Goodwood All the best action from the SpeedWeek

AUTOSPORT

BRITAIN'S BEST MOTORSPORT WEEKLY

22 OCTOBER 2020

KIMI UNLEASHED

Record-breaker Raikkonen on why he doesn't care what people think



'F1 has never been the most important thing in my life'

PLUS

RAIKKONEN'S TOP 10 RACES

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Getting to the bottom of what really makes Raikkonen tick

Kimi Raikkonen has been one of the most popular Formula 1 drivers of the past two decades. Amid the sport's PR and politics his irreverent personality can be very appealing - and he is now the most experienced F1 driver ever, with 323 starts and counting.

Autosport has been vocal at times about Raikkonen not always delivering on the incredible ability he demonstrated early on in his career, particularly at McLaren. We stand by the argument that Ferrari kept him for too long – witness Charles Leclerc's almost immediate, outstanding impact with the team – but there is also no doubt that the 2007 world champion still has plenty to offer a midfield squad.

Raikkonen's experience can help Alfa Romeo try to get the best out of a less-than-perfect machine and, as he tells Alex Kalinauckas in an enlightening interview on page 16, that challenge is one of the things that has kept the 41-year-old interested in F1 for almost half his life.

Should Raikkonen have won more? Yes, probably, but he cares a lot less about that than many fans or observers. He has managed to get a work-life balance while operating at the highest level of his chosen profession. He works hard at the track, but he does not have an all-consuming intensity in the Michael Schumacher mould. That perhaps helps to explain both why he is 'only' a one-time world champion *and* why he is still in F1.





Kevin Turner
Editor
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NEXT WEEK 29 OCTOBER

F1 back in Portugal
Who will master the challenging Algarve Circuit?



COVER IMAGES

Alfa Romeo Racing

PIT & PADDOCK

4 Red Bull weighs up new Honda plan
7 BMW sports boss stands down
8 Coronavirus forces Rossi out
10 Foster wins on European debut
11 Portuguese GP preview
13 Opinion: Alex Kalinauckas
15 Feedback: your letters

INSIGHT

16 Raikkonen on his life in and out of F1
26 Kimi's top 10 F1 drives

RACE CENTRE

32 Stars of the first Goodwood SpeedWeek
40 World of Sport: Bathurst 1000; Petit Le Mans; NASCAR Cup; Super Formula; WTCR; DTM; MotoGP

CLUB AUTOSPORT

62 Kirkistown finale abandoned mid-event
64 Dempsey returns to FF Festival
67 Vanwall to build continuation cars
69 Opinion: Marcus Pye
70 National reports: Silverstone; Donington Park; Snetterton; Oulton Park; Knockhill

FINISHING STRAIGHT

78 What's on this week
80 From the archive: 1987 Spanish GP
82 Autosport 70: Kimi snatches F1 title

SUBSCRIPTION OFFER

42 Special deals for Autosport

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HONE/MOTORSPORT IMAGES

RED BULL FAVOURING OWN HONDA PROJECT

FORMULA 1

Red Bull could take on Honda's engine project after the Japanese manufacturer's exit from Formula 1 at the end of 2021, if its rivals agree to a development freeze.

Honda announced last month that it would be quitting F1 at the end of next season, leaving Red Bull and sister team AlphaTauri in search of a new engine supplier for 2022 and beyond. With Mercedes already ruling out a potential link-up with Red Bull, the options seem limited as only Ferrari and the team's former partner Renault are alternative power-unit suppliers.

But Red Bull F1 advisor Helmut Marko has confirmed that the team could stick with the Honda engine. "We would favour, provided the talks with Honda are positive, that we take over the IP rights and everything that is necessary, to then prepare and deploy the engines ourselves in Milton Keynes [where the team is based]," said Marko on German TV channel Sport1.

But this would be dependent upon the FIA agreeing to an engine freeze coming into force from the start of 2022, ensuring there would be no need for Red Bull to develop the power units any further. Marko made clear that Red Bull "cannot afford further development, neither technically nor financially", making the engine freeze "a prerequisite" for any continued use of the Honda.

The move would offer Red Bull a solution to its engine-supply conundrum without having to rely on any of the other existing manufacturers, as well as ensuring it is not demoted to customer status by taking engines from a rival. "All engine manufacturers have their own team and that means they develop the engine around their chassis," said Marko.

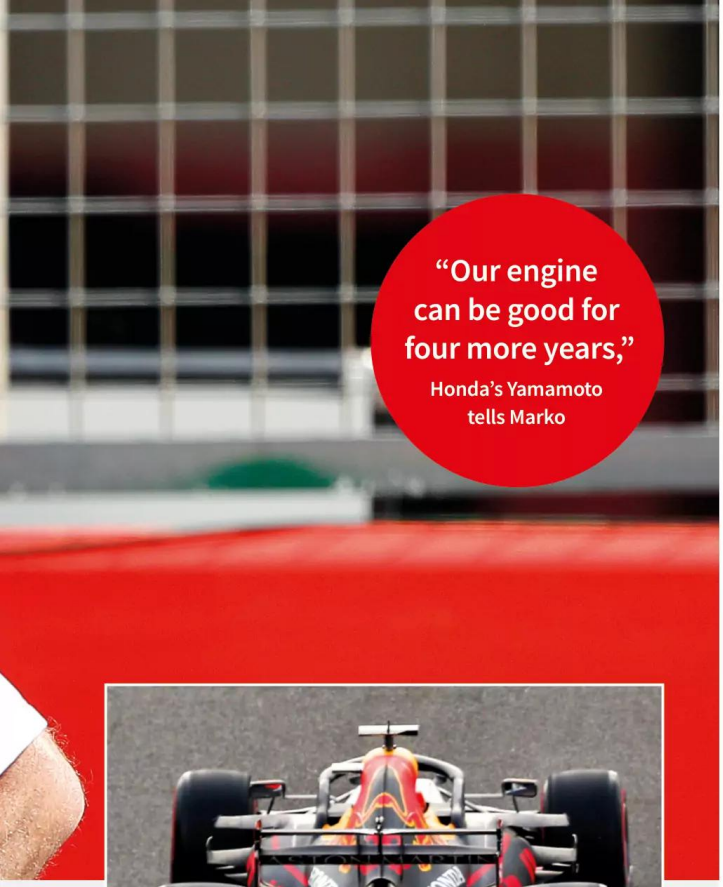
"We would get something where we would have to adapt our chassis and our ideas secondary, and we would be confronted with a technical solution that we would have to accept. That's why the Honda solution is [our favourite]. Nevertheless, we are exploring all possibilities."

Honda F1 managing director Masashi Yamamoto said over the recent Eifel Grand Prix weekend that the Milton Keynes base for its engine operations was a "blank slate" for Red Bull should it step up its interest, bu that "nothing is decided."

Red Bull team boss Christian Horner highlighted the "enormous" costs involved in an engine supply deal, and questioned whether F1 may need to hasten plans to introduce a new engine formula in 2026, calling Honda's exit a "real wake-up call".

But were his cost fears to be allayed by the potential engine freeze Marko is pushing for, it could be possible for Red Bull to continue to use the power units that Honda has already confirmed it will develop fully until the end of next year. Such a move would require approval from the FIA and the other three engine suppliers to be ratified in time for the 2022 season.

Barring a continued use of Honda's engine, the most likely solution for Red Bull would appear to be a reunion with Renault, which supplied the team from 2007-18. Renault F1 chief Cyril Abiteboul said at the Nurburgring he doubted that Red Bull would have learned of its Honda split without having a Plan B in place. Renault would be required to supply Red Bull in 2022 should it make a request under F1's regulations.





Marko felt there would be no issue with working with an existing manufacturer so long as it gave Red Bull the opportunity to be competitive. "According to the FIA regulations, every engine manufacturer has committed itself to supplying other teams," said Marko. "If something like this is to be a possibility, then it must fit the overall situation, and it must make us competitive. A happy forced marriage is not an issue for us."

ALBON YET TO SECURE SEAT FOR 2021

While Red Bull may be in no rush to finalise its engine plans beyond 2021, the team has a shorter timeframe to decide who will be Max Verstappen's team-mate next year. Alexander Albon faced a fresh wave of questions about his future after a disappointing outing at the Eifel Grand Prix in which he struggled early on before a clumsy run-in with Daniil Kvyat.

It emerged after the race that Red Bull had spoken to Nico Hulkenberg – who would go on to deputise for Lance Stroll at Racing Point – about racing at the Nurburgring after Albon initially returned an inconclusive COVID-19 test result.

Discussing driver options for next year, Marko said: "We can call the names that are available on the market. This is Hulkenberg and this is Perez. The question is how far away they would be from Max. On good days, Albon is able to create this proximity to Max. Albon is young, but we are aware that if he can't stand the pressure, we can't afford to be standing on one leg when it comes to the world championship. That is the situation."

LUKE SMITH



Cheerful Tsunoda gets his AlphaTauri seat-fitting

Japanese talent Tsunoda gets AlphaTauri test

FORMULA 1

Star FIA Formula 2 rookie Yuki Tsunoda will complete his maiden Formula 1 test at Imola next month with AlphaTauri amid growing chances of a move to the team for 2021.

Honda-backed Tsunoda has been part of Red Bull's junior programme since 2018, and currently sits third in the F2 standings with Carlin. He needs a top-five finish to secure an FIA superlicence.

Tsunoda underwent a seat-fitting in Faenza last week in a 2018 Toro Rosso that he will test at Imola on 4 November. Drivers are required to complete 300km in F1 machinery as part of the process to gain a superlicence, as well as before making any free practice appearances.

Tsunoda is considered the strong favourite to replace Daniil Kvyat at AlphaTauri next season, with Honda's planned exit from F1 at the end of next year having no bearing on his future.

Tsunoda will also test for AlphaTauri in Abu Dhabi at the end of the F1 season.

LUKE SMITH

F3 sensation Pourchaire secures 'early' F2 debut

FORMULA 2

While Yuki Tsunoda has excited FIA Formula 2 aficionados this year, Theo Pourchaire has done the same for FIA Formula 3 cognoscenti – and now the French ace is to get his F2 debut by competing in the final two rounds.

Sauber protege Pourchaire will take the HWA Racelab seat previously occupied by Giuliano Alesi, and by Jake Hughes last time out at Sochi, for the two Bahrain events. He was reigning German Formula 4 champion when he started his rookie F3 campaign with ART Grand Prix, and only turned 17 during the season, but finished as runner-up.

He will partner F2 veteran Artem Markelov in Bahrain.

Pourchaire is set to enjoy greater backing from Sauber, which operates Alfa Romeo's F1 team, in 2021. "They didn't think I could do this," Pourchaire told Autosport. "They still expected a good result, but they didn't think I could do that well."

LUKE SMITH



DSTECHEETAH

Da Costa secures Indy test – and Portuguese FE race?

FORMULA E/INDYCAR

Antonio Felix da Costa's air miles took a sizeable hit when the pandemic resulted in him visiting seven fewer countries than originally planned on his way to winning the 2019-20 Formula E title. But he's been racking up the loyalty points again this month by flying between the US and his native Portugal.

His trip Stateside was for a seat-fit at Rahal Lanigan Letterman Racing, as da Costa has been called up by the team for his first IndyCar test. He will drive one of the squad's Honda-powered Dallaras — usually occupied by Graham Rahal and Takuma Sato — at Barber Motorsports Park in Alabama on 2 November.

"I have never hidden the fact that it's a big dream of mine to come try out an IndyCar," said da Costa. "I am a big fan of how America, and IndyCar in particular, goes about the sport and have been a huge fan for many years."

Then came a flight back across the Atlantic so that da Costa could drive his championship-winning DS Techeetah. The E-Tense FE20, which secured the team successive manufacturer crowns, was rolled out on da Costa's home soil for a 12-mile tour of Lisbon.

His exhibition run came only a week prior to the return of the Portuguese Grand Prix, with the Algarve International Circuit set to host the nation's first Formula 1 race since 1996. This further cements FE's interest in staging a race in the nation off the back of da Costa's success, with championship co-founder and chief officer Alberto Longo saying: "Portugal is a very exciting prospect for us and one we're keen to explore, especially as I'm sure today has given Antonio a taste of what it could be like to drive in front of his home fans in the future."

Last month, when awarded the Commander of the Order of Merit by Portuguese president Marcelo Rebelo de Sousa for his sporting success, da Costa said of a home race: "I want to make this happen. Lisbon is being talked about around the world in motorsport, and to be able to race there would be incredible, especially now, when we are winning races and championships."

Hoping to prevent da Costa from wrapping up consecutive FE crowns will be Jaguar's new recruit Sam Bird. The Briton, who has won in every season of the all-electric championship, had his first test aboard the team's new camouflaged I-Type 5 racer at Abingdon airfield this week.

Nissan e.dams, meanwhile, has confirmed that 2015-16 champion Sebastien Buemi and Berlin E-Prix victor Oliver Rowland will be retained for a third straight season.

But Venturi Racing will go in to bat in 2021 with a new-look driver pairing, as World Endurance Championship LMP1 racer Norman Nato has been promoted from reserve to replace Felipe Massa alongside Edoardo Mortara at the Monegasque squad.

MATT KEW

Rosenqvist set for McLaren

INDYCAR SERIES

IndyCar Series racer Felix Rosenqvist is set to leave Chip Ganassi Racing at the end of this season to partner Pato O'Ward at the Arrow McLaren SP team in 2021.

Multiple sources have confirmed to Autosport that the Swede is on the move from Ganassi, where he made his IndyCar debut in March 2019 at St Petersburg. He is set to replace Oliver Askew, who it was announced last week will not be remaining with Arrow McLaren SP.

Rosenqvist has shone on several occasions over his two seasons with Chip Ganassi's team, starting with his debut race where he qualified third, ahead of team leader Scott Dixon, and led 31 laps before coming home fourth. He took his first pole at the Indianapolis road course, scored two second places and finished sixth in the championship, as well as claiming the Rookie of the Year title.

This season started badly for Rosenqvist, when he crashed out of second place at Texas Motor Speedway, but at Road America's second race he triumphed over his future team-mate O'Ward. His best result in the nine races since then has been fifth in the first race of the Harvest Grand Prix double-header, and he currently lies 10th in the points.

Rosenqvist's manager did not immediately respond to Autosport's quest for confirmation, while the team said only that "the Arrow McLaren SP 2021 IndyCar Series full driver line-up will be announced in due course".

With Dixon under contract and Marcus Ericsson apparently set to stay on, Ganassi has also signed NASCAR legend Jimmie Johnson for 2021. Both team and driver are seeking sponsors to run Johnson in a third car at road and street courses, while Tony Kanaan has been linked to taking this entry on ovals.

DAVID MALSHER-LOPEZ


LEVITT/MOTORSPORT IMAGES



GOODWOOD SPEEDWEEK Senna leads Piquet! Well, there is a Piquet in this shot – FIA Formula 2 racer Pedro in dad Nelson's 1983 title-winning Brabham-BMW BT52 – but for 'Senna' read 'Barnicoat' in the leading car. It was a little bit of Sussex magic for McLaren GT factory driver Ben Barnicoat, who tasted the 1991 McLaren-Honda MP4/6 in the Formula 1 demonstrations at last weekend's Goodwood SpeedWeek. For full report see p32. **Photograph by Gary Hawkins**

Marquardt leaves helm of BMW Motorsport

DTM/GT/FORMULA E

Jens Marquardt is relinquishing the reins of BMW Motorsport after nearly 10 years. His tenure in the job will end next month when he takes over a new role outside of motorsport at the German manufacturer.

The German, 53, became director of BMW Motorsport in 2011 ahead of the marque's return to the DTM, after a 20-year absence, the following season. He also oversaw an expansion of its activities in the GT racing arena and an entry into Formula E.

His reign yielded three DTM titles (far right), a trio of victories in the Spa 24 Hours, and a win in the Nurburgring 24 Hours this year. Marquardt forged a link-up with the Andretti FE squad ahead of the 2017-18 campaign that turned into a full works entry for the following season.

His time in the job also included a disappointing single campaign in the World Endurance Championship in 2018-19 with the M8 GTE that also races in the IMSA SportsCar Championship, and BMW's exit from the DTM at the end of this year on the demise of the Class 1 category.

"I will always have emotional memories





of the past 10 years," said Marquardt. "I have experienced all the highs and lows of motorsport with an exceptional team. The overall victory at the Nurburgring 24 Hours was the icing on the cake at the end of this exciting time. I am very grateful to BMW Group and the whole motorsport family."

Marquardt joined BMW from Toyota, where he had worked in the engine department prior to becoming the Formula 1 squad's operations and team manager. He worked alongside outgoing BMW Motorsport boss Mario Thiessen during a handover period for the first six months of 2011 before taking full control in July.

His new role is as head of BMW's Pilot Plant, the name for a group of facilities in and around company headquarters in Munich that produce prototypes of forthcoming production vehicles. The job of BMW Motorsport director will be taken on an interim basis by Markus Flasch, CEO of BMW M GmbH. Speculation suggests that BMW Motorsport could be incorporated into the M division in the future.

GARY WATKINS



GOLD AND GOOSE
motorsport IMAGES

COVID rules 'Doctor' Rossi out of two MotoGP rounds

MOTOGP

Nine-time world champion Valentino Rossi has been forced out of at least two MotoGP rounds with Yamaha after becoming the first rider to test positive for COVID-19.

Rossi felt unwell at his home in Italy last Thursday morning and underwent a quick PCR test, which came back negative, but a second test returned positive. It forced him out of last weekend's Aragon Grand Prix and the follow-up Teruel GP, which will also take place at the Motorland track. He will not be back until the European GP at Valencia on 8 November at the earliest.

Ahead of the previous weekend's French GP at Le Mans, six members of Yamaha's technical staff were forced to self-isolate in Andorra after one of them caught the virus.

"I am sad and angry because I did my best to respect the protocol, and although the test I had [last] Tuesday [before he felt unwell] was negative, I self-isolated since my arrival from Le Mans. Anyway, this is the way it is and I can't do anything to change the situation."

Yamaha has since confirmed that it will not replace Rossi for the second Aragon race. MotoGP's rules stipulate: "Teams must make every reasonable effort to provide a qualified substitute rider to fulfil their entry obligations within 10 days of withdrawal."

Given 10 days won't have passed, this does not apply. Yamaha's decision was also motivated by a desire not to put additional strain on its reduced team, as per MotoGP's COVID paddock protocols this year.

This dashed hopes of three-time champion Jorge Lorenzo making a comeback. But given the Yamaha test rider has only done four days on the YZR-M1 since February — and only on the 2019 bike — and was four seconds off the pace in the Algarve test ahead of Le Mans, he may not have been the "suitable" stand-in the regulations require.

LEWIS DUNCAN

FIA launches tender to find new promoter

WORLD RALLYCROSS

The FIA has launched a tender process to find a new promoter for the World Rallycross Championship in the wake of current commercial rights holder IMG's decision to step away from the series at the end of the current season.

The governing body has committed to the future of the discipline, and is still focused on a switch to electric cars in WRX's top tier in 2022. The plans had to be revised after manufacturers withdrew from the sport in 2018, while the new electric technical regulations, based around fitting Kreisel-developed electric powertrain kits to current Supercar-style machines, have been postponed by 12 months from the original 2021 start date due to coronavirus-related delays.

Reigning champion Timmy Hansen (Peugeot 208, right) and two-time title winner Johan Kristoffersson (Volkswagen Polo) claimed a win apiece in last weekend's round at Barcelona. Kristoffersson's nearest challenger in the points race, Mattias Ekstrom (Audi S1), was hampered by clutch problems on Saturday and a stuck throttle in Sunday's final.

HAL RIDGE



FIAWORLDRALLYCROSS.COM



Supercars future is unveiled

AUSTRALIAN SUPERCARS

The Chevrolet Camaro is coming to Australia's Supercars series as part of the new-for-2022 Gen3 regulations. Supercars formally unveiled its Gen3 concept last week, with 'hybrid-ready' versions of the Camaro and the Ford Mustang (above) locked in for 2022.

According to category officials, the regulations will be an evolution of the existing platform, underpinned by more control components to help drive down costs by 30-40%.

As promised, the regulations will focus on two-door body shapes, a licensing agreement with General Motors paving the way for the Camaro to replace the Holden Commodore, while the factory-backed Ford Mustang will undergo a Gen3 transformation. Talks to secure IP agreements with other manufacturers are under way.

Thanks to the 100mm lower rollhoop and 100mm wider track, the cars will better represent the two-door shape than the current Mustang, with the doors, roof, bonnet and windows all required to match the dimensions of their road-going counterparts. The likeness to road cars is helped by a significant reduction in aero, with visibly smaller rear wings.

As for the engine, for the time being the cars will continue to run V8 power units. While output is set to be reduced to around 600bhp, the power-to-weight ratio will be unchanged due to a lighter chassis. A Supercars-branded engine is under consideration to give potential manufacturers an easier entry. There is also room in the chassis to accommodate a substantial battery pack, leaving the door open for a move to hybrid technology.

There will be control suspension front and rear, and detachable subframes. The transaxle, control dampers and rear suspension will be carried over from the current car.

ANDREW VAN LEEUWEN



IN THE HEADLINES

PIRELLI TO TEST 2021 TYRES

Formula 1 tyre supplier Pirelli will trial prototype 2021 rubber in FP2 at the Portuguese Grand Prix tomorrow (Friday). Each team must use three sets of tyres, with each driver trying at least one set, during the first 30 minutes of the session. "The target is to develop a tyre with a higher level of integrity, which means that we can use it at a lower pressure," said Pirelli F1 boss Mario Isola. "This together with a reduction in downforce that is planned for next year is helping the tyre to work in a better way, and therefore reduce the overheating."

TRELUYER'S DTM CALL-UP

Audi Le Mans hero Benoit Treluyer made his DTM debut for the marque at last weekend's Zolder round – at the age of 43. The French racer replaced compatriot Loic Duval, who was competing in Petit Le Mans in the JDC-Miller Motorsports Cadillac, in a Team Phoenix RS5. Treluyer was 14th in the first race after a drivethrough penalty, and retired from the second following a collision.

PLA GETS IMSA ACURA SEAT

Olivier Pla will drive for Acura next season in the IMSA SportsCar Championship with the Meyer-Shank Racing sqaud. The 38-year-old French driver will mount his first full IMSA attack at the wheel of the team's Acura ARX-05 Daytona Prorotype international after two seasons on the books of Mazda as one of its drivers for the long-distance races.

GEDDIE IN BTCC RETURN

GT racer Glynn Geddie will make his British Touring Car Championship return for the final two rounds at Snetterton this weekend and Brands Hatch next month. The 30-year-old Aberdonian, whose last BTCC cameo came in 2018 at the wheel of an AmD Racing MG6, will campaign the Team Hard Volkswagen CC previously raced this season by Ollie Brown, Tom Onslow-Cole and Mike Bushell.



IN THE HEADLINES

BATHURST 12 HOURS OFF

The 2021 running of the Bathurst 12 Hours, which has become the popular start of the international GT season, has been cancelled in the expectation that Australia's borders will remain closed due to the coronavirus pandemic. Race promoters have indicated that they are focusing now on a 2022 return.

YELLOLY WINS IN AUSTRIA...

Fresh from his Nurburgring 24 Hours victory, Briton Nick Yelloly scored his maiden ADAC GT Masters triumph at the Red Bull Ring last weekend. Swede Henric Skoog started the Schubert Motorsport BMW M6 GT3 and took the lead on the first lap before opening up a gap, which Yelloly extended to finish well clear of the Herberth Motorsport Porsche of Sven Muller and Robert Renauer. Yelloly and Skoog finished second to the MRS GT BMW of Jens Klingmann and Erik Johansson in race two, only to be demoted to fifth with a track-limits penalty.

...AND SO DOES MARTIN-DYE

Another Brit to top the podium in Austria was Fred Martin-Dye in the ADAC GT4 Germany round. Martin-Dye, who competed in British Formula Ford in 2012, has been racing a Dorr Motorsport McLaren 570S with Phil Dorr since the beginning of last season. He took pole at the Red Bull Ring and led the first stint, before Dorr soaked up pressure from the Zakspeed Mercedes of Hendrik Still for their maiden win. They finished second to the Porsche Cayman of Nicolaj Moller Madsen and Jan Kasperlik in race two.

...AND SO DOES EDGAR

Just to complete the sequence, British Red Bull Junior Jonny Edgar moved closer to the German F4 crown with two wins at the Red Bull Ring in his Van Amersfoort Racing car. Edgar's title rival, Red Bull and VAR stablemate Jak Crawford, took victory in the reversed-grid finale.



Foster tops Euroformula debut

EUROFORMULA OPEN

BRDC British Formula 3 Championship title contender Louis Foster made a winning debut in Euroformula Open at Spa last weekend on Double R Racing's return to the series.

Foster and team-mate Benjamin Pedersen, who are both competing for Double R in British F3, turned out at the Belgian track after the team missed the previous round at Mugello due to regular driver Ayrton Simmons running short of budget. Foster won the second of the three races, despite only completing six laps across Friday's trio of free practice sessions. He crashed at Pif-Paf in the first period, and mechanical problems as a knock-on effect of this sidelined him from most of the rest of the day.

After finishing seventh in the opening race, Foster was lying third in the sequel when the lead battle between Yifei Ye and Lukas Dunner ended in a collision that eliminated both from contention.

Double R boss Anthony 'Boyo' Hieatt said: "He did something I've never seen before on the restart. He lifted into Eau Rouge so the others had to check up, and then he got on the power and got the gap – otherwise he'd have been toasted. That was impressive presence of mind. Louis is a very good talent."

Pedersen took his weekend best of fifth in that race, but a collision between him and Foster at La Source on the opening lap of the finale forced both cars out of the race. That race was won by Dunner, while Ye took victory in the opener.

"They both had a great experience," said Hieatt of Foster and Pedersen. "They loved the championship and the car, and it's good for us to come back with a nice bit of form. I just hope more people can understand how great this car is."

Foster's win was Double R's first in a race running to the traditional concept of F3 since Roberto Merhi triumphed in a one-off British championship outing, also at Spa, in 2014. The team began life as Raikkonen Robertson Racing in 2005, and won the British title with Mike Conway in 2006.

Double R is hoping to get drivers on board for what could turn out to be a quadruple-header finale at Barcelona. The Spanish Grand Prix venue is the scene of the next round, and Autosport understands that the intended season climax at Jarama could fall by the wayside.

MARCUS SIMMONS



F1 PORTUGUESE GRAND PRIX PREVIEW



UK START TIMES

Friday 23 October
FP1 1100
FP2 1500

Saturday 24 October
FP3 1100
QUALIFYING 1400

Sunday 25 October
RACE 1310

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

TYRE ALLOCATION



CHAMPIONSHIP POSITIONS

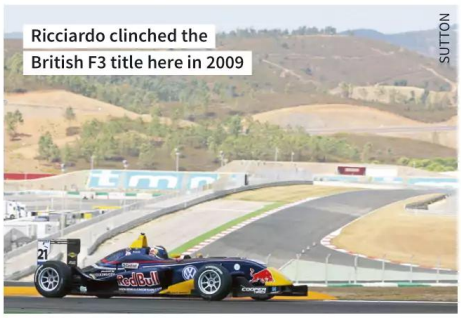
DRIVERS		
1	Hamilton	230
2	Bottas	161
3	Verstappen	147
4	Ricciardo	78
5	Perez	68

CONSTRUCTORS		
1	Mercedes	391
2	Red Bull	211
3	Racing Point	120
4	McLaren	116
5	Renault	114



RACE STATS

PREVIOUS WINNERS		
1996	Jacques Villeneuve	Williams
1995	David Coulthard	Williams
1994	Damon Hill	Williams
1993	Michael Schumacher	Benetton
1992	Nigel Mansell	Williams
1991	Riccardo Patrese	Williams
1990	Nigel Mansell	Ferrari
1989	Gerhard Berger	Ferrari
1988	Alain Prost	McLaren
1987	Alain Prost	McLaren



BEST ALGARVE RESULTS FOR 2020 F1 DRIVERS		
Nico Hulkenberg	2009 GP2	1st
Alexander Albon	2015 European F3	2nd
Lance Stroll	2015 European F3	3rd
Daniel Ricciardo	2009 British F3	3rd
George Russell	2015 European F3	4th
Charles Leclerc	2015 European F3	6th
Antonio Giovinazzi	2015 European F3	8th
Sergio Perez	2009 GP2	11th
Valtteri Bottas	2009 British F3	DNF
Alexander Albon	2012 FRenault ALPS	9th

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Verstappen needs a world-beater

Red Bull must follow up the tricky RB16 with a car capable of winning titles if it wants its star driver to remain immune to the charms of Mercedes

ALEX KALINAUCKAS

For lap after lap in the Eifel Grand Prix, it was the same story: the two Mercedes cars shot past Autosport's media centre vantage point parallel to the pit straight, chased relentlessly by a single rival.

Of course, Valtteri Bottas's off-track mistake and then MGU-H-induced retirement ended the metronomic feeling to the opening phase of Formula 1's most recent race, but Max Verstappen's determined pursuit did not change. He hustled his Red Bull RB16 after Lewis Hamilton for the rest of the race, in a different pace league to the rest.

It has basically been the same story all year, save for the power issues that struck Verstappen twice in Italy, taking him out of an already unlikely title challenge, although it should be noted that his Monza weekend had been messy before his retirement.

Verstappen is consistently delivering great performances. In 2020 he is able to keep a watching brief on the actions of his rivals driving what may go down as one of F1's greatest ever cars. The rest, including his team-mate Alex Albon, usually can't even keep the Mercedes drivers in sight without race interruptions. This gives Red Bull a problem, although from a pretty good starting point.

Albon is surely underperforming given the mistakes he has logged this season, but he is not a slow driver. Far from it. Verstappen's ability to deliver in what is clearly a difficult-to-drive car is exaggerating the gap between the pair, but this is an example of Verstappen's potential greatness.

> **"Verstappen wants to win the world championship. And, right now, he can't at Red Bull"**

He is taking a car that Red Bull now acknowledges has had an aerodynamic instability since its birth – as evidenced by the number of mid-corner spins both drivers had in testing, which continued throughout the early part of the season – and is still achieving the maximum results. The fact that Red Bull has been outqualified by teams behind it in the constructors' championship on occasion (such as at the Hungaroring and Monza), and Albon has not been able to bank fourth place behind the regular 2020 frontrunners, suggests Verstappen may even be overdelivering.

It's worth considering Verstappen's performances in the context of this month's news that Honda will be leaving F1 at the end of 2021. It has said it will continue to push, committing to introducing an all-new engine for next year, but this is still a blow to Red Bull's ambition to finally topple Mercedes.

But the championship-challenging desire is of course a shared one. Verstappen knows how good he is. He immediately looked comfortable in the grand prix sphere when he arrived as a 17-year-old in 2015, and of course he has gone on to produce the results that will keep him at the pinnacle of motorsport for many years to come. Potentially, even long enough to challenge the overall victory tally Hamilton will surely extend in his remaining F1 years, should he get the machinery that leads to domination in the right hands...

He has developed into Red Bull's undisputed team leader. This was encapsulated by his efforts to repay the team's hard work in repairing his car on the grid in Hungary after his only major error of the season so far – that pre-race shunt in the wet.

But Verstappen wants to win the championship. And, right now, he can't at Red Bull, with the same story surely set to be repeated in 2021 given the plans to carry over the current cars as part of the coronavirus cost-saving plans. Red Bull *is* improving the RB16, as evidenced by its upgrades to boost front-end performance at the Nurburgring, which Verstappen said meant "the car definitely improved". Then there's the move to cut F1 downforce levels by 10% for next year. But this is not taking place in isolation and the Mercedes W11 is already ahead by a clear margin.

So, naturally, Red Bull and Verstappen – who it must be said has not been critical of his team, despite another year passing since it was last a bona fide title contender in 2013 – will look to the delayed rules reset in 2022 as their chance. They must be given the benefit of the doubt that they can seize that opportunity, but they must stamp out the team's tendency to start seasons on the back foot. That was a key aim for the current campaign, which was missed.

There have been suggestions – which you'll be able to discover in our celebratory 70th anniversary bookazine, out next month – that Mercedes may have come into 2020 battling severe engine reliability problems had the season begun as expected in March, following issues in winter testing. In that case Red Bull might have been able to capitalise, although that's predicated on it not having its own reliability concerns, as was the case in the eventual opener.

Red Bull needs to give Verstappen a world-beating car, and fast. By 2022, his contract will have just a year to go, which would give him considerable negotiating power, and it's not so hard to imagine the team that once courted him as a rapidly rising star in European Formula 3 doing so again. That squad's name? Mercedes.

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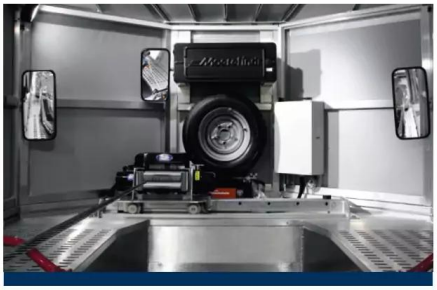
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YOUR SAY

If the Mercedes team had adopted the Ferrari model, Lewis Hamilton would already have seven championships

PETER CLOTHIER

Hamilton has already exceeded the record

We are seeing a lot of plaudits for Lewis Hamilton equalling Michael Schumacher's wins record, but he has really already exceeded it. If the Mercedes team had adopted the Ferrari model, he would already have seven championships as Nico Rosberg would not have been allowed to challenge Lewis!

Also, who can forget the 2002 Austrian GP, when Rubens Barrichello had to pull over on the last lap to let MS through to win – one race he really didn't win! There were other races that he was 'given' rather than 'won'.

With regard to the best driver ever, it can only be the greatest of a given era. Anything else is meaningless.

I am of an age when I can remember your first issues, so, congratulations for staying the course, long may you continue.

Peter Clothier
By email

Unjust denial of victory

Of course Lewis Hamilton already has 92 wins, but was unjustly deprived of his Spa victory in 2008 (pictured) by the stewards. Not only denied the victory, but almost cost him the championship as well – a dark day in F1 history.

Stephen Lee
By email

Childish response to criticism

So, to great media fanfare, Lewis Hamilton has finally matched Michael Schumacher's tally of race wins, a feat he will undoubtedly exceed by a substantial margin by the end of his career. Yet I find it hard to admire him in the same way as other major figures in motorsport, as his immature, petulant and arrogant attitude continually lets him down, so that in any adverse situation he always seeks to play the victim.

The latest illustration of this is his childish response to Sir Jackie Stewart's comments on the greatest ever drivers in motorsport: Lewis was not quite top of the pile in Sir Jackie's opinion, with preference given to Juan Manuel Fangio and



Jim Clark on the grounds that they mastered many different types of machinery every weekend, and in a much more difficult and dangerous environment. For Lewis to respond to this as though it were a personal insult is ridiculous, and shows just how shallow and insecure he must be.

Paul Richards
West Norfolk

Lotus 72 special stirs memories

Thank you for the Lotus 72 special issue (8 October). The first event I attended was the John Player Victory meeting at Brands Hatch in 1972 after Emerson Fittipaldi had won the world championship. Stood halfway down Paddock Hill Bend and confirmed my love for the sport.

Clive Chapman spoke about the JPS victory stickers. My friend's dad worked for Bob Sparshott Fabrications, who did work for Lotus, and he got me a full set of the stickers which adorned my bedroom door.

This drive down memory lane now confirms to me that I no longer judge my age by my birthdays, instead by how many Autosport anniversary editions I get to!

Paul Neal
By email

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THE BIG INTERVIEW

"F1 has never been the most important thing in my life"

Kimi Raikkonen was predictably underwhelmed when he became F1's most experienced driver at the recent Eifel Grand Prix, but that could be part of the secret of his success, as he tells Autosport

ALEX KALINAUCKAS

PHOTOGRAPHY
ALFA ROMEO RACING AND motorsport IMAGES




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Does Kimi Raikkonen care about any of the above?

OF COURSE HE DOESN'T. Raikkonen, the Iceman, has made a career out of not caring. It's his niche, what makes him a cult hero (a status perhaps aided by his world title triumph being 13 years ago). He's a driver who says what he thinks, if anything, and doesn't care if anyone is listening.

But this is the thing – Raikkonen has just become F1's most experienced driver of all time. Even if motorsport wasn't naturally geared towards statistical salivation, the list of names to have held that accolade is impressive (see panel, p25). To name but a few: Juan Manuel Fangio, Graham Hill... now Raikkonen.

Ahead of him clinching the record for world championship grand prix starts, Autosport got the chance to speak to Raikkonen in a rare (thanks to 2020's restrictive unpleasantness) face-to-face interview. After establishing that he firmly, and unsurprisingly, doesn't care about taking the mantle of F1's most experienced from Rubens Barrichello ("No, not really," is his response to our opening question. "If somebody would ask me the number, I have no idea – I've never really looked how many races I've done or how many others have done") and that again, he's "not really" bothered by how he's remembered, we ask Raikkonen to take us back 19 years.

At the 2001 Australian Grand Prix, Raikkonen, then aged 21, graduated straight to F1 as reigning Formula Renault UK champion, after just two years of car racing. In Melbourne that year, as Michael Schumacher won for Ferrari, Raikkonen raced to seventh at the flag from 13th on the grid in his first race for Sauber. He was upgraded to sixth and a debut point when BAR's Oliver Panis was handed a post-race penalty for overtaking under yellow flags.

"It was nice," he recalls. "There was a lot of talk about my superlicence or whatever it was [called] at that time. I always assumed you got it and then you have it, but then there was some [problem, with people saying:], 'Oh yeah, you have for two races or three races and this and that.' But I didn't care, basically.



ETHERINGTON

Fresh-faced 21-year-old graduated to F1 straight from Formula Renault



ALFA ROMEO RACING

SUTTON

First point scored on F1 debut "was nice"

"Going to Australia the first time – everything is new and testing is a different story but it was OK. I enjoyed it and I think we could have done better even [in the race], but we were happy to get the point in the first race. After that you kind of relax and all this nonsense stuff kind of stopped."

Since his successful F1 debut, Raikkonen has gone on to start 322 more races, take those 21 wins, secure 82 further podiums and score 18 poles. He's raced for four more teams (McLaren, Ferrari twice, Lotus and his current Alfa Romeo squad) and of course triumphed for the Prancing Horse in that sensational title battle against warring McLaren rivals Lewis Hamilton and Fernando Alonso in 2007. There were also two years spent rallying and sampling NASCAR after being paid out of his Ferrari contract for 2010, before his successful F1 comeback with Lotus in 2012.

In all that time, F1 has changed. In terms of major regulation changes, there was 2005's one-tyre rule (one of Raikkonen's two »

WHAT IT'S LIKE TO INTERVIEW RAIKKONEN DURING A PANDEMIC

We all know how the COVID-19 pandemic has transformed the way we work – and motorsport journalism is no different. For months after the aborted Australian Grand Prix, interviews with Formula 1 personnel were limited to phone and video calls, with face-to-face interaction banned even when racing resumed at the new season opener in Austria.

That changed from the Belgian GP, when the strict COVID-secure protocols enacted by the FIA and F1 altered fractionally to include a 'mixed-zone' meeting area (strictly by appointment only, with masks mandatory at all times, in a room away from the paddock). And it just so happened that Autosport's first 'normal' interview was with Kimi Raikkonen – famously frustrated by the media… Here's how we got on.

After having to call for assistance in getting into the Monza meeting room due to encountering an unexpectedly heavy door that we embarrassingly think is locked (the alternative entry is indeed locked, hence our panic), we arrive at the designated table just seconds before Raikkonen and Alfa Romeo's press officer turn up.

Keeping a watching brief on Raikkonen's right hand – we've learned from *The Unknown Kimi Raikkonen* by Kari Hotakainen that if he uses it to scratch his neck it's a sign "the boy's pissed off" – we dive into our first question. It's high-risk: does he even care about the record?

"WE GET A LAUGH WHEN HE ACKNOWLEDGES HE'LL NEVER RETURN TO F1 IN A TV ROLE"

He doesn't, but our gambit appears to pay off. Kimi is far more forthcoming than in the larger press conferences (traditional or Zoom-based in 2020) and we get him laughing before the end, when he acknowledges he'll never return to F1 in a TV role. He talks at length – admittedly his mask makes our transcribing task even harder than normal, with his habit of tailing off answers at the end – and, although he's slightly light on specifics (with more than 300 race starts in the books, who can blame him?), he goes the extra mile.

We've raised a laugh from the Iceman and the right hand has stayed away from his neck. Interview over – after which we're the ones to inform him it's the Nurburgring where he'll break Rubens Barrichello's record.

"Oh, so it's the Nurburgring? Well, if we start all the races…"



A good sign: Kimi's right hand stays stowed



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No fear, no favour: Michael Schumacher is forced to take to the grass, Melbourne 2003

lost championships, with 2003 arguably the other), the move to slash downforce for 2009, the introduction of the high-degradation Pirellis in 2011, the start of the turbo-hybrid era in 2014, the downforce revival of 2017. Raikkonen's career stretches back to F1's first-to-sixth, 10-points-to-one scoring system, which ran from 1991-2002, with the system altered in 2003 to take points down to eighth, and then the 25-points-to-one system for the top 10 adopted in 2010. But for Raikkonen, through all that, one thing has stayed the same.

"I don't think that your driving does [change]," he muses. "Like, how you're driving. Driving is similar. OK, regulations change and then from year to year the cars change and sometimes you have a better car than others, and obviously it's easier to drive when you have a better car."

So, can he pick out one standout memory of F1's ever-changing nature? "The biggest difference probably was when there was a tyre war with the Michelin and Bridgestone [between 2001 and 2006]. Obviously then we did a lot of tyre testing – like in one day we could test 30 sets of tyres, different [compounds] and then basically teams could choose [and say], 'OK I want this front constructional softness and this for the rear.' And there were more set-up tools [then] and obviously the tyres got really good because they were pushing each other, the two companies.

"That was really nice. It was some different element we don't have anymore. [Now] we do our normal set-up on this and that work, but it was like an extra thing that we could play around [with] and then [the team said], 'OK, this tyre fits this car better.' The next team could choose from 30 or 20 different tyres [as well]. OK, we had to do a lot of testing with them, but it was nice."

"The tyres got really good because they were really pushing each other, the two companies. OK, we had to do a lot of testing with them, but it was nice"



Reliability problems thwarted 2005 title challenge

Raikkonen's 2007 title triumph in Brazil, where Ferrari team-mate Felipe Massa had led for most of the race, is undoubtedly the crowning glory of his career. And yet there remains a suggestion – given his age when he started at the top level, his longevity in the championship and abundance of talent – that one F1 title is an underwhelming return.



Crowning glory: world champion 2007

The 2003 and 2005 campaigns are Raikkonen's famous near-misses. In the former, the season's best overall package – the F2003-GA, which was only introduced by Ferrari after four races – and arguably its best driver, Michael Schumacher, came out on top (that year's other title contender, Williams's Juan Pablo Montoya, picked up the International Racing Driver prize at the 2003 Autosport Awards). Raikkonen and McLaren won once to Schumacher's six victories, but stayed in the hunt with a string of runner-up places, and ultimately came up two points short.

In 2005, Alonso and Renault walked away with both titles, while engine reliability problems thwarted Raikkonen and McLaren. Despite matching Alonso on seven wins, points lost through DNFs and grid penalties meant he finished 21 adrift. Inevitably, he doesn't feel frustrated not to be sitting in the Monza meeting room as a double or even triple world champion.

"[In] 2003 we should never have been that many times on the podium [10] and be between the two Ferraris," he explains, sanguinely. "But we managed to hang in there and to get the maximum out of it. And there was a lot of good races."

It seems, however, that Raikkonen does reflect on his defeat to Alonso at least a little differently. "We had a good package, but then we had even more issues," he says. "But I don't really... I'm sure in those times it was frustrating to... break the engine and stuff, get this 10-place penalty [at the French, British, Italian and Japanese GPs], or break it during the race or something happens [to the car reliability].

"But you know that's how it goes and afterwards, honestly, being once or five times [world champion] – it makes zero difference. At least we gave a good challenge and came out once with it [the title]. All the years has been good fights at least." >>

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'All the years': 18 seasons since 2001, split across those 19 times around the sun. That's a lot of F1, especially for a driver famous for giving short shrift to the elements of the championship's complex nature he finds so tiresome.

For some drivers, the racing is enough. Adrenalin, from the speed or competition, is addictive. Some have a desperate need to prove they are the best. For others, it's the simple joy of winning. For more, money. Raikkonen has his own, not-so-subtle, secret to F1 longevity.

"For me, F1 has never been the most important thing in my life," he says, bluntly. "It's for sure taking the most of the time in my life. When I come to races, I think all the time the things that should

"I enjoy the racing part. And I think over the years more even. But also the challenge to try to improve, to try to fix issues and make the car better"

'this or that' improve here or there. It's like [a] never-ending story. It's always been like that. But when I go out of here and I go home, I never... I have my own life and it's never been part of it really. Obviously, I do my training and stuff but it's two completely different things. So that's why I think also I enjoy it more because if it would be 24 hours, seven days a week, then I wouldn't be here today.

"But always it's been two separate things. And people can say, 'Oh, it's the wrong approach.' Well, for me it works and I don't care what people say – as long as it works for you. And it has kept me excited about the thing. I've done my stuff as well as I can and given everything when it's needed. But not every day because my life is demanding.

"So, on that side, even coming now these days [in 2020] it's still similar things. To me it hasn't really changed much. In the past I didn't have a family; now I have a family, but it still works the same way. So, I go home, I have my family – we do normal things


ALFA ROMEO RACING

and when I come here, I do my work."

It has long been known that Raikkonen belongs to the camp of being driven by the enjoyment of driving. He's done it in F1 for nearly half his life ("In one way it's a bit sad but that's how it goes!" he laughs towards the end of our chat).

But there's another element that clearly keeps him interested. It's one that rarely comes up in conversation – it's not delivered in a stinging radio rebuke, after all – but Raikkonen enjoys the challenge of fixing and improving the F1 machines he drives. That doesn't mean he's in the garage all night with his Alfa mechanics, although in early 2019 he drew sketches for changes to his brake pedal, but tinkering for improvements has long been a part of his life.

"I enjoy the racing part," he says when asked to describe what he loves about F1. "And I think over the years more even. But also the challenge to try to improve, to try to fix issues and make the car better. Obviously, »

CHARTING F1'S MOST-EXPERIENCED-DRIVER RECORD

The history of the most Formula 1 World Championship race starts record goes back, rather obviously, to the first race of the inaugural season in 1950. Given its frequent swapping during the championship's infancy, where the record was often held by several drivers on low totals, we are charting its progression since the first major milestone: 50 races.

The first driver to reach this mark had actually officially been F1's most experienced driver for three years by this point, as Juan Manuel Fangio had held the accolade since his 34th start. But he reached 50 at the 1958 season opener: the Argentinian Grand Prix. He took the record to 51, with his last F1 start at that season's French GP, before he was joined on that number by Maurice Trintignant at the 1959 Monaco GP.



COLOMBO

Trintignant extended the record to 82 by the 1964 Italian GP, his last world championship race, and it remained there until he was caught by Jack Brabham at the 1966 US GP.

Brabham took the record to 109 by the 1969 Dutch GP but, when he missed the next three races after injuring his foot in a testing accident, Graham Hill matched his total and extended the record to 113 four races later at Watkins Glen, where he broke his legs in a crash. With Hill therefore missing the Mexican finale, Brabham caught him back up and they shared extending the record until the 1970 Austrian GP, which Hill skipped. Brabham then extended the record to 126 at that season's finale in Mexico, his last race.

Hill caught back up at the 1971 Spanish GP, and he then extended the record solo to 176 until he stopped racing in 1975 to concentrate on running his own F1 squad, before he died in a plane crash in November that year.

The record stayed with Hill for 15 years, until the 1986 British GP, where he was equalled by Jacques Laffite. But Laffite would not add to his tally as he broke both legs at the start of the race at Brands Hatch, and so the pair shared the record for the next three years.

At the 1989 Brazilian GP, Riccardo Patrese (left) took the record, which he would hold until 2008. Patrese extended it to 256 by the time of his last F1 race at the 1993 Australian GP, with Rubens Barrichello then taking over on 257 at the 2008 French GP.

Barrichello extended the total to 322 by the time of his last race at the 2011 Brazilian GP and held it for the next nine years, until Kimi Raikkonen surpassed him earlier this month at the Nurburgring.

ALFA ROMEO'S 2020 SO FAR


ALFA ROMEO RACING

The 2020 Formula 1 season has been significantly less bountiful than last year for Alfa Romeo. The Sauber-run team, as with Haas and the works Ferrari squad, is severely undermined by an engine-power deficit. Remarkably, Alfa is holding on to the eighth place in the constructors' championship that it secured last season, despite taking only three points finishes so far. The real indicator of its lack of results in the current campaign, however, is its points tally, which is currently five, 57 down on its 2019 total.

Both Kimi Raikkonen and Antonio Giovinazzi have taken a ninth place apiece, with those two results coming in the season's two chaotic races: the season-opening Austrian Grand Prix and the Tuscan GP at Mugello. In the former, Raikkonen shed a wheel at the late safety-car restart while running just behind his team-mate, on course to nick a point had he stayed there, and in the latter he took his first points of the season despite picking up a five-second penalty for entering the pitlane too late and crossing the forbidden white line on approach.

"I HOPED WITH ALL THE HECTIC THINGS GOING ON THEY DIDN'T NOTICE. I KNEW THE RULE"

This was nevertheless an example of Raikkonen's racing nous. He'd spotted the dust rising from Lance Stroll's wrecked Racing Point after his high-speed off at Arrabbiata 2, and was ready to come in as soon as he saw the inevitable safety car called.

"I was looking for the board, when it comes on, and once it came I just turned," Raikkonen explains. "I hoped with all the hectic things going on they didn't notice it but obviously I knew straight away when I turned in that I crossed the line and I knew the rule, but it was a bit too late."

The Alfa C39 needs to be improved in "all the areas", according to Raikkonen, who acknowledges there is nothing to be done on the power front. As ever, the key to progressing up the order, even with that disadvantage, is aerodynamic development, but Alfa's rivals are eyeing the same steps.

"We cannot find tenths really easily," explains Giovinazzi, who finished 10th last time out at the Eifel GP. "But we are doing our job and I think the car is improving – especially since the first race."

with more experience it comes easier, but then it's always difficult to find those small areas to improve. I've never been a big fan of the other stuff, but the racing and the trialling part, always. I liked it enough at least to want to keep going and I guess it's the feeling of going racing and trying to do the best that you can.

"When we were kids [Raikkonen has an older brother, Rami, who entered one Word Rally event, the 2001 Rally Finland], we had a lot of freedom to use the welding machines and all kind of things. Our parents let us do a lot of things – sometimes destroy my mum's bike and take parts from it, and they were not too happy! But, in general, we had a lot of freedom on that side to try things and it's always been part of it.

"I've never been shy of dirtying my hands and fixing something myself. And if I had more time I would like to do it more, but with racing [full time] and doing F1 I was busy and then now with a family it doesn't really feel right that I go home and go for five hours fixing something on my own!"

Much of Raikkonen's fame may be based on his no-nonsense, non-caring attitude, but his commitment to F1 is clear. No one does one thing for so long unless it works for them. But throughout his career, Raikkonen has also displayed clear commitment to individuals.

Since 2002, he's worked with trainer Mark Arnall, a relationship he calls "more friendship than anything else [now]", and then there's his long-term manager, Steve Robertson, who secured Raikkonen's first test with Sauber at Mugello in September 2000, after some initial talks with Jordan. Raikkonen has also forged strong bonds with his engineers, especially Mark Slade, who he persuaded to rejoin the then-Lotus squad from Mercedes ahead of his 2012 F1 comeback from his two years in the wider motorsport arena. At Lotus, they worked with performance engineer Julien Simon-Chautemps – now Raikkonen's Alfa race engineer.

Such commitment is part of the reason why Alfa (then minus the road car company's branding as Sauber, which it remains at its core to this day) hired Raikkonen in the first place. And he's clearly not just out to complete the basics of the job, as evidenced by his explanation of his Tuscan GP pitlane penalty (see panel, left). Raikkonen still has plenty of savvy racecraft to offer what these days is a 'Class C' team (Alfa leads that unofficial championship against back-of-the-grid rivals Haas and Williams by 89 points, with Raikkonen heading the fictional drivers' table).

During his time out of F1, Raikkonen says he "didn't look that many [times to see what was going on]", adding: "I looked at the races if it happened to be on TV. I came to Monaco but for a completely different reason than for the race! I don't think I saw any cars live. Formula 2 in the morning – when I came back from the bar!"


SUTTON


Strong bonds: Mark Slade (left) and Julien Simon-Chautemps

SUTTON


Back on top: victory in 2012 Abu Dhabi GP

TEE

But he was more than just paying attention again when he made his famous and successful comeback with Lotus. Autosport senses a certain amount of satisfaction at the two wins Raikkonen scored at the now-Renault-soon-to-be-Alpine Enstone squad, plus his third-place finish in the 2012 championship. It's telling that he picks his Australia 2013 triumph as a bonus offering when we ask him to consider his best races (see page 28). This was a move that paid off – which hasn't always been the case in Raikkonen's F1 career, particularly when considering his second Ferrari stint alongside first Alonso and then Sebastian Vettel.

"No, not really, no," he says of having any regrets regarding the major choices he's had to make during his F1 tenure. "I mean, I've been in good teams in general over the years and I think in the long run it has played out pretty well. You never obviously know, when you make decisions to go to a different team, how it's gonna play out.

"When I came out from rally [and went] back to F1 people probably said, 'Oh, we have no chance', but we proved them very wrong many times. It's always a gamble. The team that's been winning previously could be not that great next year.

"So, you try to make the best out of it, and I think, whatever the issues are, we need to try to solve them and fix it and go forwards. It's not like you give up if the first race is bad [and you say], 'OK, the year is done.' It's been working out OK, as I expected probably, so that's the main thing."

There's no disputing that the end of the F1 road for the championship's latest most-experienced driver is "more closer than the beginning!", as Raikkonen acknowledges with a laugh. His initial two-year Alfa contract is up at the end of 2020 and, although nothing has been officially announced at the time of writing, he has been linked with an extension into 2021. But when the end does come – this year, next year, whenever – will that be the last time he is seen in the F1 sphere?

"I don't know. Probably... [it] depends," comes the typical staccato response. "Obviously I will never do any commentating or anything, that's for sure. But you never know what happens. And if there's some work, obviously I'd try to keep coming to the track [with it] for sure. [But] my kids, they are both interested in the sport and so if they want to come one day, we should come. But I wouldn't say that I'm desperate to come because I do try to enjoy them with other things than that."

Sooner or later, F1 will have to assess Raikkonen's legacy, even if he still has time to add a bit more history.

He won't hold onto the record he doesn't care about for long if he does stop, this year or next. The returning Alonso, who also made his debut in Australia in 2001, will be 18 races behind Raikkonen's total if the Finn starts all of the remaining scheduled races in 2020. But Raikkonen's world champion status will never disappear – even if one title probably understates his speed, particularly in the opening years of his F1 story.

Raikkonen simply does what he enjoys. And that's why, right now, he's still at it.



KIMI RAIKKONEN'S

Top 10 F1 drives

Now that the 2007 world champion is the most experienced driver in Formula 1 history, it's time to pick out his greatest races – with a little help from the man himself and other key figures

KEVIN TURNER

PHOTOGRAPHY motorsport IMAGES



CAPILITAN



BUMSTEAD

2006 EUROPEAN GP

NURBURGRING McLAREN MP4-21 (4TH)

10

On the face of it, this wasn't a remarkable run. Raikkonen completed the first lap where he started, having jumped Rubens Barrichello's Honda but lost out to the Brazilian's team-mate Jenson Button. He overtook Button on lap four and finished fourth, behind the lead battle between the Ferraris and Fernando Alonso's Renault.

But Bridgestone had an advantage over the Michelins used by McLaren and Renault, as evinced by Michael Schumacher's defeat of Alonso, and the Mercedes-powered MP4-21 wasn't quite a match for the cars ahead.

"The engine was terrible that year," recalls Mark Slade, Raikkonen's race engineer at McLaren and later Lotus. "I remember him coming to the bus afterwards, sweat pouring off him and he said he'd driven 60 qualifying laps – you could see he had.

"No one knew, but we knew that he had driven phenomenally well to achieve that with the car we had then."

Team-mate Juan Pablo Montoya had been over a minute behind Raikkonen when the older-specification engine in the second McLaren blew with eight laps to go. Raikkonen's best lap was also only beaten by Schumacher and it was more than a second quicker than Montoya's.



COOPER

2005 MONACO GP

MONTE CARLO McLAREN MP4-20 (1ST)

9

Many of Raikkonen's 2005 performances could have made this list. Thanks to grid penalties, there were several burns from the stern, including a charge from 13th to second in the French Grand Prix. There were also dominant drives, some of which got the result they deserved, such as the Spanish GP victory (nearly half a minute clear of the field), and some that didn't, including the German GP (hydraulics failure while leading).

But it's his peerless performance at Monaco, Raikkonen's only win on the legendary street track that provides such a test for a driver's precision and concentration, that makes our top 10.

A stunning qualifying effort helped set up the success. In the first low-fuel runs Raikkonen was 0.5s quicker than second-placed Fernando Alonso and 1.2s faster than team-mate Juan Pablo Montoya. That allowed McLaren to put more fuel in for the second run (with the grid set by combined times), with Raikkonen going second quickest for aggregate pole.

Despite a brief lock-up into Sainte Devote, Raikkonen held off Alonso at the start and began building a lead. He was 6s ahead when Christijan Albers triggered a traffic jam and safety car. Alonso pitted but Raikkonen stayed out thanks to some radio confusion.

The restart came on lap 29 of 78, and Raikkonen unleashed devastating pace. Helped by traffic slowing those behind, he built an advantage of 34.8s before making his only pitstop on lap 42.

He resumed still in the lead and put more than half a minute on the field *again* before backing off in the closing stages to win by 'only' 13.9s. That was over the Williams of Nick Heidfeld, Alonso having burned through his harder Michelin tyres in his attempts to keep up and fallen to fourth.

"A perfect weekend, mega!" said Autosport of Raikkonen's performance.

2013 AUSTRALIAN GP

MELBOURNE

LOTUS E21 (1ST)

8

After returning to F1, Raikkonen scored 15 podiums, including two wins, with Lotus. The "leave me alone, I know what I'm doing" win in Abu Dhabi is more famous, but the man himself picks out the Melbourne victory: "For my own excitement, [I'd] probably [choose] the Australia win because not many people before the season expected us to win."

The delicate Pirelli tyres were key to the victory, as was the gentle way the Lotus E21 (and Raikkonen) used the rubber. Red Bull's new RB9 qualified 1-2, poleman Sebastian Vettel 1.3s faster than Raikkonen, but the high-downforce Red Bull ate its tyres and nobody could match Kimi's pace over the longer runs.


ETHERINGTON



TEE

Raikkonen jumped from seventh to fifth on lap one, then picked off Lewis Hamilton's Mercedes on the next tour, around the outside into the Turn 13 right-hander. That put him behind Vettel and the Ferraris of Felipe Massa and Fernando Alonso.

Many runners quickly started graining their front Pirellis. Raikkonen's first tyre change was around the same time as most others, indicating he could be on the same three-stop strategy as everyone else, but so much milder was his tyre degradation that Lotus planned only one more pit visit.

Alonso decided to make his second stop on lap 20 of 58, a move that helped him jump Vettel and Massa when they followed suit. But Raikkonen cruised serenely on, well clear in the lead. He finally made his second tyre change on lap 34, dropping briefly to fifth, but he was easily in range to move back ahead as others made their third stops.

After Alonso made his final stop he was just over 7s behind the Lotus. He closed to within 4.4s with 14 laps to go, but he then started suffering with tyre degradation again. And Raikkonen banged in some quick laps – one of which was the fastest of the race – on older rubber to score an emphatic 12.5s win.

"He referred to his victory as easy, but often a driver executing his strategy to perfection can make it feel that way and he deserves huge credit for his performance," reckoned Autosport.

"You know that you can count on Kimi to extract the best from the car," said team principal Eric Boullier. "His mental abilities are amazing because he can manage the race and the tyres effectively as well as being quick. He only spun the rear wheels twice during the whole race!"


PORTLOCK

2018 UNITED STATES GP

AUSTIN FERRARI SF71H (1ST)

7

Raikkonen's second Ferrari career was not as successful or as impressive as his first, as he played second fiddle to first Fernando Alonso and then Sebastian Vettel. There weren't many chances to take his 21st F1 victory, but when it "finally" came Raikkonen beat Max Verstappen and Lewis Hamilton.

Team-mate Vettel's grid penalty put Raikkonen on the front row, but Ferrari had elected to run the Finn on ultrasofts tyres in Q2, as opposed to the harder supersofts of the other frontrunners. That meant Raikkonen didn't have the ideal tyre strategy, but would have a grip advantage at the start. And he used it to grab the lead from Hamilton.

Title contender Vettel spun after contact with Daniel Ricciardo, removing the likelihood of team orders and leaving Raikkonen to fight for the victory.

He kept Hamilton at bay before the Mercedes pitted during a virtual safety car, called after Ricciardo's Red Bull-Renault's engine expired. On fresh soft tyres Hamilton quickly closed in and was back with the Ferrari on lap 18 of 56.

"This was the next critical moment for Raikkonen," reported Autosport. "Keeping Hamilton behind would accelerate the thermal degradation of his rival's tyres, and stop him using his pace to build a bigger lead. Hamilton came close to passing, but Raikkonen stood firm all the way to the end of lap 21."

That's when Raikkonen pitted, emerging fifth. And he had the pace on new soft rubber to stay within the necessary window to retake the lead as those ahead made their stops.

A new threat now emerged. Verstappen had started 18th, but had charged forward and run long on his soft tyres. He stopped a lap after Raikkonen, and his speed on supersofts meant he also jumped Hamilton when the Mercedes made its second stop.

It meant the three cars were now in reverse order in terms of pace, Hamilton catching both as Verstappen edged towards Raikkonen. With six laps to go, just 2.2s covered the trio.

On lap 54 Hamilton launched an attack on Verstappen. The Red Bull held him off, but the fight helped Raikkonen's cause. He crossed the line 1.3s ahead to take his first F1 win in more than five years.

"This might well be his last GP win, and certainly among his hardest-earned, but it's a reminder that on his day he's still capable of delivering the drive of a champion," concluded our report.

2012 HUNGARIAN GP

HUNGARORING

LOTUS E20 (2ND)

6

Raikkonen didn't quite string a lap together in qualifying at the Hungaroring and wound up fifth, with Lotus team-mate Romain Grosjean second. But, not for the first time in 2012 (the Bahrain GP, for example), his race pace and tyre preservation brought him into contention.

Things didn't start well. Raikkonen's KERS battery went flat and he duly lost a spot to Fernando Alonso's Ferrari on the opening lap. The KERS issue was only partially resolved, and Raikkonen could make no progress until Alonso pitted on lap 17 of 69, by which time the Finn was 15s behind leader Lewis Hamilton's McLaren. Raikkonen pitted last of the frontrunners and he easily leapfrogged Alonso, while team-mate Romain Grosjean harassed Hamilton.

When Jenson Button made his second stop from third place, Sebastian Vettel's Red Bull and Raikkonen unleashed their pace and closed on the leading duo. Red Bull, concerned about the Raikkonen threat, called Vettel in on lap 38 to avoid being undercut. But even on new medium rubber, the reigning world champion could not match the Lotus, despite its KERS issue.


FERRARO

"It was just extraordinary how much pace Kimi was able to unleash at that point," said Lotus's Alan Permane. "He just went crazy, and for a moment I thought we might even have been on to jump past Hamilton."

Raikkonen's tyres finally started to wilt and he pitted on lap 45. Such had been his speed that he exited to find himself alongside Grosjean, who had stopped six laps earlier, into the first corner. Raikkonen had the inside and eased his team-mate wide. Second was his, and with 23 laps to go he was 4.4s behind Hamilton.

Just six laps later the gap was under a second, but Raikkonen could not find a way past the McLaren and had to settle for second. "If this had been a track where overtaking was possible, I think the result might have been very different," admitted Hamilton.



MOY

2003 UNITED STATES GP

INDIANAPOLIS McLAREN MP4-17D (2ND)

5

Raikkonen and McLaren did a fine job with the updated MP4-17D in 2003, taking the title fight with Michael Schumacher to the Suzuka finale. Raikkonen's first F1 win came in Malaysia, and he could have won the European GP at the Nurburgring had it not been for engine failure. But his drive against the odds at Indianapolis was perhaps his best of the year.

Raikkonen led from pole in the dry, chased by Ralf Schumacher's Williams, before light rain arrived. That initially helped the Michelin runners, including Raikkonen and his pursuer. Schumacher stopped earlier and his impressive in-lap and out-lap got him ahead, but then he crashed as the rain intensified.

Raikkonen, like Michael Schumacher, had to come in again for wet tyres almost immediately. Raikkonen was soon back to third, but on the wetter track the Bridgestone rubber was far superior, giving Schumacher's Ferrari the advantage. He overtook the McLaren on lap 28 of 73.

Thanks to engine failure for Jenson Button's BAR, Raikkonen was fourth after his final stop and change to dry tyres. He moved into third when Nick Heidfeld pitted, and overcame the other Sauber of Heinz-Harald Frentzen with 18 laps to go.

Schumacher was long gone, having done the damage when the track was at its wettest, but Raikkonen was half a minute clear of the next Michelin runner. And he managed what fellow Michelin-shod rivals Ralf Schumacher and Juan Pablo Montoya had not – take the championship fight to the final race.

"When you're in a wet-dry-wet race and you want to know when you should change tyres, just ask him," says Raikkonen's McLaren engineer Mark Slade. "He was perfect, just absolutely brilliant.

"One of the best races he ever did was Indianapolis in 2003 when we were on the Michelin wets, and the Michelin wets were rubbish. Every stop we made was perfectly timed. He just drove his heart out. He didn't win the race, but it was an absolutely phenomenal drive."

Autosport agreed, scoring him 10/10: "Raikkonen did a perfect job, flattering his equipment to retain a whisper of a title chance."



BATCHELOR

2009 BELGIAN GP

SPA FERRARI F60 (1ST)

4

"We definitely were not the fastest but we managed to win," is Raikkonen's summary of his 2009 Belgian GP performance, one he picks out as a career highlight.

The 2009 F60 was not one of Ferrari's finest. Fifth quickest on average across the season, it was also tricky, as the poor form of Luca Badoer and later Giancarlo Fisichella showed when they stepped in to replace Felipe Massa, injured at the Hungaroring.

Without Massa, Raikkonen stepped up, scoring four consecutive podiums in the second half of the season, with victory in the Belgian GP the highlight.

Raikkonen often shone at Spa – he'd dominated for Ferrari two years before – and gave himself the best chance with a feisty attack on lap one. He made a good start and then headed for the runoff area at La Source as things got busy on the inside. He emerged third, then used the boost of his Ferrari's KERS to power past Robert Kubica's BMW Sauber on the drag to Les Combes. The Ferrari ran wide when it got there, but Raikkonen did just enough to hold on to second.

The after-effects of that defence contributed to clashes behind, bringing out the safety car. And that gave Raikkonen an opportunity against the KERS-less Force India of surprise poleman and leader Fisichella.

At the restart, as they went through Eau Rouge and Raidillon, Raikkonen closed inexorably. "With perfect judgement, balls of steel and zero imagination, he stayed flat, judged that he would just be shy of the rear [of the Force India] by the time the track straightened and he could flick left to pass," said Autosport's report. "It was a briefly terrifying but thrilling moment."

Raikkonen made it past and, though Fisichella kept the pressure on for the rest of the race, held the edge to win by 0.9s. "I knew he was faster," said the 2007 world champion, "but I also knew that as long as I made no mistake he couldn't pass."

Raikkonen had technically left the track twice and benefited from a safety car he had helped cause, but winning a race in the F60 during one of F1's most competitive seasons is enough to earn this drive a high spot on the list. "As great a victory as he's ever delivered," concluded Autosport.



FERRARO


FERRARO

2007 JAPANESE GP

FUJI FERRARI F2007 (3RD)



"Brilliant Lewis on brink of title," shouted Autosport magazine's cover after the 2007 Japanese GP, but Raikkonen's drive to third would turn out to be very important to the outcome of the championship.

Raikkonen's fine victory in the subsequent Chinese GP, taking advantage of a McLaren strategy error and Lewis Hamilton's mistake, is probably more famous. But the race at Fuji was just as important – and arguably more impressive.

Raikkonen qualified third, but he and team-mate Felipe Massa were immediately put on the back foot thanks to a miscommunication between race director Charlie Whiting and the team. With the race starting behind the safety car in appalling conditions, Ferrari put both its cars on intermediate tyres instead of extreme wets, a direct violation of Whiting's email, which Ferrari's Stefano Domenicali somehow didn't receive until after the race began.

Both Massa and Raikkonen were forced to come in to correct the situation, falling to the rear of the field. And both were brought in again, still behind the safety car, for fuel top-ups.


FERRARO

The field was finally released on lap 20 of 67, with Raikkonen 16th, and he soon started gaining places. While the championship-challenging McLarens led and Massa began an afternoon packed full of incident – a drivethrough penalty for overtaking under safety car conditions and several off-track excursions – Raikkonen held his nerve.

"Raikkonen was scything through the midfield, a red flash that pounced from the gloom to snatch one place after another, sitting there blind at 190mph, listening for where the guy in front was braking, waiting, then launching down his inside," reported Autosport's Mark Hughes. "He knew he'd need to be stopping again, so he was taking no prisoners."

Many others made mistakes – even Hamilton and Robert Kubica clashed, while Fernando Alonso lost control of his McLaren and crashed out – and Raikkonen just kept moving forward.

Alonso's accident brought out the safety car and, while the debris was being cleared, Sebastian Vettel's Toro Rosso clattered into Mark Webber's Red Bull. Raikkonen was therefore seventh at the restart, most cars having now made their final stops.

The Ferrari was soon engaged in a battle with David Coulthard's Red Bull. On lap 57 he swept around the outside of Turn 5 to grab the inside for the following hairpin.

He then closed on Heikki Kovalainen's Renault and the duo put on a superb battle in the closing laps, Raikkonen eventually having to settle for third. That was enough to keep him in title contention on a day when Massa was knocked out of the championship fight, something that would prove vital against the McLarens in China and the Brazilian GP finale.

"A largely unsung virtuoso performance that humbled his struggling team-mate," reckoned Autosport's Adam Cooper at season's end.



2004 BELGIAN GP

SPA McLAREN MP4-19B (1ST)



Typical Spa weather provided a topsy-turvy grid, and Raikkonen had to start from row five. There was also predictable chaos at La Source on the first lap, during which his McLaren was hit, but he dodged the worst of it and emerged fifth.

That meant he ran behind the Renaults of Jarno Trulli and Fernando Alonso, team-mate David Coulthard, and Michael Schumacher's Ferrari during the safety car period called to clear up the mess. Raikkonen's McLaren had picked up some diffuser damage, but some changes to the electronic differential settings helped compensate.

Schumacher's Bridgestones took longer to get into their working temperature than Raikkonen's Michelins and the Finn attacked. He got better traction out of La Source at the restart, went to the inside for the daunting Eau Rouge, and made Schumacher back off.

Fourth place was now his. A brief downshift problem intermittently worried him, but he pressed on. On lap six of 44 he slipstreamed Coulthard on the run to Les Combes and took third, despite some resistance from the other McLaren.

Still he was fighting the gearbox problem. "I was changing the switches on the steering wheel, trying to get some sort of idea of how I could push again," explained Raikkonen. "We have different positions on engine braking, and one of them was working but it was an extreme one, almost locking the rear wheels. I was using it at the hairpin and the chicane, because otherwise I couldn't stop the car. Then I would change the position for the other corners."

Trulli stopped at the end of lap nine, after which he struggled on his second set of tyres, while Alonso spun twice thanks to oil spraying onto his rear tyres. After just 12 laps, Raikkonen was in the lead.

Coulthard suffered a tyre failure, leaving Schumacher as Raikkonen's main threat. Raikkonen looked in control until Jenson Button crashed after a tyre blew and the safety car was called for a second time.

With their final stops completed, Raikkonen and Schumacher were together when the race resumed for the final 10 laps. But the Ferrari couldn't break down the McLaren's defences, not even after a final safety car period. Indeed, at the restart Raikkonen unleashed the fastest lap of the race, nearly 0.4s quicker than anyone else managed. His second F1 win was secured by 3.1s. It was one of only three occasions that Ferrari's remarkable F2004 was beaten all season.

"Raikkonen stamped his authority on the race with a perfect blend of aggression and cool, passing the world champion's Ferrari, then repeatedly seeing it off despite several significant issues inside the McLaren's cockpit," reckoned Autosport.



ETHERINGTON



STATS
STARTS 323
FASTEST LAPS 46
POLES 18
WINS 21

2005 JAPANESE GP

SUZUKA

McLAREN MP4-20 (1ST)

1

This has to be number one. "Raikkonen's greatest race," proclaimed Autosport's cover, while reporter Mark Hughes described it as "the greatest grand prix in living memory".

Thanks to rain hitting the single-lap qualifying session, Raikkonen lined up 17th, with outgoing world champion Michael Schumacher 14th and his successor Fernando Alonso in 16th.

All three made brilliant progress on the first lap, Schumacher coming round in seventh, Alonso eighth and Raikkonen 12th. "That was a product of bold, incisive racecraft, each of them finding gaps in the places supposedly off-limits to feasibility," wrote Hughes.

Crucially, they were helped by Juan Pablo Montoya crashing his McLaren and bringing out the safety car. That meant Ralf Schumacher's polesitting and three-stopping Toyota didn't have enough laps to build up a buffer over its two-stopping rivals, and essentially made Giancarlo Fisichella favourite for victory in his Renault.

After his lap-one climb, Raikkonen picked off Felipe Massa, Antonio Pizzonia, Jacques Villeneuve and Christian Klien. He then gained ground during the stops and found himself following Schumacher, with Alonso behind. After 29 of the 53 laps, they were running together in fourth, fifth and sixth.



Schumacher defended well, but Raikkonen went around the outside of him at Turn 1 on lap 30. The put him fourth, 17.6s behind leader Fisichella.

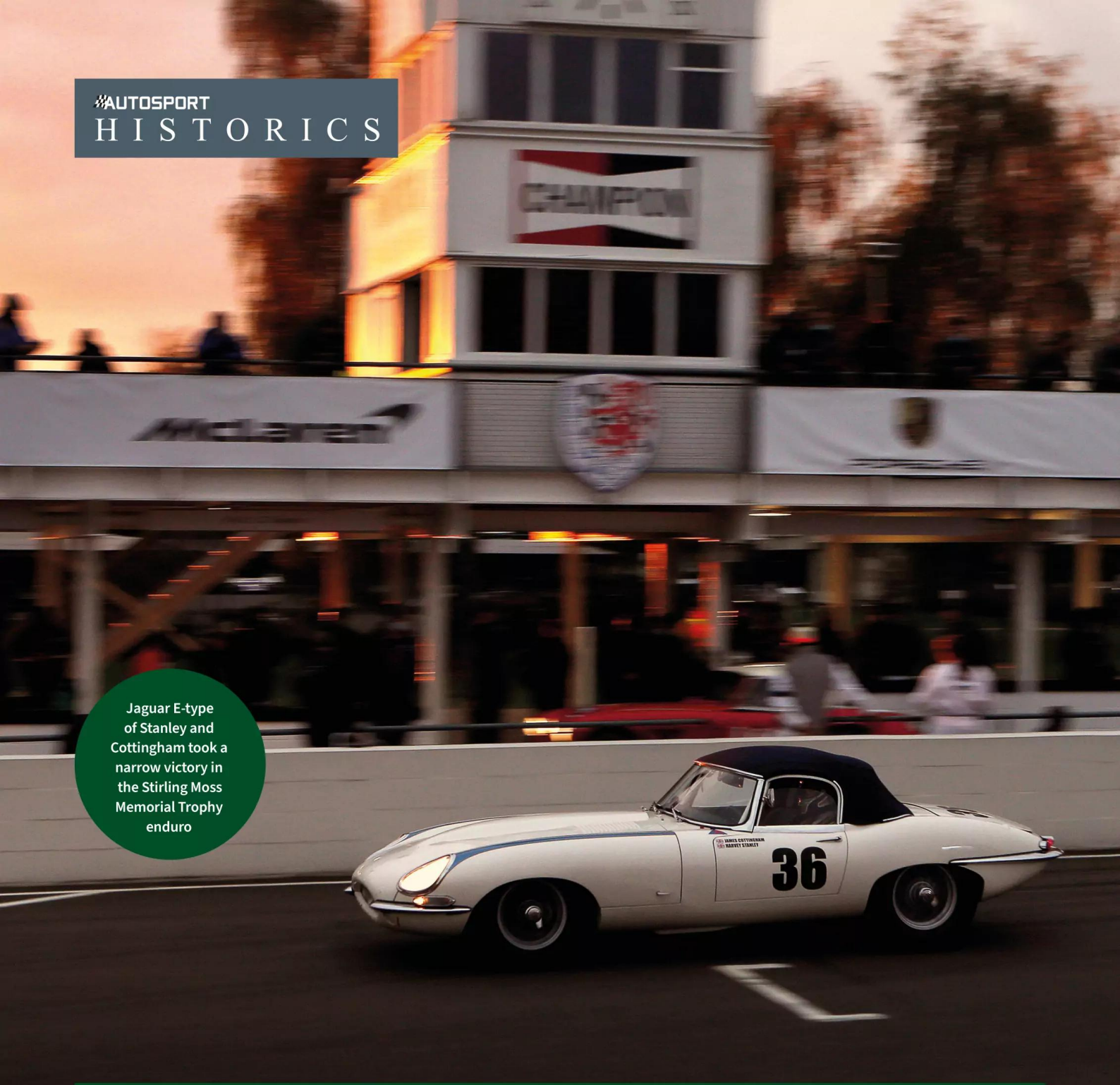
The Renault made its final stop with 15 laps to go. Raikkonen went seven laps longer, allowing him to leapfrog Jenson Button (BAR) and Mark Webber's Williams to run second. With seven laps to go the McLaren was 5.5s behind Fisichella.

"Kimi began lapping at an extraordinary rate," wrote Hughes. "It was a stunning effort that seemed to blow Fisi's resolve."

With three laps to go the gap was half a second, and Fisichella helped Raikkonen's cause by defending into the chicane when he didn't need to.

He did so again on the penultimate lap, going in too deep and running wide. The charging Raikkonen stormed to the left on the run down to the first corner on the final lap, sweeping around the outside to complete a stunning drive to victory.

"Suzuka in 2005 was in many ways a special race," says Raikkonen, while Paddy Lowe, part of the McLaren engineering team that year, agrees it was the Finn at his zenith: "That was a fantastic win – probably Kimi's best ever race. I'd say that was Kimi at his peak in 2005."



Jaguar E-type of Stanley and Cottingham took a narrow victory in the Stirling Moss Memorial Trophy enduro

MOSS TRIBUTE AT THE HEART OF SPEEDWEEK

It was a different sort of Goodwood event – and yet the many highlights provided familiar feelings as motorsport's stars shone again

MARCUS PYE

PHOTOGRAPHY **GARY HAWKINS**



Brawn brought along his ex-Rob Walker Ferrari as part of Moss celebration

SIR STIRLING MOSS WAS A HERO TO EVERYBODY WHO SAW HIM RACE IN HIS POMP AS THE ultimate professional, or in his dotage. He was King of Goodwood where, at just 19, he won his first race in a Cooper 500 on opening day in September 1948, and competed into his eighties at Revival Meetings and Festivals of Speed. 'Mr Motor Racing' passed away in April, aged 90, and it was inconceivable that there could be no send-off at the place where his peerless record was topped by four successive Royal Automobile Club Tourist Trophy victories, in Aston Martin DBR1s and Ferrari 250 GT Berlinettas.

In this strange year in which the COVID-19 pandemic continues to wreak havoc globally, claiming lives, threatening livelihoods and wiping out businesses, the Duke of Richmond and Gordon's empire was in trouble. Forced to cancel 2020's Members' Meeting, Festival of Speed and Revival – its lifeblood alongside horse racing – his grace and the GRRC team pinned their hopes on SpeedWeek, one special microcosm event to keep the flame burning, without spectators but live-streamed to the world. At its masked, socially distanced epicentre, Saturday's Stirling Moss Memorial Trophy for pre-1963 GT cars delivered a fitting tribute.

As if the grid forming behind Ross Brawn's Ferrari 'SWB' 2119GT – Moss' 1960 TT winner in familiar Rob Walker Racing livery, with the maestro's helmet and goggles on its bonnet – was not poignant enough, drivers alighted to be joined by team-mates. After a video compilation and the Duke's eloquent address, Maserati and Lotus racer Mark Knopfler caressed his Fender guitar on a small platform in pit number one. Silence fell as the haunting melody of *Going Home*, from Dire Straits' album *Local Hero*, rang out. A lump-in-throat moment for all as they thought of Stirling, and Lady Susie.

Then, with dusk beginning to draw its veil over a tranquil autumn afternoon in West Sussex, the gladiators went into battle. Gary Pearson, Goodwood's most successful driver of its second heyday with 15 wins to his credit, sat on pole in his white wire-wheeled Jaguar E-type roadster and started strongly. But young technician Harvey Stanley, driving DK Engineering's similar car brilliantly on its second outing post-restoration, was Pearson's equal and refused to let him get away in a mesmerising duel, clear of Gregor Fisken's Jag and Adrian Willmott in Tom Alexander's Aston Martin DB4 GT.

Even old masters make mistakes. On lap 13, Pearson closed rapidly on David Clark's Lotus Elite and Austrian Martin Halusa's Ferrari 250 GTB/C through Fordwater towards the right-handed kink before St Mary's, the scene of Moss's career-ending F1 Lotus 21/24 accident on Easter Monday 1962. Halusa saw the quicker cars coming and stayed left, whereupon Clark jinked right to pass him, only to find Pearson, committed, diving into the gap. The Jaguar whacked the Ecurie Shirlee Lotus, spinning it into the bank, then cannoned into the Scuderia SSS Venezia Ferrari amidships. All three drivers escaped injury but their steeds were battered. "I feel sorry for Martin; his was the best car in the race," rued Pearson, whose licence was endorsed for contact.

After a safety car intervention the race continued apace, with Stanley relaying James Cottingham after 22 laps. Fisken had already installed Marino Franchitti, thus Willmott went ahead. As a stunning sunset backlit Fordwater, Willmott pounded round, with Cottingham being closed upon by Scandinavian Touring Car champion Rob Huff »

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YEAH BABY!



in Richard Meins's E-type coupe, and Franchitti in fourth spot. As Willmott missed the pit window by seconds, Cottingham withstood enormous pressure from Huff to take the chequer, with the Franchitti brothers third and fourth, Marino ahead of Dario in Dutchman Hans Hugenholtz's silver Ferrari 250 SWB/C, and the 4.2-litre AC Cobra of Goodwood debutant Mike Grant Peterkin and Patrick Blakeney-Edwards.

Stanley was ecstatic. "Two years ago I was spectating here, dreaming of racing. To win is unbelievable. I saw the accident unfold, which shook me up a bit, then [after the safety car bunched the field] James did all the hard work," beamed 'Harv the Suave', as commentator Sam Hancock dubbed him.

Willmott's glory came in the twin-legged St Mary's Trophy contest, for pre-1965 touring cars. Saturday's was a typical humdinger, between the seven-litre Ford Galaxies of Stig Blomqvist – who planted Bill Shepherd's Alan Mann Racing car on pole with a 1m29.540s shot – and 2016 BTCC runner-up Sam Tordoff in Canadian Ian Dalglish's example. Two engine failures prevented Andre Lotterer from starting Michael Steele's Galaxie (shared with Ben Mitchell) fourth, behind Frenchman Nic Minassian in Willmott's Studebaker Lark Daytona 500 "calmed down since last year".

Blomqvist and Tordoff went at it hammer and tongs, trading places in the amazingly wieldy monsters – as Jack Sears demonstrated in 1963 with Willment's Galaxie – until Tordoff pulled off opposite the pits with a split oil cooler. Minassian squeezed past Blomqvist briefly, but the 74-year-old Swede thundered back past to win. "I watched Bo Ljungfeldt race this car at Karlskoga in 1964, when I was in a Saab two-stroke. Now I'm in it," said Blomqvist.

Within striking distance of the big V8s, the Lotus Cortinas of BTCC champions Andrew Jordan and Colin Turkington – split by Le Mans winner Mark Blundell, in another Cortina – chased. Gordon Shedden was sixth, loving his first experience of a Mini Cooper S, ahead of Emanuele Pirro's Alfa Romeo GTA.

With an aggregate result at stake, Shepherd led Sunday's 'owners' race decider before 2002 Formula Palmer Audi champion Willmott skilfully pedalled 'the Stud' round the outside of the Galaxie into Lavant. Shepherd tried to respond but, suspecting a puncture or something loose at the rear, settled for a safe second, knowing that Mike Jordan's Cortina [Pete Chambers's car] was a red dot in his mirrors. Minassian/Willmott won by 1.186 seconds in total from Blomqvist/Shepherd, with the Jordans third ahead of Turkington/Oliver Taylor and Mini duo Alex Brundle/Nick Swift.

Friday's Gerry Marshall Trophy enduro was won superbly by 22-year-old Fred Shepherd and three-time Le Mans winner Andre Lotterer in the Charles Austen Pumps Ford Boss Mustang. "Andre put it on pole but I had to get it off the line," said Shepherd. "Smoky or risk bogging down, I chose smoky, and several cars muscled past." Sixth at the end of the opening lap, Shepherd drew Craig Davies's sister car past David Clark's Bastos Chevrolet Camaro Z28, before James Wood's Rover SD1's diff pinion failed (as on Neel Jani in qualifying) and polesitter Nic Minassian's BMW 530i faded.

Mike Whitaker then led, but Shepherd wrestled the advantage »



Blomqvist won the first St Mary's bout but the Galaxie narrowly lost out on aggregate

RAC TT CELEBRATION



LOTTERER ENDS LISTER'S WAIT

"I owe it all to Andre Lotterer," smiled Fred Wakeman after the German's extraordinary pace had cemented his unique Lister-Jaguar coupe's maiden victory in Goodwood's RAC Tourist Trophy Celebration. Fellow Le Mans winners – Andy Wallace (third in 2004), Richard Attwood and Tom Kristensen (fifth, 2012 and 2015) and Benoit Treluyer (third last year) – had tried, but Anthony Reid – third at the Circuit de la Sarthe in 1990 – had come closest with seconds in 2008 and 2013, partnered by Justin Law and Chris Harris respectively.

The Frank Costin-designed spaceframe Lister was rebodied for Peters Lumsden and Sargent's 1963 Le Mans assault. Lotterer's stunning 1m24.735s best in the 3.8-litre straight-six-engined aerodyne secured pole. With the 4.7-litre Ford V8-powered TVR Griffith of Mike Whitaker/Mike Jordan and AC Cobra of Adrian Willmott/Andy Jordan, the 5.3-litre Bizzarrini-Chevrolet of Olivier Hart/Nic Minassian and the Cobras of Andrew Smith/Oliver Bryant and Bill Shepherd/Nick Padmore ensconced in the 1m25s, and 19 of the 27 qualifiers inside 1m30s, a fast race was in prospect. Best of the Jaguar E-types was Richard Meins/Rob Huff's in seventh.

Wakeman started conservatively and, despite being bumped in the right-rear arch by Minassian into Madgwick at the start, held his nerve to come round fifth, behind Minassian, Willmott (who won the initial drag race), Whitaker and Smith, with Shepherd, Reid and Alex Brundle (starting Gary Pearson's E-type) filling his mirrors. Wakeman was a solid eighth on lap four when Stig Blomqvist pirouetted down the belting to the detriment of Nick Jarvis's Chevrolet Corvette.

"LOTTERER FINALLY PLUNDERED ADRIAN NEWEY'S 2012 LAP RECORD"

Having ousted Willmott and Minassian into Madgwick on successive laps, Whitaker saw the back of the Porsche safety car for nine agonising tours. With the pits out of bounds until after the green, tactics came into play. Wakeman's mandatory two-minute stop was naturally among the earliest, whereupon the Lotterer magic kicked in, with consistent 1m24s laps. He finally plundered Adrian Newey's 2012 record set in what rivals referred to as the N-type Jaguar!

Whitaker ran long, but Lotterer jumped Mike Jordan on the TVR's out-lap and then yowled past Bryant, who soon had Jordan Sr on his tail. He engineered a way past Bryant for second at Lavant eight laps from home, but the *jour de gloire* was Lotterer's, repeating last year's win in Chris Wilson's Cobra.

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BMW 530i and Ford Capri lead, but Gerry Marshall honours would fall to V8 muscle

from the Gordon Spice Ford Capri on the blast to Woodcote and, with brakes aglow, staved Whitaker off to the stops. Tom Kristensen (Camaro) also passed Whitaker before handing over to Jack Tetley. As Mike Jordan relieved Whitaker, Lotterer snarled back ahead to stay. Pirro in Clark's Chevy charged down Tetley to bag second, while Jason Plato in Davies's maroon Mustang robbed Jordan of fourth on the line.

Sunday's reversed-grid sprint race had Gregor Marshall (Vauxhall Firenza) on pole but was red-flagged when Jason Brooks, running third in his original ex-Tim Goss PJ Green Mini 1275GT, clipped the kerb at St Mary's, rolled languidly, then spun like a top on its roof, scattering pursuers. The restart was won by Davies, who stayed sub-zero cool to keep Tetley's larger-engined Camaro behind. Whitaker was third in Tetley's draught, followed by Nick Jarvis in the top Rover.

Named for pioneer Selwyn Francis Edge, the fascinating Edwardian competition for the planet's wackiest race cars was even better as two five-lap dashes. Both were sensational, with star drivers playing to



SF Edge bolides once again provided fine entertainment



their bolides' strengths at different parts of the track and their order chopping and changing. The Sinsheim Museum team had the 200bhp Blitzen Benz flying, thus Ben Collings prevailed on Friday, despite having no brakes from lap three! "Driving a Land Speed Record car – it did 142mph in 1911 – round here is very special," he said, having taken the chequer with Mark Walker on the magnificently spartan 200bhp Darracq thundering up alongside. Mark's son Hughie in Nick and Pippa Hildyard's 10-litre aero-engined Theophile Schneider just beat Julian Majzub (1916 Sunbeam Indianapolis) to third.

Collings parked the Benz with ignition problems in Sunday's sequel, leaving the Walkers and Majzub to slug it out. All three led, but hirsute Hughie was bravest through the corners and had a cunning plan: "Dad could outdrag me from the chicane so I whooshed through the double-apex job [Woodcote] to make a gap. There were some crazy speed differentials, but we're all slightly mad. It's terrific fun." Rob Hubbard lay fourth in Julian Ghosh's fast Vauxhall 30/98, before its hydroplane engine's timing gear seized, promoting James Collins (Hudson).

Former Team Lotus mechanic David Morris grew up with the ex-Reggie Tongue ERA R11B 'Humphrey,' a faithful family servant since 1962, when his late father Martin became its custodian. Morris Jr qualified the 1936 warhorse quickest for the Goodwood Trophy race, and made an early break, expecting five-time race winner Mark Gillies – who started Dick Skipworth's ERA R3A 11th, after its carburettor iced up – to appear over his shoulder erelong.

Gillies carved the Lincoln green car through to fourth inside a lap, then passed Nick Topliss (ERA R4A) and Tom Dark (Bugatti T73C) in short order to get clear sight of Morris. Gillies shot ahead into Madgwick on lap seven and wriggled clear, only for a plug to oil up, leaving the engine spluttering on five cylinders. Thus Morris pounced on the penultimate tour to repeat his 2013 win. "I race so rarely these days that I didn't know how hard to push, but Mark was unlucky," he said.

Gillies salvaged second, with James Baxter a superb third in his »

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DEMOS AND CELEBRATIONS



Padmore set stunning sub-70s lap in 1989 F1 Arrows

GOODWOOD MARKS F1'S 70TH

Goodwood was used for Formula 1 testing into the 1980s, where this reporter timed Nelson Piquet cutting 63-second laps in a Brabham-Cosworth BT49. He probably went quicker. Seeing F1 missiles of subsequent eras unleashed in F1's 70th Anniversary features bombarded the senses of those on campus, and gave a strong flavour of the hallowed place to racing fans watching online.

Esteban Gutierrez screaming a 2017 Mercedes round at unprecedented speeds opened eyes as the W08's skid blocks threw sparks, with Marc Gene's 2009 Ferrari chasing. Ayrton Senna's 1991 McLaren-Honda MP4/6 generated fervour with Ben Barnicoat up, as did Jenson Button's 2009 championship-winning Brawn, Martin Brundle's Sunday drive. Pedro Piquet's flame-outs in father Nelson's 1983 title-winning Brabham-BMW BT52 turbocar were spectacular too.

Emerson Fittipaldi was reunited with a Gold Leaf Team Lotus 72, while Marino Franchitti enjoyed a JPS 72. Jackie Stewart demoed a 1971 Tyrrell and a BRM P261, the model in which he shared Goodwood's outright lap record with Jim Clark (Lotus 25) when the circuit closed. For Le Mans fans, Richard Attwood in the 1970-winning Porsche 917, Johnny Cecotto in the BMW V12 LMR and a fleet of Silk Cut Jaguars slaked thirst.

A Rally Super Special competition using the circuit and its environs saw Rhys Yates (Ford Focus R5) ace all seven tests to head Osian Pryce (VW Polo GTI R5) by 20s, with Ollie Mellors (Proton IRIZ R5) pipping George Lepley (Mitsubishi Evo X) for third. Yates then turned his hand to the weekend's Driftkhana, won by James Deane in his Falken Tyres BMW E92 M3 Eurofighter.

"PADMORE CUT AN AWESOME 1m09.973s LAP FOR VICTORY"

The rolling start single-lap Shootout sprint entertained. Oliver Bryant in a fabulous 1995 tubeframe Roush Mustang Trans-Am car almost matched Tom Kristensen in Audi R8 GT2 and his 1997 LM-winning Porsche WSC95, although young stars Jake Hill (in Ric Wood's Nissan Skyline GT-R R32) and Harry King (Porsche Carrera GT3 Cup) were fully committed and went quicker still for seventh and sixth.

Lukas Halusa (McLaren M23), Marco Werner (Lotus 77) and James Cottingham – making the Dallara SP1 prototype's Judd V10 sing – reduced the target to 1m11.573s. Finally, Historic lap record holder Nick Padmore rose to the occasion, cutting an awesome 1m09.973s (122.44mph) for victory in an ex-Derek Warwick 3.5-litre Ford DFR-engined Arrows A11.

Riley-ERA, looking great on 19-inch wheels and charging from seventh. Topliss and Dark were shuffled back to fourth and fifth, ahead of Gary Pearson, whose ERA experience – guesting in Charles McCabe's R5B 'Remus' – began in qualifying. "I started too cautiously," said Pearson, who climbed to fourth before slipping back. Ian Baxter (Alta 61S) led boldly on lap one before spinning at Lavant, but fought back to seventh.

Bob Boughton, who spanners Alan Baillie's cars, was cock-a-hoop to have McLaren GT racer Michael O'Brien (ex-Rodney Bloor Brabham BT14) and Jon Milicevic (ex-Doug Serrurier LDS-Climax 7) on pole and third for the Glover Trophy 1500cc F1 race, split by six-time winner Andy Middlehurst in John Bowers's Lotus-Climax 25. Baillie's Lotus-BRM 24 wasn't ready for Sam Wilson, so the FJunior ace ran his ex-Dave Charlton Ecurie Tomahawk Lotus 20/22 in its South African F1 guise with a 1500cc Ford twin-cam engine and 70kg of ballast! He qualified fourth in a fine field, ahead of Nick Fennell's 25, in 1963 Monaco GP aeroscreen spec.

Despite O'Brien being apprehensive, his machine hooked up well as the Union Jack fell. He dominated, streaking away from Middlehurst's increasingly smoky car. Wilson got an oil bath as his relentless efforts to usurp Middlehurst were scuppered by traffic and a skilfully placed car. Fennell annexed fourth from Milicevic at mid-distance, with Mark Shaw sixth in his ex-works Lotus 21, now with a Colotti gearbox. Having led a quartet of wailing V8s for several laps, Richard Wilson (ex-Bruce McLaren 1962 Monaco GP-winning Cooper T60) repassed Andrew Beaumont's ailing Lotus 24 a lap from home.

Marino Franchitti put on a wonderful demo from pole in father-in-law Nick Mason's ex-Moss Maserati Birdcage to outrun James Cottingham's grunty Tojeiro-Jaguar in the Lavant Cup race. "I overheated the rear tyres and had nothing left," he smiled, explaining Cottingham's mid-race advances. Driving the 1220cc Lola-Climax Mk1 that won Goodwood's final contemporary race in July 1966, Ben Adams gapped Jaguar-powered Fred Wakeman (Cooper T38), Phil Quaife (Lister Flat-Iron) and Martin Stretton (in Stefan Ziegler's fabulous Ecurie Ecosse D-type) before his diff sheared. Wakeman fell to an engine issue, promoting Quaife to the podium.

The pre-1961 grand prix set devolved into a Gordon (rear-engined) versus Richmond (front) tussle between Will Nuthall in Giorgio Marchi's Cooper T53 and Miles Griffiths in Philip Walker's Lotus 16. Both reset class records as they left German Rudi Friedrichs (ex-Jack Brabham T53) behind. The best battle was for fourth between the contrasting Lotus 18s of John Chisholm (ex-Jim Clark/Innes Ireland) and Andrew Beaumont (UDT/Laystall). Beaumont grabbed the place after a long caution while Nick Topliss's battered ex-Moss T53 was removed, having hit the bank approaching Lavant.

The Whitsun Trophy was almost decided on the opening lap when second qualifier Tony Sinclair's Lola T70 was tagged out at St Mary's by Shedden's Ford GT40 and leader John Spiers gyrated his ex-Lothar Motschenbacher McLaren M1B at Lavant. Top qualifier Mike Whitaker (T70) gathered his thoughts through a safety car interlude, then repelled the GT40s of Shedden and James Cottingham to repeat 2018's win. Spiers recovered impressively to fourth, setting fastest lap.



Maserati of Franchitti set the pace in the Lavant Cup



MAHRYA SPECIAL
(WHITSUN TROPHY)

A curious cross between futuristic street-rod – it was road registered – and race car, the tubeframe Mahrya is one for connoisseurs of the obscure. An American one-off of the early 1960s, it is linked with fabricator Bob McKee, who made eponymous USRRC, Can-Am and F5000 machinery in Chicago, yet little is known of its competition history. Apparently raced by Floyd Sable and 'Salt' Walther, the Chevrolet-powered device is more notable for its paint job by custom car legend George Barris of Pink Panther and Batmobile fame. Former FIA Historic F1 champion Greg Thornton piloted it to 10th in Saturday's Whitsun Trophy race.

RESULTS

STIRLING MOSS MEMORIAL TROPHY: CLOSED-COCKPIT GT CARS UP TO 1963 (38 LAPS) 1 Harvey Stanley/James Cottingham (Jaguar E-type); 2 Richard Meins/Rob Huff (E-type FHC) +1.063s; 3 Gregor Fisken/Marino Franchitti (E-type); 4 Hans Hugenholtz/Dario Franchitti (Ferrari 250 GT SWB/C); 5 Mike Grant Peterkin/Patrick Blakeney-Edwards (AC Cobra); 6 Nick Mason/Jack Tetley (E-type); 7 Oliver Bryant/Phil Keen (E-type FHC); 8 Adrian Willmott/Tom Alexander (Aston Martin DB4 GT); 9 Niall McFadden/Paddy Shovlin (E-type FHC); 10 David Gooding/Chris Beighton (E-type). **Fastest lap** Huff 1m29.599s (95.62mph). **Pole** Gary Pearson (E-type). **Starters** 24.

ST MARY'S TROPHY: SALOON CARS 1960-66 (13+14 LAPS) 1 Nicolas Minassian/Adrian Willmott (Studebaker Lark Daytona); 2 Stig Blomqvist/Bill Shepherd (Ford Galaxie 500) +1.186s; 3 Andrew & Mike Jordan (Ford Lotus Cortina); 4 Colin Turkington/Oliver Taylor (Cortina); 5 Alex Brundle/Nick Swift (Morris Mini Cooper S); 6 Mark Blundell/Kerry Michael (Cortina). **SATURDAY (13 LAPS) 1 Blomqvist**; 2 Minassian +0.283s; 3 A Jordan; 4 Blundell; 5 Turkington; 6 Gordon Shedden (Austin Mini Cooper S). **FL** Sam Tordoff (Galaxie 500) and Blomqvist 1m31.123s (94.02mph). **P** Blomqvist. **S** 26. **SUNDAY (14 LAPS) 1 Willmott**; 2 B Shepherd +1.469s; 3 M Jordan; 4 Tordoff; 5 Taylor; 6 Swift. **FL** Tordoff 1m30.305s (94.87mph). **P** Shepherd. **S** 25.

GERRY MARSHALL TROPHY: GROUP 1 SALOONS 1970-82 (28 LAPS) 1 Fred Shepherd/Andre Lotterer (Ford Boss Mustang 302); 2 David Clark/Emanuele Pirro (Chevrolet Camaro Z28) +6.942s; 3 Tom Kristensen/Jack Tetley (Camaro Z28); 4 Craig Davies/Jason Plato (Mustang Boss 302); 5 Mike Whitaker/Mike Jordan (Ford Capri III 3.0S); 6 Richard Meins/Rob Huff (Capri III 3.0S); 7 Jack Young/Gordon Shedden (Camaro Z28); 8 Stig & Tom Blomqvist (Capri III 3.0S); 9 Oliver Bryant/Dario Franchitti (Camaro Z28); 10 Nicolas Minassian/Nick Padmore (BMW 530i). **FL** Pirro 1m27.284s (98.16mph). **P** Minassian. **S** 27. **SPRINT RACE (8 LAPS) 1 Davies**; 2 Tetley +0.217s; 3 Whitaker; 4 Nick Jarvis (Rover SD1); 5 Ludovic Lindsay (Capri III 3.0S); 6 Tom Burgess (Ford Fiesta). **FL** Tetley 1m29.007s (96.26mph). **P** Gregor Marshall (Vauxhall Firenza) (reversed grid). **S** 24.

SF EDGE TROPHY: EDWARDIAN CARS & CARS IN THE SPIRIT OF BROOKLANDS RACES TO 1923 (BOTH 5 LAPS) 1 Ben Collings (Benz 200HP 'Blitzen Benz'); 2 Mark Walker (Darracq 200hp) +0.137s; 3 Hughie Walker (Theophile Schneider); 4 Julian Majzub (Sunbeam Indianapolis); 5 James Collins (Hudson Super Six); 6 Rob Hubbard (Vauxhall 30/98). **FL** H Walker 1m55.970s (73.88mph). **P** H Walker. **S** 20. **RACE 2 1 H Walker**; 2 M Walker +2.163s; 3 Majzub; 4 Collins; 5 Duncan Pittaway (Fiat S76); 6 Charlie Martin (Mors GP). **FL** H Walker 1m56.582s (73.49mph). **P** H Walker. **S** 21.

GOODWOOD TROPHY: GP CARS & VOITURETTES 1930-51 (13 LAPS) 1 David Morris (ERA R11B); 2 Mark Gillies (ERA R3A) +8.085s; 3 James Baxter (Riley-ERA); 4 Nick Topliss (ERA R4A); 5 Tom Dark (Bugatti T73C); 6 Gary Pearson (ERA R5B 'Remus'). **FL** Morris 1m32.432s (92.69mph). **P** Morris. **S** 23.

GLOVER TROPHY: 1.5-LITRE GP CARS 1961-65 (15 LAPS) 1 Michael O'Brien (Brabham-Ford t/c BT14); 2 Andy Middlehurst (Lotus-Climax 25 R4) +8.131s; 3 Sam Wilson (Lotus-Ford t/c 20/22); 4 Nick Fennell (Lotus-Climax 25); 5 Jon Milicevic (LDS-Climax F1); 6 Mark Shaw (Lotus-Climax 21). **FL** O'Brien 1m22.536s (103.80mph) **record**. **P** O'Brien. **S** 20.

WHITSUN TROPHY: SPORTS-PROTOTYPES TO 1966 (13 LAPS) 1 Mike Whitaker (Lola-Chevrolet T70 Mk2); 2 Gordon Shedden (Ford GT40) +1.546s; 3 James Cottingham (GT40); 4 John Spiers (McLaren-Chevrolet M1B); 5 Chris Goodwin (Lotus-Ford t/c 23B); 6 Nick Fennell (Lotus-Ford t/c 23B). **FL** Spiers 1m20.235s (106.78mph). **P** Whitaker. **S** 22.

RICHMOND & GORDON TROPHIES: FRONT & REAR-ENGINED 2.5-LITRE GP CARS 1954-60 (14 LAPS) 1 Will Nuthall (Cooper-Climax T53); 2 Miles Griffiths (Lotus-Climax 16) +0.483s; 3 Rudi Friedrichs (T53); 4 Andrew Beaumont (Lotus-Climax 18); 5 John Chisholm (Lotus-Climax 18); 6 Tom Dark (Cooper-Climax T51). Richmond winner Griffiths. **FL** Nuthall 1m22.693s (103.61mph) **record**. **P** Nuthall. **S** 22.

LAVANT CUP: SPORTSCARS & PRODUCTION SPORTSCARS 1952-60 (14 LAPS) 1 Marino Franchitti (Maserati Tipo 61 Birdcage); 2 James Cottingham (Tojeiro-Jaguar) +0.976s; 3 Phil Quaife (Lister-Jaguar 'Flat-Iron'); 4 Martin Stretton (Jaguar D-type); 5 Joe Macari (D-type); 6 Lukas Halusa (Maserati 300S). **FL** Franchitti 1m25.889s (99.75mph) **record**. **P** Franchitti. **S** 23.

RAC TOURIST TROPHY CELEBRATION: CLOSED-COCKPIT GT CARS 1960-64 (39 LAPS) 1 Fred Wakeman/Andre Lotterer (Lister-Jaguar coupe); 2 Mike Whitaker/Mike Jordan (TVR Griffith 400) +4.200s; 3 Andrew Smith/Oliver Bryant (AC Cobra); 4 Adrian Willmott/Andrew Jordan (Cobra); 5 Bill Shepherd/Nick Padmore (Cobra); 6 Patrick Blakeney-Edwards/Gordon Shedden (Cobra); 7 Alex Brundle/Gary Pearson (Jaguar E-type); 8 Chris Beighton/Phil Keen (Sunbeam Lister Tiger); 9 Gregor Fisken/Dario Franchitti (Cobra); 10 John Spiers/Tiff Needell (E-type). **FL** Lotterer 1m24.693s (101.16mph) **record**. **P** Wakeman (Lotterer set time). **S** 27.

HOLDEN BOWS OUT WITH ONE LAST GREAT RACE SUCCESS



Shane van Gisbergen and Garth Tander ensured the stalwart Australian Supercars marque bids its factory farewell on top

ANDREW VAN LEEUWEN

The factory Holden era came to a fitting end at Mount Panorama, with Shane van Gisbergen and Garth Tander combining for an emotional Bathurst 1000 victory.

There wasn't much in the build-up that suggested their Triple Eight Holden Racing Team Commodore would lead more than 100 laps and win the race. Van Gisbergen and Tander didn't have any specific problems through practice and qualifying – apart from an awkward moment when Tim Slade turned in on van Gisbergen in the first practice session – but there just seemed to be a small deficit to the outright pace.

For the most part everybody was chasing the pacesetting Tickford Ford Mustang from Thursday to Saturday. Cam Waters and Will Davison topped four of the seven practice sessions, while Waters could well have challenged team-mate Lee Holdsworth for provisional pole had it not been for a poorly timed shower of rain at the end of qualifying.

It was in the Top 10 Shootout, however, that Waters showed his hand. He became the only driver to break into the threes all weekend, his 2m03.559s a new Shootout lap record. Even single-lap master Scott McLaughlin couldn't get within 0.4s of the time, while van Gisbergen was fourth quickest, the best part of 0.9s off the pace.

With a big question mark over the weather on race day, the Bureau of Meteorology predicting a 90% chance of rain and storms, most teams took advantage of the dry morning conditions and started their co-drivers. The key exception was the lead DJR Team Penske entry, McLaughlin able to comfortably beat Davison off the start into Hell Corner



ALL PICS: KLYNSMITH
motorsport IMAGES

and lead across the first stint.

The DJR Penske Ford's advantage didn't last long, though. Once Waters was in the Tickford Mustang, he was able to swiftly run down McLaughlin's co-driver Slade, before some smart pitstop strategy when the safety car made its first appearance helped Waters into the lead. By that stage van Gisbergen was running in third, Tander having put in a solid first stint in the Triple Eight Commodore. It wasn't until the next safety car, 20-odd laps later, that the Holden pair really came into the game.

It wasn't so much the caution itself, triggered by Jordan Boys hitting the wall at Murray's Corner, that played to van Gisbergen's advantage. It was the weather on the restart. After a week of talking about the potential conditions, the heavens finally opened, albeit very briefly, and only at the top of the Mountain. It was hardly enough rain to justify moving the start time forward by half an hour, but it was more than enough for renowned wet-weather ace van Gisbergen to swing the race in his favour.

As the field tiptoed over Mount Panorama after the restart, van Gisbergen dived down the inside of McLaughlin, before passing Davison, who was in the »

CONTENT McLAUGHLIN READY TO WALK AWAY



McLaughlin has achieved all he wanted to in Aussie Supercars

Scott McLaughlin finished a somewhat quiet fifth in what may have been his final race as a Supercars full-timer.

The Kiwi arrived at Bathurst as the red-hot favourite to repeat his 2019 Mount Panorama win, with the 2020 title safely in his pocket and the rapid Tim Slade as his co-driver. There were flashes of speed in the build-up, too. But when McLaughlin, the Shootout king, fell four tenths to the bad of Cam Waters in Saturday's single-lap dash, it was clear that his wasn't the fastest car in the race.

Starting from the outside of the front row, DJR Team Penske elected to put McLaughlin in the Ford Mustang for the first stint. The decision was likely a side-effect of the pandemic, which had severely limited Slade's test laps in the unfamiliar package over the year.

While it gave McLaughlin the opportunity to lead the first stint, the call would come back to haunt the team during the lap 97 safety car period. While Garth Tander, Will Davison and Warren Luff had completed their minimum co-driver laps, Slade hadn't. That meant he had to stay in the car for another stint, losing enough time to the primary drivers in the rival machines to rule McLaughlin out of contention.

The big question now is when we'll see McLaughlin back in a Supercar. He'll make his IndyCar debut in St Petersburg this weekend, amid speculation of a full-time switch to the US series in 2021.He remained tight-lipped about his future when speaking post-Bathurst, although did admit he'd checked all the boxes he wanted to in Supercars.

"I've done everything I wanted to achieve [in Supercars], regardless of how St Pete goes," said McLaughlin. "Right now, I've got to grab this [IndyCar] opportunity with both hands. I've got to go out there and drive the thing as fast I can and acquit myself the best I can.

"I said I wanted to win a Bathurst, a championship and be a consistent frontrunner. I really wanted to try to move up that leaderboard with wins and poles, and I'm really proud of all that. If it is [the end of my Supercars career], I'm completely satisfied."



Co-driver strategy misstep consigned Mustang to fifth

WHINCUP CRASH EXTENDS UNWELCOME RUN



There were few moments as shocking in the 2020 Bathurst 1000 as when Jamie Whincup clouted the wall at The Cutting in his Triple Eight-run Holden.

Whincup found himself doing battle for fourth spot with Brodie Kostecki shortly after the first round of stops, the Erebus Holden driver no pushover as he defended the early progress of co-driver Anton De Pasquale.

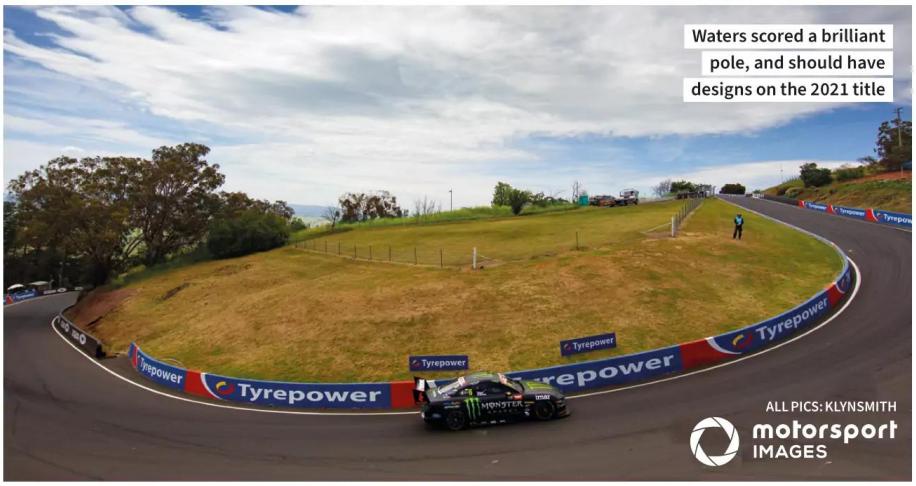
On lap 33, Whincup looked to have finally got the job done. He swept around the outside of Kostecki into The Cutting. But, trying to give him plenty of room, he strayed too far off the clean line, sending Whincup into the wall and putting him and Craig Lowndes out of the race.

"Obviously Brodie was making it pretty difficult out there – that's not his fault, he's entitled to go as hard as he can and was doing nothing untoward," explained Whincup. "I was pushing hard to get through to try to get up the road. On reflection I think I smoked the rears pretty heavily out of The Chase trying to get through, and I probably underestimated the surface temp going into The Cutting. In hindsight I should have just waited another lap. I probably would have got him down at Conrod on the next lap.

"Everyone has put in a lot of effort here in this garage, and the engineers in particular, they deserve better."

The crash kept Whincup's unwanted streak of poor Bathurst performances alive, the four-time winner now without even a podium at Mount Panorama since finishing second way back in 2013.





Waters scored a brilliant pole, and should have designs on the 2021 title

ALL PICS: KLYNSMITH motorsport IMAGES

"I GOT TO THE FRONT AND WAS LOST. WHEN YOU'RE THE PIONEER YOU DON'T KNOW WHERE THE GRIP IS"

Tickford car, at Hell Corner two laps later. He then had to fend off Fabian Coulthard, who was reading the conditions just as well, before settling into the lead.

The crucial battle for track position had been won, but there were still more than 100 laps to go, and once the track dried out the Tickford Mustang still looked like the fastest car in the race.

As the next couple of stints wore on, the Penske challenged faded. Coulthard and Tony D'Alberto lost time stacking during the next caution, while the sister McLaughlin/Slade entry was undone by that earlier decision to start the primary driver. By that stage, both Tander and Davison had ticked off their minimum co-driver laps and van Gisbergen and Waters were back in the cars, ready to triple-stint their way home.

What followed was a relentless two-horse race, both drivers putting in qualifying lap after qualifying lap. Waters appeared to have the edge in terms of pace but, in this era of aero wash, van Gisbergen knew that if he didn't make any mistakes, and he placed his car right in the couple of spots Waters might get past, he'd be OK.

With his car getting better and better as the race wore on, van Gisbergen looked to have broken the Waters challenge midway through the last stint of the day. Then, with nine laps to go, Jack Smith ended up beached at The Chase right as Bryce Fullwood hit the wall on the run into Elbow.

The safety car gave Waters, who was struggling with a failed cool suit, a small rest and another shot at van Gisbergen. He got close on the restart, but not quite close enough. After barely a lap of racing the safety car made one more appearance, this time to clear Zane Goddard's crashed car from the top the Mountain, which set up a three-lap sprint to the finish.

Van Gisbergen wasn't going to let it slip from there, though, setting a 2m05.641s – the fastest lap of the race – on the penultimate tour. That gave him just enough breathing room to seal his first Bathurst 1000 crown in 14 attempts, as Tander added a fourth to his formidable record.

While van Gisbergen's flawless run home was impressive, he later explained that it was that two-lap stint in the wet when he passed McLaughlin and Davison that made all the difference. "On the safety car lap [the rain] started at The Cutting, and then as we got to the back straight it started to rain there," he said. "You just had no idea what it was going to be like. I was third at that stage [behind Davison and Scott McLaughlin] and I just went a little bit later than the guys in front, where they were braking.

"If they made it around the corner, I'd get off the brake and try to go a bit quicker. It was working, but I got to the front and I was just lost. When you're the pioneer you don't know where the grip is.

"Fabian [Coulthard] caught me and I thought I was in trouble, but that set us up in the race because, as we know in these cars, it's impossible to pass really. Every time Cam caught me [in the closing stints] I put the car in the right spot for a couple of laps, [his car] got hot and then I got on with my day."

The win was significant in that it marked the end of Holden's factory involvement in Australian Supercars, a direct result of General Motors' decision to axe the famous marque. While the Commodore will return in 2021 for one last Bathurst, the Holden Racing Team won't. That made Tander's involvement in the win particularly meaningful, given he's been a career Holden driver and won three of his four Bathursts in factory cars.

"Bathurst means a lot to the Holden

RESULTS BATHURST 1000, AUSTRALIAN SUPERCARS ROUND 11/11, MOUNT PANORAMA (AUS), 18 OCTOBER, 161 LAPS – 621.553 MILES

POS	DRIVERS	TEAM/CAR	TIME
1	**Shane van Gisbergen** (NZL) **Garth Tander** (AUS)	Triple Eight Race Engineering Holden Commodore ZB	6h10m56.1143s
2	**Cameron Waters** (AUS) **Will Davison** (AUS)	Tickford Racing Ford Mustang	+0.8663s
3	**Chaz Mostert** (AUS) **Warren Luff** (AUS)	Walkinshaw Andretti United Holden Commodore ZB	+1.6089s
4	**Fabian Coulthard** (NZL) **Tony D'Alberto** (AUS)	DJR Team Penske Ford Mustang	+2.1617s
5	**Scott McLaughlin** (NZL) **Tim Slade** (AUS)	DJR Team Penske Ford Mustang	+2.7113s
6	**Scott Pye** (AUS) **Dean Fiore** (AUS)	Charlie Schwerkolt Racing Holden Commodore ZB	+3.9690s
7	**Lee Holdsworth** (AUS) **Michael Caruso** (AUS)	Tickford Racing Ford Mustang	+4.7338s
8	**Mark Winterbottom** (AUS) **James Golding** (AUS)	Charlie Schwerkolt Racing Holden Commodore ZB	+6.1381s
9	**Anton De Pasquale** (AUS) **Brodie Kostecki** (AUS)	Erebus Motorsport Holden Commodore ZB	+7.6448s
10	**James Courtney** (AUS) **Broc Feeney** (AUS)	Tickford Racing Ford Mustang	+7.7157s
11	**Andre Heimgartner** (NZL) **Dylan O'Keeffe** (AUS)	Kelly Racing Ford Mustang	+8.0904s
12	**Alex Davison** (AUS) **Jonathon Webb** (AUS)	Team Sydney Holden Commodore ZB	+9.1442s
13	**Macauley Jones** (AUS) **Tim Blanchard** (AUS)	Tim Blanchard Racing Holden Commodore ZB	+9.4580s
14	**Jack Le Brocq** (AUS) **James Moffat** (AUS)	Tickford Racing Ford Mustang	+11.4712s
15	**David Reynolds** (AUS) **William Brown** (AUS)	Erebus Motorsport Holden Commodore ZB	-1 lap
16	**Chris Pither** (NZL) **Steve Owen** (AUS)	Team Sydney Holden Commodore ZB	-2 laps
17	**Rick Kelly** (AUS) **Dale Wood** (AUS)	Kelly Racing Ford Mustang	-17 laps
18	**Nick Percat** (AUS) **Tom Randle** (AUS)	Brad Jones Racing Holden Commodore ZB	-28 laps
19	**Tyler Everingham** (AUS) **Jayden Ojeda** (AUS)	Garry Rogers Motorsport Holden Commodore ZB	-40 laps
R	**Jake Kostecki** (AUS) **Zane Goddard** (AUS)	Matt Stone Racing Holden Commodore ZB	155 laps-crash
R	**Jack Smith** (AUS) **Jack Perkins** (AUS)	Brad Jones Racing Holden Commodore ZB	149 laps-tyre failure
R	**Bryce Fullwood** (AUS) **Kurt Kostecki** (AUS)	Walkinshaw Andretti United Holden Commodore ZB	147 laps-crash
R	**Garry Jacobson** (AUS) **David Russell** (AUS)	Matt Stone Racing Holden Commodore ZB	62 laps-engine
R	**Todd Hazelwood** (AUS) **Jordan Boys** (AUS)	Brad Jones Racing Holden Commodore ZB	50 laps-crash
R	**Jamie Whincup** (AUS) **Craig Lowndes** (AUS)	Triple Eight Race Engineering Holden Commodore ZB	32 laps-crash

Winners' average speed 100.538mph. **Fastest lap** **van Gisbergen** 2m05.6412s, 110.617mph.

QUALIFYING TOP 10 SHOOTOUT

1 Waters 2m03.5592s; 2 **McLaughlin** 2m04.0021s; 3 **Mostert** 2m04.0100s; 4 **van Gisbergen** 2m04.4511s; 5 **Holdsworth** 2m04.6765s; 6 **de Pasquale** 2m04.7688s; 7 **Coulthard** 2m04.8534s; 8 **Courtney** 2m05.3549s; 9 **Whincup** 2m06.3941s; NS **Percat**.

QUALIFYING

Holdsworth 2m04.0243s; **van Gisbergen** 2m04.0351s; **McLaughlin** 2m04.1035s; **Waters** 2m04.1056s; **Whincup** 2m04.2660s; **Coulthard** 2m04.2813s; **de Pasquale** 2m04.4668s; **Mostert** 2m04.4936s; **Courtney** 2m04.5485s; **Percat** 2m04.5539s; 11 **Fullwood** 2m04.6050s; 12 **Pye** 2m04.6320s; 13 **Reynolds** 2m04.6730s; 14 **Heimgartner** 2m04.8530s; 15 **Le Brocq** 2m04.9054s; 16 **Hazelwood** 2m04.9729s; 17 **Jones** 2m05.0374s; 18 **Winterbottom** 2m05.1732s; 19 **Kelly** 2m05.2592s; 20 **A Davison** 2m05.3322s; 21 **Jacobson** 2m05.4142s; 22 **Smith** 2m06.3498s; 23 **Pither** 2m06.3535s; 24 **Everingham** 2m06.6813s; 25 **J Kostecki** 2m15.1542s.

CHAMPIONSHIP

1 McLaughlin 2576; 2 **Waters** 2125; 3 **van Gisbergen** 2095; 4 **Whincup** 2049; 5 **Mostert** 1958; 6 **Coulthard** 1800; 7 **Percat** 1743; 8 **de Pasquale** 1637; 9 **Pye** 1586; 10 **Winterbottom** 1566.

people," he said. "One of the fondest memories I have in my career is when we took the [Peter Brock] Trophy into head office in 2011 with Nick [Percat], and how excited everyone was that we had Bathurst success. Even going over to Elizabeth to the manufacturing plant and doing the same thing there, seeing the line workers getting a photo with the trophy was very special.

"I feel incredibly honoured. It's a sad end to a fantastic brand. But I'm glad we were able to give some light in these final moments. I'm really, really honoured to be part of it."

Adding to the send-off was Chaz Mostert and Warren Luff finishing a fine third in the lead Walkinshaw Andretti United entry, the Clayton team having run the factory Holden concern from 1990 to 2017, when the works status was handed over to Triple Eight.

The Mostert and Luff car never looked like an outright contender, but a solid, trouble-free day – typical of WAU at Mount Panorama in recent years – yielded a well-deserved podium.



Tander (left) and van Gisbergen hold their trophy aloft

Waters, meanwhile, was left physically spent after his battle with van Gisbergen thanks to that faulty cool suit. "The boys told me it wasn't working for my first stint this morning," he said. "I didn't run the cool suit for the last three stints and each lap was a qualifier, so I was feeling pretty buggered after that race. That was one of the toughest races I've done.

"I felt terrible in the car. Those last safety cars, I wasn't really wanting to warm the tyres because I was feeling sick and stuff like that. I just wanted the thing to be over. I threw everything at it to try to pass [van Gisbergen] but it wasn't to be."

The win may have eluded him for now, but there was a sense that Bathurst week marked a coming of age for Waters, who many figure will be a genuine title contender next season.

"I think we've taken another step," he said. "The cars are slowly getting to where we need them to be and doing what we need them to do, and from Townsville [in late August and early September] onwards we turned a corner. It's in a happy place at the moment, the car, it's doing what we need. We need a little bit more, but I think this year was really good for us as a team."

DOLE



Cadillac crew takes Petit victory as leading rivals clash late on

ALL PHOTOGRAPHY motorsport IMAGES

PETIT LE MANS
IMSA SPORTSCAR
ROAD ATLANTA (USA)
17 OCTOBER
ROUND 9/11

Wayne Taylor Racing scored its third Petit Le Mans win in seven years in a remarkable race in which the regular line-up of Renger van der Zande and Ryan Briscoe, assisted by five-time IndyCar champion Scott Dixon, pounced on a late-race collision between the leaders to swoop past for victory.

The latest triumph came despite the adversity of a couple of off-course excursions for Briscoe and a failing alternator causing the Cadillac DPi-V.R's battery to die while van der Zande was at the wheel, during the antepenultimate round of the 2020 IMSA SportsCar season.

Although the turbocharged Acura Team Penske ARX-05s and Mazda RT24-Ps appeared faster than the normally aspirated Cadillacs in practice and qualifying around the 2.54-mile course, the pace variation reduced on race day. And while the Action Express Racing Cadillac of Pipo Derani, Felipe Nasr and 'extra' Filipe Albuquerque was the Caddy competing most strongly with the Japanese brands for the majority of the race, the WTR team looked increasingly impressive as sunset turned to darkness.

All three drivers worked hard to save fuel and regularly went one-to-three laps longer on a stint than the Acuras, Mazdas and other Cadillacs. Yet despite the necessarily reduced pace, the car remained in the top five, and gained on its rivals as temperatures dropped and night fell. Dixon closed to within six seconds of the lead in his final stint, pressuring the leading AXR Cadillac at that point driven by Nasr, and the #7 Acura raced by fellow IndyCar ace Alexander Rossi.

On taking over the black Caddy, Briscoe suffered a trip through the gravel at Turn 10 but then whittled away the deficit, before handing over to van der Zande, who continued this work until he was just 10s behind the two lead cars, by then driven by Derani and Ricky Taylor. When those two collided and went off at Turn 6, van der Zande grabbed the lead. After the full-course caution, van der Zande retained first at the penultimate restart, ahead of the recovering Acura of Taylor, Helio Castroneves and Rossi, as well as the other Acura of Dane Cameron, Juan Pablo Montoya and Simon Pagenaud, and when two GT cars clashed, the race finished under caution.

It was the #6 Acura of pole-winner Cameron, Montoya and Pagenaud that dominated the first half of the race. But Cameron was involved in a collision with the #77 Mazda of Oliver Jarvis, bouncing off the GTD-winning Ferrari of Alessandro Balzan and into a wall. Cameron pitted for repairs but an off-sequence strategy didn't

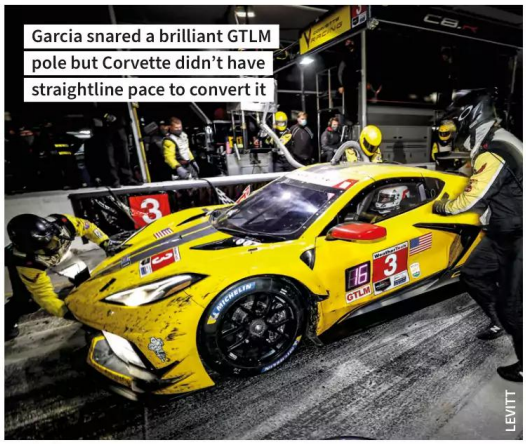


GTLM win for #911 RSR-19 wrapped up Petit Le Mans hat-trick for Tandy

LEVITT


Nasr held the early lead aboard AXR Caddy

GALSTAD


Garcia snared a brilliant GTLM pole but Corvette didn't have straightline pace to convert it

LEVITT

quite get the car back into a position of prominence and so the defending series champions claimed third place behind the Taylor/Castroneves/Rossi sister car.

In GT Le Mans, Antonio Garcia turned in one of the greatest laps of his career to grab pole, but the #3 Chevrolet Corvette C8.R faced strong opposition from the #24 BMW M8 of Jesse Krohn, John Edwards and Augusto Farfus, the second Corvette and both Porsche 911 RSRs.

The apparently superior straightline speed of the BMWs meant Farfus led into the closing stages, but a trip off course at the final corner sent the M8 into the pits to have debris removed from its intakes and left-front wheel. This allowed the #911 Porsche of Fred Makowiecki, Nick Tandy and Matt Campbell to take the win ahead of Garcia, Jordan Taylor and Nicky Catsburg, who extended the full-timers' championship lead over team-mates Tommy Milner and Oliver Gavin, who shared their fourth-placed Corvette with Marcel Fassler.

Of the 13 GT Daytona entries, eight looked to have winning pace, despite the diversity of Pro and Am drivers, and these potential victors came from five of the class's nine manufacturers. Ultimately, Jeff Westphal, Balzan and Cooper MacNeil conquered in the Scuderia Corsa Ferrari 488 GT3. Westphal made the decisive pass for the lead on Jack Hawksworth's #14 Lexus RC F at Turn 10 with an hour to go.

DAVID MALSHER-LOPEZ

RESULTS ROUND 9/11, ROAD ATLANTA (USA), 17 OCTOBER (460 LAPS – 1168.4 MILES)


L-r: Briscoe, van der Zande and Dixon

LEVITT

OVERALL

POS	DRIVERS	CAR	TIME
1	Renger **van der Zande**/Ryan **Briscoe**/Scott **Dixon**	Cadillac DPi-V.R	10h00m22.332s
2	Helio **Castroneves**/Ricky **Taylor**/Alexander **Rossi**	Acura ARX-05	+0.429s
3	Juan Pablo **Montoya**/Dane **Cameron**/Simon **Pagenaud**	Acura ARX-05	+1.236s
4	Sebastien **Bourdais**/Tristan **Vautier**/Loic **Duval**	Cadillac DPi-V.R	+3.700s
5	Felipe **Nasr**/Pipo **Derani**/Filipe **Albuquerque**	Cadillac DPi-V.R	-2 laps
6	John **Farano**/Mikkel **Jensen**/Job **van Uitert**	ORECA Gibson-07	-10 laps
7	Jim **McGuire**/Matthew **Bell**/Colin **Braun**	ORECA Gibson-07	-15 laps
8	Jonathan **Bomarito**/Harry **Tincknell**/Ryan **Hunter-Reay**	Mazda RT24-P	-19 laps
9	Austin **McCusker**/Jakub **Smiechowski**/Rob **Hodes**	ORECA Gibson-07	-19 laps
10	Nick **Tandy**/Frederic **Makowiecki**/Matt **Campbell**	Porsche 911 RSR-19	-29 laps

GTLM (431 LAPS)

1	Nick **Tandy**/Frederic **Makowiecki**/Matt **Campbell**	Porsche 911 RSR-19	10h00m30.683s
2	Antonio **Garcia**/Jordan **Taylor**/Nicky **Catsburg**	Chevrolet Corvette C8.R	+1.779s
3	Jesse **Krohn**/John **Edwards**/Augusto **Farfus**	BMW M8 GTE	+4.412

GTD (413 LAPS)

1	Cooper **MacNeil**/Alessandro **Balzan**/Jeff **Westphal**	Ferrari 488 GT3	10h00m28.192s
2	Jack **Hawksworth**/Aaron **Telitz**/Michael **de Quesada**	Lexus RC F GT3	+1.632s
3	Andy **Lally**/John **Potter**/Spencer **Pumpelly**	Lamborghini Huracan GT3 Evo	+3.043s


Scuderia Corsa Ferrari 488 fought off strong Lexus challenge for GTD honours

LEVITT

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Logano celebrates his 26th Cup victory and third win of the 2020 season

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WEEKEND WINNERS

NASCAR CUP
KANSAS SPEEDWAY (USA)
Joey Logano
Team Penske (Ford Mustang)

NASCAR XFINITY SERIES
KANSAS SPEEDWAY (USA)
Chase Briscoe
Stewart-Haas Racing (Ford Mustang)

NASCAR TRUCK SERIES
KANSAS SPEEDWAY (USA)
Brett Moffitt
GMS Racing (Chevrolet Silverado)

JAPANESE SUPER FORMULA
SUGO (JPN)
Nick Cassidy
TOM'S (Dallara-Toyota)

WORLD RALLYCROSS
BARCELONA (ESP)
Race 1 Timmy Hansen
Team Hansen (Peugeot 208)
Race 2 Johan Kristoffersson
Kristoffersson Motorsport (VW Polo)

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Logano steers his 'wide' Mustang to Kansas glory

NASCAR CUP
KANSAS SPEEDWAY (USA)
18 OCTOBER
ROUND 33/36

Since he started fighting at the head of the NASCAR Cup field for wins and titles, Joey Logano has earned himself an unfortunate reputation as a bit of blocker, always placing his Team Penske Ford Mustang just in the right place to advance his cause and hinder that of his rivals.

That is exactly what he did in the first race of the playoff semi-finals to fend off an intense challenge from Kevin Harvick and lock himself into next month's championship-deciding race at Phoenix.

A Tyler Reddick wallstrike brought out the caution on lap 221 of 267, meaning the cars made a final visit to the pits for fresh Goodyears. Swift work from the Penske crew allowed Logano to jump leader Harvick and take the restart in the lead.

The low-power/high-downforce package had created pack racing in the early stages more akin to the superspeedways, but on this restart Logano and Harvick quickly formed a breakaway. While the much faster Harvick could close to within 0.5 seconds of Logano, the Stewart-Haas Ford driver just could not find a way to draw alongside, despite backmarker traffic aiding his pursuit.

Logano would hold on to take his first victory since the Cup resumed following its COVID-19 hiatus, his third of the campaign and 26th of his career – and the chance to fight for a second title.

Harvick fended off late pressure from Alex Bowman for second, while Denny Hamlin recovered to 15th after a wallstrike in stage three that had left the Joe Gibbs Racing Toyota driver a lap down.

JAKE NICHOL

Cassidy ignites title bid as Sette Camara crashes

SUPER FORMULA
SUGO (JPN)
18 OCTOBER
ROUND 3/7

Reigning Super Formula champion Nick Cassidy claimed his first win of the season at Sugo with a pair of bold overtakes on his two nearest rivals.

TOM'S Toyota racer Cassidy ran third behind Ryo Hirakawa and Naoki Yamamoto when a safety car period was triggered by a crash for debutant Sergio Sette Camara.

Having missed the opening two rounds due to travel restrictions, Sette Camara bagged a surprise pole for the B-Max team, but lost the lead at the start to front-row rival Hirakawa into Turn 1. Sette Camara initially kept up with Hirakawa, but later faded to the point where he was passed by both Yamamoto and Cassidy on the same lap before pitting on lap 18 of 53. The Brazilian then locked up on his out-lap, piling into the barriers at Turn 4 and prompting a caution that cost Hirakawa a four-second lead, with the top three all pitting together.

After the restart on lap 28, Cassidy got a superior run through the final corner and passed Yamamoto along the start/finish straight. Two laps later, he pulled off a similar move on Hirakawa to take a lead he wouldn't lose. With second, Impul driver Hirakawa now leads the championship by 15 points from Cassidy, while Yamamoto hung on for his first podium of 2020 for Dandelion Racing.

After qualifying third, Sacha Fenestraz was eliminated at the first corner by Cassidy's TOM'S team-mate Kazuki Nakajima, who ended up 15th as a result of an extra stop and a penalty.

JAMIE KLEIN



Sette Camara's delayed start to the season ended in the wall

ISHIHARA/MOTORSPORT IMAGES



Honda racer Guerrieri won races one and three

WTCR

Guerrieri's bid revived by brace

WTCR
HUNGARORING (HUN)
18 OCTOBER
ROUND 4/6

Esteban Guerrieri propelled himself into contention for the World Touring Car Cup with a double victory at the Hungaroring last Sunday, as points leader Yann Ehrlacher won the reversed-grid race.

Argentinian Guerrieri rose from fifth in the standings to second after a mammoth haul of 69 points, thanks to a brace of pole positions and race wins, plus a seventh place in race two. That leaves the Munnich Motorsport Honda driver just 22 points behind Cyan Racing's Ehrlacher with two rounds — six races — to go.

Guerrieri was chased hard all the way by Ehrlacher's Lynk & Co in the first race, as dry weather finally blessed the Hungaroring after a solid day of rain on Saturday. Remarkably, Nestor Girolami scored a podium for Munnich Motorsport, just seven days after his Civic was almost destroyed in a big accident at the Skovakia Ring. The result was a reward for his mechanics, who had built up a new car on the original chassis in just 24 hours.

Bence Boldizs found himself on pole for the reversed-grid race at his home circuit, but at the start the Zengo Motorsport Cupra Leon was quickly shuffled back. Yvan Muller and Ehrlacher took control, uncle allowing nephew past on the opening lap to help his title cause. Guerrieri played it safe to finish eighth on the road, which became seventh after a five-second penalty was applied to Nathanael Berthon's Audi for a collision with Boldizs, who was classified sixth.

In the final race of the day, Guerrieri had the benefit not only of starting from pole, but also of being surrounded by his Honda team-mates, the four Civics having locked out the two front rows. At the start Attila Tassi lost places, but Tiago Monteiro and Girolami rallied around Guerrieri to ride shotgun. And the leader needed their help. It emerged that his Honda had been damaged during race two, a wheelarch liner and the front splitter working loose. But the protection of his team-mates allowed Guerrieri to nurse his car to his second win of the day and third of the season.

"Thank you to my team-mates and friends for this big help," he said. "It was really difficult to brake, I had no acceleration and the aero balance was completely disturbed. The car was all over the place. But they supported me so well, I could push as hard as possible while not having to defend."

Girolami's second podium of the day was again down to his mechanics, who had come to his rescue once more after he'd damaged his rear suspension in a collision with Mikel Azcona in race two. But in the space of a week, Munnich's title focus had switched from Girolami to Guerrieri as their most likely hope to overhaul Ehrlacher. The French racer finished eighth in race three after a circumspect drive to secure safe points.

DAMIEN SMITH



Ehrlacher won reversed-grid second encounter

WTCR

WEEKEND WINNERS

WTCR
HUNGARORING (HUN)
Races 1 & 3 Esteban Guerrieri
Munnich Motorsport
(Honda Civic Type R TCR)
Race 2 Yann Ehrlacher
Cyan Racing (Lynk & Co 03 TCR)

DTM
ZOLDER (BEL)
Races 1 & 2 Rene Rast
Team Rosberg (Audi RS5 DTM)

BRAZILIAN STOCK CARS
VELO CITTA (BRA)
Race 1 Julio Campos
Crown Racing (Chevrolet Cruze)
Race 2 Diego Nunes
Blau Motorsport (Chevrolet Cruze)

FORMULA REGIONAL EUROPEAN
MONZA (ITA)
Races 1 & 3 Patrik Pasma, KIC Motorsport
Race 2 Oliver Rasmussen, Prema Powerteam

EUROFORMULA OPEN
SPA (BEL)
Race 1 Yifei Ye, CryptoTower (Dallara-Spiess)
Race 2 Louis Foster
Double R Racing (Dallara-Mercedes)
Race 3 Lukas Dunner
CryptoTower (Dallara-Spiess)

INTERNATIONAL GT OPEN
SPA (BEL)
Race 1 Louis Prette Jr/Vincent Abril
AF Corse (Ferrari 488 GT3)
Race 2 Miguel Ramos/Henrique Chaves Jr
Teo Martin Motorsport
(McLaren 720S GT3)

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Rast doubles up as Kubica scores first DTM podium

DTM
ZOLDER (BEL)
17-18 OCTOBER
ROUND 8/9



Rene Rast tilted the DTM title battle in his favour with a pair of commanding victories in the penultimate round of the season at Zolder.

Having already slashed Nico Muller's 47-point advantage to just 10 with a double win at the same venue the previous weekend, two-time champion Rast completed another clean sweep of victories to take a 19-point lead in the championship heading into the season finale at Hockenheim next month.

During the first part of the weekend, Rast underlined his one-lap pace by qualifying his Team Rosberg Audi on pole position, putting himself well clear of title rivals Muller and Robin Frijns on the grid. The latter chased him hard after the pitstops, but a mistake at Turn 2 allowed the German driver to cruise to a comfortable victory.

On Sunday, Rast was outqualified by an impressive Ferdinand Habsburg in the customer WRT Audi, but he successfully overcut him in the pits to secure his fourth successive victory in Belgium – and sixth overall of the campaign.

As for his rivals, Muller's qualifying struggles continued on Saturday as he could set only the eighth quickest time, more than half a second off Rast's pace. That left him vulnerable to midfield madness and, when Harrison Newey cut across him at Turn 2, the Swiss driver was forced out wide and dropped to 14th in the pack. He recovered strongly after an early pitstop to finish sixth, but by then he had already lost a points lead he had held since the opening race at Spa in August.

Muller raised his game on Sunday, qualifying just 0.156s off Habsburg's pole time in fifth, but he had no answer to Rast's pace in the race, finishing over 11s behind him in second after losing time overtaking Audi stablemates Mike Rockenfeller and Jamie Green.

If Frijns' crash at the exit of the pitlane in the previous round didn't deal a big enough blow to his title hopes, a retirement in race two has most certainly left him as an outside contender in the fight. The Dutch driver now faces a 42-point deficit to Rast with just 56 on offer in the Hockenheim decider. Frijns, however, wasn't to blame for his DNF this time as he was an innocent bystander when BMW's Jonathan Aberdein rear-ended the WRT Audi of Fabio Scherer, who then collected Frijns' Abt Audi at Turn 5.



The Zolder weekend marked a major turnaround for Robert Kubica, who ended a run of disappointing races in his rookie season with customer BMW squad ART to finish on the podium in the second race. While the drama that caused two safety car periods and six retirements certainly played a part in Kubica's result, the Polish driver was inherently quick, moving from 10th to sixth in the early laps before jumping two more drivers in the pits. With 13 laps to go, he successfully cleared Habsburg, finishing as the top BMW driver behind Rast and Muller in third.

RACHIT THUKRAL



Rins leads Suzuki success in latest swing



MOTOGP
MOTORLAND ARAGON (ESP)
18 OCTOBER
ROUND 10/14

The pendulum swings in the 2020 MotoGP title battle have been so dramatic that any prediction becomes almost totally irrelevant within a day. All weekend at Motorland Aragon, Yamaha looked the strongest – the M1's ability to instantly switch on the tyres giving its riders a huge leg-up in the cooler conditions. A third top-flight victory Alex for Rins wasn't on the radar.

After its bikes topped every practice session, come Saturday afternoon few would have bet against a Yamaha rider taking to the top step. However, it never looked like that person would be Fabio Quartararo. The Petronas SRT rider suffered two bruising crashes on Friday and Saturday, the latter leaving him hobbling on a crutch after knocking his hip quite heavily. That didn't stop him from putting his Yamaha on pole, but the long-run pace was missing those few tenths to Maverick Vinales.

Indeed, Quartararo admitted after Sunday that he had "the pace to fight, I would not say for the win or the podium, but the top five, six". Vinales, on the other hand, certainly did have the pace to win, and he made his intent clear off the line.

Charging into the lead, Vinales opened up an advantage of 0.7 seconds over Quartararo. Michelin expected a tyre drop in the last 10 laps or so of the race – the phase in which Vinales fell out of podium contention in 2019. In FP4, he'd made a breakthrough in this area and it looked like he'd not go through the same issue this time.


Marquez fought past Mir for successive podiums

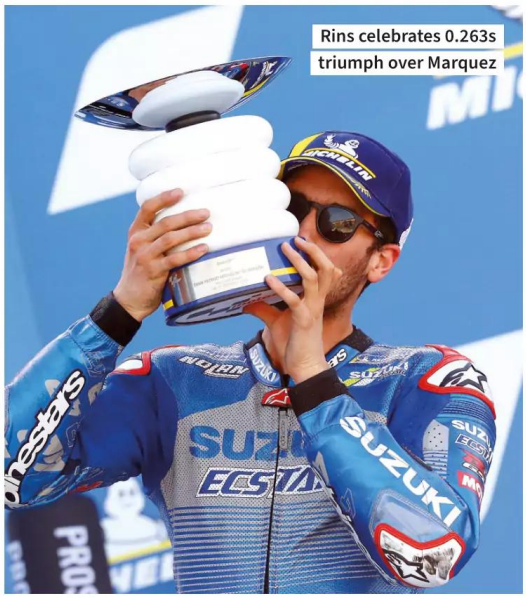
This would be a useful weapon with the kind-on-tyres Suzuki of Joan Mir starting higher than usual in sixth. But it would be a weapon Vinales couldn't deploy. That he was so strong in the opening laps – where he often hasn't been – should have carried Vinales to much more, but an unexpected fall in grip after just a handful of laps on the left side of his soft rear dropped him back into the clutches of his pursuers.

Quartararo was also suffering. Having used the soft front tyre all weekend, he opted for the medium in the slightly warmer conditions. After a "perfect" three laps, the pressure in his front tyre went "out of control" and thus began the unstoppable plummet through the order.

His miserable afternoon concluded in 18th, leaving him without points, with his career-worst MotoGP result coming at a crucial juncture in the championship.

While many had eyes on Mir taking his first win on Sunday, it was team-mate Alex Rins who proved the biggest threat. He launched to fourth from 10th on the grid and was in the lead by the end of lap eight, his GSX-RR looking beautiful as it scythed up the inside of Vinales at Turn 17.

Mir wouldn't be far behind. A brief battle with Vinales followed on lap 13 of 23, which allowed Rins to open up a gap of 1.2s at the front. Mir quickly halved this, but he wasn't Rins' main challenger. Although Alex Marquez rejected the idea that repeating his Le Mans podium heroics was a "real target",


Rins celebrates 0.263s triumph over Marquez


Vinales slipped back after early promise

the Honda rider proved himself wrong.

Off the back of a rookie season-best 11th in qualifying, Marquez – strong throughout practice – found himself in third on lap 14 and took Mir for second four tours later.

Rins had piled the pressure on Marc Marquez at Silverstone in 2019 to win a thriller. Now it was Marquez's younger brother exerting the pressure. An iffy moment on the gas at Turn 17 on lap 21, and then another on the brakes at Turn 1 a few seconds later for Marquez gave Rins enough breathing space to get to the finish in front.

MotoGP's eighth winner in 2020, Rins' victory offered proof of the title credentials many felt he had – and may still deliver on – had he not broken his arm at Jerez in July.

While many thought Mir would deliver Suzuki its first win of 2020, third place after late grip issues was enough to put him into the lead of the standings by six points over Quartararo after his "disaster day".

Vinales' fourth closes his deficit to the leader to 12 points, while Quartararo's misery offered Andrea Dovizioso yet another get-out-of-jail-free card in this title battle after the Ducati rider ended a tough weekend in seventh to sit just 15 points adrift of Mir.

Not since Kenny Roberts Jr in 2000 has a Suzuki rider led the championship. Roberts won that year's title, and Mir's continued consistency is giving him a great chance to do the same. But, as 2020 keeps proving, that can change very quickly.

LEWIS DUNCAN

RESULTS ROUND 10/14, MOTORLAND ARAGON (ESP), 18 OCTOBER (23 LAPS – 72.558 MILES)

POS	RIDER	TEAM	TIME
1	**Alex Rins** (ESP)	Suzuki	41m54.391s
2	**Alex Marquez** (ESP)	Honda	+0.263s
3	**Joan Mir** (ESP)	Suzuki	+2.644s
4	**Maverick Vinales** (ESP)	Yamaha	+2.880s
5	**Takaaki Nakagami** (JPN)	LCR Honda	+4.570s
6	**Franco Morbidelli** (ITA)	Petronas Yamaha	+4.756s
7	**Andrea Dovizioso** (ITA)	Ducati	+8.639s
8	**Cal Crutchlow** (GBR)	LCR Honda	+8.913s
9	**Jack Miller** (AUS)	Pramac Ducati	+9.390s
10	**Johann Zarco** (FRA)	Avintia Ducati	+9.617s
11	**Brad Binder** (ZAF)	KTM	+13.200s
12	**Pol Espargaro** (ESP)	KTM	+13.689s
13	**Aleix Espargaro** (ESP)	Aprilia	+14.598s
14	**Iker Lecuona** (ESP)	Tech3 KTM	+15.291s
15	**Danilo Petrucci** (ITA)	Ducati	+15.941s
16	**Miguel Oliveira** (PRT)	Tech3 KTM	+18.284s
17	**Stefan Bradl** (DEU)	Honda	+20.136s
18	**Fabio Quartararo** (FRA)	Petronas Yamaha	+21.498s
19	**Bradley Smith** (GBR)	Aprilia	+25.300s
20	**Tito Rabat** (ESP)	Avintia Ducati	+25.558s
R	**Francesco Bagnaia** (ITA)	Pramac Ducati	2 laps-accident

Winner's average speed 103.885mph. **Fastest lap** **Rins** 1m48.404s, 104.764mph.

QUALIFYING 2 **1 Quartararo 1m47.076s**; 2 **Vinales** 1m47.122s; 3 **Crutchlow** 1m47.305s; 4 **Morbidelli** 1m47.317s; 5 **Miller** 1m47.413s; 6 **Mir** 1m47.679s; 7 **Nakagami** 1m47.759s; 8 **Petrucci** 1m47.924s; 9 **A Espargaro** 1m47.988s; 10 **Rins** 1m48.035s; 11 **Marquez** 1m48.189s; 12 **P Espargaro** 1m48.202s.

QUALIFYING 1 **1 Petrucci 1m47.605s**; 2 **Miller** 1m47.737s; 3 **Dovizioso** 1m47.752s; 4 **Binder** 1m47.853s; 5 **Lecuona** 1m48.005s; 6 **Zarco** 1m48.068s; 7 **Bagnaia** 1m48.386s; 8 **Oliveira** 1m48.431s; 9 **Smith** 1m48.556s; 10 **Rabat** 1m48.558s; 11 **Bradl** 1m49.166s.

RIDERS' CHAMPIONSHIP **1 Mir 121**; 2 **Quartararo** 115; 3 **Vinales** 109; 4 **Dovizioso** 106; 5 **Nakagami** 92; 6 **Morbidelli** 87; 7 **Rins** 85; 8 **Miller** 82; 9 **P Espargaro** 77; 10 **Oliveira** 69; 11 **Binder** 67; 12 **Marquez** 67; 13 **Petrucci** 65; 14 **Valentino Rossi** 58; 15 **Zarco** 53; 16 **Bagnaia** 42; 17 **A Espargaro** 27; 18 **Crutchlow** 21; 19 **Lecuona** 20; 20 **Smith** 11; 21 **Bradl** 8; 22 **Rabat** 8; 23 **Michele Pirro** 4.

MANUFACTURERS' CHAMPIONSHIP **1 Yamaha 183**; 2 **Ducati** 160; 3 **Suzuki** 143; 4 **KTM** 130; 5 **Honda** 112; 6 **Aprilia** 35.

WEEKEND WINNERS

MOTO2
ARAGON (ESP)
Sam Lowes
Marc VDS
(Kalex)

MOTO 3
ARAGON (ESP)
Jaume Masia (below)
Leopard Racing
(Honda)





No masking the smiles of (l-r) Marquez, Rins and Mir

NEXT REPORT

TERUEL GRAND PRIX 29 OCTOBER ISSUE

In this topsy-turvy MotoGP season, in which eight riders have topped the podium, can new points leader Joan Mir help Suzuki to win again at Aragon and establish a proper grip on the crown?

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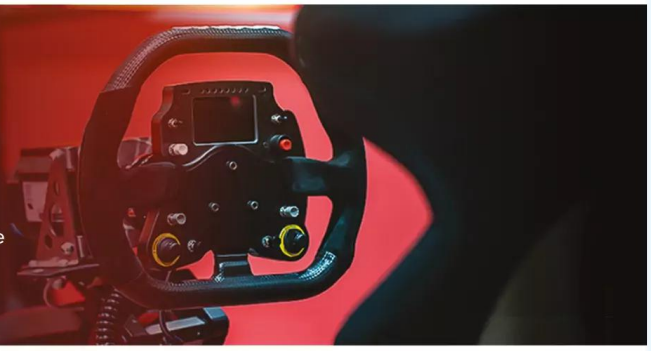


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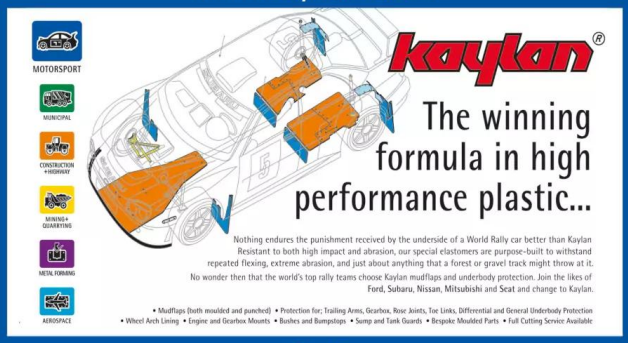
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Teams and drivers were left packing up after qualifying as new restrictions curtailed the event

DEMPSTER

CONFUSION AS KIRKISTOWN FINALE HALTED MID-EVENT

500MRCI

The final 500 Motor Racing Club of Ireland meeting of the season at Kirkistown was curtailed after qualifying last weekend amid confusion over tighter coronavirus restrictions from the Northern Irish government.

First Minister Arlene Foster announced tough new restrictions last week that included the closure of the hospitality sector, and the October school half-term being extended to a fortnight. But the initial guidance stated that outdoor sports would be allowed to continue, and Kirkistown organisers pressed on with planning Saturday's one-day meeting, which was due to close the season.

The first five qualifying sessions took place as scheduled on Saturday morning before the event was abandoned at 1030. Officials at the meeting received word of even tighter rules concerning sporting events that do not involve 'elite athletes' from the Communities Ministry and, despite all the competitors and volunteers already being in place, it was felt they had no option but to call a halt to proceedings.

A statement from governing body Motorsport UK read: "The 500MRCI race last weekend at Kirkistown was halted following receipt of a communication from the Northern Ireland Department for Communities regarding the change in guidance on the restrictions in Northern Ireland and updated public health advice.

"This wasn't clarified and resolved until the Saturday morning. The meeting had commenced in accordance to the previous COVID-19 protocols but upon the latest update from the Northern Ireland Department for Communities, it was decided to curtail the meeting."

The Northern Irish champions will therefore be crowned based on the three Kirkistown events already held instead of the planned four. It has been decided that last weekend's competitors will have their entries carried over to the first meeting of next season, which is set to run for the same six categories that were due to race on Saturday.

Meanwhile, Motorsport Ireland has suspended all of its event permits amid escalating coronavirus cases in the Republic of Ireland. No timeframe has been set for how long the ban on events will last.

The only circuit racing event this is set to affect is the annual Fiesta endurance race at Mondello Park, which was due to run on 1 November.

STEPHEN LICKORISH

Franchittis race sister Cobras at Goodwood

HISTORICS

Brothers Dario and Marino Franchitti finished ninth and 11th, less than eight seconds apart, in last weekend's Royal Automobile Club Tourist Trophy Celebration at Goodwood's SpeedWeek driving sister ex-works AC Cobra Le Mans coupes — in subsequent John Willment Automotive liveries — with owners Gregor Fisken and Shaun Lynn respectively.

Fisken's car CSX2131 finished seventh on its race debut in the 1963 24 Hours, in the hands of Ninian Sanderson and Peter Bolton. The team was managed by Stirling Moss, recovering from his Goodwood Formula 1 crash the previous year. The car was sold to Willment, for whose team Jack Sears won the British GP-supporting Ilford Trophy race at Brands Hatch and finished fourth in the 1964 TT at Goodwood.

Lynn's sister car CSX2130 was retired at Le Mans where Ed Hugus/Peter Jopp drove, but finished fifth in the 1964 TT, driven by South African Bob Olthoff. In recent years it won the French Tour Auto Optic 2000 in 2012 and 2014, crewed by Lynn and multiple Historic Road Sports champion Kevin Kivlochan.

Its latest Goodwood appearance was laced with drama, for crankshaft failure during qualifying split the Ford V8 engine's block with Lynn at the wheel. He also suspected a gearbox issue, so Nigel Medcalf's Moto Historics team changed the engine, gearbox and differential for good measure prior to the enduro.

MARCUS PYE


Marino Franchitti took 11th despite crankshaft woe

HAWKINS

Reade to swap Trackday BMW for G55



GINETTA GT4 SUPERCUP

Trackday Championship frontrunner Luke Reade is set to contest the final two events of the Ginetta GT4 Supercup season ahead of a planned full campaign next year.

Reade has been a winner in the MotorSport Vision Trackdays-run series this season in a BMW 130i run by Graves Motorsport, and it is this team with which the former Mini Challenge racer will step up to the Ginetta category.

"When we were talking, the main aim was to do a full season in 2021 and we got a bit excited and we thought, 'Let's dip our toe in and do the last two rounds,'" said Reade. "We're not going there to make the numbers up but we're also not chasing anything. I'm with a new team to Supercup so we're going to learn the car."

Reade says stepping back to a competitive club series at the end of last year was a good move and allowed him to focus on his future. "It's been a bit of an eye-opener to go to club racing and come back and take things less for granted," he added. "It's been good because there's been less pressure on race weekends."

Another driver set to make his GT4 Supercup debut at Snetterton this weekend is Callum Jenkins. He has been competing in the GT Cup this year in a G55 with Team Hard.

STEPHEN LICKORISH

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TOURING CAR TROPHY

British Touring Car Championship driver Sam Osborne headed a group of newcomers to the Touring Car Trophy and Volkswagen Cup at Donington Park last weekend.

Driving the Power Maxed Racing Cupra TCR previously occupied by Trade Price Cars boss Dan Kirby, Osborne qualified third. He set the fastest lap in the first two races and was in contention for victory in both before suffering driveshaft failures. A broken engine mount meant he retired from race three on the green-flag lap.

"It was just something to get a bit of seat time in between here and Snetterton [BTCC this weekend]," said Osborne (below).

Also joining the TCT field were VW Cup racers Mark Wakefield (Cupra TCR) and Jeff Alden (Honda Civic TCR). Wakefield took two fifth places before switching to the Honda for the final race, which he did not finish.

The VW Cup entry was swelled by former regulars Howard Fuller, who had been due to substitute for Mike Bushell in Team Hard's BTCC entry before the season was delayed, and father-and-son pairing Martin and Jack Depper. Fuller led races one and three, but dropped back with a tyre issue in the first and was pitched into the barriers after contact with Depper Jr — who won all three contests — in race three.

"I've seen how the championship's developed," said Fuller. "The cars are so nice now. The car we had in 2015 was amazing but they have moved on — they're just more refined."

MARK PAULSON


JONES


Dempsey's last race outing was when he won 2019 WHT



Hayes winner Jordan Dempsey to return to action for Festival

FORMULA FORD 1600

Jordan Dempsey is set to return to racing in this weekend's Formula Ford Festival at Brands Hatch with Kevin Mills Racing, and will also go for a second successive Walter Hayes Trophy win at Silverstone.

The 20-year-old, who claimed the 2018 Chinese F4 Championship and two podiums in Asian F3 last season, has not raced since his victory at Silverstone last year and has not driven a car since he attended the BRDC British F3 media day at Snetterton in March with Chris Dittmann Racing.

Plans to compete in British F3 or head to North America and race in USF2000 were put on hold due to the coronavirus pandemic, but Dempsey is still eyeing victory at the Festival and WHT, which take place on consecutive weekends.

"There will be a bit of rust to sand off when I go out, but absence makes the heart grow stronger," he said. "All I've been thinking about is missing racing. I've been itching to get back out and the hunger is there.

"I'm going in with the approach that I want to have all the boxes ticked out of the car. Be super fit, make sure my mind is in the right place – it will probably take me a little while to get back into it, but I want everything else to be perfect.

"Because of the lack of mileage I'm on the back foot a little bit, but I have confidence in my abilities. My mindset is to try to win the two."

Other leading contenders for the Festival include last year's surprise winner Jonathan Browne, who has won all of this season's Champion of Brands contests at the Kent venue. Also on the entry are British GT4 frontrunner Matt Cowley, who was third in 2019, newly crowned National FF1600 champion Neil Maclennan, and last year's title winner Ross Martin.

STEFAN MACKLEY

MX-5 ace Blackwell-Chambers to step up to Mk3

MAZDA MX-5 SUPERCUP

Mazda MX-5 racer Will Blackwell-Chambers will move up to the British Racing & Sports Car Club's MX-5 Supercup category full-time next season, and is due to make his debut in the final round at Brands Hatch this weekend.

The 25-year-old won back-to-back Mazda MX-5 Championship titles in 2017 and 2018, before finishing as runner-up last year. He sits third in this season's standings aboard his Mk1.

"It's a step up but an affordable step up and logical progression – we've not really got the money to go up into Ginettas or something else," he said. "The Mk1, while being good fun, has started to feel a bit stale. I started racing them in 2012, so eight years and a new championship is in order. With us not doing as many rounds this year [due to COVD-19] we've saved up a bit of money and it helped us to buy a new [Mk3] car.


Blackwell-Chambers leads Mk1 battle

"We've only done one test day and we were quite a bit down on power but other than that it's very similar, just a bit quicker. You can get on the power a bit earlier than when you think you should, and it's a bit of a learning curve.

"This weekend is purely a learning experience, it's about getting data, but I would like to think I would be in the top 10."

STEFAN MACKLEY

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New Fiestas have run in invitational class this year

Fiesta Championship gets a revamp with new ST Turbo

FORD FIESTAS

The British Racing & Sports Car Club's Fiesta Championship is set to be revamped next year with the introduction of an uprated version of the Fiesta Mk7.

The ST Turbo will produce 250bhp from its 1.6-litre EcoBoost engine, over 100bhp more than the current Zetec S Mk7 used in the championship, bringing its performance and lap times close to that of a Renault UK Clio Cup car.

The new car also features 17-inch wheels and bigger brakes as well as a new ECU, uprated gearbox and Milltek exhaust. Extensive testing has included several race outings in the category's invitational class as well as the Clubsport Trophy, which was won by an ST Turbo in Jessica Hawkins's hands at Donington Park last weekend.

"Either converted from a Zetec S or buying a donor car and building it from scratch costs no more than £18-19,000," said Greg McIlwraith, who is leading development of the car. "We've got 16 in build, plus the six that we've already built."

Double Fiesta champion Jamie White has converted his Zetec S to the new specification and ran it for British Touring Car Championship race winner Paul O'Neill at Silverstone last month.

"Everyone who's got in one so far is just like, 'I love it, I want one next year'," said White. "Value for money-wise, you're not going to find anything out there that's as quick as that for that sort of cost to run."

A class for existing Mk6 ST models will remain, with the aim of providing a ladder of progression, starting from Fiesta Junior.

MARK PAULSON

Top Caterham series set for slicks

CATERHAM SEVEN UK

Caterham's flagship category, the Seven Championship UK, is set to use slick tyres next year.

The change comes as a result of competitor feedback and is set to raise performance to a level similar to GT4.

"The championship has matured since it's been running since 2009, and we think it's time that the car stepped on again," said Caterham motorsport director Simon Lambert. "So we've been working with Avon to develop a slick tyre for it. We don't just want to throw any old slick at a Caterham – it's too light and it's got its own unique handling characteristics.

"It's not a done deal but we're working with Avon on the tyre cost and life, so you'll be able to do a full weekend and then get a day's testing out of those tyres with them giving consistent performance."

Switching the event format from two 30-minute races to three 20-minute races is also under consideration due to the increased physicality of driving.

Meanwhile, this year's Caterham Academy drivers are due to have an opportunity to sample the Roadsport category in a race at Snetterton on 31 October. Academy competitors who upgrade their cars to Roadsport specification will receive free entry to the event.

MARK PAULSON

IN THE HEADLINES

BRITISH F3'S 2021 CALENDAR

The 2021 BRDC British F3 provisional calendar has been announced, consisting of its usual eight events, seven of which will be in support of British GT. The season begins on the traditional Easter weekend at Oulton Park (3-5 April), with further visits to Snetterton, Brands Hatch, Silverstone (twice) and Donington Park (twice) planned, as well as a return to Spa. Twenty-eight races are due to take place over a mix of quadruple and triple-header weekends.

NASTY CATERHAM CRASH

Caterham Roadsport racer David Morgan was taken to hospital with burns to his hands after an accident in qualifying at Donington Park last weekend. Morgan spun on the Craner Curves and his car was collected heavily by Oliver Smith, splitting its fuel tank and causing a fire. Morgan's car has been taken for investigation. "If we can improve our safety from that so we don't see it happen again, that's what we'll do," said Caterham motorsport director Simon Lambert.

JACKSON RACES F2 MACHINE

Historic Formula Ford ace Cam Jackson gave an F2 March 712 formerly raced by German Hannelore Werner a rare outing at Silverstone last weekend. The car has undergone an extensive restoration and is once more carrying the Eifelland livery used by Werner in her 1971 European F2 campaign. Jackson was seventh in the first Historic F2 race, but could not start the second due to a cracked rear brake disc.

HWM'S MILLE MIGLIA REPAINT

Gregor Fisken finished seventh in the Lavant Cup race at Goodwood last weekend, driving the ex-works 1955 HWM-Jaguar (below). The car has been repainted in its 1956 Mille Miglia livery and carries marque founder John Heath's start number. Heath crashed in the Italian road race and died two days later of complications in a Ravenna hospital.

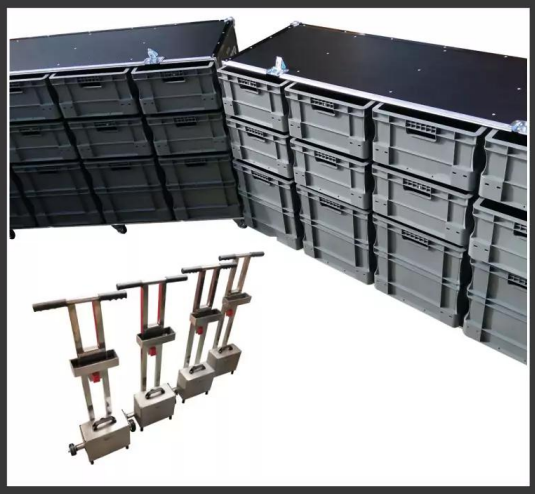


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VANWALL NAME IS BACK

The Vanwall name is set to return to motorsport with the announcement that six continuation cars will be built, recreating the machine that won the inaugural Formula 1 constructors' title in 1958 with drivers Stirling Moss and Tony Brooks. The original Vanwall team stopped racing in 1961. Offshore powerboat racing champion Iain Sanderson bought the naming rights from automotive parts supplier Mahle in 2012, and the company is now listed as the Vanwall Group. It is planned that five of the six continuation cars, built by eminent historic race car restorer and preparer Hall and Hall, will be offered for sale for £1.65million plus VAT. Sanderson said: "The Vanwall name is too important to consign to history."

VW decides against bringing ID.R to Goodwood

GOODWOOD SPEEDWEEK

Volkswagen withdrew its ID.R all-electric prototype from last weekend's Goodwood SpeedWeek event just two days beforehand, due to the accelerated COVID-19 infection rate across the UK and Europe.

The 670bhp ID.R time trial car, which borrows technology from Formula E, holds the outright Pikes Peak hillclimb and electric Nurburgring Nordschleife lap records, and was due to take part in Sunday's shootout event. VW had targeted adding the fastest recorded lap of Goodwood to its unofficial hillclimb record from 2019.

But a statement from the manufacturer explained that Volkswagen was acting so as not to "compromise the health of its employees".



There was no chance for the ID.R to add circuit record to its hillclimb feat

It continued: "The background to this decision is the infection rate of the coronavirus, which has accelerated dramatically over the past few days – not only in England, but throughout Europe. A team of roughly 30 Volkswagen Motorsport employees was scheduled to attend the festival."

Volkswagen Motorsport director Sven Smeets said: "We deeply regret not being able to attend Goodwood this year, but the health of our employees is of paramount importance. After lengthy internal discussions, we are convinced that this is the right decision in the current situation.

"We would obviously have loved to compete against the opposition at Goodwood Motor Circuit, but this is unfortunately not possible for us at the moment. It is not appropriate to bring such a large team from Germany to the UK at a time when measures to prevent the spread of coronavirus are being ramped up significantly in all European countries."

The circuit lap record was still beaten over the weekend as Historic Formula 1 ace Nick Padmore set a 1m09.973s (122.44mph) time in an ex-Derek Warwick 3.5-litre Ford DFR-engined Arrows A11 – eight seconds below Padmore's existing lap record.

MATT KEW





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Three into one does go

The unprecedented circumstances of the pandemic inspired Goodwood to combine its trio of flagship events into SpeedWeek. At times bizarre, but what brilliant TV...

MARCUS PYE

Billed as unique, Goodwood SpeedWeek was an event like no other in the venue's distinguished history, a three-into-one made-for-live-streaming mix of the best elements of the Festival of Speed, Revival and Members' Meeting events that have underpinned the Dukes of Richmond and Gordon's estate since 1993, 1998 and 2014 respectively, alongside its 218-year horse racing tradition atop The Trundle, towering majestically over the motor circuit's Woodcote corner.

Desperate times call for drastic measures. The coronavirus pandemic's slipstream gave everybody who strove to make the concept succeed a bumpy ride, particularly since COVID-19's comeback threatened to torpedo it with even greater financial consequences. This was for the faithful: sponsors, competitors, Goodwood Supporters' Association, Road Racing Club and Fellowship members, and brand fans globally. It was imperative that the concept delivered. The consensus is that it did.

With no paying public on site, the motor circuit was strangely empty, devoid of infrastructure to cope with 45,000 punters per day, the razzmatazz of detail for which Goodwood showpieces are famed, and buzz of expectant folk in period attire like vital extras in an epic film production. No grandstands changed the backdrops. Looking from the pit balcony over the track there were views towards Halnaker windmill. Turn around and the missing avenue of hospitality marquees revealed an unimpeded vista over the paddock stalls west over Fordwater towards Chichester.

"The racing element was as strong as any previous events. Parts were extraordinary"

The ambience was bizarre and muted. Wearing facemasks was uncomfortable — not least in the proximity of engines, with the impossibility of lipreading — but followed government prescriptions. Social distancing stewards had an invidious job and, as unwelcome as intervention was among friends conversing, it was part of the deal to have one 'big' event on the roster alongside the GRRC Sprint, postponed from Easter by Motorsport UK's permit suspension.

SpeedWeek's racing element was as strong as any of Goodwood's previous events. Parts were extraordinary. The SF Edge Trophy's new twin five-lap format was perfect for the mighty Edwardian bolides, among which the 10-litre displacement of Sunday's winning Theophile Schneider is on the puny side. Their throttle-jockeys' apparently fearless skillsets provided among the greatest motorised combat witnessed in Goodwood's second heyday. And stunning TV.

Utterly breathtaking was the drone camera work by Aerios Solutions, which will cover the Extreme E series next year. Its four-propeller drones whooshed around, providing hitherto unseen angles. Low mid-circuit passes, phenomenal pan shots and wonderful high overheads enhanced onlookers' engagement, putting them in the heart of the action.

There was so much to enjoy. The rolling-start Shootout built to a crescendo, spanning a mouthwatering range of closed-wheel machinery from Peter Mullen's glorious Schnitzer BMW 3.0 CSL with Patrick Blakeney-Edwards aboard, and sublime Escuderia Montjuich Ferrari 512M of Gary Pearson, to the shrill Judd V10-engined Dallara SP1 of James Cottingham and 'Green Hell'-liveried Audi R8 LMS of Gordon Shedden, direct from the Nurburgring 24 Hours.

Barring disaster an F1 car was always going to win. Appropriately Nick Padmore — Historic record holder at 1m18.217s (110.46mph) in a Lola T70 Spyder — circulated more than eight seconds quicker in Jean-Lou Rihon's 1989 Arrows A11. Having lost a spark plug tip on Padmore's qualifying run, the 620bhp Ford DFR was back on all eight cylinders. "I was careful through Madgwick but after that... The commentator said I'd pulled 168mph through Fordwater, so it must have hit 185mph on the Lavant Straight."

The rally Super Special was another fine SpeedWeek nuance, for which organisers came up with various routes through the empty spectator areas. Also off piste for part of their runs against the clock were the Driftkhana boys in outrageously powerful tyre-frying saloons. Not my bag, but another entertaining sideshow.

Memories of seeing photos of Ronnie Peterson chipping ice from the chicane before testing a JPS Lotus 76 in period magazines, and clicking my stopwatch as Nelson Piquet and Hector Rebaque tested Brabham BT49s in the 1980s, brought F1 testing at Goodwood to mind. It wouldn't happen now, but standing adjacent to the startline as Esteban Gutierrez and Marc Gene screamed modern Mercedes and Ferrari down the chute to Madgwick, high-pitched engine notes echoing off the pits and sparks flying, was unforgettable.

Did SpeedWeek fulfil its brief? Definitely I'd say. Some people I spoke to — hardened fanatics — were frustrated not to be able to catch more of the streamed racing live, while the coverage's commercial aspects were addressed. Others felt the freedom of the track, especially with corporate spends slashed, might lead to FoS being scaled down and race meetings' scope broadened. Or perhaps a gigantic festival with a hillclimb at Goodwood House and simultaneous Shoot Out over the road?

Guards Trophy honours for Stevens in G16

SILVERSTONE
HSCC
17-18 OCTOBER



Stevens kept the Chevron B6 of Newall (l) at bay to win Guards Trophy contest

Championships were concluded and new winners crowned at Silverstone in a fast-moving procession of clean, celebratory races at the Historic Sports Car Club's Finals meeting.

Luke Stevens secured an emotional victory in the Guards Trophy. George Douglas, owner of the winning Ginetta G16, had allowed his younger – and faster – co-driver to run the whole race, and Stevens handed his trophy to an overcome Douglas at the end.

Stevens had capitalised on a first-lap spin by polesitter Robert Tusting's Lenham P69. Both Stevens and second-placed Andy Newall (Chevron B6) timed their pitstops perfectly to stay ahead of the chasing pack. James Dodd, in another G16, was closing on Newall but did not have time to make a move, his father and co-driver Graeme admitting he had left Dodd Jr with "too much to do".

Benn Tilley won the Classic Formula 3 title on his first attempt, finishing with a second and third place in his March 743. He didn't need to push for wins, so took a safe and steady approach to secure the crown.

Conor Murphy won the first race in his March 803B, after initial leader Tony Hancock (Lola T670) dropped back and eventually retired with a flat battery. Tilley was promoted to second by the demise of Andy Smith's March 783, while Steve Maxted was third in a Ralt RT3 after Matt Wrigley's Chevron B38 had a late spin.

Fortunes were reversed in the second race, with Smith triumphant and Murphy out after only three laps. Hancock also made it to the end this time, in second place. Tilley could not launch a late charge for second as the race was red-flagged after Paul Smith's RT3 lost a wheel at Copse.

Smith made up for his initial F3 disappointment with a clean sweep of Formula 2 wins in his March 742. Wrigley (March 782) overhauled Matthew Watts' Martini for second early on in the opener before Smith and Wrigley again led the second race home. Watts was passed in the opening stages by Rob Wheldon (March 762) and Mark Dwyer in a March 742, and Dwyer briefly bested Wheldon but could not make it stick.

Benn Simms (Reynard SF77) and Callum Grant (Delta T81) set up a close battle in Formula Ford 2000 qualifying as they were separated by a thousandth of a second. But the races themselves were not as closely run, with Simms winning comfortably both times and breaking lap records over the weekend.

The second race was disrupted by a red flag to retrieve a pair of crashed cars at Becketts. Simms won by over 10 seconds from Graham Fennymore's Reynard SF81, as Grant – second in the opener – retired with a broken CV joint. Peter Drennan cruised to the championship win with a fifth and 11th place in his Reynard SF79.

There were no safe and steady performances for Cam Jackson in the rear-engined Formula Junior bout, Jackson winning his first FJ championship in a Brabham BT2 with two confident victories. Both races had an identical top three of Jackson, Andrew Hibberd (Lotus 22) and Peter de la Roche (Lola Mk3).

Jeremy Clark wrapped up another



Simms (l) and Grant were separated by 0.001s in Historic FF2000 qualifying, but it was Simms who took a double victory

ALL PHOTOGRAPHY: WALKER

SILVERSTONE WEEKEND WINNERS

GUARDS TROPHY
Luke Stevens (Ginetta G16)

CLASSIC FORMULA 3
Race 1 Conor Murphy (March 803B)
Race 2 Andy Smith (March 783)

HISTORIC FORMULA 2
Races 1 & 2 Andy Smith (March 742)

HISTORIC FORMULA FORD 2000
Races 1 & 2 Benn Simms (Reynard SF77)

REAR-ENGINED HISTORIC FORMULA JUNIOR
Races 1 & 2 Cam Jackson (Brabham BT2)

70s ROAD SPORTS
Kevin Kivlochan (Morgan +8)

HISTORIC ROAD SPORTS
Kevin Kivlochan (AC Cobra)

HISTORIC TOURING CARS
Race 1 Dan Williamson (Ford Falcon)
Race 2 Richard Dutton (Ford Lotus Cortina)

FRONT-ENGINED HISTORIC FORMULA JUNIOR
Races 1 & 2 Ray Mallock (Mallock U2 Mk2)

CLASSIC CLUBMANS
Races 1 & 2 John Harrison (Mallock Mk21)

For full results visit: tsl-timing.com

70s Road Sports championship in his Lotus Elan, despite only finishing fourth. Race winner Kevin Kivlochan, in his familiar Morgan +8, finished equal on wins but missed out on the extra points on offer for driving the car to the circuit. Kivlochan had capitalised on a clumsy start by Dave Karaskas and was never seriously challenged thereafter, even when he accidentally slowed down a lap too early at the end.

Kivlochan, in his AC Cobra this time, also won the Historic Road Sports race from Richard Plant's Morgan. He had been challenged by the Morgan of Robin Pearce, and Pearce even led briefly, but he made a mistake trying to pass a backmarker and slipped to third.

The first Historic Touring Car outing had its share of tussles, with Dan Williamson's Ford Falcon leaping into the lead from fifth on the opening lap. Richard Dutton kept Williamson honest in his Ford Lotus Cortina, but could not get within range. Mark Davenport (Ford Mustang) challenged early but had car trouble and slipped back.

Williamson had to sit out the second race with an overheated engine, and Dutton took advantage to win, ahead of the sister Lotus Cortina of Neil Brown. Further back, class wins in both races were enough for Steve Platts to seal the crown in his Singer Chamois.

RACHEL HARRIS-GARDINER



DIFFERENT STROKES Three cylinders, two strokes: the Mitter Formula Junior has an experimental DKW engine that either "runs, or smashes through the side of it". Predictably, it rings and dings instead of growls and howls. It was built by Gerhard Mitter prior to his Formula 1 and sportscar career, one of six in all. Three of these cars are believed to survive in some form. Rudolf Ernst intended to drive the car himself but James Hadfield, who helps run it alongside his father Simon, was five seconds quicker during test laps and Ernst duly handed it over, but Hadfield retired from both races.



ROSS'S ALFA STARS AGAIN Antony Ross finished 15th in the Historic Road Sports race but won the class-based championship in this very attractive ice-blue Alfa Romeo 1750 Spider Veloce. The last time he won the championship was 27 years ago – driving the same car. He has owned it since the late 1980s, when he bought it to take on his honeymoon before converting it to circuit spec. This year's short season tempted Ross back into the Alfa's elegant confines and he prevailed over Roger Sparrow's Porsche 911 to earn his win. The two were scrapping throughout.



FLOWING AUSSIE This Bolwell Nagari is believed to be the only one in the UK. Like its owner Justin Murphy, it hails from Australia, where Bolwell created small sportscars in the early 1970s. Its engine and running gear comes from a Ford Falcon, its chassis is based on that of a Lotus Elan and its bodywork is original, making it an interesting Australian jigsaw. This model was exported to South Africa from Australia, before being bought for use in the Netherlands and finally coming to the UK. 'Nagari' is an Aboriginal word for 'flowing'. But it failed to make it to the Historic Road Sports finish.



Champion Neal faced pressure from Kent but took two Touring Car Trophy victories at Donington

Another Honda title for a Neal as Henry wins TCT

DONINGTON PARK
BRSCC
17-18 OCTOBER

The Touring Car Trophy championship battle went down to the wire at Donington Park as Henry Neal prevailed over season-long rival Lewis Kent. The pair had matched each other's results going into the weekend, with Neal, son of triple British Touring Car champion Matt, marginally ahead thanks to his better qualifying scores.

Kent hit back by putting his Hyundai i30N on pole position for race one of the series' first triple-header but, from the outside of the front row, Neal overcame his ex-BTCC Honda Civic's startline Achilles' heel to lead — twice, after a first-corner accident led to a restarted race — following the early skirmishes. From there he drove to an 11-second win as Kent was forced to battle with the Cupras of Max Hart and series debutant Sam Osborne before claiming second.

Neal was made to work harder for his second win, eventually benefiting from Osborne's second driveshaft failure in as many races and holding off Kent's determined challenge. Needing little more than to finish race three, Neal still got embroiled in a scrap with Kent and the feisty Hart, who finally broke the Neal/Kent domination of the top two steps of the podium with his first win. Second was more than enough to seal the TCT crown for Neal, with Kent's third confirming him atop the TCR UK section.

"I'm over the moon, absolutely psyched," beamed Neal behind his facemask. "To do it in my dad's ex-car is the best thing ever."

Andy Wilmot intended to skip the final Volkswagen Cup weekend after a hectic BTCC schedule as Trade Price Cars Racing's team manager. But some persuasion from Team Hard boss Tony Gilham, and a switch to the squad's VW Golf, resulted in him winning the title! Three top-four finishes were enough for Wilmot after his main rivals hit trouble. Pre-weekend points leader Richard Gilbert's hopes were dashed by collecting a spinner and his own off, while Bradley Kent suffered engine gremlins all weekend. A hat-trick of wins went to Jack Depper, on his first appearance of the season, securing the series' Tom Walker Memorial Trophy in the process.

Engine issues in the second BMW Compact Cup race could not prevent Steven Dailly securing a fourth consecutive title as he hauled his car home fourth on the road following a comfortable win ahead of main rival Tom Griffiths in the opener. Griffiths ended the season with victories in races two and three, Dailly closing fast in the latter after an engine change.

Carlin Formula 2 mechanic Guy Davis was delighted with a maiden podium in race one, but Wayne Flint was arguably the star. Skewed rear-tracking following a knock at Brands Hatch left Flint 22nd on the grid, but stirring drives took him to seventh in race one and a race-two podium before exclusion for not releasing his car for post-season scrutineering.

A year on from his racing debut in the corresponding meeting, George Alp-Williams took a maiden win in the Civic Cup after passing Bruce Winfield mid-race. Continuing his run of finishing first or



Loake continued his Fiesta Junior domination with brace of wins

ALL PHOTOGRAPHY: JONES

DONINGTON PARK WEEKEND WINNERS

TOURING CAR TROPHY/VOLKSWAGEN CUP
Races 1 & 2 Henry Neal (Honda Civic Type R FK2)
Race 3 Max Hart (Cupra TCR)

BMW COMPACT CUP
Race 1 Steven Dailly
Races 2 & 3 Tom Griffiths

CIVIC CUP
Race 1 George Alp-Williams (EP3)
Race 2 Bruce Winfield (EP3)

FIESTA JUNIOR
Races 1 & 2 Joseph Loake

CATERHAM 270R & ROADSPORT
Races 1 & 2 Ben Lopez-Appleton (270R)

CATERHAM ACADEMY
White Domenique Mannsperger
Green Chris Skillicorn
Autumn Trophy Domenique Mannsperger

CLUBSPORT TROPHY
Jessica Hawkins (Ford Fiesta ST Turbo)

CATERHAM SEVEN UK & 310R
Race 1 Henry Heaton (420R)
Race 2 John Byrne (420R)

For full results visit: tsl-timing.com

second in every event secured Winfield the title after championship challenger Alistair Camp retired with a broken gear cable, and he celebrated in style with a commanding win from ninth on the grid in race two.

Joseph Loake stretched his Fiesta Junior winning run to six races, but perpetual runner-up Will Orton pushed him harder than ever, finishing within half a second in race two. Having qualified second, Jenson Brickley was thwarted by a broken master switch in the opener before carving through the pack to claim a maiden podium later on.

Ben Lopez-Appleton held off Lars Hoffmann and Harry Cook in two typically close Caterham 270R finishes. Blair McConachie twice took Roadsport honours, with Carl Jones producing an amazing recovery to second from a startline spin in race two.

After Domenique Mannsperger and Chris Skillicorn won the final rounds of the Caterham Academy's White and Green groups respectively, already confirmed champions Taylor O'Flanagan and Tom Cockerill rejoined the fray for Sunday's combined Autumn Trophy clash. While O'Flanagan topped their duel, both were beaten by Mannsperger.

Having dropped from second to fourth early on, W Series racer Jessica Hawkins powered her Ford Fiesta ST Turbo to a comfortable success in the Clubsport Trophy race, which ran into dusk.

MARK PAULSON

HOW CATERHAM'S MOTORSPORT LADDER IS OVERCOMING THE IMPACT OF COVID-19



Byrne leads the combined Seven UK and 310R field

Having provided packed grids of incredibly close racing for many years, Caterham's championship ladder entered a new era in 2020. Its flagship category for the 420R model was granted official British championship status, taking on the moniker of Seven Championship UK.

That was, of course, before the COVID-19 pandemic changed the economic landscape. Entries were hit as some drivers found budgets squeezed or were forced to reappraise their priorities. However, even that was turned into a positive by the manufacturer. While many club-level championships have been contested over only three or perhaps four meetings this year, by pragmatically pairing grids for Seven UK with the second-string 310R category, and the 270R and Roadsport divisions, Caterham has been able to weather the storm and provide its driver-base with five events.

"If we'd had 200 cars like we had last year, I think we really would have struggled to find track time for everyone and probably would have had a cut-down calendar," said motorsport director Simon Lambert. "As it is, a five race-meeting calendar is still a proper championship."

Seven UK championship leader John Byrne had been unbeaten in the opening three weekends, but Henry Heaton ended that run with his maiden win on Saturday. Byrne had been unable to break clear and the race came to a head in the closing stages as the lead quartet came to lap the 310R frontrunners. Byrne emerged in front but Heaton dived inside at the Roberts chicane to take the win, Byrne getting all crossed up as he dropped to fourth behind Gordon Sawyer and Ian Payne, the PT Motorsport boss making his first appearance of the season.



Evans (l) and Sawyer get in a race-two tangle

"It was fraught, that race," said a delighted Heaton. "I didn't think I had a chance until the last three or four minutes, and that's where it counts in Caterham racing. This championship is unbelievably competitive."

Byrne hit back in race two, which became a two-lap dash after Sawyer locked up and collected Mike Evans on the restart after a red flag to mop up spilt fluids. This time he held off Heaton's challenge, with Stephen Nuttall following them home.

"Race one really got to me because I didn't see the last-lap board," explained Byrne. "They dived from miles away because they knew it was the last lap. Today I went all out for the win and it feels awesome. It was full fight-mode every single lap."

Having done enough to provisionally secure the championship with a round to spare, Byrne is hoping to benefit from the raised profile as he makes his next step, but even a UK champion isn't immune from sponsorship difficulties.

"I got lucky this year with Motion Capital," he said. "Without them I wouldn't be on the grid."

Positive interest throughout the ladder means that the four championships can expect to have their own grids and a full seven-meeting calendar again next year, while the UK Championship will receive another boost with a planned switch to slick tyres (see News).

MARK PAULSON



Dry tyres proved to be the right choice as Hall blasted to Bikesports race-one win

Hall's tyre strategy lands him Bikesports crown

SNETTERTON
750MC
17-18 OCTOBER

The first Bikesports race of the championship showdown proved to be a duel of tyre strategy on the damp-but-drying Snetterton surface. Charles Hall qualified on pole using brand-new wet Michelins on his Spire GT3, but had opted for slicks come the race just 90 minutes later, while Anthony Ayres started beside him with wets on his Radical SR3.

The wets seemed to be the optimum choice initially as Ayres slithered into the lead on the exit of Wilson on the first lap. The pair scrapped for the next tour, Hall making the most of the speed on the Senna Straight before Ayres snatched the place back with the better grip in the sodden Riches right-hander.

But, after Hall's tyres warmed up, he made the same pass on the straight and crucially held it into Riches, eventually winning by 11.75 seconds from Richard Webb, who robbed Ayres at Agostini.

Rather than an easy cruise to the title, Hall had to endure a nervy 20-minute second race as Martin Brooks shot past on lap four of 11 in his Radical PR6, while Webb also grabbed second two laps from the end. Hall scraped home third, after nursing a left-rear tyre-valve failure to the end, to narrowly take the title. "I was just thinking about what I needed to do this time," he said. "I had to let go of the win and just get it home."

Local driver Robert Welham turned around his engine-frustrated season in F1000 to score two wins. In race one he resisted Dan Clowes, energetically punching the air after crossing the line just 0.6s ahead of the triple Silverstone winner.

In the damp Sunday morning race, it was Ma7da regular Ben Powney and Welham who provided the entertainment. Powney was mugged from pole by Paul Butcher and Lee Morgan off the start but, having scoped out the wet wide line at Riches on the green-flag lap, used it expertly to pass both on lap one for the lead.

Welham started from eighth and was already in the podium positions by the end of lap two, and shrewdly used the wet line at Agostini to pass Morgan and then the outside of Riches a lap later for the lead, even while managing a clutch issue.

Lee Morgan was the strongest at the start of race three to soar from fifth to first and comfortably win. Welham dropped to seventh from pole at the start but was battling with Clowes and Elliott Mitchell in Agostini for third. Clowes snuck through a small gap on the apex left by Mitchell but, when Welham attempted to follow, he tagged Mitchell, which ended up flipping the car over. Welham stopped to help extricate Mitchell, who walked away unscathed.

A spin for Richard Morris at Oggies in the Sports 1000 race proved decisive in his title fight with Ryan Yarrow. Morris (Spire GT320S) had been leading on the penultimate lap when he spun, gifting Yarrow (GT3S) the win. Morris had a spirited second race in which he recovered to second on dry-weather tyres from dropping to 12th at the end of the first lap. While he finished ahead of title rival Yarrow on wets (fifth), Rich Miles was a long way up the road for the victory.

Roadsports was a battle of the German marques as the BMWs took on Porsche.


Welham is delighted as he heads home Clowes in F1000

ALL PHOTOGRAPHY: STYLES

SNETTERTON WEEKEND WINNERS

BIKESPORTS
Race 1 Charles Hall (Spire GT3)
Race 2 Martin Brooks (Radical PR6)

F1000
Races 1 & 2 Robert Welham
Race 3 Lee Morgan

SPORTS 1000
Race 1 Ryan Yarrow (Spire GT3S)
Race 2 Rich Miles (Spire GT3)

ROADSPORTS
Hugh Gurney (BMW E46 M3)

BMW CAR CLUB
Race 1 Stephen Scott-Dunwoodie (E46 M3)
Race 2 Michael Cutt (E36 M3, below)

750 FORMULA
Races 1 & 2 Dave Hodkin (HRD Mk2)

HISTORIC 750 FORMULA
Scratch Christian Pedersen (Austin 7)
Handicap Simon Gallon (Austin 7)

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

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



For full results visit: 750mc.co.uk

Hugh Gurney won in an E46 M3 by 20.25s from the Cayman of Warren Allen, who had engaged in a titanic duel with the David Gardner/Chris Mills M3 on the penultimate lap. Silverstone winner Bradley Philpot challenged for the lead early on in his Lotus Elise, but spun on the Bentley Straight on lap four with a suspected engine-mount breakage to end his day early.

BMW Car Club Racing debutant Stephen Scott-Dunwoodie elevated himself from eighth to first in just two laps in race one, having changed the gearbox on his E46 M3 between qualifying and the race following an oil leak. He made a marvellous start to make the top three, taking a lead he didn't relinquish on lap two with a late-braking move into Riches past Paul Cook.

Race two belonged to Michael Cutt (E36 M3), but that wasn't without a nudge with Michael Pensavalle into Hamilton early on, Cutt winning from Rick Kerry and Cook.

JASON NOBLE



HODKIN ENDS BOVE'S DOMINANCE Peter Bove was finally beaten in 750 Formula this year as Dave Hodkin in his HRD Mk2 darted off into the distance to take two dominant wins. Bove (Darvi 88P) found himself too wide at Wilson in the first race, which let Andrew Kemp's Racekits Falcon through, but Bove made amends at the same corner a lap later to slip up the inside for second. Hodkin didn't have the best of starts in race two but recovered well to retake the lead from Bob Simpson at Agostini for a comfortable 36s victory, as eighth for Bove sealed his latest title.



DEPPER/SLATTER RUN BROKEN Christian Pedersen's Austin 7 broke the season's Martin Depper/Trefor Slatter duopoly in the Historic 750 Formula scratch race, comfortably leading from pole to flag. Class A runner Mark Elder (Austin 7 Ulster Special) looked odds on for second overall until gremlins on the last lap forced him to pit, giving Depper's Centaur Mk14 second from Slatter's Centaur Mk11. Stuart Rose's Austin 7 was leading much of the handicap race, but Simon Gallon (7) was surprised to take the victory, passing Rose one lap from home.



FROM 19TH TO FIFTH Ian Williamson completed a strong comeback drive in the first Hot Hatch race, in just his second weekend in Class B. The Honda Civic Type-R started third but suffered a spin on the damp Riches asphalt on lap one to fall to 19th, prompting a recovery drive to fifth. "It was just cold tyres on a wet line," last year's Class C runner-up said. "I don't know how I missed the wall. After that it was quali lap times pretty much all the way – it was good fun." Williamson finished third overall in race two, second in class, while Gary Prebble's Civic comfortably won both encounters.



Phillips passed Walton (behind) with four laps to go take victory and the Fun Cup title

Axiametrics trio win Fun Cup title after thriller

OULTON PARK
BRSCC
17 OCTOBER

The Axiametrics trio of Chris Dovell, Kristian Rose and Riley Phillips were crowned 2020 Fun Cup champions at Oulton Park, after Phillips snatched the lead from Make Happen Racing's Chris Walton through Cascades with only four laps left after almost four hours of racing.

Walton's co-driver Harry Mailer had a huge lead in his opening stint, and restored the team's advantage in his final shift too, after surging ahead of the duelling Phillips and EDF's Graham Roberts.

When Mailer made his last stop, the pressure was on Walton to hold off Phillips and Jay Shepherd/Ed Worthington's Team 7 WASPP car and, although Phillips pounced, Walton succeeded in retaining second for his first podium.

Martin Byford was teamed with Roberts and had numerous late place swaps with Greg Evans in the second Make Happen car, before settling fourth on the last lap. Neil Plimmer/Ben Pitch followed Evans/Steve Walton home to complete the top six for PLR Racing, as the top 11 all finished on the lead lap in a remarkable race.

Martyn Walsh was a comfortable winner in the first Production GTI race, taking the lead from James Colbourne at Old Hall on the opening lap. With Colbourne retiring after slowing on the second lap, Simon Hill led the pursuit with Henry Riley and Paul Blackburn, and Simon Vercoe also closed by the end of lap five of 10.

As Walsh pulled clear, Vercoe was fourth into Lodge with two laps to go. Hill began to slow on the final tour too, but held on to second from the closing Riley, who had Vercoe inches from his tailgate at the flag. Blackburn, meanwhile, was penalised for track-limits abuses so he dropped to seventh, behind Adam Hance and James Howlison.

Hill had the edge over Walsh as they started the second race but, on lap six of eight, the leader was over the grass exiting Knickerbrook, bringing them even closer together and allowing Vercoe to also catch the pair.

Vercoe managed to split the lead duo on the penultimate tour after Walsh slowed and was only 0.698 seconds away from snatching victory from Hill. Hance escaped in fourth after taking Blackburn up Clay Hill on lap four, leaving his rival to hold off Howlison, Colbourne and Riley with inches to spare.

William Heslop was never headed in either of the ST-XR Challenge races, as Chris Grimes and Michael Blackburn fought over second. Grimes lost out through Cascades on lap four of the opener but, despite staying nose to tail for most of the race, Blackburn just held on, both well clear of Lee Bowron and Michael Eldridge, who had their own duel for fourth.

As the second-place battle continued in race two, Grimes had the upper hand throughout and had a serious challenge for Heslop's lead too. Blackburn remained a constant threat and only 0.596s covered all three at the flag, as Bowron, Eldridge and Sam Beckett completed the rest of the top six.

Superkarter Liam Morley was another double winner and also set a new lap record. He tailed Lee Harpham for four laps in race one, before easing himself clear. Carl Hulme carved his way through to third to see off Andy Waite.

With Harpham suffering engine problems and vacating second, Morley was well clear of new second man Hulme in race two. Fifth and fourth places in the Division 1 class were enough for Ollie Ridout to seal the title.

PETER SCHERER



Heslop faced intense pressure to take ST-XR double victory



Walsh (left) grabs lead at the start of Production GTI opener

Hannah defeats Gronkowski to take David Leslie Trophy spoils

KNOCKHILL
KMSC
18 OCTOBER

Logan Hannah claimed her maiden Scottish Formula Ford 1600 victory in spectacular style last weekend, winning the David Leslie Trophy after a race-long battle with reigning champion Jordan Gronkowski.

The Graham Brunton Racing Ray driver started from the front row of the grid following a second-placed finish in race one, and set a number of fastest laps throughout the 10-lap affair.

Gronkowski, who won the opening encounter by a whopping 13 seconds, led initially but was passed by Hannah around the outside of Duffus on the third lap. But, two laps later, Hannah had a "big moment exiting Clark's", allowing Gronkowski to seize back the lead at the Hairpin.

The Van Diemen maintained a slender half-second margin over the Ray before Hannah reclaimed the lead once more at Duffus. Back in front, Hannah immediately set her fastest lap to pull out a six-tenths margin on the final tour. Gronkowski, who won the David Leslie Trophy after an epic scrap with GBR interloper Matt Cowley last year, responded with his own fastest lap but was beaten to the line by 0.474s.

"I'm absolutely ecstatic – I'm not going to lie, that was amazing," Hannah said. "I had a bit of a shocker in qualifying really but I got a good start and stuck behind Jordan's gearbox before just sending it around the outside of Duffus. It's given me a lot of confidence for the next few weeks with the Festival and Walter Hayes Trophy – the racing today couldn't have got any closer."

Because the action was frenetic at the front, much of the attention behind was diverted. But the battle was no less intense as Matt Chisholm recorded a pair of third places in his Van Diemen.

Chisholm waited until the dying stages of the opening race to get past the GBR Ray of Steve Barlow, while in race two the pair were nip-and-tuck in the early running. Neil Broome ended the weekend with fourth in the Trophy race after dropping out of the opener with gearbox trouble.

Elsewhere at the Knockhill Motor Sports Club-organised meeting, Steven McGill won two out of three Scottish Legends races but was denied a clean sweep after a final-race retirement on the opening lap. In total, 14 Legends cars turned out, with the action typically fraught. McGill came out on top in the opening encounter, beating Stewart Black by just four tenths, while race two was settled by an almost identical margin.

Black prevailed in the final, edging James Hall-Morton by just over a tenth after a race-long battle, with Jon Critchlow completing the podium.

Jon Woolfitt (Spire GTR) took two dominant Northern Saloon & Sports Car wins but did not start the finale, which was won by Gary Bowers (BMW M135).

STEPHEN BRUNSDON



Hannah had close battle with 2019 winner Gronkowski

MOIR



Gronkowski had won the opening contest

MOIR

WEEKEND WINNERS

OULTON PARK
FUN CUP
Team Axiametrics
(Chris Dovell/Kristian Rose/Riley Phillips)

PRODUCTION GTIs
Race 1 Martyn Walsh
Race 2 Simon Hill

ST-XR CHALLENGE
Races 1 & 2 William Heslop (ST)

SUPERKARTS UK
Races 1 & 2 Liam Morley (Anderson VM)

For full results visit:
tsl-timing.com

KNOCKHILL
FORMULA FORD 1600
Race 1 Jordan Gronkowski
(Van Diemen JL012K)
David Leslie Trophy Logan Hannah
(Ray GR15)

SCOTTISH LEGENDS
Races 1 & 2 Steven McGill (below)
Race 3 Stewart Black

NORTHERN SALOONS & SPORTSCARS
Races 1 & 2 Jon Woolfitt (Spire GTR)
Race 3 Gary Bowers (BMW M135)



MOIR

For full results visit: speedhive.mylaps.com



Ford GT40 #1084, seen here in the 1968 Spa 1000Km, kick-started ROFGO Collection

A COLLECTION OF DREAMS



BOOK REVIEW
ROFGO COLLECTION
RRP £75

Roald Goethe's fleet of Gulf-liveried racing cars covers evocative marques such as Aston Martin, Audi, Ford, McLaren, Porsche, Tyrrell and more. The ROFGO Collection, as it is known, has been lovingly documented in a new book written by esteemed motorsport historian Doug Nye, who tells the history of the wide variety of machines from Formula 1 to Can-Am, the Le Mans 24 Hours and the Indianapolis 500 that all have the classic blue-and-orange paint scheme in common.

Goethe, a German enthusiast who raced at Le Mans three times between 2011 and 2015, started his collection with the ex-John Wyer Automotive Ford GT40 chassis #1084. It soon snowballed with the help of classic car entrepreneur Adrian Hamilton. Among its number are hits like the Porsche 917 chassis 031/026 that finished second at Le Mans in 1971, Jacky Ickx's 1969 German Grand Prix-winning Brabham BT26 chassis A/4 and the McLaren M8D chassis #4 that won all three Can-Am events it started in Denny Hulme's hands in 1970.

In equal measure there are failures that many will have (with good reason) forgotten. There's the Aston Martin AMR One, which remains Prodrive's most recent attempt at a prototype since chassis #002 completed a mere two laps at Le Mans in 2011, and a Courage-AER C65 LMP2, which had three anonymous races in 2005-06. It's a diverse and fascinating collection, and many remain in active use in historic events under the ROFGO Racing banner, not least the McLaren M14A (ex-Denny Hulme and Peter Gethin) and Tyrrell 007 (ex-Patrick Depailler), which have been raced regularly in the Monaco Historic since 2012.

Nye recounts the story of each car's gestation and racing life, including detailing their respective owners prior to joining the ROFGO Collection, accompanied by photographs from period as well as specially commissioned shots that reveal their fully restored current glory. Among the highlights in this regard are the Kremer-Porsche K8 driven by Derek Bell at Le Mans in 1994 – with prominent Autosport logos visible – and Aston Martin DBR9/8 'dirty girl' that won the GT1 class at Le Mans in 2008, with all the grime that resulted from its travails in that year's terrible weather thankfully preserved. Detail shots also reveal a labelled track map in the footwell, although drivers Darren Turner, David Brabham and Antonio Garcia had little need for that.

Also included are cars that Goethe, whose sons Oliver and Benjamin currently compete in the GT World Challenge Europe and Spanish F4 Championship respectively, drove in his amateur racing career. The Lamborghini Gallardo GT3, Aston Martin Vantage GT2, McLaren MP4/12 GT3 and Vantage GTE – in which Goethe was a part of the FIA World Endurance Championship GTE-Am-winning line-up in 2015 alongside Jamie Campbell-Walter and Stuart Hall – each hold a special place in its owner's heart.

"Everyone has driven it at some point – even my wife!" says Goethe of the Gallardo. "We still use it regularly as a test car – it's an enduring yet sexy workhorse."

The book, limited to 900 copies, also features full car specifications and chassis race histories for handy reference. It serves as a fascinating window into one of motorsport's most impressive private collections and a fitting starting point for enthusiasts of all Gulf-liveried racing machines.

JAMES NEWBOLD

YouTube youtube.com/AUTOSPORTdotcom



With Lewis Hamilton matching Michael Schumacher's Formula 1 race win record of 91 in the 2020 Eifel Grand Prix, we take a look at each driver's most dominant car: the Ferrari F2004 and the Mercedes W11.
Go to bit.ly/F2004vW11

autosport.com/podcast



Nathalie McGloin, president of the FIA Disability And Accessibility Commission, joins Autosport for our ThinkingForward podcast series. She discusses her vision for disabled children to have a clearer route into motorsport and then up to the very highest levels.

WHAT'S ON

INTERNATIONAL MOTORSPORT

Portuguese Grand Prix
F1 World Championship
Round 12/17
Algarve Circuit, Portugal
25 October
TV **Live** Sky Sports F1, Sunday 1305
TV **Highlights** Channel 4, Sun 1830, Sky Sports F1, 2200

IndyCar
Round 9/9
St Petersburg, USA
25 October
TV **Live** Sky Sports F1, Sunday 1830

Spa 24 Hours
Intercontinental GT Challenge, GT World Challenge Europe Endurance Cup
Round 3/4
Spa, Belgium
24-25 October
TV **Live** Sky Sports F1, Sat 1530, 2130, Sun 0600, 1630
Livestream on Motorsport.tv, Thurs 1415, 1755, 1930, Fri 1720, Sat 1400

TCR Europe Series
Round 5/6
Spa, Belgium
23-24 October
Livestream on Motorsport.tv, Fri 1540, Sat 1040

Formula Renault Eurocup
Round 7/10
Spa, Belgium
23-24 October

Super GT
Round 6/8
Suzuka, Japan
25 October

NASCAR Cup
Round 34/36
Texas Motor Speedway, USA
25 October
TV **Live** Premier Sports 2, Sun 2000

NASCAR Xfinity Series
Round 31/32
Texas Motor Speedway, USA
24 October

NASCAR Truck Series
Round 21/23
Texas Motor Speedway, USA
25 October

Super TC2000
Round 3
Alta Gracia, Argentina
25 October

MotoGP
Round 11/14
Motorland Aragon, Spain
25 October
TV **Live** BT Sport 2, Sun 1130
TV **Highlights** BT Sport 2, Sun 1830



Portuguese Grand Prix

UK MOTORSPORT

Castle Combe CSCC
24 October
Swinging '60s, Tin Tops, Future Classics, Magnificent Sevens, Modern Classics, Classic K, Open Series, Turbo Tin Tops

Silverstone 750MC*
24 October
Birkett Six-Hour Relay

Snetterton BARC
24-25 October
BTCC, British F4, Mini Challenge, Ginetta GT4 Supercup, Ginetta Junior, Porsche Carrera Cup GB
TV **Live** ITV4, Sun 1005

Donington Park MSVR
24-25 October
British F3, GT Cup, Radical SR1 Cup, F3 Cup, Tiedeman Trophy, Clubmans, Track Attack

Brands Hatch BRSCC
24-25 October
Formula Ford Festival, Mazda MX-5s

Thruxton BARC
24-25 October
C1 Challenge, BARC Saloons, Kumho BMWs, Mighty Minis, Mini 7s, TransAm

Silverstone MRL*
25 October
Woodcote Trophy, Stirling Moss Trophy, Historic Touring Car Challenge, Tony Dron Trophy, U2TC, STCC, RAC Historic Tourist Trophy

***Behind closed doors**

12
12
CAMEL
NACIONAL
GOODYEAR
CAMEL
HONDA



FROM THE ARCHIVE

Ayrton Senna sits in the cockpit while the needs of his actively-sprung Lotus-Honda 99T are attended to ahead of the 1987 Spanish Grand Prix at Jerez. Qualifying and race-finish stats of fifth and fifth might have pointed to a workaday performance from any other driver, but of course it was far from that. After a brilliant start in which he speared past both Ferraris, Senna spent the majority of the race conducting an implacable defence of third and then second place, before the decision to run the full distance on the same set of Goodyears came back to bite him and he dropped down the order.

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Raikkonen takes title in dramatic finale

25 October 2007

In one of the most remarkable turnarounds in Formula 1 history, Kimi Raikkonen snatched the world title from Lewis Hamilton and Fernando Alonso at Interlagos this week in 2007.

Following his victory in China two weeks earlier, Raikkonen started the Brazilian Grand Prix seven points behind Hamilton and three behind Alonso – at a time when a win only yielded 10. The Ferrari F2007 appeared to have the edge over the McLaren MP4-22, but Hamilton still managed to qualify second to Raikkonen's team-mate Felipe Massa.

Things started to go awry for Hamilton at the start, Raikkonen immediately jumping ahead. He then forced Hamilton to back off into the first chicane, allowing Alonso to pass his team-mate. When rookie Hamilton tried to retaliate at Turn 4 he slid off, falling to eighth.

Hamilton quickly recovered to sixth – one place off what he needed, assuming Massa would move aside for Raikkonen – but then his chances really took a dive when he suffered a gearbox software glitch that cost him 30 seconds on lap eight of 71. He fell to 18th, and that, combined with high tyre wear, encouraged McLaren to switch Hamilton from a two-stop strategy to a three-stopper. From there he could only make it back to seventh.

A struggling Alonso couldn't stay with the Ferraris and suddenly Raikkonen's chances looked good. Massa left it until their second stops to put in what Autosport called "soft" in and out-laps, allowing Raikkonen into the lead he needed. Raikkonen duly recorded his sixth win of the season, with Massa second and Alonso third. Both McLaren drivers finished on 109 points, one behind Raikkonen.

The final chance for Hamilton was that three cars that finished ahead – both BMW Saubers and the Williams of Nico Rosberg – were alleged to have inadvertently run illegally chilled fuel. Autosport reported that the stewards "did not have sufficient evidence to impose a penalty" and the results stood.



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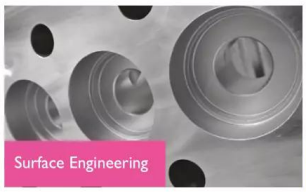
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