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**F1 1000 RACES CELEBRATION SPECIAL**

# **AUTOSPORT**

BRITAIN'S BEST MOTORSPORT WEEKLY

11 APRIL 2019

**EXCLUSIVE**

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# Celebrating a milestone with some special Formula 1 machines

It's easy to take the Formula 1 World Championship for granted. Despite its various problems, it has been such a leading part of motorsport for so long it's sometimes hard to remember that there was a time when it didn't exist. It has become a survivor.

That's why F1 is right to celebrate the milestone of reaching 1000 world championship races and Autosport has decided to as well. Thanks to Classic Team Lotus, we've been able to put together a remarkable track test for this special issue.

Our resident racer Ben Anderson has been wanting to get his hands on an F1 car for some time, and last month he found himself driving four of the most important machines in motorsport history at the Lotus Cars Hethel Test Track. In our cover piece on page 14, he talks about how the cars felt and why they pushed the game forward, while we also pick out some of the other great racers from the past seven decades.

Of course, to describe the landmark that will be reached at the Chinese Grand Prix this weekend as 'F1 1000' is not entirely correct. As Edd Straw points out (p11), there have been many more F1 races if you include non-championship events, and within the 1000 that *do* count are the Indianapolis 500s and F2 races that were part of the contest during the 1950s. But the point is that there is a continuous history, one that is all about technological innovation, spectacular cars and being the best. Whatever the regulations, that is surely the true essence of F1.



**Kevin Turner**  
Editor

kevin.turner@autosport.com

**NEXT WEEK  
18 APRIL ISSUE**

After his late drama in Bahrain, can Charles Leclerc win the 1000th race?



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Mike Hoyer/JEP

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Schumacher did 56 laps with Ferrari, then added a further 70 in the Alfa



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IMAGES

## F1'S NEXT GENERATION ON TRACK

### FORMULA 1

Ferrari, Mercedes and Red Bull handed a trio of potential Formula 1 stars opportunities to impress in the post-Bahrain Grand Prix test last week.

Mick Schumacher and Dan Ticktum were given their F1 test debuts by Ferrari and Red Bull respectively, while George Russell swapped his leisurely Williams for a day in the championship-topping Mercedes.

This was no 2020 shootout, but still presented a chance to help each driver stake a claim longer-term.

#### M Schumacher in a Ferrari

Formula 2 racer and reigning Formula 3 European champion Schumacher says he found it “easy” to improve with Ferrari and Alfa Romeo over his two days of running in Bahrain, having swapped the pacesetter SF90 for its customer team’s C38 on day two at Sakhir.

He claimed he did not expect the performance he showed, having run second fastest with Ferrari before lapping just 0.022s slower in the Alfa to go sixth quickest on day two. His Ferrari programme was interrupted by prolonged rain and, although the 20-year-old had improved on his second day and was satisfied with his efforts, he accepted that comparing the times was difficult.

Alfa could represent his best opportunity to move into F1. Its close ties with Ferrari bode well for Schumacher as a Ferrari Driver Academy protege, and the test allowed him to make a first impression with the team.

With Kimi Raikkonen signed up to a two-year deal at Alfa, Schumacher may realistically eye Antonio Giovinazzi’s seat for 2020. Mick, a

pragmatist like his father, has admitted that he is unsure he will be ready to move into F1 as early as next year. If he needs a second year in F2, then perhaps by the time F1 2021 rolls around there will be two seats that need filling. And as Charles Leclerc has proved, success with Ferrari’s customer opens the door to Maranello itself.

#### Ticktum waiting in the wings

Another young man who must feel he is staring at a very real shot at F1 is Ticktum.

The 2017 McLaren Autosport BRDC Award winner has a lot to prove to Red Bull. His ban from racing for his now-infamous MSA Formula antics under the safety car back in 2015, and struggle to get to grips with being beaten by Schumacher to the European Formula 3 title last year, are an unfortunate sideshow to his back-to-back Macau Grand Prix wins on his CV and obvious ability.

Success will breed redemption, though. Ticktum said he felt the “massive responsibility” of driving Red Bull’s F1 car in his test debut for the team in Bahrain, and hopes he has earned another F1 opportunity. The Briton completed 134 laps, focusing more on long runs as Red Bull worked through the set-up issues that have held it back slightly in the opening two races of the 2019 F1 season. A car issue set him back while on his fastest lap near the end of the day.

F1 remains a possibility, particularly within a Red Bull stable that has been slightly low on stock. Pierre Gasly needs to find his feet quickly at the senior team or risks being blown away by Max Verstappen. At the Toro Rosso junior team, Alex Albon is acquitting himself well against the rehired (again) Daniil Kvyat.



# IN BAHRAIN

Those scenarios will play a big role in whether an opportunity arises for Ticktum, who is racing in Japan's Super Formula category this season.

## Russell ready to go back to front

Russell, unsurprisingly as the most experienced of the three, set the headline time for this new generation. He also set the pace for the entire test.

The Williams race driver has been in Mercedes' family for a few years now, having won back-to-back GP3 and Formula 2 titles as an official Merc junior prior to his graduation to F1 this year. He is currently plying his trade at the back of the grid, but has outqualified and outraced Robert Kubica in their two grands prix together so far, doing all he can to impress while in mediocre machinery.

Russell says the people who have a say in his career will know what's going on and that a season at the back in F1 will not hurt his prospects. In the meantime, opportunities such as testing for Mercedes are an extra bonus in that regard – one he earned in Bahrain, where Mercedes chief race engineer Andrew Shovlin said "the way he goes about testing and his consistency and feedback would make you think he has a couple of seasons of F1 under his belt, not just two races".

A Mercedes move is unlikely for Russell before 2021, with five-time world champion Lewis Hamilton under contract until the end of 2020 at the earliest, Mercedes having an option on current championship leader Valtteri Bottas for next season and Mercedes' other protege Esteban Ocon on the sidelines as its reserve driver.

Even so, Russell is making a strong case for Mercedes to consider him in the long-term.

SCOTT MITCHELL

## TEST TIMES, SAKHIR, 2-3 APRIL

POS	DRIVER (CAR)	TUESDAY	WEDNESDAY
1	George Russell (Mercedes F1 W10)	-	1m29.029s
2	Sergio Perez (Racing Point-Mercedes RP19)	-	1m29.095s
3	Sebastian Vettel (Ferrari SF90)	-	1m29.319s
4	Max Verstappen (Red Bull-Honda RB15)	1m29.379s	-
5	Carlos Sainz Jr (McLaren-Renault MCL34)	1m32.059s	1m29.795s
6	Daniil Kvyat (Toro Rosso-Honda STR14)	1m33.653s	1m29.911s
7	Mick Schumacher (Ferrari SF90)	1m29.976s	-
8	Mick Schumacher (Alfa Romeo C38)	-	1m29.998s
9	Alexander Albon (Toro Rosso-Honda STR14)	1m31.089s	1m30.037s
10	Lance Stroll (Racing Point-Mercedes RP19)	1m31.964s	1m30.049s
11	Lando Norris (McLaren-Renault MCL34)	1m30.800s	1m31.303s
12	Dan Ticktum (Red Bull-Honda RB15)	-	1m30.856s
13	Romain Grosjean (Haas-Ferrari VF-19)	1m30.982s	1m30.903s
14	Fernando Alonso (McLaren-Renault MCL34)	1m32.207s	1m31.006s
15	Lewis Hamilton (Mercedes F1 W10)	1m31.156s	-
16	Pietro Fittipaldi (Haas-Ferrari VF-19)	1m32.708s	1m31.209s
17	Jack Aitken (Renault RS19)	-	1m31.500s
18	Daniel Ricciardo (Renault RS190)	1m31.584s	-
19	Antonio Giovinazzi (Alfa Romeo C38)	1m32.067s	-
20	Nicholas Latifi (Williams-Mercedes FW42)	-	1m32.198s
21	Robert Kubica (Williams-Mercedes FW42)	1m33.290s	-
22	George Russell (Williams-Mercedes FW42)	1m33.682s	-



## Next-generation rules tweaked again to help 'road' cars

### WORLD ENDURANCE

The hypercar concept prototype World Endurance Championship rules for 2020-21 look certain to undergo dramatic revisions in a bid to incorporate road-going machinery into the class. Out will go moveable aerodynamic devices, while the minimum weight is set to rise by 110kg.

The wholesale changes in the latest set of proposals seen by Autosport reflect the fact that a road-based hypercar is unlikely to be able to hit the 3m24-25s lap time target enshrined in the prototype rules published last December. The new target of 3m30s for the long Le Mans lap means that the prototypes are going to have to be significantly slower than originally intended.

Ditching moveable aerodynamics, which would have allowed front and rear Drag Reduction Systems, is one way of slowing down the new breed of prototypes. But it is also understood that the rulemakers – the FIA and WEC promoter the Automobile Club de l'Ouest – concluded that incorporating such systems into road-going machinery such as the Aston Martin Valkyrie was unworkable.

The introduction of moveable aerodynamics went hand in hand with a ban on more than one bodywork configuration for the prototypes. The idea was to keep a cap on development costs, which also explains why there were strict limitations on

aero performance in the rules.

The concept of defining maximum downforce and minimum drag levels has been retained. But the targets have been downscaled to accommodate less-efficient road-cars aerodynamics.

Road-based cars are inevitably going to be heavier than prototypes, which explains an increase in the minimum weight for all cars to 1150kg. That compares with the 1040kg figure in the regulations published last year and the 980kg minimum that was announced when the ACO and the FIA unveiled their vision for hypercar prototypes during Le Mans week last June.

The need to balance hybrid and non-hybrid machinery is behind the planned reintroduction of the rule that prohibits the deployment of a front-axle hybrid system below 120km/h (75mph). This rule, which was in place for LMP1 in the WEC in 2012-13, is designed to mitigate the advantage of running four-wheel drive.

The original prototype rules set out maximum power outputs from each car's internal combustion engine and its hybrid system of 508kW (680bhp) and 200kW (270bhp) respectively. The new plans call for a maximum of 610kW (820bhp), which combines the outputs from the conventional engine and the energy-retrieval system in the case of hybrids.

**GARY WATKINS**

## Ferrari short circuit caused Leclerc loss

### FORMULA 1

Ferrari has revealed that an unprecedented short circuit within the control systems of its Formula 1 engine was the cause of the problem that cost Charles Leclerc victory in the Bahrain Grand Prix.

Leclerc had looked on course to take his maiden F1 win in just his second start for Ferrari, but slowed with just over 10 laps to go as his engine dropped a cylinder. The lack of power allowed Lewis Hamilton to overtake Leclerc and go on to win, with Valtteri Bottas also getting past to take second.

Leclerc would have fallen behind Max Verstappen had the double failure that struck the Renault team not caused the race to end behind a safety car.

Ferrari flew the engine back to its Maranello base for a thorough inspection and has discovered that the issue was caused by a short circuit within an injection system control unit. A statement from the team said: "This type of problem had never been seen before on the component in question."

Ferrari is confident that the engine can return to action and that it intends to fit the power unit into the car for this weekend's Chinese Grand Prix.

Meanwhile, Mercedes team boss Toto Wolff has hailed Leclerc as a future world champion after his duo of Hamilton and Bottas lucked into a Bahrain 1-2 following the Monegasque's problem.

"In Leclerc I think we are seeing a young champion in the making who was the emotional [moral] winner," said Wolff. "He was the fastest man in the fastest machine. He has gotten all the cruel side of motor racing, and it was our fortune. We have always expected him to be a threat. He's in a great car, and has the skills and the character to be very successful.

"He has a good personality, he is a humble young man, and he's very fast. So the combination of the speed and the personality and being able to temper your emotions in both directions is a great ingredient. I know that many other drivers who have the lion in them, like he certainly has, would have reacted in a much more controversial way about the third place, they would have been angry and would have displayed that. None of that we see with Charles."

**JONATHAN NOBLE AND ADAM COOPER**



## Vienna starts Formula E talks as new Mercedes breaks cover



MERCEDDES

NEW  
CAR

### FORMULA E

Vienna city officials have expressed their interest in hosting an ABB FIA Formula E race, with early discussions between the two parties understood to have taken place.

Interest in bringing FE to Vienna appears to run very high among the country's politicians. Austria's vice-chancellor Heinz-Christian Strache, who is also minister of the civil service and sport, explained: "Last year there was a discussion with a representative of the organiser in the

cabinet. There we expressed our interest in a Formula E race in Vienna."

FE is understood to be keen on a Vienna race, although talks remain at a very early stage and including the race would therefore be unlikely for the 2019-20 championship.

While a new European venue is now a possibility for FE, one of its longest-standing races on the continent will continue for another three years beyond the current campaign. The Paris E-Prix, which takes place for the fourth time later this month, has had its contract extended.

In addition to talk about future FE races, interest in future teams is gathering pace. Following Porsche's maiden test for its 2019-20 car, Mercedes hit the track recently for the first time to kick off its bespoke development programme. The manufacturer completed 327 miles over three days – with the first reserved for a shakedown – at the Varano circuit in Italy in late March (above), with HWA FE racer Stoffel Vandoorne and Venturi driver Edoardo Mortara, who retains close links with Mercedes, at the wheel.

ALEX KALINAUCKAS

## Hakkinen to race McLaren at Suzuka

### INTERCONTINENTAL GT

Mika Hakkinen will race a McLaren again when he contests the Suzuka 10 Hours in August.

Hakkinen, who won the 1998 and 1999 Formula 1 world titles with McLaren, will share a 720S GT3 in the Intercontinental GT Challenge qualifier with two-time Super Formula champion Hiroaki Ishiura and historic racing leading

light Katsu Kubota.

Hakkinen does have GT experience in spasmodic race outings, including an Asian series race win with Hong Kong up-and-comer Matt Solomon at Zhuhai in 2013 at the wheel of a Mercedes SLS AMG GT3.

He returned to Suzuka last year to drive a 1998 McLaren MP4/13.

"Suzuka was the place where I won the Formula 1 World Championship for

the first time and where I have so many enthusiastic Japanese friends," said Hakkinen. "I am very grateful to Katsu-san and Mobilityland [Suzuka] for making this wonderful project possible, and I hope to see the Japanese fans again in August."

It has yet to be announced which team will run the McLaren in the race, which takes place on 25 August.

MARCUS SIMMONS



MOTORSPORT IMAGES/SUTTON

## IN THE HEADLINES

**JARVIS IN FERRARI AT LE MANS**

Oliver Jarvis will return to the Le Mans 24 Hours in June with the Risi Competizione Ferrari squad after a one-year absence. The Briton, who has been on the podium four times at the French enduro, will race the team's GTE Pro class Ferrari 488 GTE together with three-time Sebring 12 Hours winner Pipo Derani and Le Mans debutant Jules Gounon.

**G-DRIVE RENAMES ITS ORECA**

The G-Drive Racing squad is linking up with Russian luxury car maker Aurus for the defence of its European Le Mans Series crown, which begins at Paul Ricard this weekend. The team's TDS Racing-run ORECA-Gibson 07 will race as the Aurus 01 in a deal that G-Drive manager and driver Roman Rusinov has promised will "grow into something much bigger and exciting".

**DAKAR MOVES TO SAUDI ARABIA**

Only in motorsport could an event named after the Senegalese capital be moving from South America to Saudi Arabia, but there you go. The Dakar Rally is off to the Middle East on a five-year deal from next January. It was staged entirely in Peru this year, after Chile, Ecuador and Bolivia withdrew support.

**MOTOPARK TO EUROFORMULA**

Two-time Macau Grand Prix winning team Motopark has chosen Euroformula Open for its 2019 European programme following the collapse of Formula European Masters. The team will run its Spiess-powered Dallaras for Red Bull Juniors Liam Lawson and Yuki Tsunoda, together with Marino Sato. Julian Hanes, who raced in European F3 in 2018, is tipped for the fourth seat at the squad.

**MARTINS TOPS RENAULT TEST**

Highly rated Renault F1 Junior Victor Martins topped the final pre-season Formula Renault Eurocup test at Barcelona last week, ahead of this weekend's Monza opener. The Frenchman was quickest on both days with MP Motorsport, with team-mate Lorenzo Colombo second overall. Reigning French F4 champion Caio Collet was the top rookie, the Brazilian third with R-ace GP ahead of M2 Competition's British F3 graduate Kush Maini.

**VILLENEUVE, FISICHELLA DRAMA**

Electrical dramas scuppered Jacques Villeneuve, Giancarlo Fisichella and Stefano Gai in last weekend's Italian GT Endurance opener at Monza. Their Ferrari 488 was battling with the BMW M6 of Jesse Krohn, Erik Johansson and Stefano Comandini when the drama struck, and the BMW trio went on to win. Briton James Pull led the race, and finished third, in a Lamborghini shared with Ben Gersekowski and Pietro Perolini.



## Solberg takes final bow

### WORLD RALLYCROSS

After two decades at the top of motorsport in the World Rally and Rallycross championships, Petter Solberg has decided to sign off from professional driving.

To mark the end of an era, the 44-year-old Norwegian known as 'Hollywood' is embarking on a 'Farewell Tour' that starts with July's Goodwood Festival of Speed. A Norwegian hillclimb and the Gymkhana GRiD in Poland are the other two events confirmed, but Solberg promises much more this season.

"The thing I have to tell you right now is that I don't hang up the helmet," Solberg told Autosport. "Not completely. I want to do cool stuff. I want to do the right, high-profile events in the future. Maybe I go and do Rally Sweden, for example, or if I

have an invite to go back to Rallyday [at Castle Combe], I take these kind of promotional things. My driving makes people smile, I want to carry on with that. But for the championship, I'm finished. I won't do another one. I want to open another door."

That other door is the one to spending more time running his own team. Solberg finished third in the WRC with his own squad in 2010, and he then won two WRX titles under his own steam before dominating rallycross and, with team-mate Johan Kristoffersson, winning everything on offer from FIA World Rallycross with his PSRX Volkswagen Sweden operation in the past two years: "I have shown the world what my team can do. We have experience and the ability to deliver for a manufacturer."

Volkswagen's season away from WRX and the illness Solberg suffered for the past couple of years also influenced his decision to stop at the highest level.

"The sickness thing really took so much energy away from me," said Solberg, who has recovered from the lung disease known as Sarkoidose. "While I was sick I thought about what I really wanted to do. I have a lot of serious ambition for the future and that's what I'm looking towards now."

In addition to his ambitions with his own team, Solberg will also keep an eye on his son Oliver, who recently signed to compete in rallying in the US with Subaru USA Motorsports.

DAVID EVANS



Solberg-run VWs became the cars to beat in WRX

# F1 CHINESE GRAND PRIX PREVIEW

**motorsport STUDIO**

LENGTH 3.387 miles NUMBER OF LAPS 56

Chinese Grand Prix  
Shanghai International Circuit  
14th April 2019

**2018 POLE POSITION**  
Sebastian Vettel 1m31.095s

**POLE LAP RECORD**  
Sebastian Vettel 1m31.095s (2018)

**RACE LAP RECORD**  
Michael Schumacher 1m32.238s (2004)

## UK START TIMES

**Friday 12 April**

FP1 0300

FP2 0700

**Saturday 13 April**

FP3 0400

QUALIFYING 0700

**Sunday 14 April**

RACE 0710

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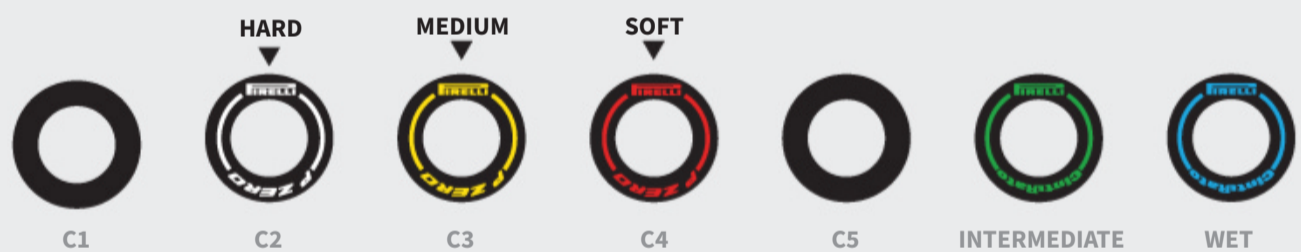
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## TYRE ALLOCATION



## CHAMPIONSHIP

### Drivers

1	Valtteri Bottas	44
2	Lewis Hamilton	43
3	Max Verstappen	27
4	Charles Leclerc	26
5	Sebastian Vettel	22

### Constructors

1	Mercedes	87
2	Ferrari	48
3	Red Bull	31
4	Alfa Romeo	10
5	McLaren	8



MOTORSPORT IMAGES/SUTTON

## TRACK STATS

### Previous winners

2018	Daniel Ricciardo	Red Bull
2017	Lewis Hamilton	Mercedes
2016	Nico Rosberg	Mercedes
2015	Lewis Hamilton	Mercedes
2014	Lewis Hamilton	Mercedes
2013	Fernando Alonso	Ferrari
2012	Nico Rosberg	Mercedes
2011	Lewis Hamilton	McLaren
2010	Jenson Button	McLaren
2009	Sebastian Vettel	Red Bull



MOTORSPORT IMAGES/SUTTON

### Shanghai masters

Average points per race at Shanghai from the current F1 drivers. Races before 2010 converted to current points system.	<b>Hamilton</b>	16.58
	<b>Vettel</b>	12.67
	<b>Raikkonen</b>	11.00
	<b>Ricciardo</b>	9.86
	<b>Verstappen</b>	7.25
	<b>Bottas</b>	6.83
	<b>Kvyat</b>	4.00
	<b>Kubica</b>	3.60
	<b>Sainz</b>	2.50
	<b>Grosjean</b>	2.29

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# 1000 and counting

*Whether you agree or not with how the figure was arrived at, the landmark of 1000 world championship races is an extraordinary one that's worthy of celebration*

EDD STRAW

**T**he Chinese Grand Prix – Formula 1's 1000th 'birthday' – is no more or less important than the one in Bahrain that preceded it or in Azerbaijan that follows. But while the 1000th world championship race has no greater intrinsic value than the other 999, it has a wider significance that makes it worth celebrating. It's a nice round number and people can't help but enjoy celebrating such landmarks. And it's worth celebrating as a remarkable feat of endurance, one that has defined motorsport for the past 70 years.

What Autosport has dubbed 'F1 1000' and a celebration of the 1000th GP is a landmark laden with semantic troubles. China will be the 1000th world championship race, but only the 974th to which you can append the 'Formula 1' in a literal sense. There were 11 Indianapolis 500s that counted for points from 1950 to 1960, which were not F1 races, while a total of 15 world championship races ran to F2 regulations in 1952 and 1953.

If you say 'world championship grands prix' then you can bring the 15 F2 races back, but not the Indy 500s. So that produces two more possible numbers – 985 and 989. Add to that the curiosity that the Chinese GP will actually be the 1001st race staged for the world championship, thanks to the 1980 Spanish GP being retrospectively stripped of its points status, a victim of the FISA-FOCA war, and it all adds up to numerical befuddlement. And that's ignoring the several hundred non-championship

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**“The world championship is a remarkable creation that we often take for granted”**

---

F1 races that took place up to 1983.

But whatever phraseology you use, and 1000 world championship races is the most accurate, it's a lot of races and a remarkably long time. And that's at the heart of why this celebration does matter. Moments like these are a time to take stock and a reminder that the world championship is a remarkable creation that we often take for granted.

Under the leadership of Jehan de Rohan-Chabot, the FIA announced in 1949 that the world championship, which had patchily existed from 1925-30, would start in 1950. The British, Monaco, Swiss, Belgian, French and Italian GPs comprised the 1950 calendar, along with the incompatible Indy 500. The first title was won by Alfa Romeo's Giuseppe Farina at the 1950 Italian GP. Usually, the significance of the early world championships

is downplayed. Those early years were difficult and the world championship might have again run out of steam. There weren't enough competitive F1 cars to populate a championship in 1952 and 1953 after Alfa Romeo withdrew, but in 1954 F1 was back for good.

This means you can draw a straight line from the 1950 British GP, the first of the world championship era, through to today. There's no other road-racing championship in the world that can boast that kind of run (although the British Hillclimb Championship, it should be noted, stated in 1947). That's the real significance of the 1000th race.

You could argue that what can generically be termed as Indycar racing has a longer history, but this was run under multiple governing bodies, which lead to discontinuities, breakaways and several instances of parallel series. You can say similar things for other categories that have had patchwork histories. For while there are what can be termed some 'technical' discontinuities along the way in terms of identity and organisation, the run of 1000 world championship races is coherent and unbroken.

The world championship has become, for better or worse, the pre-eminent global motorsport competition. No championship can match it, so much so that it's impossible to imagine the global motorsport landscape without it. It's common to bemoan the status of grand prix racing and how it blinds many to the existence of other categories, but who's to say that without this focal point motorsport would have ever been more than a backwater – perhaps it dragged other, ostensibly lesser, championships with it...

Over the years, a lack of F1 cars, the 1955 Le Mans disaster and the resulting threat to European motorsport, political machinations, breakaway attempts, economic downturns, the coming and going of manufacturers, an oil crisis, repeated tragedies, the FISA-FOCA war and any number of other threats have disrupted it. But still it endures.

Even today, with endless navel-gazing, existential threats and crises, it still holds together. It's that robustness that ensures that, in many parts of the globe, the leading form of motorsport is single-seater prototype racing to Formula 1 regulations when there was no inherent reason why this format should have become pre-eminent. Other categories might have had the chance to do this, but never proved coherent or stable enough to do so.

You can argue that this may not be a good thing. Although it's possible that motorsport might have been healthier without the world championship becoming so massive, chances are that it would be less prominent without such a successful focal point. That's why it's held up so well – and also why it's so important that its custodians ensure they achieve a sustainable long-term future. 🏁

➔ P14 F1 1000 CELEBRATION



# Formula for future success?

*However its proposed 2021 overhaul works out, F1's future appears to be in safe hands with its growing line-up of super-talented young drivers*

SCOTT MITCHELL

**F**ormula 1's next 100 races are much more important than its 1000th world championship event this weekend. By the 1100th race, which – based on the current calendar – will occur towards to the end of the 2023 season, we will be immersed in next-generation F1: into the swing of executing its massive overhaul, fumbling with the fallout of panicked backtracking, or plotting further reformation still.

If F1 executes its 2021 revolution right, the prospects are mouthwatering. Especially as the pool of driving talent is in rude health and is arguably its strongest asset.

That puts it in a strong position to handle one of the toughest transitions in sport: waving goodbye to your established stars and ushering in a new generation without losing momentum in-between.

Charles Leclerc is 21. Max Verstappen is 21. George Russell is 21. Lando Norris is 19. We're looking at a new generation that is earning its stripes against multiple world champions Lewis Hamilton and Sebastian Vettel, two of the best in history, and with the prospect of another decade at the top when those drivers disappear.

All three of the major teams have serious long-term options. Red Bull is already safely in the hands of Verstappen, who only has 83 grand prix starts but has won five races already.

**“F1 prospects are mouthwatering, especially as its pool of driving talent is in rude health”**

Assuming Red Bull is around in 2023, he will be the team's leading light then, presumably fighting Ferrari's Leclerc for the title. Maybe Mick Schumacher will be alongside Leclerc by this point... Russell could complete that set of mega-talents if he is able to lock in a Mercedes drive, especially once Hamilton decides to walk away.

If F1's 2021 overhaul achieves what it sets out to, then perhaps that will be the way back to relevance again at the front of F1 for McLaren and Renault. Should that be the case and Norris's strong start to his career proves to be the rule, not the exception, then add another Briton to the fight at the front. And if Renault has joined the sharp end too, almost two decades after it last won a title, maybe it will bring a French talent with it – such as snapping up Pierre Gasly? Its move for Daniel Ricciardo shows

it is not afraid nor incapable of swooping for a jilted Red Bull talent and, if Verstappen rules the roost as many expect him to, that's what Gasly may well become.

The prospect of Ferrari, Red Bull, Mercedes, McLaren and Renault all being in the mix and represented by drivers barely in their mid-twenties is very, very exciting.

Of course, all this depends on whether these teams are still around in F1 by then. Ferrari, Mercedes and Red Bull have all made noises of dissatisfaction at various points during the 2021 negotiations. Renault and McLaren are not happy about the rules that facilitate the success of the likes of Haas, which has struck such a cosy relationship with Ferrari. It is known that Honda faces a big season to convince the paymasters in Japan to continue sanctioning the F1 project.

There is almost no chance of a Doomsday-like scenario that means the major players at F1's 1000th race this weekend are not on the grid for its 1100th. But let's remain *optimistic*. For even if one or two did disappear, the likes of Verstappen and Leclerc will remain hot properties and find themselves in a top team.

We do not know if F1 will lose teams in the next few years. But we do know it will lose big-name drivers. Fortunately, everyone can be replaced. And who is to say that one of Hamilton's or Vettel's successors can't rewrite the record books?

Verstappen already has the honour of being F1's youngest race winner. By F1's 1100th race, maybe Norris will have beaten Vettel's record as the youngest poleman? Might Verstappen or Leclerc be the youngest champion by then? Could either go on to smash the benchmarks for poles, wins or even titles? Might they do so while going wheel-to-wheel in some of the greatest races of F1's ever-expanding history?

If the rulemakers are as successful as they think they can be with their car-design overhaul, then F1 has a real shot at being better than ever. Given its fine history and tradition, that is a heartening position to be in. But the intriguing storylines will suffocate without F1 picking the right timeline to embrace.

That is why the upcoming millennial event – while a great achievement for F1 – is nothing but a red herring when looking for signs of the true status of the championship's health.

However F1 develops at the start of its 'second millennium', its next phase will almost certainly grow to be defined by the likes of Verstappen and Leclerc.

Before then, though, one of them may well win F1's 1000th race, and that would send the perfect message: F1 has an incredible history, but its future can be even better. ✨

➔ P26 PATH TO 1000 RACES

# YOUR SAY

*I was expecting to see a punt up the rear of Matt Neal's car. But, no. It was still much cleaner than many Neal passes over the years*

SIMON ASTLEY

### Elbows out in the BTCC

I was at the BTCC at the weekend, at Paddock, so watched the Tom Chilton penalty incident on TV when I got home later. I was expecting to see a punt up the rear of Matt Neal's car. But, no, Neal goes wide, Chilton goes inside and then Neal tightens his line, just as Chilton said, so they touch due to Neal. It was still much cleaner than many Neal passes over the years, which were blatant 'push-to-pass'. Neal loses one place, which he was going to lose anyway due to his error.

Contrast that to Senna Proctor nudged by Stephen Jelley into Druids resulting in Proctor going wide and losing several places. No penalty for Jelley though?!

Were Team Dynamics trying it on and as a result are now laughing? Neal is very good at playing the innocent, whether the victim or the aggressor. Just ask Jason Plato!

**Simon Astley**

**Rickmansworth, Herts**

*Although Neal did run wider than normal, he was not a full car width off line and so the space wasn't there for Chilton. A new rule introduced for 2019 means that a car (Chilton in this case) must be in line with the B-pillar (of Neal) to claim that they had the right to the corner should they collide.*

*The stewards upheld that. But, like you say, Neal has been around long enough to have experienced the other side of it all! As for the other incident mentioned, into Druids it looked clear that Jelley was far enough alongside to not fall foul of the stewards in his battle with Proctor – ed*

**➔ P32 BTCC RACE REPORT**

### More two-wheeled action, please

Your piece on the Honda growing wings, to mimic the Ducati bikes, refers to the 'device' mounted under the swinging arm directly in front of the rear wheel, not fairing-mounted wings at the front of the bike, as the picture shows, which could not have that effect (Pit+Paddock, 4 April).



MOTORSPORT IMAGES/GOLD AND GOOSE

I've been an avid F1 fan for years and have bought your mag every week since Jaguar won at Le Mans in 1988 (I was there!), but more MotoGP please as this now grips me more than F1.

**Warren Eldridge**

**By email**

*You are indeed correct about the picture we used last week – apologies for the error. The winglet is visible on the image of Danilo Petrucci's machine, above – ed*

### Tale of the hard-to-find book

Marcus Simmons' book review of *Second to None: The European Formula 2 Story* piqued my interest (Finishing Straight, 4 April); looked well worth acquiring. However, as Marcus noted, the book was published two years ago.

After an internet search, I suggest his apology for tardiness partly reflects the difficulty in getting hold of a copy. I haven't found one on sale!

Perhaps, having finished the review, Marcus no longer needs his copy and could be persuaded to let me have it?

**IanHack**

**By email**

*Fair point! The author believes copies are still available from [hortonsbooks.co.uk](http://hortonsbooks.co.uk) and [shop.simonlewis.com](http://shop.simonlewis.com). It's worth getting in touch directly; both sites have full contact details – ed*

## HAVE YOUR SAY, GET IN TOUCH


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11

F1 world titles scored  
by these cars



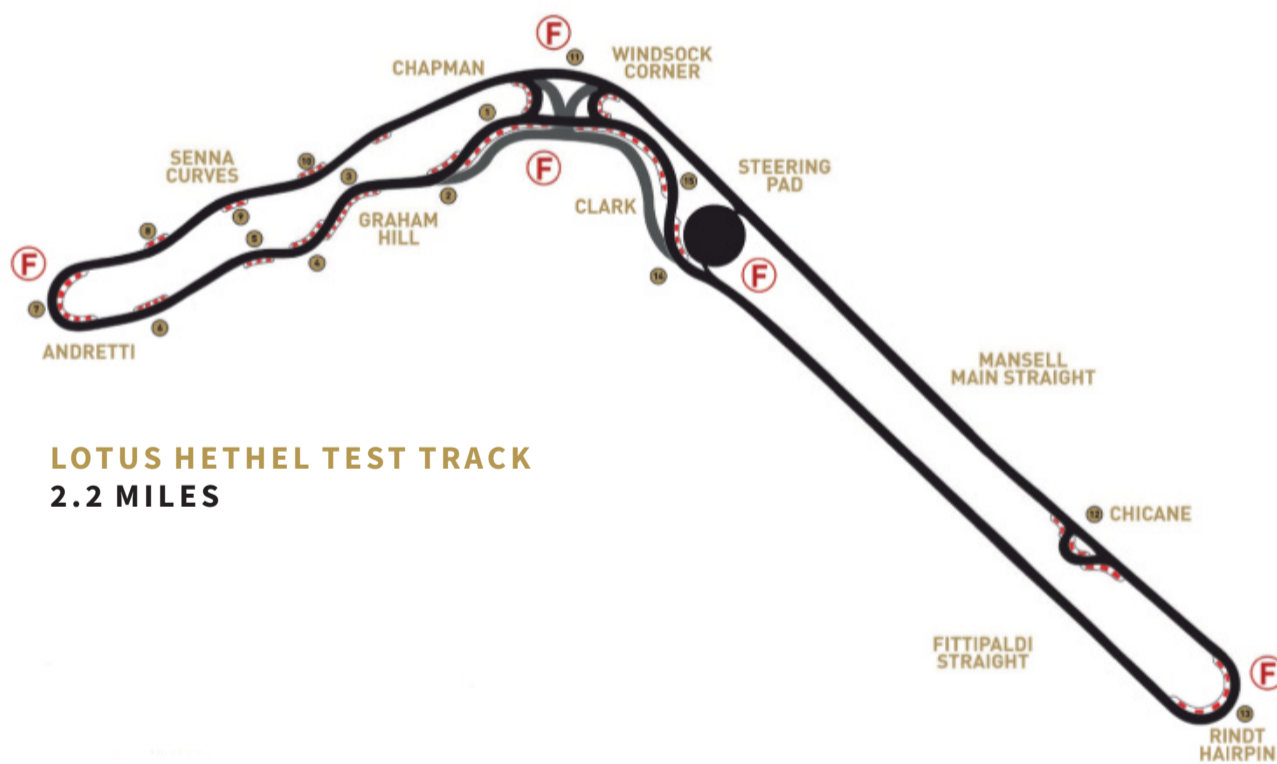


# DRIVING THE GAME CHANGERS

*Formula 1 is all about pushing the boundaries. In a very special track test, Autosport got to sample four of the most famous machines that did just that*

**BEN ANDERSON, MATT KEW AND KEVIN TURNER**

PHOTOGRAPHY JEP



**LOTUS HETHEL TEST TRACK**  
2.2 MILES

**T**here are few constructors in motorsport's hallowed history that embody Formula 1's pioneering spirit better than Lotus. Enzo Ferrari mocked the *garagistes* for being somehow lesser entities than his own, but the Old Man had to respect their ingenuity – and their success, because ultimately that's what F1 is all about: innovating and winning.

And Lotus definitely knew how to win: 71 times, between a Stirling Moss Lotus 18 special at the Monaco Grand Prix of 1960 and Mario Andretti's final victory of 1978 at the Dutch GP in the gorgeous Lotus 79, Colin Chapman's cars beat all the rest. That meant Lotus, in its 1960s and '70s pomp, exceeded Ferrari's hit rate. Lotus was the best team in F1.

To rival F1's grandest and most successful team, it remains the case that you need to produce cars that are something a bit special. This was as true in Chapman's time as it is now for Mercedes in the V6 hybrid era, or Red Bull in the V8 era, or McLaren and Williams

before that. Ferrari sets the standard by which all others must be judged, and Lotus exceeded that standard.

F1 is about exceptional people doing exceptional things with racing cars, and Lotus produced some of the most exceptional F1 cars we have ever seen. As F1 celebrates its 1000th world championship race in China this weekend, Autosport joined the party by celebrating with Lotus.

Thanks to Colin Chapman's son Clive, and the Classic Team Lotus concern that he runs, which helps keep the Lotus name alive in historic motorsport, we conducted a very special track test of four of the very best Lotus F1 cars to ever grace a circuit. The type 25, 49, 72 and 79 designs represent F1 at its innovative best, redefining the boundaries of competition for their contemporaries, and pioneering concepts that still hold relevance today.

Happy 1000th, F1 – this is our tribute to Lotus, and to you. >>

**CAST IN THE LONG SHADOW OF JIM CLARK**

Jim Clark was probably the greatest Formula 1 driver of his generation – Jackie Stewart certainly thinks so – and the Lotus 25 chassis R4 is an iconic part of Clark’s all-too-short career. He enjoyed his most successful season in F1 with this car, winning seven of the 10 championship races, and becoming world champion for the first time in 1963. But this car didn’t only propel Clark to the status of a legend, it also pioneered the now-ubiquitous use of monocoque chassis.

While developing the Elan road car and torsion-testing it, Derek Jolly and Colin Chapman were surprised at how stiff the backbone chassis was. They came up with the idea of using it for an F1 car and Chapman sketched it out. He’d been struggling to make the spaceframe Lotus 24 any smaller and frontal area was key, particularly in the 1.5-litre formula that had come in for 1961. The ‘twin-boom’ design of the 25 meant there was a natural place for the (rubber bag) fuel tanks down the sides. The monocoque was also more rigid than a spaceframe design.

The 25 was fairly late in development for 1962. Lotus had planned to race the 24 and customers weren’t too pleased when the 25 appeared for the season-opening Dutch Grand Prix, which Clark led until suffering transmission problems. Clark and Lotus set the pace for most of the season, taking three wins and six poles, but unreliability allowed Graham Hill and BRM to steal the crown. There was no such trouble in 1963 and Clark – driving R4 – stormed to his first title.

“The end result was it replaced the need for a spaceframe chassis,” explains Chapman Jr. “The 24 had shrunk that as much as possible, but the 25 laid Clark down even more. The type 25’s packaging gave a significant benefit, a much stronger chassis, a better place to put the fuel and achieved a 17% reduction in frontal area, which from a drag point of view is a huge step. It’s one of those win-win-win

**“IT FEELS SO SPECIAL TO JUST BE SITTING IN THIS CAR, LET ALONE TAKING IT OUT FOR A PROPER RUN”**

situations. The 25, with those trumpet exhausts, when it’s at full chat it really makes a fabulous noise.”

Before we can properly open the throttle to unleash that fabulous sound around Lotus’s Hethel test track, I must find a way to cram my six-foot-plus frame into a car designed specifically for Clark. It turns out I’m leaner but significantly taller than Clark was, so there is scant room to play with. I can’t get in or out without the bodywork being removed. I also borrow smaller race boots so I can use the pedals without snagging the chassis. This leads to Classic Team Lotus christening me ‘Flipper’ (thanks guys!).

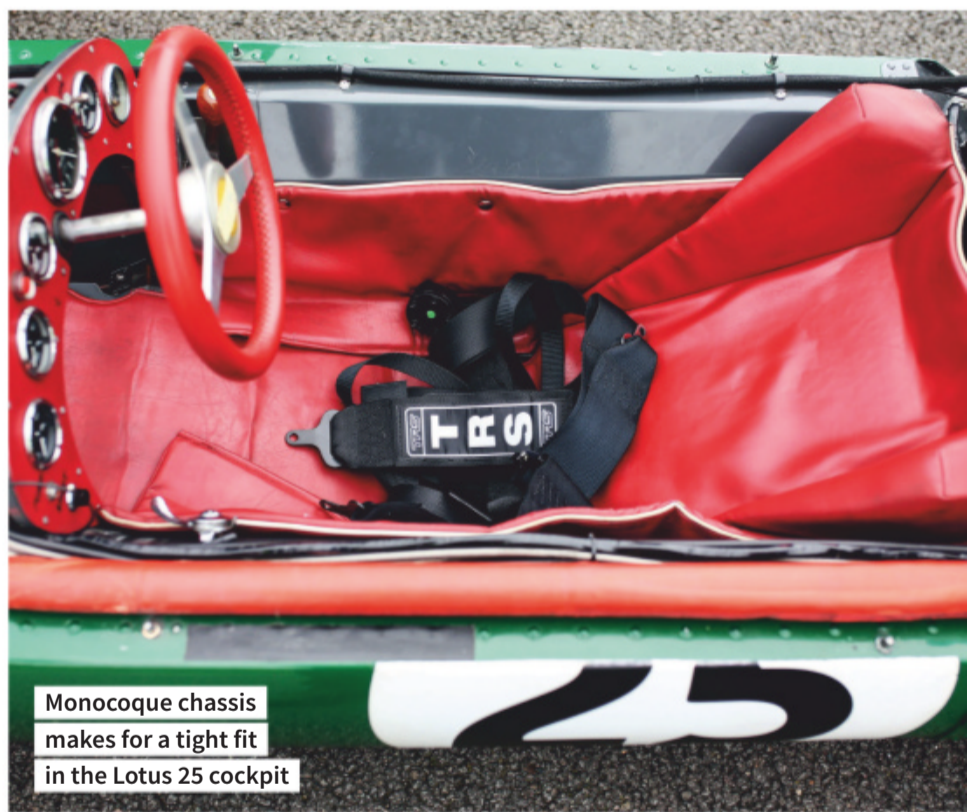
It takes some time to warm the 25’s Coventry Climax V8 on this cool March morning. Autosport social media guru Ed Surtees’s bag is even temporarily brought in to play to cover the radiator. I rub my hands together and rev the engine with increasing vigour, encouraged by legendary Lotus mechanic Bob Dance, who stands alongside the car, clipboard in hand. “It’s like an old friend,” says the man who ran Clark, among many others.

It feels so special to just be sitting in this car, let alone taking it out for a proper run. When you start racing, pretty much every kid wants to be a Formula 1 driver. It’s the dream. Some are lucky enough to go all the way, most of us fall by the wayside. I never thought I’d get to drive a proper, bona fide F1 car (let alone four in one day!), so this is a massive moment.

Accelerating out of the pits for the first time, I’m overwhelmed by the feeling that I’m simply not worthy of driving Jim Clark’s car. I want to be careful with it because it’s a living museum of one of the greatest drivers in F1 history, and I don’t feel there’s any way I will do him justice. What’s more, the car feels scatty on cold tyres, and there is a lot to take in while I learn the track, just trying to build my confidence. The car features ‘wobbly web’ wheels (another Chapman innovation originally used on aircraft) and skinny treaded tyres, which don’t offer much on a chilly >>



**14**  
wins scored by  
the Lotus 25



Monocoque chassis makes for a tight fit in the Lotus 25 cockpit



Bob Dance was on hand to watch Anderson imitate Clark



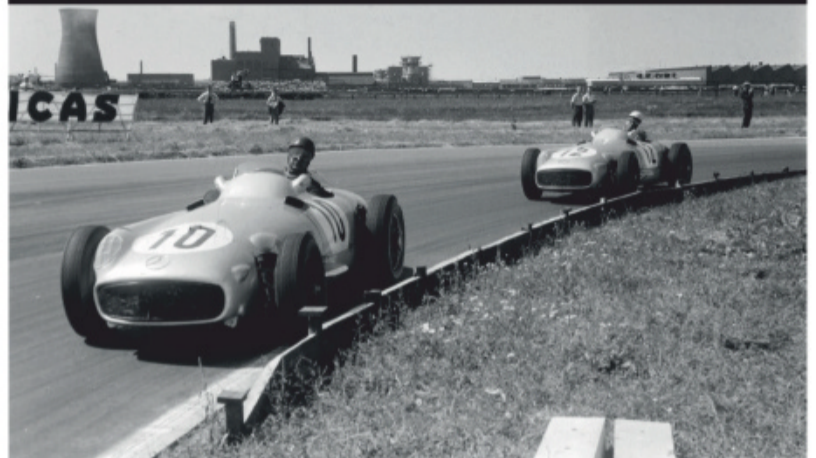
**LOTUS 25** Track test tech spec

Chassis no.	R4
Engine	1.5-litre Coventry Climax V8
Power	195bhp @ 9500rpm
Gearbox	Hewland five-speed (ZF in period)
Weight	450kg
Tyres	Dunlop crossplies
Seasons	1962-65
Key drivers	Jim Clark, Peter Arundell, Chris Amon, Richard Attwood
Chassis GP wins	(7) 1963 Belgian, Dutch, French, British, Italian, Mexican, South African
Titles	1963 drivers' and constructors'
Famous for...	First F1 car to introduce monocoque chassis and 'bathtub' driving position



Lotus 25 felt nimble at low speed but more tricky in faster corners

10 OTHER MILESTONE MACHINES



**MERCEDES W196**

The W196 was arguably the first great Formula 1 car – sorry Alfa Romeo fans, but the 158/159 was really a pre-Second World War Voiturette with limited opposition. After two years of the world championship being run to F2 regulations, 2.5-litre unsupercharged rules were introduced for 1954. This gave birth to the Maserati 250F and Lancia D50, as well as the W196. In many ways, the D50 was more advanced – Vittorio Jano's design used the engine as a stressed member and had pannier fuel cells for better weight distribution – but it was Rudolf Uhlenhaut's W196 that led the way. It introduced desmodromic valves (to allow higher revving) and had mechanical direct fuel injection. It also had a highly professional team and the driving talents of Juan Manuel Fangio and Stirling Moss on its side. The result was nine world championship race victories from 12 starts before Mercedes withdrew following the 1955 Le Mans disaster.



**COOPER T51**

There had been rear-engined (or, strictly, mid-engined) cars before, most notably the Auto Unions of the 1930s, but the 1959 Cooper T51 was the one that made it stick. It was a logical progression from Cooper's previous cars – the T43 had been the first rear-engined racer to win a world championship GP the year before – and now Cooper had a full 2.5-litre engine from Climax. Lighter, more agile and with a smaller frontal area than front-engined machines, the T51 was a threat everywhere it went, with works driver Jack Brabham and Stirling Moss in Rob Walker's privateer example leading the way. Despite opposition from Tony Brooks and Ferrari, Cooper took five wins from the nine rounds, the constructors' title, and Brabham won the drivers' crown. The lowline T53 took things a stage further in 1960 and also did the double. Just two years after Owen Maddock's T51 arrived, all serious F1 cars had the engine behind the driver. >>

day in March and a green track surface.

It's wonderful to open her up around the back of the circuit, though. The engine (pumping out around 190bhp, slightly less than in period thanks to the lack of 'exotic' fuel) offers decent punch out of the corners, but then it hesitates like there's a bit of a hole in the power curve – perhaps because of the cold ambient temperatures. It feels as though it's running out of puff on the straights, notwithstanding the 9000rpm rev limit CTL has imposed, which forces me to back off at several points around the lap.

Once warmed up properly this car is fun to drive, though not particularly quick. It just sort of floats around the circuit. When you get the speed off into the chicane, it becomes really responsive, but as the speed increases, and challenges the degree of grip on offer, everything becomes less precise. This, combined with the basic nature of the visuals and the controls, makes the 25 feel like being in an old Formula Ford, or even the Formula Vees I used to race – the tall, skinny tyres, the steering

**“YOU CAN SEE THE MOVE TO BIGGER, GRIPPIER TYRES, PLUS EXPERIMENTATION WITH WINGS”**

with a bit of unsettling play in it. All weirdly familiar, and reminiscent of Formula Junior, albeit with a better engine.

Strange to think that this was at one stage the cutting edge of racing technology. But that basic imprint has remained recognisable in cars I raced a little less than 10 years ago now. The 25 is evocative, and just highlights how design cues have transferred through to lower formulas through subsequent decades. This was a state-of-the-art car, one that helped make the best driver of his era a legend of the world championship. To have the chance to drive this car, which still races on successfully in historics thanks to the combination of owner John Bowers and driver Andy Middlehurst, was an absolute honour.

**AN ODE TO GRAHAM HILL**

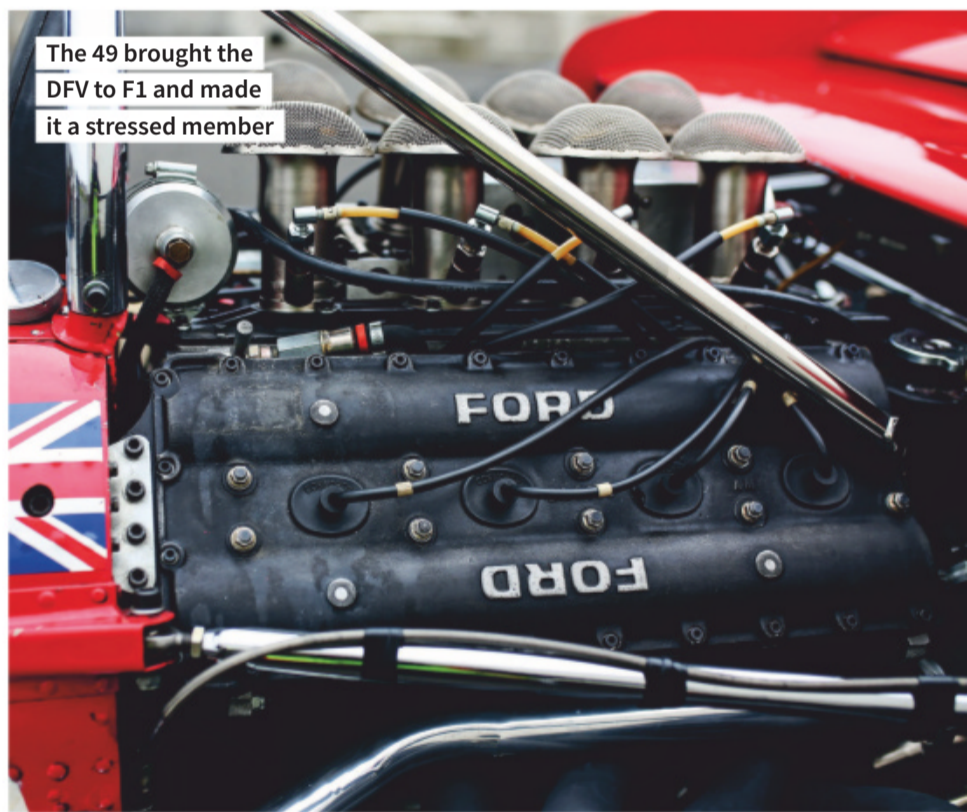
I was a massive Damon Hill fan growing up. My parents even signed me up to his fan club as a Christmas present. I would receive regular letters updating me on his progress to the 1996 world championship, which of course I was avidly following, having become obsessive about F1 two years earlier. To sit in this particular Lotus – the 49 with which Damon's father Graham claimed two consecutive Monaco GP victories in 1968 and 1969, an unprecedented achievement for the same chassis – is particularly poignant for me.

Chapman Jr proudly states that this particular Lotus design, which made its debut at the 1967 Dutch GP, produced what remains to this day the biggest year-on-year step in performance for an F1 car, according to the Pomeroy Index that offers a method of performance comparison for cars across different eras. You can see the move to bigger, grippier tyres, plus experimentation with wings as aerodynamics became an increasingly important consideration. And there's that iconic Gold Leaf sponsorship livery, something not seen on F1 cars previously.

“We always tried to be a little bit forward with our design and we certainly weren't copiers,” says Dance. “Seatbelts came in with the higher rollover bars, and they were actually starting to try to improve the safety. We also added the onboard fire extinguishers in 1968.”

Chapman Jr points out that the car still features the remainder of the overspray of blue paint that it carried for the 1970 Monaco GP, after a deal was struck to allow 'Mr Monaco' Graham Hill to race John Miles's car after crashing his own in practice. This chassis was then rebuilt to its Gold Leaf B-spec during a 1997 restoration project, which means it has different suspension uprights and bigger wheelrims compared to the original design.

The Lotus 49 won a title double in 1968, with Hill, and in C form was still good enough for Jochen Rindt to win the 1970 Monaco GP. The car's main advantage, at least initially, was the first iteration of the three-litre Cosworth DFV V8 engine that would go on to dominate F1 throughout



The 49 brought the DFV to F1 and made it a stressed member

the 1970s, only being fully overthrown by the arrival of turbocharging.

“I think Colin was keen on the 1.5-litre category as that played into his hands, but when the three-litre formula was applied he saw the opportunity and was heavily involved in getting the DFV project off the ground,” says Chapman Jr. “He would kind of fight his own corner and if he lost he would change horses.”

“It was reliable, useable horsepower. Dad went to Ford. He knew Keith Duckworth, who had worked at Lotus but went to set up his engine business. Mike Costin left to follow him and set up Cosworth because they were running the four-cylinder engine in Formula 2. When the new formula came out, Dad went to Cosworth and said, ‘What can you do?’

“Cosworth said they could do an engine if Dad could find the money. Dad went to a lot of people but got turned down, and then Walter Hayes forced it through [at Ford]. £100,000 was the budget and it was going to be exclusive to Team Lotus for two years – and after a few months and >>



**LOTUS 49B** Track test tech spec

Chassis no.	R5
Engine	Three-litre Cosworth DFV V8
Power	430bhp @ 10,000rpm
Gearbox	Hewland five-speed
Weight	530kg
Tyres	Dunlop crossplies
Seasons	1968-70
Key drivers	Graham Hill, Mario Andretti, Emerson Fittipaldi
Chassis GP wins	(2) 1968 Monaco, 1969 Monaco
Titles	1968 drivers' and constructors'
Famous for...	First F1 car to use Cosworth DFV, pioneered stressed member drivetrain, introduced sponsor liveries into F1, wings



The 49 feels more meaty, but care is required

10 OTHER MILESTONE MACHINES



**MCLAREN M23**

One of the longest-serving F1 cars, Gordon Coppuck's M23 arrived during 1973 and was still capable of taking pole positions, in James Hunt's hands, at the start of 1977. Following the Lotus 72 and McLaren's own M16 Indycar, the M23 had a chisel nose and side radiators. Quick in a straight line, the M23 was so good in its debut year that ageing 1967 world champion Denny Hulme and promising-but-not-stellar Peter Revson won races, while rookie Jody Scheckter led his first grand prix. With the experienced Emerson Fittipaldi leading the charge in 1974, the M23 took both titles and was in the fight the following year too. Hunt was arguably the fastest M23 driver and, helped by rival Niki Lauda's terrible German GP crash, nabbed the 1976 drivers' title, though Ferrari still took the constructors' laurels. By the time it was replaced by the M26 in 1977, the first great F1 McLaren had racked up 16 GP wins.



**FERRARI 312T SERIES**

The combination of Niki Lauda, team manager Luca di Montezemolo and designer Mauro Forghieri helped usher in the first sustained domination of F1 by its most famous team. The 1975 312T had a transverse gearbox ahead of the rear-axle line, improving weight distribution. Combined with Ferrari's flat-12 engine, the 312T finally ended the run of Cosworth DFV titles, Lauda leading the way to a championship double. Without the Austrian's fiery Nurburgring accident, 1976 probably would have gone the same way with the 312T2, and Ferrari and Lauda again did the double in 1977. Constant developments – particularly on aerodynamics – and the arrival of Michelin tyres in 1978 kept the T series competitive. Jody Scheckter and Gilles Villeneuve were 1-2 in 1979 with the T4. Only when ground-effects were harnessed by rival teams did the run end, the 1980 T5 being outclassed. But 27 wins and seven world titles was an impressive tally. >>

races Dad was told he'd have to let other teams have the engine as there wouldn't be a Formula 1 anymore because we were just blowing people away! He probably managed to wheedle a few engines out of the deal..."

The DFV was also used as a stressed member, helping to save weight, which soon became *de rigueur* for racing cars.

Once we hit the track, I feel immediately more confident in the 49B than I felt in Clark's 25. It feels a bit more like it could be my car. I'm more comfortable in the cockpit – there is plenty of room for my 'flippers' and I don't have to drive the hairpins single-handed because of a lack of elbow room – and I can straight away feel this car is a big step forward. It's supersize everything – bigger engine, bigger tyres – and the driving experience is more rewarding for it.

This is much closer to a modern racing car, though the brakes don't feel amazing. Stopping at the end of the long straight takes longer than you expect. But the stiffness of the suspension and power of the engine are more modern – it keeps pulling. You can feel it's so much more solid,

## “THE WRECKAGE LAY IN STORAGE FOR 40 YEARS BEFORE UNDERGOING A PAINSTAKING SIX-YEAR REBUILD”

but you also feel it could bite you unexpectedly, both on power and under braking. You're flat-out through the esses, short-shifting through the five-speed Hewland gearbox, but you have to pay attention. There are a few warning signs that there's not endless grip to explore.

It's more balanced than the Formula 5000 cars I've driven in the past, which are probably the nearest reference I have, because the weight distribution is better, but there's a limit to what the treaded Dunlop tyres can do, despite their large contact patch. It's difficult during such a short run to know where the limit of the tyre is, which doesn't fill you with confidence on the brakes nor through the high-speed corners. It's quite stable most of the time at high speed, but the rear will let go if you are too greedy, and you find you need to use all the road.

This is the beginning of what I feel F1 should be. It's lazier and doesn't have huge grip compared to a modern single-seater, but it's not a million miles away. I imagine, once you get familiar with it, that you could have a lot of fun with this car. It'd be amazing to race at somewhere like Spa or Silverstone – and probably a bit frightening at somewhere like Monaco...

### FITTIPALDI'S LOST CAUSE FINALLY RETURNS

For many, the Lotus 72 is the quintessential definition of what a Formula 1 car should be – an aesthetically pleasing bridge between the cigar-tubes of the 1960s and the aerodynamic super-machines we see in F1 today. Of course, it was successful too, with drivers' titles for Jochen Rindt and Emerson Fittipaldi, and took the 1973 constructors' crown in the hands of Fittipaldi and Ronnie Peterson.

“The 72 is probably my favourite,” says Chapman Jr, “with Emerson and Ronnie, Dad throwing his cap in the air, and putting the win stickers on the rear wing. We used to print them before the race! And I got to know the drivers – Emerson once picked me up from school.”

With this car Lotus developed inboard brakes and sidepod-mounted radiators, allied to (initially troublesome) anti-dive and anti-squat suspension, as primitive aerodynamic understanding became slightly more refined. The 72 proved to be 12mph faster than the 49 using the same engine, thanks to its clever profiling.

“The sidepods gave the car less drag, and better airflow over to the rear wing,” explains Chapman Jr. “Torsion bar suspension, rising rate, minimum unsprung weight – it was all to do with making a qualifying tyre, or a soft tyre, last a race distance. We were gaining a significant chunk of time because we could run a softer tyre for much longer. It ran with the [pitch dive and control] suspension to begin with, but that didn't work so it was taken off. The 72 came alive at that point.”

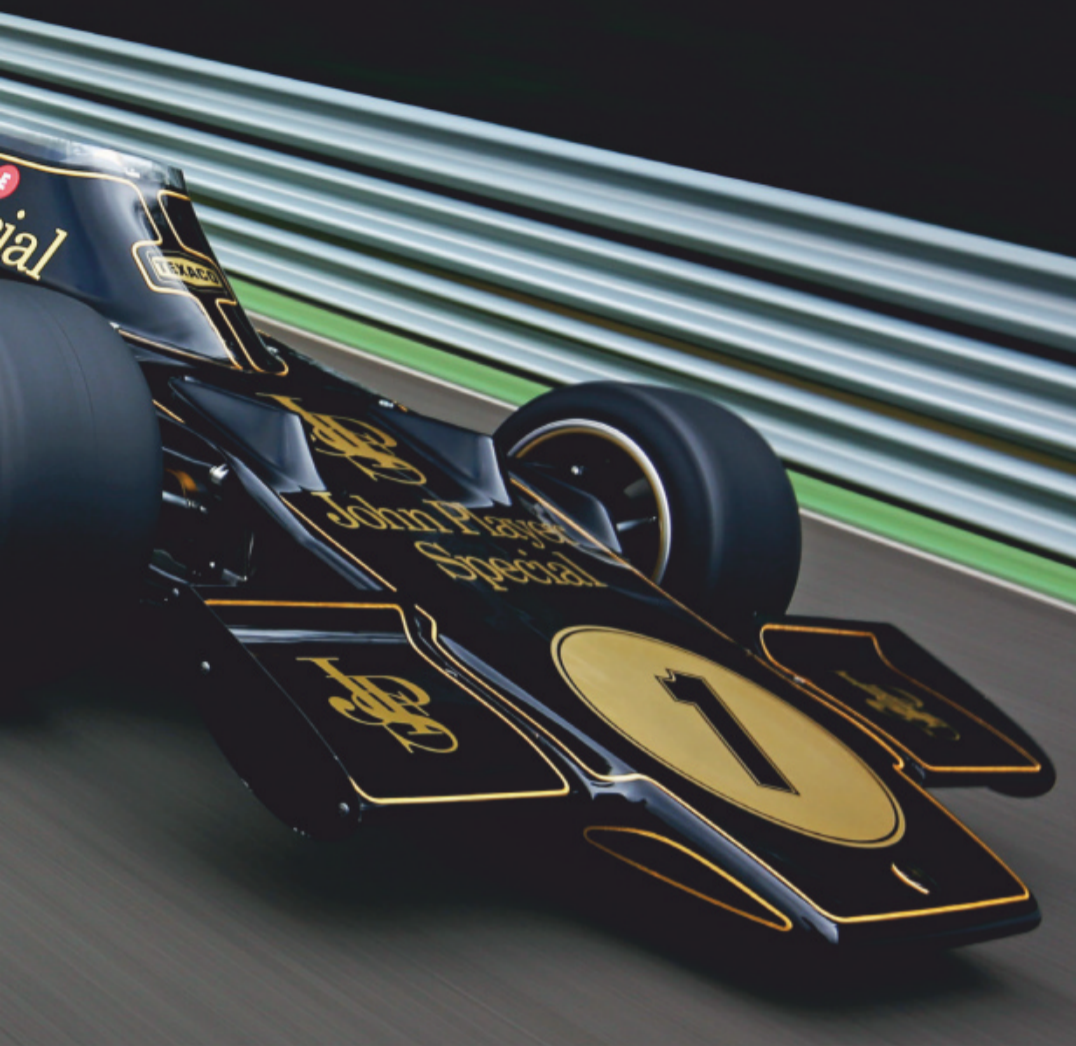
This particular 72, chassis 5, carried Fittipaldi to four grand prix victories – the 1970 US GP, the Austrian and Italian GPs of 1972 and Spain the following year – before he crashed it badly during practice



for the 1973 Dutch Grand Prix at Zandvoort. The wreckage lay in storage for 40 years, before undergoing a painstaking six-year rebuild that has only recently been completed before Autosport's scheduled outing. Remarkably, the final tally for all Lotus 72s was 20 wins in the world championship.

The car is in JPS livery, rather than Gold Leaf, as Chapman Jr explains: “Emerson started racing it in 1970 with Gold Leaf and then it went to JPS colours. This was exactly the spec when it was shunted. Unusually, the 79 is all sign written and painted, everything on it, whereas the 72 was a mixture of gold leaf pinstripe but the livery is actually vinyl. It's a bit odd, but that's how it was in period.”

Everything is so pristine on this lovingly restored masterpiece that I'm not even sure I should be allowed to sit in it, let alone drive it. The steering wheel has been signed by Emerson himself. He apparently sat in this car (before its restoration was completed) >>>



**LOTUS 72** Track test tech spec

Chassis no.	5
Engine	Three-litre Cosworth DFV V8
Power	440bhp @ 10,000rpm
Gearbox	Hewland five-speed
Weight	540kg
Tyres	Avon slicks
Seasons	1970-73
Key driver	Emerson Fittipaldi
Chassis GP wins	(4) 1970 US, 1972 Austrian, Italian, 1973 Spanish
Titles	1970 drivers' and constructors', 1972 drivers' and constructors', 1973 constructors'

Famous for... Inboard brakes, sidepod-mounted radiators



Anderson felt more at home in the 72 and wanted to press on

10 OTHER MILESTONE MACHINES



**McLAREN MP4/1**

John Barnard's first car for then-new McLaren boss Ron Dennis resurrected the ailing team's fortunes and set it on the path to success that would last more than a decade. The MP4/1 was the first car to use a monocoque completely made of carbonfibre composite. Light and stiff, it set a trend that became (and still is) standard motorsport practice. In 1980 McLaren had scored just 11 points and finished ninth in the constructors' table. It also hadn't won since 1977. With John Watson driving (and team-mate Andrea de Cesaris crashing), the MP4/1 scored 28 points, took sixth in the standings, and won the British GP. The car was updated and Niki Lauda joined the team for 1982. Watson and McLaren narrowly missed out on title success that year and Watson scored the car's final win at Long Beach in 1983. Barnard then designed the MP4/2, with Porsche power, for 1984, creating a line of cars that won 22 races and five titles.



**McLAREN MP4/4**

The machine that Autosport readers voted their favourite F1 car in an online poll in 2017 is one of the most iconic. The Gordon Murray/Steve Nichols 'lowline' MP4/4 made the most of the final year of the turbocharged regulations and steamrolled the opposition. With Honda's benchmark V6 engine proving more efficient than the rival Ferrari unit and more powerful than the normally aspirated opposition, Ayrton Senna and Alain Prost won 15 of the 16 races and each racked up more than twice the points of third-placed Gerhard Berger. Only the Italian GP at Monza, where Prost suffered engine issues and Senna clashed with Jean-Louis Schlesler's Williams, prevented a clean sweep. Given the change of rules, it's hard to suggest the MP4/4 significantly moved things on – and arguably Adrian Newey's March 881 was the more important car of 1988 – but as an example of the endless pursuit of perfection in F1 it has few peers. >>

while it was on display at a historic event.

It's not run much since the rebuild, so Chapman Jr gives me specific instructions to take it easy on this run: "You're clearly very capable, but perhaps start at 80% and build up. Any hint of a problem, or any concern at all, just come straight back in."

His words are ringing in my ears when I start my run and immediately smell something burning. I pull into the pits, but the team doesn't seem unduly concerned. Apparently, it's quite normal for the 72's inboard front brakes to overheat – so much so that seasoned historic F1 racer Katsu Kubota regularly reports his feet toasting when he races his example.

Once unleashed properly on the track, helped no doubt by the near-new Avon slicks fitted to this car, driving the 72 is an awesome experience. I feel even more confident in this car than I did in the 49B, which encourages me to press on and start leaning more on the car through the pit-straight esses in the closing laps. The only things

**“A CAR ARRIVES THAT DOESN'T JUST CHANGE THE WHOLE GAME, BUT EXISTS ON A DIFFERENT PLANE”**

holding us back are gear ratios that feel too short – meaning I have to back off on the back straight to keep under the 10,000rpm rev limit – and a strange sensation that those front brakes are remaining partly locked on as I try to bleed off the deceleration for the chicane.

As a result it doesn't feel like there is much more acceleration or pure power than the 49B – you're quickly through the gears and, even though the DFV is chucking out 440bhp, it feels like it's running out of puff – but there's more mechanical grip from those slick tyres. You can feel the step from the 49B. It's much more planted and doesn't feel like it's going to bite you. It's got that bit more poise and gives me the confidence to attack a lot more. It's hard not to push on and I reckon if I had more revs I could take the fast Windsock right-hander flat, or with a little lift.

I imagine, once you get familiar with it, you can really play with the car and dance it around. The closest comparisons I have are the Lola, Trojan and Chevron F5000s I've driven previously, but this car is much more agile. I just want to be let off the leash, but today is not the day for that – this car already went through enough in 1973. Now is not the time to channel my inner Ronnie Peterson.

**A CAR SO GOOD IT'S 'PAINTED TO THE ROAD'**

Every so often a car arrives in Formula 1 that doesn't just change the whole game, but exists on an entirely different plane to the opposition. The Ferrari F2004 (so good even its own engineers couldn't believe how quick it was when it broke cover), the McLaren MP4/4 (which should have won every single race in 1988), and the gizmo-laden Williams FW14B that finally made Nigel Mansell a champion. The Lotus 79 belongs in that category too.

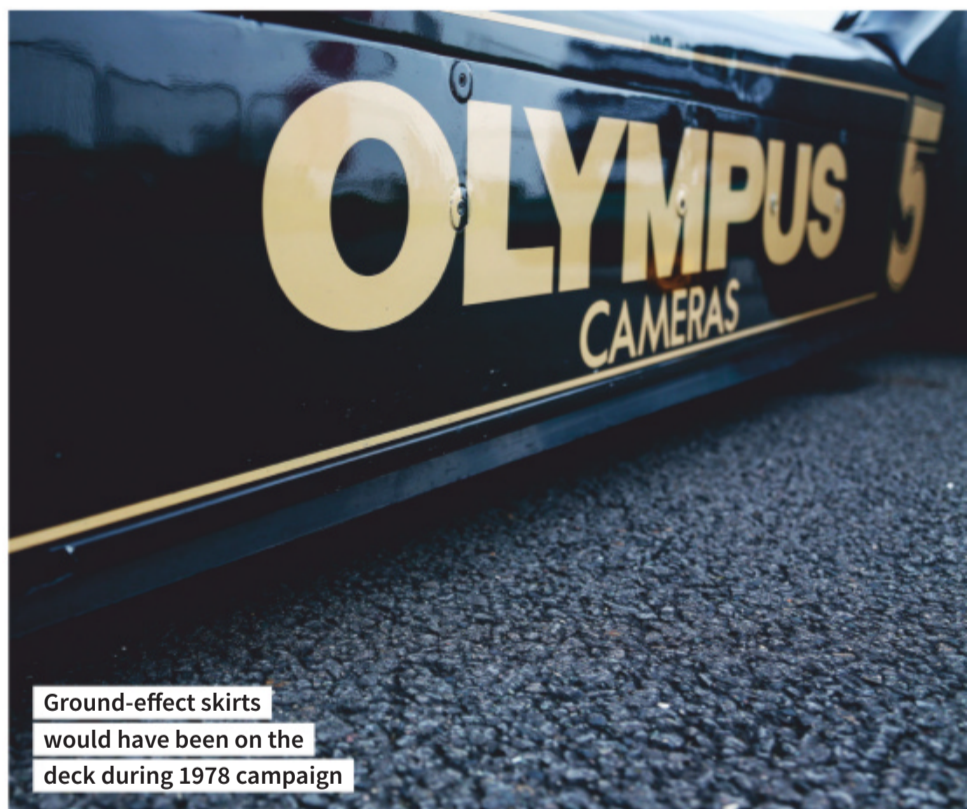
It was the first F1 car to fully integrate ground-effect, building on work pioneered on the Lotus 78. Downforce increased to such an extent that the chassis had to be strengthened to withstand the extra g-forces produced during winter testing. This set a trend over the next few seasons of F1 cars becoming more like space rockets. Speeds became insane, drivers began blacking out from the physical exertion, and rulemakers eventually stepped in to rein back aerodynamic progress on safety grounds.

Mario Andretti qualified eight tenths clear of the pack on the car's debut at the 1978 Belgian GP at Zolder, where Lotus scored a dominant 1-2 in the race. Revised rear bodywork allowed for a greater Venturi effect and meant Lotus could downsize the rear wing to produce less drag. Andretti and Peterson finished 1-2 in the championship, winning half of the remaining 10 races between them, scoring three further 1-2s, and earning Lotus its seventh (and last) constructors' title.

Classic Team Lotus planned for me to drive chassis 3 at this test, but my lanky frame would never fit, so Clive Chapman ordered a



**6**  
wins scored by  
the Lotus 79



Ground-effect skirts would have been on the deck during 1978 campaign

late switch to chassis 2, which had the honour of being driven to grand prix victories by both Andretti and his 'SuperSwede' team-mate.

"Chassis 2 was Mario's Belgian GP-winning car and it won first time out," says Clive. "Ronnie won in Austria, which was his last grand prix win, sadly. The 79 took ground-effect from the 78. The 78 actually won more races than the 79 did, but that was because it was split over two seasons. The 78 got quicker when we fitted a better skirt system – that was the key. Just as the 78 got significantly quicker, then the 79 arrived and we suddenly found ourselves two seconds up. We then knew what ground-effect was and built a car that really exploited it.

"Just as the DFV, which was ideal for ground-effect, was getting blown away by the 12-cylinder engines, suddenly a 12 was hopeless. The Y-shaped DFV was perfect for ground-effect so it gave the DFV a new lease of life. While I might say the 72 is the greatest car, the DFV is the greatest engine. I suppose Mercedes will try to claim that if it carries on. >>



**LOTUS 79** Track test tech spec

Chassis no.	2
Engine	Three-litre Cosworth DFV V8
Power	485bhp @ 10,600rpm
Gearbox	Hewland five-speed
Weight	580kg
Tyres	Avon slicks
Season	1978
Key drivers	Mario Andretti, Ronnie Peterson
Chassis GP wins	(2) 1978 Belgian, Austrian
Titles	1978 drivers' and constructors'
Famous for...	Last Lotus to win the world title, first F1 car to fully utilise ground-effect



Lotus 79 felt impressive despite lack of skirts

10 OTHER MILESTONE MACHINES



**WILLIAMS FW15C**

Traction control, active suspension and anti-lock brakes. In some respects, the 1993 Williams FW15C could be described as the most sophisticated F1 car ever – the driver-aid ‘gizmos’ were gone the following year. The 1992 FW14B had brought many of those toys to F1 and Nigel Mansell dominated. That car is probably more famous, but the FW15C moved things on and, unlike the FW14, was designed as an active car from the start. There were a few tweaks to the F1 rules for 1993, including narrower rear tyres, but the FW15C was almost as fast as its predecessor immediately and, by the end of the season, was recording quicker lap times. Although sometimes tricky to set up, the FW15C had an even bigger advantage over its rivals, at least at the start of the season, and a soon-to-retire Alain Prost wrapped up the title with two rounds to go. Ten wins and 15 poles from 16 races were the final tallies recorded by Prost and team-mate Damon Hill.



**FERRARI F2004**

The ultimate Michael Schumacher/Ross Brawn/Rory Byrne-era Ferrari. After four drivers' titles and five constructors' crowns, Ferrari produced the F2004, which was so quick in testing that the team doubted its numbers. It was a modern F1 car in that it represented incremental gains from a line of successful designs from an incredible group of people, and addressed the tyre usage problems suffered by its predecessor. Ferrari's relationship with Bridgestone was also key. Although it could be challenged in qualifying, the F2004's race pace was imperious. Schumacher took 13 wins from 18 races, with team-mate Rubens Barrichello scoring a brace, and there were eight 1-2s. The constructors' title was wrapped up with five races to go, and Schumacher secured his seventh drivers' crown at the next round. There were only two retirements, both due to collisions. And, 15 years later, the three-litre V10 machine still holds several lap records. >>



To find out which F1 car Autosport thinks is the greatest go to [autosport.com/podcast](https://www.autosport.com/podcast)

“For 1980 Dad went for the Lotus 80 and came out with more [pushing the limits of ground-effect]; at the same time Williams decided to build a better version of the 79. Because the 80 didn’t work, they stole a march.

“The 79 was fine so long as the skirts were in touch with the track. In period it had ceramic skirts, spring loaded into the track [the car now runs with a 40mm ground clearance for Historic F1 rules] so there’s no way the skirt seal could break. But with the 78 occasionally it *would* break. With the skirts working, so long as you stayed away from the kerbs and stayed on the track, and the skirts were making a seal, Mario said it was like the car was painted to the road.”

As I sit in the car before my run, I ponder what it must be like to be an F1 driver lucky enough to discover a car so good that it moves everything on to a completely different level – like Jenson Button must have felt when he drove the Brawn BGP 001 for the first time, or Lewis Hamilton when he learned how far the Mercedes W05 was ahead of the game in 2014.

I feel the late switch of chassis is to my benefit in more ways than a

**“THROUGH THE CORNERS IT’S EVEN MORE POISED THAN THE 72, AND MUCH STURDIER UNDER BRAKING”**

better fit. The 79 feels as though it is ‘race ready’, and for the first and only time all day I’m not required to deliberately lift off on the straights to protect the engine, which means I can build a proper rhythm of driving through the run. The ratios are right, I have an extra 40-odd horses to play with than I had in the 72, and the car honestly feels amazing to drive.

It doesn’t feel quite as strong down the straights as the 72, perhaps because it carries a bit more drag, but through the corners it’s even more poised, and it’s much sturdier under braking. The steering feels strangely light, almost broken, when you first leave the pits at low speed, but you feel it get much heavier as you press on and load the car up. The rideheight restrictions mean we’re never going to get into the silly realms of ground-effect, but you can still feel this car offers amazing grip – even at low speed. It turns, it goes, it really is a superb piece of kit considering it’s 40 years old.

When I pull back into the pits for the final time I find I need a moment to close my eyes, take it all in and savour the sensations. I’ve driven plenty of historic racing cars before, but nothing quite as significant as all these. Picking a favourite after such an unbelievably privileged experience is extremely difficult, but I’d have to go with the 79: beautiful styling, incredible engineering and amazing performance. It’s simply everything Formula 1 should be. But that should take nothing away from the others. Every one of these cars is special in its own right – four iconic designs that really did change F1, and left a lasting legacy. That’s something for F1 to be truly proud of as it celebrates 1000 races. 🏁

**OUR THANKS TO JOHN BOWERS, CLIVE CHAPMAN, CLASSIC TEAM LOTUS AND LOTUS CARS**



**RED BULL RB7**

The RB9, the last in the line of Adrian Newey’s pre-hybrid-era Red Bulls, very nearly made this list instead – it did score one more win – but the RB7’s advantage was arguably even bigger. It was only beaten to pole position once in 19 races and was also the ultimate expression of the exhaust-blown diffuser concept before more rules restrictions arrived. With the specifications of the engines largely frozen, there was an emphasis on downforce and using the new Pirelli tyres effectively, and the Red Bull was king. The 2010 title fight had been a close one, but reigning champion Sebastian Vettel mastered the art of maximising the blown diffuser to take 11 victories in 2011 – team-mate Mark Webber took one – and the German beat McLaren’s Jenson Button by a massive 122 points in the drivers’ championship. The only non-Red Bull drivers to win that season were Button, Fernando Alonso and Lewis Hamilton.



**MERCEDES F1 W05 HYBRID**

It may not have been the most popular rules move, but the switch to 1.6-litre turbocharged hybrid powerplants brought a new level of sophistication to F1 engines and Mercedes stole a big march on the rest of the field. For the first time in many years, aerodynamics – though still key – were not the crucial factor. Under engineering director Aldo Costa and executive technical director Paddy Lowe, Mercedes took 18 poles from 19 races, underlining that the W05 was not *just* about having the best engine. Lewis Hamilton (11) and Nico Rosberg (five) scored 16 wins, with one of the defeats the result of the pair clashing at Spa, and the combined points tallies of Red Bull and Williams only just surpassed the Mercedes mark. The advantage Mercedes built in 2014 helped it to dominate for the following two seasons and it has yet to lose a title under F1’s current engine regulations, despite the growing threat from Ferrari.



# THE PATH TO 1000

*We take a look at some snapshots of Formula 1 on its way to the 1000th world championship race*

KEVIN TURNER

PHOTOGRAPHY  motorsport IMAGES



## 1961 GERMAN GP

**Starters** 26

**Finishers** 16

**Winner** Stirling Moss (Lotus 18/21)

**Winning margin** 21.4s

## 100TH RACE

Formula 1 had just entered its 1.5-litre era when the Nürburgring hosted the 100th world championship race. Ferrari had produced the V6 'Sharknose' 156 – its first rear-engined F1 car – and dominated the season.

By the German Grand Prix in August, the Italian team had only lost one of the five rounds, Stirling Moss's virtuosity denying the red cars in Monaco. Wolfgang von Trips, Phil Hill and Richie Ginther were 1-2-3 for Ferrari in the drivers' table and seemed unbeatable.

In damp conditions at the Nürburgring Moss used Dunlop's new 'wet' tyre to build an early lead. Von Trips closed as the track dried, but a late shower allowed Moss to escape to take his final world championship GP victory.

Hill would clinch the title next time out, but in tragic circumstances. Von Trips crashed and was killed in the Italian GP, along with 15 spectators, and Ferrari skipped the Watkins Glen finale. By the time F1 reconvened for 1962 the British teams had solved their power problems and overtaken Ferrari.

## 1971 MONACO GP

**Starters** 18

**Finishers** 10

**Winner** Jackie Stewart (Tyrrell 003)

**Winning margin** 25.6s

## 200TH RACE

The three-litre F1 regulations were into their sixth season as Monaco staged the 200th championship race. After Moss's Goodwood accident in 1962, Jim Clark had become the sport's benchmark, a mantle then taken by Jackie Stewart following Clark's death in 1968.

Stewart arrived in Monaco for round three already leading the standings with the Derek Gardner-designed Tyrrell 003. He was on sparkling form, taking pole by over a second and leading throughout. And that was despite running with no rear brakes for the 80 laps.

The main interest was provided by Ronnie Peterson, the works March driver in his first full season of F1. Peterson started eighth, but put on a charge to second that included a fierce battle with Pedro Rodriguez. He also caught and passed Jacky Ickx and Jo Siffert to take his first F1 podium on his 12th start.

Stewart would go on to secure his second world title in 1971, but Peterson was runner-up, having underlined his status as a rising star...



Rising talent Peterson scored a fine second in the 1971 Monaco GP



Last-gasp victory fell to Peterson's Lotus at Kyalami



Lauda took a crucial win at the 1984 Austrian GP

### 1978 SOUTH AFRICAN GP

**Starters** 26

**Finishers** 12

**Winner** Ronnie Peterson (Lotus 78)

**Winning margin** 0.466s

### 300TH RACE

...And Peterson again featured strongly when the 300th event took place at Kyalami, the third round of the 1978 season.

Stewart had retired at the end of 1973, leaving a vacuum at the top of F1 that Niki Lauda partially filled with world titles for Ferrari in 1975 and 1977.

As if to typify the period, several drivers could have won in South Africa. Mario Andretti's Lotus led initially before falling back with tyre issues. The Wolf of Jody Scheckter took over, only to fall prey to the Arrows of Riccardo Patrese, who looked set to win until his Cosworth DFV engine blew.

Patrick Depailler hit the front, but Peterson closed on the ailing Tyrrell, which spluttered briefly on the final lap, allowing the Lotus to attack. They banged wheels, Peterson winning the dash to the flag by half a second.

The ground-effect Lotus 79 arrived for round six and Andretti stormed to the title, but Peterson's shock death after an accident in the Italian GP meant there was little joy at Lotus as the year ended.

### 1984 AUSTRIAN GP

**Starters** 26

**Finishers** 12

**Winner** Niki Lauda (McLaren MP4/2)

**Winning margin** 23.525s

### 400TH RACE

Turbocharging finally ended the domination of Cosworth's DFV in the early 1980s, and 1984 was the first season in which no normally aspirated engine won a race. McLaren duo Alain Prost and Lauda arrived at the Osterreichring for round 12 locked in battle for the world championship with their TAG (Porsche)-powered MP4/2s.

After an aborted first start, the Brabham of reigning world champion and poleman Nelson Piquet led the field. Prost chased, despite gearbox problems hampering his challenge, while Lauda worked his way back to third after a poor getaway.

Prost then slid off on oil, leaving Lauda to close on Piquet. Amid traffic, Piquet made a small error and Lauda went through to take victory, despite having to nurse his own gearbox issue near the end.

The result put Lauda into the lead of the title race, a position he held – just – to the end of the 16-race campaign, beating Prost by half a point. >>

## F1 1000 RACES MILESTONES

### 1990 AUSTRALIAN GP

**Starters** 26

**Finishers** 13

**Winner** Nelson Piquet (Benetton B190)

**Winning margin** 3.129s

### 500TH RACE

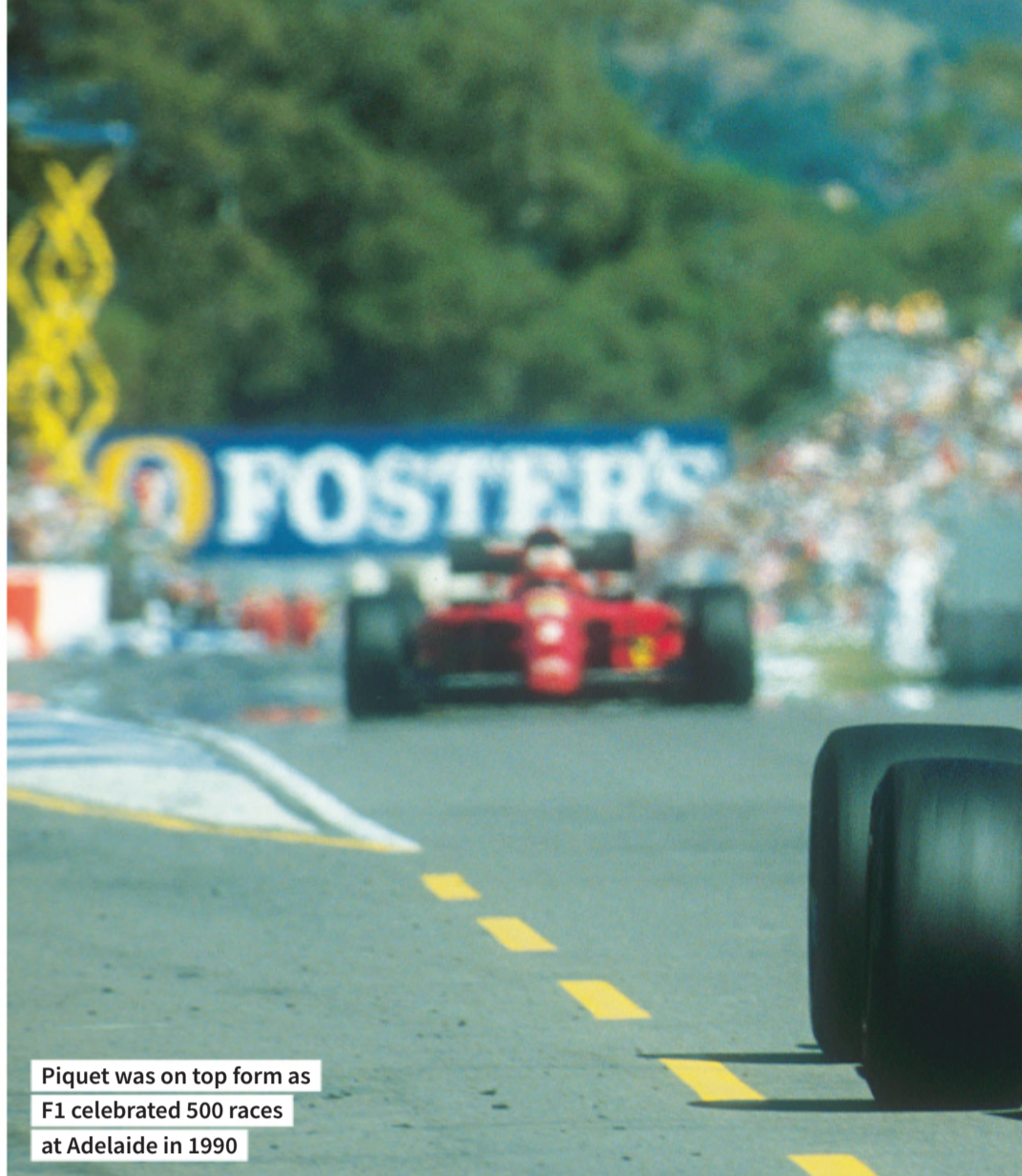
Lauda was retired and the turbos had gone by 1990. McLaren and Ferrari led the way in the early days of the 3.5-litre era, but both titles had been decided before the 500th world championship race was celebrated in Adelaide – Ayrton Senna's deliberate removal of Prost from the Japanese GP had provided an unsatisfactory conclusion to such a fine title tussle.

Piquet and Benetton won that race at Suzuka, and in Australia they did it again, this time following a harder-fought contest.

Poleman Senna led from the start, while Piquet jumped from seventh to fifth. The Benetton then picked off Prost and Gerhard Berger's McLaren, and rose to second when Nigel Mansell went off, then pitted for tyres in his Ferrari.

When Senna crashed while grappling with gearbox problems, Piquet took the lead. He came under pressure from a charging Mansell in the closing laps, but managed to survive a late lunge from the Ferrari to win.

Despite two consecutive victories, Benetton's time had not yet come, but its finest days would be over by the time F1 reached its '600' landmark.



Piquet was on top form as F1 celebrated 500 races at Adelaide in 1990



Villeneuve held off Irvine to win the 600th race

### 1997 ARGENTINIAN GP

**Starters** 22

**Finishers** 10

**Winner** Jacques Villeneuve (Williams FW19)

**Winning margin** 0.979s

### 600TH RACE

Much had changed since 1990. Senna's death at Imola in 1994 sparked a raft of rule changes, engines had been reduced to three litres, and Michael Schumacher was now the benchmark driver.

After two titles with Benetton, the German joined Ferrari, which had been underperforming for most of the decade. It was a coming force, but in 1997 Williams still had the fastest car.

In Buenos Aires for round three Jacques Villeneuve led a Williams 1-2 in qualifying and Schumacher made a mistake at the first corner, forcing him out. Ferrari team-mate Eddie Irvine rose to the occasion, taking the fight to Villeneuve and finishing in his wheeltracks.

Villeneuve would clinch the title in the season finale following a controversial clash with Schumacher but, at the time of writing, it was Williams's last championship success. The coming years would be dominated by McLaren and Ferrari.



Jordan EJ13 caught fire after it won a dramatic Brazilian GP in 2003

### 2003 BRAZILIAN GP

**Starters** 20

**Finishers** 10

**Winner** Giancarlo Fisichella (Jordan EJ13)

**Winning margin** 0.945s

### 700TH RACE

By 2002, F1 was mainly about Ferrari and Schumacher. The Italian team won all but two races that season, but 2003 would prove to be a tougher test. McLaren won the first two races, and then came the chaos at Interlagos in round three.

Heavy rain caused a safety car start and many drivers went off once things got going, including Schumacher. An early stop helped Giancarlo Fisichella, who had started eighth in the poor Jordan EJ13, gain track position. Rubens Barrichello's Ferrari ran out of fuel and, when Kimi Raikkonen made a small error, Fisichella grabbed the lead.

Mark Webber's crash – and Fernando Alonso's subsequent shunt into some of the wreckage – then brought the race to a premature end. Although Raikkonen was initially declared the winner on countback, it was later confirmed that Fisichella had won. It was his first F1 victory.

Raikkonen would lose the title to Schumacher by just two points.



## 1000TH RACE

### NEXT WEEK

#### CHINESE GP REPORT 18 APRIL ISSUE

Read our report and analysis of the 1000th race, the Chinese GP, in our next issue



Alonso's 2008 Singapore success proved to be controversial

#### 2008 SINGAPORE GP

**Starters** 20

**Finishers** 15

**Winner** Fernando Alonso (Renault R28)

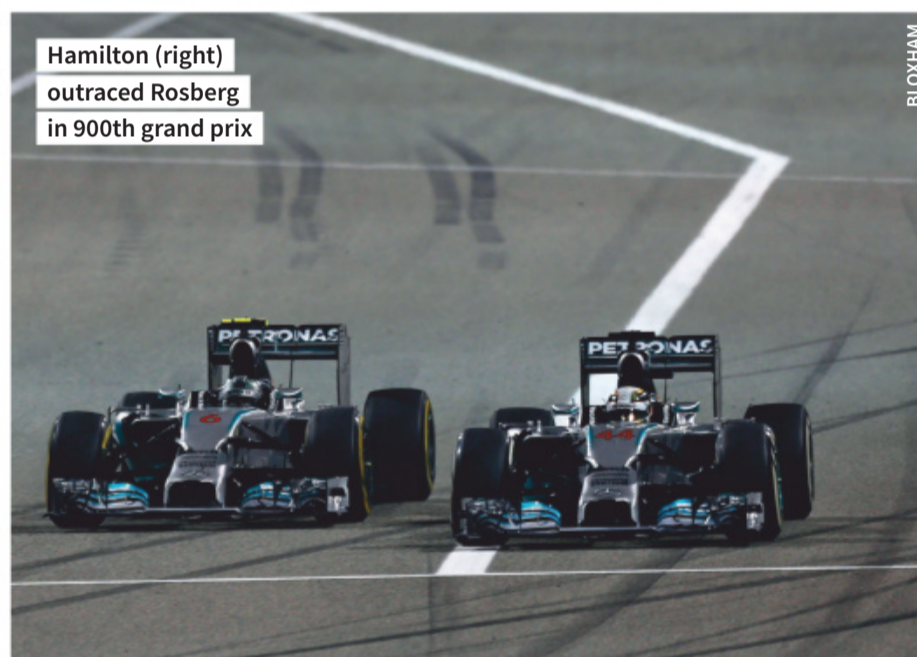
**Winning margin** 2.957s

### 800TH RACE

The 800th race was not one of F1's finest moments. The 2008 season was an engaging one as Lewis Hamilton and Felipe Massa put on a battle for the crown that lasted all the way to the final corner, but Singapore provided a controversial subplot.

Alonso – the man who had ended Schumacher's run of titles and returned to Renault after an explosive season at McLaren – seemed to benefit from a risky strategy gamble to take victory. But it later became apparent that team-mate Nelson Piquet Jr's crash, which brought out the safety car at a time crucial for Alonso's success, was deliberate and key Renault figures were punished. It was unfortunate because the entertaining event – F1's first night race – was otherwise considered a success.

Significant technical rule changes for the following season, ridding the cars of some of their aerodynamic appendages, set the scene for Red Bull and Sebastian Vettel domination.



Hamilton (right) outraced Rosberg in 900th grand prix

BLOXHAM

#### 2014 BAHRAIN GP

**Starters** 22

**Finishers** 17

**Winner** Lewis Hamilton (Mercedes F1 W05 Hybrid)

**Winning margin** 1.085s

### 900TH RACE

F1 began a new era in 2014 with the turbo hybrid engine regulations, ending Red Bull's hegemony and putting Mercedes in charge. The next three titles would be fought out between Hamilton and Nico Rosberg, and the Sakhir event was no exception.

Thanks to a retirement in Australia, Hamilton arrived at round three 18 points behind his team-mate and Rosberg took pole. Hamilton grabbed the lead at the first corner, but Rosberg had the greater race pace.

Once their different tyre strategies unwound, Hamilton had to defend for the final 11 laps of the 57-lapper. The Silver Arrows went wheel to wheel and Hamilton came out on top, setting up a dynamic that would remain over the next three seasons.

Hamilton would go on to win the 2014 and 2015 titles before Rosberg became 2016 champion, as Ferrari and Red Bull failed to put together sustained challenges until new aero rules arrived in 2017. ❁



# RECORDS

The key statistics – and some fun ones – from the first 999 races

KEVIN TURNER



## ALL WINNERS

### DRIVERS

107 winners

1 Michael Schumacher	91
2 Lewis Hamilton	74
3 Sebastian Vettel	52
4 Alain Prost	51
5 Ayrton Senna	41
6 Fernando Alonso	32
7 Nigel Mansell	31
8 Jackie Stewart	27
=9 Jim Clark	25
=9 Niki Lauda	25
11 Juan Manuel Fangio	24
=12 Nelson Piquet	23
=12 Nico Rosberg	23
14 Damon Hill	22
15 Kimi Raikkonen	21
16 Mika Hakkinen	20
17 Stirling Moss	16
18 Jenson Button	15
=19 Jack Brabham	14
=19 Emerson Fittipaldi	14
=19 Graham Hill	14
=22 Alberto Ascari	13
=22 David Coulthard	13
=24 Mario Andretti	12
=24 Alan Jones	12
=24 Carlos Reutemann	12
=27 Rubens Barrichello	11
=27 Felipe Massa	11
=27 Jacques Villeneuve	11
=30 Gerhard Berger	10
=30 James Hunt	10
=30 Ronnie Peterson	10
=30 Jody Scheckter	10
34 Mark Webber	9
=35 Denny Hulme	8
=35 Jacky Ickx	8
=37 Rene Arnoux	7
=37 Juan Pablo Montoya	7
=37 Daniel Ricciardo	7
=40 Tony Brooks	6
=40 Jacques Laffite	6
=40 Riccardo Patrese	6
=40 Jochen Rindt	6
=40 Ralf Schumacher	6
=40 John Surtees	6
=40 Gilles Villeneuve	6
=47 Michele Alboreto	5
=47 Giuseppe Farina	5
=47 Clay Regazzoni	5
=47 Keke Rosberg	5
=47 Max Verstappen	5
=47 John Watson	5
=53 Valtteri Bottas	4
=53 Dan Gurney	4
=53 Eddie Irvine	4
=53 Bruce McLaren	4
=57 Thierry Boutsen	3
=57 Peter Collins	3
=57 Giancarlo Fisichella	3
=57 Heinz-Harald Frentzen	3
=57 Mike Hawthorn	3
=57 Johnny Herbert	3
=57 Phil Hill	3
=57 Didier Pironi	3
=65 Elio de Angelis	2
=65 Patrick Depailler	2
=65 Froilan Gonzalez	2
=65 Jean-Pierre Jabouille	2
=65 Peter Revson	2
=65 Pedro Rodriguez	2
=65 Jo Siffert	2
=65 Patrick Tambay	2
=65 Maurice Trintignant	2
=65 Wolfgang von Trips	2
=65 Bill Vukovich	2
=76 Jean Alesi	1
=76 Giancarlo Baghetti	1
=76 Lorenzo Bandini	1
=76 Jean-Pierre Beltoise	1
=76 Jo Bonnier	1
=76 Vittorio Brambilla	1
=76 Jimmy Bryan	1
=76 Francois Cevert	1
=76 Luigi Fagioli	1
=76 Pat Flaherty	1
=76 Peter Gethin	1
=76 Richie Ginther	1
=76 Sam Hanks	1
=76 Innes Ireland	1
=76 Heikki Kovalainen	1
=76 Robert Kubica	1
=76 Pastor Maldonado	1
=76 Jochen Mass	1
=76 Luigi Musso	1
=76 Alessandro Nannini	1
=76 Gunnar Nilsson	1
=76 Carlos Pace	1
=76 Olivier Panis	1
=76 Johnnie Parsons	1
=76 Jim Rathmann	1
=76 Troy Ruttman	1
=76 Ludovico Scarfiotti	1
=76 Bob Sweikert	1
=76 Piero Taruffi	1
=76 Jarno Trulli	1
=76 Lee Wallard	1
=76 Rodger Ward	1
=26 Hesketh	1
=26 Kuzma	1
=26 Penske	1
=26 Porsche	1
=26 Shadow	1
=26 Stewart	1
=26 Toro Rosso	1

### TYRES

8 winners

1 Goodyear	368
2 Pirelli	204
3 Bridgestone	175
4 Michelin	102
5 Dunlop	83
6 Firestone	49
7 Continental	10
8 Englebert	8

### CAR MAKES

34 winners

1 Ferrari	235
2 McLaren	182
3 Williams	114
4 Mercedes	89
5 Lotus	81
6 Red Bull	59
=7 Brabham	35
=7 Renault	35
9 Benetton	27
10 Tyrrell	23
11 BRM	17
12 Cooper	16
13 Alfa Romeo	10
=14 Ligier	9
=14 Maserati	9
=14 Matra	9
=14 Vanwall	9
18 Brawn	8
19 Kurtis Kraft	5
20 Jordan	4
=21 Honda	3
=21 March	3
=21 Watson	3
=21 Wolf	3
25 Salih	2
=26 BMW Sauber	1
=26 Eagle	1

### ENGINE MAKES

Top 5

1 Ferrari	236
2 Renault	177
3 Ford	176
4 Mercedes	175
5 Honda	72

## POLES

### TOP 20 DRIVERS

1 Lewis Hamilton	84
2 Michael Schumacher	68
3 Ayrton Senna	65
4 Sebastian Vettel	55
=5 Jim Clark	33
=5 Alain Prost	33
7 Nigel Mansell	32
8 Nico Rosberg	30
9 Juan Manuel Fangio	29
10 Mika Hakkinen	26
=11 Niki Lauda	24
=11 Nelson Piquet	24
13 Fernando Alonso	22
14 Damon Hill	20
=15 Mario Andretti	18
=15 Rene Arnoux	18
=15 Kimi Raikkonen	18

Michael Schumacher still  
tops the wins, podiums  
and fastest laps lists



18	Jackie Stewart	17
=19	Felipe Massa	16
=19	Stirling Moss	16

#### TOP 10 CAR MAKES

1	Ferrari	220
2	McLaren	155
3	Williams	128
4	Lotus	107
5	Mercedes	102
6	Red Bull	60
7	Renault	51
8	Brabham	39
9	Benetton	15
10	Tyrrell	14

#### FASTEST LAPS

##### TOP 20 DRIVERS

1	Michael Schumacher	77
2	Kimi Raikkonen	46
=3	Lewis Hamilton	41
=3	Alain Prost	41
5	Sebastian Vettel	36
6	Nigel Mansell	30
7	Jim Clark	28
8	Mika Hakkinen	25
9	Niki Lauda	24
=10	Fernando Alonso	23
=10	Juan Manuel Fangio	23
=10	Nelson Piquet	23
13	Gerhard Berger	21
14	Nico Rosberg	20
=15	Damon Hill	19
=15	Stirling Moss	19
=15	Ayrton Senna	19
=15	Mark Webber	19
19	David Coulthard	18
20	Rubens Barrichello	17

#### TOP 10 CAR MAKES

1	Ferrari	249
2	McLaren	154
3	Williams	133
4	Lotus	76
5	Mercedes	67
6	Red Bull	60

7	Brabham	41
8	Benetton	36
9	Renault	31
10	Tyrrell	20

#### PODIUMS

##### TOP 20 DRIVERS

1	Michael Schumacher	155
2	Lewis Hamilton	136
3	Sebastian Vettel	111
4	Alain Prost	106
5	Kimi Raikkonen	103
6	Fernando Alonso	97
7	Ayrton Senna	80
8	Rubens Barrichello	68
9	David Coulthard	62
10	Nelson Piquet	60
11	Nigel Mansell	59
12	Nico Rosberg	57
13	Niki Lauda	54
14	Mika Hakkinen	51
15	Jenson Button	50
16	Gerhard Berger	48
17	Carlos Reutemann	45
18	Jackie Stewart	43
=19	Damon Hill	42
=19	Mark Webber	42

##### OLDEST PODIUM

Average age

1950 Swiss GP	46 years, 274 days
Giuseppe Farina	
Luigi Fagioli	
Louis Rosier	

##### YOUNGEST PODIUM

Average age

2008 Italian GP	23 years, 356 days
Sebastian Vettel	
Heikki Kovalainen	
Robert Kubica	

#### DRIVER WITH MOST...

2nds	Michael Schumacher	43
3rds	Kimi Raikkonen	45

4ths	Sebastian Vettel	31
5ths	Jenson Button	27
6ths	Felipe Massa	27
7ths	Fernando Alonso	19
	Sergio Perez	19
8ths	Jenson Button	20
9ths	Felipe Massa	26
10ths	Rubens Barrichello	20

#### DRIVER WHO HAS LED THE MOST LAPS

Michael Schumacher	5111
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#### SLOWEST RACE

2011 Canadian GP	46.52mph
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#### FASTEST RACE

2003 Italian GP	153.84mph
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#### FINISHES

##### 5 CLOSEST

1	1971 Italian GP	0.01s
	Peter Gethin	
	Ronnie Peterson	
2	2002 United States GP	0.011s
	Rubens Barrichello	
	Michael Schumacher	
3	1986 Spanish GP	0.014s
	Ayrton Senna	
	Nigel Mansell	
4	1982 Austrian GP	0.050s
	Elio de Angelis	
	Keke Rosberg	
5	1969 Italian GP	0.08s
	Jackie Stewart	
	Jochen Rindt	

##### 5 BIGGEST WINNING MARGINS

Sorted by descending fastest lap for same-laps margin

1	1969 Spanish GP	2 laps
	Jackie Stewart	
	Bruce McLaren	

2	1995 Australian GP	2 laps
	Damon Hill	
	Olivier Panis	
3	1962 French GP	1 lap
	Dan Gurney	
	Tony Maggs	
4	1959 Portuguese GP	1 lap
	Stirling Moss	
	Masten Gregory	
5	1954 Italian GP	1 lap
	Juan Manuel Fangio	
	Mike Hawthorn	

#### RACES IN WHICH ALL STARTERS FINISHED

1961 Dutch GP	15
2005 Italian GP	20
2011 European GP	24
2016 Chinese GP	22
2016 Japanese GP	22

#### LOWEST NUMBER OF CLASSIFIED FINISHERS

1966 Monaco GP	4
1969 German GP	4
1996 Monaco GP	4

#### CIRCUITS

##### LONGEST

Pescara	15.89 miles
Circuit last used in 1957	

##### SHORTEST

Monte Carlo	1.95 miles
Layout last used in 1972	

##### TOP 5 MOST USED

1	Monza	68
2	Monte Carlo	65
3	Silverstone	52
4	Spa	51
5	Nurburgring	40

# RACE CENTRE

BTCC BRANDS HATCH • INDYCAR BARBER • GOODWOOD MEMBERS' MEETING • WORLD OF SPORT



# Cook on top but rain hides the threats

*Slippery conditions mean the BTCC points table only tells half the story after round one, as the title race is still set to be duked out by the regular names*

MATT KEW

PHOTOGRAPHY JEP  motorsport  
IMAGES



Qualifying for the first round of the British Touring Car Championship was a disappointment, even though it certainly delivered in terms of headlines. Namely, 2017 champion Ashley Sutton lining up on pole alongside his former BMR Racing stablemate Jason Plato as the 2001 and 2010 title winner signalled a return to form.

But because it was the season opener, it meant no one was laden with success ballast and so it should have been a clear opportunity to see the true competitive order of the grid. A greasy Brands Hatch Indy circuit put paid to that, forcing drivers onto rain tyres and disguising which teams had truly come out of the blocks fastest.

The slippery conditions lingered throughout all three races, and the choice of rubber remained critical. Race-one winner Josh Cook gambled – unlike the nine cars ahead of him on the grid – to stick with slicks. His rise through the order, combined with a seventh and a fourth, resulted in him emerging as the points leader over Tom Chilton.

But, in truth, it's the usual suspects of WSR and Team Dynamics that look set to continue as the class of the field.

Andrew Jordan claimed a little piece of history, netting the first win for the new BMW 330i M Sport in the second encounter. His hard-compound tyres came good and he proved unstoppable by mid-distance, passing Sutton for the most commanding win of the weekend – romping home 9.7 seconds clear of the Subaru Levorg GT. But 15th in the opener and 24th in race three means the 2013 champion sits down in eighth in the standings, with team-mates Colin Turkington – aiming to repeat his 2018 crown – and new signing Tom Oliphant only 13th and 14th respectively.

So why is there plenty of optimism emanating from the WSR camp? First, the 3 Series laid down solid foundations upon the model's return to the series. Second, the low-grip surface provided a weekend-long joker that's unlikely to persist over the next nine rounds.



“The performance on the softs was a bit of a struggle,” said Jordan. “They were good for the first 10 laps or so, and then they went away fairly quickly. But today has been exceptionally cold all day, and we know that’s not the ideal situation for the softer tyres as you will end up with cold graining, which is what we got. In a way, what happened to us this weekend could have been unique given the temperatures.”

The weather made for a one-off set of circumstances, so any picture painted by the current championship table masks the potential to be unlocked from WSR's new

set of wheels. But the clues are there that the regular protagonists will come good. Chief among them is that the three factory BMW drivers topped the weekend's fastest-lap charts – Jordan was quickest overall, ahead of Turkington and Oliphant.

And 2018 title winner Turkington's warning shot to the rest of the grid came despite persistent troubles with the chassis balance that meant he couldn't make the most of his third place in qualifying. “Right from the first test, I've struggled a bit more than the others with the front axle,” said the triple champion. “It's not working for my driving style like it is for the others. Sometimes when you build a new car it's just magic for you out of the box and I think that's the way it's been for Tom and for Andy, but not me.

“It's tiny margins we're looking for. I had the fastest lap [in race three] so it's not like we're going slowly. I can't drive my natural style at the moment to get the best out of the car. But I think once I get the car in the window for me, then I'll feel that we have a lot more pace and can attack. If the weather hadn't have thrown a dummy, then the picture would have looked a lot different.”

There's plenty more in the tank, and the same is true of Team Dynamics.

Following a five-second post-race penalty for Chilton's contact with Matt Neal, Rory





**“What happened to us at the weekend could’ve been unique”**

Butcher claimed his first BTCC victory in race three. That, combined with Cook’s success, meant ex-Dynamics Honda Civic Type Rs won two of the three bouts.

Although the factory team missed out on a podium all weekend and Neal sits ninth and team-mate Dan Cammish a lowly 18th in the drivers’ table, it was again the unusual conditions that hid their potential.

Neal attributed the results to “rotten luck all weekend”. That was clear in race three, which he had led before the consequences of knocks from Chilton and Stephen Jelley come to light. On the final lap, the bump on the apex at Paddock Hill Bend caused his left-rear suspension to give up and he tumbled from second to eighth. But bagging the early points will come good at the end of the year and so he dragged his Civic, billowing smoke, to the chequered flag before it caught fire in the pitlane.

“The first race we used the wet tyres on a drying track, and we got stuck in traffic in the second race,” said Neal. “But, despite what happened in the third race, I am optimistic. We don’t have the results, but I’m most pleased about the performance we were able to show on the softer tyres.

“That’s going to stand us in good stead because other people couldn’t get them to work. It’s not a weekend where we are going away scratching our heads about where the >>

## JELLEY RECOVERS WELL FROM WOBBLE

At the close of play on Saturday, the chances of Stephen Jelley departing Brands Hatch third in the points looked remote. Granted, he’d set the ninth fastest time in qualifying, but he was relegated to the back of the grid for failing a rideheight test. A trip off-road bent a bracket, twisted the exhaust and it dropped.

But two incisive strategy calls from the BMW 125i M Sport driver helped salvage a potential disaster. After the drama of race two at the Kent track last season, where drying conditions allowed slick runners to make incredible progress through the pack, it was odd that the top nine on the grid didn’t learn the error of their ways.

They all plumped for wet tyres and overheated their rubber, dropping down the order as the race went on.

“I was just surprised at how many put the wets on,” said Jelley. “We chose wrong last year, but there have been a couple of times when it’s been like that and I’ve not chosen slicks and have felt like an idiot. So I’ve said to myself if it’s ever half and half, it’s slicks.”

Superior grip meant Jelley climbed to seventh before he went one better in race two. He did get his fair share of luck, drawing sixth in the partially reversed grid for the final encounter, but he made the most of it.

On the green-flag lap he lit up his rears out of his box, leaving a cloud of smoke in his wake. “In sixth on the grid, there’s a slight crest so you’re facing downhill,” he explained. “I knew if I got



In race three, Jelley scored his team’s first ever BTCC podium

really good heat in the rears I could use that hill and the wheelspin would be minimised. It worked a treat.”

Jelley shot round the outside into Paddock Hill Bend, emerging in the lead come Druids.

Tyre wear allowed Matt Neal and Tom Chilton to get by, but contact between the leaders knocked Neal’s suspension out of joint.

Jelley and Neal then clashed at Clearways, but Jelley hung back to avoid the wrath of the stewards, meaning Rory Butcher squeezed by. Nevertheless, Neal’s suspension failure on the last lap returned Jelley to the podium and netted Team Parking Racing its first BTCC top-three finish.



The 1 Series may have been superseded, but it’s still a BTCC race leader



Chilton's and Neal's contact in lead battle took a dramatic toll

pace went; we are looking at the positives.”

As WSR and reigning independents' champion Speedworks bed in new cars, Dynamics has had a year to unlock the best from the FK8 Type R. Likewise, Cammish now has a full season under his belt to have adjusted to the BTCC. So there's good reason why 2018 runner-up Ingram shortlisted Cammish as a title favourite.

By contrast to the big hitters, Trade Price Cars Racing enjoyed high-profile success thanks to the returning Jake Hill. Having sat out the end of last season when his deal with Team Hard came to a premature end, he was back to extract the very most from a developed Audi S3.

With the drying race one being a virtual carbon copy of the second 2018 fixture at Brands, it perhaps shouldn't have been a surprise that Hill used his experience to replicate another second place – all the way from 15th on the grid. He backed that up with fourth in race two, although retired from the finale – contact with

Sutton preceded a spin at Graham Hill Bend, after which he would play no further part.

His team-mate, Formula 1 podium finisher and 1992 Le Mans winner Mark Blundell, said all the right things ahead of his maiden series outing. He had no expectations, the pressure was off – this BTCC campaign was simply an itch that he wanted to scratch. A high point was running up in 11th during the turbulent opener before a late, light dash of rain meant the slick-shod S3 dropped back to 14th at the line. A 27th and a 19th completed a harsh introduction to the championship.

Plato, meanwhile, fell foul of the new 2019 rules before the first race had even begun. After switching to Power Maxed Racing following a tricky time at BMR, Plato showed pace that hadn't come to light during pre-season testing, and the driver with the most wins in BTCC history took a convincing second in the damp qualifying.

But a tightening up of the regulations now means that a car cannot overhang its

box on the grid. Plato was comfortably over the marker when his Vauxhall Astra came to rest after the green-flag lap. While, as a wet-tyred runner, he was set to plummet down the order like the rest of the top nine, the stewards meant his race never got to play out. A drivethrough penalty was his reward.

Having made another stop for slicks, his year kicked off with a 25th – last of the on-track runners. From there the two-time champion never revived his weekend. A lack of progress through the pack in race two earned 21st, but 13th in the last outing signalled that perhaps the Astra and Plato could progress to be in the mix.

Sutton was the first to open the engine-boost can of worms, having been slowest through the speed trap on the main straight. That came to light in race two as he was powerless to resist Jordan's charge and so saw his rise to first – past Adam Morgan, Hill, Chilton and the success ballast-laden Cook – fall away as Jordan tore past in line with the pit entrance. “Andrew's got so much power in that BMW he nearly turned me around on the straight,” Sutton said.

And what of the debut of the Toyota Corolla? Speedworks Motorsport has only one car, which means only a third of the data compared to WSR with which to develop the car. Chewed-up soft tyres, thanks in part to 30kg of ballast, meant Ingram became something of a moving roadblock in race three. He enjoyed a solid rise from seventh to fourth before slipping to 10th at the flag.

Both team and driver haven't underestimated the might of WSR and Team Dynamics. They were chasing solid points rather than race wins from the opening round. But given how box-fresh fast the 3 Series appears, there's zero room for a stumble. ❄️



Early race-two leader Sutton had his mirrors full out of the final turn

**RESULTS ROUND 1/10, BRANDS HATCH, 7 APRIL RACE 1 (24 LAPS – 28.989 MILES)**

POS	DRIVER	TEAM / CAR	TIME
1	<b>Josh Cook</b> (GBR)	BTC Racing / Honda Civic Type R	21m26.907s
2	<b>Jake Hill</b> (GBR)	Trade Price Cars Racing / Audi S3 Saloon	+2.723s
3	<b>Tom Chilton</b> (GBR)	Motorbase Performance / Ford Focus RS	+3.850s
4	<b>Aiden Moffat</b> (GBR)	Laser Tools Racing / Mercedes A-Class	+12.761s
5	<b>Adam Morgan</b> (GBR)	Ciceley Motorsport / Mercedes A-Class	+13.173s
6	<b>Bobby Thompson</b> (GBR)	Team Hard / Volkswagen CC	+13.263s
7	<b>Stephen Jelley</b> (GBR)	Team Parker Racing / BMW 125i M Sport	+34.256s
8	<b>Matt Neal</b> (GBR)	Team Dynamics / Honda Civic Type R	+42.490s
9	<b>Ash Sutton</b> (GBR)	BMR Racing / Subaru Levorg	+43.252s
10	<b>Rory Butcher</b> (GBR)	AmD Tuning / Honda Civic Type R	+43.507s
11	<b>Jack Goff</b> (GBR)	Team Hard / Volkswagen CC	+45.600s
12	<b>Michael Crees</b> (GBR)	Team Hard / Volkswagen CC	+47.672s
13	<b>Tom Ingram</b> (GBR)	Speedworks Motorsport / Toyota Corolla GT	+47.761s
14	<b>Mark Blundell</b> (GBR)	Trade Price Cars Racing / Audi S3 Saloon	+48.437s
15	<b>Andrew Jordan</b> (GBR)	WSR / BMW 330i M Sport	+50.044s
16	<b>Dan Cammish</b> (GBR)	Team Dynamics / Honda Civic Type R	+50.337s
17	<b>Senna Proctor</b> (GBR)	BMR Racing / Subaru Levorg	+51.967s
18	<b>Matt Simpson</b> (GBR)	Simpson Racing / Honda Civic Type R	+53.571s
19	<b>Colin Turkington</b> (GBR)	WSR / BMW 330i M Sport	-1 lap
20	<b>Nicolas Hamilton</b> (GBR)	Motorbase Performance / Ford Focus RS	-1 lap
21	<b>Rob Collard</b> (GBR)	Power Maxed Racing / Vauxhall Astra	-1 lap
22	<b>Tom Oliphant</b> (GBR)	WSR / BMW 330i M Sport	-1 lap
23	<b>Daniel Rowbottom</b> (GBR)	Ciceley Motorsport / Mercedes A-Class	-1 lap
24	<b>Sam Osborne</b> (GBR)	Excelr8 Motorsport / MG6	-1 lap
25	<b>Jason Plato</b> (GBR)	Power Maxed Racing / Vauxhall Astra	-1 lap
NC	<b>Carl Boardley</b> (GBR)	Team Hard / Volkswagen CC	-4 laps
R	<b>Rob Smith</b> (GBR)	Excelr8 Motorsport / MG6	17 laps-lack of grip
R	<b>Ollie Jackson</b> (GBR)	Motorbase Performance / Ford Focus RS	15 laps-injector ECU
R	<b>Chris Smiley</b> (GBR)	BTC Racing / Honda Civic Type R	14 laps-accident
R	<b>Sam Tordoff</b> (GBR)	AmD Tuning / Honda Civic Type R	2 laps-accident damage

**Winner's average speed** 81.09mph. **Fastest lap** Thompson 50.290s, 86.47mph.

**QUALIFYING**

**1 Sutton 53.602s; 2 Plato 53.769s; 3 Turkington 53.773s; 4 Jordan 53.852s; 5 Oliphant 53.904s; 6 Neal 53.942s; 7 Cammish 53.948s; 8 Ingram 53.985s; 9 Tordoff 54.087s; 10 Cook 54.175s; 11 Butcher 54.186s; 12 Smiley 54.188s; 13 Chilton 54.202s; 14 Simpson 54.231s; 15 Hill 54.265s; 16 Collard 54.267s; 17 Proctor 54.452s; 18 Goff 54.604s; 19 Thompson 54.690s; 20 Hamilton 54.693s; 21 Rowbottom 54.715s; 22 Morgan 54.787s; 23 Moffat 54.835s; 24 Crees 55.117s; 25 Smith 55.195s; 26 Osborne 55.543s; 27 Jackson 55.821s; 28 Blundell 55.824s; 29 Boardley 55.900s; EX Jelley 54.000s.**



New Corolla made a solid start, but didn't set the series alight

**NEXT REPORT**

**DONINGTON PARK 2 MAY ISSUE**

Can WSR and Team Dynamics bounce back to the front and pick up those headline results, or will Josh Cook extend his championship lead at a venue where he won 12 months ago?



Cook earned his third BTCC win with brave tyre gamble in race one

**GRID RACE 2** Decided by result of Race 1.

**RACE 2 (24 LAPS – 28.989 MILES)**

**1 Jordan 20m04.881s; 2 Sutton (6kg) +9.728s; 3 Morgan (30kg) +9.750s; 4 Hill (48kg) +9.860s; 5 Ingram +10.015s; 6 Jelley (18kg) +10.023s; 7 Cook (54kg) +11.510s; 8 Butcher (6kg) +13.163s; 9 Chilton (42kg) +14.106s; 10 Proctor +14.439s; 11 Neal (12kg) +14.526s; 12 Cammish +14.788s; 13 Thompson (24kg) +15.147s; 14 Turkington +15.466s; 15 Oliphant +16.482s; 16 Goff +17.108s; 17 Moffat (36kg) +21.245s; 18 Jackson +21.763s; 19 Tordoff +21.987s; 20 Smiley +23.082s; 21 Plato +24.278s; 22 Collard +26.639s; 23 Crees +26.770s; 24 Smith +26.997s; 25 Boardley +36.441s; 26 Hamilton +38.168s; 27 Blundell +40.759s; 28 Osborne -1 lap; R Simpson 16 laps-off; R Rowbottom 7 laps-accident damage.**

**Winner's average speed** 86.61mph.

**Fastest lap** Jordan 48.559s, 89.55mph.

**GRID RACE 3** Decided by result of Race 2, top 11 reversed.

**RACE 3 (24 LAPS – 28.989 MILES)**

**1 Butcher (12kg) 19m55.879s; 2 Chilton (6kg) +3.005s; 3 Jelley (24kg) +5.931s; 4 Cook (18kg) +8.511s; 5 Turkington +9.972s; 6 Oliphant +10.455s; 7 Smiley +10.682s; 8 Neal +10.939s; 9 Moffat +13.231s; 10 Ingram (30kg) +17.669s; 11 Morgan (42kg) +17.931s; 12 Goff +18.326s; 13 Plato +18.626s; 14 Cammish +18.832s; 15 Thompson +19.148s; 16 Tordoff +23.057s; 17 Smith +23.224s; 18 Crees +23.695s; 19 Blundell +25.950s; 20 Hamilton +33.389s; 21 Simpson +33.943s; 22 Proctor (6kg) +34.422s; 23 Rowbottom +38.270s; 24 Jordan (54kg) -1 lap; 25 Sutton (48kg) -1 lap; R Osborne 21 laps-accident damage; R Hill (36kg) 15 laps-accident damage; R Jackson 12 laps-accident damage; R Collard 10 laps-accident damage; R Boardley 3 laps-accident damage.**

**Winner's average speed** 87.27mph.

**Fastest lap** Turkington 48.622s, 89.43mph.

**CHAMPIONSHIP**

**1 Cook 44; 2 Chilton 40; 3 Jelley 35; 4 Butcher 34; 5 Morgan 31; 6 Hill 30; 7 Sutton 27; 8 Jordan 23; 9 Neal 22; 10 Ingram 20.**



# Sato is (nearly) flawless as the IndyCar big guns struggle

*Rahal Letterman Lanigan Racing got it absolutely right as the field faced a tyre quandary, and its popular veteran Japanese charger never looked like being headed*

DAVID MALSHER

PHOTOGRAPHY  motorsport  
IMAGES

**S**omehow it seemed fitting that a strange IndyCar Series race weekend where very little had transpired in an expected manner was won by a driver not known for near-virtuoso displays of dominance, driving for a team whose form tends to fluctuate.

Takuma Sato, aside from a late-race hop, skip and jump across a sandtrap, was pretty much flawless when it mattered last weekend at Barber Motorsports Park, both in qualifying and from the drop of the green flag on Sunday afternoon. He fully deserved what he described as his “cleanest” win, earning pole and leading 74 of the 90 laps on his way to victory lane. And his team,

Rahal Letterman Lanigan Racing, looked a class above its rivals in Alabama in strange circumstances that left even the best teams looking way out of sorts.

Firestone inadvertently threw everyone a curveball on Friday afternoon, in second practice. This is the session in which each driver is granted one set of alternate compound tyres to try in preparation for the following day’s qualifying shootout, when the softer rubber will become essential. Except this time the reds weren’t that, but instead detrimental – to a major degree.

One driver – among the many who wished to remain anonymous rather than slamming Firestone, one of IndyCar’s most respected companies – explained it thus: “On some

tracks, the reds just give you more grip than the blacks [harder, primary compound], and other times they alter the balance of the car so you want to compensate with some wing adjustments. But today... Shit! They made our car feel completely evil, understeering everywhere, so bad that we couldn’t make big enough changes to the car on pitlane.

“And it looks like everyone’s got the same issue. We’re all half a second or a second slower than we were on primaries, there have been more red flags than I can remember because people keep flying off the track... I don’t know what happened or what Firestone’s given us, but we’re lost at the moment, to be honest.”

In fact what had happened was that the



2.3-mile road course had featured such atrociously wet conditions last year that a whole batch of 'reds' went unused, and Firestone had brought that batch to the track last week, having always intended to use the same compound as in 2018. Problem was, something in the intervening year appeared to have changed the nature of the compound and it was no longer compatible with the 'regular' set-up parameters established by the teams.

Firestone assured teams that the next batch of reds, to be used in qualifying, were factory fresh – but by then the first bit of damage had been done. The teams would head into qualifying without knowing what tweaks to make to car set-up for this newer batch of alternates. Would these ones actually be faster than the primaries, how much faster, and causing how much of a balance shift to the cars?

In terms of reasoning and educated guesswork, RLLR struck gold. While Q1 groups swiftly opened everyone's eyes to the fact that these reds were definitely faster than the blacks, most still hadn't refined their cars' handling to suit, but two exceptions were Sato and team-mate Graham Rahal, who annexed the front row ahead of Scott Dixon of Chip Ganassi Racing. James Hinchcliffe's Arrow Schmidt Peterson Motorsports car would start next, while Sebastien Bourdais completed a top-five sweep for Honda power for Dale Coyne Racing with Vasser-Sullivan.

He started alongside the fastest Chevrolet qualifier, which was not a Penske entry (see right) but the Ed Carpenter Racing machine of Spencer Pigot.

At the start, Sato immediately burst away from Rahal, who had a hard job fending off Dixon for the first five turns, while fourth-placed man was Ed Carpenter Racing's... Ed Jones – up from 21st on the grid! His side of the grid got a little to close for comfort during the rolling start and many drivers in it backed off. Jones swerved left to avoid running into the back of the cars ahead and then simply nailed the throttle and flew past 17 of his competitors. Order would be restored when he was swiftly issued a drivethrough penalty for a jumped start...

That left Hinchcliffe in fourth and chasing Dixon, with the (legitimately) fast-starting Alexander Rossi up from eighth into fifth and running on fresh primary tyres, unlike the four cars ahead on the grippier soft alternate rubber. Bourdais, who was going to run a two-stop strategy, had very bravely decided to start on used reds. Would they hold up for around 30 laps?

Between laps 17 and 20 the first five stopped, but Rahal's would be a gut-punch. A recurrence of a throttle-sensor issue that had first reared its head on his cool-down lap after qualifying had caused him to fall back from Sato and now left him requiring a reset in the pits that dropped him out of the reckoning and eventually out of the race. The three-stoppers' first round >>

## PENSKÉ STUMBLES, NEWGARDEN SAVES



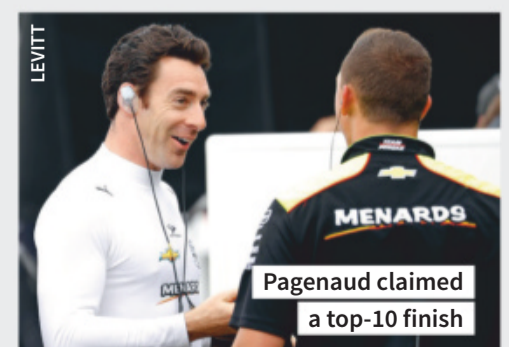
Team Penske trio Will Power, Simon Pagenaud and Josef Newgarden qualified seventh, 14th and 16th respectively at Barber Motorsports Park, a track where the team had racked up six wins over the previous nine years. It marked the first time since Long Beach in 2014 that the legendary squad failed to have a single representative in the first three rows of the grid on a road or street course.

Power admitted that was partly his fault: he aborted a flying lap in Q2 to have a second crack at it, but that had proved to be the wrong policy since he had taken the edge off his Firestone alternate compound tyres.

Come the race, Power set fastest lap, but found his car plagued by oversteer and tyre-hungry, eventually leading to a spin and an extra pitstop for fresh rubber. Then, having made his final stop a lap before everyone else, he was obliged to make his fuel last 33 laps. He fell a little short, forcing him to reduce his pace in the closing stages so he had to let Felix Rosenqvist go, which dropped him out of the top 10. Pagenaud rose to finish ninth, while Newgarden drove a bold, thrusting race to fourth.

"We were definitely better over race distances," said Newgarden. "Our car has been tough to drive all weekend and I struggled to get a lap out of it. On Friday and Saturday morning I barely got in any laps, so it was hard to give feedback and dial in where we needed to be for qualifying, so we were a bit off."

"I think our road course set-up needs work, quite honestly. Our street-course car feels good, we've made a lot of gains, but the road course car – our team as a whole needs to do work."



of pit visits had allowed Bourdais to move into the lead, followed by fellow planned two-stoppers Pigot and Jack Harvey, while Sato had built enough of a gap over Dixon that even a jammed left-rear wheelnut on pitlane didn't drop the 2017 Indy 500 winner behind the reigning champion. When Bourdais made his first stop on lap 28, the #30 RLLR car moved back into the lead, now on used primaries and leading Dixon (fresh primaries) by four seconds, with Hinchcliffe (used primaries) and Rossi (fresh alternates) next. Rossi would try to exploit his extra grip to get around the Arrow SPM car, but to no avail.

After the second round of stops for the majority of three-stoppers, between laps 36 and 40 of 90, it became clear that Bourdais's two-stopping strategy was working handsomely. Sato had emerged ahead on used blacks, but the DCR car was now up into second, ahead of the Dixon, Hinchcliffe and Rossi squabble, and with all five needing to stop just once more.

That opportunity would arise on lap 57, when Rahal's car gave up on the back straight and teams reacted by (almost) all pitting simultaneously. Race director Kyle Novak delayed the full-course caution until drivers had been serviced so as not to jumble the legitimate running order. He would have to throw the yellows not only for Rahal's stranded machine, but also to retrieve Max Chilton's car after he got bounced into the tyre wall at the pit entry by Tony Kanaan.

Unfortunately for Bourdais, in the pitlane exchange he had lost out to Dixon who now moved up to second behind Sato... but not immediately behind him. That honour would go to the lapped Matheus Leist, who therefore acted as a buffer protecting Sato from Dixon's attack at the restart with 25 laps to go. By the time Dixon did get around the young Brazilian, Sato was out of reach and the Ganassi driver was instead having to watch his mirrors for Bourdais, who now had a fresh set of reds (compared with the other frontrunners' blacks) and a whole lot of push-to-pass boost available, having barely touched it for fear of using up too much fuel during his two-stop effort.



Despite suffering the same problems he had in the previous two rounds – being fast for the opening 10 laps of a stint and then cooking his tyres prematurely – Dixon was up to the task of keeping Bourdais at bay over the remaining laps, placing his car precisely where Bourdais wanted to aim his faster Coyne car. They passed the chequered flag less than half a second apart.

Dixon's ambitions had briefly blossomed five laps before the end when Sato, having saved fuel and used push-to-pass in the final stint, outbraked himself for Turn 8 and bounced across the sand traps at

Turn 9. But having had an off in the same spot during practice, Sato knew what to do, and he regained the track still more than a second ahead of Dixon. He would eventually win by 2.4 seconds.

Rossi had jumped Hinchcliffe on the restart and they would finish six and seven seconds respectively behind Bourdais. But they were not fourth and fifth – instead they were fifth and sixth, having fallen prey to a charging Josef Newgarden. The three-time Barber winner had saved face for Team Penske with a magnificent charge through the field from 16th on the grid. Yes, he had been aided in his quest by having two sets of fresh reds, having not reached Q2 in qualifying, but he and strategist (and team president) Tim Cindric had also played their cards to perfection and ex-Red Bull F1 engineer Gavin Ward had hit upon the right set-up for the #2 machine.

Top rookie on this occasion was Marcus Ericsson, who had failed to advance to Q2 by a mere 0.15s and had started 20th, but who pulled off excellent passing manoeuvres on former series champions such as Will Power, Ryan Hunter-Reay and Simon Pagenaud to claim seventh, just 4s behind Arrow SPM team-mate Hinchcliffe.

Of the other rookies, Colton Herta retired his Harding Steinbrenner car at one-third distance with fuel-pressure problems. Felix





**RESULTS ROUND 3/16, BARBER M'SPORTS PARK (USA), 7 APRIL (90 LAPS – 207.000 MILES)**

POS	DRIVER	TEAM/CAR	TIME
1	<b>Takuma Sato</b> (JPN)	Rahal Letterman Lanigan Racing/Dallara-Honda	1h55m46.8076s
2	<b>Scott Dixon</b> (NZL)	Chip Ganassi Racing/Dallara-Honda	+2.3874s
3	<b>Sebastien Bourdais</b> (FRA)	Dale Coyne Racing with Vasser Sullivan/Dallara-Honda	+2.7933s
4	<b>Josef Newgarden</b> (USA)	Team Penske/Dallara-Chevrolet	+7.9721s
5	<b>Alexander Rossi</b> (USA)	Andretti Autosport/Dallara-Honda	+8.8518s
6	<b>James Hinchcliffe</b> (CAN)	Arrow Schmidt Peterson Motorsports/Dallara-Honda	+9.4356s
7	<b>Marcus Ericsson</b> (SWE)	Arrow Schmidt Peterson Motorsports/Dallara-Honda	+13.7580s
8	<b>Ryan Hunter-Reay</b> (USA)	Andretti Autosport/Dallara-Honda	+15.2506s
9	<b>Simon Pagenaud</b> (FRA)	Team Penske/Dallara-Chevrolet	+22.7848s
10	<b>Felix Rosenqvist</b> (SWE)	Chip Ganassi Racing/Dallara-Honda	+26.2450s
11	<b>Will Power</b> (AUS)	Team Penske/Dallara-Chevrolet	+31.8178s
12	<b>Zach Veach</b> (USA)	Andretti Autosport/Dallara-Honda	+33.9035s
13	<b>Jack Harvey</b> (GBR)	Meyer Shank Racing with Arrow SPM/Dallara-Honda	+34.9655s
14	<b>Marco Andretti</b> (USA)	Andretti Herta Autosport/Dallara-Honda	+39.3119s
15	<b>Santino Ferrucci</b> (USA)	Dale Coyne Racing/Dallara-Honda	+40.0094s
16	<b>Patricio O'Ward</b> (MEX)	Carlin/Dallara-Chevrolet	+40.6728s
17	<b>Spencer Pigot</b> (USA)	Ed Carpenter Racing/Dallara-Chevrolet	+42.5718s
18	<b>Tony Kanaan</b> (BRA)	AJ Foyt Enterprises/Dallara-Chevrolet	-1 lap
19	<b>Ed Jones</b> (ARE)	Ed Carpenter Racing Scuderia Corsa/Dallara-Chevrolet	-1 lap
20	<b>Matheus Leist</b> (BRA)	AJ Foyt Enterprises/Dallara-Chevrolet	-1 lap
21	<b>Ben Hanley</b> (GBR)	DragonSpeed/Dallara-Chevrolet	-2 laps
22	<b>Max Chilton</b> (GBR)	Carlin/Dallara-Chevrolet	-2 laps
23	<b>Graham Rahal</b> (USA)	Rahal Letterman Lanigan Racing/Dallara-Honda	55 laps-electrics
24	<b>Colton Herta</b> (USA)	Harding Steinbrenner Racing/Dallara-Honda	51 laps-fuel cell

**Winner's average speed** 107.272mph. **Fastest lap** Power 1m10.4818s, 117.477mph.

**Q3** 1 Sato 1m08.5934s; 2 Rahal 1m08.6971s; 3 Dixon 1m08.8081s; 4 Hinchcliffe 1m08.8476s; 5 Bourdais 1m09.0189s; 6 Pigot 1m09.6074s.  
**Q2** Hinchcliffe 1m08.4074s; Pigot 1m08.5951s; Dixon 1m08.6123s; Sato 1m08.6234s; Rahal 1m08.6996s; Bourdais 1m08.7860s; 7 Power 1m08.8248s; 8 Rossi 1m08.8866s; 9 Herta 1m08.9130s; 10 Ferrucci 1m09.0213s; 11 Hunter-Reay 1m09.0764s; 12 Harvey 1m09.2967s.  
**Q1 - GROUP 1** Dixon 1m08.4996s; Rahal 1m08.5104s; Power 1m08.5397s; Hunter-Reay 1m08.6872s; Sato 1m08.7171s; Hinchcliffe 1m08.7545s; 14 Pagenaud 1m08.7943s; 16 Newgarden 1m08.8700s; 18 O'Ward 1m08.9011s; 20 Ericsson 1m08.9226s; 22 Chilton 1m09.0566s; 24 Hanley 1m10.4165s.  
**Q1 - GROUP 2** Pigot 1m08.3548s; Herta 1m08.3762s; Ferrucci 1m08.5672s; Bourdais 1m08.5930s; Rossi 1m08.8013s; Harvey 1m08.8605s; 13 Andretti 1m08.8950s; 15 Leist 1m08.9477s; 17 Rosenqvist 1m08.9630s; 19 Kanaan 1m09.0327s; 21 Jones 1m09.0441s; 23 Veach 1m09.4478s.  
**CHAMPIONSHIP**  
**1** Newgarden 125; **2** Dixon 98; **3** Sato 91; **4** Rossi 84; **5** Herta 81; **6** Bourdais 72; **7** Hinchcliffe 71; **8** Hunter-Reay 66; **9** Power 66; **10** Andretti 61.

Rosenqvist's Ganassi car had to pit four times, the Swede having committed to pitlane just as it was closed under caution, obliging him to drive through and not receive service. He would snatch 10th from the fuel-starved Will Power on the penultimate lap. Santino Ferrucci was 14th in the second Coyne car, having not quite reached the pits before they were closed, and Patricio O'Ward (Carlin) had a refuelling issue from which he never recovered.

Speaking of pitlane miscues, Bourdais's fellow (theoretical) two-stoppers – Pigot and Harvey – were knocked way out of contention by penalties. Pigot's was for an unsafe release from his pit, obliging him to restart from the back of the field, while Harvey's was for speeding in pitlane, Race Control demanding he serve a drivethrough penalty as a result. ❄

**NEXT REPORT**

**LONG BEACH**  
**18 APRIL ISSUE**

By the time you read this week's mag, they'll almost be hitting the California streets. Can Sato keep it up? It was the scene of his maiden IndyCar victory...

# Swift is too quick for manic Mini rivals

*The 60th birthday event for the iconic saloon attracted leading tin-top aces, and it was a Goodwood favourite who came out on top in an epic finale*

MARCUS PYE

PHOTOGRAPHY J BLOXHAM  motorsport  
IMAGES



**M**odern sports-prototypes, iconic Porsche 917s, wailing BMW M1 Procars and a thunderous pack of NASCAR stock cars – their 9000rpm pushrod V8 exhaust notes harmonising round this most famous undulating 2.4 miles of West Sussex for an authentic Sprint Cup road-course flavour – brought exciting new colours to Goodwood in high-speed demos. But when the whine of highly tuned BMC A Series engines and transmissions rent the air, sensational Mini racing wowed a record spectator turnout at the 77th Members' Meeting. That the switch from March to April dimmed

memories of last year's hypothermia was the starkest and most welcome contrast.

The Duke of Richmond & Gordon remembered his mother whizzing round the estate in a Mini when naming the Betty Richmond Trophy contest. Sixty competitors, including eight Mini Se7en Club national champions, were invited to race their 1293cc FIA Appendix K-spec Cooper Ss, evolutions of the 848cc base models entrusted to journalists at the introduction of Sir Alec Issigonis's masterpiece at Goodwood 60 years ago.

Twin heats on Saturday afternoon decided Sunday's finalists, the first 15 from each progressing. Outright modern

era lap record holder (in a Lola T70) Nick Padmore and Nick Swift broke the 1m33s barrier in practice, Padmore's 1m32.580s an average of 92.54mph. Ian Curley topped the tighter Heat 1 draw, a whisker quicker than Aston Martin ace Darren Turner, with Tom Blomqvist, Chris Middlehurst and Bill Sollis within 0.442s.

Curley won the opener from impressive Swede Lars Ekorness and Blomqvist. A brush from Ben Hatton, up from seventh, fired Sollis headlong into the tyre wall protecting the infield marshals' post and camera tower at St Mary's in a frenetic first lap. This split the pack, costing Turner momentum, but he jostled back from



seventh to fourth. Poor Middlehurst, second on the penultimate lap, was taken out by Hatton, who took a lunge at St Mary's, vaulted the left-hand kerb and landed on his car. Quizzed by driving standards officer Martin Donnelly, the former Ginetta racer said he'd lost his brakes.

"A taste of what's to come tomorrow," grinned Swift after winning the super-clean second heat, having traded the lead repeatedly with Padmore. Veterans Jonathan Lewis and Patrick Watts – the earliest champions, from 1980 and 1979 respectively – finished third and fourth. Phil Anning's Riley Elf, sixth, made the final cut, joining Mark Burnett's ash-framed Countryman

and Simon Goodliff's Wolseley Hornet amid the 620kg saloons.

The final was a sensational advert for Mini racing in which Swift and Padmore, Curley and Lewis broke clear. Swift twice outraked Padmore round the outside into Woodcote, then on the inside, but Padmore appeared to have aced it when, with the chequered flag almost in sight, he drifted wide over the exit kerb onto the grass. Swift dashed gratefully past as Padmore scrambled back onto the road, still second. "You can't believe the relief after six months of very hard work," said the Swiftune Engineering boss. "I thought he'd go round the outside and I braked >>

## DYNAMIC DEMOS



The return to the track of Porsche 917 chassis 001 was one of the highlights of the high-speed demonstrations. The car famously appeared at the Geneva Motor Show, launching a car that changed motorsport.

Richard Attwood and Mark Webber drove 001 at Goodwood as Porsche kicked off the 50th birthday celebrations of the 917. Having spent much of its life in 1970 short-tail form, 001 was returned to its original specification at the Porsche museum and driven on Saturday by 1970 Le Mans winner Attwood. It was joined by 917K, early 917/10 and 917/30 cars that helped Porsche dominate the world sportscar championship and Can-Am in the early 1970s.

Le Mans legend Tom Kristensen was also at Goodwood, driving an Audi R8 and sharing the Bentley Speed 8 (below) that won the 2003 Le Mans 24 Hours with Guy Smith, his co-driver that day alongside Rinaldo Capello. Kristensen led the LMP demonstration, which included five-time Le Mans winner Emanuele Pirro in a Panoz roadster, privateer extraordinaire Martin Short's Dallara-Judd and former factory driver Nicolas Minassian in a 2012 Peugeot 908 HDi FAP. The LMPs were driven swiftly enough to start bouncing over bumps that are barely perceptible when the softer and older racers are running.

A fine showing of BMW M1 Procars celebrated the 40th anniversary of the start of the greatest one-make series, while a pack of thundering NASCARs – with representation for each of US stock car racing's big manufacturers – Chevrolet, Ford and Toyota – shook the Goodwood ground.

**KEVIN TURNER**



later and later, but there wasn't enough Tarmac," said Padmore. Lewis and Curley skittered in next, 1.2s splitting the top four. Turner and Ekorness completed the top six.

The Gerry Marshall Trophy Group 1 touring car race, with son Gregor in a Ford Capri amid a host of Le Mans winners, sadly lost Tom Kristensen's ex-Henny Hemmes Chevrolet Camaro to a massive engine failure in qualifying. Saturday's double-driver enduro into dusk saw Blomqvist harass the Boss Mustangs of Craig Davies and Romain Dumas mercilessly in Kerry Michael's Escort RS2000 – last year's snowy winner – early on.

Caught out by Davies slowing to pit his Alan Mann Racing Frank Gardner evocation, Dumas sliced the front-right wing from Bill Shepherd's ex-Richard Lloyd version against its rear corner, and was flagged in. Davies relayed Andy Newall to the chequer, but delight turned to dismay when the red Mustang was excluded for running Group 2 brakes and other non-eligible parts. Nigel Garrett/Stuart Graham's Faberge Camaro also failed scrutiny in the busy tech shed.

Goodwood debutant Neel Jani – Porsche's 2016 Le Mans winner who had wrestled his brake-locking Rover SD1 away from the Madgwick tyre wall after the start – and James Wood were promoted to first, ahead of the remarkable Jim Morris/Tom Shephard VW Golf GTI and an overjoyed Adam Brindle's Rover, anchored superbly by David Brabham.

Sunday's sprint race was a bit of fun, won by 1984 World Rally champion Stig Blomqvist, 72, in Nick Jarvis's Rover from Padmore (BMW 530i) and Brindle because Jack Young (Camaro) and Davies, second and third on the road, were ineligible for awards.

Brabham drivers Andrew Hibberd (ex-Chris Irwin BT18) and Ben Mitchell (in period Goodwood racer Robs Lamplough's BT28) streaked away from the Derek Bell Cup field, reunited by a safety car after Paul Waine tore a rear corner from his gorgeous De Sanctis at Madgwick. Mitchell, piloting a 1000cc F3 car for the first time in qualifying,



Jani takes to the grass, but Gerry Marshall honours would eventually fall to the Rover

matched Hibberd's every move at record pace, before outflanking the 2016 and 2017 victor brilliantly under braking for Woodcote. Mitchell was gobsmacked to win the IWC Schaffhausen watch for the weekend's fastest race lap, 0.054s inside Cameron Jackson's Gurney Cup best.

Having "fluffed the start" from ninth, Andy Jarvis (March 703) screamed to third ahead of Brabham pair Christoph Widmer (BT18A) and Steve Jones (ex-David Purley BT28), with Francois Derossi's B17 the first Chevron home after 2015 winner James King spun a probable podium away.

Squadron leader Tony Gaze, the Spitfire-flying Australian visionary who proposed a new use for RAF Westhampnett's perimeter road to the then Duke of Richmond & Gordon post-Second World War, was

remembered with a sports and GT race redolent of BARC Members' Meetings of the 1950s. Not that Mercedes-Benz 300SLs graced Goodwood's 'second division' events!

David Coulthard was back in the IWC 'gullwing' and the 13-time F1 GP winner was on pole until the final seconds when young Richard Woolmer eclipsed his time by 0.032s in Michael Darcey's Austin-Healey 100 Coupe. The pair disputed the lead on Sunday until the Healey overheated and was pulled up at Madgwick, leaving Coulthard clear of Mike Thorne's well-conducted 100M and Andy Keith-Lucas's Jaguar XK150.

When Keith-Lucas was excluded for an Historic Technical Passport irregularity, Jonathan Abecassis – grandson of HWM co-founder George, who made his Goodwood debut in 1949 and won here in 1953, 1955 and 1956 – earned a strong third in his left-hooker 100/4.

In Bentley's centenary year, had it been scripted, WO's finest would have won the new John Duff Trophy race for pre-1931 Vintage sports-racing cars, the Chinese-born Canadian having won Le Mans for the marque with Frank Clement in 1924. Nine comprised almost a third of the glorious field, including William Medcalf's 1925 works entry and Martin Overington's 'Blower'. But Gregor Fiskens's fleet ex-Brooklands Vauxhall 30/98 'Hughes Special' and Philip Champion's whirring chain-gang Frazer Nash Super Sports outpaced them in practice. Losing his clutch on the line hampered Fiskens's getaway, thus fourth qualifier Ben Collings – shaded by buddy Gareth Graham in a similar short-chassis



Mitchell pipped Hibberd in sensational F3 battle



Speed Model in the preliminaries – upheld Bentley honour by leading the first four laps. Fiske and Champion went ahead thereafter and fought tooth and nail to the finish. Power and the Vauxhall's excellent brakes narrowly trumped agility and bravado.

Having made his race debut in the 1925 30/98 at 17 in 1982, through mentor Bunty Scott-Moncrieff's generosity, Fiske was over the moon with the Vauxhall, which also competed at Goodwood post-war with Ronnie Miller. The quality of his catchweight duel with Champion's little wonderhorse will long be remembered. Trevor Swete's quick Invicta came through to third, ahead of Bentley boys Collings, Graham and Overington.

Derby garagiste Reg Parnell – dubbed 'Emperor of Goodwood' for his prodigious F1 win rate at the circuit in Maserati 4CLT/48 and Ferrari 625, plus the 1953 Nine Hours with Eric Thompson in an Aston Martin DB3S – was celebrated with an astonishing trans-WW2 Grand Prix and Voiturette miscellany. Star turn was Parnell's eponymous brainchild, the 1939 Challenger-ERA, beautifully restored by Duncan Ricketts over 15 years. Knowledgeable enthusiasts shared his joy as the sleek silver dream racer rose from 14th to ninth. "I could have gone quicker but wanted to finish," said Ricketts, whose debut at last year's Vintage Sports-Car Club Prescott hillclimb was halted by gearbox failure.

Irishman Eddie McGuire had qualified his Cooper-Bristol on P1 – "If I'm on pole the others must have been in reverse" – but pitted after the warm-up lap, leaving >>

## BIG CAT POUNCES ON TVR WOES

Tiger leads at the start, but the grey Jaguar would be ahead at the end



Jon Minshaw and Phil Keen scored a precise and professional Graham Hill Trophy pre-1966 GT victory in the former's 'light-heavyweight' Jaguar E-type, but not before a brace of rampant Ford V8-powered TVR Griffiths had their say.

It was not Mikes Whitaker and Jordan – winners last time the race named for the 1963 and 1964 Goodwood TT winner was run in 2017 – who bared the Blackpool marque's teeth initially, but Tiff Needell who snatched pole in John Spiers's dark blue 'Griff'. Needell's superb 1m25.874s (99.77mph) final lap on Saturday shaded Keen's by 0.003s! Nigel Greensall put Chris Beighton's Sunbeam Lister Tiger Le Mans third, leaving Whitaker/Jordan's TVR (a shortened run) and the Ferrari 250 GTO/64 of Dutchman Nicky Pastorelli and James Cottingham on row two. Also in the 1m27s were Gregor Fiske/Sam Hancock (E-type), Goodwood Road Racing Club house captains Nic Minassian/Anthony Reid (AC Cobra), and the fast V8 Ginetta G10 of James Guess/James Hilliard.

Strategies often shape 45-minute mini-enduros and, after Beighton blasted the lofty Tiger off the line, Minshaw wriggled ahead, pursued by Whitaker and Spiers. The ex-works demonstrator TVR rounded the Jag at Madgwick on lap four and Whitaker snarled away.

Minshaw pitted as the window opened to hand over to the rapid Keen. Whitaker's pace was strong before coming in, but the TVR's stop wasn't the best and Jordan exited the pits to see Keen sweep past. Just as in 2017, however, Jordan charged and retook the lead, setting a pace that eventually pushed his fastest lap beyond the pole benchmark.

The Mikes' plan went awry when the Griffith's exhaust dropped into the track. Jordan missed the meatball flag amid the sea of pitboards, but when he stopped Nigel Reuben's boys lashed the hot pipe up and sent him back out. Keen thus romped home clear of Needell and Cottingham. Reid, Greensall and the gallant Jordan completed the top six.

**MARCUS PYE**



Whitaker/Jordan TVR seemed set to win until late exhaust problem

STAR CARS



**Austin Mini Countryman**

Built for Mark Burnett by Mini champion Endaf Owens, using the identity of GRRC Head of Motorsport Content Will Kinsman's first car (retained for 25 years), the 'Goodwood Estate' was popular. Four inches longer in the wheelbase than saloons, and 10kg heavier, the machine made a promising debut, finishing sixth in its heat, but retired from the final.



**Bentley 3-litre**

WO Bentley's first works racing entry, driven by 'Bertie' Kensington Moir and Dudley Benjafield in the 1925 Le Mans 24 Hours. The Vanden Plas-bodied four-seater – which retired out of fuel, after regulations were changed to demand entrants ran with hoods up for the first 20 laps – finished 13th in the John Duff Trophy, with marque specialist William Medcalf up.



**CTA-Arsenal**

The CTA-Arsenal was a disastrous French government-funded grand prix car, inspired by Raymond Sommer in 1947. Notoriously complex, like Britain's BRM V16, two twin-supercharged 1500cc V8 engined-chassis were built but singletons barely left the startline on two ignominious attempts. Josef-Otto Rettenmaier ran his at Monaco in 2010 and got it to the end of the Parnell Cup in 22nd.



**Ford Thunderbird 'Battlebird'**

One of four beach racers built in 1957 at Indianapolis 500 veteran Pete DePaolo's Californian 'shop. Powered by supercharged Ford and Lincoln V8 engines, the hottest topped 200mph, though drum brakes were a handicap on track. Crashed before Elvis Presley could drive it in *The Green Helmet*, Bill Shepherd's example finished seventh on its debut in the Peter Collins Trophy race.



**Pandora-Austin**

A deserved late entry, Roger Phillips's Selsey-built BMC A Series-engined brainchild started its second race at Goodwood 55 years after Raymond Jackson debuted it. After a fastidious restoration by Andy Prill, it performed superbly in Formula Junior ace Sam Wilson's hands. A best lap of 1m31.078s was four seconds inside Jack Paterson's Whitsun 1964 class best in a Lola Mk1.



**Zerex Special**

The evocation of the Roger Penske Zerex Special from 1963 contested the Gurney Cup in the hands of owner Greg Heacock. Originally based on an ex-Walt Hansgen Formula 1 Cooper T53, the Zerex Special was developed into a sports-racing car by Penske and scored many wins before being banned by the US authorities. Members of the Penske team helped build Heacock's car, which finished 21st.



Nigel Batchelor in his gruff Kieft-Climax V8 to slug it out with Will Nuthall, whose Alta F2 was blunted by head-gasket failure in practice, and the ex-Rodney Nuckey and Bob Gerard Cooper-Bristols of Paul Grant and Steve Russell. Ian Baxter's Alta 61S, Alexander van der Lof's 4.1-litre V12 Ferrari 340 and Charlie Martin (Connaught A-type) were also in the seven-car lead train initially.

Despite his steed smoking, Nuthall prevailed over Batchelor, who "made a mess" of negotiating traffic at St Mary's, and the surprised van der Lof, whose father Dries raced an HWM in the first World Championship Dutch GP at Zandvoort in 1952. Among the casualties, sadly, was Marc Valvekens's pretty Gordini T16, which spun into the barrier at St Mary's.

Devoid of Lola T70s and late McLaren M1s, the Gurney Cup sports-prototype pack featured Ford GT40 and Porsche 910 exotica, and the intriguing Penske Zerex Special and Pandora, but presented others with a shot at glory – at contemporary period outright-lap-record pace. When brief leader Craig Dolby's Lotus-Oldsmobile 19 rep broke and challenger Chris Goodwin atypically gyrated his Lotus 23B at Lavant, top qualifier Cameron Jackson was home and dry in Professor John Monson's ex-Brian Nelson Crossle-Oldsmobile 7S.

Behind Jackson a superb battle embroiled the GT40s of Joaquin Folch, Craig Davies and John Hugenholtz, pursued by the recovering Goodwin and Andrew Hibberd's 23Bs. Just as silver looked to be his, Folch beached his Barcelona-winning Escuderia Montjuich car in the Lavant gravel. On the final lap Hugenholtz, tracking Davies, locked up into Woodcote to miss the red car and Goodwin careered wide, promoting



Hibberd to fourth. Nick Fennell (ex-Robin Widdows 23B) was sixth.

Vastly experienced Jaguar D-type handler John Pearson led a podium lockout for Malcolm Sayer's short-nosed designs in the Peter Collins Trophy 1950s sportscar race. The Dunlop race tyre distributor staved off 'Sergeant' Martin Stretton – racing a D (Stefan Ziegler's Ecurie Ecosse car) for the first time – and resident aviator Steve Boulton Brooks, who'd qualified quickest.

Simon Hadfield could not match the Jags on the straights in Wolfgang Friedrichs's ex-Whitehead brothers Aston Martin DB3S.

This curtain-closer was curtailed when Jonathan Bailey's primrose-yellow D-type slewed left out of the chicane, then back into the path of Malcolm Harrison's ex-John Coombs/Tommy Sopwith Cooper-Bristol T25. A heavy impact took them into the barrier. Both drivers escaped serious injury.

Earlier, the SF Edge Trophy race brought a multitude of wondrous beasts to the track, from lofty flimsy-looking bolides with aero engines throbbing beneath vestigial bonnets to Duncan Pittaway's Fiat S76 leviathan. Previous winner Mathias Sielecki saddled a lower-slung five-litre Bugatti T16 (a steroidal pointed-tailed Brescia) this time, but a grassy spin approaching St Mary's didn't daunt the young Argentinian.

After a photo finish, decided by 0.018s, victor Julian Majzub – in his extraordinarily original 1916 Sunbeam Indianapolis – was less than grunted by close shaves with Tony Lees on the Hispano-Suiza-motivated Vauxhall Viper Special. Collings drove a grand race to third in Herman Layher's 200HP 'Blitzen Benz', stunningly rebuilt and running beautifully, pipping young Hughie Walker (Theophile Schneider) on the line. 🏆

RESULTS GOODWOOD MEMBERS' MEETING, 6-7 APRIL

**BETTY RICHMOND TROPHY: MINI COOPER S & VARIANTS (13 LAPS)** 1 Nick Swift; 2 Nick Padmore +0.502s; 3 Jonathan Lewis; 4 Ian Curley; 5 Darren Turner; 6 Lars Ekorness; 7 Mads Gjerdrum; 8 Jeff Smith; 9 Phil Anning (Riley Elf); 10 Patrick Watts. **Fastest lap** Curley 1m33.441s (91.69mph). **Pole** Curley. **Starters** 30.

**HEAT 1 (13 LAPS)** 1 Curley; 2 Ekorness +0.788s; 3 Tom Blomqvist; 4 Turner; 5 Kane Astin; 6 Mark Burnett (Countryman). **FL** Ekorness 1m33.206s (91.92mph) **record**. **P** Padmore. **S** 30.

**HEAT 2 (13 LAPS)** 1 Swift; 2 Padmore +0.199s; 3 Lewis; 4 Watts; 5 Smith; 6 Anning. **FL** Padmore 1m33.674s (91.46mph). **P** Padmore. **S** 28.

**GERRY MARSHALL TROPHY: GROUP 1 SALOONS 1970-82 (30 LAPS)** 1 Neel Jani/James Wood (Rover 3500 SD1); 2 Jim Morris/Tom Shephard (VW Golf GTI) +10.706s; 3 Adam Brindle/David Brabham (Rover 3500 SD1); 4 Ric Wood/Nicolas Minassian (Ford Capri III 3.0S); 5 Richard Meins/Andy Bentley (Ford Capri III 3.0S); 6 Jordan King/Pantelis Christoforou (Ford Escort RS2000); 7 Jack Young/Steve Soper (Chevrolet Camaro Z28); 8 Graham Scarborough/Peter Ratcliff (Ford Capri III 3.0S); 9 Nick Padmore/Darren Turner (BMW 530i); 10 Mark Burnett/Anthony Reid (Mini 1275GT).

**FL** Tom Blomqvist (Ford Escort RS2000) 1m28.877s (96.40mph). **P** Romain Dumas (Ford Mustang Boss 302). **S** 28. **SPRINT RACE (10 LAPS)**

1 Stig Blomqvist (Rover 3500 SD1); 2 Padmore +3.540s; 3 Brindle; 4 Scarborough; 5 Nick Swift (Mini 1275GT); 6 Mike Whitaker (Ford Capri III 3.0S). **FL** Whitaker 1m30.500s (94.67mph). **P** Simon Goodliff (Ford Fiesta). **S** 23.

**DEREK BELL CUP: 1000cc FORMULA 3 CARS 1964-70 (13 LAPS)** 1 Ben Mitchell (Brabham BT28); 2 Andrew Hibberd (Brabham BT18) +0.158s; 3 Andy Jarvis (March 703); 4 Christoph Widmer (Brabham BT18A); 5 Steve Jones (Brabham BT28); 6 Francois Derossi (Chevron B17). **FL** Mitchell 1m22.916s (103.33mph) **record**. **P** Hibberd. **S** 22.

**TONY GAZE TROPHY: ROAD-GOING SPORTS & GT CARS 1954-59 (13 LAPS)** 1 David Coulthard (Mercedes-Benz 300SL); 2 Mike Thorne (Austin-Healey 100M) +7.156s; 3 Jonathan Abecassis (Austin-Healey 100/4); 4 Marc Gordon (Jaguar XK150); 5 Malcolm Paul (Morgan +4); 6 Chris Ryan (Triumph TR3S). **FL** Coulthard



1m35.548s (89.67mph). **P** Richard Woolmer (Austin-Healey 100 Coupe). **S** 30.

**JOHN DUFF TROPHY: VINTAGE SPORTS RACING CARS TO 1931 (11 LAPS)** 1 Gregor Fiskén (Vauxhall 30/98 'Hughes Special'); 2 Philip Champion (Frazer Nash Super Sports) +0.992s; 3 Trevor Swete (Invicta 4.5-litre High Chassis); 4 Ben Collings (Bentley Speed Model); 5 Gareth Graham (Bentley Speed Model); 6 Martin Overington (Bentley 4.5-litre 'Blower'). **FL** Champion 1m49.880s (77.97mph). **P** Fiskén. **S** 28.

**PARNELL CUP: GP CARS & VOITURETTES 1938-53 (12 LAPS)** 1 William Nuthall (Alfa F2); 2 Nigel Batchelor (Kieft-Climax GP) +2.123s; 3 Alexander van der Lof (Ferrari 340 F1); 4 Paul Grant (Cooper-Bristol Mk2 T23); 5 Steve Russell (Cooper-Bristol Mk2 T23); 6 Charlie Martin (Connaught A-type). **FL** Grant 1m34.727s (90.44mph). **P** Eddie McGuire (Cooper-Bristol Mk1 T20). **S** 27.

**GURNEY CUP: SPORTS-RACING PROTOTYPES 1960-66 (15 LAPS)** 1 Cameron Jackson (Crossle-Oldsmobile 7S); 2 Craig Davies (Ford GT40) +25.499s; 3 John Hugenholtz (Ford GT40); 4 Andrew Hibberd (Lotus-Ford 23B); 5 Chris Goodwin (Lotus-Ford 23B); 6 Nick Fennell (Lotus-Ford 23B). **FL** Jackson 1m22.970s (103.26mph). **P** Jackson. **S** 26.

**PETER COLLINS TROPHY: SPORTS-RACING CARS 1948-55 (11 LAPS)** 1 John Pearson (Jaguar D-type); 2 Martin Stretton (Jaguar D-type) +0.886s; 3 Steve Brooks (Jaguar D-type); 4 Richard Wilson (Maserati 250S); 5 Simon Hadfield (Aston Martin DB3S); 6 Gregor Fiskén (HWM-Jaguar). **FL** Stretton 1m30.934s (94.22mph). **P** Brooks. **S** 29.

**SF EDGE TROPHY: EDWARDIAN CARS & CARS IN THE SPIRIT OF BROOKLANDS RACES TO 1923 (8 LAPS)** 1 Julian Majzub (Sunbeam Indianapolis); 2 Tony Lees (Vauxhall Viper Special) +0.018s; 3 Ben Collings (Benz 200HP 'Blitzen Benz'); 4 Hughie Walker (Theophile Schneider); 5 Richard Scaldwell (Lorraine De Dietrich); 6 James Collins (Hudson Super Six). **FL** Walker 1m53.078s (75.77mph). **P** Lees. **S** 28.

**GRAHAM HILL TROPHY: CLOSED-COCKPIT GT CARS TO 1966 (31 LAPS)** 1 Jon Minshaw/Phil Keen (Jaguar E-type); 2 John Spiers/Tiff Needell (TVR Griffith) +17.566s; 3 Nicky Pastorelli/James Cottingham (Ferrari 250 GTO/64); 4 Nicolas Minassian/Anthony Reid (AC Cobra); 5 Chris Beighton/Nigel Greensall (Sunbeam Lister Tiger); 6 Mike Whitaker/Mike Jordan (TVR Griffith 400); 7 Richard Meins/Andy Bentley (Jaguar E-type FHC); 8 Alexander van der Lof/Yelmer Buurman (Bizzarrini 5300GT); 9 Wolfgang Friedrichs/Simon Hadfield (Aston Martin DP214); 10 Sam Hancock/Gregor Fiskén (Jaguar E-type). **FL** Jordan 1m25.605s (100.08mph). **P** Needell. **S** 28.



GOODEN/DPPI

# Bjork makes up for Muller's missing Lynk

**WORLD TOURING CAR CUP**  
**MARRAKECH (MAR)**  
**6-7 APRIL**  
**ROUND 1/10**

Three points is the margin by which Yvan Muller missed out on the inaugural WTCR drivers' title. Over the course of a season – a 30-race one, no less – there are multiple moments upon which a driver can reflect in defeat and say, 'If only'. But if Muller misses out on this year's crown by a similar gap it may well be the Marrakech weekend that provokes him to utter those words.

The weekend was a tale of contrasting fortunes for two Cyan Racing drivers, as the team ran the much-hyped new Lynk & Co 03 from Geely Group Motorsport in anger for the first time. But while Thed Bjork excelled, Muller – who lies only 11th overall despite twice finishing second in qualifying – had his weekend undone by two issues.

The first was entirely of Muller's doing. He'd gone fastest in Saturday's first qualifying, before he whacked the kerb at the Turns 4/5 chicane, avoiding a tyre wall as he did so but damaging his car. Upon Muller's return to the garage, Cyan discovered an oil leak that ruled him out of the remainder of the session. Muller would likely have taken pole had he not incurred the damage, given that more than half of the 40-minute session remained and his time was only bettered by one car. But as if missing the chance to take back pole was not punishment enough, Muller was later dropped to the back of the grid, effectively consigned to zero points, as the damage necessitated an engine change.

Instead, it was Esteban Guerrieri – with whom Muller was involved in incidents at Suzuka that cost both valuable points in the 2018 title race – who became the first winner of 2019. The Honda Civic Type R was strong in Marrakech, and Munnich Motorsport

driver Guerrieri grabbed his first WTCR pole position, then converted that to victory after resisting a lunge from Bjork – who took up the Cyan mantle – at the first corner.

If Muller was the architect of his own downfall in qualifying, he was less at fault for his second dose of disappointment. The Frenchman had swept into the lead of the weekend's final race, with he and team-mate Bjork jumping polesitter Frederic Vervisch – who had a steering-wheel issue prior to the start that forced him to switch "everything off" in his Comtoy Audi – on the run to the first corner.

Muller appeared to have the race under control from lap six (before which the safety car had been in play, after Muller's nephew Yann Ehrlacher and Tiago Monteiro came together), restarting a second clear of Bjork. But by lap 13 he had been caught by the chasing pack and, the following lap, he slowed at the first corner. Muller reported "something is broken", which was later identified as a suspension issue, and plummeted down the order before heading to the pits to call it a day.

But there was salvation for Cyan, as Muller's retirement cleared the path for Bjork to win despite intense pressure from Vervisch. Bjork – Cyan's 2017 World Touring Car champion – didn't appear to have quite the same single-lap pace as his team-mate, but was right on his tail to pick up the pieces when things went wrong, and now holds the distinction of securing the first victory for a Chinese brand in an FIA world series.

Frustrated by TCR's Balance of Performance calculations issued a fortnight



LEFLOCH/DPPI

Guerrieri, leading Vernay, took first blood for Honda in the Saturday opener

## WEEKEND WINNERS

### WORLD TOURING CAR CUP

#### MARRAKECH (MAR)

Race 1 Esteban Guerrieri

Munnich Motorsport  
(Honda Civic Type R TCR)

Race 2 Gabriele Tarquini (below)

BRC Racing (Hyundai i30 N TCR)

Race 3 Thed Bjork

Cyan Racing (Lynk & Co 03)

### WORLD RALLYCROSS

#### YAS MARINA (ARE)

Kevin Hansen

Team Hansen MJP (Peugeot 208)

### BRAZILIAN V8 STOCK CARS

#### VELOPARK (BRA)

Daniel Serra

Eurofarma RC

### SUPER TC2000

#### CORDOBA (ARG)

Leonel Pernia

Renault Sport (Renault Fluence)



ago, the BRC Racing Hyundai squad issued a statement expressing its disappointment – and its complaints continued in Marrakech, despite winning race two. The returning Nicky Catsburg had been on course to claim that victory until the brakes on his i30 N cruelly failed midway through the reversed-grid encounter, leaving Gabriele Tarquini out front.

Reigning champion Tarquini added two very solid finishes either side of that win and sits third in the points behind Bjork and Guerrieri, but the team's BoP complaints seem a fraction less petty now given the Hyundai could *only* win the reversed-grid race, despite the Moulay El Hassan circuit being considered prime territory for the i30.

Among the other highlights, Tiago Monteiro made a successful full-time return to racing with a best of sixth in his KCMG Honda, Andy Priaulx showed podium potential in the opener with his Lynk & Co, and 22-year-old TCR Europe champion Mikel Azcona made a remarkable debut with the PWR Racing Cupra squad to complete the race-three podium.

**JACK COZENS**



## Younger Hansen takes the lion's share in his Peugeot

### WORLD RALLYCROSS

#### YAS MARINA (ARE)

5-6 APRIL

ROUND 1/10

Hansen is a name synonymous with rallycross history, and it was attached to the top of the results sheets throughout the opening round of the World Rallycross Championship at Yas Marina as Kevin Hansen claimed his first podium – with a victory.

Both of the ex-works Peugeot 208s run by the Hansen MJP squad of multiple European Rallycross champion Kenneth Hansen – and driven by his two sons – were on form. It was older sibling Timmy Hansen who headed the order on the opening day, fastest in Q1 and Q2 to lead overnight. But his event would end in Q3 in the blazing heat of Saturday afternoon, when heavy contact from Andreas Bakkerud at the first corner of lap four seriously damaged the rollcage of his 208, forcing the withdrawal of the car.

While Hansen had made it to finish, albeit slowly, Bakkerud's Audi S1 was

too badly damaged to continue. He made it back to the grid for Q4, but was later disqualified from Q3 and didn't make the semi-finals.

With his brother out, Kevin Hansen set a pair of fastest times in Q3 and Q4 to take the 16 championship points for heading the Intermediate Classification, then won semi-final one to take pole for the final. Second at the Intermediate stage, Niclas Gronholm battled back from a startline clutch issue with his Hyundai i20 that had caused him to drop to the rear of the pack in semi-final two. He then passed the entire field to win the race and join Hansen on the front row for the main event.

With the favoured inside line, Hansen took the lead at the opening corner of the floodlit final. Gronholm pressured Hansen hard for the opening laps, then moved into the lead after nudging the leader's rear bumper at the exit of the uphill hairpin on the fourth tour to cross the line first. But a three-second penalty issue to Gronholm after the race by the stewards gave the victory to Hansen.

Liam Doran was third in his Audi – only the second UK driver (after Andrew Jordan at Lydden in 2014) to take a WRX podium. He had overcome a difficult qualifying run to make the final, in which he climbed from last to fourth in the opening two corners. Timo Scheider (SEAT Ibiza) ran third, but problems for the ex-DTM champion dropped him to a distant sixth and last. That allowed debutant Krisztian Szabo up to fourth in his Audi, with the Ford Fiesta of Janis Baumanis taking fifth.

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# Van Gisbergen ends Ford roll for Holden

**AUSTRALIAN SUPERCARS**  
**SYMMONS PLAINS (AUS)**  
**6-7 APRIL**  
**ROUND 3/15**

The Ford Mustang's Supercars streak was finally broken at Symmons Plains, where Shane van Gisbergen became the first Holden driver to win in 2019.

The Commodore-equipped crews were expected to be closer-matched to the Mustangs in Tasmania thanks to the circuit's low aero dependency. There was also a controversial pre-event parity directive from the series, the Ford teams forced to reposition 28kg of ballast to the roofline of the Mustang, while the Holdens only had to shift 6.7kg to the roof of the Commodore.

None of it seemed to matter on the Saturday. Despite suffering from a raging cold, DJR Team Penske Ford driver Scott McLaughlin romped to a sixth win of the season in the 120km opener. To add insult to Holden's injury, Fabian Coulthard made it a 1-2 for the team, van Gisbergen left in third after recovering from a bad start.

Even better news for McLaughlin was that Jamie Whincup, who came into the round just 31 points off the championship lead,



finished the race dead last after a second-lap clash with Chaz Mostert.

Sunday's 200km affair finally saw the Mustang toppled. Van Gisbergen was peerless in his Triple Eight-run Red Bull Holden, an educated gamble on a more aggressive set-up under the on-trial parc ferme rules helping him to pole, before he mastered tricky weather conditions to secure his first win of the season. Coulthard made it a pair of second places, as David Reynolds banked his first

podium of 2019 in his Erebus Holden.

Having qualified back in fifth, McLaughlin found himself playing second fiddle to Coulthard in terms of strategy during the race, coming home fourth.

Kiwi McLaughlin still emerged with a healthy championship lead, while team-mate Coulthard is now second in the standings, 124 points adrift. Triple Eight/Red Bull man Whincup has slipped to third, 160 points behind McLaughlin.

**ANDREW VAN LEEUWEN**

# Busch beats Busch at Bristol

**NASCAR CUP**  
**BRISTOL (USA)**  
**7 APRIL**  
**ROUND 8/36**

Kyle Busch overcame an opening-lap wreck at Bristol to claim his third win of the NASCAR Cup season.

The Joe Gibbs Racing Toyota driver emerged out in front after a late call to remain on track while other frontrunners pitted. He led home brother Kurt Busch



to win for the eighth time in the Cup series at the half-mile Tennessee track – more than any other active driver.

Joey Logano, who won Stage 2 and looked set to take a convincing victory before his late decision to pit, finished in third, ahead of Penske Ford team-mate Ryan Blaney, who led the most laps and set a new track record in the second qualifying session.

Denny Hamlin overcame a pitlane speeding penalty once again to complete the top five, ahead of Paul Menard, Clint Bowyer (who led 24 laps but struggled with handling issues), Daniel Suarez, Ryan Newman and Jimmie Johnson.

Ty Dillon took a surprise win in Stage 1, crossing the line side by side with Bowyer. But he ended up finishing 15th.

Brad Keselowski led 40 laps but was slapped with a penalty after the last caution period for ignoring restart instructions. The Penske Ford man was classified a lap down in 18th place.

**DOMINIK WILDE**

## WEEKEND WINNERS

**AUSTRALIAN SUPERCARS**  
**SYMMONS PLAINS (AUS)**

- Race 1 Scott McLaughlin  
DJR Team Penske (Ford Mustang)
- Race 2 Shane van Gisbergen  
Triple Eight (Holden Commodore)

**NASCAR CUP**  
**BRISTOL (USA)**

- Kyle Busch  
Joe Gibbs Racing Toyota Camry

**F3 ASIAN**  
**SEPANG (MYS)**

- Race 1 & 2 Ukyo Sasahara  
Hitech GP
- Race 3 Jack Doohan  
Hitech GP



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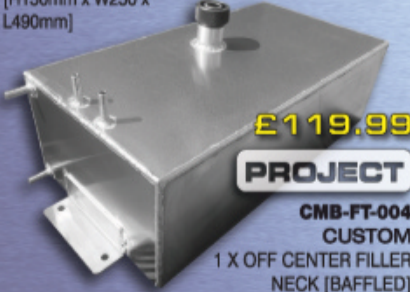
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Russell nurtured many young talents over the years

## LEADING RACING SCHOOL FOUNDER RUSSELL DIES

**JIM RUSSELL 1920-2019**

Racing school founder and single-seater racer Jim Russell has died, aged 98.

The multiple 500cc F3 title winner created the Jim Russell Racing Drivers' School at his local circuit, Snetterton, in 1956 and it became one of the most popular training centres in motor racing. Franchises spread to Canada and the US, and there were facilities at Silverstone and Donington Park too.

Van Diemen boss and Russell's brother-in-law Ralph Firman began working for Russell as a mechanic at the school before becoming a single-seater constructor.

"Jim was a brilliant boss to have, and he was full of life and laughs," said Firman. "He liked to have fun. He was just superb at spotting talented drivers, and he must have launched 1000 racing careers over his time.

"He was an innovator too: he was the first one to run his own racing series within the school. That was a fantastic idea, because you could have 20 or so cars and run at least 100 drivers in a bunch of races throughout the week. It was a brilliant idea.

"He was very good to me as a boss, and then when I started my Van Diemen firm. He

bought a bunch of cars from me in 1973 and then again in '77, and that really helped me put the business on a firm footing."

Russell started racing in 1952 aged 32 in a Cooper MkVI and was winning races in 1953. Titles followed and he graduated to F2, but his career was cut short after an accident during the night at Le Mans in 1959. He made a brief return, but then decided to concentrate on other interests including the racing school.

In 1966, Russell was one of the leading players behind the action sequences of John Frankenheimer's film *Grand Prix*. He was responsible for dressing up Formula Junior cars as F1 machines and had a hand in teaching the leading stars, including James Garner, to handle racing cars.

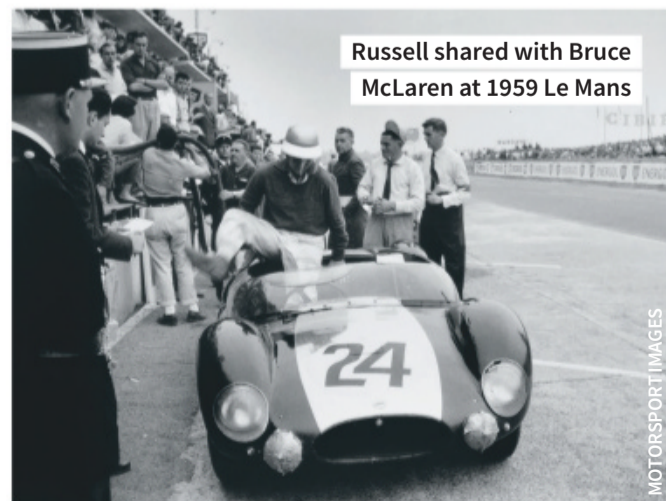
MotorSport Vision chief executive Jonathan Palmer also paid tribute: "Jim's school nurtured a number of notable talents over the years, including Emerson Fittipaldi, Derek Bell, and Tiff Needell. I even took to the track with the racing school myself as a 17-year-old.

"I'm certain that Jim's influence and legacy will endure at Snetterton, and my thoughts and condolences go to his family and those who knew him best."

**MATT JAMES**



Firman (left) paid tribute to Russell (right)



Russell shared with Bruce McLaren at 1959 Le Mans

# Hand grabs GT4 Aston drive with TF Sport squad

## BRITISH GT

Former Renault UK Clio Cup racer Ash Hand will switch to the British GT Championship this year after joining TF Sport to race its Aston Martin Vantage GT4.

The 24-year-old finished runner-up to Ash Sutton by five points in 2015, but has not contested a full season since then. He replaces Welsh youngster Rory Collingbourne alongside 17-year-old Tom Canning.

Hand will join his three team-mates and 19 other young drivers across Europe in the revived Aston Martin Racing Driver Academy scheme, which offers a factory contract to the best performer.

Hand expects to quickly adapt to GT racing, having sampled the Renault RSO1 in the Renault Sport Trophy in 2016.

“We only got 10 laps in the wet but the car is amazing, it’s got so much grip, it’s a brilliant car to be racing this season,” he said. “To be with Aston Martin, there are so many other opportunities that can come from it, so it’s a no-brainer to want to be involved.”



Hand will partner Canning in new TF Aston Martin GT4

Meanwhile, GT4 newcomer GT Marques will skip the Oulton Park season opener and instead tackle the first two GT Cup events at Donington Park and Snetterton before starting its British GT season at the Norfolk venue in May.

Dino Zamparelli, who will share the team’s new Porsche 718 Cayman Clubsport GT4 with Chris Car, said: “Oulton Park is not a particularly great place to go anyway on your debut – it’s a tight and twisty circuit and pretty daunting. But we’re confident that the car is quick and everything has been going well. We’ll use the two GT Cup rounds to get back into the flow of racing and go for top honours onwards.”

**JAMES NEWBOLD**



Spires finished sixth in race two after clutch woes in the opener

# Spires targets more Clio races

## RENAULT UK CLIO CUP

Former Michelin Clio runner-up Anton Spires is targeting a full campaign in the Renault UK Clio Cup after agreeing a late deal to contest the Brands Hatch season opener last weekend.

Spires, 26, competed in the series in 2016 before dropping back to the Michelin category – for older, third-generation Clio machinery – the following year, when he finished runner-up.

After sitting out 2018, he agreed a late deal for Brands with the Westbourne

Motorsport squad and is now looking to secure sponsors to contest further rounds.

It was a difficult return for Spires as he failed to start the first race before taking sixth in race two.

“The clutch went on the grid and I couldn’t do anything from there,” he said. “Today’s [Sunday] been a better day. I hoped it would either be fully wet or dry as I haven’t raced for about 18 months. I’m just going race by race. It’s good to get that first race under our belts.”

The next round is at Donington Park in just over two weeks’ time.

**STEPHEN LICKORISH**

# Caterham champion in Ginetta move

## GINETTA GT4 SUPERCUP

Caterham Seven 270R champion Jamie Falvey will contest selected rounds of the Ginetta GT4 Supercup this year ahead of a planned full campaign in 2020.

Falvey clinched the Caterham crown by four points last year and now plans to participate in some of the GT4 Supercup rounds in the second half of the season, as well as outings in the top Caterham 420R series.

“We were looking at our options and trying to work out which is the best way forward,” he explained. “The future goal is to make a Pro-Am bid for Le Mans – I’m trying to put together a programme that, in a few years’ time, will mean I’m a quick bronze [driver].”

Despite last month’s media day at Brands Hatch being only Falvey’s second time in the car, he set the sixth-fastest time – just 0.4 seconds off the pace.

“The car was great – you can really grab it by the scruff of the neck once the downforce kicks in,” he added. “I was a lad going to watch A1GP at Brands Hatch in 2008, I had an absolute blast, and who would’ve thought I would be doing a test day and going relatively well 10 years later?”

Former marine Falvey will again be raising awareness for mental health issues in the military this year.

- Britcar Endurance GT4 class champion Simon Rudd was a late addition to the GT4 Supercup field at Brands Hatch last weekend. He scored a best result of fifth in the Pro class in race one, but will miss the next round due to his own stag weekend.

**STEPHEN LICKORISH**



Falvey will race G55 later this year

MOTORSPORT IMAGES/JEP

# TCR UK merges with new Touring Car Trophy series

## TCR UK

TCR UK will no longer have its own standalone grid as it has been merged with the new-for-2019 Touring Car Trophy.

The Touring Car Trophy – run by Maximum Motorsport – is a category that will comprise older-spec British Touring Cars (either NGTC-spec or S2000), SEAT Leon Supercopa cars and now the TCR machines too.

TCR UK is in its second season in Britain and competitors will compete for a dedicated classification, for which the TCR UK title will be awarded.

The TCR series, which is run under the BRSCC banner, has struggled for numbers since its inception, with just three drivers signed up for 2019 before the announcement of the merger.

Although 19 drivers raced in it during 2018, only three contested the full season, with a best grid of 14 at Brands Hatch



TCR UK has struggled to attract many entries

READ

and a smallest field of eight at Croft.

TCR UK is run by coordinating firm WSC, the involvement of which will still be overseen by David Sonenscher.

“When I came on board, my role was to find the best way forward for TCR in the UK,” said Sonenscher. “After looking at the situation and numerous discussions, I felt that a cooperation with Stewart Lines and his [Maximum Motorsport] organisation would be the best solution.”

A six-event provisional calendar has been revealed that includes five of the originally planned seven TCR UK rounds, along with

the Touring Car Trophy’s appearance on the British GT support bill at Donington Park.

Darelle Wilson, one of the three drivers who had signed up for this year, says it’s a positive move. “It’s got to be a good thing, because obviously there’s going to be more cars on the grid,” he said. “The touring car is more powerful but the TCR cars have got better aero, so some tracks you might find we might be quicker or you might find that we’re slower. I’m sure Stewart [Lines] knows what he’s doing and will look after it and make everything OK.”

**MATT JAMES AND MARK PAULSON**

# Cooper to focus on Combe; American joins CDR

## FORMULA FORD 1600

Luke Cooper will defend his Castle Combe Formula Ford title this year, but will step back from competing in the BRSCC’s National series.

The 25-year-old took six wins to comfortably secure the 2018 Combe FF1600 title for the first time in his family-run Swift SC16 in 2018.

He also won twice in the National series and finished fourth overall, but clashing dates and a lack of budget mean he will now focus on the Wiltshire series,



No National FF1600 races for Cooper

JONES

which celebrates its 50th anniversary this year.

“I would love to do National again but it’s not logistically possible,” said Cooper. “The National rounds are quite far away or they clash with

Combe. It’s great to be in a position to defend the title in the 50th year.”

Cooper also intends to test different cars this year having only ever raced Formula Fords, ahead of a potential move

away from single-seaters.

One driver who will be competing in the National series this year is American Spike Kohlbecker. The 16-year-old will drive for Cliff Dempsey Racing after finishing third in the Canadian F1600 standings in 2018.

“I’m not chasing trophies – I want to challenge myself and so I look for those challenges,” said Kohlbecker. “In the UK I am expecting great drivers, big fields and really tricky race tracks. That’s why I’m here.”

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# Caterham 420R superpole format proves to be a hit with drivers

## BRSCC

Caterham 420R's new superpole one-lap qualifying top 10 shootout got widespread approval after being used for the first time at Silverstone last weekend.

In the superpole format, the top 10 from an initial qualifying session proceed immediately to a one-at-a-time final part, where they are released in reverse order at 16-second intervals to complete a single flying lap to set their top 10 grid placings. Championship points are also awarded to the top three.

"It was quite frantic, but we were pleased," said Caterham chief motorsport and technical officer Simon Lambert. "It really shook things up at the front of the grid; I had feared it would just be a repeat of what we saw in [the first part of] qualifying. I think everyone really enjoyed it.

"There was a degree of luck before of

whether you got a tow or not and we're taking that degree of luck out of it. So it's a pure lap."

Inaugural superpole winner John Byrne added: "It's really good – it's all about your one-lap pace and just you as a driver and that's always the best way. I prefer that sort of formula."

Henry Heaton also gave the format his thumbs-up, despite dropping to sixth in the superpole session having topped initial qualifying. "I think it's a really good, innovative way of spicing the championship up," he said. "It's just you, the track and one lap and you either go for it and get pole, or leave something out there, which is what I did!"

Lambert added that in future rounds there is likely to be a pause between the initial qualifying and the superpole session, to give "a bit of breathing space".

**GRAHAM KEILLOH**



Byrne was inaugural superpole winner – and won both races

## IN THE HEADLINES

### INVICTUS AND HSF TEAM UP

Invictus Games Racing, which competes with a Jaguar F-type SVR in the GT4 class of British GT, has announced a partnership with the Henry Surtees Foundation. The Foundation will support the team's athlete driver training programme throughout the 2019 season.

### HINDHAUGH RACES RADICAL

Radio Le Mans commentator John Hindhaugh had his own taste of sportscar racing, competing in the Radical Challenge at Donington Park last weekend. In the series for SR3 RSXs, he twice qualified 18th out of the 19-car field but progressed to 10th in the opener and backed that up with 11th and 12th in races two and three.

### WATTS BACK TO RACING

Former Monoposto and 750MC Formula 4 champion Robbie Watts made an unexpected return to the F3 Cup at Donington Park last weekend, having been out of racing since a fire last year destroyed his property, cars and race gear. "I have coached Stephen Fitzpatrick and driven his car, so when he said he couldn't do the Sunday races, he offered the car to me," Watts said. He took a best result of eighth from the back of the grid.

### POWERFUL BENTLEY

An 800bhp Bentley Continental GT3 (below) will take part in the Time Attack series this year. The entry by series regular Roger Clark Motorsport follows the introduction of a new class for machinery from a range of international GT racing categories. But Time Attack rules mean the Bentley isn't subject to the restrictions that limit it to 500bhp in GT3 specification. The Bentley will be driven under the FastR banner by Luke Clayton.



## SCOTTISH CLUB VINDICATED BY ROOKIE INTAKE FOR NEW CITROEN SERIES

### SCOTTISH C1 CUP

Leading Scottish Motor Racing Club figures have hailed the inaugural Scottish C1 Cup race weekend at Knockhill as a success.

A total of 15 registrations have been received by the club, and 11 cars were entered for the opening round.

SMRC business development manager Rory Bryant said: "It's a really strong start for a completely new championship but the really pleasing aspect is that of the 15 registered, only two have raced previously, so it's doing exactly

what it was intended to do."

Bryant sees the C1s as a stepping stone for progression within the SMRC to bigger championships such as the Mini Cooper Cup, and that's a view shared by former Junior Saloon Car Championship driver and C1 newcomer Emily Glanvill.

"It's a fantastic way to get into motorsport at a really cheap level," she said. "They're great little cars and actually quite difficult to drive so it gives you a lot of the basic skills you need further up the ladder."

Ryan Smith and Finlay Brunton were the category's first race winners.

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**HISTORICS** Goodwood's 77th Members' Meeting featured an alarming bang for third-generation racer Chris Middlehurst during Saturday's first Betty Richmond Trophy Mini heat. Former Ginetta Junior racer Ben Hatton (7) dived into a rapidly diminishing gap inside Middlehurst's second-placed Cooper S onto the left-hand apex of the adverse-camber St Mary's corner, whereupon Hatton's car was destabilised as it hit the kerb a glancing blow. To the marshals' amazement, Middlehurst's car prevented Hatton's from rolling, but a broken rear subframe put Middlehurst's Snetterton Speed Shop machine out after they had careered across the infield. Hatton also retired. **Photographs by Joy Richings**



## Short rebuilding his TVR Tuscan

### TVR FESTIVAL

Former TVR Tuscan Challenge frontrunner Martin Short is rebuilding his old car and plans to race it in the 30th anniversary celebration event at Castle Combe next month.

Although Short, who went on to compete successfully in international sportscar racing, never won the Tuscan title, he scored 13 victories in the championship's heyday. The series ran from 1989 until 2004.

Fellow race winners Michael Caine and Mike Jordan have recently had their Tuscan restored.

"I bought my old TVR back about four or five years ago and it's just been sitting in a shed," said Rollcentre boss Short, who last raced in the Silverstone Classic last year. "Once I discovered that Jordan and Caine were getting theirs sorted out, I thought I'd do mine."

"It's still completely original – original seat, it's still got the stickers I put on it, and even the questionable lead under the diff! It was as we left it."



Time is tight to make the TVR Festival on 6 May, but Short is confident he will be ready. "We're on a strict deadline, but we're planning to race it at Combe," added Short, who was fourth at the 2007 Le Mans 24 Hours in Rollcentre's Pescarolo-Judd. "Shakedown may end up being qualifying. It's too important to miss, so I'll be there one way or another. They were halcyon days."

There are also plans for a gathering of former Tuscan racers at the Castle Combe Racing Club event.

**KEVIN TURNER**

## Caine races rebuilt Mini at Goodwood

### HISTORICS

Former British GT champion Michael Caine has returned to low-key racing after building a pre-'66 Mini for the Betty Richmond Trophy at Goodwood.

"I owned the car as a basket case shell," said Caine, who started racing with a VW Scirocco in Road Saloons.

"We were doing a relaxed rebuild when the Goodwood race was announced and so we had to crack on with it."

The Mini was finished last Thursday and qualifying was his first drive in the car, which was 14th in the final. "It's going back to my racing roots," said Caine, who also plans to do the Mini race at the Silverstone Classic.

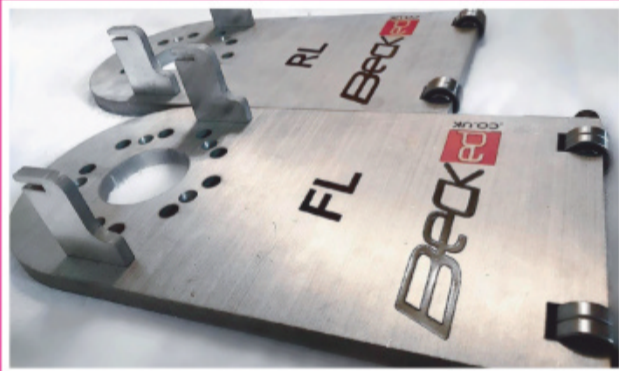
**PAUL LAWRENCE**

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# Members' Meeting magic

*There's nothing like experiencing a Goodwood Members' Meeting for yourself to see just how vibrant and exciting historic motor racing events can be*

STEFAN MACKLEY

**W**hen the offer to go to the 77th Goodwood Members' Meeting presented itself, I didn't hesitate to accept. It's something I've wanted to experience for a number of years, having seen it on TV and spoken to colleagues, and this year I finally got to see first-hand what it was like.

After a very wintry event last year, the date was pushed back by a few weeks, which meant the 2019 edition clashed with the opening round of the British Touring Car Championship. Drivers who were a regular part to the Members' Meeting, such as Andrew Jordan, Jason Plato and Matt Neal, were at Brands Hatch instead of the Goodwood Circuit.

Was it a shame that some of the biggest contemporary names in touring cars weren't able to attend the event? Yes. But did their absence diminish the quality of racing or the spectacle? Absolutely not, according to the Goodwood veterans I was with.

Anyone who watched the Betty Richmond Trophy, which was held to celebrate 60 years of the Mini, is unlikely to see a better race all year. Changes for the lead happened almost every lap, often twice, and it took until the final corner for Nick Swift to beat Nick Padmore in what had been a titanic four-way battle for the lead. The crowd in the grandstands at Woodcote were cheering almost every lap. Likewise, the Derek Bell Cup for one-litre Formula 3 cars was just as

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**“Nearly all the races had close battles for the lead – even the SF Edge Trophy for Edwardian cars”**

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entertaining, despite it being a two-horse race between the Brabham BT28 of Ben Mitchell and Brabham BT18 of Andrew Hibberd, with Mitchell just prevailing.

In fact, nearly all the races throughout the weekend had close battles for the lead – even the SF Edge Trophy for Edwardian cars, which I had dismissed in my head as not much of a race before it had even started.

But standing at the end of the Lavant Straight, it was fascinating to see these machines, many of them more than 100 years old and of varying and unusual designs, come hurtling down. It was a great chance to watch these rare machines in action and I can honestly say my attention was held for the entire 15-minute race. It also happened to produce the closest finish all weekend, with Julian Majzub in his Sunbeam

Indianapolis winning by just 0.018 seconds!

One thing that many people refreshing was that the Goodwood organisers were clamping down on technical infringements, something that has sometimes appeared lacking in previous years. The most notable exclusion was the Ford Mustang Boss 302 of Craig Davies and Andy Newall, which had won the Gerry Marshall Trophy on the road.

Above all, though, it was striking just how hard-fought the victories were over the weekend. If people are taking it that seriously, it can only be a good thing that there is a stricter enforcement of the rules to maintain a fair playing field.

While the 'newest' cars to race were from the early-1980s, there was more-modern machinery that took to the track for demonstration laps. There was a gaggle of NASCARs, with the most recent models from 2016, while Le Mans 24 Hours-winning Audi R8 (2001) and Bentley Speed 8 (2003) were among several recent LMP1 cars. There were also hot laps from McLaren 600LTs and 570Ss, one of which I was lucky enough to ride in as a passenger.

While some purists may scoff at why these modern machines are at an event celebrating historic machinery, I feel – as does, presumably, the Goodwood Circuit – that it's important to include them. The Members' Meeting is a celebration of motorsport as a whole, and making sure that it includes as many categories from as many different eras as possible can only mean that it continues to become bigger and more successful.

The Pininfarina Battista is a perfect example. Unveiled to the UK public for the first time at the meeting, this all-electric hypercar produces 1900bhp (that's not a typo!) and accelerates from 0-62mph in less than two seconds. To put that into context, it is more powerful than a current-generation Formula 1 car. Located opposite the Porsche 917s, you couldn't have had a better representation of the technological pinnacle from the past and the future, yet both were given the same attention by punters. And there were a lot of them.

Obviously, this being my first Members' Meeting, I was none the wiser as to whether it was becoming bigger but, based upon what many told me, it became clear that the event, now the sixth to be held since its reincarnation, is gaining in popularity.

“It's really stepped up in tempo this year. I think moving it a couple of weeks back has helped,” said former BTCC driver and Goodwood regular Anthony Reid.

It's no surprise to me now that the Goodwood Members' Meeting is becoming more and more popular – it certainly ticks all the boxes. The 78th Goodwood Members' Meeting can't come around soon enough. ✨

TOCA SUPPORTS BRANDS HATCH 6-7 APRIL



## Supreme recovery from Hedley nets him early points advantage

### GINETTA JUNIOR

On the first lap of the second Brands Hatch Ginetta Junior race, James Hedley was facing the wrong way at Graham Hill Bend and had dropped to 15th place. But last year's Winter Series champion staged a brilliant comeback to finish second as the top three were separated by just a tenth of a second in a thrilling finale.

Lorcan Hanafin grabbed the advantage

at the start of the race and continued to lead on the safety car restart, after a lengthy caution period was caused by a multi-car pile-up that followed Hedley's and Gus Burton's initial contact at Graham Hill Bend.

Hanafin's first threat came from Will Martin, but an attempted pass around the outside at Paddock Hill Bend didn't pay off and dropped Martin behind Tom Emson and James Taylor.

But Emson proved to be a more significant

rival and grabbed the lead at Druids on lap 14 of the 17. Hanafin didn't give up, however, and attempted to squeeze ahead at Clearways on the final tour.

But it didn't work and just brought the recovering Hedley – who had been aided by Taylor spinning into the Druids gravel – closer to the leading pair. The trio staged a photo finish, with Hedley pipping Hanafin on the line to take second, while Emson was a delighted winner.

"That was one of my toughest races," said Hedley. "I thought a win would be just unbelievable but I'm very happy with second and leading the championship."

His Elite Motorsport team-mate Emson was also happy: "The safety car saved me because Lorcan was quite far ahead. He dived up the inside of me, I didn't think there was enough space – I then just tried to get on the power as early as I could. I could see James behind me too and thought, 'This is going to be close!'"

Despite his race-two error, Taylor did still have something to celebrate, after leading throughout the wetter opening contest on Saturday.

"In practice we were struggling down in 18th with suspension issues," admitted Taylor. "Then the rain came and I thought 'This is good, I like the rain and this is our advantage.' I knew I just had to worry about what was in my control. I just looked forward, flipped my rear mirror around and didn't worry about the view behind me."

Rookie Zak O'Sullivan was second, while Hedley's third place set him up to leave Kent as the championship leader.

STEPHEN LICKORISH

## Clio controversy as Young is denied maiden win

### RENAULT UK CLIO CUP

There may have only been a disappointing 11 cars on the grid, but the Renault UK Clio Cup still delivered a healthy dose of its traditional controversy at Brands Hatch as Jack Young was stripped of a maiden series win in race two.

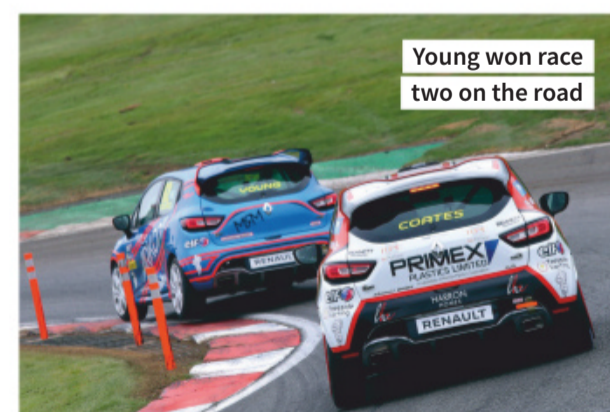
Young made a good start to get the jump on polesitter Max Coates but misjudged one of his two safety car restarts, slamming on the brakes and causing the field to concertina up behind. He survived a wide moment at Clearways to take the win on the road, but was later given a one-second penalty and dropped to second, a decision he unsuccessfully appealed.

In the earlier race, Young tried to grab the lead from Coates on the inside into Paddock Hill Bend on the second lap, but Coates was able to stay ahead on the



outside in a race-defining defensive move.

Young said he was pleased to back up the form he showed when winning the Clio International Final at Paul Ricard at the end of last year. "Last year [in the main Clio Cup] it was just problem after problem," he said, before the penalty was confirmed. "I then went to France with a clean head and won. I used that



experience and applied it here."

While Coates and Young have reinforced their position as the firm title favourites, Brett Lidsey completed the podium in both races – the first after a very close fight with Ethan Hammerton and Jade Edwards and the second after surviving a lurid slide at Paddock on the first lap.

STEPHEN LICKORISH

# King makes a Ginetta statement

## GINETTA GT4 SUPERCUP

While the wins were shared, Harry King showed he is the man to beat in the Ginetta GT4 Supercup with a performance that left his rivals fearing he will run away with the title.

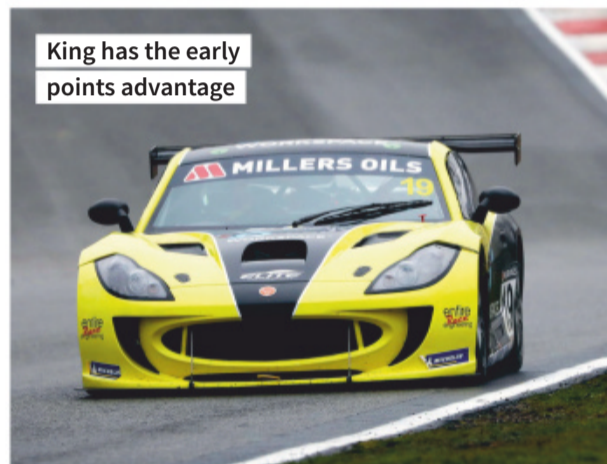
Second Pro in a topsy-turvy race one, King was well clear of a terrific battle for second in race two between Reece Somerfield and Mike Epps. Somerfield, who knew he couldn't match King after being passed at Paddock Hill Bend, repeatedly rebuffed Epps's attacks by making use of extra grip on the wet track's outside line.

From fifth on the reversed-grid race three, King was quickly up to second but couldn't catch series returnee Will Burns for the win.

Earlier, wet conditions in the opener thwarted the majority of Pro runners who chose to run slick tyres. Somerfield was the exception and drove to a second career win, four years after his first, ahead of Am class debutants Darron Lewis and James Kell. King was the leading runner on slicks, nearly 30 seconds back in seventh.

"I think we've made a real statement on what we're capable of this weekend," said the 18-year-old.

**MARK PAULSON**



King has the early points advantage



Somerfield took his first win for four years

# Strong start to Harper's season

## PORSCHE CARRERA CUP GB

Dan Harper laid down a marker at Brands Hatch. Not only did he dominate the first Porsche Carrera Cup GB race, but he came incredibly close to taking second in the partially reversed-grid race two.

Harper got a good start to race one – aided by a mixed-up grid from wet qualifying that had Pro-Am and Am runners Jamie Orton and John Ferguson second and third – and pulled away. That was until he tried lapping Adam Knight – Harper got caught out by the backmarker and took to the Surtees grass. "It was a scary moment and I

had to regroup," said Harper.

In race two he spent seven laps stuck behind the impressive Seb Perez, allowing leaders George Gamble and Lewis Plato to build a 7.4-second advantage. But Harper narrowed that to nothing over the remaining 22 laps and almost grabbed second at Druids on the final tour. "I thought I had him but Lewis did well and just outbraked me on the outside!" said Harper.

Gamble was in control up front to take a strong win, but was only fourth in the opener after running wide at Paddock Hill Bend.

**STEPHEN LICKORISH**



JTR driver Harper led throughout first race

## WEEKEND RESULTS

### BRITISH FORMULA 4

**Race 1 (22 laps) 1 Luke Browning;** 2 Sebastian Alvarez +3.705s; 3 Zane Maloney; 4 Tommy Foster; 5 Bart Horsten; 6 Joe Turney. **FL** Maloney 54.246s (80.16mph). **P** Turney. **S** 12.

**Race 2 (22 laps) 1 Louis Foster;** 2 Alvarez +2.368s; 3 Browning; 4 Turney; 5 Roberto Faria; 6 Carter Williams. **FL** Browning 51.158s (85.00mph). **P** Turney. **S** 12.

**Race 3 (26 laps) 1 Alvarez;** 2 Maloney +1.104s; 3 Williams; 4 L Foster; 5 T Foster; 6 Horsten. **FL** Alvarez 46.667s (93.18mph). **P** Alvarez. **S** 12. **Points 1 Alvarez 61;** 2 Browning 46; 3 L Foster 43; 4 Maloney 39; 5 Williams 25; 6 T Foster 23.

### PORSCHE CARRERA CUP GB

**Race 1 (34 laps) 1 Dan Harper;** 2 Lewis Plato +2.377s; 3 Seb Perez; 4 George Gamble; 5 Karl Leonard; 6 Esmee Hawkey. **FL** Harper 47.232s (92.06mph). **P** Harper. **S** 16.

**Race 2 (34 laps) 1 Gamble;** 2 Plato +2.134s; 3 Harper; 4 Perez; 5 Leonard; 6 Jamie Orton. **FL** Plato 46.684s (93.14mph). **P** Gamble. **S** 16. **Points 1 Harper 21;** 2 Plato 19; 3 Gamble 16; 4 Perez 13; 5 Tom Roche 7; 6 Dan Vaughan 4.

### RENAULT UK CLIO CUP

**Race 1 (19 laps) 1 Max Coates;** 2 Jack Young +0.351s; 3 Brett Lidsey; 4 Ethan Hammerton; 5 Jade Edwards; 6 Aaron Thompson. **FL** Coates 58.808s (73.94mph). **P** Coates. **S** 11.

**Race 2 (22 laps) 1 Coates;** 2 Young +0.132s; 3 Lidsey; 4 Edwards; 5 Ben Davis; 6 Anton Spires. **FL** Coates 52.481s (82.86mph). **P** Coates. **S** 11.

**Points 1 Coates 56;** 2 Young 45; 3 Lidsey 40; 4 Edwards 34; 5 Hammerton 26; 6 Davis 24.

### GINETTA GT4 SUPERCUP

**Race 1 (13 laps) 1 Reece Somerfield;** 2 Darron Lewis +1.383s; 3 James Kellett; 4 Lee Frost; 5 Paul Taylor; 6 Lucky Khera. **FL** Lewis 54.774s (79.39mph). **P** Harry King. **S** 20.

**Race 2 (26 laps) 1 King;** 2 Somerfield +12.122s; 3 Michael Epps; 4 Tom Hibbert; 5 Will Burns; 6 Carl Shield. **FL** King 54.088s (80.39mph). **P** Somerfield. **S** 20.

**Race 3 (26 laps) 1 Burns;** 2 King +2.135s; 3 Somerfield; 4 Epps; 5 Fin Green; 6 Nathan Heathcote. **FL** Burns 48.179s (90.25mph). **P** Burns. **S** 20.

**Points 1 King 97;** 2 Somerfield 92; 3 Epps 70; 4 Burns 56; 5 Simon Rudd 52; 6 Hibbert 48.

### GINETTA JUNIOR

**Race 1 (16 laps) 1 James Taylor;** 2 Zak O'Sullivan +0.595s; 3 James Hedley; 4 Theo Edgerton; 5 Gustav Burton; 6 Will Martin. **FL** Hedley 1m04.979s (66.92mph). **P** Taylor. **S** 24.

**Race 2 (17 laps) 1 Tom Emson;** 2 Hedley +0.073s; 3 Lorcan Hanafin; 4 Edgerton; 5 Ethan Hawkey; 6 Harry Dyson. **FL** Hedley 58.684s (74.10mph). **P** O'Sullivan. **S** 25.

**Points 1 Hedley 58;** 2 Emson 49; 3 Edgerton 44; 4 O'Sullivan 42; 5 Hanafin 38; 6 Taylor 36.



For full results visit [motorsportstats.com](http://motorsportstats.com)

TOCA SUPPORTS BRANDS HATCH 6-7 APRIL



## Browning wins then collides in eventful F4 season opener

### BRITISH FORMULA 4

Newcomers to the British Formula 4 Championship played starring roles at Brands Hatch, but it's an old hand who leads the standings after the opening weekend of the season. Second-year driver Sebastian Alvarez took a maiden win and two podiums to hold a 15-point advantage over Luke Browning.

Ginetta Junior graduate Browning was the star of the opener, winning from 10th on the 12-car grid. His preparation had been hampered by

needing an engine change on Friday, costing valuable track time in practice and delaying his participation in Saturday qualifying. But a damp circuit for race one meant he could take advantage of all the wet running his Richardson Racing team had endured in pre-season testing.

Fourth by the end of lap one, Browning then picked off his old Ginetta sparring partner Louis Foster into Paddock Hill Bend, and got a run on Barbadian karting star Zane Maloney out of Clearways on lap three of 22.

He reeled in Alvarez, who had jumped

from third to first at the start, and passed him into Druids before half distance to take his and the team's maiden wins. Alvarez and Maloney completed the podium.

Browning almost repeated that performance in Sunday's first race, delayed for a couple of hours by fog. After a poor start from sixth on the reversed grid, he carved his way through and caught leader Maloney in the closing stages as the track dried. Browning dived inside at Clearways on the final lap, with the resulting contact sending Maloney spinning down to seventh.

Browning was slapped with a 10-second post-race penalty (reduced from 22s on appeal), demoting him from first to third. Foster and Alvarez – who himself had survived an earlier altercation with Tommy Foster – thus inherited a one-two for Double R Racing after their own wheelbanging squabble.

Arden's Bart Horsten had led the early laps of race two but admitted to pushing too hard, spinning out at Clearways after Carlin duo Joe Turney and Maloney had moved ahead. Turney's race unravelled after the resulting safety car as he ran wide on the restart and then picked up damage before salvaging fourth.

Under pressure from Maloney, Alvarez led a less-eventful race three from start to finish. JHR's Carter Williams held off Louis Foster for third as overtaking proved difficult in the dry conditions.

MARK PAULSON

### TURNEY SHOWS HIS TALENT AFTER LAST-MINUTE CARLIN DEAL

Polesitter for the opening Formula 4 race was debutant Joe Turney. Having claimed world and British titles in the X30 class last year, Turney became the first kart racer to be named Motorsport UK Young Driver of the Year. While continuing with the Tony Kart team, Turney is trying his hand at circuit racing too, but only completed his deal with returning title-winning squad Carlin on the eve of the season.

A couple of days' testing with the team at Thruxton and Brands Hatch were enough to hit the ground running. Turney snatched a sensational pole position in qualifying by only 0.01 seconds from team-mate Zane Maloney.

The two debutants bogged down at the start of the damp first race and Turney slipped to seventh before passing Louis Foster late on, crucially earning the reversed-grid pole position and a second bite of the cherry in race two.

This time, although he was beaten away by Bart Horsten at the start, Turney got underneath the Australian at Clearways two laps later and

built a margin of more than a second before the mid-race safety car. Turney lost out to Maloney when he ran wide at the restart, and was then passed by Luke Browning and Sebastian Alvarez at Druids, damaging his front wing on the Mexican's left rear in the process.

"He was far enough past me – I just didn't back out quite early enough," admitted Turney, who was classified fourth, despite compromised handling, after Maloney's late drama.

"I got into the lead before the restart and it looked quite good for the rest of the race, but once the safety car came out we just struggled a bit for pace."

Race three also didn't go to plan when Turney's attempted pass on Josh Skelton at Druids sent both cars spinning, and left him nursing his car home ninth. The racecraft may need honing, but searing pace is clearly evident. Now Turney faces something of a tug of war for his services. "I moved into WSK [karts] this year for the European



championship, so we're trying to balance that and this," he said. "I still enjoy the karting – it's good for fitness, and could still be a good career so I've got to keep both going."

But with clashing calendars, what will take priority? "That's up to the boss," said Turney. "The boss of this team and the boss of Tony Kart."

MARK PAULSON

McGill won the final by just 0.042s from Newall in photo finish



## WEEKEND WINNERS

### SCOTTISH LEGENDS

Heat 1 Stewart Black  
Heat 2 Steven McGill  
Final Steven McGill

### SCOTTISH MINI COOPER CUP

Race 1, 2 & 3 Robbie Dalgleish

### SCOTTISH FORMULA FORD 1600

Race 1 & 2 Jordan Gronkowski  
(Van Diemen JL012K)

### SCOTTISH CLASSIC SPORTS & SALOONS

Race 1 & 2 Alastair Baptie (MGB GTV8)

### SCOTTISH SPORTS & SALOONS

Race 1 & 2 Andy Forrest (Westfield Sei)

### SCOTTISH MINI COOPER S & FIESTAS

Race 1 & 2 Olly Mortimer (Mini)

### SCOTTISH CITROEN C1 CUP

Race 1 Ryan Smith  
Race 2 Finlay Brunton

For full results visit:  
[speedhive.mylaps.com](http://speedhive.mylaps.com)

# Fine margins separate the Legends

**KNOCKHILL**  
**SMRC**  
**7 APRIL**

Steven McGill edged out David Newall by the narrowest of margins in a sensational Legends final as the Scottish Motor Racing Club season kicked off in stunning fashion at Knockhill.

Just 0.042 seconds separated the pair as they crossed the line after a missed gear from Newall exiting the hairpin on the last lap allowed McGill – who had charged through from 13th on the grid – to repeat his race-two win and hold a slender championship points lead over Newall.

“It’s been a great start, absolutely delighted,” McGill said. “Coming from the back, I set the target of a top six but the first couple of corners opened up a wee bit and folk went wide. I couldn’t believe my luck.”

McGill began the day with a fourth-place finish behind race-one winner Stewart Black and the championship’s two most recent champions John Paterson and Dave Hunter.

In a frenetic second heat, McGill seized the lead late on from Newall at the hairpin, leaving his rival to survive an attack from Duncan Vincent. The top three were split by just half a second at the flag; the leading quintet by under two seconds.

The reversed-grid 10-lap final produced the most action, with McGill, Newall and Black all having to make inroads from the back of the grid. Newall led an epic five-car lead battle heading onto the final lap and had the measure of McGill on entry to the hairpin. But a poor exit and that missed gear helped McGill nudge ahead by a hair at the line.

Robbie Dalgleish began his Scottish Mini Cooper Cup title assault in the best possible way with a hat-trick of wins, his second maximum haul in four meetings. From pole, the Peebles driver headed Michael Weddell and 2017 champion Mark Geraghty in a safety car-interrupted opening encounter before doubling up in a sedate second race. Come the final, Dalgleish fended off a spirited attack from Ian Munro to the flag to claim the win by just over half a second.

Jordan Gronkowski had won races before over three seasons in Scottish Formula Ford 1600, but never at the opening round. This time the Van Diemen driver completed back-to-back victories. Gronkowski beat series returnees Jamie Thorburn (Ray) and Kenny Cowie (Mygale) from pole each time, with Neil Broome in fourth.

Following a dominant opening-race win in his MGB GTV8, reigning Scottish Classics champion Alastair Baptie

completed a clean sweep with a fortuitous victory in race two after Raymond Boyd’s Porsche 911 Turbo spun out on the final lap. Bruce Mitchell (Lotus Europa) joined the pair on the race-one podium, while John Kinmond (Rover 3500) and the Ford Mustang GT350 of Alasdair Coates trailed Baptie in the second encounter.

Andy Forrest eased to two straightforward victories in the Scottish Sports & Saloons, beating the ex-Scandinavian Touring Car Championship BMW M3 silhouette of Paul Brydon. Andrew Gallacher (Mitsubishi AG Evo) briefly challenged Forrest’s Westfield Sei before retiring with an oil leak, forcing him out of race two. Forrest then romped to a 20s victory in the second race from Brydon.

Olly Mortimer remained unbeaten in the Mini Cooper S championship, which shared the same grid as the Scottish Fiestas for the first time, while Jack Davidson prevailed twice in the Fiesta class.

**STEPHEN BRUNSDON**



Baptie’s MG won second  
Classics race after Boyd’s  
Porsche spun out



ALL PICS: STYLES

Barrow won aboard Chevrolet Camaro in Swinging Sixties race

## Barrow wheels his Camaro to slippery success

**SNETTERTON**  
**CSCC**  
**6-7 APRIL**

Raymond Barrow won Sunday's Swinging Sixties Group 2 race in fine style as the Classic Sports Car Club season kicked off at Snetterton against a rainy backdrop.

Barrow was one of plenty of drivers who rose to the challenge, piloting his Chevrolet Camaro with some skill on a track that frustratingly refused to dry properly. Starting from fourth, he held position against the smaller, nimbler cars including the TVR Tuscan of Jon Wolfe and David Thompson.

The Tuscan retired after an off-track excursion before half-distance, leaving Barrow to run his own race. He was not aware that runaway leaders Nick and Eddie Powell had suffered an exploded gearbox in

their Lotus Elan, promoting Barrow to the win ahead of Jamie Keevill's Elan and the Lotus Seven of John and Tom Muirhead.

Also notable was a superb recovery drive from a visiting Justin Law, sharing Roger Bowman's Jaguar Mk1. Law had qualified it in third place in the wet, but Bowman struggled with the Jag in the drying conditions before handing it back to Law, who fought his way back to sixth with a class fastest lap.

The Powells had been similarly unlucky earlier on in the Classic K race, which they led comfortably for almost half the distance, when a fuse blew. The Elan of David Garrett was the eventual winner, just pipping the Marcos 1800 of Allen Tice and Chris Conoley on the line.

The Group 1 Swinging Sixties race was similarly close. Sam Polley led after the pitstops in his MG Midget, but Tim Cairns, in a Frogeye Sprite, crept up behind him and was less than a tenth adrift at the start of lap 12. This was quickly converted into a slim lead, which Cairns had stretched to almost 5s by the race's end four laps later. Richard Wheeler's Ford Lotus Cortina was a distant third, having recovered from a big off at Palmer early on.

Tyre choice proved important in the Tin Tops race. Even after a very wet qualifying

session, many drivers – including winner Tom Mensley (Renault Clio) – decided against using wet-weather rubber. The damp track suited the small cars better and Mensley built up a considerable lead before the pitstops. Steve Simpson spent many laps pressuring the Honda Integra of Nigel Ainge and Danny Cassar, before putting his compact Peugeot 208 in second.

Simpson did this by forcing Cassar into a mistake at Agostini and, if he had done it a lap earlier, he would have been in with a chance of a win. Cassar admitted his error and added that his tyres were overheating.

Future Classics had a runaway winner in Mark Chilton's Nissan Skyline. He led by over 90s at the end, but was the first to admit that the other regulars in his class who could have challenged him were not present. Second was Alex Taylor, who had started his Mazda RX7 down in ninth place. Martyn Adams held second spot in his Triumph TR7 for much of the race, but an early pitstop did not pay off and he was third.

Although some of its classes were rather thin on the ground, Turbo Tin Tops threw up the odd surprise. Keith Issatt's Mini Clubman was an unlikely standout, finishing second behind Carl Chambers's Peugeot 208. Issatt's fastest



Four abreast into Riches in Tin Tops

## SNETTERTON WEEKEND WINNERS

### SWINGING SIXTIES

**GROUP 2** Raymond Barrow (Chevrolet Camaro)

**GROUP 1** Tim Cairns (Austin-Healey Frogeye Sprite)

### CLASSIC K

David Garrett (Lotus Elan 26R)

### TIN TOPS

Tom Mensley (Renault Clio)

### FUTURE CLASSICS

Mark Chilton (Nissan Skyline GTR)

### TURBO TIN TOPS

Carl Chambers (Peugeot 208 GTi)

### NEW MILLENNIUM

Harry Woodhead (Lotus Exige GT3)

### MODERN CLASSICS

Piers Masarati/Miles Masarati (Porsche 964 Turbo)

### MAGNIFICENT SEVENS

Stephen Nuttall (Caterham Supersport)

### JAGUAR SALOON & GT CHAMPIONSHIP

**RACE 1** Colin Philpott (XJS – pictured below)

**RACE 2** Sam Clarke Jr (XJS)

### OPEN SERIES

Christian Pittard (Caterham 7)



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

lap of 2m12.406s was half a second quicker than Chambers's.

The battle for second place was also the most compelling part of the New Millennium race. Peter Challis's Porsche 997 was nose-to-tail with Chris Griffin's Lotus V6 Cup at the midpoint, when Griffin went onto the grass and he and a distracted Challis were passed by Dominic Malone's BMW M3 for the runner-up spot. Winner Harry Woodhead had long since streaked away into the lead in his Lotus Exige.

Piers and Miles Masarati won the Modern Classics race in some style in their immaculate-looking but flame-spitting Porsche 964, having just about kept ahead of Dan Williamson's 996 on-track and through the mandatory pitstops. Miles Masarati came in a lap earlier and brother Piers kept hold of the advantage.

**RACHEL HARRIS-GARDINER**



**THIRSTY WORK** Alex Taylor was given this 1979 Mazda RX7 by a family friend almost four years ago, after it had been in storage for many more. The car, which has a 1300cc rotary engine, was built and first raced in Australia. Taylor said of its oil consumption: "Thirsty – she's an alcoholic!"



**WRONG NUMBER** The only racing Ford Mustang Mach 1 left in the UK is now owned by Martin Reynolds. He usually races with the number 27 but the Mach 1 wore 127 on Sunday. When number 27 was shown alongside a black and orange flag he came into the pits by mistake!



**MINI DELIGHT** The 2010 BMW Mini Clubman Cooper is 80cm larger in its wheelbase than the standard Mini but, according to Keith Issatt, it sticks to the road far better. He rates it as being better than the R56 Cooper, which he drove last year, and likes it so much he is building another one.



Jackson (4) won two Radical Challenge races to de Sadeleer's (5) one

**DONINGTON PARK**  
**MSVR**  
**6-7 APRIL**

All three Radical Challenge races featured duels between defending champion Dominik Jackson and Jerome de Sadeleer, and it was Jackson who held the upper hand.

De Sadeleer led the first race into Redgate, but Jackson scythed ahead into the chicane on the opening lap, before the safety car intervened. While Jackson went on to take a comfortable win, de Sadeleer had to

fight back from a mistake to wrest second from team-mate Mark Richards into the chicane with 11 laps remaining. Debutant Jac Constable was a solid fourth, with Brian Murphy and Spencer Bourne completing the top six.

The lead trio was settled early into the shorter sprint race, with de Sadeleer heading Jackson and Richards throughout. John Macleod had been a solid fourth, but engine maladies allowed Constable to go by, with Bourne and Murphy following a few laps later before Macleod's car expired.

De Sadeleer made the best start in race three, while Jackson stayed close and led from the Craner Curves on lap 12. Constable took charge during the stops, but Jackson soon reeled him in and took the lead at the chicane just after half-distance to secure win number two. De Sadeleer fought his way back up the order and ousted Constable from second, but a track-limits penalty reversed the places again and left de Sadeleer with third.

Murphy was set for fourth, but had Elliot Goodman and Macleod closing as

## Byrne scorches to double in thrilling Caterham opener

**SILVERSTONE**  
**BRSCC**  
**6-7 APRIL**

Caterham's first proper race weekend of 2019 could not have gone better for John Byrne, who won both Caterham 420R races as well as the championship's first ever one-lap shootout 'superpole'.

Byrne finished both races side-by-side with the runner-up after a race-long slipstreaming multi-car battle for victory. In race one Byrne held off Timothy Dickens, while in the second race Byrne was second exiting the final corner and just outraged David Henderson to the chequered flag. Byrne also got three bonus points for his superpole – his first ever pole position.

"I'm absolutely ecstatic, it's just been

the perfect weekend from start to finish," Byrne exclaimed. "The qualifying went perfect then two hard-fought wins. They were both very, very close. Each one was the other way round – this time [race two] I was overtaking crossing the line, before he [Henderson] was trying to take me across the line. Either way I've done it and I'm just absolutely blown over!

"This is exactly the start to the season I wanted. I've trained harder, I've done all my practice, I've got a new fantastic team [DW Motorsport]. Also it's the team's first two wins and first pole ever."

The Caterham 270R double-header was, if anything, even more thrilling in its slipstreaming pack racing. Matt Sheppard nosed ahead of Justin Heap and James Murphy to win race one; this trio finished three abreast and the 13th finisher was just three seconds shy of



first. Heap prevailed in race two.

Caterham 310R had an incredible 39-car grid and both races – again entertaining slipstreamers – were won by last year's title runner-up Gordon Sawyer. He beat Jay McCormack and Lee Bristow in race one, then edged ahead of James Beardwell in last-lap traffic to claim race two.

Caterham Roadsport went one better than 310R with a capacity 40-car grid. Will Rossetti moved clear of the warring pack to win race one, while Stuart Bell won a tighter race two. Both races were stopped early due to multi-car crashes.

Veteran racer Rod Birley took an emotional double Classic and Modern

he started the final lap. A quick grassy excursion at the Old Hairpin cost him, as both of his rivals went by. But Macleod was another penalised for track limits, which handed fifth back to Murphy.

With Stefano Leaney's Invitation class Dallara F317 retiring with a fuel pick-up problem after four laps, reigning F3 Cup champion Cian Carey regained his early lead and held off a determined Shane Kelly to take his first win of the year. George Line was a clear third, with Tony Bishop and Stuart Wiltshire nose to tail for fourth.

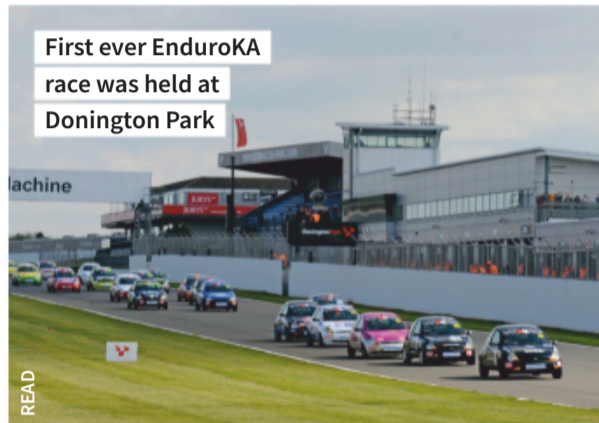
Leaney led from lap two of the second race, after initially losing out to Carey. Kelly had a fairly solitary run in third, but the fight for fourth raged for much of the race between Line, Wiltshire and Bishop, with Darragh Daly closing. Daly began to work his way through until he overshot the chicane, falling back to sixth behind Line and Wiltshire, after Jonathon Hughes spun exiting the chicane and brought out the red flags.

It took two laps for Leaney to take charge in race three, with Carey and Kelly again the prime chasers. Daly had charged ahead of Wiltshire for fourth into Redgate on lap six, but ended his race in the Coppice gravel five laps later, which left Wiltshire to take the position, with Line, Bishop and Hughes in line astern behind him.

Tom Valentine had the privilege of taking the inaugural EnduroKA victory for the Burton Power team with Andy Burton and Ash Davies, retaking the lead from IP Racing's Mark Figs in the last 10 minutes of the five-hour race. G&B Finch's Steve Finch followed Valentine through into



Goes won MSVT Super Cup race in SEAT Leon Supercopa



First ever EnduroKA race was held at Donington Park

second, while Sam Sheehan claimed third for Pistonheads a lap from home as Figs dropped to fourth.

Not even a reversed grid could stop Jason McNulty from taking a Lotus Elise Trophy double. Teddy Clark eased his way clear for second early on in race one, with Alex Ball and John Lamaster settled in the top four.

While McNulty edged away again in the second race, Mackenzie Walker and Clark duelled wheel to wheel for second until both crashed out on the last lap, and promoted Ball and Dave Carr to complete the podium.

**PETER SCHERER**



Hockley won twice aboard Honda Civic



Both Fiesta races were frenetic

Motorsport Club Southern Saloon Car Series win in his Ford Escort, just a day after his father-in-law passed away. Birley resisted a strong early challenge from Edward Leigh's BMW M3 in both races before moving clear. Leigh finished second in race one, but lost that place in race two to Paul Nevill's Escort on the last lap.

Fiesta Junior graduate Isaac Smith had an amazing senior Fiesta Championship debut, taking a third place, then a win. Zachary Lucas won the opening race after passing Ryan Faulconbridge late on; Faulconbridge was also runner-up in race two.

Oliver Turner took his first ever wins

in the Fiesta Junior category, in his third season in the championship. Turner beat reigning champion Magnus Kriklywi in both races driving a car raced by 2016 champion Harry Gooding in the seniors last year.

Richard Hockley in a Honda Civic was also a double winner, in his case in the Track Attack Nippon Challenge/Tricolore Trophy/Multi Marques races. In both he benefited from Clive Haynsford's Mazda RX-8 hitting problems – Haynsford ran out of fuel in race one, then out of brake pads in race two.

**GRAHAM KEILLOH**

## WEEKEND WINNERS

### DONINGTON PARK

#### RADICAL CHALLENGE

RACE 1 & 3 Dominik Jackson (SR3)

RACE 2 Jerome de Sadeleer (SR3)

#### F3 CUP

RACE 1 Cian Carey (Dallara F311)

RACES 2 & 3 Stefano Leaney (Dallara F317)

#### ENDUROKA

Ash Davies/Andy Burton/Tom Valentine (Burton Power)

#### ELISE TROPHY

RACE 1 & 2 Jason McNulty (Elise S3 Cup R)

#### MSVT TRACKDAY CHAMPIONSHIP

Scott Parkin (SEAT Ibiza)

#### MSVT SUPER CUP

Darren Goes (SEAT Leon Supercopa)

#### MSVT TRACKDAY TROPHY

James Gunn-Carter (BMW Compact)

### SILVERSTONE

#### CATERHAM SEVEN 420R

RACE 1 & 2 John Byrne

#### CATERHAM SEVEN 270R

RACE 1 Matt Sheppard

RACE 2 Justin Heap

#### CATERHAM SEVEN 310R

RACE 1 & 2 Gordon Sawyer

#### CATERHAM ROADSPORT

RACE 1 Will Rossetti

RACE 2 Stuart Bell

#### CMMC SOUTHERN SALOON CAR SERIES

RACE 1 & 2 Rod Birley (Ford Escort WRC)

#### FIESTA CHAMPIONSHIP

RACE 1 Zachary Lucas (ST)

RACE 2 Isaac Smith (ST)

#### FIESTA JUNIOR

RACE 1 & 2 Oliver Turner (below)

#### TRACK ATTACK NIPPON CHALLENGE/ TRICOLORE TROPHY/MULTI MARQUES

RACE 1 & 2 Richard Hockley (Honda Civic)

#### PRODUCTION GTI

RACE 1 & 2 Simon Hill (Golf GTI Mk5)

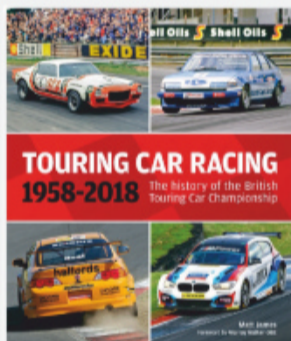


For full results visit:  
[www.tsl-timing.com](http://www.tsl-timing.com)

Ford Sierra RS500s lead the way (as they so often did) at Thruxton in 1988



## CELEBRATING UK RACING'S DIAM



**BOOK REVIEW**  
**TOURING CAR RACING: THE HISTORY OF THE BTCC 1958-2018**  
 RRP £60

Leave them wanting more may be something of a cliché, but at times

it has merit. And it seems *Touring Car Racing* author Matt James thinks so too.

Last year, Autosport and sister publication *Motorsport News* celebrated 60 years of the British Touring Car Championship with a special supplement (16 August 2018). James is the MN editor and BTCC journalist extraordinaire and, while working on that, he also did the research for his first book.

The BTCC, or British Saloon Car Championship as it was previously known, has had some great characters, dramatic cars and brilliant racing over those six decades. Distilling it down into a sensibly sized and reasonably priced book was always going to be a challenge.

So, aiming at the widest audience possible, James has kept it simple with *Touring Car Racing*. Following pieces from series director Alan Gow, legendary commentator Murray Walker and a largely honest introduction from James (don't worry Matt, we won't let on where the lie is!), the book follows the development of the tin-top series season by season.

Each chapter opens with a page summarising the main points of note – such as major rule changes and the arrival of significant teams and

drivers – and how the title was won. There is also a box for each overall drivers' champion, covering off their careers both in and out of the BTCC.

Such elements provide a fine foundation to understand how the BTCC became the powerhouse that it is today, even though more knowledgeable or enthusiastic readers might be after some more detail. But where this book really scores is with the 8-10 photographs for each season.

Selected with the help of researcher Kathy Ager from the collections of Motorsport Images and Jakob Ebrey Photography, they are more than just a collection of fine shots. Some of them show the frontrunners of the day, from wheel-waving Lotus Cortinas to sophisticated Super Tourers via fearsome Ford RS500s, while others pick out some of the more obscure machines to have appeared over the years. Who remembers Bruce McLaren's Isuzu Bellett of 1965, Datsun UK's 1973 Cherry Coupe or the late Tony Lanfranchi's Opel Monza in 1983? And how was Don Parker's Jaguar XK150 allowed to win a race at Oulton Park in 1960?!

The first picture for each chapter is also of that year's champion, which acts as a great reminder that for many years the title went to a driver in the lower classes rather than outright frontrunners, before the single-class era arrived in 1991. Whether you think that was a series absurdity or a fun idiosyncrasy – Ford Capri king Gordon Spice, the main victim of that system, once said that “the guys in the smaller cars were trying just as hard, probably harder” – it certainly adds to the eclectic nature of the championship's history.

The book goes all the way to the end of Colin Turkington's successful 2018 campaign and then there's a statistics section with the points



ALL PHOTOGRAPHY  
motorsport  
IMAGES

# MOND STANDARD

standings for each season, plus total wins and champions lists. Autosport did wonder whether a list of all the winners would have been nice, but there have been more than 1100 races and – having now put together this 1000 world championship races special – that is not practical.

This book will undoubtedly jog the memories and evoke nostalgia for older enthusiasts, while also providing a fine introduction to potential fans. Autosport inevitably came away wanting more insights from the drivers, a little extra detail on key races and another helping of great pics. We know James has the contacts from his 15 years (and counting) on the BTCC beat, so we look forward to what a second instalment might bring. Mission accomplished Matt, we do want more. Back to you...

**KEVIN TURNER**



Bruce McLaren pilots  
the humble Isuzu Bellett  
at Goodwood in 1965

[autosport.com/podcast](http://autosport.com/podcast)



## 1000 GPs WHAT IS THE GREATEST F1 CAR?



As part of Autosport's special coverage to mark the 1000th world championship race in China this weekend, Kevin Turner, Ben Anderson and Jake Boxall-Legge join Edd Straw to decide which is the greatest F1 car of them all – featuring special guest pundit Karun Chandhok.

## WHAT'S ON

### INTERNATIONAL MOTORSPORT

#### Chinese Grand Prix

**Formula 1 World Championship**  
Round 3/21

Shanghai, China  
**14 April**

**TV Live** Sky Sports F1,  
Sunday 0530

**TV Highlights** Channel 4,  
Sunday 1500, Sky Sports  
F1, Sunday 1400

#### Formula E

Round 7/12  
Rome, Italy  
**13 April**

**TV Live** Eurosport 2,  
Saturday 1430, BBC Red  
Button, iPlayer, online

#### IndyCar Series

Round 4/16  
Long Beach, USA  
**14 April**

**TV Live** Sky Sports F1,  
Sunday 2100

#### MotoGP

Round 3/19  
Austin, USA  
**14 April**

**TV Live** BT Sport 2,  
Sunday 1930

#### Australian Supercars

Round 4/15  
Phillip Island, Australia  
**13-14 April**  
**TV Live** BT Sport 2,  
Saturday 0615,  
Sunday 0430

#### Blancpain GT Endurance Series

Round 1/5  
Monza, Italy  
**14 April**  
**TV Live** Eurosport 2,  
Sunday 1515

### UK MOTORSPORT

#### Oulton Park BRSCC

**13 April**  
Fun Cup, BMW Compact  
Cup, Northern FF1600,  
ST-XR Challenge

#### Brands Hatch 750MC

**13-14 April**  
Clio 182s, 116 Trophy,  
Formula Vee, Formula  
1000, MA7DA, RGB Sports  
1000, Roadsports, 750  
Formula, Historic 750  
Formula, Sport Specials,  
Classic Stock Hatch, Hot  
Hatch, Armed Forces  
Race Challenge

#### Silverstone VSCC

**13-14 April**  
Vintage races, Morgans,  
500cc F3, Pre '61 Racing  
Cars, Vintage Racing Cars,  
HGPCA, Bentleys, 1950s  
Sports-Racing/FISCAR,  
HRDC Allstars, Coys  
Trophy, Classic Alfas

#### Croft BARC

**13-14 April**  
Caterham Graduates,  
MaX5, Junior Saloons,  
Northern Saloon &  
Sportscars, Mini Miglias,  
Mini Se7ens

#### Donington Park MSVR

**13-14 April**  
GT Cup, Z Cars, Touring  
Car Trophy, Champion of  
Brands FF1600, Heritage  
Formula Ford, Monoposto,  
Focus Cup, Production  
BMWs, Racing Saloons

#### Mondello Park IMRC

**13-14 April**  
Ginetta Juniors, Formula  
Vee, BOSS Formula  
Libre, Stryker Sportscars,  
Formula Sheane, Historic  
Racing Cars, Closed  
Wheel Libre, Fiesta Zetecs,  
Fiesta STs



#### FROM THE ARCHIVE

Mechanics refuel Harald Ertl's ATS-Ford D4 in the Hockenheim pitlane at the 1980 German Grand Prix. Ertl, who was making a one-off appearance

that season, fell short in his efforts to get on the grid – his attempt at qualifying was more than seven seconds off the pole-winning time of Alan Jones's Williams-Ford FW07B.

Marc Surer, parked alongside Ertl, started 13th on the grid and finished just one place higher, a lap behind the victorious Ligier-Ford JS11/15 of Jacques Laffite.

**DUKE**<sup>®</sup>

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## QUIZ WHO, WHAT, WHERE, WHEN?

### WHO IS THIS?

This nearly man made an instant impact but never quite lived up to those standards.

Although he came from a monastic town he hardly lived a monk's life, even from an early age. He was dissuaded from two-wheel racing by his parents and set about the conventional four-wheel route, where he ventured to the garden of England and won first time out.

The Man invited him to a shootout for a fully paid step up, which he won, although the season would be a disappointment. He moved into the second tier with their backing, before a beast of burden carried his load to a key ally. He followed the sun and found his big break. He ruffled feathers and felt the wrath of a titan.

A stint in the stables paired him with the best, and when opportunity came he grabbed it with both hands but let it slip.

The call of the wild feathered the nest pre-retirement.

**LAST WEEK'S ANSWERS** Who, what, where, when Kevin Cogan, Tyrrell 010, Long Beach, March 1981. **Who is this?** Jonathan Palmer. **On this day** 1) Zakspeed, Osella, Arrows and Rial. 2) Jaime Alguersuari and Nico Hulkenberg. 3) Andrea de Cesaris. 4) BAR, Jaguar and Jordan. 5) Bahrain. **Name the helmet** Derek Daly.

### ON THIS DAY

**1** Which French driver made their only F1 start on this day in the 1999 Brazilian GP?

**2** Ayrton Senna produced a masterclass to win the European GP on this day at Donington Park in 1993. How many other cars finished on the lead lap?

**3** Two 250cc champions scored their maiden MotoGP points on this day in 2010. Name them.

**4** Occasional F1 racer Pete Lovely was born on this day in 1926. What is the US driver's claim to fame?

**5** Which rally car made its WRC debut on this day in the 1990 Safari Rally?

### NAME THE HELMET



## CHINESE GP The fight for the 1000th win

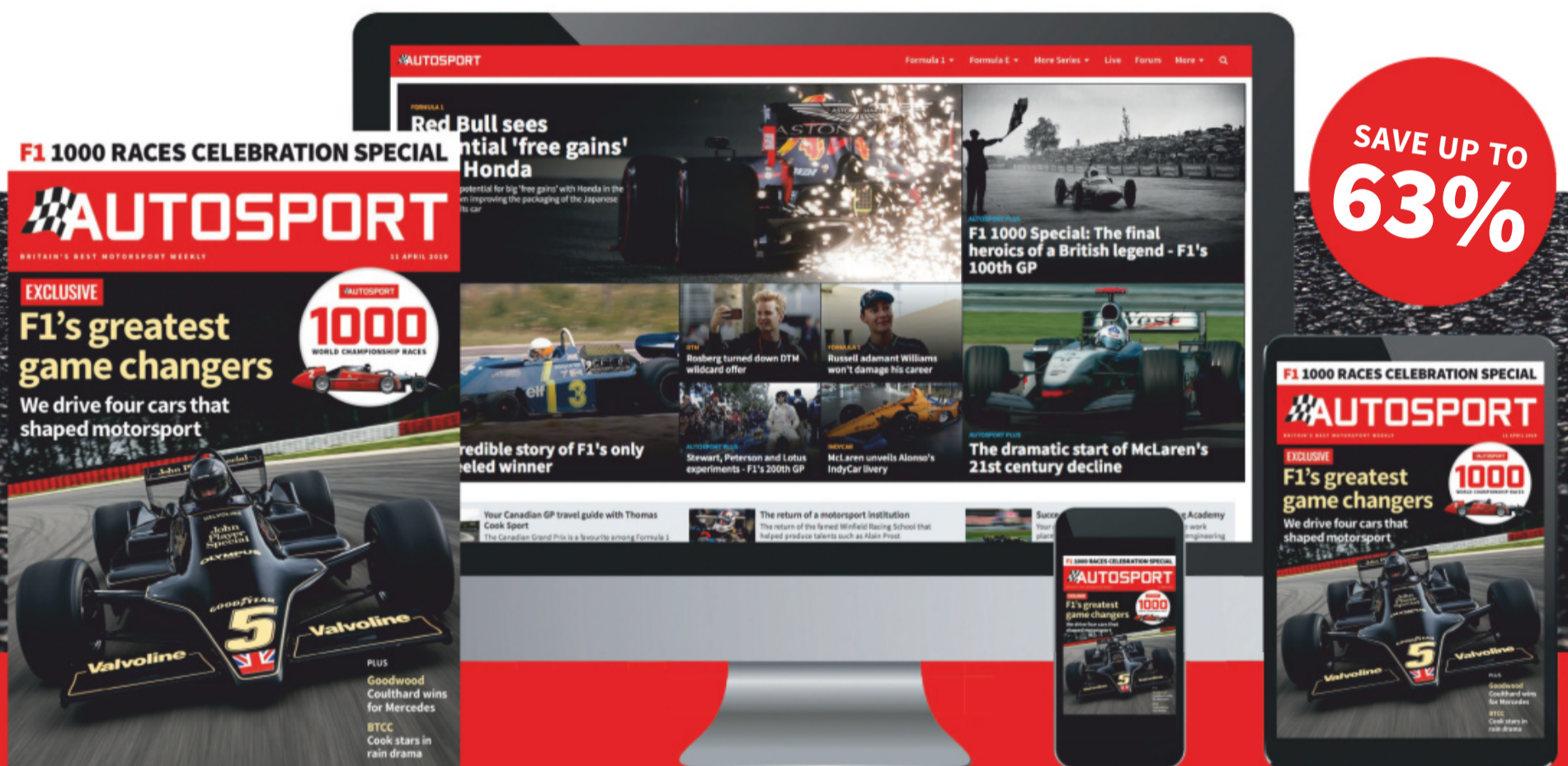
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