when the bonnet was lifted – were not permitted.

The Capri and the Rover were evenly matched in standard form, remembers Light. He won the 1991 Slick 50 title after a season-long battle with Tony Harding aboard a Vitesse.

"Some tracks favoured the Capri and some favoured the Rover," says Light, who raced a 3.0S Capri. "Between us we won every race, and I went to the final round at Mallory Park one point ahead of him. That meant I still had to win or, if I finished second to Tony, get fastest lap to win the championship."

Unable to get past the Rover, Light hung back and went for fastest lap and managed the feat by a tenth.

Light moved up to the Super category, sponsored by Toyo Tires, the following year and also raced in Falken Tyres Mod Prods before taking a break from racing for the better part of 20 years. He's now back out in the same Capri he was racing nearly 30 years ago, but he looks back on the Slick 50 with fond memories.

"I've done various series over the years," he says, "but I always say that Slick 50 was the best. Everyone had a laugh and it was great fun out on track."

HISTORICS SUPPLEMENT



For Gordon Spice's memories of the Ford Capri, turn to page 8 of our free supplement.



SIMON LEWIS TRANSPORT BOOKS

RACE CENTRE

INDYCAR IOWA • DTM ASSEN • WORLD OF SPORT

STAT
868

Newgarden has led 868 laps at Iowa since the track joined the IndyCar calendar in 2007



Newgarden dominates, Power blunders, Dixon saves

Thunderstorms delayed the start of the Iowa night race, but nobody had an answer to Newgarden's electric pace

DAVID MALSHER

PHOTOGRAPHY 

As Will Power pulled into the Iowa Speedway pitlane for his final planned stop on lap 252 of the 300 last Saturday night – actually, the early flickers of Sunday morning, such had been the race's rain delay – he ran over some tyre marbles that stuck to his worn and hot rubber and caused the car to understeer. It kept pushing out wide, so severely that his right-front wheel skittered beyond the outside line at the transition from slowdown lane to pitlane entry.

Had Power not backed off he would have struck the attenuator at the start of the pitwall. Instead he brought his Team Penske Dallara-Chevrolet almost to a halt, cranked the wheel hard left and proceeded down the pitlane, but the time loss had dropped him from second place to fourth.

At that moment what little heat was left in the fight for the lead of the 12th race of the 2019 IndyCar Series disappeared into the ever-cooling Iowan air. He had been the only driver able to keep pace with team-mate and championship leader Josef Newgarden, and even then only tenuously.

Since Newgarden had passed Power for the lead back on lap 49, he had looked better able to deal with the knots of traffic that seem almost constant around the 0.894-mile oval. Occasionally Power closed to within one second of Newgarden, but more often than not the gap between them hovered around the 2.5s mark. Flat-out on a clear track – a rare occurrence here – Power could match him but not catch him.

It was now academic: IndyCar gave Power a stop-and-hold penalty for an improper pit entry, which dropped him outside the top 10. When the chequered flag fell, Newgarden had not only scored his fourth win of the season and extended his championship lead from four to 29 points over Alexander Rossi, he had also become the most dominant driver in Iowa's 12-year

history as an IndyCar venue, with 868 laps led. This was a masterful display.

Newgarden had been very annoyed about qualifying only third behind team-mates Simon Pagenaud and Power the day before, which seemed a tad disproportionate. Honda-powered drivers Rossi and Ryan Hunter-Reay at Andretti, James Hinchcliffe at Arrow Schmidt Peterson Motorsports, Takuma Sato at Rahal Letterman Lanigan Racing or Chip Ganassi Racing's Scott Dixon could be forgiven for thinking, 'Hey Newgarden – you think you've got it bad? Wanna swap cars?' All of them started in the top 10, but in the evening practice on Friday none of them appeared able to use the whole width of the track like a Penske driver, nor was their speed as consistent over a long run.

That hour-long session, starting at 6pm, had been designed to give race engineers and drivers a feel for the first hour of the race the following night. In the end, it was fairly meaningless since lightning and rainstorms on Saturday pushed the race start from 6.15pm back to 10.45pm, and the cooler, denser air provided more downforce.

"I think the grip was higher overall, a little more downforce, a little more power from the engine," reckoned Newgarden. "That's the biggest thing you notice with the track temp and ambient coming down. The balance got a little tougher as the night went on – it became more difficult to follow other cars as it cooled off. You could carve people up really well for the first half of the race but the last 100 laps it got more difficult. The grip was coming up but the balance went more loose. The cars were a handful to drive.

"[But] I think we were still just a bit better than most people at cutting through the pack. That's what matters here. A lot of people were fast in clean air, but it's how you get through the pack – that's what this place is about."

Indeed. After a video was shown of >>

RACE CENTRE INDYCAR IOWA

Gene Kranz, NASA's mission controller for Apollo 11's historic visit to the moon 50 years ago this weekend, renaming the event the 'Apollo 11 Moon Walk 300', engines were fired. After a few laps under yellow to allow the drivers to get the feel of the grip level now that heavy rain had washed a lot of rubber from the track, the green was dropped and Power immediately carved around the outside of Pagenaud to grab the lead, with Sato pulling the same stunt a couple of turns later. However, while the RLLR car was fast, it was wearing through its front tyres too rapidly. Despite struggling with understeer too, Pagenaud came back at Sato to regain second on lap 11. Five laps later, Newgarden too was through and into third, reassembling the Penske 1-2-3 just before the first yellow flew for Sage Karam looping his Carlin machine out of Turn 4.

When the pits opened, a couple of those who had started in the top 10 but fallen outside it – Hunter-Reay and Graham Rahal in the second RLLR machine – were among those who stopped early. Ed Carpenter Racing, which had been lamenting missing its qualifying set-up by a mile, had two strong race cars but wisely opted to split strategy: Spencer Pigot, who'd started 19th, had got bogged down in 17th despite his car's pace and he was ordered to pit. Team owner Carpenter stayed out since he had already moved from 17th up to 12th.

None of the frontrunners saw any point in pitting off-sequence and at the restart Power pulled away from his team-mates, although soon it was Newgarden rather than Pagenaud in second. Sato gamely held onto fourth ahead of Rossi, who found his car was fast on the bottom lane but not offering him the ability to run high without trying to spit him into the wall. Behind him, Hinchcliffe was having to defend from Santino Ferrucci, who had fearlessly sent his Dale Coyne Racing car rocketing forwards from the start, and was now holding off impressive fellow rookie Marcus Ericsson in the other Arrow SPM machine.



Dixon appeared quite unable to keep up with these newbies and was soon to tumble down the order behind a charging Carpenter, Colton Herta (Harding Steinbrenner Racing) and Conor Daly in the second Carlin machine. Indeed, by the time the yellow and then a red flag flew for a passing light shower, on lap 51, the champ's #9 machine was down in 16th.

Up at the front, Power had struggled to slice through traffic once too often, allowing Newgarden to close up and pass just before the race stoppage. Less visible but even more impressive had been the progress of last year's Iowa runner-up Pigot, who had taken great advantage of his new tyres from his early stop to carve through to the top 10, behind team-mate and team owner Carpenter.

When the race resumed under yellow and the pits opened, everyone stopped. While the Penskes remained in the

order Newgarden-Power-Pagenaud, Rossi's crew got him out just ahead of Sato, while the Ganassi team managed to vault Dixon from 16th to 11th.

Rossi immediately lost his advantage to Sato at the restart, and he lost a further spot – after several laps of side-by-side driving – to the irrepressible Ferrucci, who had deposed Hinchcliffe. Ferrucci's fifth became fourth as Sato started feeling his fronts give up once more. He had fallen to 12th by the time he pitted 15 laps earlier than the other leading runners on lap 119. Not long after, Rossi and then Hinchcliffe reasserted themselves ahead of Ferrucci, and the ECR cars – now with Pigot ahead – passed Ericsson for seventh and eighth.

That became sixth and seventh when they too passed Ferrucci and then fifth and sixth on lap 136 as Pagenaud became the first of the runners to stop 'on strategy'. His understeer had become unsolvable with any of his in-cockpit tools and at one point he even dropped seven seconds behind the Newgarden-Power battle. Getting onto fresh rubber immediately conferred an 8mph advantage, however, and that had allowed the off-sequence Sato to now charge briefly into second as the others stopped, although Power dismissed him as soon as his tyres were up to temperature.

Still, Sato held third until his next (off-sequence) stop, on lap 177. Then, as he was tracking Power and the lapped Hunter-Reay, he drifted up into the grey, just about kept it off the wall, but needed to come off the throttle so much that he was hit by Karam. Sato struggled on but eventually parked with odd handling.

Newgarden had lapped everyone up to sixth place, including title rival Rossi,



Pit entry stumble proved costly for Power, dropping him to 15th



Race start was delayed until 10.45pm after thunderstorms struck



Late stop under yellow flags enabled Dixon to rescue unpromising race

when the yellow flew. But of course when the pits opened, the frontrunners were the first to take advantage while all those a lap down circulated a couple more times to get back on the lead lap.

At the lap 199 restart Pigot briefly jumped Pagnaud for third and Carpenter briefly demoted Hinchcliffe, but then the Penske 1-2-3 was restored and Hinchcliffe regained his fifth spot. Once the pit window opened for the final stop, most took advantage, which is when Power made his error – and Dixon’s Ganassi crew had a brainwave. They left Dixon on track and suddenly he was second, behind only Newgarden, and hoping for a ‘free’ stop – or a less harmful one, at least – should another full-course caution occur.

Their prayers were answered when Carpenter lost control of his car exiting Turn 2 in dirty air and hit the wall on lap 264. Dixon – as well as Rossi and others with little to lose – pitted while the field was reduced to a relative crawl behind the Chevrolet Corvette pace car, and the reigning champion emerged sixth and with tyres that had around 10 fewer racing laps on them than those on the cars ahead.

At the green flag Dixon surged past Rahal’s sick-sounding car, and took just two more laps to dispense with Pigot. Up ahead was Pagnaud, who had been jumped by Hinchcliffe, and with 18 laps to go the polesitter became another of Dixon’s victims, then the Kiwi passed Hinchcliffe three laps later.

Newgarden was too far away and scored a deserving win, but Dixon and Ganassi had proved once again that you never count them out, even when they’re running 16th and a lap down. ❄

RESULTS ROUND 11/16, IOWA (USA), 20 JULY (300 LAPS – 268.200 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	Josef Newgarden (USA)	Team Penske / Dallara-Chevrolet	1h56m53.5753s
2	Scott Dixon (NZL)	Chip Ganassi Racing / Dallara-Honda	+2.8527s
3	James Hinchcliffe (CAN)	Arrow Schmidt Peterson Motorsports / Dallara-Honda	+3.3941s
4	Simon Pagenaud (FRA)	Team Penske / Dallara-Chevrolet	+7.5630s
5	Spencer Pigot (USA)	Ed Carpenter Racing / Dallara-Chevrolet	+10.9683s
6	Alexander Rossi (USA)	Andretti Autosport / Dallara-Honda	+12.1308s
7	Zach Veach (USA)	Andretti Autosport / Dallara-Honda	+17.1267s
8	Graham Rahal (USA)	Rahal Letterman Lanigan Racing / Dallara-Honda	-1 lap
9	Sebastien Bourdais (FRA)	Dale Coyne Racing with Vasser Sullivan / Dallara-Honda	-1 lap
10	Tony Kanaan (BRA)	AJ Foyt Enterprises / Dallara-Chevrolet	-1 lap
11	Marcus Ericsson (SWE)	Arrow Schmidt Peterson Motorsports / Dallara-Honda	-1 lap
12	Santino Ferrucci (USA)	Dale Coyne Racing / Dallara-Honda	-1 lap
13	Conor Daly (USA)	Carlin / Dallara-Chevrolet	-1 lap
14	Felix Rosenqvist (SWE)	Chip Ganassi Racing / Dallara-Honda	-1 lap
15	Will Power (AUS)	Team Penske / Dallara-Chevrolet	-1 lap
16	Matheus Leist (BRA)	AJ Foyt Enterprises / Dallara-Chevrolet	-2 laps
17	Ryan Hunter-Reay (USA)	Andretti Autosport / Dallara-Honda	-2 laps
18	Colton Herta (USA)	Harding Steinbrenner Racing / Dallara-Honda	276 laps-mechanical
19	Ed Carpenter (USA)	Ed Carpenter Racing / Dallara-Chevrolet	262 laps-accident
20	Takuma Sato (JPN)	Rahal Letterman Lanigan Racing / Dallara-Honda	216 laps-accident damage
21	Marco Andretti (USA)	Andretti Herta Autosport / Dallara-Honda	205 laps-handling
22	Sage Karam (USA)	Carlin / Dallara-Chevrolet	193 laps-accident damage

Winner's average speed 137.664mph. **Fastest lap** Newgarden 18.1160s, 177.655mph.

QUALIFYING

1 Pagenaud 180.073mph; 2 Power 179.589mph; 3 Newgarden 179.449mph; 4 Sato 177.646mph; 5 Hinchcliffe 176.200mph; 6 Rossi 176.057mph; 7 Rahal 175.857mph; 8 Dixon 175.725mph; 9 Hunter-Reay 175.618mph; 10 Ericsson 175.578mph; 11 Herta 175.346mph; 12 Ferrucci 175.316mph; 13 Kanaan 174.848mph; 14 Karam 174.323mph; 15 Rosenqvist 174.237mph; 16 Daly 173.837mph; 17 Carpenter 173.540mph; 18 Andretti 173.044mph; 19 Pigot 171.791mph; 20 Veach 171.626mph; 21 Bourdais 171.390mph; 22 Leist 167.136mph.

CHAMPIONSHIP

1 Newgarden 487; 2 Rossi 458; 3 Pagenaud 429; 4 Dixon 389; 5 Power 322; 6 Sato 311; 7 Hunter-Reay 298; 8 Rahal 290; 9 Hinchcliffe 279; 10 Bourdais 255.



NEXT REPORT

MID-OHIO 1 AUGUST ISSUE

IndyCar heads back to a road course. Can Rossi or Dixon do anything about the Penske drivers?

Battle for final podium place keeps \$500k W Series title race wide open



Chadwick fights off Visser in title duel

W SERIES
ASSEN (NLD)
20 JULY
ROUND 5/6

As the conclusion of the inaugural W Series season draws closer, the penultimate round at Assen last weekend ensured that the title battle between Williams Formula 1 development driver Jamie Chadwick and Beitske Visser will go down to the wire at the final at Brands Hatch next month. Just 13 points separate the pair from the \$500,000 available to the champion.

Chadwick, who began her march on the W Series crown in dominant style at the season opener at Hockenheim in May, denied Visser a home podium on Saturday after a race-long battle for third place. Visser ultimately ran out of time to

make a move stick on Chadwick in the 30-minute sprint.

But the stand-out performances of the Assen weekend came from two other drivers who had commanded attention in the first race at Hockenheim. This time, though, it was for all the right reasons.

When Emma Kimilainen and Megan Gilkes collided on the opening lap of the series' first race, the neck injury that Kimilainen sustained meant that she missed both Zolder and Misano.

Having returned at the Norisring last time out and claimed fifth place, Kimilainen continued to prove how, had things played out differently, she could have been in contention for the title this year with an emphatic maiden W Series win from pole.

Second place starter Alice Powell had initially got the lead from Kimilainen as

the lights went out. But the race was immediately interrupted by a safety car when Tasmin Pepper spun across the track and was struck by Miki Koyama.

Powell maintained the lead at the restart, and both her and a chasing Kimilainen pulled away from the rest by a margin of just over four seconds. As Kimilainen continued to apply pressure to Powell, she eventually caught her out on the run into the first corner, as Powell ran wide.

"If you want to win, hire a Finn," grinned Kimilainen in the post-race press conference. Since only the top 12 are guaranteed to advance to the second season of the all-female championship, this result has all but secured a spot on the 2020 grid.

As W Series looks to confirm its full plans for its second season, a one-off non-championship race was also run on Sunday, with a reversed grid decided by the current championship standings.

That gave last-placed Gilkes pole and a chance to prove herself in what has so far been a difficult season for the youngest driver on the grid. It also meant Chadwick had to start from last place.

Gilkes just took victory – and with it her very first taste of champagne – from Powell, who was second again (from 17th on the grid) in a photo finish.

Gilkes controlled the race from the start, but by the end of the 30-minute sprint was under intense pressure from Powell, who had battled past third-placed Sabre Cook and Jessica Hawkins to form what was an eight-car battle for the lead on the final lap of the race.

LUCY MORSON

Kimilainen put Hockenheim woes behind her with Assen triumph from pole



Ford triumphs over hot and bothered 911s

IMSA SPORTSCAR
LIME ROCK (USA)
20 JULY
ROUND 8/12

It was steamy hot at Lime Rock Park last Saturday, and so was the competition in the first of two IMSA championship events this season that will focus on the two GT classes. Porsche once again appeared to have the upper hand, with series leader (along with Earl Bamber) Laurens Vanthoor claiming his first pole earlier in the day, narrowly outpacing team-mate Nick Tandy.

But while both 911 RSRs ran an identical two-stop strategy, a bold decision by Ford Chip Ganassi Racing to gamble on making an extra pitstop enabled Ryan Briscoe and Richard Westbrook to capitalise on fresher tyres and snatch a brilliant tactical victory.

Even though Briscoe was unable to make any ground on the leaders during his opening 40-lap stint, he emerged on the tail of the two Porsches after their first stops and remained in their wheel tracks until handing over to Westbrook at half-distance.



Westbrook initially ran fourth behind the Porsches and the sister Ford GT of Dirk Muller/Joey Hand, which was also pursuing a two-stop strategy. He then leapfrogged to the front on lap 116 after all three leaders had made their final stops. Crucially, while the German cars had lost pace as their tyres succumbed to the heat, Westbrook continued to run strongly, even extending his advantage to just over 41 seconds before making his third pit visit on lap 133.

A slight fumble while changing his right-front tyre meant Westbrook resumed in third with just over 40 minutes remaining, but once again the Porsches

were unable to maintain their speed in the afternoon heat. Westbrook ultimately grabbed the victory with an audacious move on Bamber on lap 175. Bamber narrowly held on to second from Muller/Hand to extend the points lead.

The GTD battle was also intense. Points leaders Trent Hindman/Mario Farnbacher (Meyer Shank Acura NSX GT3) led from pole but were unable to shake off the Pfaff Motorsports Porsche of Zacharie Robichon and Dennis Olsen (below), who executed a smart pass with time running out and held on to win by just 0.010s.

JEREMY SHAW

G-Drive extends lead in Spain

EUROPEAN LE MANS SERIES
BARCELONA (ESP)
20 JULY
ROUND 3/6

After the sun had set in Barcelona, Jean-Eric Vergne piloted the #26 G-Drive Racing car to the team's second win in a row in the European Le Mans Series after being untroubled for most of the race.

It was Roman Rusinov who had a more difficult time compared with team-mates Vergne and Job van Uitert. Starting from third, he managed to take over the lead before the first hour had been completed. Not long later he endured a scary moment as the #9 LMP3 car of Realteam

Racing spun in front of him, although he managed to avoid making any contact.

Paul Lafargue in the polesitting #28 IDEC Sport ORECA was able to get to within a second of Rusinov to challenge for the lead, but was given a drivethrough penalty for speeding in the pits.

When it was time for Rusinov to hand over to van Uitert, the race went back to green from a full course yellow before the team had finished the stop. The #30 Duqueine Engineering entry had pitted just before, but G-Drive Racing stretched its advantage thanks to a quicker stop.

Van Uitert and Vergne weren't challenged for the race lead during their stints on the way to victory. The result extends G-Drive Racing's lead in the LMP2 championship to 16 points.

The Inter Europol Ligier of Nigel Moore/Martin Hippe won in LMP3, while the Luzich Racing Ferrari of Alessandro Pier Guidi, Nicklas Nielsen and Fabien Lavergne topped GTE.

TIM LUMB

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WEEKEND WINNERS

W SERIES

ASSEN (NLD)

Race 1 Emma Kimilainen

Race 2 (non-championship) Megan Gilkes

IMSA SPORTSCAR

LIME ROCK (USA)

GTLM Ryan Briscoe/Richard Westbrook
Ford Chip Ganassi Racing (Ford GT)

GTD Dennis Olsen/Zacharie Robichon
Pfaff Motorsports (Porsche 911 GT3 R)

EUROPEAN LE MANS SERIES

BARCELONA (ESP)

Roman Rusinov/Jean-Eric Vergne/ Job van Uitert
G-Drive Racing (ORECA-Gibson 07)

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Dutch deluge masterclass rescues Marco's home disaster

DTM
ASSEN (NLD)
20-21 JULY
ROUND 5/9

"Today's setback is tomorrow's comeback." That quote, attributed to Marco Wittmann, made for a nice motivational post for BMW and its driver after his home weekend at the Norisring proved a disaster thanks to a retirement and a middling eighth place that put a dent in the two-time DTM champion's bid for a third crown.

But that easy-to-disregard PR line proved spot-on after a remarkable Assen weekend acted as a reminder of why Wittmann is probably championship leader Rene Rast's greatest threat.

Wittmann bounced back immediately, taking pole position for the Assen opener despite free practice form and paddock whispers suggesting Audi had taken a clear step over BMW in recent rounds. But the answer as to which manufacturer is the DTM's pacesetter became murky when a heavy downpour caused the first race to begin behind the safety car. Conditions were so bad that Audi's Jamie Green – running mid-pack – admitted to lifting on the straights, so poor was visibility.

Up ahead, Wittmann held off second-placed Rast through the slow first sector when the safety car peeled in, and had to defend again through the Haarbocht right-hander down to the De Strubben hairpin before the battle came to a close when Daniel Juncadella stopped his Aston Martin Vantage at the side of the track.

Following the safety car called to retrieve the Aston, Wittmann made a superb restart to pull a gap of over a second to Rast, and his victory hopes were given a boost when Rast ran slightly wide at the chicane.

Wittmann would again come under threat



Wittmann defended from points leader Rast in the downpour

but not until the pitstop window, and it was growing title contender Nico Muller who would prove to be a thorn in his side. Muller, second in the standings, could only qualify sixth but climbed the order in the opening stint after overcoming Timo Glock in a tight battle that led to Glock skating over the gravel at De Strubben.

Muller made further progress by dispatching WRT Audi's Pietro Fittipaldi and Loic Duval. Then, running third, he extended his first stint right up until lap 26 out of 31 and pitted to emerge ahead of Wittmann and Rast, boosted by the pair

reigniting their scrap after both drivers made their mandatory stop.

But in the torrential conditions, the out-lap was all the more challenging. Second-placed Wittmann was able to make up a deficit of several seconds to get by at the Mandeven bend and return to the lead.

Muller then got his tyres up to temperature before Rast could pass him and held on to second at the flag, making it two Audis on the podium.

Wittmann's turbulent form continued on Sunday as he failed to set a competitive



Rockenfeller returned to winning ways after a two-year drought



Second in race two puts Wittmann (r) right in the title hunt

WEEKEND WINNERS

DTM

ASSEN (NLD)

Race 1 Marco Wittmann
Team RMG (BMW M4 DTM)

Race 2 Mike Rockenfeller
Team Phoenix (Audi RS5 DTM)

NASCAR CUP

NEW HAMPSHIRE MOTOR SPEEDWAY (USA)

Kevin Harvick
Stewart-Haas Racing (Ford Mustang)

NASCAR XFINITY SERIES

NEW HAMPSHIRE MOTOR SPEEDWAY (USA)

Christopher Bell
Joe Gibbs Racing (Toyota Supra)

BRAZILIAN STOCK CARS

SANTA CRUZ (BRA)

Race 1 Julio Campos
Prati-Donaduzzi Racing

Race 2 Ricardo Mauricio
Eurofarma RC

SUPER TC2000

SALTA (ARG)

Matias Rossi
Toyota Gazoo Racing Argentina (Toyota Corolla)

EUROPEAN RALLY CHAMPIONSHIP

ROME (ITA)

Giandomenico Basso/Lorenzo Granai
(Skoda Fabia R5)



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qualifying time due to a turbocharger issue that put him last on the grid.

Dry conditions had raised the prospect of a dull race in which overtaking would be nigh-on impossible. But, as was the case at Zolder, the doubters were proved wrong.

In a stunning recovery drive, Wittmann climbed into the top 10 within four laps. He made it up to sixth before coming in for his mandatory pitstop earlier than the leaders in a bid to make the undercut work.

Rast, who had started on pole, reacted by pitting two laps later, but crucially third-placed starter Mike Rockenfeller ran another two tours before making his stop.

With Wittmann now running in a net second behind Rast, Rockenfeller had the tyre advantage to prevent Wittmann from taking a sensational win. Rockenfeller was able to get a better exit onto the back straight to surge past Wittmann for second.

A dramatic late twist came when Rast became one of many to fail to make a one-stop strategy work on the abrasive surface and was forced to pit. A stunning final lap helped lift Rast from the midfield to fifth, but it was too late to prevent Rockenfeller's first win since 2017.

TOM ERRINGTON



Harvick edges Hamlin for first win of the season

NASCAR CUP

NEW HAMPSHIRE MOTOR SPEEDWAY (USA)

21 JULY

ROUND 20/36

Kevin Harvick finally managed to end his 2019 NASCAR Cup victory drought by surviving a nail-biting final lap to edge Denny Hamlin at New Hampshire.

Harvick had claimed his sixth win of the 2018 season at the same event last year, while his Stewart-Haas Racing team was the dominant force.

Although his first 2019 win was overdue, he qualified in 14th and finishing an anonymous eighth in stage one. It required a strategic gamble to propel him into contention.

Opportunity arrived when a caution in the closing stages allowed fourth-placed Harvick to roll the dice, staying out on track to lead at the restart. Hamlin, who had led comfortably before his caution pitstop, cycled back to fourth.

Harvick's crew chief Rodney Childers justified the decision, saying "it's too hard to pass today".

Hamlin tried to disprove that at the restart, launching clear of Martin Truex Jr and dispatching Erik Jones to set up a showdown with Harvick.

Despite the difference in tyre age, the gap between the two stabilised at half a second until Harvick was compromised by traffic on the penultimate lap.

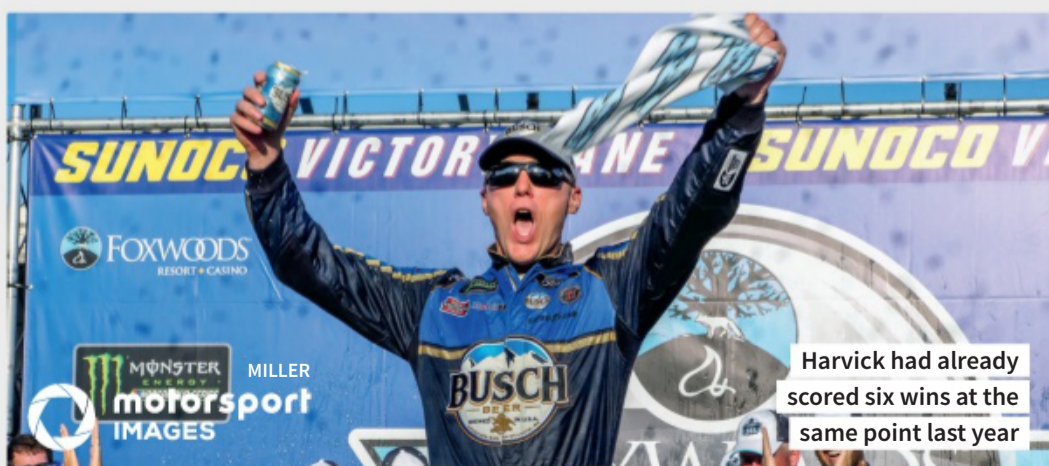
Closing up to the bumper of the leading Ford, Hamlin nudged Harvick entering Turn 1. But Harvick stayed ahead and took a defensive line into the final two turns to resist the Toyota and scoop victory.

Hamlin had started at the back of the field in the backup Joe Gibbs Racing Toyota Camry in which Truex won at Richmond earlier this year.

His team-mate Jones was running as low as 28th after a pitlane speeding penalty and contact with Hendrick Motorsports' Alex Bowman in stage two.

Matching Harvick's strategy at the final caution, Jones finished third and is now a healthier 28 points clear of the playoff cut line with six races of the regular season remaining.

KYRAN GIBBONS



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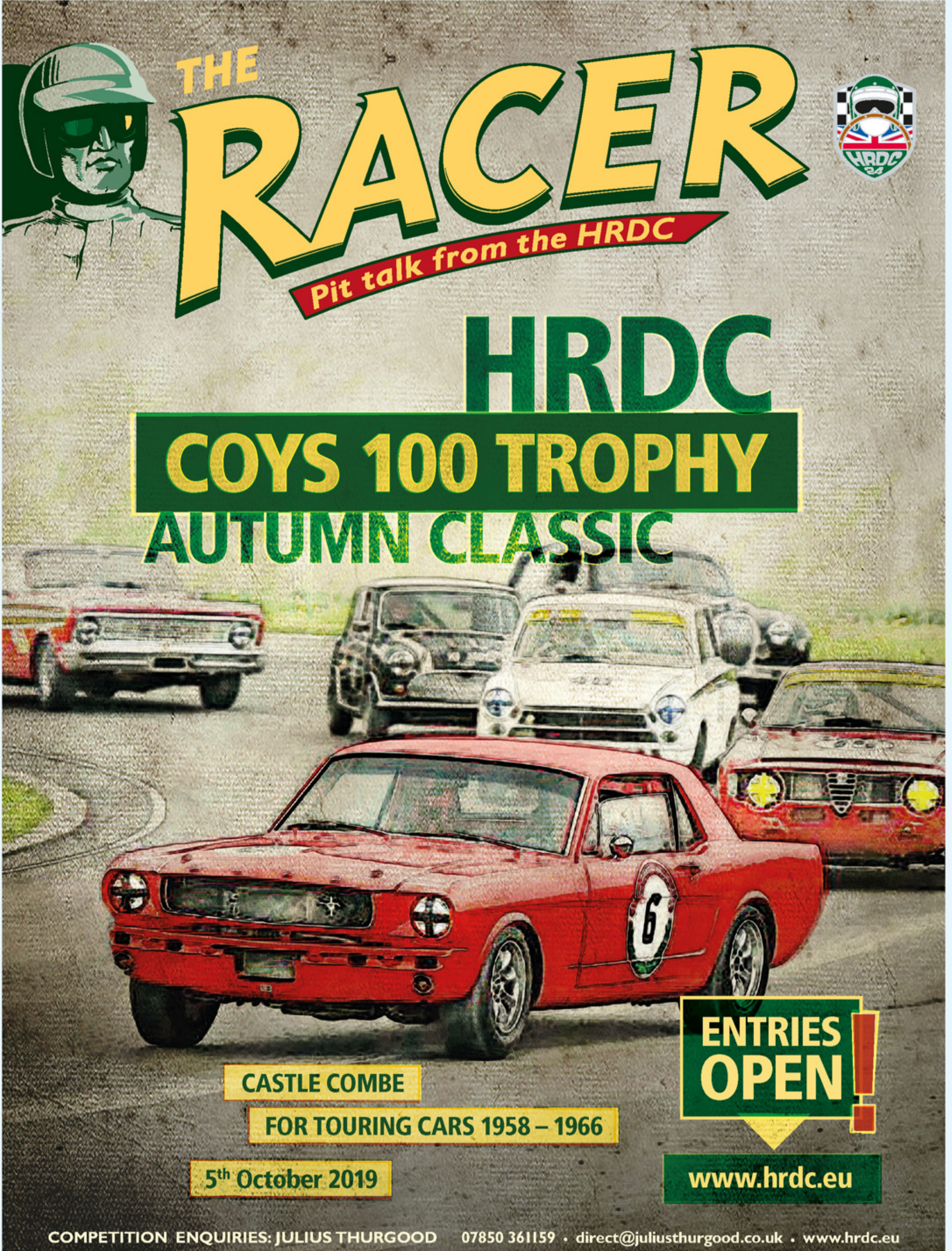
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KEEN AND BALON 'NEED TO RESET' AFTER LOSING LEAD

Keen and Balon have slipped to second in the standings after Spa retirement



Dorlin seeks end to luckless run

BRITISH GT

James Dorlin is confident the cloud hanging over him and Tolman Motorsport teammate Josh Smith will soon lift after missing out on their debut British GT victory at Spa for the third time in as many races.

Following engine woes while leading at Silverstone and contact with a GT3 car at Donington, Dorlin leapt from fourth to lead at the start and Smith held the position until the final lap, when Smith's attempts to defend from Tom Canning's TF Sport Aston Martin at the Bus Stop broke his radiator and forced him to stop.

Their recent run of bad luck means Dorlin and Smith are now realistically out of title contention, more than 50 points behind team-mates Jordan Collard and Lewis Proctor. But Dorlin says he is not going to allow himself to get despondent.

"The worst thing we can do is get our

heads down because then we'll carry it on for the rest of the season," he said.

"There's nothing anyone could have done any different, it's one of those things but it's frustrating to have to say that three times in a row. For it to happen on the very last lap is a killer, but we know we've got the speed and one day this cloud will be lifted."

- Three-time World Touring Car champion Andy Priaulx made his British GT debut at Spa alongside Sir Chris Hoy in the Multimatic Motorsports Ford Mustang GT4, finishing sixth in the GT4 Pro-Am class. Priaulx enjoyed linking up with son Seb, who retained his GT4 points lead by finishing sixth overall, and managed to pip the 18-year-old in their shared qualifying session, but the younger Priaulx got his own back by setting a faster lap in the race.

JAMES NEWBOLD

Clio Cup graduate
Dorlin has lacked luck

BRITISH GT

Phil Keen says team-mate Adam Balon would benefit from putting less pressure on himself after the pre-event championship leader crashed out of British GT's flyaway round at Spa.

The Barwell pair have held the points lead since winning both Snetterton rounds in May, but Balon followed difficult weekends at Silverstone and Donington Park with a first non-score of the season in Belgium after spinning his Lamborghini Huracan Evo into the wall at Blanchimont, damaging the radiator.

It was the third year in a row that Balon had heartbreak at his bogey track – he's failed to complete a racing lap there since he entered the championship in 2017.

Having dropped behind team-mates Jonny Cocker and Sam De Haan – who took seventh after De Haan was spun on the opening lap – by 0.5 points, perennial bridesmaid Keen says Balon needs a “reset” ahead of the final two rounds.

“I think he's putting himself under a bit of pressure,” said Keen. “We just need to reset, stop worrying about scoring points and just concentrate on enjoying himself. I think then the results will start going our way.”

The top four teams are now separated by 26 points, but Keen feels having more cars in the mix won't make any difference to Barwell's preparations.

“I haven't looked at the points, I very rarely do,” Keen added. “There's nothing you can do about it so we just try to score the maximum amount that we



can every weekend. We have one goal which is to try to win.”

Tom Ferrier, boss of Barwell's rival TF Sport, was left frustrated after Jonny Adam and Graham Davidson were unable to capitalise at Spa and slipped from third to eighth in the second stint, following a penalty for contact, and brake trouble.

“It's a shame because we would have been on for at least a third, if not better, and that would have shot us right up there,” Ferrier said.

“I'm a bit gutted with that, but we'll go to Brands and try to win it.”

Barwell's troubles mean Spa winners Bradley Ellis and Oliver Wilkinson are

now outside contenders for the title. Ellis praised the consistent approach of his Optimum Motorsport team following his first British GT outright win for 11 years, which leaves him 16 points off the summit.

“I said to Ollie at the start of the season that as a Silver line-up, we've just got to be consistent,” Ellis said. “If we could get on the podium, amazing, but we just need to be aiming for fifth, fourth, third sort of region all the time, getting strong points and trying to minimise the success penalties for the following rounds.”

JAMES NEWBOLD



ERC team targets GT return

BRITISH GT

ERC Sport boss Keith Cheetham is aiming to return to British GT next year, after having to withdraw his team's Mercedes-AMG GT4 from the second of two planned outings this year at Spa due to work commitments for gentleman driver Peter Belshaw.

The 2011 GT4 champion finished second on his previous outing alongside factory driver Maxi Buhk at Silverstone, and Cheetham – who was at Spa running Lee Mowle in the Blancpain GT Sports Club – is hopeful that he will commit to the full season in 2020, with the rest of this year's races fully subscribed.

“I'd like to have a car at least or

two cars in British GT and maybe one in Europe doing Blancpain in GT3, especially with the new [Merc] update coming,” said Cheetham.

Meanwhile, Toyota Racing Series title winner M2 Competition made its series debut at Spa running Tony Quinn's new Aston Martin Vantage GT3. Chief engineer Elise Moury told Autosport that the outing was a toe-in-the-water exercise for the team with no targets set.

Its car – which was set to be shipped to Australia after the event – had not turned a wheel before it arrived at the track. Quinn and championship returnee Darren Turner finished 13th.

JAMES NEWBOLD



ECURIE ECOSSE'S NEW PROJECT The revived Ecurie Ecosse racing team, which won the Le Mans 24 Hours with Jaguar D-types in 1956-57, has revealed that it is creating a new road-legal track car. Inspired by the Jaguar XJ13 sports car, the Scottish outfit has now revived the 1966 project by building the LM69. The original XJ13 was the marque's first mid-engined model, but it never raced after lengthy delays to the development meant it would have been uncompetitive against the seven-litre Ford Mk2, which won at Le Mans in 1966. The new car, of which only 25 will be built, complies with the 1969 FIA homologation regulations and will be officially launched at Hampton Court Palace across 6-8 September.

Sunoco winner Reid samples JCW Mini at Brands

MINI CHALLENGE

Mini Challenge Cooper Pro champion Kyle Reid joined the JCW category at Brands Hatch last weekend, ahead of a planned campaign in the championship in 2020.

Reid, whose performance last year also clinched the Sunoco 240 Challenge and a prize drive at Daytona in January, hired a JCW machine from Joe Tanner for the Mini Festival, and has ordered his own example for 2020.

"It's different from what I'm used to," said the offshore



Reid failed to finish any of the races

HAWKINS

oil worker. "The only similarity between this and the other Mini is the badge. You can't really take anything from the other to help you with this.

"Next year I'll do as many rounds as I can. Last year was a one-off for me – my work got behind me to pursue my dream – but next year I'm

going to try and do five rounds.

"The standard in this series is so high. Coming from the Mini Coopers and winning every weekend, people expect you to win, so it's quite daunting. You put a bit of pressure on yourself, but I need to remember there's no pressure – I don't have a championship to win."

Reid qualified 17th of the 28 entries but failed to finish any of the three races after driveshaft failure, a seat-mounting breakage and a first-lap incident.

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Disappointing entry for David Leslie Trophy FF1600 contest

SMRC

The Scottish Motor Racing Club remains optimistic about the future of Scottish Formula Ford 1600 despite failing to bolster the grid for the David Leslie Trophy last weekend.

Plans to boost grid numbers included a public invitation to past FF1600 champions to take part in the meeting, which pays tribute to the late Leslie, himself a British Formula Ford champion in 1977.

A calendar clash with Champion of Brands last weekend was one of the reasons some teams did not enter the Knockhill round, while car issues forced others out as just eight drivers took part.

“It is a shame that we couldn’t get the grid size up for this weekend, but the racing has been absolutely sensational in the three races, so on that front we’re happy,” the SMRC’s Rory Bryant said.

“I think David would have been proud of those races and we’re really delighted to have brought back some past champions to be part of the weekend too.”

Trophy winner Jordan Gronkowski echoed Bryant’s claims and believes that the quality in Scottish FF1600 remains as good as ever.

“We’d have liked to have had more cars on the grid but certainly the race that Matt [Cowley] and I put on in those races showed how good the racing has been,” he said.

STEPHEN BRUNSDON



Tarling’s Quest to race FF1600 down under

WINTON FESTIVAL OF SPEED

Formula Ford racer Richard Tarling will fly to Australia next week to race the ex-Gary Ayles Quest FF86 for the Ecurie Australie team at the Winton Festival of Speed.

Car owner Chris Davison has invited 2017 Historic FF1600 champion Tarling to drive the car.

“I struck up a friendship with Richard when we met at the 2014 Walter Hayes Trophy and we have always discussed him coming to Australia,” said Davison. “Having someone of Richard’s driving experience in the Quest is a perfect fit for us.”

The car is chassis MT86001, which was the first production car from Quest after Johnny Herbert’s victory in the 1985 Formula Ford Festival. It has not done

much racing since that period and was stored for 20 years before being rebuilt.

“Chris invited to me to go out there and it’s nice to be asked. We’ll just see how the car is and if we can make it work on the tyres,” said Tarling of the short-wheelbase car. “I can’t turn down an opportunity to race.”

Tarling has tied the Winton races in with a three-week business trip to China and Japan. He will arrive in Australia on Wednesday, test on Thursday, qualify on Friday and race on Saturday and Sunday.

The Winton Festival is one of the largest historic race meetings in Australia. This year’s feature category is Historic Formula Ford, and a grid of more than 40 pre-1990 cars is expected.

PAUL LAWRENCE

IN THE HEADLINES

LIDSEY BROTHERS UNITE

Renault UK Clio Cup podium finisher Brett Lidsey will be joined by his younger brother Tyler at the MRM team for the rest of the season. Lidsey Jr has been a regular in the Michelin Clio Series in recent years but Snetterton next weekend will be the first time he has competed in the TOCA support category.

GLOBAL GT LIGHTS AWAY TRIP

The Global GT Lights series made its Knockhill debut last weekend when it joined the Scottish Saloons and Sports grid, with 11 drivers heading to Scotland. Although the circuit was a hit, there were several safety complaints, particularly regarding the speed differential between cars. Race winner Jake Byrne said: “I love the track but the racing is just crazy, in a bad way.”

FROM OVALS TO MINIS

Short oval convert Lee Pearce scored a hat-trick of wins in the Mini Challenge Cooper class at Brands Hatch last weekend in his first full season of circuit racing. Pearce, the English champion in 1300cc stock cars, made a one-off appearance at last year’s Mini Festival before joining the series full-time in 2019. “It’s something I’ve always wanted to do,” said Pearce. “I like the way you have to come into the corner, changing gears and the high speeds you overtake at – it’s brilliant.”

MORENO ON THE PODIUM

Renowned Formula 1 and Indycar super-sub Roberto Moreno (below) made a surprise appearance in the BRDC British Formula 3 paddock at Spa, where he was coaching Lanar Racing’s Josh Mason. The 60-year-old Brazilian, who revealed he was offered a GT4 drive by an undisclosed British GT team, got to present Mason with the trophy for second in the reversed-grid race.



Jowsey returns to competition as Wasp F3 car buzzes back to life

HILLCLIMB

Former historic racing star Edwin Jowsey was back behind the wheel for the first time in seven years when he made his debut in the Jack Moor Wasp 500 at Chateau Impney earlier this month.

Jowsey, who was a regular frontrunner in Historic Formula Junior in the 2000s, now hopes to race the Formula 3 car at the Goodwood Revival in September, 20 years after his father Clifford drove the Wasp at the Sussex venue.

“We then dismantled it and it was in such a state it was left until last November,”

said Jowsey Jr. “Then we started to build it up and only finished it last week, giving it a shakedown at Teesside Autodrome.

“My last races were in F3, but this was my first time on a hillclimb and first time in a 500.”

The car ran successfully, finishing fourth in the class for machines built between 1946 and 1958 with engines under 500cc.

The car, which has been in the Jowsey family for more than 20 years, had previously appeared at Chateau Impney 60 years ago in the hands of its creator Moor.

PETER SCHERER



Jowsey plans to race Wasp at Goodwood Revival

TYLER

IN THE HEADLINES

WHITESIDE'S RELAY CRASH

Greggs bakers' chief executive Roger Whiteside was taken to hospital with a broken shoulder after an accident competing in the Equipe 3 Hour Classic Relay at Donington Park last weekend. Whiteside's Morgan was spun by Rick Evans' Marcos GT and then collected by Olivia Wilkinson's MGB Roadster. Evans was facing a black flag at the time of the incident, having not pitted after being given a black and orange flag. He was issued with two licence points.

PETER ELLIS 1938-2019

Leading Lotus-blessed Formula Junior privateer Peter Ellis died last week. Ellis started racing in 500cc F3 Coopers before moving into FJunior, where his most successful season came in a Lotus 18 in 1960. A massive shunt at Oulton Park in 1962 – he cartwheeled into the Cascades lake and was rescued by two men in a rowing boat – ended his career.

CARL JEANES 1951-2019

A £50 bet that he wouldn't run naked through the paddock at Thruxton in March 1974 helped Carl Jeanes realise his ambition to become a racing driver. Competing as 'The Streaker', he debuted in Monoposto mid-1975, finished second in the title race in 1976 and won it in 1977, all driving a Lotus 35 entered under star John Fenning's Stockbridge Racing banner.

Locost celebrates 20th anniversary at Cadwell

750MC

The Locost Championship commemorated its 20th anniversary at Cadwell Park last weekend, celebrating with drivers past and present.

Ron Champion, author of *Build your own Sports Car for as little as £250*, the book that set the foundations for the series, visited to see the Locosts in action 20 years on, alongside myriad drivers who

have enjoyed racing in the championship over the years.

Celebrations were originally intended to be held at the early-summer Silverstone meeting, until the event was postponed due to track resurfacing ahead of the British Grand Prix.

“This is the closest date on the calendar to the 20th anniversary of the first race, which started in 1999 at Mallory Park,” said 750 Motor Club competition secretary



JONES

Giles Groombridge.

“Locost has become one of the strongest, most sustainable categories in British club racing history. It allows people to

achieve that goal of going racing and buy a car on a tight budget. It's good to see it still going strong 20 years later.”

ANNA DUXBURY



Rose-tinted spectacle

Historic racing is booming, but is behind-the-scenes development of some cars detracting from what makes the scene so evocative?

KEVIN TURNER

There are lots of things that you'll see (and hear) at big historic race meetings, such as the Silverstone Classic this weekend. Eclectic grids, close competition, sideways action and lots of noise will be a given. What you won't necessarily see is a reflection of what happened when these cars raced in period.

Clearly, one of the big appeals of historic motorsport is the link to the past, seeing cars you either recall from your youth or didn't get the chance to experience the first time around. But it's not unusual for pacesetting cars from previous eras to be beaten by machines that didn't achieve anything back in the day.

This used to frustrate me a lot – seeing Ferrari 250 GTOs outclassed by Jaguar E-types that would have struggled to see which way Enzo's berlinettas had gone in the 1960s, for example. But now it very much depends on *why* the order is different.

The obvious acceptable difference is driver ability. Martin O'Connell took an unfancied ATS D4 – a car that often failed to qualify, never mind score a point – to victory in the 1977-80 Formula 1 car race at the Monaco Historique last year. Nick Padmore was second in a Shadow DN9 (which took a best finish of fourth in the world championship). Given the quality of both drivers and the challenge of the famous street circuit, this doesn't really seem a problem. Clearly few drivers are going to be as good as Alan Jones and Nelson Piquet, or O'Connell and Padmore.

“If you allow some to bend the rules, it will inevitably put other competitors off”

A more thorny one is the level of preparation, which in most cases is now better in historic racing than it was in period, thanks to increased knowledge and, in some cases, time and money. The circumstances and nature of the improvements then become key.

On Autosport's recent Historics podcast ('Secrets – and controversies – of Historic Motorsport'), leading racer and preparer Simon Hadfield suggested that a simple rule would be, 'As it was, so it should be'. This seems entirely sensible and there are certain series that could undoubtedly benefit from taking things back to this basic approach.

But what about cars that were unreliable in period, sometimes for piffling reasons? Allowing some reasonable changes, to improve reliability or to allow cars to run with more easily obtained parts, is pragmatic. And it can lead to superb fields.

Pre-1960 grand prix car events have been greatly improved in recent years by the pace of Lotus 16s, the unique Tec-Mec and Scarabs – all of which were abject front-engined F1 failures. And all of which have won races.

Clive Chapman, son of Lotus founder Colin Chapman and head of Classic Team Lotus, believes this isn't a problem. "At the time the team was so stretched, the Lotus 16 design was overambitious, the resources were inadequate, and dad spotted fairly early on that Cooper and rear-engined was the way to go," he says. "We've been able to sort the frame, the fuel system, the gearbox – all those things that gave so much trouble. Suddenly you've got a car that's going to win. They are to original spec, just sorted out, and the 16 was the most sophisticated front-engined car."

This does of course allow cars to be more competitive than they were in period and therefore the look of races can be very different to how they were, but most people would surely rather see these machines racing than not.

Allow things to go too far, however, and it becomes more problematic. One issue is safety – as speeds increase, so do the forces and potential severity of any accident. Another is that the further the cars progress from originality, the less they evoke the past – for the drivers or enthusiasts.

A perceived advantage of certain cars can also hurt grids. There's already the problem of one machine becoming *the* car to have in particular categories. Pre-1966 touring car races sometimes look more like three single-make series running together than a period field: Ford Falcons at the front, Ford Lotus Cortinas in the middle, Mini Cooper Ss at the rear. They are the cars to have if you want to win, and they have good support networks.

One solution, as suggested by Hadfield, is to offer incentives – perhaps extra points – to competitors running unusual cars.

Surely another would be to rein in some of the more excessive cars. It's pretty clear, for example, that Cortina development has gone too far, and Ferrari and Aston Martin owners have been put off by the pace of E-types, Cobras and TVRs in pre-1966 GT racing.

It's understandable that organisers don't want to turn cars away, because it affects their bottom line, but there has to be tight scrutineering. If you allow some to bend the rules, it will inevitably put other competitors off, and take historic racing further from the things that make it so appealing.

It's natural that teams and drivers want to go quicker and quicker. But tighter regulation could help ensure historic racing's future. Even if the 'wrong' cars still do some of the winning. ❄

NEXT WEEK

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Ellis and Wilkinson move into title contention

SPA
BRITISH GT
21 JULY

There's nothing quite like winning to instil confidence in a driver, so it was entirely apt that Ollie Wilkinson should follow up his first career victory in International GT Open with a maiden British GT triumph one week later at Spa alongside Bradley Ellis.

Carrying an extra 30kg aboard his Optimum Motorsport Aston Martin Vantage GT3 as a Silver Cup entrant, 23-year-old Wilkinson has made strong progress in his second season of GT3 racing and when Spa's famous microclimate threw a curveball before qualifying, he splashed to pole in his session by almost half a second – a full 2.6s up on the best

Pro-Am entry – which laid the foundations for the weekend.

Wilkinson aced the start and made no mistakes in traffic, handing Ellis the “very straightforward” task of seeing out the result. It was the 2007 champion's first outright series win since 2008 and took this year's tally of winners to six different crews in seven races. Optimum team boss Shaun Goff was quick to hail Wilkinson's achievement.

“He's just had to believe in himself really,” said Goff. “At Hockenheim [in GT Open] we were promoted to the Pro class due to the lap times he was delivering in practice and that was the turning point.

“It's great to see the kid put in so much effort and get the reward. Two weekends in a row where we're in

different championships and winning races is fantastic.”

But if the race was an uneventful one for the Optimum pair, events in their wake were anything but – so much so that, despite their non-score at Donington Park, they are now just 16 points behind new championship leaders Jonny Cocker and Sam De Haan, whose seventh place was enough to overhaul Barwell Motorsport team-mates Phil Keen and Adam Balon by half a point. Barwell had conducted around 5000km of testing before the event, but it didn't take long before things went awry.

First, Balon had a throttle calibration problem on the formation lap and received a 10-second penalty when his mechanics returned to the grid to bump-start him. De Haan then was turned around at

FINAL LAP DRAMA AS SMITH AND DORLIN MISS OUT AGAIN

One round after TF Sport gave the new Aston Martin Vantage GT3 its first British GT win at Donington, its GT4 arm followed suit at Spa. Tom Canning and Ash Hand delivered the spoils – the team's first in GT4 since Spa 2014 – although it was not without controversy.

It came after a thrilling battle that lasted for the final half hour of the race with Josh Smith's Tolman Motorsport McLaren 570S, which used its turbo grunt to pull out a gap in sector one before the Aston's superior grip in high-speed corners allowed Canning to close. The need for the turbocharged McLaren to fuel-save, particularly in the absence of safety

cars, also worked in Canning's favour.

Having lost potential victories while leading at Silverstone (engine) and Donington (contact with a GT3 car), Smith was determined to hold on to the lead team-mate James Dorlin had taken at the start. He did so until the penultimate lap, when Canning ambushed him around the outside at the Bus Stop. That became the inside line for the left-hander and, as Smith attempted to cover the line, the two cars made contact – breaking Smith's radiator and forcing him to stop, although he was still classified seventh.

“I thought it was a bit unnecessary,” Canning said of the contact. “With the straightline speed

in the McLaren he probably could have come back at me on the straight afterwards.”

Smith retorted: “As far as I was aware I was still in the lead. I just thought I'd been smacked to the side and before I knew I had water all over my tyres and there was no chance of making it around again.”

The result stood and the Aston pair were elevated to the lead of the GT4 Silver driver standings and third overall, 7.5 points shy of the summit. Behind them was the second Tolman McLaren of Lewis Proctor and Jordan Collard, which capitalised on the problems of their team-mates and electrical trouble for the HHC



Winners: Wilkinson (left) with Ellis

Les Combes by Rick Parfitt Jr's JRM Bentley and had to fight back from last.

Balon's day didn't get much better after the penalty when he spun on the exit of Blanchimont and nosed into the inside wall, which broke the radiator and forced him out. But De Haan made excellent progress through the order – at one stage passing Richard Neary, Mark Farmer and Michael Igoe in one lap – to come through to seventh, without the help of a safety car and despite the 10-second penalty carried over from finishing third at Donington.

Crucially, they finished ahead of Donington winners Jonny Adam and Graham Davidson. The TF Sport Aston Martin duo were left to rue an opportunity missed to gain big points towards their championship challenge.

Davidson scythed through from 10th on the grid to fourth on the opening lap behind Wilkinson, Ian Loggie's RAM Racing Mercedes and the Silver Cup Team Parker Bentley of Ryan Ratcliffe, which became third when Loggie was turned around by Shamus Jennings's lapped G-Cat Racing Porsche at La Source. Davidson briefly got past Ratcliffe, but swiftly returned the position having gone beyond the track limits at Raidillon, and followed the Bentley until the stops where Adam rejoined without losing a place, despite his 20-second success penalty.



Cocker and De Haan lead GT3 points standings

The three-time champion might have gone on to challenge for victory from there had it not been for Davidson tapping Jennings into a spin at Les Combes to earn another visit to the pits. That dropped Adam back to fifth behind Rob Bell's Balfe Motorsport McLaren 570S and Loggie's team-mate Callum Macleod. A problem with the rear brakes then forced him to back off and drop to eighth by the finish.

"It's not a three-way battle any more, it's a four-way battle in the space of 26 points, but it's still all to play for," said Davidson, who joins the Barwell cars in having no success penalties for Brands Hatch.

Ratcliffe stayed out two laps longer than Wilkinson and relayed Glynn Geddie into second place, but the 2011 champion's advantage over Bell was whittled down to nothing with 10 minutes to go. The extra 30kg in the Bentley required Geddie to almost stop on the apex to prevent Bell – who had served a 15-second penalty of his own – getting through, and allowed Macleod to catch them both.

This resulted in the race's most memorable moment, as Macleod launched an audacious three-wide move up the inside into Eau Rouge, with Bell on the outside and Geddie sandwiched in between. Somehow they avoided contact and Macleod came out ahead, while Geddie held Bell at bay.

JAMES NEWBOLD

WEEKEND WINNERS

GT3

(49 laps) **1 Bradley Ellis/Oliver Wilkinson (Aston Martin Vantage GT3)**; 2 Callum Macleod/Ian Loggie (Mercedes-AMG GT3) +10.520s; 3 Glynn Geddie/Ryan Ratcliffe (Bentley Continental GT3); 4 Rob Bell/Shawn Balfe (McLaren 720S); 5 Nicki Thiim/Mark Farmer (Aston Martin); 6 Adam Christodoulou/Richard Neary (Mercedes). **Fastest lap** Thiim 2m21.406s (110.79mph). **Pole** Ellis/Wilkinson. **Starters** 15. **Points** **1 Jonny Cocker/Sam De Haan (Lamborghini Huracan EVO) 104.5**; 2 Phil Keen/Adam Balon (Lamborghini) 104; 3 Ellis/Wilkinson 88.5; 4 Jonny Adam/Graham Davidson (Aston Martin) 78.5; 5 Macleod/Loggie 72; 6 Thiim/Farmer 62.

GT4

(46 laps) **1 Tom Canning/Ash Hand (below) (Aston Martin Vantage GT4)**; 2 Lewis Proctor/Jordan Collard (McLaren 570S) +21.700s; 3 Patrick Kibble/Josh Price (Aston Martin); 4 Michael O'Brien/Graham Johnson (McLaren); 5 Mike Robinson/Patrik Matthiesen (Aston Martin); 6 Sebastian Priaulx/Scott Maxwell (Ford Mustang GT4). **FL** Dean Macdonald (McLaren) 2m33.302s (102.20mph). **P** Jacob Mathiasen/Mark Kimber (BMW M4). **S** 24. **Points** **1 Priaulx/Maxwell 102.5**; 2 Proctor/Collard 97.5; 3 Canning/Hand 95; 4 Dean Macdonald/Callum Pointon (McLaren) 82; 5 Martin Plowman/Kelvin Fletcher (Aston Martin) 65.5; 6 Scott Malvern/Nick Jones (Mercedes-AMG GT4) 52.5.



For full results visit: tsl-timing.com

McLaren of Dean Macdonald and Callum Pointon to seize second in the points.

Collard had carved through from seventh to sit right on Dorlin's rear bumper before the stops, but a 10-second penalty carried over from Donington meant victory was always unlikely.

The second TF Aston Martin of Patrick Kibble and Josh Price completed the podium ahead of the Pro-Am winning Balfe McLaren of Michael O'Brien and Graham Johnson, which profited when early leader Kelvin Fletcher's Beechdean Aston Martin failed to select first gear during the pitstops.

JAMES NEWBOLD



Canning and Hand surge into GT4 lead on the way to victory

Impressive Simmons bags win as Novalak extends points lead

SPA
BRDC BRITISH F3
20-21 JULY

Ayrton Simmons delivered his best weekend of the BRDC British F3 Championship season so far at Spa, gaining ground in the title battle.

The Chris Dittmann Racing driver stormed to a double pole in qualifying, held (unusually) on Friday afternoon, securing himself a start from the front in races one and three. But Carlin's Kaylen Frederick ensured Simmons didn't come away from those encounters with a maximum return.

In Saturday's opening contest Simmons made a clean getaway from the Double R entry of fellow front-row starter Neil Verhagen, while Frederick began his progress from fourth on the

grid. Simmons was far enough ahead not to be challenged on the first lap while Frederick began to mount his challenge.

The American proved feisty in battle, moving past Verhagen on lap two, and then rapidly closing on Simmons. With just tenths between them, Frederick was in prime position to claim a tow down the Kemmel Straight and power into the lead exiting Les Combes.

Simmons made an identical move next time around to reclaim the lead, which he held until lap eight of nine. Frederick surged back past, this time decisively, to take his first win since the season-opening weekend at Oulton Park.

Fortec's Manuel Maldonado completed the podium with third from seventh on the grid. Frederick's team-mate, championship leader Clement Novalak, claimed his fourth successive fourth place to bank more points.



The reversed-grid second contest on Sunday morning was a thriller as Hillspeed's Nico Varrone took a sensational victory from eighth on the grid. He is now the ninth driver to win a race this year.

The Argentinian delivered an overtaking masterclass as he cleanly completed move after move, including a stunning double overtake on Andreas Estner (Lanan) and Pavan Ravishankar (Double R) at the chicane. In only his fifth British F3 contest, he soon caught the leading duo Josh Mason (Lanan) and Verhagen, who were also locked in an entertaining battle.



Hammond doubles up in Classic Stock Hatch

CADWELL PARK
750MC
20-21 JULY

The first of the Classic Stock Hatch contests in the action-packed 25-race Cadwell Park meeting finished in dramatic style, with Pip Hammond and Pete Morgan battling for the win right up to the line.

Morgan held a five-second lead over his rival at the start of the final lap, but both were unaware that Ford Fiesta XR2 driver

Morgan had incurred a five-second penalty. Hammond's Vauxhall Nova took the chequered flag 4.45s behind Morgan, making him the winner of his first race in the championship in 2019. He then went on to make it two from two on Sunday ahead of Andrew Thorpe.

The Clio 182 grid enjoyed a trio of races at Cadwell, with James Bark taking victory in all three. He had tough competition from Don de Graaff and Ryan Polley, especially in the second race where he had to pass

polesitter de Graaff for the lead at Park Corner and the three remained in a tight group until the flag.

With such a large entry for its 20th anniversary weekend, the Locost championship ran in three groups, with Thomas Gadd taking a comfortable victory over Martin West in the first round.

Murray Shepherd took the next win by a mere 0.03s as Louis Wall made a last-gasp dive for victory. Shepherd went on to take his second win, beating Gadd in the final



Varrone dispatched Verhagen at Les Combes and then repeated the move on Mason on the penultimate lap to claim an excellent victory ahead of Mason and Verhagen.

Simmons then delivered one of the most dominant performances of the year by romping to victory in race three.

Another good start enabled him to build a lead of 1.5 seconds on the first lap, which he extended to over 3s by the mid-point of the race. He was caught in the latter stages by Novalak, who sliced his way up to second from eighth on the grid,

but still claimed his second victory of the year by just under 2s.

While Simmons enjoyed his strongest weekend, and Novalak scored more solid results, it was a quiet weekend for fellow title contender Johnathan Hoggard. The Fortec driver had a best qualifying result of ninth for the final race and a best result of seventh in race two. Novalak thus holds an extended championship lead of 55 points over Hoggard, who now only has an 18-point buffer over Simmons.

RICHARD RANDLE



round and demonstrating some strong defensive driving on his way to victory.

The MR2 championship was also split into three groups. Aaron Cooke was first to the chequered flag in the opener and the final round, while Ben Rowe won the second. Rowe finished only 0.46s behind Cooke in the final race of the weekend, staying close on the leader's tail throughout.

Shaun Traynor, championship leader coming into the event, had his qualifying times erased for abusing track limits. But he succeeded in making his way up to fifth from the back of the grid in both his races.

Matthew Booth took the win in the first F1000 race, building up a considerable lead over the rest of the field before the safety car came out to move Rob Welham's car, which had suffered a rear suspension failure. The caution period meant Booth only had a 0.41s advantage when he crossed the line.

Lee Morgan took victory on Sunday as Booth retired alongside many of his competitors, and Morgan won again in the last F1000 race, which was brought to a



premature end by a fire for Welham. Although his weekend was bookended with incidents, the unlucky Welham managed to go from 16th to fifth in the second race of the event.

The Roadsports race was cut short as Ben Puncher hit the barrier just as the leaders had taken their pitstops.

Although Matthew Weymouth had been leading the race in his BMW E36 M3, the timing of the incident meant Peter Erceg (Porsche Cayman), who was yet to stop, was declared the winner with a minute's advantage over Weymouth.

In the Hot Hatch championship Ben Rushworth's Honda Integra took the first win ahead of Stephen Sawley. Rushworth held the lead of the second race before losing it at the hairpin and dropping to third during a tight battle with Sawley and Chris Southcott.

A final-lap mistake for Sawley in his Honda Civic at the same location handed Southcott the victory.

ANNA DUXBURY

WEEKEND WINNERS

SPA

BRDC BRITISH FORMULA 3

Race 1 (9 laps) 1 Kaylen Frederick; 2 Ayrton Simmons +0.864s; 3 Manuel Maldonado; 4 Clement Novalak; 5 Kiern Jewiss; 6 Hampus Ericsson.

Fastest lap Ericsson 2m19.729s (112.12mph).

Pole Simmons. **Starters** 18.

Race 2 (8 laps) 1 Nico Varrone; 2 Josh Mason +0.719s; 3 Neil Verhagen; 4 Pavan Ravishankar; 5 Andreas Estner; 6 Benjamin Pedersen.

FL Sasakorn Chaimongkol 2m18.572s (113.06mph). **P** Verhagen. **S** 18.

Race 3 (9 laps) 1 Simmons; 2 Novalak +1.812s; 3 Jewiss; 4 Ericsson; 5 Verhagen; 6 Maldonado. **FL** Jewiss 2m19.464s (112.34mph). **P** Simmons. **S** 18.

Points 1 Novalak 349; 2 Johnathan Hoggard 294; 3 Simmons 276; 4 Maldonado 223; 5 Jewiss 214; 6 Verhagen 213.

CATERHAM SEVEN 270R/ CATERHAM ROADSPORT

Race 1 Tom Allen (270R)

Race 2 Graham Macdonald (270R)

CATERHAM SEVEN 420R/ CATERHAM SEVEN 310R

Races 1 & 2 John Byrne (420R)

[For full results visit: tsl-timing.com](http://tsl-timing.com)

CADWELL PARK

CLASSIC STOCK HATCH

Races 1 & 2 Pip Hammond (Vauxhall Nova GTE)

CLIO 182

Races 1, 2 & 3 James Bark

LOCOST

Group B vs C Thomas Gadd

Group C vs A & A vs B Murray Shepherd

TOYOTA MR2

Blue vs Green Group & Red vs

Blue Group Aaron Cooke

Green vs Red Group Ben Rowe

F1000

Race 1 Matthew Booth

Races 2 & 3 Lee Morgan

ROADSPORTS

Peter Erceg (Porsche Cayman)

HOT HATCH

Race 1 Ben Rushworth (Honda Integra DC2)

Race 2 Chris Southcott (Peugeot 205 GTI)

BCV8

Race 1 Robert Spencer (GT V8)

Race 2 Neil Fowler (GT V8)

750 FORMULA

Race 1 Bill Cowley (Cowley MkIV)

Race 2 Mark Glover (Racekit Falcon)

SPORT SPECIALS

Race 1 Darren Berris (Westfield V8)

Race 2 Paul Collingwood (Eclipse SM1)

HISTORIC 750 FORMULA

Race 1 Simon Boulter (Time 3B)

Race 2 Richard Prior (JGS 111)

[For full results visit: 750mc.co.uk](http://750mc.co.uk)

Mini Challenge JCW title contenders Gornall (l) and Harrison clashed in finale



Mini Festival produces no shortage of drama

BRANDS HATCH
MSVR
20-21 JULY

The Mini Challenge JCW championship battle intensified at Brands Hatch as title rivals Nathan Harrison and James Gornall clashed in the last race. The pair took a win apiece, with Ben Palmer also victorious in the triple-header that headlined the Mini Festival.

Harrison consolidated his championship lead with some battling efforts, bouncing back after struggling in wet qualifying when he salvaged fifth on the grid for race one, only after pitting late on for scrubbed wets. From there, he finished third behind Gornall and polesitter Dan Zelos after losing out when attempting to go three-wide into Druids with Gornall and Palmer.

Front-row men Gornall and Zelos got sideways at Druids on the opening lap of race two, allowing Harrison into a lead he wouldn't relinquish. Gornall held second while Zelos had to fight back past Lewis Brown and Palmer for third.

From sixth on race three's reversed grid, Harrison slipped back further after opening-lap contact, before recovering to pass Gornall for fourth at Druids three laps from home. Harrison was penalised one second – behind Gornall – and three licence points (equating to 30 championship points) for contact but his appeal was upheld. Gornall had seven days to decide whether to make a counter-appeal.

Palmer dominated the race, with Rory Cuff securing a maiden podium in second and Zelos third. Palmer might have had even more to celebrate, having led the

opener by 2s until an off at Surtees left him with damage that dropped him to fifth.

Former British Touring Car Championship racer Jeff Smith claimed his first Mini Se7en victory in a frantic race two after cutting back and passing Joe Thompson into Druids on the final lap. Spencer Wanstall played his part in an entertaining lead battle, repeatedly braving it around the outside at Paddock, before contact with Dom Burger pitched him into the pitwall, inflicting damage that ended his race half a lap later.

A day earlier Smith thought his maiden success had come when he won on the road from pole position, only to be hit by a 10s penalty for an out-of-position start. Smith and fellow front-row starter Wanstall's penalties were initially rescinded (both said they had been confused by seeing a digital green flag alongside the start lights), then upheld. Darren Thomas inherited the win having climbed from sixth on the grid.

Masters Historic Formula 1 champion Nick Padmore produced a repeat of his performance in last year's Mini Festival as he claimed a brace in another of his semi-regular Mini Miglia appearances. After an 8.7s win from reigning champion Aaron Smith in the opener, Padmore had to work much harder in race two. Smith shadowed him throughout but couldn't find a way past. Rupert Deeth wasn't able to match the leaders' pace in third, hampered by running his second-choice engine after retiring from Saturday's race with gearbox failure.

The Champion of Brands Formula Ford 1600 grid was bolstered by several drivers seeking track time at the venue ahead of

Ex-BTCC racer Smith took a narrow victory in the second Mini Se7en contest



ALL PICS: HAWKINS

BRANDS HATCH WEEKEND WINNERS

MINI CHALLENGE - JCW

Race 1 James Gornall
Race 2 Nathan Harrison
Race 3 Ben Palmer

MINI SE7EN

Race 1 Darren Thomas
Race 2 Jeff Smith

MINI MIGLIA

Races 1 & 2 Nick Padmore

CHAMPION OF BRANDS FF1600

Races 1 & 2 Neil MacLennan (Spectrum 011C)

MINI CHALLENGE - COOPER PRO/COOPER

Races 1 & 3 Toby Goodman
Race 2 Robbie Dagleish

MINI CHALLENGE - COOPER S

Races 1, 2 & 3 Daniel Butcher-Lord

SUPER MIGHTY MINIS/MIGHTY MINIS

Races 1 & 2 Neven Kirkpatrick (Super Mighty)

FASTEST MINI IN THE WORLD

Race 1 Bill Richards (Maguire Mini Traveller)
Race 2 Harvey Death (Austin Mini Cooper S V8)

ALLCOMERS

David Enderby (Radical SR4)

[For full results visit: theresultslive.co.uk](http://theresultslive.co.uk)

this weekend's National round. Three of them proceeded to dominate as Neil MacLennan won twice in his Kevin Mills Racing-run Spectrum. Cliff Dempsey Racing team-mates Jonathan Browne and Spike Kolhbecker pushed him hard – Browne passed MacLennan for the lead of race two at Graham Hill Bend, only to be sold a dummy into Paddock with three laps to go. As MacLennan eased Browne wide on the exit, Kolhbecker also slipped through for second, reversing their positions from the earlier race.

Toby Goodman cut the gap to points leader Robbie Dagleish with two wins in the Mini Challenge Cooper Pro category. Polesitter Goodman held on in a one-lap dash after a lengthy safety car period in race one, but Dagleish turned the tables in race two when he got a run on Goodman out of Clearways, before Martin Poole passed Goodman in similar fashion. Fourth on race three's reversed grid, Goodman soon hit the front. Poole also beat Dagleish.

Cooper S category dominator Daniel Butcher-Lord continued his run of success by easing to a hat-trick, making it six wins from seven races.

Neven Kirkpatrick was pressured by Greg Jenkins throughout the first Super Mighty Minis race but took a more comfortable victory in race two.

MARK PAULSON

BESSIE STARS AGAIN IN HER LATEST INCARNATION



Richards's Mini Traveller won first Fastest Mini in the World race

Veteran racer Bill Richards ended last year's Mini Festival with his spaceframe car, affectionately known as Bessie, in bits.

A heavy accident in the combined 'Fastest Mini in the World' and Allcomers race sidelined the machine until last weekend when it returned to the track in Friday testing and won Sunday's first race.

Now running a two-litre Ford Duratec engine providing around 220bhp, the car started life as an 850cc Maguire Mini special saloon in the 1970s, before being transplanted with the BDH variant of the Ford BDA. It's also on its third body shape, going via Metro to its current Mini Traveller/Countryman shape.

"We thought, 'The Metro's got a lower drag coefficient, so we'll put a Metro body on,'" said Richards. But, with backing from Mini Spares and seeking to win the Fastest Mini race, another change was required two years ago.

"The wheelbase on a Metro is exactly the same as a Mini Van so we unhooked the body and put on a Mini Van body – and it becomes a Countryman!"

Bessie had been running with magnesium brakes from a Shadow Formula 1 car and ground-effect era Williams suspension made by Koni, but the unique parts were destroyed in last year's accident. A switch to Quantum dampers and bespoke AP Racing brakes



Death's Radical V8-engined Mini also won

followed, but the car retains its roots.

"It's all 1970s technology and she's old," Richards said. "The last thing we want to do is put a massive horsepower engine in – it will pull the chassis apart. But the car's nimble."

Richards's chief rival for the Fastest Mini title was Harvey Death, winner of a similar event celebrating the Mini's 50th anniversary at Silverstone in 2009.

"I'm a bit of a Mini buff," said Death. "I went to Mallory Park for the 40th anniversary of the Mini and they had the Fastest Mini in the World race. So I said then, 'For the 50th I'm going to build the fastest Mini in the world!'"

Death began installing a 360bhp Radical V8 engine into a KAD spaceframe and had the car finished off by Rollcentre Racing. It duly dominated the Silverstone event and Death dusted it off to enjoy a tussle with Richards en route to two wins at the 2015 Mini Festival. He then embarked on a two-year round-the-world sailing trip before rolling out the car once more, now with newly fabricated rear arms "to stop it twisting at the back".

Despite Richards' assertion that "to win this race, you need a spaceframe", he and Death were pipped to pole position by Jim Lyons's steel-bodied machine – his road car from more than 20 years ago, with its A series block mated to a BMW K1100 motorcycle engine and Audi turbocharger.

The three different approaches proved remarkably well-matched on track but Lyons retired from third in race one when his gearbox blew. Richards survived a hairy moment on oil into Paddock Hill Bend to hold off Death, before suffering his own gearbox and differential problems in race two, gifting Death an easy win.

MARK PAULSON

Fantastic TVRs victorious in Equipe Relay

DONINGTON PARK
MGCC
20-21 JULY

A lap penalty for speeding in the pitlane and an additional five seconds for track limits still wasn't enough to stop the Plastic Fantastic team of TVR Granturas (Rob Cull/Rod Begbie/Mark Ashworth) taking victory in the weekend's flagship Equipe Classic Relay race.

Finishing one better than last season's exploits, with the penalties applied Plastic Fantastic was only 3.3s ahead of the 50 Shades team of Lotus Elans (Stephen Bond/Clifford Gray/Keith Fell/Piers Gormly).

Squadra Budino Nero dominated the first third of the three-hour race with Tom Smith in his MGB Roadster pumping in fastest lap after fastest lap, comfortably 2s quicker than anybody else on track. Combined with Smith's lightning speed and the battle for second between Plastic Fantastic's Begbie and 50 Shades' Fell, his team's lead was up to 1m18s by the time the TVR of Begbie was forced to pit early due to a minor oil leak, handing over to Cull.

Smith extended his advantage for a further two laps before passing the baton to Andrew Bentley and his MGB Roadster, which is when the tide of the race began to turn.

Cull's pace was significantly greater than Bentley's and the advantage was chopped away by 2s a lap. Aided by a safety car midway through the second hour and a second stop for the Squadra Budino



TVR Granturas of Begbie, Cull and Ashworth won the three-hour relay contest

team, Plastic Fantastic was soon in the lead for the first time and it was a position the crew would maintain until the end.

It was far from an easy cruise to victory, however. As Ashworth took over from Cull for the final stint, he was caught speeding in the pitlane and docked a lap, but such was the advantage that Plastic Fantastic's consistent lap times had produced, the penalty put them onto the same lap as the chasing pack.

An additional 5s due to a track limits was soon added and, with only 10 minutes of the race to go, Ashworth had what looked like the impossible task of keeping the charging 50 Shades' Gray at bay.

Eight seconds ahead and lapping slower than the charging Elan, Plastic Fantastic crew a sigh of relief when the race was red-flagged and stopped early with only three minutes left, the team winning by the narrowest of margins.

"We're such a well balanced team," said Begbie. "This is a race of reliability and consistency. TVRs get a bit of a bad rap when it comes to that, so I'm glad we proved that wrong."

A degree in mathematics was almost needed to work out the result of the Equipe 40-minute race. On the road, and with a newly fitted engine, the Triumph TR4 of Chris Ryan crossed the line ahead of Ashworth and Smith, but the latter pair received track limit penalties. Ashworth received 45s and Smith a mere 15s but, based on the splits, Ashworth was bumped to fifth while Smith kept his third place, behind the now second place finisher of Mark Holme (Austin-Healey).

Among a range of MG championships it was the MG Trophy that stole the show. The results might indicate a simple brace of wins for championship leader Graham Ross, but the Scotsman admitted it had been a



Ross (l) and Cole had a close tussle for MG Trophy honours, with Ross taking both victories

ALL PICS: WALKER

DONINGTON PARK WEEKEND WINNERS

EQUIPE THREE HOUR CLASSIC RELAY

Plastic Fantastic – Rob Cull, Rod Begbie, Mark Ashworth (TVR Grantura MK III)

EQUIPE GTS

Chris Ryan (Triumph TR4)

MG TROPHY

Races 1 & 2 Graham Ross (ZR 190)

MGCC MG CUP

Race 1 Mike Williams (Rover Metro GTi)

Race 2 Richard Buckley (Rover Tomcat)

MG MIDGET & SPRITE CHALLENGE

Race 1 David Morrison (Midget)

Race 2 Stephen Collier (Midget)

MGCC ICONIC 50s

Robin Ellis (Lotus Elite)

MG METRO CUP

Races 1 & 2 Jack Ashton (below)

MGCC COCKSHOOT CUP

Races 1 & 2 Paul Clackett (MG ZS)

MORGAN CHALLENGE

Races 1 & 2 Philip Goddard (+8)

SPORTS 2000

Tom Stoten (Gunn TS11)



For full results visit: tsl-timing.com



BIRTHDAY BUOYED Few people can say that they share the same birthday as their car, but Keith Egar and his 1965 MG Midget came into the world on the exact same day, 54 years ago. Unlike the A series cars he races alongside that use a traditional 1275cc engine found in classic Minis, Egar's car is fitted with a 1800cc unit that's found in the more contemporary ZRs. This means the nimble Midget can run toe-to-toe with MG ZSs and MGB Roadsters in Class C of the Cockshoot Cup.



RARE FIND Over 30 years ago, South Carolinian Alex Quattlebaum stumbled across a mystery car in a Sussex barn. Suspecting it was a Tojeiro, Quattlebaum passed it onto the British Motor Museum for further inspection and, to his surprise, it turned out to be something even rarer. Built in 1954 by Liss Engineering Company, the LECO is one of only two cars made by the manufacturer. Quattlebaum finished ninth, second in class, in the Iconic 50s encounter at Donington.

lottery. Race one had been run in two parts due to a red flag during Saturday's sudden downpour. When the race resumed later in the day Ross dropped to third from pole and, after gaining a place to the retiring Ross Makar, a fine move past Doug Cole through the Craner Curves sealed the win.

There was a similarly bold move through Redgate to pass Makar for the lead in race two, before Makar again retired gifting Cole another second.

Richard Buckley's Rover Tomcat was struck by power-steering issues in race one of the MG Cup and had to settle for second behind the Metro of Mike Williams. But with topped-up fluid for race two, the Tomcat's overall speed trumped Williams's Metro and its "completely gone" tyres.

When asked if he felt the win in race two was revenge, Buckley's response was simple: "Definitely," he laughed.

DOM D'ANGELILLO



MOON'S SPRITE SHINES AGAIN After a horrific accident at MG Live in 2010, John Moon's Frogeye Sprite was almost destroyed entirely. "I remember there were two or three cars involved, some fire, my helmet was knocked off and then I woke up in Northampton hospital," he said. Not one to shy away from competing, Moon gradually rebuilt the car from scratch over the next six years. Moon opted for the more obscure, streamlined Lenham body, while maintaining the heart of the Frogeye.

ALL PICS: MOIR

Gronkowski ahead when it matters to take Trophy win



Gronkowski (l) and Cowley were inseparable for much of the David Leslie Trophy weekend at Knockhill

KNOCKHILL SMRC 20-21 JULY

It wasn't quite the bumper Formula Ford 1600 grid the Scottish Motor Racing Club had campaigned for, but a trio of stunning races made sure the David Leslie Trophy lived up to its billing at Knockhill last weekend.

There was another maximum score for Jordan Gronkowski, but the bigger prize for the Van Diemen driver was a first Trophy victory since 2013 following a weekend-long battle with Graham Brunton Racing interloper Matt Cowley.

Gronkowski continued his qualifying dominance by claiming pole on Saturday, but a poor start in the opening race left Cowley with a clear advantage heading into Duffus for the first time.

Cowley's defence was then tested to the limit as his Ray was caught in the corners but edged away under acceleration. Gronkowski closed to within a car length at the Hairpin for the final time, with the pair split by just 0.106 seconds at the finish.

Cowley and Gronkowski again crossed the line together at the end of race two, with the former edging the win, this time by just 0.074s.

Come the final race, something surely had to give. Cowley led for the majority but once more fell into the grasp of Gronkowski towards the end. The pressure eventually told as Cowley locked up into McIntyres and ran through the gravel on the exit, handing Gronkowski the lead.

Cowley tried to regain the lead at the Hairpin but ran too deep as Gronkowski finally ended a six-year jinx.

A total of 29 cars entered the combined Scottish Sports & Saloons/Global GT Lights

encounters, with a number of intriguing sub-plots being played out over three races.

Andy Forrest claimed victory in the first race in his Radical, but only after fighting back from sixth place following contact with GT Lights leader James Thompson while lapping the Irishman at the Hairpin.

Forrest doubled up in race two, but mechanical trouble prevented a clean sweep and handed the Nemesis Kit Car of Ron Cumming a second victory of the year.

GT Lights proved to be the pick of the action behind, with Conor Farrell claiming two wins to boost his championship aspirations. Jake Byrne won race three, while points leader Peter Drennan's two podiums made sure he kept his nose in front.

Minimax's Michael Weddell closed the gap to Robbie Dagleish at the top of the Scottish Mini Cooper Cup standings with a strong haul of points.

With Dagleish competing at Brands Hatch, Weddell headed Ian Munro to victory in the opening race and followed Vic Covey Jr in the third race to reduce

the deficit to just two points.

Munro made amends in race two by escaping a raging four-way battle for second, which 2017 champion Mark Geraghty edged from Craig Blake and Weddell.

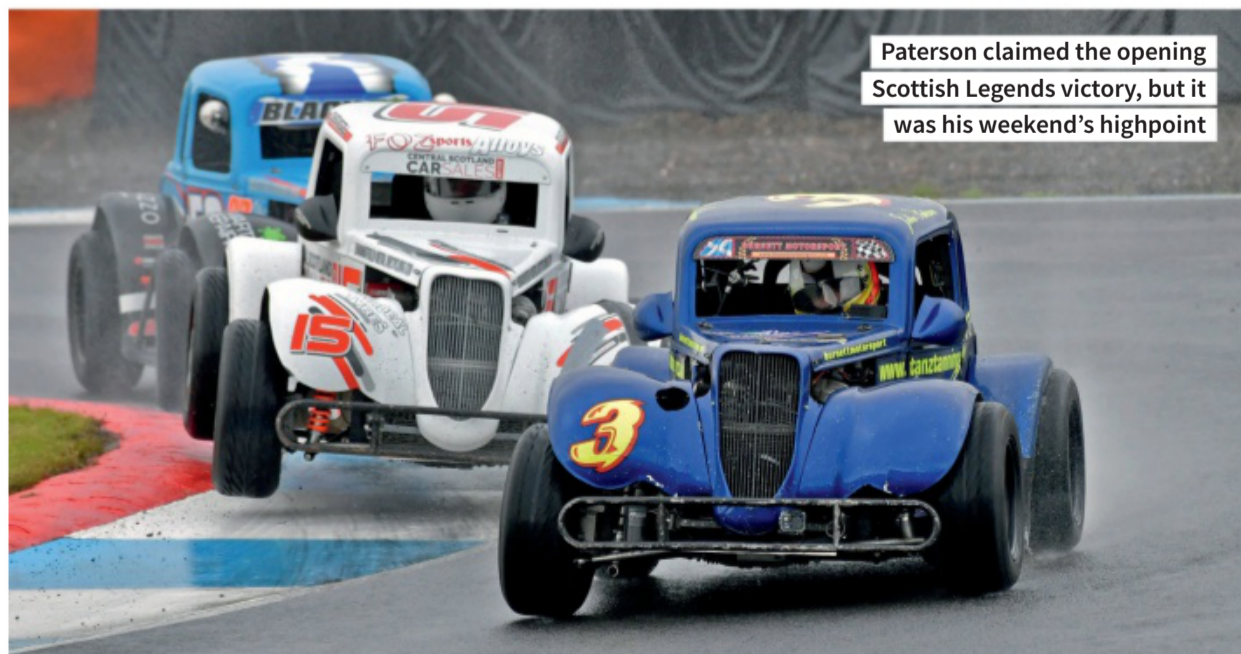
A decisive move on reversed-grid polesitter Ian Walsh gave Covey Jr the lead in the final race, with the veteran beating Weddell and Blake by just seven tenths to complete a Minimax 1-2-3.

A trio of top-five finishes gave David Newall the Scottish Legends points lead heading into the final two rounds.

Newall made the most of a chaotic second race, in which race-one winner John Paterson ended in the McIntyres barriers and Steven McGill completed just one lap, to claim his first win of the year.

Dave Hunter won the final race with a typically astute drive out front, beating Paterson and McGill by just over a second.

Reigning double Scottish Classic Sports and Saloon champion Alastair Baptie was again the man to beat as he took his MGB GT V8 to another clean sweep of victories.



Paterson claimed the opening Scottish Legends victory, but it was his weekend's highpoint

KNOCKHILL WEEKEND WINNERS

SCOTTISH FORMULA FORD 1600

Races 1 & 2 Matt Cowley (Ray GR18)

Race 3 Jordan Gronkowski (Van Diemen JL012K)

SCOTTISH SPORTS & SALOONS AND IRISH GLOBAL GT LIGHTS

Races 1 & 2 Andy Forrest (Radical)

Race 3 Ron Cumming (Nemesis Kit Car)

SCOTTISH MINI COOPER CUP

Race 1 Michael Weddell

Race 2 Ian Munro (below)

Race 3 Vic Covey Jr

SCOTTISH LEGENDS

Heat 1 John Paterson

Heat 2 David Newall

Final David Hunter

SCOTTISH CLASSIC SPORTS & SALOONS

Races 1, 2 & 3 Alastair Baptie (MGB GT V8)

SCOTTISH CITROEN C1 CUP

Race 1 Ryan Smith

Race 2 Ross Dunn

MOTORSPORT UK BRITISH SUPERKART CHAMPIONSHIP F125 OPEN

Race 1 Sam Moss (Anderson DEA)

Races 2 & 3 Liam Morley (Anderson DEA)

MOTORSPORT UK BRITISH SUPERKART CHAMPIONSHIP DIVISION 1/ F250 NATIONAL/F450

Races 1 & 2 Andy Bird (Anderson VM)

Race 3 Tom Rushforth (Spynda VM)

SCOTTISH MINI COOPER S/FIESTAS

Races 1, 2 & 3 Oly Mortimer (Mini)



For full results visit: speedhive.mylaps.com

Baptie was unstoppable in the first race, beating John Kinmond's Rover 3500 by more than eight seconds, and unchallenged in race two after mechanical woes prevented Kinmond starting. Baptie completed his domination with another victory in the wet final race of the weekend.

A win and a fourth enabled Ryan Smith to move back into the lead of the Scottish C1 Cup championship as Finlay Brunton endured a frustrating weekend.

Brunton could only manage sixth in race one as Smith escaped a four-car battle for second, eventually topped by race-two winner Ross Dunn, before then taking a lonely fifth.

STEPHEN BRUNSDON

SUPERKART DRIVERS ENJOY A NEW CHALLENGE AROUND THE TIGHT AND TWISTY KNOCKHILL



Gareth James was a fan of the compact Knockhill lap

Having last raced north of the border a decade ago, the Motorsport UK British Superkarts made a welcome return to Knockhill last weekend. A total of 42 karts across the F125 Open, F250 National and Division 1 categories turned up, with the racing proving popular with drivers and fans alike.

But while the high-speed, flowing circuits of Donington Park and Silverstone are more suited to the lightweight pocket rockets, the confines of Knockhill may just point to a new niche for Superkarts.

"The thing with the 250 single and twin-cylinder karts is that they love to stretch their legs on high-speed circuits," said British Superkart championship representative Gary James.

"They're probably not suited to somewhere like Knockhill in reality, but the racing should still be very exciting."

And the racing was exciting, with lap records tumbling. Gareth James extended his F250 National points lead over Superkart Grand Prix winner and reigning 250 champion Paul Platt with a hat-trick of wins, while Liam Morley took two F125 Open victories.

Unlike Platt, this was James's first visit to Knockhill, with the Welshman keen to see the championship adopting less conventional circuits to future calendars.



Rushforth won final Division 1 contest

"I like the tight and twisty nature of the track and it means that you have to concentrate the whole time," James said. "It keeps you on your toes. It's a lot shorter than the tracks we race on normally, but it's a different challenge. By the time you're out of one corner, you're into another."

"I think that's what makes it such a challenge. You need to have that variety in the championship, I reckon."

The calls for a return to Knockhill next year from leading drivers certainly gives some food for thought, particularly when the Scottish Motor Racing Club continues to look for greater interest from spectators and competitors alike.

"The Superkarts have been exceptional," said SMRC business development manager Rory Bryant. "We had over 40 cars across the two championships here and that says a lot about their interest in racing at Knockhill."

On top of the competitive karting on display was a lunchtime demonstration from the East Scotland Karting Club around the circuit's tri-oval loop, offering young local karters the chance to experience an SMRC event, and vice versa.

It's this sort of integration that both Bryant and leading Formula Ford 1600 figure Graham Brunton want to see more of in an attempt to bridge the karting/single-seater divide in Scotland.

"We want people in karting to see FF1600 as the next step up in their careers," Brunton said. "But the main sticking point with getting karters to move into cars is a general lack of testing opportunity. I think we can do a lot more between us to make that working relationship better."

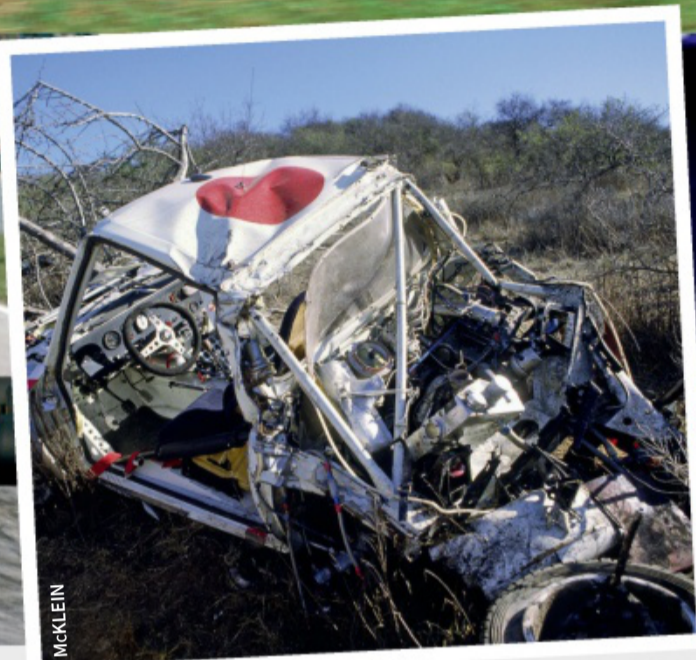
STEPHEN BRUNSDON

FINISHING STRAIGHT

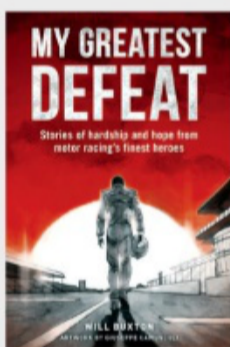
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PICS: MOTORSPORT IMAGES



THE DEFINING MOMENTS



BOOK REVIEW
MY GREATEST DEFEAT
RRP £19.99

The premise behind this title is simple enough. "The finest stories in our sport come not from victory but from defeat," writes Formula 1's digital

presenter Will Buxton in the introduction to his first book *My Greatest Defeat*. "These are the moments on which true greatness is built."

Buxton has cast his net across the spectrum of motorsport – Formula 1, IndyCar, the World Rally Championship, NASCAR and sportscars – to sit down with 20 of the disciplines' most successful competitors. In honest, open and often emotional interviews, they've opened up about the darkest moments in what outwardly appear to be otherwise glittering careers.

Many, as you might expect, centre on the on-track setbacks. In the first chapter, Alain Prost recalls both the 1982 French Grand Prix and the Imola race from seven years later where respective team-mates Rene Arnoux and Ayrton Senna went against agreements and denied the eventual four-time champion victory.

Alex Zanardi doesn't opt for the Lausitzring crash that cost him his legs, but rather laments his time in F1 with Williams during the 1999 season – during which he carried too much confidence across the Atlantic after his back-to-back CART title successes.

These accounts are fascinating, and packed with genuinely meaningful reflection and introspection from top-flight drivers who have since recognised potential failings in their approach. But the strongest

chapters come from those discussing incidents that happened away from the circuit. Nowhere is that more apparent than with Niki Lauda.

Similar to Zanardi, it's not the fiery 1976 Nurburgring crash and subsequent fight with touted replacement Carlos Reutemann to win back favour at Ferrari that Lauda nominates. Instead, it's the coming down of Lauda Air flight 004 over Thailand that killed all 223 passengers.

It's no secret that Lauda was a snappy talker – short sentences, little in the way of embellishment. As Buxton has taken the decision to leave each speaker's prose relatively untouched, it's here that Lauda's style conveys the hurt that the airline disaster under his name caused.

Lauda doesn't spare the details of what he witnessed and how he felt at the crash scene. As much as it's a personal account, the impact only grows as the reader considers how far the effects of that crash must have stretched.

The chapter based on Buxton's chat with NASCAR ace Jeff Gordon is no different – an account of the severed ties to his family just as he earned big-time Cup Series success.

It's largely counterproductive to find faults with this book. Other than the artwork of Giuseppe Camunoli, there are no images. But there's no need, as the stories are largely graphic and descriptive enough. To criticise the words on the page is only more pointless – there's little to be gained from criticisms of such devastating moments in the careers of motorsport aces.

My Greatest Defeat is in places a tough read and many of the drivers' seminal moments are well known – some have dedicated Wikipedia entries. But that's missing the point, as the drivers' own accounts are massively poignant.

MATT KEW



HIGHLIGHT OF THE WEEK



BLANCPAIN GT ENDURANCE CUP: SPA 24 HOURS FULL LIVESTREAM

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WHAT'S ON

INTERNATIONAL MOTORSPORT

German Grand Prix

Formula 1 World Championship

Round 11/21

Hockenheim, Germany

28 July

TV Live Sky Sports F1, Sun 1230

TV Highlights Sky Sports F1, 1730, Channel 4, Sun 1900

Porsche Supercup

Round 5/9

Hockenheim, Germany

28 July

TV Live Eurosport 1, Sun 1050, Sky Sports F1, Sun 1120

IndyCar Series

Round 12/16

Mid-Ohio, USA

28 July

TV Live Sky Sports F1, Sun 2030

Indy Lights

Round 7/10

Mid-Ohio, USA

27-28 July

Spa 24 Hours

Blancpain GT Endurance Cup

Round 4/5

Spa, Belgium

27-28 July

TV Live Eurosport 2, Sat 1515, 2100, Eurosport 1, Sun 0930, Eurosport 2, Sun 1400

Livestream Motorsport.tv, Thu 1900, Fri 1800, Sat 1500

Formula Renault Eurocup

Round 5/10

Spa, Belgium

26-27 July

Australian Supercars

Round 9/15

Queensland Raceway, Australia

27-28 July

TV Live BT Sport 2, Sat 0645, BT Sport 3, Sun 0445

NASCAR Cup

Round 21/36

Pocono, Pennsylvania, USA

28 July

TV Live Premier Sports 1, Sun 1930

Japanese Formula 3

Round 6/8

Sugo, Japan

27-28 July

UK MOTORSPORT

Silverstone HSCC

26-28 July

Silverstone Classic: Historic F1, Historic Sports, Gentleman Drivers, Endurance Legends, HGPCA, Historic F2, Classic F3, Pre '66 Touring Cars, Pre '66 Minis, Woodcote Trophy/Sir Stirling Moss Trophy, Historic Touring Cars, Pre-War Sports Cars, U2TC, Pre '63 GT

Oulton Park MSVR

27 July

Trackday Championship, EnduroKA, MSV SuperCup

Cadwell Park VSCC

27 July

Vintage and Pre-War races, Triple M MGs, Frazer Nash, Under 30s, Herbert Austin Race, 500cc F3

Kirkistown 500MRCI

27 July

Road Sports, Ford Fiesta Zetec/Mazda MX-5, FF1600, Saloon/GT, Stryker Sportscar, Ginetta Junior, Future Classics, ASK Supercars

Brands Hatch BRSCC

27-28 July

TCR UK/Touring Car Trophy, National FF1600, Porsche, Open Sports, Mazda MX-5 Super Cup, Fiesta, Fiesta Junior, Civic Cup

Snetterton MSVR

27-28 July

GT Cup, Monoposto, Radical SR1, Heritage FF1600, Porsche Cup, Toyo Tyres 7s

Mallory Park BARC

28 July

Pickups, Citroen C1, MaX5, Super Silhouettes

Cadwell Park CMMC/BRSCC

28 July

500cc F3, Track Attack Racing Club, Classic Challenge, Modern Challenge, Pre-War, Ford Saloons, TVR, Sports/Saloons, King of Cadwell

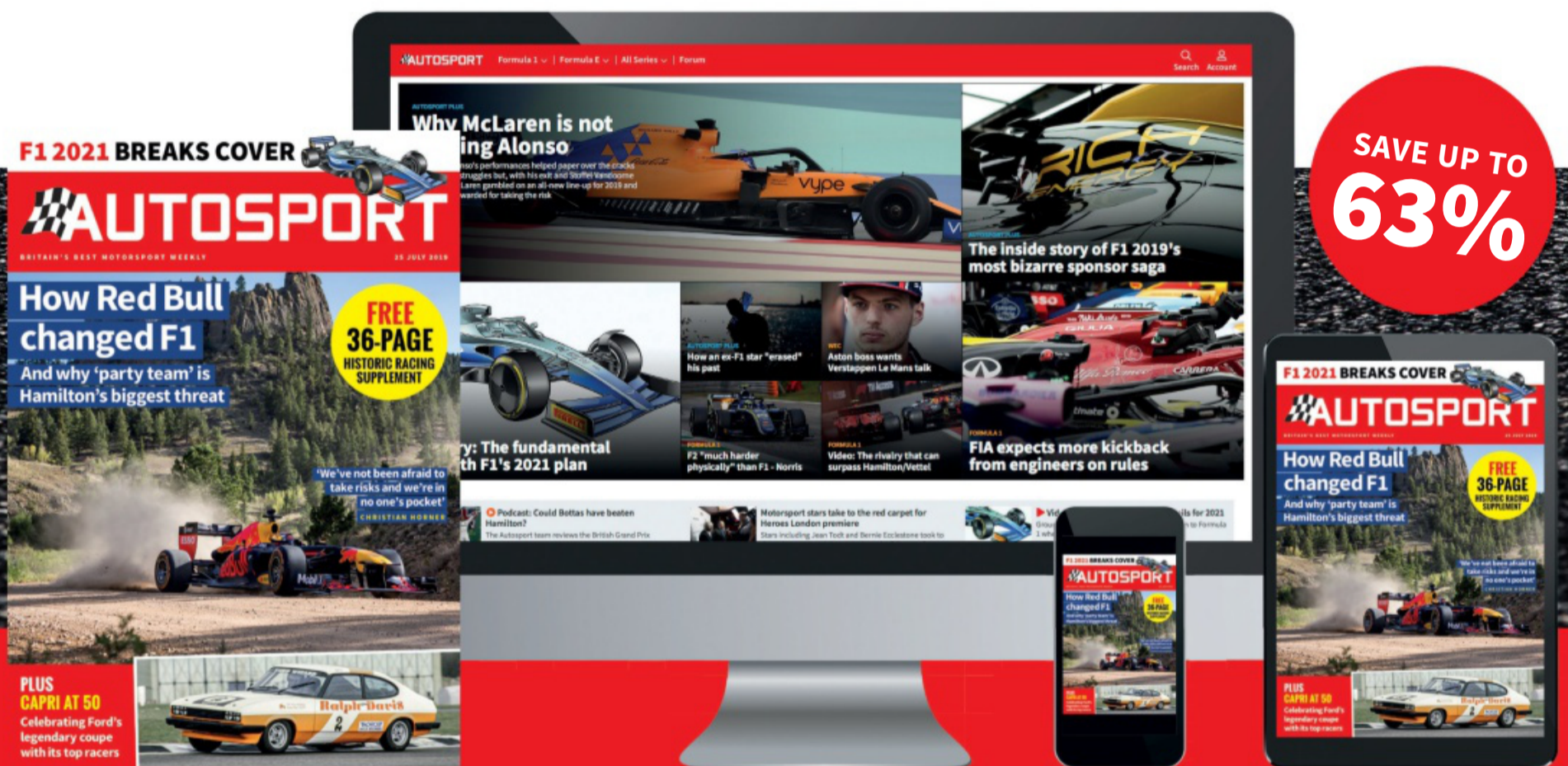
Silverstone Classic



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Cookin' on gas: Shute reckons petrol power can still triumph

INTERVIEW

SHUTE FOR THE STARS

Earlier this month, an expat based on the US west coast became the first Brit to win the Pikes Peak hillclimb. This is his story

DAVID EVANS

Twelve months ago, Romain Dumas stood at the top of a mountain after demolishing the record for the Pikes Peak International Hillclimb. Volkswagen's all-electric I.D. R signalled a new era for the motorsport world's most famous hill and, apparently, the death of internal combustion in this competition.

Robin Shute must have missed that memo. Late last month, he became the first British driver to win Pikes Peak and, with that maiden success nailed, he's got his eye on the biggest prize in Colorado Springs. He wants the record and he wants to make some noise along the way. "I still think it's possible to break the record with gasoline," says Shute, his years on the US's west coast telling in his turn of phrase.

Looking at the numbers, Shute's got a big gap to bridge. Dumas topped the mountain in 7m57.148s, while the best Brit on the mountain managed 9m12.476s. In a shade over 12 miles, 75s is a chunk – it's a fraction more than half a second through each of the 156 corners.

In his defence, Shute struggled with

a worsening misfire through his run and a noticeably bumpier run-in to the finish caused by the permafrost of a heavy winter corrugating the surface. Not that Shute was terribly aware of this – he only managed one practice run at the top section.

"We had a few problems in the run-up to the event," he says. "We didn't get much time testing at the top of the hill, we had some misfire issues which we traced to a closed-loop fuelling issue that eventually fouled the plugs. Added to that, we had some weather coming in which didn't help. Qualifying went really well though, and after that the target was an 8m30s run. But then we got the misfire."

This was only Shute third's shot at Pikes Peak, so to have made history and become the first Briton to win is impressive. But he's sure there's more to come.

"We used the same engine that Romain had in his car before he went with the I.D. R," says Shute. "It's the Honda K20 with a big turbo on. We were faster up the mountain than him with that engine. And we've got a lot more to come. Right now the focus is on finding sponsorship so we can have an engineer working full-time on the car. Once we're there, I think we can have a go at the record. I think it's beatable."

The numbers that give rise to such confidence are based around the power and weight of his car compared with the VW. Dumas may have had an extra 170bhp, but the I.D. R weighed almost twice as much as Shute's Wolf GBo8 chassis. "So much of



Shute is smitten with the nature of Pikes Peak

ALL PICS: NATHAN LEACH-PROFFER

the performance is based around mass," says Shute, "but we understand the maths and the physics of what's needed to get the car up the hill."

Shute's team is made up of his mates. Fortunately they all work at the cutting edge of design and engineering in, ironically, electric vehicle technology. "I'm in a very privileged position to have these guys around me," Shute adds. "We have the ability to go for that record and we haven't unleashed the full potential of this car yet. But what we need now is the backing."

"This event has completely caught me. I love the fact that you can build some kind of crazy car, bring it along and race it. I grew up watching F1 and the WRC with my father [long-time Lotus engineer Tony Shute]; what we have now is a car similar, in performance terms, to a 1990s F1 car that runs on a stage alongside Group B cars. That's what I love about Pikes Peak." ❦

"I LOVE THAT YOU CAN BUILD SOME KIND OF CRAZY CAR, BRING IT ALONG AND RACE IT"

FINISHING STRAIGHT



FROM THE ARCHIVE

Andy Rouse quells a brief chirrup of oversteer as his ICS Rover Vitesse wags its tail at Oulton Park's Lodge Corner in round three of the RAC Trimoco British

Saloon Car Championship in 1984. Though the Vitesse was the butt of many jokes in the car industry, in Rouse's hands it more than held its own in Class A against factory opposition and the likes

of BMW and Ford. Rouse finished second to the BMW 635CSi of James Weaver here, but won the championship with 81 points – his nearest Class A rival was BMW's Frank Sytner, on 30...

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WHO IS THIS?

This versatile journeyman was arguably better than his results suggested.

He was already a long way from home when he donned his gloves and stepped into the ring. He graduated as a continental champion before retracing the wheeltracks of so many of his famous countrymen.

When he found his wings he was able to soar up the categories before arching into a surprise deal. Up against established stars his pace was no disgrace, but when the funds ran dry he was forced to retreat to an emerging series with global ambitions.

With his reputation restored he took an interplanetary mission to a new home although he would have to abort before his true conquest was achieved.

He was tickled pink by a hybrid series but returned home to put a roof over his head. He speared a winning return to international competition and now makes occasional showings when his mates are in town.

LAST WEEK'S ANSWERS Who, what, where, when Alex Fontana, Trulli Racing, Battersea Park, London E-Prix, June 2015. **Who is this?** Jarno Trulli. **On this day** 1) Brian Henton. 2) Emerson Fittipaldi. 3) March, Shadow, Penske, Ligier, ATS, Lotus, Tyrrell, Osella. 4) Surtees. 5) 1981 Brazilian GP. **Name the helmet** Vitantonio Liuzzi.

ON THIS DAY

1 It's Nelson Piquet Jr's birthday. From 51 starts, how many Formula E races did the inaugural series champion win?

2 Which driver claimed his final Formula 1 victory on this day in the 1993 German Grand Prix?

3 Kenny Roberts Jr turns 46 today. In which year did he win the 500cc world motorcycle championship?

4 Who was Elio de Angelis's team-mate at Lotus on this day in the 1982 French GP?

5 Pedro Diniz claimed his final F1 point on this day in the 1999 Austrian GP, but how many did he score in total?



NAME THE HELMET



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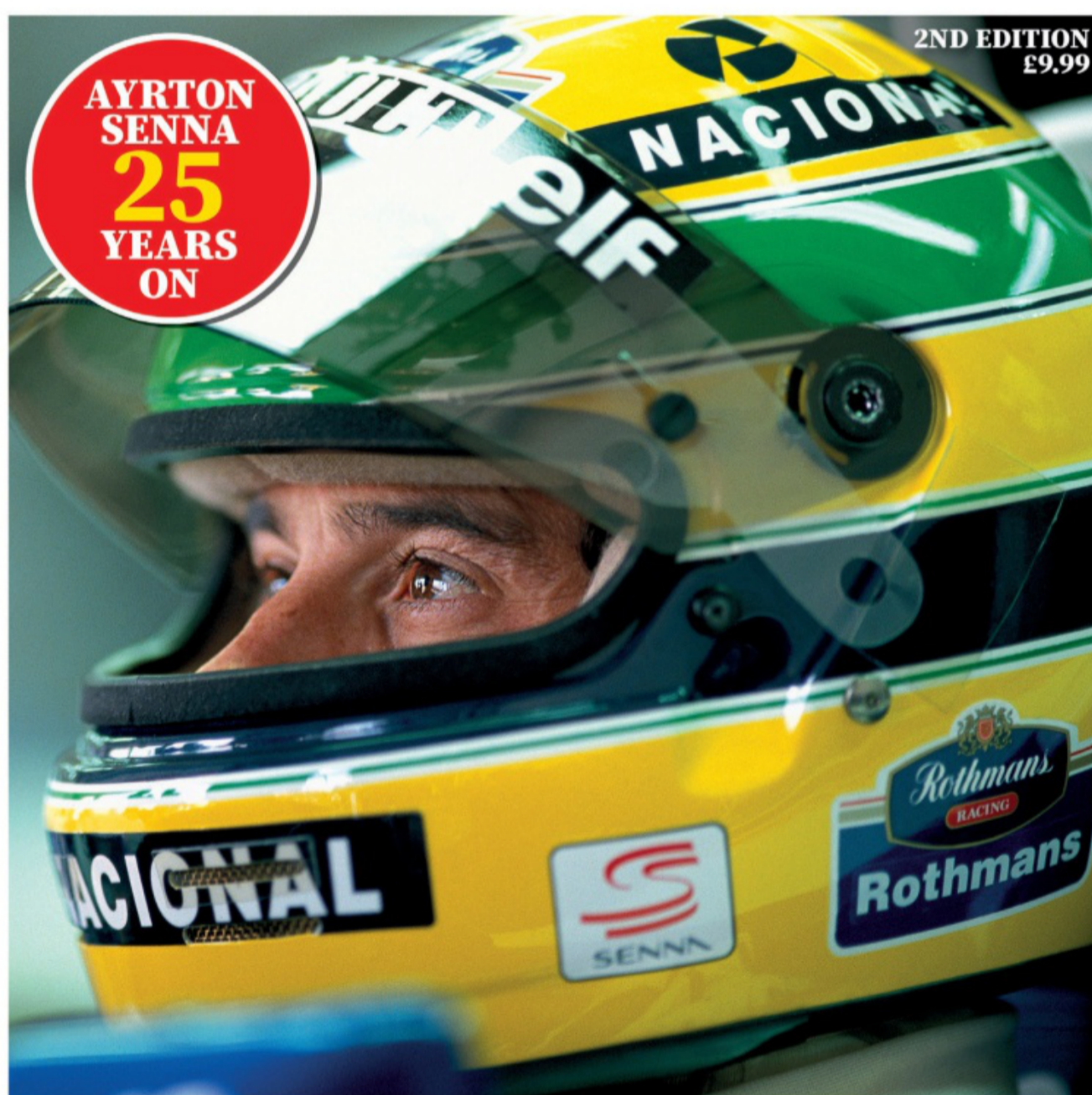
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HISTORICS

GET READY FOR THE CLASSIC

*What to look out for at this weekend's
Silverstone extravaganza*



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Historic stars get ready to gather at Silverstone

The Silverstone Classic has been one of the biggest events on the UK racing calendar for many years now, so it seemed the right time for the second edition of the Autosport Historics supplement.

One of the big appeals of the Silverstone Classic is the sheer breadth of machinery that will battle it out around the Grand Prix circuit. From pre-war sportscars to Historic Formula 1 machines of the 1980s, via various eras of tin-top, there really is something for everyone. And that's before we get on to the subject of the GTs and sports-racers of the Masters Endurance Legends, which gloriously stretch the definition of 'historic'!

As well as picking out some of the highlights to look out for this weekend on page 4, we also speak to Gordon Spice – surely one of the greatest British Touring Car drivers never to lift the overall crown – about the Ford Capri, which is now 50 years old (p8).

This supplement isn't only about the weekend coming up. There are so many great cars, drivers and companies in

historic motorsport that it is difficult to know where to begin. But in this instalment, we take a look at the history of Classic Team Lotus (p12) as Clive Chapman – son of Colin – explains how an evening 'hobby' of looking after ageing racing cars gradually grew into a successful business. One that has helped get some very special cars back on the race track.

We also talk to historic racing frontrunners Patrick Blakeney-Edwards and Martin Hunt (p18), Marcus Pye picks out some star cars you can still see in competition (p22), and KW Heritage shows how modern technology can be used to help revive old machines in new ways (p28).



**KEVIN
TURNER**

Editor

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Silverstone Classic guide

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[autosport.com/podcast](https://www.autosport.com/podcast)

10 things to watch at the **SILVERSTONE CLASSIC**

BY MATT KEW AND KEVIN TURNER



A NEW MASTERS FORMULA 1 BATTLE

The Nick Padmore-Williams FW07 combination that has been so tough to beat in recent years is not contesting FIA Masters Historic Formula 1 this season, leaving the way clear for others. Youngster Matteo Ferrer-Aza leads the championship, having made a successful switch from junior single-seaters to Ligier JS11/15, but the experienced Martin Stretton is a serious threat. Stretton's Tyrrell 012 twice beat the Ligier at Brands Hatch in May and won the first race at Magny-Cours last month. Others should be able to get into the mix too. Steve Hartley was a winner at Brands Hatch in his McLaren MP4/1B, while Lotus 91 driver Katsu Kubota snatched a last-gasp victory from Hartley in the first British Grand Prix-supporting race. This year, the races are named after Sir Jackie Stewart, who will demonstrate the Matra MS80 he used to take his first world title 50 years ago.

Two touring car legends combine



JEP/MOTORSPORT IMAGES

With no British Touring Car rounds in July, that means points leader Colin Turkington is free to race at the Classic. He's sticking to BMW machinery, and will race an ex-Steve Soper E30 M3 in the Historic Touring Car Challenge. Three-time BTCC title winner Turkington will drive the 1991 car in which Soper scored a hat-trick of wins on his way to fourth in the standings, despite only contesting a part-season. "Getting the opportunity to drive a piece of BMW history and compete in the touring car event is amazing," says Turkington. "The entry list for this class looks amazing and I reckon we should see some proper tin-top racing." BTCC counterpart Adam Morgan is also on the entry, sharing a three-litre Ford Capri with Ric Wood. But arguably the sterner threat to Turkington will be posed by Michael Lyons and Julian Thomas/Calum Lockie, with Ford RS500s that will pack much more punch.

Bentley and Alfa in pre-war sportscars

Bentley is celebrating its 100th anniversary, and is well represented in the pre-war sportscar contest. No fewer than 15 are signed up to compete, including one for Patrick Blakeney-Edwards, normally seen in Frazer Nash machinery. The Halusa family are renowned for their exquisite car collection and their pre-war entry is an Alfa Romeo 8C 2300 Zagato Spider.



JEP

MINI MADNESS

The pre-1966 Mini finale at April's Goodwood Members' Meeting remains one of the best races so far in 2019 and the wide sweeps of Silverstone should allow even more side-by-side action. Nick Swift, who secured Goodwood success at the final corner, heads an oversubscribed entry that includes fellow Mini aces Kane Astin, Ian Curley, Jonathan Lewis and Endaf Owens, plus stars from elsewhere. Also watch out for BTCC title contender Andrew Jordan, who missed Goodwood because he was busy winning at Brands.



LEWIS MASON



BLOMQVIST'S CHILDHOOD DREAM

Stig Blomqvist, the 1984 World Rally champion, will live out something of a teenage fantasy in the Transatlantic Trophy races for pre-1966 touring cars. He'll pilot the seven-litre ex-Alan Mann Racing Ford Galaxie that he watched race as a kid when the European Touring Car Championship docked in his native Sweden in 1964. "Seeing that big car all those years ago really made a huge impression on me when I was young – it looked four times bigger than all the other Cortinas and two-stroke Saabs," says Blomqvist. "I could never have dreamt that one day I'd be actually racing the very same car that first excited me at Karlskoga." Blomqvist and Bill Shepherd will be up against it at Silverstone, ranged against later Fords in the shape of Lotus Cortinas, Mustangs and Falcons.



JEP

TOP FIELD OF PRE-1966 GP CARS

Joe Colasacco took a sensational Glover Trophy win at Goodwood last year in his sonorous Ferrari 1512, but he'll be up against bigger-engined opposition at Silverstone, such as Barry Cannell's Brabham BT11A that has an extra 1200cc. Last year's top two Will Nuthall (Cooper T53) and Peter Horsman (Lotus 18/21) return, as does 2018 polesitter Jon Fairley in his Brabham BT11/19. Formula Palmer Audi champion Richard Tarling will make the 1500cc Assegai go indecently rapidly, and ex-Historic Formula Ford pacesetter and current McLaren GT driver Michael O'Brien should be one to watch in a Brabham BT14. There's also a strong front-engined contingent, including Miles Griffiths (Lotus 16), the unique Tec-Mec of Tony Wood and Julian Bronson's Scarab.



JEP

Return of the groundshakers

Without question, Andy Newall's mighty 8.8-litre McLaren M8F squaring off against the Matra MS670B/C of Rob Hall was the standout battle at the 2016 Silverstone Classic. Now machines of their type return with the Thundersports grid for pre-1980 sports-racing, GT and touring cars. The 25-minute Saturday race and 40-minute Sunday enduro were a late announcement for the event, but entries rapidly signed up. This year it's Dean Forward who will strap himself into the M8F, but he won't have the only big banger. Michiel Campagne and Richard Dodkins will share a similarly monstrous March 717 Can-Am car.



JEP

HISTORIC F2 AND CLASSIC F3 BATTLES

March Engineering was renowned for punching above its weight in single-seater competition, and this year the firm turns 50 years old. As a double winner at Snetterton earlier this season, Adrian Langridge will be looking to top the Classic Formula 3 contests in his March 803 to mark the occasion. But the ex-Martin Brundle 1983 Ralt RT3 of David Thorburn shouldn't be too far in arrears – the RT3 in period put paid to the Argo JM6, which Paul Dibden will showcase, as ground-effect filtered down the single-seater ladder. Just as F1 stars often competed in F2 events at the time, Masters F1 ace Martin Stretton will also run Historic F2 machinery, competing in a March 782. Old-school single-seater ace Cameron Jackson is also expected to be in the mix, in a 762.



JEP

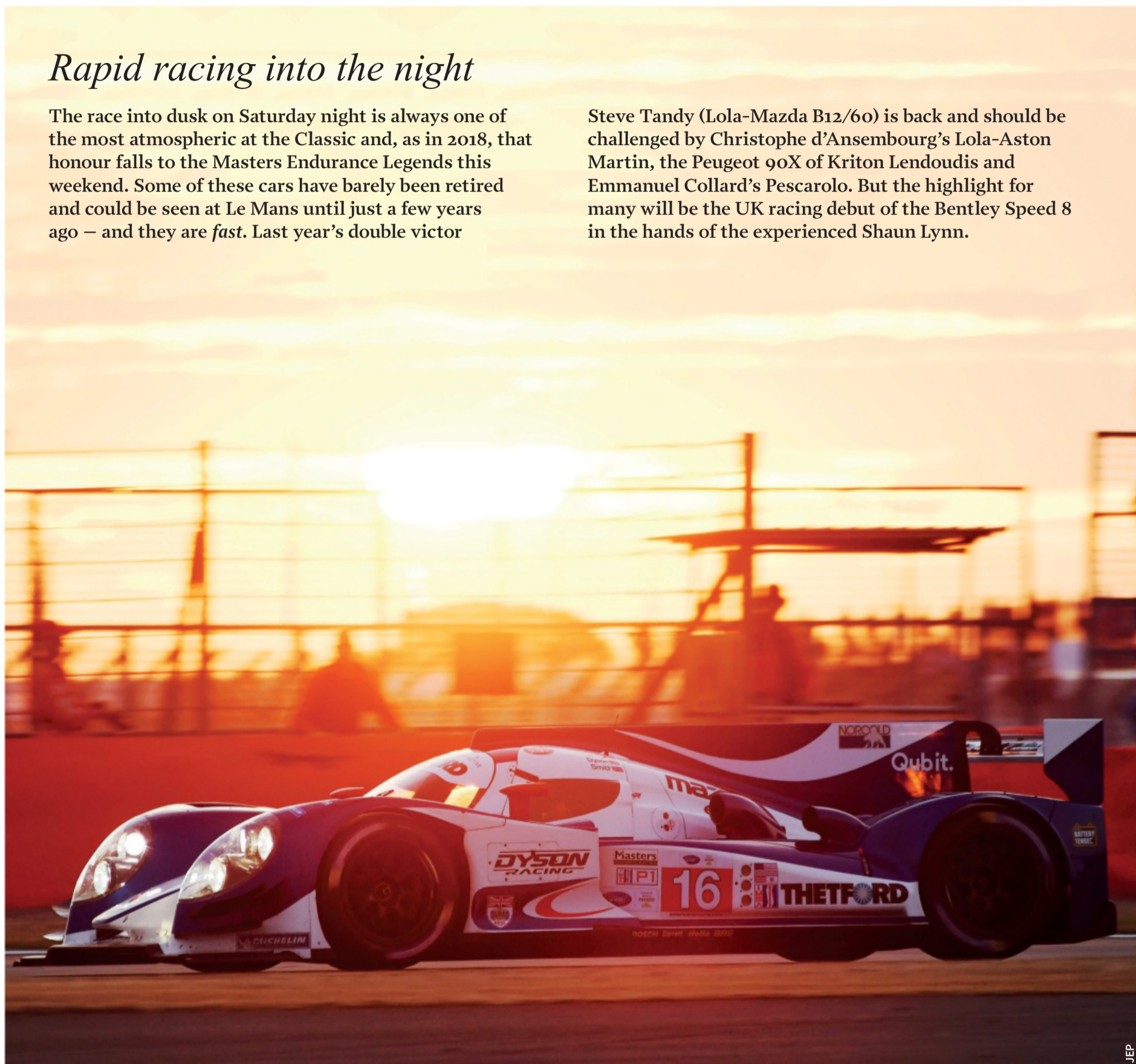
1960s GT EXTRAVAGANZAS

GT cars of the 1960s play a big part at the Classic and there are two different grids for them. The RAC Tourist Trophy for pre-1963 GTs has been won by AC, Aston Martin and Ferrari machinery in recent years and should be close again, with Jaguar E-types also featuring near the front. The pre-1966 split, this year for the International Trophy, created a sensation in 2018 when British Touring Car racer Jake Hill benefited from a safety car and held on to win in a diminutive Lotus Elan against all the heavy metal. Hill is back and will face tin-top legend Steve Soper in another Elan, but a host of leading drivers in Cobra and E-type machinery means another upset is unlikely. Also keep an eye out for BTCC star Tom Ingram in Marco Attard's Chevrolet Corvette Stingray.

Rapid racing into the night

The race into dusk on Saturday night is always one of the most atmospheric at the Classic and, as in 2018, that honour falls to the Masters Endurance Legends this weekend. Some of these cars have barely been retired and could be seen at Le Mans until just a few years ago – and they are *fast*. Last year's double victor

Steve Tandy (Lola-Mazda B12/60) is back and should be challenged by Christophe d'Ansembourg's Lola-Aston Martin, the Peugeot 90X of Kriton Lendoudis and Emmanuel Collard's Pescarolo. But the highlight for many will be the UK racing debut of the Bentley Speed 8 in the hands of the experienced Shaun Lynn.



JEP

SILVERSTONE CLASSIC TIMETABLE

FRIDAY 26 JULY

Qualifying day

SATURDAY 27 JULY

- 0900 Race 1 HSCC Classic Formula 3 (1971-84)
- 0940 R2 RAC Woodcote and Stirling Moss Trophy for pre-1961 sportscars
- 1050 R3 HSCC Thundersports sprint
- 1135 R4 HSCC Historic Formula 2 (1967-78)
- 1215 R5 RAC Tourist Trophy for pre-1963 GTs
- 1410 R6 Sir Jackie Stewart Trophy for FIA Masters Historic F1 (1966-85)
- 1450 R7 Mini Celebration Trophy (pre-1966)
- 1530 R8 HGPCA Gallet Trophy for pre-1966 grand prix cars
- 1555 Sir Jackie Stewart Matra MS80 high-speed demonstration
- 1615 R9 Transatlantic Trophy for pre-1966 touring cars
- 1800 R10 Bentley Centenary Trophy for pre-war sportscars
- 1900 R11 FIA Masters Historic sportscars (1962-74)
- 2010 R12 Aston Martin Trophy for Masters Endurance Legends (1995-2012)

SUNDAY 28 JULY

- 0900 R13 HSCC Classic Formula 3 (1971-84)
- 0940 R14 HSCC Thundersports endurance
- 1040 R15 HSCC Historic Formula 2 (1967-78)
- 1120 R16 Historic Touring Car Challenge (1966-90)
- 1325 R17 Sir Jackie Stewart Trophy for FIA Masters Historic F1 (1966-85)
- 1405 R18 International Trophy for pre-1966 classic GT cars
- 1505 Sir Jackie Stewart Matra MS80 high-speed demonstration
- 1525 R19 HGPCA Gallet Trophy for pre-1966 grand prix cars
- 1605 R20 Aston Martin Trophy for Masters Endurance Legends (1995-2012)
- 1705 R21 Mini Celebration Trophy (pre-1966)

DON'T MISS
SILVERSTONE CLASSIC REPORT
1 AUGUST ISSUE
AUTOSPORT

The classy way to build a tin-top legacy

A trophy at the Silverstone Classic is named in honour of the Ford Capri's most successful driver – Gordon Spice

BY MATT KEW

Ford's crack marketing team tagged the Capri as 'the car you always promised yourself', but Gordon Spice didn't share that sentiment. When the curtain fell at the end of the 1982 British Saloon Car Championship season, he had racked up 25 overall wins and six successive class titles in the coupe. But the switch to tin-tops was a sideways step that only took form after glory in Formula 5000 had eluded him.

"I was very lucky," Spice says of his 10-year affair with the Capri. "It actually came to my rescue back in the early 1970s. At that time, Formula 5000 had more or less given up on me and I was without a drive."

For the first half of the decade, Spice had to settle for class wins – seven in the first nine races of the 1975 season – as the battle for the overall lead was dominated by the Chevrolet Camaros. The

American invasion of the BSCC was nothing if not ironic – cars that didn't sell in the UK were winning the country's premier championship, and the Capri (which was meant to be a

The mighty Rover Vitesse knocked the Capri off its perch during the early 1980s



European version of the iconic Mustang) couldn't get close.

But for the following season a 3000cc engine limit was brought in, and so Spice and the Capri came to the fore. He won the Class D title, and took a class success in that season's Spa 24 Hours.

The modest finances of backer Wisharts Garage had to change, though, if Spice was to climb higher. He sought factory support from Ford, and UK competition manager Peter Ashcroft brokered the deal. Spice received free shells, engines and parts.

And yet success still had to wait. A lapse of concentration during the 1977 Spa 24 Hours while deliberating tyre strategy for the next pitstop meant Spice glanced the barriers at Malmedy and retired on the spot. That didn't stop the rest of the season from

being a commercial win for the Gordon Spice Racing team, so in 1978 it grew to two cars, uprated to the Mk3 Capri, switched to Neil Brown engines, signed Chris Craft on the deal of 'no team orders', and moved from Dunlop to Goodyear.

Spice scored half of the Capri's 12 wins in the BSCC that season, and added a stunning victory in the Spa enduro – having been 48 seconds down on the lead BMW with an hour to go thanks to a combination of overheating and tyre problems.

"I preferred endurance racing to the sprint side of things," says Spice. "If you make a mistake in a sprint, you're f****d. If you make a mistake in a 24-hour race, you've got time to put it right. I know they're much more



Spice revelled in the Ford Capri's docile nature and reckons it was 'idiot-proof'

reliable now than they were in my day, but the great art of endurance racing is looking after the car. Every gear change, make sure it's absolutely spot on. That's where I got my main kicks."

It's here that the Capri came into its own for long-distance contests. It was an easy machine to drive – which meant fewer mistakes and greater reliability – and, compared to its eventual Ford RS500 successor, it was much kinder to its tyres.

"You drive that much better if the car is easy to drive because it gives you confidence," adds Spice. "You can actually put the Capri on its rear with no fear – it's predictable. The trick was

to drive a Capri not sideways, but to drive it neatly. Although if you wanted to show off, you could put it sideways just like that and still be in total control. We spent most of our testing making it easier to drive. The easier it was, the lap times followed anyway."

After yet more class wins in the BSCC during 1979, the next season GSR signed young charger and then-one-time champion Andy Rouse. In later years he would go on to lift the series crown three more times, and remains the most decorated driver in the history of the championship.

Rouse had less experience than Spice for the duration of their time as team-mates, and it was the team boss who topped the podium more frequently. But Spice doesn't lament the class system for denying him the overall title.

"Most drivers, and I include myself in this, we don't drive for publicity," he says. "We drive because we enjoy it. You enjoy the challenge, and it never worried me one little bit that we didn't win a title at all. I came up through the minnows. You work just as hard driving a 1000cc Mini as you do a Chevrolet Camaro."

After a third Spa 24 Hours win on the bounce, the beginning of the 1980s put paid to the Capri's formidable reign. Thanks to the rise of the Rover Vitesse to prominence, for 1983 Spice evolved into Group C sportscars thereafter. With the exception of an outing in that season's Bathurst 1000 – in which the "piece of shit" Toyota Celica he was sharing with Bob Holden never made the race due to an engine failure on the green-flag lap – Spice never seriously returned to touring cars.

Nonetheless, he crafted a legacy: 18 overall wins more than the next best Capri BSCC pilot, but Spice remains modest. He credits the team rather than any obvious driving excellence.

"Neil Brown checked the engine out with his stethoscope and said, 'You should never take it to 6500 revs'. He was usually absolutely right, so we didn't really have many mechanical worries.

"I don't know what other teams were doing either, I haven't a clue. But at GSR we did a fair bit of testing and we took it very seriously. I don't know why we were more successful than average. People say it was the driver, but I've always put my success in a Capri more down to [engineer] Dave Cook than my driving, to be honest. That's not me being modest, that's a fact. Dave made those cars idiot-proof."

That might be pushing it, but clearly the notion of building an ultra-successful team on the foundation of engineering rigour rubbed off on a young Rouse, who still had another three titles yet to wrap up. ■

Most successful Capri drivers in the BSCC

25 wins (overall)
Gordon Spice (1976-82)

7 wins
Vince Woodman (1976-82)

5 wins
Andy Rouse (1980-81)
Tom Walkinshaw (1974-76)

4 wins
Brian Muir (1972-79)

3 wins
Stuart Graham (1977-79)
Colin Vanderwell (1976-79)
Jeff Allam (1978-79)

2 wins
Chris Craft (1977-78)



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EFG

One of the season's best

Simon Hadfield has competed – and won – at most of the big historic events around the world, and reckons the Silverstone Classic is among the finest

Having cleared the British Grand Prix, it's now our turn to play on the newly laid asphalt of the GP circuit as the Silverstone Classic meeting swings into view.

I find myself in agreement with Lewis Hamilton – it's a stunning circuit to race on. It's got pretty much everything and even the bits that people complain about, the Village and Loop hairpins, take a real skill to maximise.

The character of those corners makes it difficult to defend if you're in front and they provide a great passing opportunity if you're behind. Village makes it difficult to close the door because that puts you off line and the chasing car can get you on the cutback.

It's interesting that the circuit allows smaller cars to be competitive with the big ones – a good two-litre sports car can give a Lola T70 a run for its money!

The Maggotts-Becketts-Chapel complex is so cool when you get it to open out for you and get out of the last part with everything lit. The fun bit in the car is working out which bit of the circuit is 'theirs' and which is 'yours' and how to make your bit count.

The late apex at Stowe is always a balancing act. The temptation to turn too early and run out of track on the exit, probably incurring a track-limit caution, is difficult to resist. Club is now simpler but you need to wait for the final turn-in.

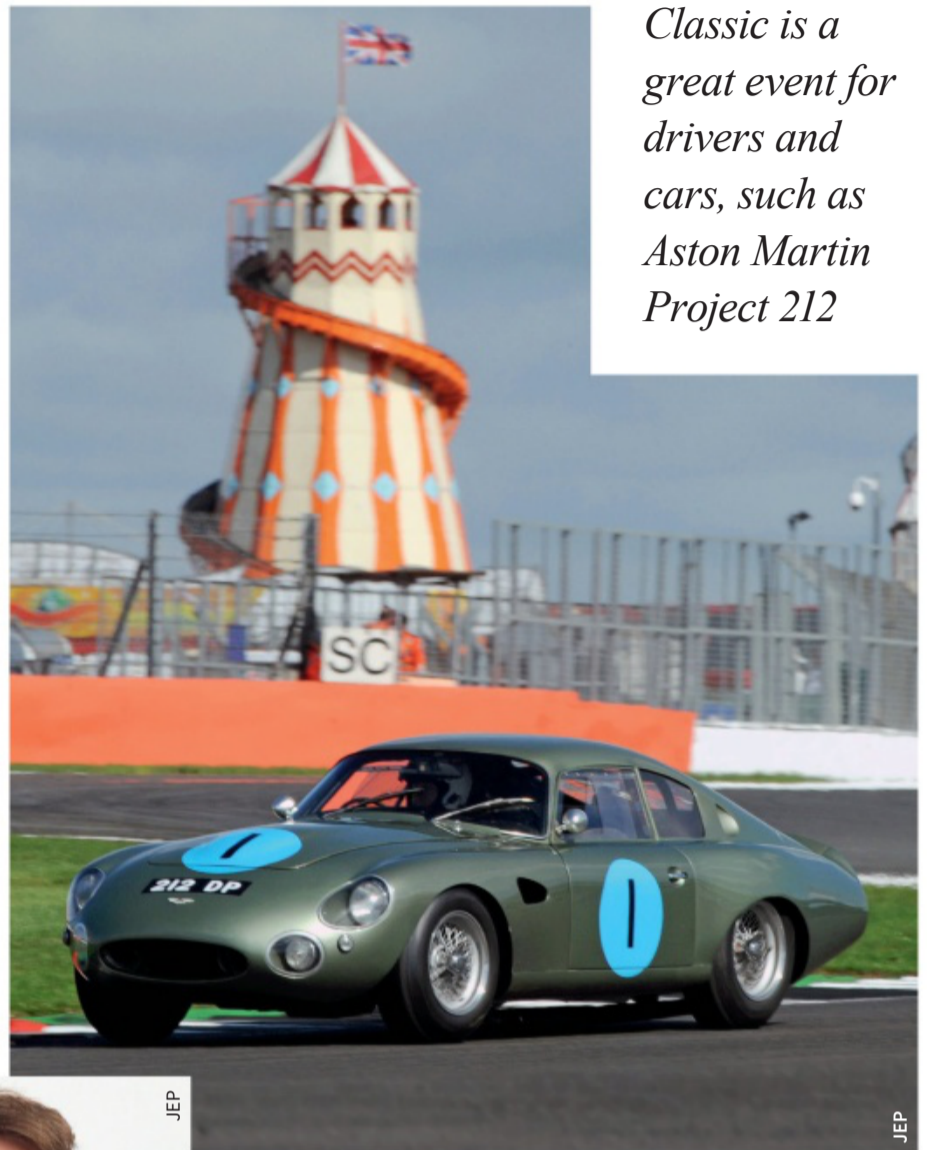
Abbey and Farm are about risk-and-reward balance. In a powerful but narrow-tyred car, Abbey is better used to place the car for Farm – too much, too soon simply makes Farm a mess and you lose time. Be neat and tidy, and Farm is quick and you arrive at Village with the car on your side. Downforce and big tyres move the parameters but the same basic concepts hold good.

Once onto the Wellington Straight the focus is on Brooklands-Luffield, more familiar to most as it's the same as the National circuit these days (I still miss Bridge, surely one of the greatest lost corners?). You need to make this area neat and tidy before heading to Copse, another corner of interest to track-limit officials.

I think drivers at Silverstone do relax more because of the runoff areas. It simply doesn't give the sensation of speed that, say, Monaco does because of how close the barriers are. At Monaco the top speed of a Historic F1 car is only a little over 140mph; at Silverstone the same car will do only a bit less than 180mph but at Monaco it feels like warp speed. Possibly the difference is more notable if you make a mistake...

I particularly enjoy the early 1960s to the early 1970s era, when motorsport saw the greatest rate of change. You went from tall, narrow tyres as used by Jim Clark and Stirling Moss to the low-profile slick tyres that became the norm. The cars also developed to use them, and downforce became ever-more

Classic is a great event for drivers and cars, such as Aston Martin Project 212



important. Compare a Porsche 904 to a 917. I can't think of another era with such profound change.

At the Classic you can see this played out in front of you. The 1950s sports cars are powerful, with skinny tyres and always dance, as power fights grip. Then there's the FIA Masters Sports Car racers of the late 1960s, early 1970s – not that much more power but rather better harnessed.

The 1960s touring cars always provide good entertainment. The circuit allows a good Ford Lotus Cortina to fight a Mustang or Falcon, and if it rains the Minis are astonishing. In the same way, a Lotus Elan can race a Cobra, one previously winning outright in the hands of Jake Hill. That brings up another facet of the event: you will see drivers from other disciplines pitching up for a go.

Some criticise the double pits that the size of the meeting demands. This has just become part of the Silverstone Classic experience, the two paddocks – effectively the earlier cars around the Heritage pits, the newer around the Wing – seem almost to be different parties! What the Classic does provide is the most open paddocks to roam around and get close to the cars.

Any meeting that gives the opportunity of a race into the dusk is special and for the spectators it's a good time to ease away from the shopping, the art exhibitions, the cars on display, and find a good vantage point to take in the sight and spectacle of cars, headlights on, making their way into the evening.

Usually the Classic is one of the few events where the family and I take our Airstream and camp. The big benefit is that we can wander around the site, take in some of the displays, then enjoy the concerts in the evening. There is always something to see and do. Actually, when they had UB40 that was possibly the highlight of the event.

Whatever, it's a great meeting, and Saturday evening you can probably find me watching the racing. I favour the area between Becketts and the Loop, a super viewing spot and you get to see how cars work going fast and slow. But don't tell everyone... ■



Out of the shadows of a famous name

Classic Team Lotus started out with a simple aim, but has grown to become much more

BY KEVIN TURNER

F

rom its first win in 1961 until the end of 1978, when it scored its final world championship titles, Team Lotus was the dominant force in Formula 1. It secured seven drivers' crowns and 74 points-paying grands prix victories, more than any other team during the period. Boss Colin Chapman also introduced some of the most innovative cars in motorsport history, including the monocoque Lotus 25, Cosworth DFV-engined 49 and ground-effect 79.

Chapman died in December 1982 and, after some success with Ayrton Senna, the team faded in the late 1980s, closing its doors in 1994. But at almost the same moment, plans were being made to ensure its legacy continued and a new, successful venture was the result: Classic Team Lotus.

Created by Chapman's son Clive (left) and long-standing Team Lotus man Manning Buckle, Classic Team Lotus had simple beginnings.

"My family had the collection of Lotus cars, which had started in the 1970s after my dad had restored a barn," says Clive. "It immediately became the place where cars were put. The fact that they weren't in the way and he wasn't railing at them meant the team surreptitiously started collecting the best one of each.

"They were looked after during the winter, when the race mechanics didn't have a lot to do, but that disappeared as F1 got busier and I got to the point where I thought we had to set up our own workshop. We decided we needed an entity to look after things in its own right.

"I floated the idea past Chris Dinnage [who was the Team Lotus works coordinator in 1993] and caught him at a good time. We chose what had become redundant stores at Hethel, across the road from the car factory, because the F1 team had ended up at Ketteringham Hall."

Direct links to the original team

Classic Team Lotus has its own machine shop, and uses several local specialists



TEAM LOTUS STATS

RESTORED

39 F1
4 Indy
11 other formula cars
5 sportscars

2018 SEASON

125 finishes out of
142 starts by 25
different cars
across 23 events

WINS

6 Monaco Historique
6 Goodwood
Glover Trophy

continue to provide some of CTL's unique selling points. Dinnage joined Team Lotus in 1982 and Andrew Ferguson, who had been team manager in the 1960s and 1970s, was also involved.

"Clive said, 'I want to get some of dad's cars running,'" recalls Dinnage. "I thought he meant evenings and weekends, but then it became apparent he wanted someone full-time!

"It was quite an easy decision because things at Team Lotus had changed from when I joined, from being a frontrunning team to a team of limited budget under new management. We were doing things that we'd done before and hadn't worked. It wasn't very motivational and it wasn't fun anymore."

Dinnage joined as a mechanic. Importantly, the redundant stores were also full of parts, which continue to help Classic Team Lotus – it's such a vast collection that Chapman believes "we'll probably only use 1% of it".

The focus initially was on maintenance and restoration, which included providing services for other owners. David Render, who had hillclimbed and sprinted F1 Lotuses, was the first customer, but there was no intention to go racing.

"We didn't have any anticipation of racing then," says Chapman. "It was to look after the cars. It was just a one-car transporter and it was pretty hand to mouth. We could, perhaps should, have been more ambitious, but a little bit of caution doesn't hurt every now and again."

"I wasn't particularly keen to go racing anyway because I was Martin Donnelly's mechanic when he had his bad accident at Jerez," adds Dinnage. "I questioned why I did it."

Then Sean Walker – son of Ian, who had been an important business associate of Colin Chapman in the 1960s – approached them, wanting to compete in historic Formula 1. He bought a Lotus 87 from the family collection and that brought the team into race preparation.

"We had a lot of cars and couldn't envisage keeping all of them, so sold some of them as a foundation for the business," says Clive. "Gradually it grew. If we did a chart of how many cars we worked on, how many races we did per season, how many ▶

employees we had, I reckon the lines would be pretty similar and steady.”

The combination of Dinnage and Eddie Dennis, chief mechanic from the 1960s and 1970s, was crucial at this stage. “It was an invaluable partnership,” reckons Dinnage. “He had experience and knowledge of the older cars I didn’t have. We formed a strong bond and a successful partnership.”

Dinnage left in 1999 as Group Lotus recruited him to run an Exige series, but he returned in 2003 to manage the racing side as Classic Team Lotus was restructured: “Then the business started to grow significantly and we branched out into racing regularly with the Historic Grand Prix Cars Association pre-1966 cars and Formula Junior cars.”

One of the most successful cars Classic Team Lotus has run is 25 chassis R4, the machine with which Jim Clark dominated the 1963 world championship, now owned by John Bowers. It has subsequently scored many successes in the hands of Andy Middlehurst, including at the Monaco Historique and Goodwood Revival.

“I planned to acquire the type 39 that I had seen Jim Clark drive in the Tasman series, and race it myself in Australia,” recalls Bowers. “But I ended up becoming the custodian of R4 and returning it to its original home in the UK for the purpose of historic racing there. That meant I had to find both a driver and a team to support the car on the other side of the world.

“I chose Classic Team Lotus on the basis that Clive would have access not only to the original drawings and other historical knowledge, but also to the mechanics who had worked in period. So imagine how pleased I was when I discovered that Bob Dance was one of the people who worked at CTL! His colleague Cedric Selzer, who spannered R4 for Clark in 1963, has also been a great help.

“At the time I chose CTL, I was advised by some people in the UK that CTL was not a race shop, and only good for producing display cars. I think our results over the past 10 years have shown how wrong that was, with Chris Dinnage being just as competitive as I am.

“Clive’s skill has been to create a team atmosphere that is reminiscent of the original Team Lotus days. When there is a race problem, absolutely everyone pitches in to help. I can truthfully say that there is not a single person at CTL that I have not enjoyed working with.”

CTL now maintains, runs and restores dozens of cars, and has fabrication and machining facilities (appropriately with the Eagles’ *One of These Nights* 1975 track playing during Autosport’s visit) and a composites shop.

“A couple of years ago we were fortunate to add one of the really outstanding fabricators to the team, Steve Jest,” says Chapman. Nick Yallop, who made the original Lotus F1 carbon monocoque, is also part of the team.

On the day of Autosport’s tour, legendary Lotus mechanic Dance and Middlehurst are both present, working on R4. Nick Fennell is also in Hethel, preparing to shake down the ex-Jim

Ex-Clark Indy Lotus 38 was one of the cars present during Autosport’s visit to Hethel



Clark/Al Unser Lotus 38 that has just been restored to its 1967 Indianapolis 500 guise. Among the other cars in the workshop are the 56B, 16s and an ex-Ronnie Peterson 79.

Although it has a lot of expertise, Classic Team Lotus is happy to use specialists where necessary. “Anything best done on a machine,

which costs so much money if you’re not running 24 hours a day, we send out to other companies,” says Chapman. “There are a lot of companies in Norfolk. It’s a hotspot because of Lotus, Snetterton and North Sea oil.”

Despite its many benefits, CTL has become a victim of its own success at times. “Because it crept up on us we got seriously overcrowded in the old workshops,” admits Chapman. “The lads have done extremely well to maintain the standards and put up with pretty difficult facilities.

“The plan is to finish paying for the new workshop, but that’s been on the radar for the last 10 years! It took a long time to pluck up courage to do it.

“Margins in historic motorsport are tight. To a degree it’s still something of a cottage industry and it’s nothing like modern motorsport at all from a commercial point of view, which has its good points and bad points. Most of the things people find unattractive about modern motorsport aren’t present, but we wouldn’t mind a bit more money!

“It’s a competitive marketplace. While we have a lot of advantages at Hethel – with original team members, the [design] drawings and the name – there are a lot of very able preparers who offer an alternative.”

As with many bigger preparers, the Classic Team Lotus presence at events varies considerably. Sometimes it will



JEP

Many special cars pass through the workshop – Dance works on Lotus 25 R4

look after one car, while – at the other end of the scale – it ran 13 at the Monaco Historique last year.

“When it’s 13 cars we do have to call in quite a few occasional Team Lotus mechanics and volunteers from Lotus Cars,” says Clive. “We always aim to have an experienced person on each car. At the end of the day you are sending a 1960s or 1970s F1 car out and they’re not going around waving at the crowd. The guys at the front are flat-out and that’s a big responsibility.”

The competitiveness of historic racing often raises the ▶



JEP

PROTECTING A BRITISH RACING ICON

Classic Team Lotus isn’t *just* about race preparation and restoration. It is also entitled to some important rights.

“In terms of the business as a whole, the licensing is a significant part of our revenue, licensing the Team Lotus cars,” explains Clive Chapman. “There are always new people each year, particularly simulations and games – that’s become increasingly significant.”

The licensing extends to model cars, and CTL sells Lotus-related merchandise through its website and on-site shop.

It also conducts tours at Hethel and attends non-motorsport events, when possible. “Often the events really aren’t commercially set up and we’re so stretched,” admits Chapman. “It would be great to send a car to every fete that asks, but it doesn’t really work.”

Nevertheless, it’s hard to argue that Classic Team Lotus isn’t doing a pretty comprehensive job of protecting the legacy of one of motorsport’s greatest names.



Middlehurst (25) has been one of the pacesetters in Goodwood’s Glover Trophy

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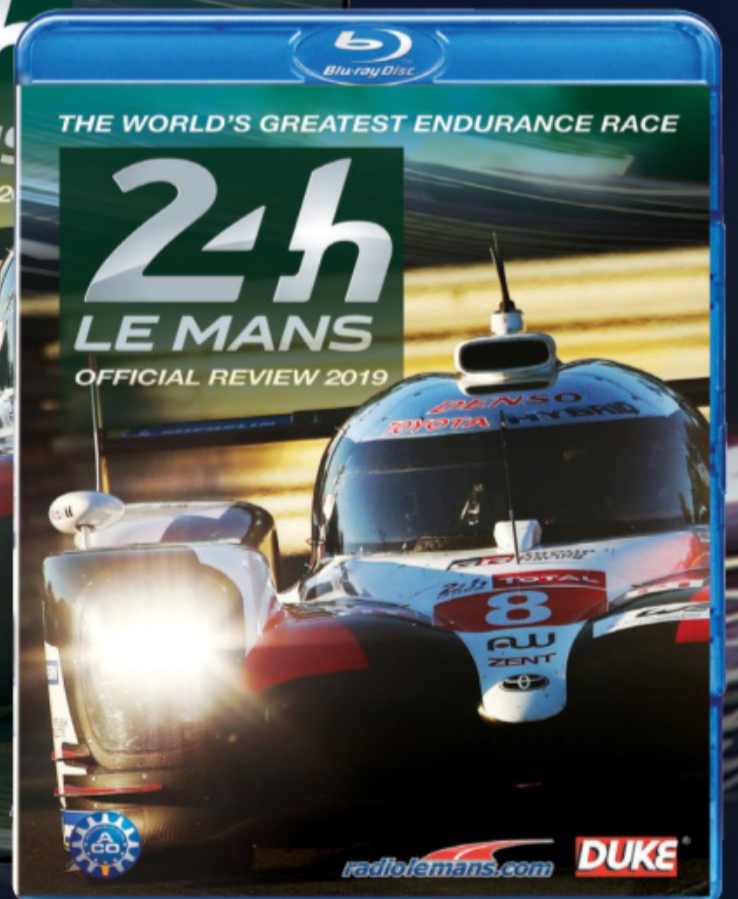
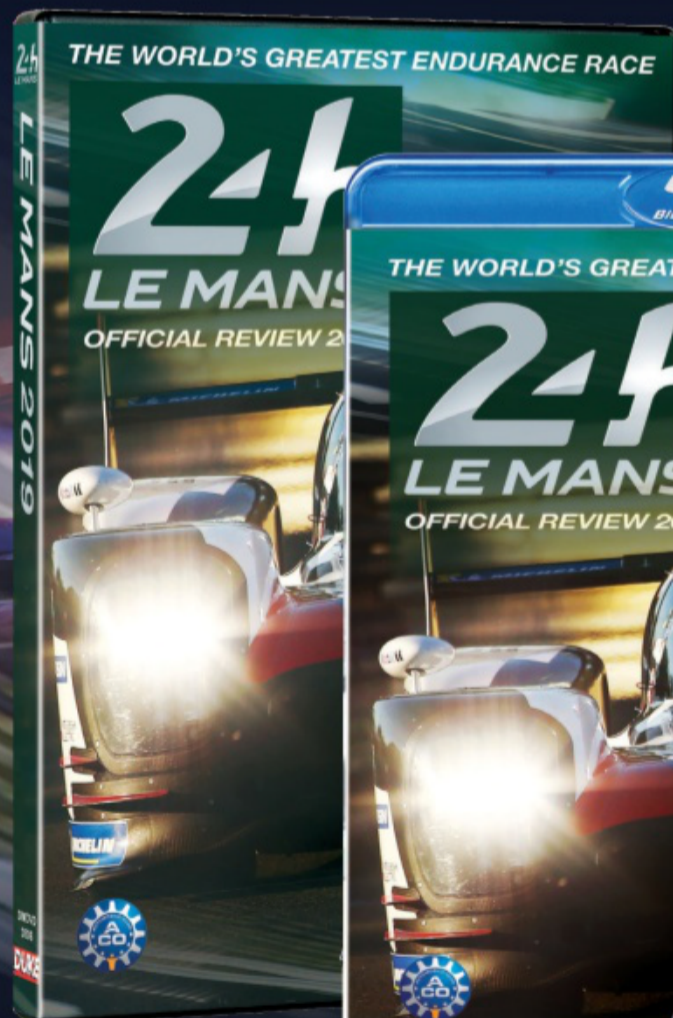
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Three special Clark cars – 49, 38 and 25 – and a big moment for Chapman

question of how ‘tweaked’ the cars should be. Do they aim to be as original as possible or try to find extra performance?

Dinnage concedes that there are “two types of customer”: “Some people want to really be competitive so we try to make those cars quicker, though there are quite tight confines. You have to use period technology, but we just have so much more knowledge now than they had in period so we can make them pretty competitive.”

“The other type is the purist, who enjoys the cars being how they were – ‘Find the reference photos and make it how it was’ – and it’s fabulous to be able to do that. Those cars will be protected like that forever because they’re really significant and we’re only custodians.”

Chapman has no doubt about which side of the line he sits. “We make a real effort to restore and present the cars correct to period,” he says. “That’s what really excites us. We’ve got more and more enthusiastic about that aspect the more we’ve done it.”

“We’ll do what the customers want to do but, whereas I think 10 years ago there was a leaning towards putting competition first, more and more cars are being restored and presented correct to period because the owners have got a lot invested in them and it is appreciated. That’s played into our hands.”

Classic Team Lotus now has a staff of 20, with eight ‘lead’ mechanics, and has separate sets of equipment on both sides of the Atlantic. The combination of Team Lotus experience and other long-termers – for example, head of restorations Kevin Smith has been at CTL for 20 years – is clearly a formidable one.

“Because we’ve built a team that’s almost been hand-selected, including some homegrown ones, we’ve got a really strong team of mechanics and a small turnover of staff,” says Dinnage, who rarely works on cars now and focuses on management and logistics. “It’s still really enjoyable because for our customers this is their hobby.”

Clark is inextricably linked to Lotus and it was the restoration of three cars – 25 R4, 1965 Indy 500 victor 38-1 and Clark’s Lotus 49 R2 – which culminated in a shot of all three and CTL staff, that provides one of Clive’s highlights.

“That’s the holy trinity of Clark cars,” says Chapman. “Those three cars, the six-car transporter and 15 people were way beyond any expectation when we started. That was a proud moment for the team.”

“I’m looking after the family’s collection of cars. I suppose I am a bit hooked on it. I do really enjoy it, but ultimately I’m earning a living and that’s what everyone here is doing.”

“About 99% of it is our job, but you get these moments...” ■

A special personal goal

Chris Dinnage has been part of Lotus for nearly 40 years. Bob Dance employed him at Team Lotus, where Dinnage stayed until helping to form Classic Team Lotus in 1993. Over the years he has driven many famous cars, including Ayrton Senna’s 1985 Portuguese Grand Prix-winning Lotus-Renault 97T, and now has a special ambition.

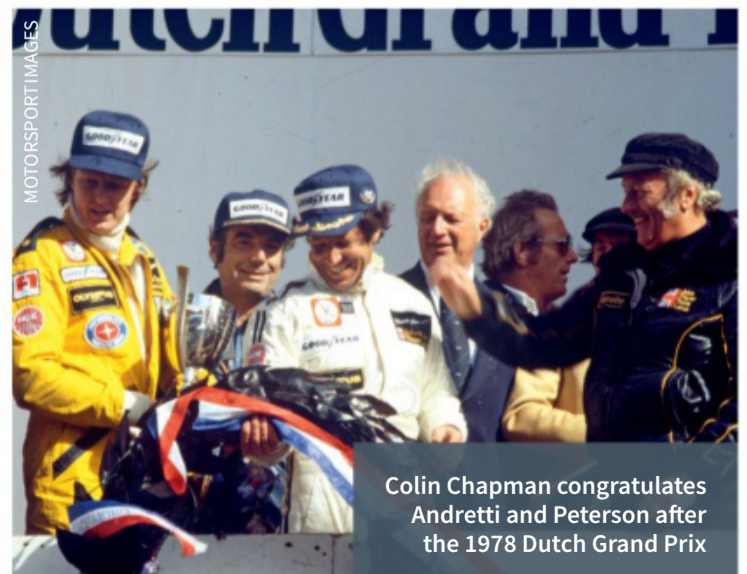
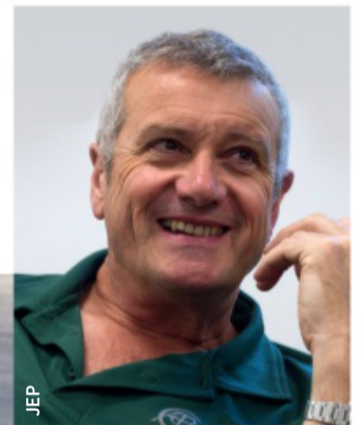
“I want to be the only person to have driven one of every Lotus F1 model and there are only about five I haven’t driven yet,” he says. “It’s not beyond the realms it’s going to happen.”

Dinnage (below) finds it difficult to pick out a highlight. He has a personal attachment to the cars he worked on in the 1980s, but it’s another Lotus that comes to his mind.

The first GP Dinnage attended was the 1978 Belgian GP, which Mario Andretti won on the debut of the Lotus 79, with Ronnie Peterson second in a 78. He then attended the Dutch GP, in which Andretti and Peterson scored a 1-2 with their 79s.

Many years later, Dinnage and Clive Chapman made a special return to Zandvoort. “Clive and I did an article with a Dutch magazine there a few years ago, for a photo shoot,” recalls Dinnage.

“At the end of it, it was just starting to get dusk. We bump-started them and drove them two-thirds of the lap, side-by-side. There are some magic moments.”



Colin Chapman congratulates Andretti and Peterson after the 1978 Dutch Grand Prix

A late bite by the old- timer bug

Neither Patrick Blakeney-Edwards nor Martin Hunt were early adopters of historic racing, but the Cobra duo now make for a formidable driver pairing

BY GRAHAM KEILLOH

Patrick Blakeney-Edwards' route into historic motorsport certainly wasn't orthodox. "My brother and I set up a rock band and I was a drummer for about 10 years until my late twenties," he recalls. "I had huge amounts of fun and played the main stage at Glastonbury a couple of times. Then I literally woke up with a large hangover – I was 28 or 29 and thinking, 'Oh God, what am I going to do now?'"

It left Blakeney-Edwards with one option. "My father was a GP but had a passion for vintage cars and in particular Frazer Nash," he continues. "As a young child my father taught me how to weld and how to mill and how to work on cars, so I've been involved mechanically with cars forever. Then I got given a lovely private education but failed all of that... the only thing I could do was wield a spanner. I set up a small garage in Bristol fixing mostly vintage Frazer Nashes."

He had a subsequent stint with Dan Margulies, then he and another mechanic started a car restoration company in North London before Blakeney-Edwards went his own way: "About 15 years ago I bought my first commercial unit in Buntingford, and it's all grown from there."

Now, Blakeney Motorsport is one of the UK's leading historic race preparers and restorers, with around 160 cars and 30 mechanics, plus five engine builders and its own dyno.

"What sets us apart is the eclectic mix of what we do," says Blakeney-Edwards. Although the operation has "a strong backbone in Frazer Nashes" and "a very strong pre-war theme", its vehicles range from London to Brighton steam cars through to a 1970s Group 2 Rover SD1 and a BMW 'Batmobile'.

In between there are pre-war Maseratis and Bugattis, a host of 1950s and 1960s Jaguars and Jaguar-engined machines – C-types, D-types, E-types, Coopers and Listers – as well as Cobras. On track, Blakeney-Edwards says, they're all "pretty successful". ▶

Blakeney-Edwards ranks RAC TT win at 2018 Classic in the 289 Cobra as pair's finest





JEP

“We look at engineering from first principles,” he adds, “so we’re not that bothered if we aren’t a specialist; we’re not proud, we’ll read the books, we’ll talk to people.”

And, he reckons, his firm has another key selling point. “We’re known for running not-hooky cars,” he explains. “The cars are absolutely straight, all within the rules. We don’t run any big engines, and I think people respect that. As it’s always been with racing, there are one or two [other] cars probably a bit borderline. I think we have a reputation for running good, honest, straight, but very quick cars. Our cars are quick and they are reliable.”

Blakeney-Edwards also gets plenty of opportunities to drive his clients’ machines in anger. “I’m fortunate to get a huge amount of seat time in all sorts of different cars, both testing and racing,” he says. “The people I drive with, the [car] owners, people like Fred Wakeman and Martin Hunt and Richard Cook, they’re all very rapid drivers so we’re always a very strong pairing. It’s my theory that if we get to the end of the race then we’ve got a very good chance of being at the sharp end, which we normally are!”

In Hunt’s case, this was despite starting racing late in life, and somewhat by accident. The co-founder and COO of hedge fund firm Winton Capital, Hunt bought a rare 1953 Frazer Nash Targa Florio but – despite a life-long motorsport passion – had no intention of racing it.

“I fell in love with the shape and the design,” Hunt says. “My thought was it’ll be lovely for driving down to the pub on a sunny weekend or going for a road trip with the children. The chap I bought it from, Peter Bradfield, said, ‘You need to meet Patrick Blakeney-Edwards, there are lots of things you could do to this’. Patrick and I got on like a house on fire, and he said to me on our second meeting, ‘Have you ever thought of going motor racing? This is a perfect place to start.’”

Hunt quickly added another 1953 Frazer Nash, a Le Mans Replica. Its Bristol engine produces 170-180bhp and the car weighs in at around 850kg. Hunt notes it took him two or three years to get used to its “skittish” handling. The adjective Blakeney-Edwards prefers for Nashes is “esoteric”.

“Frazer Nash was an incredibly clever engineer,” Blakeney-Edwards explains. “Through the chain drive, much more of the power went to the back wheels rather than being wasted going through transmissions and whatnot. Nashes, particularly when they’re set up well, are huge fun to drive and very, very quick. You can make a Frazer Nash do extraordinary things and fight well above its weight.”

With their strong traction, they’re particularly competitive in the wet and on twisty circuits. Blakeney-Edwards and Hunt also race a 3.4-litre Jaguar-engined HWM from 1954, “which is a really unusual car”, Hunt notes. “It’s very much in the same sort of category as a C-type. It’s not quite as beautiful, but potentially quicker on a track because it benefited from a slightly more racy chassis and it’s been able to be developed a bit more. It’s my favourite car of all time because it can do anything and everything. [It] can do Monaco [Historic], it can do Goodwood [Revival], it can do the Mille Miglia, it can do a historic series like the Woodcote Trophy, and at the same time it’s absolutely beautiful to drive.”

Hunt, driving alone, won the Freddie March Memorial Trophy for 1952-55 cars in it at last year’s Goodwood Revival. The pair also compete regularly in a Cobra 260 in pre-1963 GT races, such



Hunt has been increasingly successful in his favourite racer, the HWM-Jaguar

as the Revival’s Friday-night Kinrara Trophy, against Aston Martin DB4 GTs, E-types and Ferrari 250 SWBs. “The Cobra is a totally different car,” Hunt explains. “It went through many iterations, and this is a very early one – when the car was more of a beefed-up AC Ace than what you might imagine a Cobra to look.”

It also has a worm-and-sector steering box rather than rack-and-pinion. “The steering tends to, at speed, tie itself in a bit of a knot, so it’s very physical to drive,” explains Blakeney-Edwards.

“That’s the one car that I get out of and feel absolutely exhausted every time I race it.”

Hunt adds: “What’s exciting about the Cobra is that it’s very quick in a straight line, but then often outclassed in the corners by the more refined machines.”

When asked for a standout win in any car, Blakeney-Edwards and Hunt concur on them taking the Cobra to victory in the Royal Automobile Club Tourist Trophy race for pre-1963 GTs in last year’s Silverstone Classic. “We were absolutely over the moon with that,” Hunt says. “We’d been trying for it for a number of years and had often been pipped at the post by the DB4s.”

“It’s hard in the Cobra,” Blakeney-Edwards concludes. “There are still many well-prepared cars of that ilk out there now, pushing the boundaries. There’s development every year.” ■



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Frazer Nash was key to PB-E (below right) and Hunt getting into historic racing



JEP



JEP

HISTORIC COACHING

In only a handful of years, Martin Hunt has developed from someone in his early fifties with no racing experience, to a habitual winner. So much so, Patrick Blakeney-Edwards believes “you can barely tell the difference from the pros” and Hunt when he’s behind the wheel. Blakeney-Edwards himself was a big initial help, both in and out of the car.

“He held my hand, metaphorically,” Hunt says. “When you first start on a track there are a lot of things you just don’t know and they could be very basic things.”

What Blakeney-Edwards also does is “push you, almost like a personal trainer, out of your comfort zone,” Hunt adds. “When two of you are qualifying a car for a race, his recommendation is always for the owner or the slower driver to take the start, and then to learn from the sharp end. That works fantastically.”

Now Hunt has greater experience, though he still uses specialists, such as historic racing ace Martin Stretton (above). “Getting that last five to 10% out of a driver, it becomes very difficult and then you need a pro,” reckons Blakeney-Edwards.

Hunt concludes his improvement is “a combination of Patrick sitting next to me nervously, Martin Stretton’s course and a bit of trial and error of getting out there and getting stuck in”. At his peak, Hunt raced as many as five cars at one meeting.

And there could be a next generation, in Hunt’s son Theo. He is, according to his dad, “totally immersed in the old car world” and is building an old Frazer Nash up in the Blakeney-Edwards workshop. In the meantime his dad is “letting him loose bit-by-bit” in his cars, and admits he’s “a little bit quicker than me so far in pretty much anything he has driven”.

STAR CARS

Here's the second instalment of our look at some of the brilliant racing machines that can be found in historic competition

BY MARCUS PYE





JEP

1955 COOPER-JAGUAR T38

CURRENT OWNER FREDERIC WAKEMAN

Charles and John Cooper's first attempt to harness Jaguar's rorty 3.4-litre straight-six XK engine, introduced in 1948, for sportscar racing came in the tubeframe-chassised T33 with all-independent suspension and disc brakes. Three emerged from their Surbiton works in 1954, for Peter Whitehead, Bertie Bradnack and Jack Walton. The prototype was sleekly clothed

initially but they all ultimately raced with curious pared-down bodies that exposed the driver in low-cut cockpits.

The subsequent T38 model incorporated many lessons learned by the 500cc Formula 3 kings, who had produced two-litre Cooper-Bristols in single-seater and cycle-winged sportscar guises in some numbers by that stage. The newcomer's

running gear was clothed in a pleasantly curvaceous body, with the uprated engine now carried further back. Again three were built, Whitehead's British Racing Green example joined in 1955 by wealthy young Hampshireman Tommy Sopwith's dark blue example and, in 1956, a white one for Captain Michael Head (father of Patrick), which superseded his Jaguar C-type.

Ambitiously, Sopwith – son of aviation baron and Americas Cup yacht racer Sir Tom – intended initially to power his T38 with a Turbomeca gas-turbine unit, but repeated delays meant he took the proven Jaguar option for his Equipe Endeavour entry. Having cut his teeth in an XK120, shared Noddy Coombs's Cooper-Bristol T25 in the 1953 Goodwood Nine Hours, and moved on to the unique Sphinx-Allard, Sopwith won two minor Goodwood races in the T38 before putting Reg Parnell in it and changing his racing focus.

Sopwith's Cooper-Jaguar, road registered YPK 400, was sold to David Shale, then rapid Peter Mould, but has achieved far more in historic racing than in its contemporary career. Owned long-term by Californian Fred Wakeman, the machine has won several Royal Automobile Club Woodcote Trophy races in recent years, co-driven by preparer Patrick Blakeney-Edwards.

1959 AUSTIN A40 'UCE 13'

CURRENT OWNER
TREVOR PARFITT

The Super Touring era of the 1990s almost has a precedent. In 1960, season three of the British Racing and Sports Car Club's British Saloon Car Championship was, uniquely, open to cars meeting 'Supa Tura Trophy' regulations – highly modified one-litre machines with standard silhouettes – racing within a broader spectrum powered by larger engines. The winner was Cambridge GP George 'Doc' Shepherd, whose much-lightened grey Austin A40 was developed and tuned by local sorcerer Don Moore with engine guru Harry Weslake.

Runner-up to Jeff Uren driving John Willment's 2.5-litre Ford Zephyr as a class winner in 1959, Shepherd bagged Supa Tura gold in six of 1960's eight rounds, including three of Brands Hatch's four. He rolled in the finale there, advantaging eventual runner-up John Young (SuperSpeed Ford Anglia). Snetterton hosted two counters, both manna to Shepherd on home soil. The medic also won at Mallory Park and Silverstone's non-championship British GP support



JEP

race. Racing shoemaker Edward Lewis (A40) scored at Oulton Park en route to third in the points.

Shepherd kept the registration number UCE 13 but his all-conquering A40 was sold, resprayed anonymous red and converted for road use by a work colleague of Trevor Parfitt's who then switched jobs. A pal of Parfitt's acquired it in August 1967, whereupon its hidden secret was revealed. Having met 'the Doc' at Cambridge Car Club events, Parfitt had to own it! After hooning on the road for three

years he mothballed the famous racer.

Fast-forward more than 45 years and Parfitt – cousin of Status Quo's late vocalist/guitarist Rick, now running specialist race and rally preparation business Scott Automotive in Suffolk with son Simon – decided to restore the car and return it to the tracks for last year's BTCC 60th anniversary celebrations. British GT champion Rick Parfitt Jr may race the car – of which a scale model is popular with collectors – in selected events.

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1969 CHEVRON B8 CH-DBE-80

CURRENT OWNER
CHRIS LILLINGSTON-PRICE

The former cotton mill in Bolton's Old Chorley Road was a hive of activity in 1969. Following widespread success with its best-selling B8 'GT' car on the world stage the previous season, Derek Bennett Engineering's happy band of workers was evolving its beautiful successor, but the B16 would not debut until September's Nurburgring 500km, in which Lancastrian Brian Redman landed a sensational class victory. The company needed to keep its name in the spotlight in the meantime.

Demand for B8s was still strong, and a run of new examples – some with 1600cc Cosworth FVA F2 engines – was laid down. Swede Reine Wisell, already racing the works B15 F3 car, was seconded to drive a factory-entered B8, chassis CH-DBE-80, with a fuel-injected two-litre BMW M10 engine in sportscar races for which he was available. The programme started with mixed results, second in class (to Autosport scribe Paddy McNally's Porsche 910) at Silverstone preceding a big practice shunt at Snetterton the following weekend.



Young engineer Paul Owens and the Chevron crew rebuilt the car in a week and were rewarded when Wisell and John Hine finished a class-winning seventh in the BOAC 500 world sportscar championship round at Brands Hatch. Peter Gethin raced the car once, then Hine contested the RAC Tourist Trophy at Oulton Park. Bennett – a superb driver himself – and Hine rounded off the British season at Croft, before the car was sold to South Africa.

Engine tuner Jack Holme raced the B8 for four seasons before Peter Alterskye converted it for road use. Two owners later the car was acquired by Owens and Tony Martin, then taken to the US in 1980 by Redman, now Florida-based. Raced by Bob Fergus and Charlie Kolb for almost 20 years, it returned home in scruffy condition with current owner Chris Lillingston-Price in 2002. Following a full restoration it has given great service since.



1970 BRABHAM BT28-37

CURRENT OWNER LEIF BOSSON

Designed by Australian Ron Tauranac – the pragmatic genius behind the marque's cars since his and Jack Brabham's first Formula Junior debuted in 1961 – Motor Racing Developments' Brabham BT28 is hallowed as one of the ultimate chassis of Formula 3's 1000cc era. Some 42 examples were recorded as made in 1969-70, before F3 embraced 1600cc engines.

Powered by high-revving Ford MAE (Modified Anglia Engine) units breathing through downdraught Weber IDA carburettors, the 'screamers', as they came to be known, provided some of the greatest racing in history as dozens of competitors slipstreamed throughout Europe. Ronnie Peterson starred for Tecno in 1969, but Tim Schenken was the most successful

BT28 driver. Well-funded Lotus rivals Emerson Fittipaldi, Dave Walker and Carlos Pace won British titles, but Tony Trimmer bagged one for Brabham in 1970.

Numerous BT28s were sold to Sweden through MRD's proactive agent Ulf Svensson, a top F3 competitor who would continue to represent Tauranac when Brabham (by then in Bernie Ecclestone's ownership) ceased making customer cars and Ron established his own formidable Ralt concern in 1975. BT28 drivers dominated the Swedish championship in 1970, filling eight of the top 10 places, interspersed with older BT21s.

Chassis 37 was supplied to Karlskoga MK member Sten Gunnarsson, whose programme was backed by Swedish housebuilder Gullringshus AB. Although victory eluded him, a close second to Svensson at Falkenberg, a third and two fourths put him third in the points behind Torsten Palm and Ingvar Pettersson in sister chassis.

The immaculate car is now owned by Knutstorp circuit chairman Gunnarsson's neighbour Leif Bosson (alongside the ex-Svensson/Conny Andersson BT28-4) and campaigned enthusiastically by the 2015 HSCC champion. Jeremy Bennett of Nemesis Racing in Gloucestershire prepared both chassis and engine.



1973 LOLA T292 'HU55'

CURRENT OWNER GRANT REID

The inter-marque battles that raged between drivers of charismatic Abarth, Chevron and Lola chassis – plus representatives of numerous other manufacturers such as Alpine, Astra, Daren, Grac, GRD, March, Martin, Nomad, Taydec and TOJ, with Alfa Romeo and Porsche taking bit-part roles – in the European 2-Litre Sportscar Championships

of 1970-75 are still fondly remembered. Especially by those who competed and dyed-in-the-wool prototype racing fans.

From the inaugural season, from which Swiss-domiciled Swede Jo Bonnier (Lola-Cosworth FVC T210) emerged with the drivers' crown and Brian Redman sealed the manufacturers' title for Chevron after the most dramatic

finale on the fearsome long Spa road course, high-speed rivalries continued to promulgate incredibly tough competition on both the car and engine fronts.

Eric Broadley's Lola Cars landed both championships in 1971 through top driver Helmut Marko (the most influential selector in Red Bull's driver programme nearly 50 years later), Vic Elford and Bonnier in T212s. Arturo Merzario led a new Abarth-Osella onslaught in 1972, a potent combination that blunted John Burton's and Chevron's challenge.

Lola's answer was the winged T292, which Bob Marston evolved from his T290 of 1972 with future superstar designers John Barnard and Patrick Head. Accomplished saloon car racer Martin Birrane's Crowne Racing entered Chris Craft in a Cosworth BDG-powered T292 and he won at Misano and Imola. Seconds at Clermont-Ferrand and Monjuic's finale – in the later case behind Gerard Larrousse in one of Ecurie Archambeaud's BMW Schnitzer-engined T292s – meant Craft and Lola were top dogs.

Long after Birrane bought Lola Cars, chassis HU55, later an Abarth flat-eight-engined muletta in Italy, is back in Crowne's striking livery and raced hard in major Historic events for Scottish owner Grant Reid by Tony Sinclair.

1977 CHEVRON B40-77-06

CURRENT OWNER TERRY FISHER

But for factory Renault and Honda V6 intervention, March Engineering, with its powerful BMW engines, ruled the European Formula 2 Championship roost for much of its 1972-84 two-litre era, its works drivers winning five titles. Despite the odds being stacked against them, this did not deter others from trying, indeed in the case of American Fred Opert's works-assisted Chevron team it merely heightened its will to succeed in 1977-78, with Brian Hart's 420R engines.

Logistics – including a parallel Formula Atlantic programme in North America that sometimes sidetracked star driver Keke Rosberg in 1977 – and running 'guest' drivers may have defused an all-out championship assault by the bluff New Jersey motor trader's team, managed by Dick Bennetts. Nonetheless it chased individual race victories with vigour when moustachioed Finn Rosberg was in town to head-up a three-car assault.

Rosberg's finest hour came at Enna-Pergusa, but for a couple of chicanes a flat-out blast around a lake in central



Sicily in July 1977. Keke finished second in both heats, behind Eddie Cheever (Ralt-BMW RT1) and Rene Arnoux (Martini-Renault MK22) to win the Gran Premio del Mediterraneo title on aggregate. How the pale blue Chevron B40 survived the intense heat and Rosberg's flamboyant kerb-hopping driving style remains a mystery.

The old warhorse, still fitted with one of its period Hart 420Rs, was subsequently hillclimbed in France

by Yves Martin and Gerard Godeneche, and was acquired by Simon Hadfield and your writer Marcus Pye in 2001.

Memories of racing it, restored to original spec by Hadfield's team, to a class-winning third – behind Michael Schryver and Hadfield in F5000 Trojan T101 and Chevron B37, and ahead of Stuart Tilley in our FAtlantic Modus – in a team 1-2-3-4 on Brands Hatch's GP circuit in 2004 are indelible. Terry Fisher now races it in HSCC Historic F2 events.

1982 McLAREN MP4/1B-5

CURRENT OWNER
STEVE HARTLEY

John Watson ended Marlboro McLaren International's four-year win drought with a resounding home victory in the 1981 British Grand Prix at Silverstone, his second, but the first for a carbon composite-chassised car. Otherwise, the Formula 1 World Championship season was challenging for the Woking team, developing John Barnard's ground-breaking MP4/1, which carried huge hopes after a series of outmoded duds. Ron Dennis's relief was palpable, since McLaren's previous success was James Hunt's last, driving an M26 in Japan's 1977 finale.

The tides changed over the winter. Wattie and new team-mate Niki Lauda (who replaced the mercurial Andrea de Cesaris) were armed with B-spec MP4/1s built around lighter, slimmer, monocoques, the underfloors of which were key to a transformed aerodynamic package. The squad was back in the ballpark from the first race, finishing fourth (Lauda) and sixth (Watson) in the altitude of South Africa's Kyalami circuit, where Alain Prost sizzled his 1500cc



Renault V6 turbocar to victory.

Lauda won the USGP West on the streets of Long Beach in his Cosworth DFV-engined car, and Watson the Belgian GP at Zolder. Two premier-league victories from the first five starts made them contenders in an unusually open 16-race season, in which 11 drivers representing eight marques topped the podium.

Although he raced updated sister chassis 2 at Zolder, Watson's regular MP4/1B-5 carried him to seven points

finishes, topped by a sensational victory in June's Detroit GP – from 17th on the grid! Seconds in Rio and Las Vegas's Caesar's Palace, third in Montreal, fourth at Monza and sixths at Kyalami and Long Beach landed the Northern Irishman a career-best third in the championship, behind Keke Rosberg (Williams) and the injured Didier Pironi (Ferrari).

Triple FIA Historic F1 champion Steve Hartley debuted the McLaren this year and won at Brands Hatch in May.



1990 FORD SIERRA RS500

CURRENT OWNER CAREY McMAHON

The notion of topping 180mph down Mount Panorama's Conrod Straight in a touring car, rear wheels spinning over its twin crests in the dry, would widen any top-level single-seater driver's eyes. Yet Tony Longhurst did just that in setting the all-time Bathurst 1000 qualifying record on Australia's fearsome 3.86-mile circuit in 1990 in this Ford Sierra RS500.

His 2m13.84s beat George Fury's 1984 Nissan Bluebird mark by 0.01s, but a mistake in the Top 10 Shootout left Longhurst fifth on the grid.

European Formula 3000 champion Roberto Moreno recalled the bewinged Sierra turbocars – the two-litre four-cylinder Cosworth-developed engines made 560bhp in the UK at their height,

although Aussie Dick Johnson claimed rather more – being incredibly fast from when Andy Rouse's out-accelerated his Cosworth DFV-powered Reynard on Silverstone's Hangar Straight on a test day in 1988. "But I went back past when he had to brake for Stowe..."

Longhurst and Tomas Mezera (a Formula Ford racer in Europe before switching codes) had won at Bathurst in 1988 in a similar Benson & Hedges Racing RS500, but the team principal and Mark McLaughlin were sidelined at one-third distance in 1990. The Group A Sierras were done at the end of the season and this machine, built on the Gold Coast by triple British Saloon Car and 1971 European F5000 champion Frank Gardner and Jim Stone, spent the next 23 years in the Bowden family's fabulous car collection.

When Sydney engineering firm boss Carey McMahon, whose racing dream began as a lad at Brands Hatch in the 1960s, sold his ex-Jim Richards/Mark Skaife 1991 Bathurst-winning Nissan Skyline R32, he was privileged to acquire the Sierra, still in original paint. Following a mechanical restoration for 2016's Phillip Island Classic, the combo has starred in Australian events and is currently enjoying a European tour, which continues at the Silverstone Classic this weekend.



Bringing new solutions to old problems

KW Heritage has only recently joined the historic arena, but it has already started making a difference

BY KEVIN TURNER

It's no surprise that historic racing often relies on traditional techniques. Even with the increasing level of competition, some old crafts, such as fabricating and panel beating, remain crucial. But modern approaches can also play an important role.

KW Heritage, which was officially launched in 2018, is the classic vehicle engineering division of high-performance engineering company KW Special Projects. It aims to use cutting-edge technology to help restore and maintain historic machinery and has already been involved in several motorsport projects.

One of those was to help preparation firm Martin Stretton Racing restore an Alfa Romeo T33/3 sports-racer, and the project demonstrated some of the key strengths of KWH. The three-litre V8 engine was in good condition, but the lightweight magnesium alloy front cover was in a bad way, with several running repairs to patch up cracks and corrosion having been made over the years. Finding original parts for rare cars can often be a problem and so it proved with the Alfa.

"When we were searching for a replacement cover, the options were limited," says Martin Stretton. "We found several alternatives that were close, but none of them were exact matches. We had to explore other avenues.

"Having investigated the pattern making route, using

skilled model makers, we realised this would be a technically difficult project to deliver. It would also be prohibitively expensive [given the low-volume requirements]."

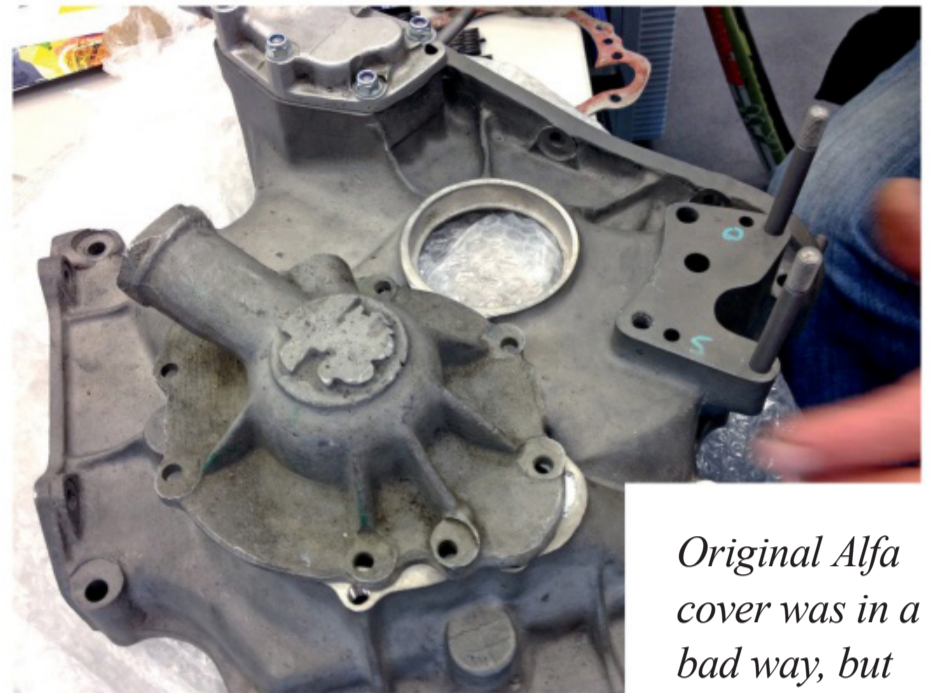
This is where KWH stepped in. Where tooling or drawings no longer exist, KWH uses a range of 3D scanning techniques to capture the form of a component.

"We were presented with an engine cover that was cracked and in a bit of a mess," says Edward Smith (right), head of Heritage engineering. "The need was to remanufacture the front cover – the casting that covers the crank sprocket, cam gears, timing chain etc. It closes off the front of the engine."

The original front cover and water-pump housing were both scanned. But just getting the basic 3D data into a CAD programme wasn't enough.

"While we had the original part to scan, undertaking a simple like-for-like photocopy operation would not solve the problem, as the original part we had was defective," says Stuart Banyard, KWSP's head of advanced manufacturing. "We were able to create a digital scan of the part – and then, crucially, make vital changes to the design to bring it back to its original geometry and functionality. Intelligent use of CAD





Original Alfa cover was in a bad way, but scanning and then CAD saved the day



data allowed us to use the scanned part for reference, enhancing structural elements as required to recreate the component in its intended form.”

A 3D printed prototype was then made, using KWH’s own equipment, in a thermoplastic called PC ABS. It was fitted to the Alfa to make sure all was well.

“We made a 3D print of the cover, and fitted it to the engine and chassis to make sure it didn’t clash with the chassis or any nearby components,” explains Smith. “Once we were satisfied, we could be confident to go ahead and cast some items and machine them. 3D printing allows us to be fast and accurate, and to avoid expensive mistakes.”

No changes were required in this instance and so a new aluminium cover (not magnesium for reasons of corrosion resistance) was made and fitted to the Alfa. Not only was the part delivered quickly and at a reasonable cost, but the CAD file means future replacements will be easier to produce.

“Touring the KW facility was a real eye-opener for me,” adds Stretton. “It showed what could be done with skilled engineers using 3D printing. Components, body panels and complete structures can now be scanned, digitised, designed for manufacture and made within days using this approach. Previously, much of this would not have been possible. And if it was, it could have taken months.”

Smith is also keen to point out that such an approach

doesn’t have to be at the expense of established methods: “Traditional techniques were used in making the cars and sometimes you have to go and demonstrate the new technology to show it can go hand-in-hand with those. Patternmakers and foundries are beginning to understand the benefits of scanning, CAD and 3D printing.

“We planned this business as a modern service – not to replace the traditional craftsmen but to complement them, either for authentic parts or to improve them, as required.”

That final line – “to improve them, as required” – could be seen as a concern. KWH lists four levels of work in this area, ranging from like-for-like restorations at level one to complete redesigns (for example, installing an EV powertrain or exchanging leaf springs for coil springs) on level four, via ‘invisible’ and ‘visible’ enhancements. While perfectly reasonable for road cars, any kind of enhancement has the potential to cause issues in historic motorsport. If new parts are enhanced they could provide performance advantages over the originals, and therefore over those preparers and owners running authentic parts.

Smith points out that this can be used for good reasons by, for example, improving the reliability or durability of a component. “There’s little point in remanufacturing something you know will fail, or has traditionally been frail,” he says. “That’s particularly important where historic cars are going faster or being used more than they did in the past, and can be done by switching to a ▶

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“It’s relatively easy to make like-for-like, but if there are some fundamental problems we like to find out what they are and sort them. Some owners want authenticity and some people are more open to improvements.”

There are other, less controversial, benefits. Once scanned, the data can act as an insurance policy, so that accurate replacement parts can be made in future. In the event of an accident it would allow a highly accurate restoration, or serve as the basis for making reliable parts so that rare and valuable originals can be preserved until required.

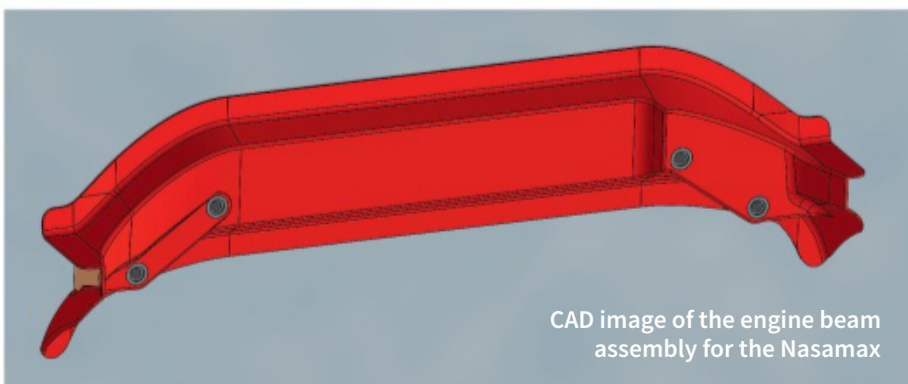
KWH’s techniques can also help in cases where reviving cars might not otherwise be possible. The Nasamax Reynard 01Q prototype ran at the 2003 and 2004 Le Mans 24 Hours on bioethanol, but an engine change – from the five-litre V10 Judd Series 1 engine to a 5.5-litre Series 2 unit running on petrol – was required for it to get back on track.

Thanks to its links with original constructor KW Motorsport and Reynard (see right), KWH had access to archive CAD data, but that could only help so far. The switch of engines was not a simple one and required many changes, including to the exhaust, cooling and fuel systems. Again, the ability to modify components digitally, before producing them, proved crucial.

Combined with the company’s experience in composites, joining and additive manufacturing, its in-house 3D printing allowed KW Heritage to provide mould tooling and loose tool inserts for the manufacture of a replacement carbonfibre front engine mount beam.

“Concerning the modifications to the carbonfibre chassis, the use of traditional engineering and tooling methods would have added time and cost to this one-off project, making it potentially unviable,” adds Smith. “New digital manufacturing knowhow is now enabling many more historic motorsport projects to be undertaken, bringing back to life a whole raft of cars that may have languished in garages and workshops for years.”

As with many developments in historic motorsport, care needs to be taken, but the use of 3D scanning and CAD manipulation could help keep – or get – more race cars on track. ■



CAD image of the engine beam assembly for the Nasamax



THE LINK TO REYNARD

KW Motorsport, KW Special Projects and KW Heritage all have their roots in British racing car constructor Reynard, largely through founder Kieron Salter, the ‘K’ in KW.

Adrian Reynard was a guest of honour at Salter’s mechanical engineering graduation ceremony at Oxford Brookes University and made a big impression. “It was about his company and it sounded really cool,” says Salter (above), who then asked Reynard for a job. Within weeks he was on a graduate training scheme at Reynard.

Salter worked in all the departments and ended up in the Formula 3000 drawing office and became project coordinator. He also worked on special projects, including the Panoz GT. At just 26, he was the chief designer on the WSR-run Ford Mondeo in the 1997-98 British Touring Car Championship, and worked on the 2KQ sports-racer. He also met Will Phillips – later to become the ‘W’ in KW.

Salter was still at Reynard, working on an “MG-beating” LMP675 project, when the company folded in 2002. The fruits of that sportscar programme later became the Creation (and later Zytek) LMP car, and Salter and Phillips set up KW Motorsport “overnight” for the project, working with Zytek and John Nielsen. “We pulled the sportscar engineering team together that had recently been made redundant by the Reynard collapse,” recalls Salter.

Zytek eventually went its own way, but KW Motorsport supported several of the Reynard-based sportscars still running in terms of engineering and remanufacturing.

In 2009 KWM was commissioned to work on a bespoke Sports 2000 car, to be themed on the March 75S two-litre sports-racer. Alan Hudd, the owner of 75S chassis 001, wanted a Duratec-engined club racer, similar to the March but with modern aero. The original car was scanned, then CFD was used to apply modern aerodynamic thinking while keeping key features from the original.

“When you see the cars side by side you can see the difference, but on its own it looks like a 75S,” says Salter.

That job led to the formation of KW Special Projects in 2012 to use “motorsport tech in other areas – there are many sectors that works in”. The firm was soon taking on new staff and extra facilities and operating in three areas: motorsport/automotive, elite sports and digital manufacturing.

KW Special Projects now employs close to 30 people at its Bicester Heritage base, and its KW Heritage arm is expanding into the historic racing arena.

Emulating the versatility of past legends

If you can't decide whether to take your historic car to the race circuit or on a rally stage, then why not do both?

BY MATT KEW

As Nigel Brain lined up for the South Downs Stages at the Goodwood Motor Circuit, it was hard not to do a double take. For the most part, his MGB roadster looked like a conventional historic rally car thanks to its mud flaps and a brace of spotlights. But down the flanks it wore stickers from racing in the Classic Sports Car Club's Classic K series and Equipe GTS. That's because, for 2019, he decided to give his car a double identity to follow his Formula 1 heroes.

Brain used to rally a Ford Escort Mk2 in local Tarmac events before enlisting in the military, during which time he flew the Westland Lynx. It holds the official helicopter top speed record, clocked at 249mph, so perhaps a return to the intensity of motorsport was a given.

"I started rallying around in Escorts, very badly," says Brain. "I was much more successful as a co-driver because I was good at reading the maps. I was a rubbish mechanic so any car I ever built would break down and I spent my life trying to fix it."

It wasn't until a chat with John Pearson from Equipe GTS, while on a tour in his Aston Martin DBS Volante, led to Brain taking the plunge and buying the MGB. He sought out MG Motorsport, purchased the 1964 example – built within days of his birth – and began circuit racing.

Before long, the itch to return to stage rallying took hold, but the dependability of the MG meant Brain didn't want to part with the car.

"I had a sense of loyalty to it," he says. "In three seasons,



MANSTON

it's never let me down – astonishingly, it's never had a DNF."

Taking the decision to stick with his car, Brain needed a co-driver. His wife Jenny agreed to ride shotgun, so gained her licence for their first outing at Goodwood in February.

While their partnership is close to home, the inspiration for splitting their time between race and rallying had far more renowned roots.

"I thought that back in the 1960s, guys like Jim Clark would race in Formula 1, 2, 3 and just jump in anything. Some people say they're one discipline or another, but why?"

"Old Farts Racing, which was founded by Stirling Moss, has many members who are in their eighties and nineties. They were in an era when absolutely anything went. They'd be racing on a circuit, then doing Monte Carlo, everything. That's what they had to do to make a living and that's what they enjoyed doing."

Given Brain competes largely in circuit rallies, there's no need to fit

Nigel and Jenny Brain split their time between the circuit and the stages



HAWKINS





A dusky outing at Goodwood was the MGB's first taste of historic rallying action

a sump guard or overdo the transformation to the MG. The headline revisions include bolting in a seat and harness for the co-driver, mounting a radiator fan, plus packing a first aid kit, belt cutter, fire extinguisher and warning triangle.

It's an unexpectedly small list of modifications and, with practice, the time to prepare the car has dropped significantly. What was once a 90-minute task now only takes an hour, and that's left Brain wondering why more people don't follow suit.

"It's a good question," he says, and instead blames a misconception. "I think the perception is that rallying is really damaging, and sometimes it is. But there's been a real rise of circuit rallies and, in the winter months, it's perfect as you don't need to stop competing. It is, for the most part, smooth surfaces and at places we know, so the car is well set up for it."

As the modifications are quick and easy to reverse, it means the MGB doesn't spend the majority of the season as either a rally or race machine. Instead, Brain dovetails both. The year started at Goodwood before a race at Silverstone. It was back to rallying for the AGBO Stages, then a circuit outing at Brands Hatch and then the Down Ampney and Abingdon rallies.

Unlike the Equipe GTS or Classic K grids, Brain can be the only historic entry on a rally. The subsequent lack of rear grip from running crossply tyres is entertaining to watch but doesn't help his stage times. As such, the addition of a mid-engined Lotus Elise to the garage is in the pipeline.

"You go from a modern car with sticky tyres and huge brakes to a 1960s sports car with nothing apart from a steering wheel. The big difference between the two is management. With modern cars you just get in and drive it and you know the car is going to stay constant. With older cars you have to manage the car because the brakes will deteriorate – you need to heel-and-toe to use the engine braking to help slow the thing down. It's a much more physical and demanding experience trying to drive the B quickly." ■



THE MORE TYPICAL WAY TO DIVIDE YOUR TIME

Arguably, the easier way to enjoy competition in both historic rallying and circuit racing is to have cars dedicated for each discipline. That's the approach taken by Ben Gill and his co-driver David Didcock.

Throughout the regular season they race with a 1964 AC Cobra 289 and a Ferrari 250 GT SWB, and Didcock's DMD Motorsport Engineering outfit build and prepare their Broadspeed Mk1 Ford Escort RS. For the winter months, that line-up is complemented by a 1979 Group 4 Escort Mk2 rally car. The ability to split their time not only leads to variation, but all-year-round motorsport.

"The racing season kicks off for us at the end of March and that will see us through until the end of October," says Gill. "Then we can go rallying up at Goodwood and Brands Hatch until Christmas, race at Dijon, in the Silverstone Classic, and with Masters Historic."

Well, that was the plan. A greasy hairpin on the 2019 Tour Auto Optic 2000 put paid to the Cobra's season as it dived off the road and down a 40-foot drop. The chassis survived, but extensive bodywork damage means it's been sidelined while it undergoes surgery.

That leaves the duo with the 1972 Broadspeed Escort (top), which was one of two cars bought by 1979 European Touring Car champion Martino Finotto. After use in the Italian tin-top championship until 1976, its sister Jolly Club team car was destroyed. Even though that now makes their car a one-off, it's still been fettled from 1600cc up to two litres for use in Group 2 competition and now runs a healthy 290bhp.

Now that one car has greater power, and the other Escort is more used to stage rallying, it's brought the machinery closer together.

"They both get sideways quite easily, and there's a lot of power," says Gill. "They're not entirely dissimilar. I love both disciplines and all cars – I couldn't pick a favourite from the cars or out of racing and rallying." There are worse conundrums to have.





HAWKINS

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Whether marque-specific or generalist, clubs are the lifeblood of the historic scene

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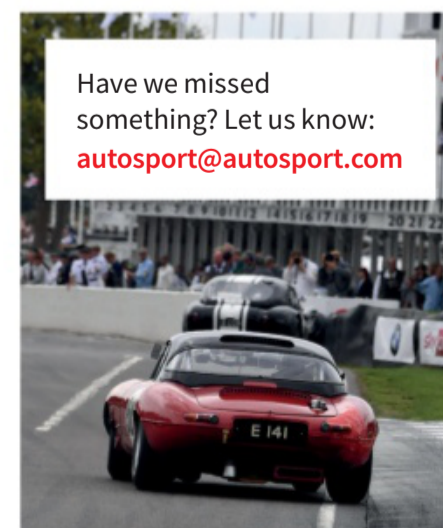
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