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Ferrari beats Lotus in dramatic F1 duel

REMEMBERING RONNIE
Celebrating the life of the legendary Peterson

AUTOSPORT

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SEPTEMBER 13 2018

BRITAIN'S NEXT F1 STAR

But can Lando Norris thrive at McLaren?

- What the teenage sensation can achieve in F1
- Why he's being compared to Hamilton
- How he plans to end McLaren's driver curse

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MOTORSPORT IMAGES/DUNBAR/LAT

WELCOMING F1'S NEXT GENERATION OF RACING STARS

All Formula 1 fans want to see the best drivers get their chance in the spotlight, so recent events have been a real boost.

Last week, rising British star and 2016 McLaren Autosport BRDC Award winner Lando Norris was confirmed in a 2019 McLaren race seat and this week, as Autosport closed for press, Charles Leclerc was confirmed as Kimi Raikkonen's replacement at Ferrari.

On the face of it, Norris (above, middle) has the much harder job. Although his rise and graduation to McLaren share certain parallels with Lewis Hamilton, he's joining a very different team. McLaren hasn't won a race for six years and has chewed up and spat out some promising young talents since then.

As he tells Scott Mitchell on page 14, Norris thinks he has seen and learned enough to avoid the same fate. Let's hope he's right and that the most exciting British talent to reach an F1 race seat since Hamilton gets the chance to show what he can do.

In one sense, Leclerc (above, right) will have more pressure because he'll have a year in F1 under his belt and Ferrari will probably have a frontrunning car. But most will still expect Sebastian Vettel to lead the red line in 2019.

Indeed, if Leclerc can continue to demonstrate the capacity to learn quickly, as he has at Sauber this year, it could be that Vettel is feeling the pressure this time next season. The last time a young charger arrived in 'his' team in 2014, things didn't go so well...

Although those two promotions are definite wins for F1, it's disappointing to think that Norris's predecessor Stoffel Vandoorne, Esteban Ocon and Formula 2 title leader (and Norris rival) George Russell (above, left) could all miss out on F1 race drives for next season. Work still needs to be done.

KEVIN TURNER
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J Bloxham, Dunbar/LAT; Motorsport Images

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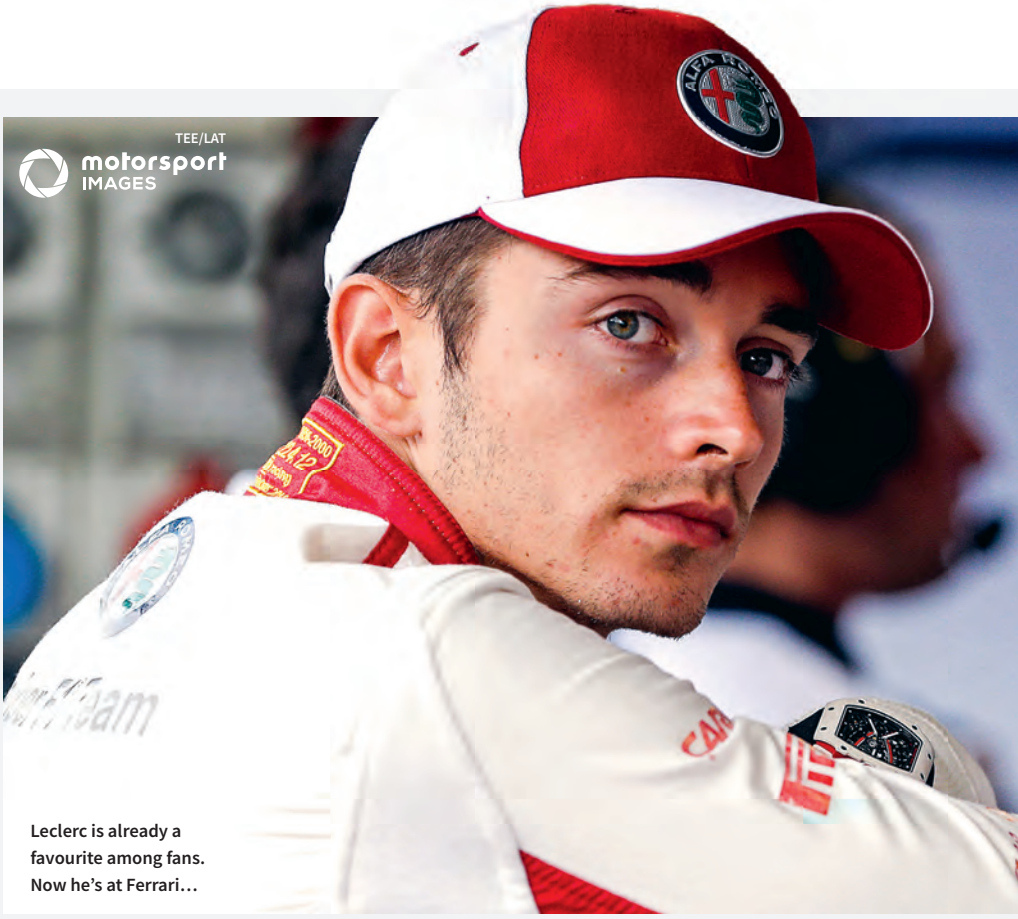


Leclerc is already a favourite among fans. Now he's at Ferrari…

LECLERC AT FERRARI AS RAIKKONEN IS BUMPED TO SAUBER

FORMULA 1

Charles Leclerc has sealed his graduation to Ferrari for 2019 in a straight seat swap with Kimi Raikkonen, who will return to the Sauber team that gave him his Formula 1 debut 17 years ago.

The 20-year-old Leclerc is a Ferrari Driver Academy graduate and will not only become the first product of the programme to race for the team in F1, but the second-youngest driver in history to race for Ferrari after Ricardo Rodriguez.

He won back-to-back titles in GP3 and Formula 2 to earn his F1 graduation with Sauber this season, and a stunning start to his grand prix racing career convinced Ferrari's top brass that he was ready for an immediate promotion.

Leclerc has scored a best result of sixth, in Azerbaijan, and bagged 13 points to lie 15th in the championship, outperforming his much more experienced team-mate Marcus Ericsson.

His results, and a dip in form for Raikkonen, convinced the late Sergio Marchionne, Ferrari's former chairman, to green-light Leclerc replacing the Finn for next season, which has finally been ratified by Marchionne's successors.

In an emotional trio of tweets, Leclerc thanked those around him and paid tribute to his late father Herve and former Ferrari protege Jules Bianchi, who was a close Leclerc family friend before succumbing to the injuries he sustained in the 2014 Japanese Grand Prix.

Leclerc wrote: "To a person that is not part of this world anymore but to whom I owe everything of what is happening to me, Papa. To Jules, thank you for all the things you learnt me [sic], we will never forget you. And to all the persons that supported me and believed in me. I will work harder than ever to not disappoint you."

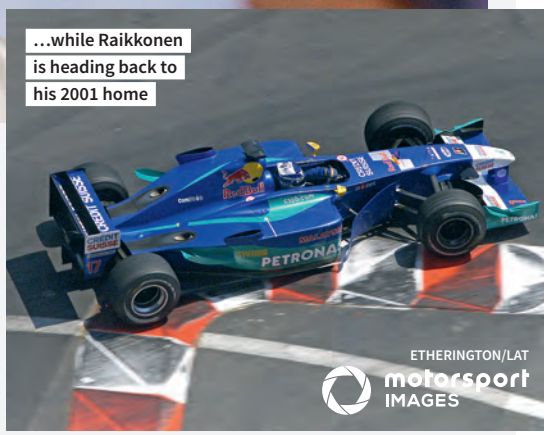
Raikkonen, the 2007 world champion, has not won a race since '13 and has not tasted victory in his second spell with Ferrari. He has enjoyed stronger form this season and lies third in the championship, and Ferrari paid tribute to Raikkonen in an uncharacteristically personal press release.

"During these years, Kimi's contribution to the team, both as a driver and on account of his human qualities, has been fundamental," said team boss Maurizio Arrivabene. "He played a decisive role in the team's growth and was, at the same time, always a great team player.

STAT

14

Number of F1 races started by Leclerc before his Ferrari promotion



...while Raikkonen is heading back to his 2001 home

ETHERINGTON/LAT motorsport IMAGES

As a world champion for Scuderia Ferrari, he will always be part of the team's history and family."

Raikkonen made his debut with Sauber in 2001 fresh from winning the '00 Formula Renault UK title. He scored a point on his debut and eight more over the season to finish ninth in the championship and earn an immediate move to McLaren.

Raikkonen's return is a major coup for Sauber. The team has been on a major rebuilding project over the past year since Fred Vasseur took charge amid an ownership change. Raikkonen took to Instagram following the news, writing: "Guess who's back?! Next two years with Sauber F1 team ahead! Feels extremely good to go back where it all began!"

That Raikkonen has taken one of the 2019 Sauber seats means that the team's other current driver Marcus Ericsson is under pressure to earn a stay with the team for next season. Ferrari protege Antonio Giovinazzi was considered a favourite for a Sauber drive, as Ferrari has an option on one of the seats there. It may have used that to allow Raikkonen's move, or Giovinazzi could make his full-time move into F1 by replacing Ericsson.

SCOTT MITCHELL

Fenati in Misano scandal

MOTO2

Italian Moto2 rider Romano Fenati put two-wheeled motorsport in the headlines for all the wrong reasons at last Sunday's San Marino Grand Prix, where he was branded "dangerous" and "unprofessional" and ultimately sacked from his ride, as some called for a lifetime ban.

That the 22-year-old Italian was in serious trouble became obvious as soon as the TV feed showed footage – which then spread through social-media channels like wildfire – of Fenati pulling alongside rival Stefano Manzi on a Misano straight and pressing on the brake lever of Manzi's Suter, nearly causing him to lose control.

Fenati's Marinelli Snipers Kalex was swiftly black-flagged from the race, and the stewards banned him from racing in the next two rounds at Motorland Aragon and Buriram. For many, this was not enough. "There is no punishment in [skipping] one or two races," KTM MotoGP rider Pol Espargaro said. "Someone who does that is not a professional rider."

LCR Honda's Cal Crutchlow went a step further, his assessment earning a spatter of applause from those present in the MotoGP post-race press conference. "I think he should never race a motorcycle again," Crutchlow said. "When he walked back to the garage, the team should have just kicked him straight out the back. If his team keep him, they're absolutely stupid."

Marinelli Snipers announced the following day that Fenati would not rejoin the team for the final four races of the campaign after serving his suspension. The worst, though, was yet to come.

Fenati already had a 2019 deal in place to ride with Forward Racing, where he would represent returning Italian manufacturer MV Agusta. By the end of Monday, both Forward, which in an added twist happens to be the team Manzi currently rides for, and MV Agusta made it clear that they wanted nothing to do with Fenati.

"In all my years of watching sport, I have never seen behaviour as dangerous as this," MV Agusta president Giovanni Castiglioni said. "A rider who can act like this can never represent the values of our company, and our brand."

Condemnation of Fenati's actions within the MotoGP paddock was universal, although the extent of it varied. Ducati riders Andrea Dovizioso and Jorge Lorenzo both pointed out that Fenati's actions did not come out of the blue, and that his compatriot Manzi had run him off the road in a spectacularly botched overtaking attempt a couple of laps earlier. "What Romano has done is terrible, but Manzi is a very aggressive rider, almost reckless," Lorenzo said.

As he spoke to Spanish TV after the race, Fenati himself struck a defiant tone, and was keen to share the blame with Manzi, who received a six-place grid penalty for the Aragon round.

By Monday, as Fenati came out with a more-thought-out statement, the frustration with Manzi remained, but this time it came paired with remorse. "This morning, with a clear mind, I wanted it to just have been a bad dream," he said. "I think and think about those moments, I made an unspeakable gesture. I want to apologise to everyone who believed in me and to everyone who felt hurt by my action. A horrible image of me and the sport has come out."

This is not the first controversy to strike Fenati. In 2016 he was suspended and subsequently fired by Valentino Rossi's Sky VR46 Moto3 team over an internal matter. He joined Marinelli Snipers for '17, when he finished as Moto3 runner-up.

VALENTIN KHOROUNZHIY

GOLD AND GOOSE/LAT motorsport IMAGES

Fenati interfered with brakes of rival in San Marino GP

IN THE HEADLINES

ALONSO'S INDYCAR TEST
Fernando Alonso had his first test on a road course in an IndyCar at Barber Motorsports Park last week, when he drove the Andretti Autosport Dallara-Honda raced in the Indy 500 by Carlos Munoz. McLaren has still yet to confirm any IndyCar plans for Alonso for 2019.

LIGHTS STARS STEP UP
New Indy Lights champion Pato O'Ward and main title rival Colton Herta will make their IndyCar race debuts at this weekend's Sonoma finale. Both will compete for Harding Racing as the squad expands to two cars. Herta, son of former Indycar star Bryan, has tested at Portland, with Mexican O'Ward due a runout at Sonoma today (Thursday).

AUSTIN GETS INDY DATE
The US Grand Prix circuit at Austin has been added to the IndyCar calendar for 2019, with a race scheduled for March 24. The track was part of a 16-event schedule released last week, starting at St Petersburg on March 10.

MORTARA AT VENTURI
Edoardo Mortara has been given the nod over 2017-18 team-mate Maro Engel to continue with Venturi in Formula E next season. Mortara, who will be free of Mercedes DTM commitments, will partner Felipe Massa at the team now headed by Susie Wolff.

KESELOWSKI VICTORY
Penske Ford star Brad Keselowski won the rain-delayed NASCAR Cup race at Indianapolis on Monday, after passing Denny Hamlin on the penultimate lap. Erik Jones also passed Hamlin to take second. The race was the last to set the field for the Playoffs. The drivers through are Kyle Busch, Kevin Harvick, Martin Truex Jr, Keselowski, Clint Bowyer, Joey Logano, Kurt Busch, Chase Elliott, Ryan Blaney, Jones, Austin Dillon, Kyle Larson, Hamlin, Aric Almirola, Jimmie Johnson and Alex Bowman.

SCHUMACHER IN MERC
Formula 3 European Championship title contender Mick Schumacher got his first taste of DTM machinery at the Nurburgring last Friday, when he drove the Mercedes 'taxi'. Father Michael contested three DTM rounds in 1990-91 as a Mercedes junior.

NEW BOYS FOR BTCC
Two more newcomers make their British Touring Car Championship debuts at Silverstone this weekend. Blancpain GT racer Josh Caygill will takes over an AmD Tuning MG6, while Volkswagen Racing Cup exponent Ethan Hammerton becomes the latest to pilot a Team Hard VW CC. Both will also be on board for the finale at Brands Hatch.

BMW mastermind retires

TOURING CARS

A chapter of motor racing history will come to a close at the end of this season. Charly Lamm is to hand over the tiller of Schnitzer Motorsport after a golden career as team manager of an operation that can rightly be called the greatest touring car squad of all time.

Lamm, who turns 64 next year, is too modest to agree with the proposition that he was the architect of Schnitzer's successes with BMW across the ever-changing touring car landscape over a span of 40 years, not to mention its achievements in sportscar racing. But it was under his watch as team manager that it racked up major tin-top titles all over the world, won the Spa 24 Hours four times and triumphed in the Le Mans 24 Hours.

Schnitzer's first major championship success came with a small side-operation headed by Lamm when he was still a student 40 years ago. He ran the Schnitzer BMW 320i, in which Harald Ertl claimed the German DRM title (below), while on a work placement with the team as part of his industrial engineering studies at Munich University.

Lamm brought a new attention to detail to touring car racing before and after he joined the family team – which had been founded by his half-brothers Herbert and Josef Schnitzer – full-time in 1981. Schnitzer's organisation and its prowess in the pits often made the difference in the Group A era of the European Touring Car Championship in the 1980s. It would win the series known simply as the ETC three times, as well as the original, one-off World Touring Car Championship spawned by it with Roberto Ravaglia in '87.

Now, he reckons, it's time to step back.

"There comes a time in life where you have to be a little bit more calm," he says. "I've been driven my whole life by the rhythm of preparing for the next race or test. It's been fascinating, but maybe my drive is going down a little bit. I don't want to be going to the next race just to tick it off."

And the biggest success of a career with Schnitzer that began after he was handed timing duties by the team while still at school? "The race of my motor racing life has to be Le Mans '99," he says. "We didn't get so many chances to win there, but the reputation of that race makes it an amazing result."

GARY WATKINS

McKLEIN

F1 SINGAPORE GRAND PRIX PREVIEW

UK START TIMES

FRIDAY
FP1 0930 **FP2** 1330

SATURDAY
FP3 1100 **QUALIFYING** 1400

SUNDAY
RACE 1310
LIVE ON SKY SPORTS F1 & CHANNEL 4
BBC RADIO 5 LIVE 1300

DRIVERS' CHAMPIONSHIP AND CONSTRUCTORS' CHAMPIONSHIP SO FAR

1	**Hamilton**	256	1	**Mercedes**	415
2	**Vettel**	226	2	**Ferrari**	390
3	**Raikkonen**	164	3	**Red Bull**	248
4	**Bottas**	159	4	**Renault**	86
5	**Verstappen**	130	5	**Haas**	76

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TRACK STATS

LENGTH 3.147 miles

NUMBER OF LAPS 61

2017 POLE POSITION
Sebastian Vettel 1m39.491s

POLE LAP RECORD
Sebastian Vettel 1m39.491s (2017)

RACE LAP RECORD
Lewis Hamilton 1m45.008s (2017)

PREVIOUS WINNERS

2017	**Lewis Hamilton**	Mercedes
2016	**Nico Rosberg**	Mercedes
2015	**Sebastian Vettel**	Ferrari
2014	**Lewis Hamilton**	Mercedes
2013	**Sebastian Vettel**	Red Bull
2012	**Sebastian Vettel**	Red Bull
2011	**Sebastian Vettel**	Red Bull
2010	**Fernando Alonso**	Ferrari
2009	**Lewis Hamilton**	McLaren
2008	**Fernando Alonso**	Renault

The first grand prix at Marina Bay was 10 years ago. Here Felipe Massa leads the field away, although the race would take a controversial twist resulting in an Alonso victory…

THEMES TO WATCH

VETTEL'S BOUNCE BACK?

Ferrari has been historically strong in Singapore, even before it developed the fastest car on the grid. That means Sebastian Vettel must be favourite for victory, after losing three of the past four races to title rival Lewis Hamilton against the run of form. With the spectre of last year's startline shunt hanging over him too, the pressure is really on…

MERCEDES STRUGGLES

Marina Bay is probably Mercedes' weakest circuit of those remaining, and Lewis Hamilton and Valtteri Bottas could struggle to make the podium in normal circumstances. But Toto Wolff says the team has turned its factory "upside down" in pursuit of more performance, and if Hamilton drives as well as he did at Monza he could spring another surprise.

RED BULL TO CHALLENGE?

Red Bull was a force in Singapore last year, but Max Verstappen does not expect the package to be as strong this year. He says he could still be a spoiler provided he is "within three or four tenths" per lap of Ferrari.

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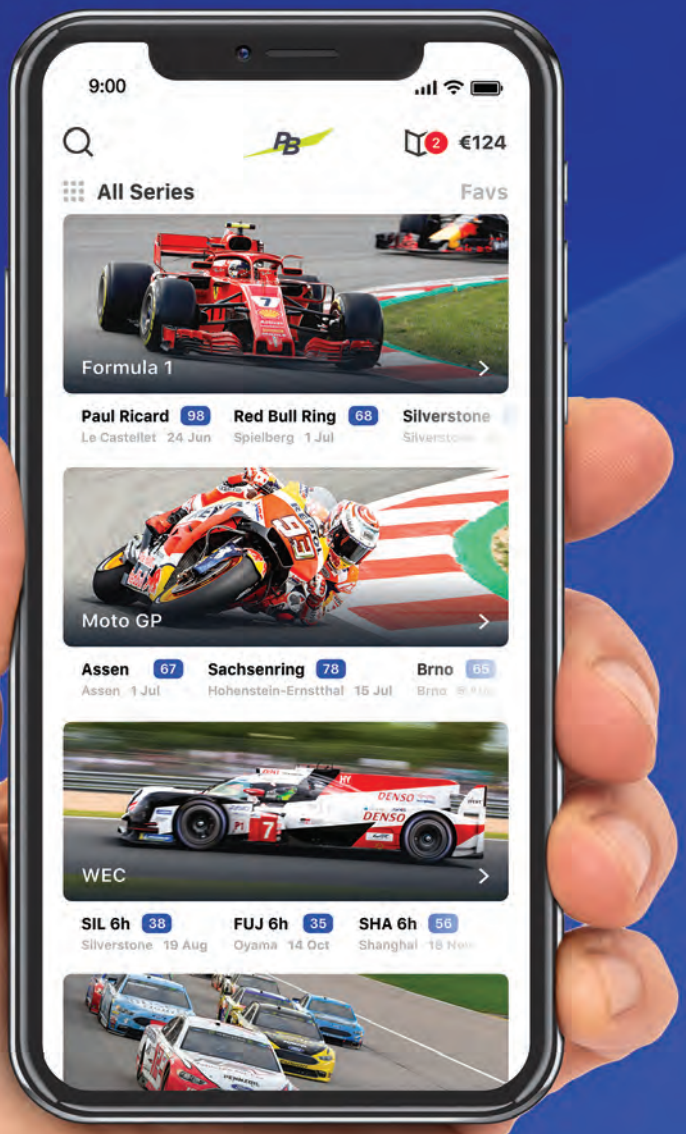

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LAW AND ORDERS

The idea of implementing team orders is regarded with contempt by Formula 1 fans and nervousness by the teams — and yet it is an essential part of the sport

EDD STRAW

To paralyse a Formula 1 team with fear, put those in charge into a position where they must impose team orders. The result will be a hamfisted attempt to look like no team orders exist, followed by all sorts of verbal contortions and semantic arguments as they try to convince the rest of the world that something that very obviously happened did not.

The argument that motorsport should be a 'fair' sporting competition is laudable but impractical. The team-orders debate is full of double standards and hypocrisy, and F1 as a whole not only needs to embrace the concept of team orders but celebrate it openly.

Why? Because team orders at their mildest are unavoidable and at their most extreme are blindingly obvious. It's part of motorsport and F1's regulations actively encourage it. To name but one rule, each team has a single pit box, so that inevitably means there are times when you must favour one driver over the other with stop timing. Such decisions are legion.

Motorsport's blend of human and machine makes it uniquely complex, and with complexity comes much of the intrigue. It's never a battle of one gladiator versus another, it's a battle of the individual in the cockpit *and* many others — whether it's hundreds of people in a team or a handful at a lower level. That makes what happens on track the product of countless influences and variables. It's that complexity that makes it so endlessly fascinating.

"THERE'S A VERY SIMPLE REASON WHY F1 IS TERRIFIED OF TEAM ORDERS – AUSTRIA 2002"

There's a very simple reason why F1 is so terrified of team orders — the 2002 Austrian Grand Prix. What Ferrari did there, with Rubens Barrichello letting Michael Schumacher past on the run to the line, was an egregiously unnecessary example of the practice.

It was only the sixth race of the season and made the difference between Schumacher having a 23 or a 27-point advantage in the championship (at a time when drivers only got 10 for a win). It was unnecessary and, most reprehensibly, appallingly implemented.

While Ferrari was fined $1million, this was actually not as a result of what happened on track but instead after the race. Ferrari was done for a breach of podium-ceremony regulations, with a sheepish Schumacher swapping places on the rostrum with Barrichello the reason found for punishment.

There was also a more serious response, and this was a classic kneejerk: a ban on team orders instigated for the 2003 season. The regulation stated simply that "team orders which interfere with a race result are prohibited".

Even in that period, there were times when team orders were permitted. For example, when Felipe Massa let Kimi Raikkonen past in the 2007 Brazilian Grand Prix at Interlagos to clinch the title. When the title was on the line in a final race, it seemed this rule did not apply — a clear double standard. So where is the line?

It took a long time for the regulation to be tested, and when it was it crumbled to dust. When Ferrari ordered Fernando Alonso past Felipe Massa to win the 2010 German Grand Prix via the famous "Fernando is faster than you" series of messages, the stewards fined Ferrari $100,000 for breaching that rule. The case went to the World Motor Sport Council but, although Ferrari could potentially have been excluded, the penalty was unchanged.

Most significantly, the WMSC also referred that regulation to the F1 Sporting Working Group, and the team-orders ban was removed. Why? Because everyone involved recognised it was unworkable. Worse still, it actively forced teams and drivers to lie through their teeth. The post-race press conference at Hockenheim was excruciating for exactly that reason, as question after question was batted away by the two drivers. This was far worse than what happened on track.

Yet unshackled from the regulated need to be dishonest, teams continue to behave as if being misleading is mandatory.

Ferrari's Sebastian Vettel says he doesn't want team orders to help him, yet quite rightly he would want to have Raikkonen in a supporting role. Does anyone really think Vettel didn't want Raikkonen to put up no fight into Turn 1 at Monza? He'd have been very happy had Raikkonen let him past into the first chicane, and with a rear gunner in place would have had every chance of winning the race — and Ferrari might regret not making such an order.

Mercedes also did this at Spa, when the penalty-laden Valtteri Bottas got through to Q3 purely to be available to give Lewis Hamilton a tow. That's just sound team management.

There is a right way and a wrong way to use team orders. Preordaining the result from the start of the season is not the way to go, but what must not be allowed to happen again is the mendacity that reigns when teams pretend team orders have not been used.

F1 is about teams as well as drivers, and in any sporting contest you want to see those competing using all tools at their disposal to fight as hard as possible to win. Provided it doesn't go as far as Austria 2002, it's acceptable to use team orders.

Used responsibly, and openly, they can actually enhance the complex spectacle of motorsport. But used clandestinely, they've proved to be a recipe for disaster and dishonesty.

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GRANDSTAND MOTOR SPORTS

THE REVIVAL'S RISING PACE

Goodwood's Revival meeting is now 20 years old. Now seems like a good time to see how speeds have changed, and the numbers make for interesting reading

KEVIN TURNER

Development in historic racing sounds like an oxymoron, but has been part of the game for years. To a degree, you would expect that – some cars would be too unreliable without some application of current knowledge – but things are way past that.

The 20th anniversary of the remarkable Goodwood Revival last weekend provided an ideal opportunity to see how some historic categories have moved on, based on fastest race laps.

Seven main classes can be directly compared. Only one – for the pre- and immediate post-Second World War single-seaters of the Woodcote Cup (1998) and Goodwood Trophy (2018) – was slightly slower.

The improvement for the Richmond Trophy for 2.5-litre grand prix cars up to 1960 was 2.8 seconds. Given that the fastest 2018 lap was set by a Cooper T53, not the earlier T45/T51 as in 1998, some of that gain is to be expected. Rod Jolley, who set that '98 benchmark and is a man committed to not unduly changing his ex-Jack Brabham/Bruce McLaren machine, lapped 0.238s slower.

In other cases the improvements make some sense because of the better cars and/or drivers involved. Formula Junior has become very competitive in recent years, with lots of young chargers competing around the world, with a high level of preparation. That helps to explain the whopping 11.8s improvement since 1998, although a drum-braked Lola Mk3 (fastest in '98) couldn't match later disc-braked cars when new.

Similarly, you would expect the powerful Ferrari 1512 and game-changing monocoque Lotus 25 that battled for Glover Trophy supremacy last weekend to be faster than the Lotus-BRM 24 that set FL in 1998, even if six seconds is a significant chunk.

Perhaps more telling are the Sussex Trophy for 1950s sportscars, the RAC Tourist Trophy GT event and the St Mary's Trophy for '60s tin-tops.

Phil Keen's thrilling charge in Jon Minshaw's Lister-Jaguar resulted in a lap 4.1s faster than John Harper's Cooper Monaco time of 1998. Sam Hancock lapped 3.8s quicker in the same Ferrari 246S Dino than Peter Hardman used to win the Lavant Cup in the opening event.

The improvement in the TT was 5.5s, significant given that from the first Revival this race attracted star names and leading historic drivers. It also had top cars, so the gain can't be explained so easily.

In the St Mary's Trophy, Ash Sutton's best lap was not only 7.7s faster than Richard Dodkins's 1998 mark, but also beat the time set by Nigel Corner's Jaguar E-type on its way to winning the inaugural RAC TT Celebration! Sutton's 1m30.574s lap also compares favourably to the great Jim Clark's 1m35.8s Cortina time set in '64.

Keeping in mind the fact that Dunlop works hard to keep the tyres as close to period spec as possible, within the constraints of what materials are available, where do these improvements come from?

One answer is power. The top Cortinas now produce around 185bhp, 40-45bhp more than Clark enjoyed. Improvements in metallurgy, CNC machining precision and lighter synthetic oils have all contributed to more grunt.

Suspension set-up is another factor. Combined with welded-in roll cages – a development nobody would argue against, particularly after Pete Chambers's massive accident on Sunday (see page 74) – the cars are also stiffer and corner better.

So what's the problem? Is there one?

In terms of raw spectacle, no. The cars still move around, and look and sound fantastic. Allowing development means there is the *chance* for the order to be mixed up year on year.

The number of new-build cars, particularly Cortinas, also means the St Mary's Trophy pack is more competitive than any period field.

But there are downsides. One is that spectators are not getting a real reflection of motorsport history. For example, Mini 1275 GTs did not challenge the big bangers in the 1970s, as they do now at the Goodwood Members' Meetings in the Gerry Marshall Trophy.

Perhaps that doesn't matter. If the racing is good, a bit of poetic licence could be desirable, providing nobody argues that this is the way it was.

More problematic is that it can keep cars away. Owners who don't wish to develop their genuine cars, or race faster facsimiles, are seeing their valuable machines get less and less competitive. There were no Ferraris in the RAC TT last weekend and the chances of a non-Cobra/E-type winner seem remote. There hasn't been one since 2013.

Whether it's Formula 1 or historic racing, engineers won't unlearn things. Cars will always get better. But when it comes to certain historic races, the line has to be drawn somewhere, before more people are priced out, or genuine cars are developed out, of one of the best branches of motorsport.

GOODWOOD REVIVAL LAP TIMES

WOODCOTE CUP/ GOODWOOD TROPHY
1998 Cooper-Bristol Mk1, 1m32.245s
2018 Bugatti Type 73C, 1m33.110s
0.865s slower

SUSSEX TROPHY
1998 Cooper Monaco, 1m28.487s
2018 Lister-Jaguar, 1m24.430s
4.057s quicker

ST MARY'S TROPHY
1998 Mini Cooper S, 1m38.279s
2018 Ford Lotus Cortina, 1m30.574s
7.705s quicker (best Mini 4.143s)

RAC TT CELEBRATION
1998 Jaguar E-type, 1m30.958s
2018 AC Cobra, 1m25.492s
5.466s quicker

RICHMOND TROPHY
1998 Cooper T45/51, 1m26.885s
2018 Cooper T53, 1m24.071s
2.814s quicker

GLOVER TROPHY
1998 Lotus-BRM 24, 1m28.676s
2018 Ferrari 1512, 1m22.590s
6.086s quicker

CHICHESTER CUP
1998 Lola Mk3, 1m35.559s
2018 Lotus 20/22, 1m23.759s
11.800s quicker

P24 REVIVAL REPORT

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YOUR SAY

Barrie's humour was infectious, he carried a golden glow with him. He had such enjoyment in his driving, a real pleasure to watch

PATRICK HEAD

Remembering Barrie Williams

In 1964 I was racing a Buckler Ultralight kart, in the mistaken belief that the multitube chassis would give it an edge. It was in what was called Class 4, with a 200cc Villiers 9E-4 engine.

Having blown up my engine, I was in a motorcycle shop in Bromyard, trying to persuade them, unsuccessfully, that they should lend me some parts until I could gather the money to pay for them, when a voice behind me, quite high pitched for the size of the owner, asked me what I was doing and when I was hoping to race.

"Next weekend at Rissington," was the response, and the person introduced himself as Barrie Williams and said: "Come with me." Barrie had raced a kart with an Upton engine, at the time the engine to have, and took me to his father's engineering works. He said to me that I could borrow his engine, I just had to take it out and reinstall it when I returned after the weekend.

The engine was amazing, elevating me from the back to the middle, despite my relative lack of driving skills. I returned the engine, and Barrie thanked me as if it was I doing the favour. I was so impressed, and remember that generous gesture well, from a very unusual man in motorsport.

I was not aware of Barrie's rallying, but he offered a friend of mine to join him in his Mini Cooper, the one in which he had won the Welsh Rally in 1964, to ride shotgun as unofficial service car for Pat Moss on the '65 Gulf London Rally. My friend offered for me to join, and I had my first experience of high-speed road driving. The roads were much less crowded back then.

Barrie's humour was infectious, he carried a golden glow with him. I am so sorry to hear of his passing. I would meet him only incidentally, but always with his beaming smile and ready quip. I followed his many exploits, despite my motorsport involvement taking me off to a more serious world.

I offer my sympathies to Barrie's family and close friends. I was so impressed by his generosity to a complete stranger 54 years ago. He had such enjoyment in his driving, a real pleasure to watch. Along with many, I will miss him.

Patrick Head
London

P70 BARRIE WILLIAMS OBITUARY

MOTORSPORT IMAGES/J BLOXHAM/LAT

Motorsport's great entertainer

Barrie 'Whizzo' Williams will be remembered with great affection by motor racing enthusiasts all round the world. He always said: "If I can't win, then let's just entertain the crowd", and he always did. He was a shining example to aspiring young racers and a few older ones whom he tutored at Silverstone.

Nick Weir
By email

Move over Raikkonen, it's Leclerc's time to shine

The Italian newspaper *La Gazzetta dello Sport* has reported that it is very likely Charles Leclerc will move to Ferrari next season, leaving Kimi Raikkonen without a drive. Thousands of fans have signed a petition to keep Raikkonen at Ferrari.

Leclerc should replace Raikkonen. We've shared many great F1 memories with Kimi, but we need the next generation. There are only 20 grid places — talent needs to override anything else to maintain F1's status as the pinnacle of motorsport.

Joshua Kerr
Kidderminster, Worcestershire

Your wish has been granted (see page 4), although Raikkonen isn't quitting F1. Let us know what you think of the Sauber switch — ed

HAVE YOUR SAY, GET IN TOUCH

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NORRIS

"BEING COMPARED TO LEWIS ISN'T A BAD THING, BUT IT'S VERY DIFFERENT. HE CAME INTO McLAREN WHEN THEY WERE DOING EXTREMELY WELL..."

A lot of hype will surround Lando Norris when he arrives in Formula 1 as a McLaren driver next year, but there are hurdles to be overcome for Britain's next grand prix star

SCOTT MITCHELL

MAIN IMAGE DUNBAR/LAT motorsport IMAGES

McLaren appears to be a better place for a rookie than in recent seasons

THE MAIN QUESTION IS OBVIOUS, almost inevitable, but Lando Norris has a few routine enquiries to clear first. When were you told? What did you say? So, you didn't expect it? At any point, did you think it wasn't going to happen?

And then... What's it feel like to have comparisons to Lewis Hamilton?

The parallels are too tempting to ignore: the stellar, title-laden junior career and the blistering one-lap pace and stylish driving; the patronage of McLaren and the Formula 1 debut with the same famous team. This is McLaren's dream feelgood story and a perfect distraction from an increasingly negative recent narrative.

"Being compared to someone who could be about to win five world championships, I don't think it's a bad thing," says Norris. "It's still very different. He came into McLaren when they were doing extremely well. I've joined when they are going through a pretty tricky time. Things over the past few years have got a bit lost."

Norris is only 18 years old and will be 19 when he lines up on the Australian Grand Prix grid next season, which makes him three years younger than Hamilton was in his record-breaking, logic-defying rookie season. He could become the poster boy of F1 to an entire nation in the post-Hamilton years, and he will feel the weight of expectation that comes with that sooner rather than later. At the same time, he knows he must wait for what Hamilton experienced almost immediately in F1: success.

"THIS IS McLAREN'S DREAM FEELGOOD STORY, A DISTRACTION FROM A NEGATIVE NARRATIVE"

McLaren knows Hamilton is a red herring. The four-time world champion's glorious arrival was a decade ago now, and his 2008 championship stands as McLaren's most recent title victory. Since then, its downward trajectory has accelerated with each passing season, burning three promising young talents — Sergio Perez, Kevin Magnussen and now Stoffel Vandoorne — in the process.

No wonder Norris, his 2019 team-mate Carlos Sainz Jr and McLaren are already trying to eliminate the burden of expectation. Norris talks about McLaren benefiting "two young drivers who are willing to say we don't need to win within the first two years of joining".

Team boss Zak Brown says his team needs to "be very careful that we

Hamilton stepped into a race-winning car in '07

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NORRIS CV

AGE	**18**
2018	2nd in F2 with Carlin (1 win)
2017	**European Formula 3 champion with Carlin** (9 wins)
	2nd in Macau Grand Prix with Carlin
2016	**Formula Renault Eurocup champion with Josef Kaufmann Racing** (5 wins)
	Formula Renault Northern European Cup champion with JKR (6 wins)
	Toyota Racing Series champion with M2 Competition (6 wins)
	McLaren Autosport BRDC Award winner
2015	**MSA Formula** (British Formula 4) **champion with Carlin** (8 wins)
2014	3rd in Ginetta Junior with HHC Motorsport (4 wins)

don't set the bar of expectations so high that by FP1 in Australia we have all come to conclusions whether he is the next superstar or not".

Stifling the expectations around Norris will not be easy. He has won all five main single-seater championships he's completed since 2015, earning 36 victories from 125 races in those campaigns. That's an even better record than the man he is replacing at McLaren, Vandoorne, whose junior record as Formula Renault Eurocup champion, Formula Renault 3.5 runner-up and GP2 champion was considered prodigious before Norris moved the goalposts.

Vandoorne, though, is living proof that a stunning CV means little in F1 and especially at McLaren. F1 fans, not just British ones, should hope that Norris avoids the same fate, and recognise how good they would have it if Norris comes to rival the likes of Max Verstappen and Charles Leclerc for the next decade and a half.

The process of stopping Norris from burning out like the rising stars before him is already under way. There are three targets to achieve this: McLaren must learn from its recent failings; Norris has to make good on his potential; and McLaren needs to lift itself from its current malaise.

McLaren is confident about what it can control in the short term. Unlike this time 12 months ago, there are no misplaced declarations of race-winning or podium-challenging glory to come next season, which is a sign of the team finally accepting its situation as an underachiever.

Its struggle to adjust to becoming a midfield team after ending 2012 with the fastest car in F1 is part of what swallowed up Perez and Magnussen. The infighting during that process created a toxic atmosphere that suffocated two proteges in successive seasons as the »

LANDO'S F2 CAMPAIGN

By his own admission, 2018 has been Lando Norris's worst year of racing. The 18-year old is his own biggest critic, and his ability to systematically break down the pros and cons of his performance has no doubt contributed to McLaren's decision to step him up to its Formula 1 team in '19.

On the plus side, Norris has led the championship for longer than any other driver this year and, unlike many before him, has been an instant title contender in his first season on the tricky Pirelli tyres. He came straight to F2 from European F3 (which he won) and its much more durable Hankook tyres.

On the negative side, he has one win to George Russell's five, and is only really still in the hunt thanks to Russell's myriad reliability woes. He has also been outperformed in the title run-in by his team-mate Sergio Sette Camara, who has beaten him in qualifying for the past four rounds.

One thing is certain: Norris's consistency has been key. He didn't finish outside the top six – either in the feature or the reversed-grid sprint – until the 14th race of the year at the Red Bull Ring, excluding the first race at Paul Ricard where F2's tricky clutch caught him out.

While only one win is a black mark on the copybook, it's hardly a deciding factor on whether Norris is ready to progress. He has consistently been able to move forward in races and, had his qualifying been better, more wins would have been in the bag. On the Pirellis, pace must be balanced against tyre management and tyre preparation, with no sensors on the car like F1 to give temperature readouts, meaning everything is done on driver feel.

As a rookie, Norris has handled the intricacies of F2 competition successfully. His mental strength and ability to look inward – with brutal honesty – to solve problems will serve him well when he hits trouble in F1, like every driver does. That will be crucial given that, unlike Lewis Hamilton, he is unlikely to be jumping into a race-winning machine for his rookie campaign.

JACK BENYON

MOTORSPORT IMAGES/TEE/LAT

Norris rates Vandoorne as one of the best in F1, but his star has waned

pressure of saving their skin exacerbated their individual weaknesses.

"We need to give him [Norris] some time," says Brown. "He will take time to settle in. He is going to be on tracks that he hasn't seen before like Australia, he will have some shunts, so we just need to give him space.

"Historically we have not been great with young drivers because of the environment that we are in. So, we're looking for Gil [de Ferran, McLaren's recently appointed sporting director] to make sure we learn from some of the mistakes we've made in the past."

Norris will also benefit from not having a world champion on the other side of the garage casting a long shadow. He says he would have loved to partner outgoing superstar Fernando Alonso, but sees Sainz as someone with whom he can push the team onwards and develop alongside. Brown admits that changing both drivers at the same time means they avoid "someone coming into someone else's environment" and considers

F2 season hasn't gone to plan, but focus on winning title is total

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Top job done in test and practice outings has convinced McLaren that Norris is ready

ANDRE/SUTTON motorsport IMAGES

neither driver to be vulnerable to playing "psychological games".

Alonso has never shown any signs of wanting to derail Vandoorne, but his power within McLaren means he was always going to indirectly hurt his team-mate's prospects. Vandoorne just had to fit around that. Magnussen also suffered from star power: look at how important the commercial benefits of Jenson Button, a long-time Honda ally, were when McLaren weighed up who to field alongside Alonso for 2015.

Norris will not have that with Sainz, a driver with lots of experience and a strong midfield record, but without a superstar reputation or even an F1 podium to his name. That is a solid starting point for a rookie, even though Sainz should not be underestimated.

Fortunately for Norris, he is not coming in cold. After winning the 2016 McLaren Autosport BRDC Award he was inducted into the team's young-driver programme for '17 and tested several times throughout the year. McLaren then made Norris its reserve driver for this season, which has brought more testing and two crucial FP1 outings in Belgium and Italy that sealed his promotion. Perhaps more importantly, working so closely inside the team means Norris has seen first-hand that McLaren has "much more of an understanding of what needs to be done for me and Carlos to improve and show what we can do".

McLaren, meanwhile, thinks its revitalised relationship with Alonso, with whom it fell out spectacularly back in 2007, is evidence of a culture change that will benefit its new star. "Alonso is a better example of how McLaren operates today," says Brown. "When Fernando was here 10 years ago that relationship didn't work, and here we are having three pretty poor years and you would all say that you've never seen Fernando with a smile on his face as often as he has had.

"That is because we are letting him operate in a manner where he enjoys the environment and we are getting the most out of him. That is what we will do with Lando."

This suggests McLaren is a more hospitable place for a rookie than it has been in recent years, when its three most recent rising stars arrived with great expectations. Perez was a GP2 runner-up who McLaren stole from under Ferrari's nose for 2013 after two strong years at Sauber; Magnussen arrived a year later as the Formula Renault 3.5 champion who defeated Vandoorne and Red Bull protege Antonio Felix da Costa; Vandoorne's aforementioned junior record speaks for itself.

All three stepped up alongside a world champion in their rookie McLaren season — and in the case of Magnussen and Vandoorne, their rookie F1 season full stop — and performed solidly, but were shown the exit. But Norris does not fear a repeat.

"I want to say I'm better than the other drivers, but I still need to prove that, whether it's against Carlos or in general over the next year," says Norris. "As long as I do a good job and put everything into proving I'm worth it, everything will be fine. I've been given two FP1 outings and four tests. Within those few tests I've proved I've done a good enough job.

"Every driver is different. I hope everything I do is good enough because it's not that I want to *be* with McLaren, I want to *win* with McLaren. It's a longer project than just being with the team for one year."

It's easy to blame the previous regime on Perez and Magnussen not coming good, but at first glance there are few simple answers to Vandoorne's slump. He was the most highly rated of all three drivers and even scored a point on his debut in 2016, when he replaced Alonso in Bahrain. His first full season was a pretty fine effort in the circumstances of McLaren-Honda imploding in its third year, and he compared well to Alonso on pace and on the scoreboard.

Low mileage in 2017 and a difficult car this year have conspired »

against Vandoorne, while Alonso, with more experience, has handled it better. Vandoorne trails Alonso 14-0 in qualifying this year, the worst record on the grid.

Despite those supposedly extenuating circumstances, Vandoorne has run out of time to revive his momentum at McLaren. Hopefully he'll get the chance to do that elsewhere, but in the meantime his replacement will use the past two seasons – and beyond – to learn from those who struggled and prevent a repeat.

Norris will have his own demons to face, as all drivers do in stepping up to F1. What he can do is try to mitigate those struggles as much as possible by preventing avoidable errors: Perez's mentality was questioned, Magnussen was criticised for his work ethic, and Vandoorne openly admitted to struggling to adapt his driving style from GP2 to F1.

Norris says: "Stoff I rate as a pretty damn good driver, probably higher than most other drivers on the grid. Getting put against Fernando going into Formula 1 when McLaren's probably at their worst ever... It's just an unlucky circumstance that he was thrown in at probably the deepest end possible. Anything I can learn from what he's not done well enough, what he's done very well, there are things which all together can help me from going down the same path."

Adaptability paid dividends during Award assessment

McLaren Autosport BRDC Award opened door to Formula 1

MOTORSPORT IMAGES/LEICESTER/LAT

Norris has a strong personal foundation for his F1 debut too. His remarkable skillset has been evident from his first season in single-seaters, having driven 11 different specifications of car from Ginetta Junior through to F1. Though he has benefited from a family that has allowed him some incredible on-track opportunities, he has also translated that into results. Not all do.

One-lap pace and adaptability are crucial in F1, but they are also two of Norris's main attributes. He passed the two major tests of his career because of them. They helped secure him the McLaren Autosport BRDC Award after he starred in MSV Formula 2, McLaren GT3 and Mercedes DTM machinery over two days at Silverstone. Those skills were also the reason he impressed McLaren so much in his F1 test and FP1 outings this year as the team threw him into a grand prix weekend experience for the first time to see how he would cope.

Beyond that, Brown says Norris ticks every box. He is very calm under pressure and extremely good at detailing feedback, which is linked to a huge thirst to improve. He is very self-critical, but a popular person within his Carlin team, which has worked with him throughout his junior career. There is no Alonso-like threat of alienation. Norris is also personable and hugely engaging online through social media and sim racing, which makes him an exciting prospect for McLaren and F1 as they try to tap more into those markets.

Some of those characteristics will be more important than others when he faces greater tests next season, but he doesn't look like a driver who will be perturbed by the pressures. McLaren believes that his lack of nerves and anxiety at tense moments, such as approaching his FP1 outings the same way he has an F3 or F2 race weekend, is testament to this.

Norris is also not perfect. He has not won in F2 since the opener in Bahrain and trails Mercedes junior George Russell by 22 points with four races left. He says one-lap pace has gone from "my biggest forte by a mile" to his "biggest weakness at the moment, through no obvious reason, or obvious explanation". And he has limitations in an F1 context too, describing his two main problem areas as "consistency of remembering everything that's happened in the past, what's happened on this race weekend, the previous race weekend, and being able to develop the car".

Experience should address both F1 points, so his short-term aim is to establish what's going 'wrong' in F2. Plenty of drivers struggle to understand Pirelli's tyres, and that is as much the case in F2 and GP3, which Norris has no experience of, as it is in F1. It could also easily be a mismatch between Norris and the new F2 car. This is less concerning but, as McLaren has proven for several years, you are not guaranteed an easy car to drive in F1.

MOTORSPORT IMAGES/TEE/LAT

More FP1 outings are lined up for this season

"I DON'T WANT IT TO SAY ON MY CV: WIN, WIN, WIN, WIN, WIN, LOSS, FORMULA 1"

That brings us to the final hurdle. Norris can make the perfect transition to F1, he can tick every box and handle every personal challenge that's thrown his way, but the McLaren story will not have a happy ending if the team does not make progress.

McLaren is clinging on to sixth in the constructors' championship at the moment, living off big points finishes earlier this season as its "extremely poor" MCL33 has been outdeveloped by rivals. Eric Boullier left mid-season and the technical rejig is not yet complete as McLaren is struggling to extract James Key from his Toro Rosso contract.

All that means McLaren is not anticipating a tech structure working at full capacity until it builds its 2020 car, so Brown refers to next year as an interim phase. That might work for Norris in his rookie season, but if he adapts well then McLaren needs to match that by giving him a better car. If it takes too long for McLaren to reach what Brown calls its "fighting weight", it will be frustrating yet another talent.

Norris is not looking at that though. In fact, he's not looking far beyond the next few weeks. McLaren will run him in FP1 at "four or five" other grands prix, but not at the ones in which he is competing in F2 (Russia and Abu Dhabi).

That is the subject of Norris's focus. He believes Carlin has made progress over the past two weekends, and continuing that to the end of the season will be vital to his title chances, his development as a driver, and ultimately the momentum that has carried him so far already.

"It's made me work much harder: go to the factory after every weekend, before every weekend, going through what's bad, what's good, what to work on," says Norris.

"The smaller things count more and sometimes it's those I'm missing out on. Realising that and knowing how to work on different things, different areas, which I've never had to do in the past, is a good thing for me. I know I'm better than what I'm currently doing in F2. I'm still working hard and trying to make improvements; I'm still trying to win. I don't want it to say on my CV: win, win, win, win, win, loss, Formula 1."

HELP PICK THE NEXT STAR

This is your opportunity to nominate the driver you feel should have the chance to fight for the 2018 McLaren Autosport BRDC Award.

The Award aims to find Britain's most promising young driver, and 2009 world champion Jenson Button is just one illustrious winner of this prestigious accolade, while '16 victor Lando Norris starred in his prize F1 test in Hungary and has just landed a race seat for '19.

To have your say over who wins this year, just send us an email. An eligible driver only needs one nomination to be considered. The finalists will be announced within the next month, so make sure you register your opinion soon.

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Prizes for the 2018 McLaren Autosport BRDC Award winner include a McLaren F1 test and full BRDC membership.

WHO IS ELIGIBLE?

DRIVERS MUST

- ☑ Have been at least 16 years old and under 24 before October 2018.
- ☑ Be a British citizen.
- ☑ Have competed primarily in a single-seater championship below FIA-spec Formula 3 and not in any higher or equivalent category during the current calendar year.
- ☑ Note: occasional outings in FIA-spec F3 or GP3 do not exclude drivers if their focus has been lower categories. Former Award winners are ineligible.

SOME OF THE CATEGORIES TO CONSIDER

POSSIBLE NOMINEES

- Olli **CALDWELL**
- Jamie **CAROLINE**
- Jamie **CHADWICK**
- Max **FEWTRELL**
- Tom **GAMBLE**
- Raoul **HYMAN**
- Kiern **JEWISS**
- Billy **MONGER**
- Ayrton **SIMMONS**
- Harrison **SCOTT**

HOW TO NOMINATE

You can only nominate by email

EMAIL maba.nominations@autosport.com

with your suggestion. The subject line should be 'Nominations'.

TERMS & CONDITIONS It only takes one nomination for a driver to be considered. Further votes are not counted. Closing date: Midday, Friday September 21 2018.

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HEROIC DRIVING AT EPIC REVIVAL

Emanuele Pirro, Darren Turner and Andy Priaulx all starred, while a young Dutch ace made his mark on the weekend's blue-riband race

MARCUS PYE

PHOTOGRAPHY J BLOXHAM/LAT motorsport IMAGES

HAWKINS

World's most valuable grid? Kinrara Trophy field leaves the line

Pirro took Ferrari 'Breadvan' to victory on Friday evening

GOODWOOD'S ULTRA-FAST AND UNDULATING PERIMETER TRACK DEMANDED SO MUCH more of drivers than basic flat airfield circuits until its closure in 1966. Goodwood awoke from hibernation in '98, and its extraordinary annual Revival event rewards the bravest, most skilful and canniest racers. From Friday evening's unruly Kinrara Trophy Pre-'63 GT showcase to Sunday's sensational Sussex Trophy sportscar finale — redolent of period Tourist Trophy races — the 20th anniversary event served up epic entertainment to trackside devotees, TV and global live-streaming audiences.

Idyllic autumn weather — sunshine tempered by a pleasant breeze — blessed the Duke of Richmond's timewarp, making it the perfect social and sporting occasion. International service uniforms and the most elegant period fashion once again imbued the paddock, grandstands and spectator enclosures with the polite class of yesteryear. This was typified by wonderful daily homages to peerless private entrant Rob Walker — synonymous with Goodwood's favourite son Stirling Moss — and cavalcades of Revival race winners spanning the event's first 20 years.

Ferrari drivers Moss, Innes Ireland and Graham Hill monopolised the TT's Gran Turismo era at the Sussex track, and a priceless plethora of 250 GT Berlinettas and GTOs contested the card's opening race. As the sun set and the dust laid to soak up oil created an ethereal haze, Austrian Niklas Halusa (last year's Brooklands Trophy pre-war winner in an Alfa Romeo 8C 2300MM) mastered the Ferrari 'Breadvan', trading the lead with Jon Minshaw (Jaguar E-type) before they relayed their partners: Phil Keen got the jump on Emanuele Pirro, but the quintuple Le Mans winner hunted the Jag down for a big victory that left Halusa overjoyed.

Richard Meins, who couldn't avoid hitting third qualifier Gary Pearson's clutch-troubled GTO at the start, handed his E-type coupe to Rob Huff, who missed Tom Alexander's spinning Aston Martin DB4 GT at St Mary's, only to clash with Nigel Greensall in Chris Milner's E-type roadster. This opened Huff's bonnet, leaving him driving blind twice, yet he secured third in the battered car when Greensall ran wide at Woodcote.

It was Forza Ferrari in Sunday's Glover Trophy 1500cc Formula 1 race too. Inspired by a fabulous flat-12 soundtrack, American-Italian Joe Colasacco took several attempts to wail Larry Auriana's magnificent 1512 past five-time winner Andy Middlehurst's Climax V8-engined Lotus 25 following a tight and thrilling tussle.

After James King's ex-Dan Gurney Brabham BT7 V8 collided with tail-ender Erik Staes's Lotus, P2 starter Jon Milicevic mustered all his courage and guile to pass Tim de Silva's Lotus-BRM 24 into Woodcote on the final lap in Alan Baillie's four-cylinder LDS-Climax. Ben Mitchell, piloting one of three diminutive MRP Lola-SCA T60s in the field, claimed one-litre F2 honours in sixth.

Robbed of victory in last year's RAC Tourist Trophy Celebration by head-gasket failure, Dutch father-and-son David and Olivier Hart made amends with a scintillating weekend in the DHG AC Cobra. Since reigning champion Michael Gans was sharing his Cobra with Gordon Shedden (denied a Jaguar E-type hat-trick by a penalty in 2017), competition was hotter than ever.

Quickest in Friday's session, Shedden improved to 1m24.824s in Saturday's grid decider, only for 19-year-old Olivier Hart to bang in a staggering 1m24.574s (101.30mph) for pole. Phil Keen also bettered the 100mph average for third in Jon Minshaw's latest Valley Motor Sport Jaguar E-type, shaken down at Oulton Park last month.

Seven Cobras in the top 12 indicated that the balance of power has

Colasacco brought shock Ferrari win over Lotus in Glover Trophy

GIBSON/GOODWOOD

Hart family Cobra smoked the opposition

altered in favour of the Anglo-American Ford V8-engined monsters, but the similarly powered TVR Griffith of Mikes Whitaker and Jordan, and Martin Hunt's Jag – in which triple World Touring Car champion Andy Priaulx posted seventh best time – were well in the mix.

David Hart made one of his trademark ballistic starts as the Union Flag set off Sunday's 45-minute race (reduced from an hour, following the double St Mary's Trophy stoppage, to fit ITV schedules). Gans and Martin Stretton (in Karsten Le Blanc's Cobra) went with him though, chased by Andrew Robertson Smith in the Bryant family Cobra and Minshaw, who was fighting overshoots caused by what he thought was a brake issue but turned out to be a throttle sticking at 4000rpm. Out after a fine charge was Rob Huff, who cannoned into Stretton at Woodcote when the anchors of Richard Meins's Jag CUT 7 went spongy.

A five-second penalty for clipping the chicane – "a stupid mistake" – dropped Hart to sixth on corrected time, but he stopped early to hand over to his son. Although Smith's handover to Oliver Bryant was quicker, Hart Jr blasted past the similar Cobra exiting the pits.

While Stretton stayed out before pitting to hand over to Le Blanc, Hart Jr set a string of fastest laps. By the time the pitstops unwound, he had done enough to take the lead on the road and comfortably eradicated his father's penalty loss, eventually winning by 18.4s *after* it was applied.

Keen drove round the throttle problem and chased Hart for all he was worth, but never looked a threat, while Bryant's Cobra curse struck again. He peeled off at two-thirds distance, joining Shedden in retirement.

The relentless Jordan in Whitaker's TVR "pick-up" (nicknamed thus after its rear window blew out) claimed a mighty third, having overcome triple Le Mans winner Andre Lotterer (in the Cobra started by Joe Twyman), who hung on after being overtaken. The E-types of Joaquin Folch/Nick Padmore (ex-Bruce McLaren lightweight) and John Young/Steve Soper completed the top six; the Craig Davies/Jason Plato Chevy Corvette that split them on track was penalised for a chicane strike.

Keen had to wait until Sunday's Sussex Trophy '50s sportcar finale for his Goodwood gold, but it was hard-earned. On pole in Minshaw's »

ST MARY'S TROPHY

HAWKINS

PRIAULX AND SOPER PREVAIL

SUPERSTARS ANDY PRIAULX AND STEVE SOPER, WHO BUILT his Ford Lotus Cortina in Team Dynamics' workshop, triumphed in the annual St Mary's Trophy 'Pro-Am' saloon car joust. As in its 1960s timeframe, thrills and spills characterised the event.

Enthusiasts watching young aces Ash Sutton and Andy Jordan hurtle their Cortinas through the fast-right/adverse-camber-left sequence of track for which the race is named stood gape-jawed in disbelief as Friday's sensational pole battle evolved.

Reigning British Touring Car champion Sutton's 1m30.023s (95.17mph) last-lap best in Peter Chambers's car shaded JRT team-mate AJ's by 0.308s. That Matt Neal in Nick Whale's slab-sided Studebaker Lark and Rob Huff in Andy Wolfe's Cortina were within 0.769s of Sutton promised much.

Neal grunted past the Cortinas to lead, but Huff – penalised five seconds for creeping at the start – wriggled ahead as Sutton, Emanuele Pirro (in Ambrogio Perfetti's Cortina) and fifth qualifier Priaulx worked on 'the Stud'. Halfshaft failure stopped Sutton shortly after he'd grabbed the lead and, with Huff hobbled, victory went to Priaulx, ever sideways on oil from his own diff, which was dry and clanking by the chequer. Neal was second from Jordan, who scythed through from the back of the grid, after being excluded for qualifying for brake-bias adjuster being illegally within the driver's reach.

"HIS RED CORTINA BARREL-ROLLED SEVERAL TIMES"

While the Lark was excluded from Sunday, Mike Jordan – needing to erase his son's 8.845s deficit to Soper for the aggregate result – shot ahead, challenged by Roger Wills's Mercury Comet, which had been raced to sixth on Saturday by Gordon Shedden.

Wills, Olivier Hart (Alfa) and Soper all went over the grass at St Mary's on the opening lap and the order was Jordan Sr-Perfetti-Hart Jr when Duncan Pittaway's Barracuda munched the chicane wall and brought out the red flags.

Jordan was slow away at the restart and Hart made a better getaway, but events at St Mary's immediately grabbed attention. When Chambers clipped Bill Shepherd's Galaxie, his red Cortina barrel-rolled several times (see page 74) before landing on its wheels. A stout cage enabled him to walk away.

Hart gave his rivals the slip at the restart. Wills chased him, having blocked an attack by Jason Plato's partner Ben Mitchell (Galaxie) at Lavant. As the red car lurched, it nudged Perfetti into the gravel and Soper dived past Jordan for overall victory.

CHICHESTER CUP

HIBBERD, HIBBERD, HOORAY!

A BREATHTAKING OVERTAKING MANOEUVRE BY ANDREW Hibberd into Woodcote corner (above) on the penultimate lap of Sunday's Chichester Cup race, which left fearless rival Cameron Jackson speechless with admiration after they'd screamed down the Lavant Straight towards the double-apex right-hander at 140mph, decided what was arguably the most competitive Formula Junior race in Revival history.

Ten competitors at least – among them Goodwood virgins Jackson (ex-'Jimmy' Twisk Tulip Brabham BT2) and McLaren GT4 racer Michael O'Brien (ex-Leo Mattila Lotus 22) – fancied their chances of victory as the latest of three Formula Junior Historic Race Association 'crop rotations' brought the rear-engined disc-braked cars into focus for the first time since 2014.

But it was Hibberd, winner of 2016's front-engined race in a Lola Mk2 and last year's Members' Meeting's Derek Bell Cup 1000cc F3 event in the ex-Chris Irwin Brabham BT18, who drew first blood. His 1m23.720s (102.34mph) pole position charge was fractionally inside David Methley's record, and a fifth of a second quicker than Andy Middlehurst's Glover Trophy 1500cc F1 pole in a Lotus-Climax 25 V8.

With Sam Wilson (ex-Dave Charlton Lotus 20/22), winner of the last 11 Silverstone Classic FJ races, Jackson, O'Brien and vastly experienced Chris Goodwin (Lotus 22) within a second, Hibberd could not afford a slip. Particularly since Mark Shaw (ex-Denny Hulme Brabham BT6), Simon Diffey (Lotus 20), LMP2 racer Richard Bradley (BT2), Westie Mitchell (De Tomaso), Joe Colasacco (shark-nosed Stanguellini Delfino) and Stuart Roach (Alexis Mk4) formed a determined chase group.

"THAT WAS REALLY INTENSE. I GAVE IT EVERYTHING" HIBBERD

Hibberd set the race pace on Sunday before a safety car for the retrieval of Nick Fennell's tagged Lotus 27 reunited the field. Jackson craftily passed him into Madgwick at the green flag, while Wilson – after an off at Woodcote – retook O'Brien, who'd scuffed his car's nose climbing Hibberd's rear wheel, made it four for the lead. As they split into pairs again Hibberd stalked Jackson, probing repeatedly, before seizing his opportunity.

Hibberd punched the air jubilantly, then ran to embrace father Michael (2008's winner in an ex-works Lotus 27). "That was really intense, I gave it everything," he beamed. Jackson was magnanimous: "That was the race of my life. I love the circuit but Andrew caught me off guard."

Wilson and O'Brien claimed the minor placings, and Wilson's consolation for "a few mistakes" was a new lap record.

"THEN I SAW THE LIGHTS AND THE LISTER AND I THOUGHT, 'OH NO, IT'S KEENY'"

Lister-Jaguar Knobbly (their 2014 enduro winner), Keen's hand shot up when its throttle stuck open after the formation lap. With the start aborted, he was pushed into the pits where the VMS crew freed it, but he had to go from there on cold tyres, after rivals did another green flag lap.

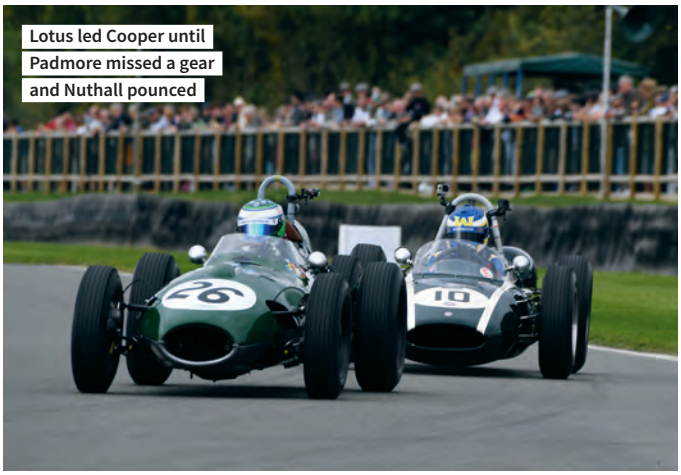
Roger Wills scorched away in the two-litre Lotus 15 — which fellow Kiwis Bruce McLaren/Syd Jensen retired from the 1958 Goodwood TT — and outran last September's victor Sam Hancock (Ferrari 246S Dino) to the tune of eight seconds over the first half. Fed up of being sprayed with the Dino's oil, Olly Bryant boxed Hancock behind David Cooke's Ferrari at the Lavant kink for a Lotus 15 one-two. But the Lister "Gobbly", as commentators dubbed it, was on the warpath...

"The boys gave me the 'PUSH' board," said Wills, "then I saw lights, then the green-and-yellow Lister. I thought, 'Oh no, it's Keeny' and couldn't keep him behind." Phil grabbed the lead as Roger slid wide mid-Lavant with precisely a minute to go, bringing tears to team chief Nigel Morris's eyes as he growled past the chequered flag to rapturous applause.

Lockie had to fight hard to beat Gillies's ERA challenge

Keen charged from the tail of the grid to lead in spectacular Lister drive

Turner chased Huff as Whitaker pulled away to win Whitsun Trophy



Lotus led Cooper until Padmore missed a gear and Nuthall pounced

"I can't believe it," said Keen. "We've been second in everything else so we really wanted this one." Bryant finished third, in sight of Wills.

For the first time in many years the Goodwood Trophy grid's front row was ERA-less. Five-time winner Mark Gillies sat fourth in Dick Skipworth's R3A, a mere 0.7s slower than Calum Lockie's Friday pole time in Sean and Laura Danaher's Maserati 6CM, with Christian Glaesel (Alfa Romeo P3) and Tom Dark (Bugatti T73C) to the Scot's left.

News of 1999 victor Barrie 'Whizzo' Williams's passing on race morning heightened Gillies's determination to add to the Lincoln green car's Revival CV, but it was not to be. Spattered in lubricant from early leader Dark's unique Bug, which snagged an oil line when he spun while lapping Luc Brandts's big Talbot-Lago, Lockie dug deep to fight off the resurgent Gillies to repeat his 2016 win. Gareth Burnett (Alta) was a distant third ahead of Glaesel, who went over the grass with Matt Grist's sister P3 and Duncan Ricketts's ERA GP1 at Lavant on the opening lap.

When Sam Tordoff's polesitting Porsche 356's engine died at the start of the Fordwater Trophy pre-'56 GT race practice, Darren Turner (broadening his Aston Martin experience in a pristine DB2) knew better than to expect a free pass. The works Aston ace thought it "quite exciting" when the evergreen David Franklin (Ferrari 225S Vignale) sliced past on the entry to St Mary's, ran out of road and skittered onto the grass, then had to pass Jaguar XK120 debutant Stuart Graham, whose open car went "like a rocketship in a straight line".

Driving the lofty straight-six coupe immaculately, Turner was more than chuffed to record his first Goodwood win. Tordoff carved the Porsche relentlessly through the eclectic field to second, with Graham and Franklin on his tail at the flag and omnipresent historic racer Marc Gordon (XK140 coupe) a fine fifth in such company. Superb Whitsun Trophy and TT performances earned the popular and versatile Turner the coveted Rolex Driver of the Meeting watch.

Darren was driving his V8 prototype mount, Roland Lewis's angular tubeframe Hamill-Chevrolet SR3, for the first time in qualifying. Mike Whitaker (ex-John Surtees Lola T70) was 1.6s clear, and Turner qualified third between 2016 winner Rob Huff (Lotus-Oldsmobile 19 evocation) and Chris Jolly's 'Super Cooper' T61M. As cautious starter Whitaker blasted past Huff at Fordwater on lap two and romped to victory — "it's been three years of trying," he said, still shaking — the protracted duel between Turner and Huff wowed onlookers.

Having run inches apart at 150mph with mutual respect and total trust, Turner snared second with a cleverly crafted pass into the chicane, staccato exhausts spitting twin flames at the 2012 WTCC champ on the overrun. James Cottingham (Ford GT40) was a lonely fourth, with GRRC consultant Jack Tetley fifth in the Rofgo Collection's Mecom T70, clear of Tony Sinclair, who endured too many moments, and the GT40 tussle between Joaquin Folch and Pedro Macedo Silva.

Saturday's Freddie March Memorial Trophy finale, a Goodwood Nine Hours microcosm, provided a link to the circuit's gestation when Martin Hunt roared the ex-Tony Gaze Kangaroo Stable HWM-Jaguar to victory. Hunt's VPA 9 overpowered four-time winner Darren McWhirter's eventually brakeless Lagonda V12 Le Mans and the HWM-Cadillac dragster of 2016's top gun Richard Woolmer. The race was briefly neutralised by a safety-car period triggered by Alain Ruede beaching his Cunningham at Lavant while avoiding two spinning Maseratis.

The Richmond and Gordon Trophies race illustrated the transition from front to rear-engined Formula 1 cars. Once Sam Wilson (ex-Jim Clark/Innes Ireland Lotus 18) had stopped shortly after leaving his pole slot, Lotus 16, Scarab and TecMec-Maserati challenged the quick Coopers on an oily track. After a caution period to clear Robs Lamplough's BRM Type 25, which smote the 'Moss' bank approaching St Mary's, Nick Padmore (Lotus 16) frustrated Will Nuthall (Cooper T53), before one missed gearchange was all Nuthall needed to pounce.

Sixty years after Jack Sears won the inaugural British Saloon Car Championship, his Austin A105 graced a 1958-style memorial race with Nick Jarvis up. John Young, Justin Law and Grant Williams howled to a Jaguar Mk1 clean sweep, with Nick Naismith (A105 Westminster) and Rich Woolmer (Jensen 541R) in breathless pursuit. »

COOPER-CLIMAX T60 (GLOVER TROPHY)
The sleek V8-engined Cooper-Climax T60 in which Bruce McLaren scored the third of his four Formula 1 world championship race victories – his only one of the 1500cc era – in the 1962 Monaco Grand Prix finished 13th in the Glover Trophy race, driven by Richard Wilson. Having founded his eponymous team and dominated Can-Am sportscar events with countryman Denny Hulme in the interim, McLaren notched his final GP win in Belgium in '68.

AC BUCKLAND (FORDWATER TROPHY)
AC's big four-seater open tourer, powered by its venerable two-litre straight-six overhead-cam engine – the design of which dated back to 1919, but still motivated the Hurlock brothers' early Ace sportscars from '54 – was perhaps the most unlikely racing car at this year's Revival. Marque specialist Steve Gray hustled his '53 example to 20th in the Fordwater Trophy GT set, mixing it with a Connaught L2, Healey-Silverstone, Buckler NAC and a flat-four Jowett Jupiter.

PORSCHE 904 CARRERA GTS (RAC TT CELEBRATION)
Three glorious, svelte Porsche 904 Carrera GTS coupes joined the RAC Tourist Trophy Celebration field as marque heroes Brian Redman, 81, and 1970 Le Mans winner Richard Attwood, 78, shared different examples. While underpowered compared with the rest of the TT field, the nimble two-litre machines all set similar lap times. At the flag Redman and Rainer Becker (5), who put Attwood in first, were separated by a minute and the Chevrolet Corvette Stingray started by five-time Le Mans victor Derek Bell.

BRM P48 '486' (RICHMOND AND GORDON TROPHIES)
BRM's first rear-engined Formula 1 car made its first start in 1960 using the four-cylinder engine from the '59 Dutch GP-winning Type 25 model, and featured just a single disc brake at the rear. Raced by Dan Gurney to victory at Australia's Ballarat in '61, '486' was subsequently hillclimbed by Ray Fielding, runner-up in the '62 British championship with run-off wins at Wiscombe Park and Shelsley Walsh. Driving for Robs Lamplough, Ben Mitchell finished fifth in the Richmond & Gordon Trophies race.

DYNAMIC DEMONSTRATIONS

THE DUKE OF RICHMOND'S DREAM to return motorsport to the Goodwood circuit turned out to be so successful that the Revival has now outlived the original race meetings that ran between 1948 and '66.

As a result, the display of Revival winners to celebrate the event's 20th anniversary spanned just shy of 50 cars. Leading the pack was ERA R5B 'Remus', which won the 1998 Woodcote Trophy, the first race at the inaugural Revival.

Successful private team owner Rob Walker was also honoured (right). His first taste of racing was the 1924 Bologna GP, and the winning Bugatti Type 22 was joined on track by the Delahaye 135S that he raced to eighth at Le Mans in '39.

Three-time Formula 1 champion Jackie Stewart drove the Walker-run Cooper-Climax T43 in which Stirling Moss won the 1958 Argentinian Grand Prix to usher in the rear-engine era. Later entries included Moss's TT-winning Ferrari 250 GTs, the GT40 Walker entered at Le Mans in '65 – adopted as one of Ford's own to bolster its assault against Ferrari – and the '71 Surtees TS9B, marking Walker's time as manager to Mike Hailwood.

Such was the popularity of Dan Gurney that at the 1967 Race of Champions the marshals painted 'Viva Gurney' on the Brands Hatch asphalt as they willed his Eagle on to victory. For the first Revival to be held following his death, the same words decorated the Goodwood grid.

Gurney became the first American to win a world championship Formula 1 race in an American car later in 1967. And the Eagle T1G with which he claimed

the spoils in the Belgian Grand Prix had the track to itself at the Revival.

Stewart and five-time Le Mans winner Derek Bell took turns to pilot it across the weekend. Appropriately its three-litre V12 was built by Sussex-based company Weslake, and Bell had watched Gurney undertake closed tests at the track, albeit hidden behind the grassy banks.

"When I got into the Eagle I asked myself, 'Why do I feel so at home?'," said Bell. "As soon as I got in the Eagle and shifted gear and went through the corners moderately quickly, then I realised what an incredible car it is."

MATT KEW

RESULTS

KINRARA TROPHY: OVER THREE-LITRE CLOSED-COCKPIT GT CARS OF A TYPE THAT RACED TO 1963 (39 LAPS) 1 Niklas Halusa/Emanuele Pirro (Ferrari 250 GT 'Breadvan'); 2 Jon Minshaw/Phil Keen (Jaguar E-type) +5.728s; 3 Richard Meins/Rob Huff (Jaguar E-type FHC); 4 Chris Milner/Nigel Greensall (Jaguar E-type); 5 Wolfgang Friedrichs/Simon Hadfield (Aston Martin DB4 GT); 6 David Franklin (Ferrari 250 GT SWB/C); 7 Olivier Ellerbrock/Christian Glaesel (Ferrari 250 GT SWB); 8 John Hugenholtz/Bernhard van Oranje (Ferrari 250 GT SWB); 9 Andrew Hayden/Andrew Hibberd (Jaguar E-type FHC); 10 Tom Alexander/Adrian Willmott (Aston Martin DB4 GT). **Fastest lap** Huff 1m30.135s (95.05mph). **Pole** Halusa (Pirro). **Starters** 29.

GLOVER TROPHY: 1.5-LITRE GRAND PRIX CARS 1961-65 (15 LAPS) 1 Joe Colasacco (Ferrari 1512); 2 Andy Middlehurst (Lotus-Climax 25) +1.317s; 3 Jon Milicevic (LDS-Climax); 4 Tim de Silva (Lotus-BRM 24); 5 Richard Attwood (BRM P261); 6 Ben Mitchell (Lola-Cosworth SCA T60). **FL** Colasacco 1m22.590s (103.74mph) **record**. **P** Middlehurst. **S** 29.

RAC TT CELEBRATION: CLOSED-COCKPIT GT CARS IN THE SPIRIT OF THE GOODWOOD TT RACES 1963-64 (39 LAPS) 1 David & Olivier Hart (AC Cobra); 2 Jon Minshaw/Phil Keen (Jaguar E-type) +18.371s; 3 Mike Whitaker/Mike Jordan (TVR Griffith 400); 4 Joe Twyman/Andre Lotterer (AC Cobra); 5 Joaquin Folch-Rusinol/Nick Padmore (Jaguar E-type); 6 John Young/Steve Soper (Jaguar E-type). **FL** O Hart 1m25.492s (100.21mph). **P** D Hart (O Hart). **S** 28.

SUSSEX TROPHY: WORLD CHAMPIONSHIP SPORTSCARS 1955-60 (18 LAPS) 1 Phil Keen (Lister-Jaguar Knobbly); 2 Roger Wills (Lotus-Climax 15) +1.592s; 3 Oliver Bryant (Lotus-Climax 15); 4 Sam Hancock (Ferrari 246S Dino); 5 Julian Majzub (Sadler-Chevrolet Mk3); 6 James Cottingham (Tojeiro-Jaguar). **FL** Keen 1m24.430s (101.48mph) **record**. **P** Keen. **S** 28.

GOODWOOD TROPHY: GRAND PRIX & VOITURETTES 1930-51 (13 LAPS) 1 Calum Lockie (Maserati 6CM); 2 Mark Gillies (ERA R3A) +0.416s; 3 Gareth Burnett (Alta 2-litre); 4 Christian Glaesel (Alfa Romeo P3 Tipo B); 5 Tom Dark (Bugatti T73C); 6 Julian Majzub (Alfa Romeo 308C). **FL** Dark 1m33.110s (92.02mph). **P** Lockie. **S** 28.

FORDWATER TROPHY: ROAD-GOING SPORTS & GT CARS OF A TYPE RACED TO 1955 (12 LAPS) 1 Darren Turner (Aston Martin DB2); 2 Sam Tordoff (Porsche 356) +6.418s; 3 Stuart Graham (Jaguar XK120); 4 David Franklin (Ferrari 225S Vignale Berlinetta); 5 Marc Gordon (Jaguar XK140 FHC); 6 Rob Newall (Jaguar XK120 LT2). **FL** Tordoff 1m38.948s (86.59mph). **P** Tordoff. **S** 30.

WHITSUN TROPHY: UNLIMITED CAPACITY SPORTS PROTOTYPES TO 1966 (19 LAPS) 1 Mike Whitaker (Lola-Chevrolet T70 Mk2); 2 Darren Turner (Hamill-Chevrolet SR3) +4.646s; 3 Rob Huff (Lotus-Oldsmobile 19/c); 4 James Cottingham (Ford GT40); 5 Jack Tetley (Lola-Chevrolet T70 Mk1); 6 Tony Sinclair (Lola-Chevrolet T70 Mk1). **FL** Karun Chandhok (McLaren-Chevrolet M1A) 1m20.238s (106.78mph). **P** Whitaker. **S** 27.

FREDDIE MARCH MEMORIAL TROPHY: SPORTS CARS IN THE SPIRIT OF THE GOODWOOD NINE HOUR RACES 1952, '54 & '55 (13 LAPS) 1 Martin Hunt (HWM-Jaguar); 2 Darren McWhirter (Lagonda V12 Le Mans) +9.068s; 3 Richard Woolmer (HWM-Cadillac); 4 Fred Wakeman (Jaguar C-type); 5 Conrad Ulrich (Maserati 300S); 6 Steve Boultbee Brooks (Aston Martin DB3S). **FL** Hunt 1m31.105s (94.04mph). **P** Hunt. **S** 28.

RICHMOND & GORDON TROPHIES: 2.5-LITRE GRAND PRIX CARS 1954-60 (12 LAPS) 1 Will Nuthall (Cooper-Climax T53); 2 Nick Padmore (Lotus-Climax 16); 3 Rod Jolley (Cooper-Climax T45/51); 4 Tony Wood (TecMec-Maserati 415); 5 Ben Mitchell (BRM P48/6); 6 Julian Bronson (Scarab-Offenhauser). **FL** Nuthall 1m24.071s (101.91mph). **P** Sam Wilson (Lotus-Climax 18). **S** 29.

JACK SEARS MEMORIAL TROPHY: BRITISH SALOON CAR CHAMPIONSHIP 1958 (16 LAPS) 1 John Young (Jaguar Mk1); 2 Justin Law (Jaguar Mk1) +5.343s; 3 Grant Williams (Jaguar Mk1); 4 Nick Naismith (Austin A105 Westminster); 5 Richard Woolmer (Jensen 541R); 6 James Wood (Riley 1.5). **FL** Young 1m36.893s (88.42mph). **P** Law. **S** 27.

ST MARY'S TROPHY: PRODUCTION SALOONS OF A TYPE RACED FROM 1960-66 (17+6 LAPS) 1 Andy Priaulx/Steve Soper (Ford Lotus Cortina); 2 Andy & Mike Jordan (Ford Lotus Cortina) +9.042s; 3 Rob Huff/Andy Wolfe (Ford Lotus Cortina); 4 Gordon Shedden/Roger Wills (Mercury Comet Cyclone); 5 Max & Moritz Werner (Alfa Romeo Giulia Sprint GTA); 6 Tom & Stig Blomqvist (Austin Mini Cooper S). **SATURDAY**: **1 Priaulx**; 2 Matt Neal (Studebaker Lark) +0.797s; 3 A Jordan; 4 Huff; 5 Mat Jackson (Plymouth Barracuda); 6 Shedden. **FL** Ashley Sutton (Ford Lotus Cortina) 1m30.574s (94.59mph). **P** Sutton. **S** 29. **SUNDAY**: **1 Olivier Hart (Alfa Romeo Giulia Sprint GTA)**; 2 Wills +3.250s; 3 Soper; 4 M Jordan; 5 Wolfe; 6 Nick Swift (Morris Mini Cooper S). **FL** Hart 1m32.080s (93.04mph). **P** M Jordan. **S** 26.

CHICHESTER CUP: REAR-ENGINED DISC-BRAKED FORMULA JUNIOR 1961-63 (15 LAPS) 1 Andrew Hibberd (Lotus-Ford 22); 2 Cameron Jackson (Brabham-Ford BT2) +0.522s; 3 Sam Wilson (Lotus-Ford 20/22); 4 Michael O'Brien (Lotus-Ford 22); 5 Chris Goodwin (Lotus-Ford 22); 6 Richard Bradley (Brabham-Ford BT2). **FL** Wilson 1m23.759s (102.29mph) **record**. **P** Hibberd. **S** 28.

FACT

Gurney scored the Brabham team's first of 35 world championship grand prix wins at Rouen in 1964 (pictured)

CAR THAT COULD HAVE WON GURNEY HIS TITLE

One F1 car at the Revival should be more famous. Dan Gurney's Brabham BT7 had the pace to be a world-beater, but luck was always elusive

MATT KEW

The BT3 was genesis, Brabham's first Formula 1 car. But a delayed birth was compounded by unsteady first steps. After the team was supplied with the wrong exhaust, Ron Tauranac's design wouldn't replace the stopgap Lotus 24 as Jack Brabham's steer until the 1962 German Grand Prix. Engine failure during practice at the Nurburgring forced the team to fit a make-do-and-mend throttle linkage using borrowed parts from the 24 for the race. The improvised effort was insufficient, and Brabham retired the car from its first outing. A potential dream debut lay in tatters.

Brabham was absent for the next race at Monza, ostensibly due to a disagreement over start money. But in the final two rounds at Watkins Glen and South Africa's East London circuit, the BT3 racked up a brace of fourth places. The upturn in fortune was followed by Dan Gurney signing with the team for 1963 as it ushered in a new car – the BT7.

A delicate, precise and responsive chassis had to be mated with a more dependable engine. Coventry Climax took the BT3's 1.5-litre V8 and stripped off the Weber carburettors. Mated to a five-speed Hewland gearbox, the revised fuel-injected unit was capable of 190bhp. With just 475kg to propel, the BT7 had innate pace. Gurney and Brabham taking fifth and seventh respectively in the 1963 standings was proof, delivering the team third place in the constructors' points.

On paper, the duo looked to have regressed the following season – sixth for Gurney, Brabham tying with Peter Arundell for eighth, and fourth spot for the team overall. But numbers and headlines rarely tell the full story. The 1964 season is most notable for John Surtees becoming the first, and so far only, person to win world titles on both two and four wheels. It also marked Ferrari's return to form having languished in the doldrums since '61.

"HE WON, LED OR QUALIFIED ON THE FRONT ROW IN ALL BUT ONE RACE"

Dig a little deeper, though, and you find that Gurney's sixth belies a credible claim that he should – or at least could – have taken the crown. With the exception of the United States Grand Prix, he either won, led or qualified on the front row for every one of the 10 rounds.

Gurney's contemporaries, Surtees, Graham Hill, Jim Clark, Richie Ginther and Lorenzo Bandini, were by no means immune to unreliability. But through fault after fault with his Brabham BT7, rather than driver error, 1964 is a story of how Gurney »

lost out on motorsport's greatest prize.

Gurney failed to score points in seven grands prix that season, despite some standout performances.

The world championship season kicked off with 100 laps around Monaco. Clark and Brabham had the front row, but Gurney could only qualify fifth, behind Surtees and Hill. An underwhelming performance was soon overturned in the race. Gurney passed Hill, while Surtees was at the mercy of gearbox troubles. Clark's lead would be wiped out as he pitted to remove a damaged anti-roll bar. He emerged behind Gurney and Hill, who were engaged in "real nose-to-tail stuff that had the crowds shouting with excitement", as Gregor Grant wrote in the Autosport report. Having profited from the reliability woes of others, it looked as though the tall American would start the new season with a maximum return. But as a sign of the season to come, he retired on lap 62 with gearbox failure and had to be treated for hot-oil burns on his leg after a pipe fracture.

Two weeks later F1 rolled into Zandvoort, with Gurney on pole from Clark, Hill and Surtees. Clark was faster away and passed for the lead. That first points haul of the season would continue to elude Gurney, his steering wheel breaking to force an early bath following a fierce battle with Surtees and Hill.

After the Dutch GP, the screen over the fuel injectors was removed from the BT7's engine and that freed up another 250rpm at the top end. This extra firepower showed. At Spa, as Grant put it, "no-one looked like touching" Gurney, "who had made the lap record look silly" in his most dominant performance of the year.

He qualified on pole by a scarcely believable 1.8 seconds and led Surtees at the start before the Ferrari 158's engine let go, leaving the BT7 half a minute clear of the field. But the increased engine power led to a miscalculation with the car's fuel consumption. Gurney was forced to make a splash-and-dash, but at the pitstop there was no more juice available. He decided to rejoin regardless, but spluttered to a halt at Stavelot on the very last tour. All he could do was watch Clark fly by as he passed an out-of-fuel Bruce McLaren within sight of the flag to win.

"HE MADE THE SPA LAP RECORD LOOK SILLY"

Gurney's luck with the BT7 needed to change at the next round, the French Grand Prix at Rouen. Polesitter Clark was hounded down by second-starting Gurney, before Clark's Lotus 25 dropped a valve. Grant opened his report: "At last a world championship race has been won by a Brabham Coventry-Climax" as Gurney scored his first victory of the season, his second French GP win and Brabham's first of 35 F1 triumphs.

Brands Hatch for the European Grand Prix spelled business as usual. Gurney started on the front row, but was forced to pit due to an overheating ignition box. Come the German GP at the Nurburgring, eventual champion Surtees had yet to win. Gurney took the lead on lap four, beating his rivals at *the* drivers' circuit. And yet, in what was rapidly becoming the norm, reliability trouble ruined his race as debris blocked the BT7's radiator. The car overheated and, although mechanics threw cold water over the engine in the pits to bring the temperature back down, it dropped

ALWAYS MEET YOUR HEROES

Through both nature and nurture motorsport was, seemingly, always bound to play a significant part in James King's life. His mother raced Jaguars during the 1950s, his father co-founded the Southern Illinois Region of the Sports Car Club of America, and they competed together.

"I was nine years old and got exposed to motorsport, and that was it," recalls King. "I wasn't at all interested in football, baseball, basketball. I wanted to be a racing driver. I was a very lucky dog to get exposed to that scene."

Unable to race until the age of 21, King attended military school. Even there, racing would feature. It was the same school that had been attended by Mexican brothers and grand prix stars Ricardo and Pedro Rodriguez – and Pedro's name was carved into the end of King's desk.

King made a blinding start in Glover Trophy but retired after a collision in traffic

His chance to compete came first as a navigator, substituting for entrants who "would be taken to ER or if somebody stormed off". In the end, King had to wait until his final year at university to drop into the driver's seat, converting his Porsche 356 roadster to competition spec.

A year of service in Vietnam followed before he returned for the second ever National Formula Ford race in North America. After time as a factory March Formula 3 driver, including winning at Cadwell Park in 1977, five years later King took the Formula Atlantic National title. But ownership of Dan Gurney's Brabham would have to wait until nearly the turn of the millennium.

"I'd not seen the car alive since that '64 season. We were down at Monza before a race weekend and were out with a Milanese drivers' club. At dinner one of the gentlemen said, 'Would you like to go to my garage and see my car collection?'

"He opened one after another of these big steel doors to a garage. Over in the corner was an open trailer with a car on it, under a tarp. I was curious so I went over there, looked under and there's BT7.

"Some advice I was once given was, 'If anything rare comes up, don't lose it by trying to negotiate a better deal'. So I had one round of negotiations with the owner, but my friend said to quit fooling around and just buy the car. The cost was more than I invested in my house, but I bit the bullet anyway."

At Zandvoort, it was the turn of a broken steering wheel to force Gurney (second) to retire

Gurney split his time between F1, NASCAR and the Indy 500 during '64

MOTORSPORT IMAGES/PHIPPS/SUTTON

him off the pace as Surtees held on for victory.

Clark fell by the wayside during the first world championship grand prix in Austria, leaving Gurney out front, and all he had to do was bring the car home. But a lower-front radius arm tried to break free from the chassis. No score.

In Ferrari's backyard, Gurney impressed in a sodden qualifying to start second behind Surtees in the Italian Grand Prix. They fought at the front, but ultimately the Ferrari driver brought it home for the tifosi after Gurney's fuel pump let go eight laps from the flag in a race that "will long be remembered for… the sheer bad luck of Dan Gurney, who continually swapped the lead with Surtees", according to Grant.

Watkins Glen proved critical for the title fight. Surtees was the form driver, but Hill led the points. Neither Clark nor Gurney scored, "engine derangement" the latest issue to claim the BT7.

It was all too late for the title fight when Gurney was victorious in the Mexican season finale – and far more memorable for Bandini, driving a more powerful flat-12 Ferrari, moving over for his V8-propelled team-mate Surtees, allowing the Brit to take the championship by a solitary point.

The BT7 is now owned by James King, and he's a regular at Goodwood

J BLOXHAM/LAT

For breaking through to score Brabham's first world championship wins and giving Gurney potential victory-challenging performance at every round, the BT7 could be considered something of a giantkiller. But for the car's unreliability, labelling 1964 an annus horribilis isn't unfair either.

The BT11 replaced the BT7 and, testament to the latter's strong platform, only the front suspension received extensive change. After 1965, when Denny Hulme made his grand prix debut in the BT7 at Monaco, what followed for Gurney's chassis was a period of running in hillclimbs. It's now in the ownership of American historic racer James King after being bought off a trailer in Italy.

What's more, it's thought to be the only example remaining. "My chassis [F1-1-63] is number one," says King. "We don't know where number two is, no-one has ever offered it up. They only made two BT7s, so this is the only remaining one." Even in its day, Gurney's car was a one-off. Due to his lofty frame, the multi-tubular spaceframe chassis was extended compared to Jack Brabham's.

King and his Kendle Adams Motorsport-prepared BT7 make regular appearances across Europe at the Goodwood Revival and Historic Monaco Grand Prix, plus outings at Dijon and Estoril. That brings with it an added pressure. While Gurney frequently failed to reach the chequered flag in 1964, rarely was it down to driver error. Naturally, King wants to keep it that way.

"As far as I know, he never spun or crashed the car in that season. That's again testament to the level of skill when they're flying around the Nurburgring," King continues.

"It's one of those things that we all think about in historic racing. Whether it's your car or you're a guest driver in someone else's, you've got to keep a little bit in hand. Ultimately, it's a car that Dan sat in, won in and challenged world champions."

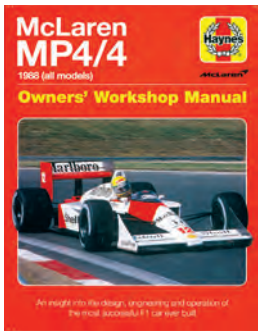
Unfortunately, as King experienced at last weekend's Revival having led the Glover Trophy pack into Madgwick, anticipating the movements of backmarkers is all part of the risk.

The BT7 has remained largely original – even the engine's authenticity has been verified by Climax. So much so that when King first got the car it had two pieces of black tape wrapped around the steering wheel. King built a genuine friendship with Gurney and his wife Evi after acquiring the car in 1999 and they were able to shed light on the tape's purpose. In fact, along with the higher revving engine, they were the secret to Gurney's blistering pace at Spa. Gurney revealed that these asymmetrically fixed bits of tape were to indicate where to position his hands so he wouldn't unsettle the car at high speed through the Masta Kink.

It's a combination of Gurney's driving prowess and approachability that has kept King a lifelong fan. From being trackside at Spa, Rouen, the Nurburgring and Monza as a 19-year old, King (and his son Alex) recently condensed his old recorded footage and released a 20-minute film, *Summer of '64*. It recaptures both a halcyon season and how, had the BT7 been more resilient, it could have delivered Gurney a world championship title.

INSIDE McLAREN'S ICONIC RACER

This extract from Haynes' latest insight into the workings of one of motorsport's most famous designs examines what made 1988's MP4/4 so special



INTRODUCTION

When the MP4/4 appeared for the very first time at the now famous pre-season Imola test, it was immediately obvious that the car was significantly faster than both its rivals and the MP4/3B engine-test mule. The only apparent question mark at the beginning of the season was over reliability – purely due to the lack of pre-season testing miles.

Although there were a few teething problems – notably with the gearchange mechanism and the mandatory FIA-supplied pop-off valves – the car proved remarkably reliable from the outset. Because the car was fundamentally quick, McLaren was able to maintain its edge throughout the season, so negligible time was spent on development. The majority of the extensive 1988 test programme concentrated on development and reliability of the Honda engine, which proved remarkably robust. Honda's engine-testing programme in Japan was relentless, with test driver Emanuele Pirro completing around 10,000 miles over the year. Later in the season the team felt able to concentrate its development efforts on the forthcoming normally aspirated car for 1989 – the MP4/5.

With the exception of engine revisions and modifications to the turbo-intercooler layout and air intakes, the car remained fundamentally unchanged throughout the season. The team saw no reason to expend resources and possibly compromise reliability in order to make significant developments to a car that was already the class of the field, as Steve Nichols explains: "We didn't do a lot of development during the season because the car was very, very good. We were faster than everybody by a long way, and we were concentrating our efforts on the MP4/5, because that was the car of the future. The MP4/4 car was a dead end – we were only going to use it for one year."

MP4/4 was so quick and reliable that it needed negligible development

LAT motorsport IMAGES

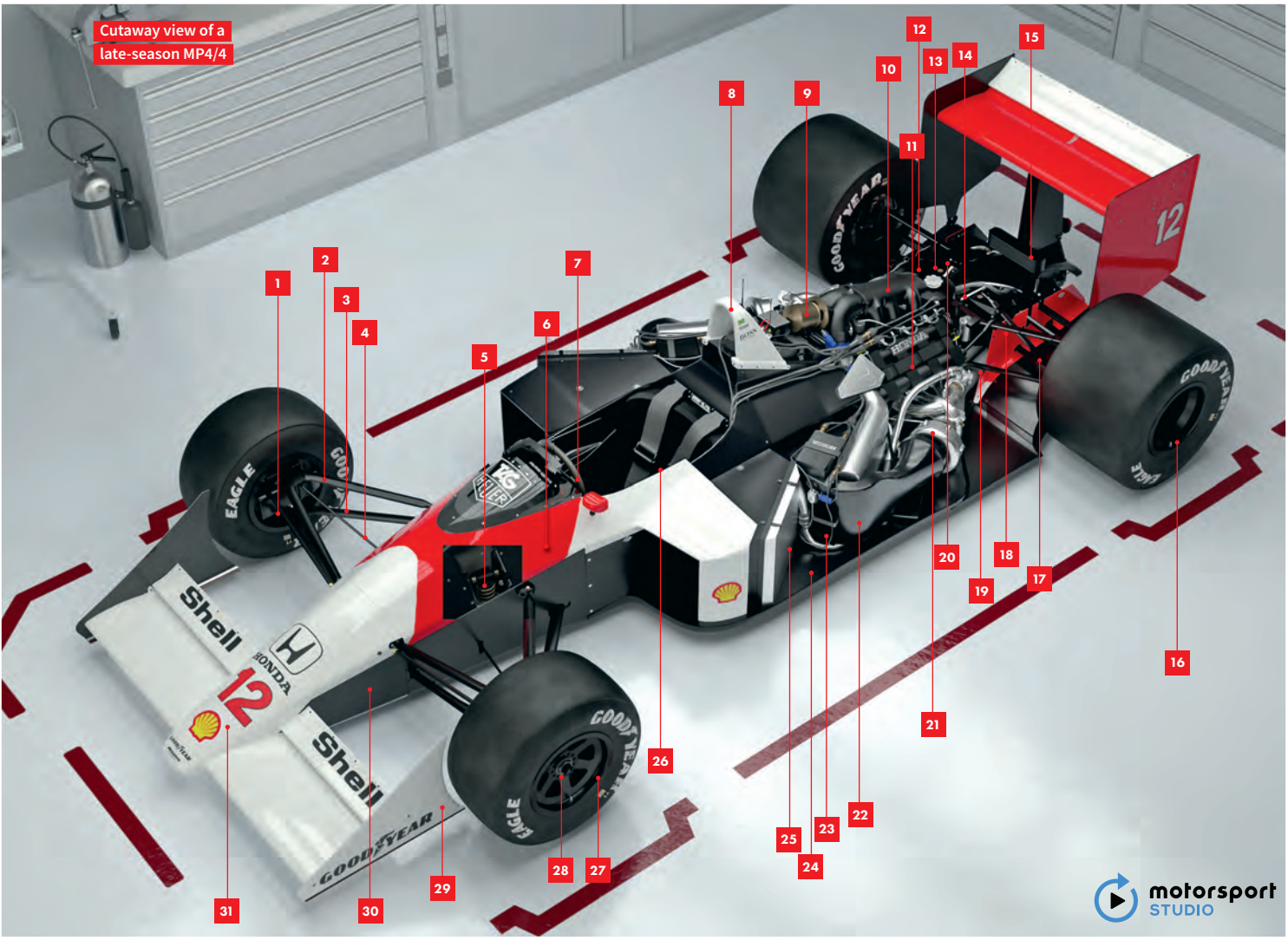
CHASSIS

The monocoque geometries for the McLaren MP4/4's predecessors – the MP4/2 and MP4/3 – were descended from John Barnard's original pioneering MP4/1, which featured the first all-carbonfibre (also known as 'carbonfibre reinforced plastic' – CFRP) monocoque to appear in Formula 1. Nichols was instrumental in the involvement of Hercules Aerospace with the construction of the MP4/1 monocoque, and Hercules would continue to be involved as the material supplier for the MP4/4 tub, as he explains: "For the early [MP4/1] monocoque, Hercules made the basic components in Salt Lake City – the monocoque shell, the bulkheads and so on. They made them and autoclaved them, and we would receive those basic components and bond them all together to complete the monocoque. At a very early stage we had our own autoclave. In fact, when we moved sites [from the original Boundary Road site to Woking Business Park], they had to tear down the wall of the building to get the autoclave out! By the time of the MP4/4, Hercules were just supplying us with the carbon pre-preg materials [rather than being involved directly in the manufacture]."

Although many of the construction methods employed for previous McLaren tubs would be carried over for the MP4/4, the monocoque itself was an all-new design to take advantage of the opportunities provided by the reduced fuel-tank capacity and the lower engine and gearbox, plus the requirement for the driver's feet to be positioned behind the front-axle centreline. The fundamental difference between the MP4/4 monocoque geometry and its predecessors was that the MP4/4 tub featured a flat floor and vertical sides, rather than the 'V' profile employed on previous chassis.

By 1988 most F1 teams manufactured their carbon monocoques using a female mould, whereas McLaren continued to use male tooling (as they had from the outset with the MP4/1). There were three main reasons behind this decision:

- It was possible to make a single-piece monocoque shell – advantageous for overall strength and stiffness.
- By having largely flat panels, it was possible to use a higher percentage of unidirectional (UD) fibres in the monocoque structure, which is beneficial in terms of strength- and stiffness-to-weight compared to woven CFRP (woven CFRP would have to be used for a female-moulded monocoque if the outer monocoque surfaces were aerodynamic surfaces, ie exposed directly to the airflow and not clothed with bodywork, as was the case with some rival cars, such as the Williams).
- Using a flat-panelled monocoque with separate bodywork meant there was some scope to change the outer aerodynamic surfaces if necessary, for the MP4/4 or developments of the car in the future.



1 Steering track rod
2 Steel front upper wishbone
3 Steel front lower wishbone
4 Steel front pullrod
5 Showa front spring/damper
6 Carbon monocoque
7 Personal steering wheel
8 Titanium rear roll hoop
9 FIA-supplied pop-off valve
10 Plenum chamber
11 Honda RA168E 1.5-litre V6 turbocharged engine
12 Showa rear suspension damper reservoir
13 Rear anti-roll bar
14 Rear suspension rocker
15 Gearbox oil cooler
16 Rear 13in Dymag cast-magnesium wheel
17 Steel rear pushrod
18 Steel rear upper wishbone
19 Steel rear lower wishbone
20 Cast-magnesium gearbox/differential casing
21 IHI turbocharger
22 Turbocharger inlet trunking
23 Intercooler
24 Floor/diffuser
25 Engine cooling radiator
26 Carbon driver's seat
27 Front 13in Dymag cast-magnesium wheel
28 Wheel securing nut and spring-clip
29 Front-wing endplate with Jabroc rubbing strip
30 Impact-absorbing carbon nosebox
31 Front wing/nose assembly

THE MP4/4 DESIGN TEAM

The MP4/4 was the product of a remarkable team over a very short time – seven months from the beginning of the design process until the car first ran at Imola. The key senior members of the design team were:

- **Steve Nichols** Chief designer responsible for turbo cars for 1987 and '88, who controlled the concept and design of the MP4/3 and MP4/4.
- **David North** Design engineer responsible for the detail design of the gearbox and internals, and rear-suspension geometry.
- **Matthew Jeffreys** Design engineer responsible for the detail design of the monocoque forward of the rear bulkhead, front suspension, nosebox and driver installations.
- **Hugh Moran** Design engineer responsible for the detail design of the cockpit 'bathtub', gear linkage and turbo inlet ducts.
- **David Neilson** Design engineer responsible for the detail design of the rear suspension.
- **Mike Lock** Design draughtsman responsible for the detail design of the radiator inlet ducts and chassis tooling.
- **Colin Smith** Design draughtsman responsible for the bodywork.
- **Bob Bell** Engineer responsible for aerodynamic development.

REMEMBERING PETERSON

Ronnie Peterson, who died 40 years ago this week, was one of the greatest F1 stars never to become world champion, and epitomised 1970s racing-driver cool. Those who knew him look back

MARCUS SIMMONS

ALL PHOTOGRAPHY LAT IMAGES motorsport IMAGES

Monaco 1970. Through the corner before the pits came the brand-new yellow March, the Formula 1 debutant with the unfamiliar helmet cranking it absolutely sideways, on full opposite lock. Watching it was Lotus chief Colin Chapman, masterminding Jochen Rindt's impending run to the world championship, but also keeping an eye on the future. "Who's that driver?" he asked one of his mechanics. "Ronnie Peterson," the bolter replied. "I want him," declared Chapman.

The story is told by March designer and partner Robin Herd, who along with schoolfriend Alan Rees, university pal Max Mosley and their mutual mate Graham Coaker had set up March Engineering only eight months earlier. Peterson was *their* boy, *their* man for the future. "I liked Chapman – he was a marvellous and creative engineer and I always got on well with him," says Herd. "But he features a lot in this in a way that I don't fully understand. There were all sorts of strange, inexplicable events that followed that."

Chapman didn't get Peterson until 1973 – he'd had a three-year contract with March, from '70-72. Once aboard Lotus machinery, Peterson would go on to win nine grands prix, become the romantic image of the swashbuckling, sideways, down-to-earth, no-nonsense racing driver – and sustain what unfathomably would become fatal injuries. He died on September 11 1978, 40 years ago this week.

Born in February 1944 in the Swedish town of Orebro, Peterson was the son of a baker who himself had a passion for racing. Bengt Peterson raced a self-built 500cc Formula 3 car on local dirt tracks in the '50s, and as the '60s dawned his son went racing on two wheels in motocross. Dad wasn't so keen on such a dangerous sport, and luckily for him young Ronnie's bike was stolen. A spot of gentle persuasion pushed the youngster towards four wheels and, together, father-and-son built their own kart: the Robardie. Starting with regional then national events, the Petersons spread their wings and in '66 Ronnie became European champion. The logical move now was into cars and, now aged 22, Peterson arrived at the Karlskoga circuit to get his racing licence. His instructor would be Reine Wisell, a driver with whom his career intertwined through the remainder of the '60s, culminating in a famous battle for victory in the prestigious Monaco Formula 3 race in '69. Peterson would win that, leading to his grand prix debut on the same streets one year later...

> "I LIKED CHAPMAN, BUT HE FEATURES A LOT IN THIS IN A WAY THAT I DON'T FULLY UNDERSTAND"

"He drove the lines you should drive, and had the right answers on the questions," recalls Wisell, who had to passenger the newcomer in Peterson Sr's Mercedes road car. "That old Mercedes was not so quick around Karlskoga, but he managed OK! He got the licence."

Back home in Orebro, the Petersons had been building their own F3 car: the Svebe, which was a copy of the ubiquitous Brabham production car. Ronnie started racing it in Denmark and Sweden during the summer of 1966, achieved modest results, and realised that for '67 he would need something more competitive. He therefore

Peterson with Lotus boss Chapman, and cranked up in '73 (top)

acquired a Brabham BT18 from German racer Kurt Ahrens, and contested a full Nordic season, in which he was usually among the top six finishers, with occasional (unsuccessful) trips further afield.

Things took a turn for the better through 1968 and '69 with Tecno machinery (see panel, p42) and, a week after his Monaco win, Peterson was approached in the paddock at Crystal Palace by Rees, who had just given up his own driving career but was already becoming recognised as one of motorsport's leading talent spotters. Rees wanted Peterson to race his mate Mosley's Formula 2 Lotus, but Peterson was already committed to his debut in the senior category with Tecno at Monza. He led at the Italian track, and then, aboard Mosley's car, finished fifth at Albi in France. This, effectively, was the beginning of his story with March.

Only two weeks after that, he became the first man to compete in a race for the new constructor, claiming third place in the new 693 F3 car. Seven days further down the road, he was in hospital after he clipped a straw bale during a race with the March at the Parisian circuit of Montlhery. He rolled, the broken suspension pierced the fuel tank, and he skittered along the circuit upside-down, with the car on fire. "Jesus, he was lucky," says Rees in Alan Henry's biography *Ronnie Peterson – SuperSwede*. "His story should have ended there and then."

March, meanwhile, was full steam ahead with becoming an F1 constructor, but Peterson was being bundled down the pecking order as financial reality dawned. Chris Amon was signed as lead driver with backing from STP; Mario Andretti was also placed at the team by the oil company; Jo Siffert was given money by Porsche to race in F1 to prevent Ferrari luring him to its rival sportscar team; and the new constructor was also building cars for the Tyrrell team and »

reigning world champion Jackie Stewart. "The stupidity of our plans was amazing," relates Herd. "For F1 we had no money of our own, we had £10,000 from STP to run Amon, and we went racing."

Enter the inappropriately named Antique Automobiles team of Colin Crabbe, which had run Coopers previously. Effectively, Crabbe's operation became a satellite of March, and gave Peterson his F1 debut in Monaco, where he finished a quietly impressive seventh. "We owned the car," says Herd. "We kept an eye on it, but Colin ran it because we had so many F3 cars, F2 cars, Lord knows what. There was too much work to do." In retrospect, it was a perfect solution: out of the works team, there was little pressure on the newcomer, who learned his craft away from the spotlight, and also raced an F2 March on a similar basis for Malcolm Guthrie Racing.

"The aim for 1971 was to make him the out-and-out Formula 1 driver, basically because Max and Chris [Amon] didn't get on too well," says Herd. "Ronnie was appointed as number-one driver in 1971, and the STP sponsorship was increased." It was a breakout season, with Peterson driving the March 711 to second in the world championship behind the dominant Stewart. He scored his first F1 points with second place in Monaco, then finished in the same position at Silverstone, Monza and Mosport. No wins came, although Herd is convinced Peterson should have won in Italy, where he was pipped by 0.01 seconds by Peter Gethin's BRM: "I was told the engine Gethin had that beat Ronnie was 3.2 litres [the maximum allowed was 3.0] – and it beat Ronnie by about a yard."

After a series of frustrating races early in the season, Peterson also dominated the 1971 European F2 Championship in a factory March, and it was in this arena that he teamed up with Niki Lauda to provide a fascinating study of two drivers who were polar opposites. "The skill that Ronnie had was that he could drive round the problems within a car," remembers Herd. "Niki couldn't. Get the set-up right, and Niki was as quick as Ronnie.

"It was a very pleasant period and everybody got on very well. Niki had joined as a sort of rent-a-driver. Can you imagine that? And it took us a while to realise that in Niki we had somebody who was more than a rent-a-driver. We went to Thruxton to test the cars and I wanted to test the wide and narrow track. I said, 'I'd like both of you to drive both cars and we'll get a comparison.' Ronnie went out, and I got into my Capri with Niki and we drove to the marshals' post at the back of the circuit, which was a very fast part. Ronnie came round and the car was sliding, the tyres were smoking, and Niki just took one step backwards and his face went pale. He said, 'Robin, I could never drive the car like that.' Which was probably true. We went back and I said to Niki, 'You did 1m14.0s; what time do you think Ronnie did?' Niki thought and said he must have done about a 1m12s. Ronnie had done a 1m14.3s. And then it was all about looking after two such outstanding drivers in a fair way. People say Ronnie was a hopeless test driver but he wasn't. All an engineer wants is for him to be able to drive the car quickly and be able to tell you what it's doing. Niki was very good at that, and at Ferrari he was able to tell them what to do to improve their cars.

"RONNIE CAME ROUND, TYRES SMOKING. NIKI TOOK ONE STEP BACK AND HIS FACE WENT PALE"

"At Rouen, even though it was a very fast circuit and the common view was that you run minimum downforce, Niki said, 'No, we'd be better off with downforce', and he put it on and went faster. Ronnie was asked, 'Would you like to try it?' and he said, 'No, I'm happy as I am.' Come the race, Niki was on higher downforce and disappeared into the distance, which was mildly embarrassing. So Max puts his arm out to Niki and says drop back – literally that's all one had in terms of communication in those days – and Niki didn't give it a moment's thought. He immediately did it, and Ronnie won."

Despite the superb results in F1, the feeling at March was one of frustration. "We were dogged by lack of money, and therefore the inability to do it properly," adds Herd. "Ronnie suffered as a result. From the outside it might have appeared great, but if you knew the corners we had to cut… At Paul Ricard we didn't have the money for a DFV [engine] rebuild, so we had to use the Alfa Romeo engine. Ronnie was well up in practice but inevitably the Alfa Romeo blew up. We ran copper brakes, which were a joke, because of the sponsorship. We came second in the championship on two and a half pence – it was very demoralising to have to operate in that way."

That hit home in 1972, when a disastrous season brought Peterson a best F1 result of third in the German GP. He began the year in a March 721, switched to the radical 721X, and then that was replaced in time for the mid-season French GP by the 721G, which at least was an improvement. Herd was busy working on March's new BMW F2 engine project and "poor Max had to engineer the whole thing himself, which he did very capably. The 721 was no good, so we went the alternative route and put the DFV into the back of the F2 car, and it worked pretty well!"

Chapman had been making overtures to Peterson for 1972, and it's likely that March's performance that year persuaded him to finally jump ship to Lotus for '73 to partner reigning world champion Emerson Fittipaldi. "I think I would have liked to stay with March," he said in Henry's biography. "But, if I'd turned down an offer from Lotus, I might have regretted it for the rest of my career."

While Fittipaldi burst out of the blocks with three wins in the first four grands prix, Peterson couldn't even score a point in the Lotus 72. A wheel broke in Brazil and he spun off; he was leading by miles in Spain when gearbox problems struck; he went off in a sudden snow flurry while leading the International Trophy; he was leading on home ground in Sweden before a puncture struck. Then, in a reversal of usual form, Fittipaldi crashed out with an ill-judged move while trying to take the lead from precocious McLaren newcomer Jody Scheckter in the French GP, and the steady Peterson won.

"The team just fell in love with him and he became the reference point for Lotus," says John Watson, who would become an F1 contemporary and good friend of Peterson's. "Some of the old grands prix are shown on TV and there's a moment that shows how fickle teams and team managers are. Ronnie should have won in Sweden, and Chapman almost patronisingly says 'poor Ronnie', and then he's all over Emerson like a rash. Then at Paul Ricard it's 'poor Emerson', and he's all over Ronnie like a rash. This is what Lotus was like. 'Insincere' is maybe the word you would use – that's what it felt like to me."

Peterson was out of the picture in the world championship, and honourably allowed Fittipaldi through to lead the Austrian GP – when the Brazilian slowed with a fuel-system problem, his team-mate claimed his second F1 win. To that he added wins at Monza and Watkins Glen in a late-season burst.

With Stewart retiring from driving, and Fittipaldi off to McLaren, Peterson started '74 as arguably the title favourite. But it was a season hampered by going up the blind alley of the complex new Lotus 76. As soon as the venerable 72 was pressed back into service for Monaco, Peterson scored his first win of the season, adding further triumphs at Dijon and Monza, but he was getting itchy feet.

Rees had moved to the Shadow team, and a swap was almost engineered between that team's Tom Pryce and Peterson during the early-season South American races of 1975. Peterson was photographed nestling into the cockpit of Pryce's Shadow at the Brazilian GP, he told reporters he was on the move, and the deal fell through… Back in the Lotus 72, it was a disastrous year, with a best grand prix result of fourth in Monaco. It was so bad that team-mate Jacky Ickx quit mid-season. Watson stood in for the German GP: "A man of Jacky Ickx's stature and reputation at the Nurburgring… and it was impossible for him to drive the Lotus 72."

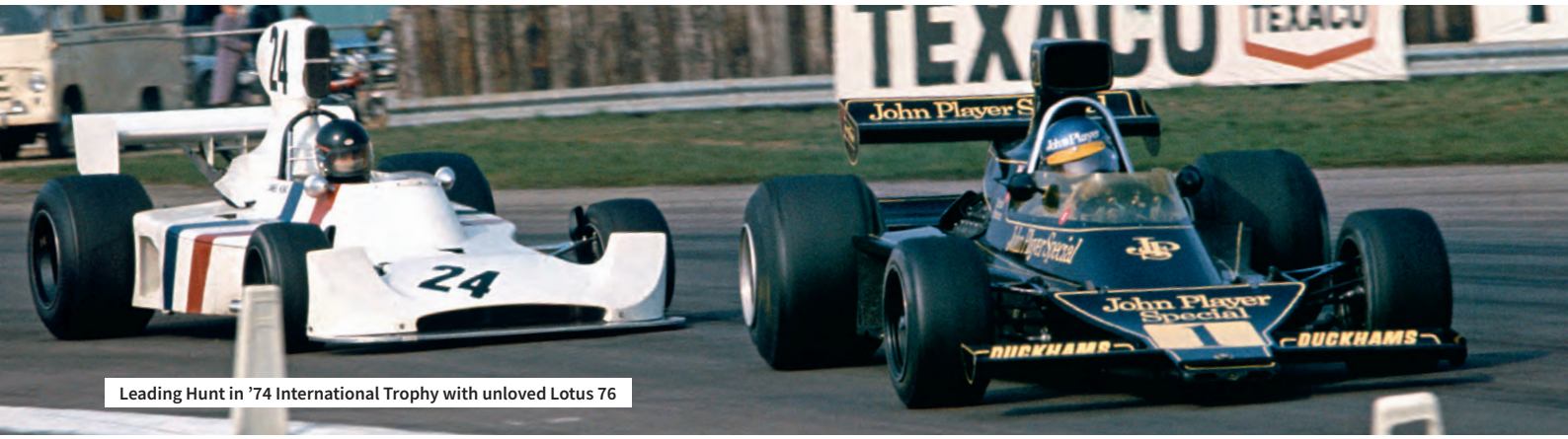
Here, Watson gained first-hand insight into the working methods at Lotus: "I'd never sat in the damn thing until I got there, and all I wanted was to get mileage and to know the car. Ronnie was making multiple changes to try to gain performance; I don't think I made »

Racing Antique Automobiles March in 1970

Second in Formula 1 standings in 1971

MOTORSPORT IMAGES/PHIPPS/SUTTON

Peterson formed a great partnership with fellow up-and-comer Lauda



Leading Hunt in '74 International Trophy with unloved Lotus 76

MOTORSPORT IMAGES/PHIPPS/SUTTON

Left: with friend Watson. Right: stepping out of March in '76 after trying too hard in Monaco

MOTORSPORT IMAGES/PHIPPS/SUTTON

Peterson also raced for BMW in final years of his life

any changes other than maybe a front-wing adjustment and things like that. Chapman kept saying, 'What do you want – is it too much understeer?', and I would say, 'Please let me just drive the bloody thing.' Ronnie was going through this typical Chapman approach of 'change the springs, change the bars'. The last circuit you want to do that was the Nurburgring because it's such a compromise in every aspect."

Peterson started the 1976 season back at Lotus, but there was an ignominious collision with new team-mate Mario Andretti in Brazil – and a lot of goings-on off-track, which led to a return to March... "Chapman was easy to get on with in my experience," says Herd, "but anyway it fell apart. Ronnie came along to us and said, 'Could I drive for you?' And we said, 'Well, we don't have much money. We have £50,000 to run Lella Lombardi from Gughi Zanon [her manager].' We approached Gughi and said, 'If Ronnie came to drive for us, would you look after Lella in another team, and use the money for us to run Ronnie?' And he was certainly delighted at the prospect.

"Again it [the March 761] was a Formula 2 car with a DFV, and the link started in Sao Paulo. I think Ronnie had come to the end of his tether, and said, 'Can you come to my hotel room after practice?' We sat there, and he was telling me he was despairing of working with Chapman and he'd like to come and work with March. I was perfectly honest with him and said, 'Look Ronnie, we can't do it in a professional way with so little money. We might be able to make the car go quickly on occasions, but we can't give you the back-up you deserve.' He said, 'What I want to do is go back and enjoy my racing again.'

"While I was in Ronnie's room, there was a knock at the door and Ronnie said, 'Who's that?' And the voice said, 'Colin'. I said, 'Oh my God, we've got a tiny problem here', so I ducked down behind Ronnie's bed, and Chapman came in. He'd got word that Ronnie wanted to come to us. He did an assassination job on us, a lot of it very accurate in terms of not being able to do the job properly. But also, and I didn't understand why – it really pissed me off – an assassination job on Max, which just wasn't fair. I must say, it got to where I was on the point of getting up and thumping Chapman!"

Peterson was in the frame to win at the Osterreichring, Zandvoort and Mosport, but the big problem was the feeble brakes on the beefed-up F2 car. At Monza, the stars aligned and Peterson carried the March to victory. "On and off there were spots of rain and there were occasions where you couldn't use the brakes so much," says Herd. "When it was dry they began to overheat, and had it been dry all the way through there's no way we'd have won it. Ronnie wanted to carry on with us for 1977, but we said you've got to get a proper team. If only we'd had the money he would have been wondrous, but it wasn't to be."

Stopgap year in '77 with Tyrrell was unsuccessful

Peterson switched to Tyrrell for 1977, but it was a terrible season with the six-wheeled P34 and, helped by backers including Zanon and long-time manager Stefan Svenby, he returned to Lotus for '78 as number two to Andretti. "He was a very exciting driver," recalls Nigel Bennett, Peterson's engineer from that season. "A great sense of balance, and certainly exciting to work with, but very easy to work with. He wasn't a technical driver. He told you what the car was doing and would leave you to get on with it. Mario definitely *was* a technical driver and was the team leader – that was in his contract. But Ronnie was happy to stick to that."

Peterson instantly re-established his reputation as one of the quickest drivers in F1 and took three poles, despite being unable to use one crucial tool. "Mario would use qualifying tyres, which were worth a good second per lap I would say," says Bennett. "Ronnie's style was a lot more sideways, and he really didn't get much gain from them because he was too hard on them. So he would almost match Mario's times on the harder race tyres."

The great leap forward that was the Lotus 79 didn't appear until »

DANCING TO TECNO BEAT

RONNIE PETERSON'S CAREER REALLY TOOK OFF IN 1968. After hoodwinking his bank manager to give him a loan to buy "a house, or something", he set off for Bologna with friend, rival and former instructor Reine Wisell, and they returned to Sweden with a Tecno 68 Formula 3 car apiece. While Wisell became Europe's top-rated F3 driver that season, Peterson focused on a hugely successful season in Scandinavia, and also took his first two victories away from the Nordic countries in slipstreamfests at Hockenheim and Monza.

For 1969, Wisell was snapped up by the Chevron team while Peterson used new-found sponsorship from Swedish cough-sweet manufacturer Smog to upgrade to a Tecno 69. This was a titanic season of F3 competition, Peterson winning all over the continent, with the highlight a famous battle in Monaco against Wisell. The young upstart won, and he was on his way to the top. "He drove everything very fast, you know," remembers Wisell. "Whatever you gave him he put it to the limit. Sometimes I'm not sure he was too safe. I had to be very careful driving against him! He was very brave, you know."

"WHATEVER YOU GAVE HIM HE PUT IT TO THE LIMIT. SOMETIMES I'M NOT SURE HE WAS TOO SAFE. I HAD TO BE VERY CAREFUL WITH HIM"

It wasn't just the Swedes – there were also two very strong drivers from down under coming to the attention of Formula 1 teams: Australian Tim Schenken and New Zealander Howden Ganley. Both would become firm friends of Peterson's. "I met him in 1968," says Schenken. "We were at Brands Hatch, and he came and asked for some help with gear ratios. Normally, when someone asks you that, you just give them the gear ratios for Silverstone. But for whatever reason I gave him the right ratios. In '69 we raced against each other a lot. Reine, Ronnie, Emerson [Fittipaldi, who joined F3 mid-season] and myself, I think we were the principal race winners."

While Wisell would race for Lotus in F1 before Peterson did, the underrated Ganley would become a big help in his March days. "Whenever we needed any testing done and Ronnie couldn't do it, we would get Howden along," says March's Robin Herd of a driver who raced briefly in F1 for his team in 1974. "People don't realise how talented a driver and a person Howden is. He was very important to me and Ronnie."

TAILORED TO MOTORSPORT

Tailored Resourcing and Accountancy and GT racing are more closely linked than you think

TAILORED RESOURCING AND ACCOUNTANCY based in London may not sound like a company with its roots deep within motorsport, but through Brendan Beeken the link becomes far clearer.

Through Brendan, who has a long history in motorsport, Tailored will now provide sponsorship to this weekend's British GT Championship season finale at Donington Park.

Having worked for the last 24 years on the motorsport mecca that is the Isle of Man, Brendan started out within Banking and also was the Chairman of the IOM Junior Chamber of Commerce, it was during this time where he encountered a young rising single-seater star who facilitated his move into the world of motor racing.

"It was 2002 when I first met Alex Lloyd [the future McLaren AUTOSPORT BRDC Award winner, who would climb through the ranks of Formula Ford and Formula Renault to eventually reach IndyCar] and he really kick-started my involvement in the commercial side of motorsport," says Brendan, who built himself a career as an entrepreneur and management consultant, specialising in motorsport sponsorship and the world of tax planning.

"Motorsport has always been my passion, and in the early days it was all about single-seaters, and with Alex we went to Formula 300 and IndyCar, and worked at the top levels in America. But now the landscape has shifted somewhat, and it's very difficult to secure a return on investment from single-seaters – drivers can literally spend £500,000-plus for a season and still have their careers be over by the end of the year."

That shift has brought on Tailored's interest in partnering with British GT. "Now, if you have a commercial interest, tin-tops and GT racing is the way forward," adds Brendan. "To earn a living and forge a career from modern single-seaters is now incredibly difficult, and Formula 1 is a mere pipedream for the vast majority. But for aspiring young drivers, tin-tops and GTs is a far more stable environment and it has a longevity to it from a commercial aspect. There are doors that you can knock on, from Minis and Ginettas to British GT, then Europe, Le Mans and the World Endurance Championship. You have options as a young driver and people can still open those doors, so there is a genuine career path."

Together with its title sponsorship at Donington Park, Tailored is also the proud partner of rising star Alex Toth-Jones, who is competing in the Ginetta GT5 Challenge this season ahead of a move into British GT4 with Tailored's support next season. You can read more on Alex's rise on page four.

"The day job at Tailored is very much involved in motorsport, and it's more than just boring numbers," adds Brendan. "Our business is focused around business owners, freelancers, tax planning, accountancy and payroll – and or course motorsport is rife with people who could benefit from our support, especially in GT racing.

"We can help the amateur drivers with their financial needs, as well as the teams and the freelancers themselves. We're looking to take that our relationship with British GT further and there is no reason why over 40% of the paddock couldn't use our services going forward.

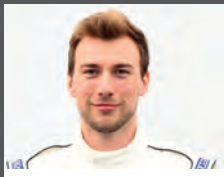
"I eventually want to see every car carrying a Tailored sticker, no matter how big. Through our partnership with Alex Toth-Jones we've worked to engage with the fans, signing autographs and arranging hospitality. We like it because it breaks the mould for an accountancy and payroll firm like ourselves, and breaking the mould is what we're always trying to do."

TAILORED
RESOURCING & ACCOUNTANCY

management@tailoredservices.co.uk
tailoredservices.co.uk
@tailoredra

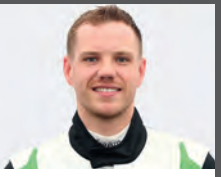
TEAM PARKER
#1 **Bentley Continental** GT3 Pro/AM

Rick Parfitt Jr


Ryan Ratcliffe

TEAM PARKER
#7 **Bentley Continental** GT3 Pro/AM

Ian Loggie


Callum Macleod

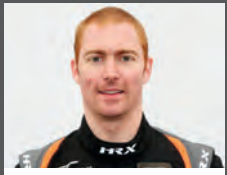
TF SPORT
#11 **Aston Martin V12 Vantage** GT3 Pro/AM

Mark Farmer

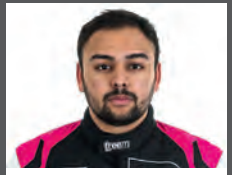
Nicki Thiim

JETSTREAM MOTORSPORT
#47 **Aston Martin V12 Vantage** GT3 Pro/AM

Graham Davidson


Maxime Martin

BARWELL MOTORSPORT
#69 **Lamborghini Huracan** GT3 Pro/AM


Sam De Haan

Jonny Cocker

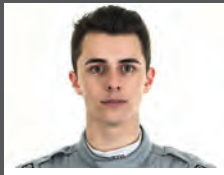
OPTIMUM MOTORSPORT
#75 **Aston Martin V12 Vantage** GT3 Pro/AM

Flick Haigh

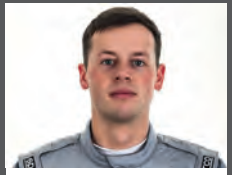
Jonny Adam

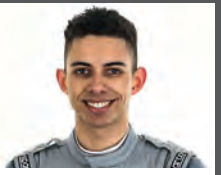
TOLMAN MOTORSPORT
#4 **McLaren 570S** GT4/Silver

Michael O'Brien

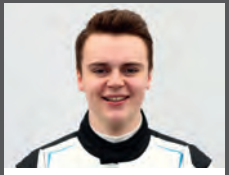

Charlie Fagg

TOLMAN MOTORSPORT LTD
#5 **McLaren 570S** GT4/Silver


Lewis Proctor


Jordan Albert

EQUIPE VERSCHUUR
#10 **McLaren 570S** GT4/Silver


Finlay Hutchison

Daniel McKay

CENTURY MOTORSPORT
#43 **BMW M4** GT4/Silver

Dean Macdonald

Jack Mitchell

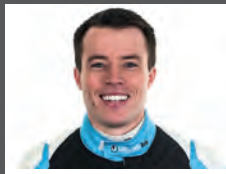
INVICTUS GAMES RACING
#44 **Jaguar F-TYPE SVR** GT4 Pro/AM

Paul Vice

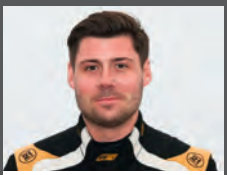
Matthew George

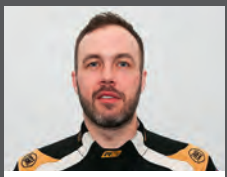
ULTRATEK RACING TEAM RJN
#53 **Nissan 370Z** GT4 Pro/AM

Kelvin Fletcher


Martin Plowman

ACADEMY MOTORSPORT
#62 **Aston Martin V8 Vantage** GT4/Silver


Will Moore


Matt Nicoll-Jones

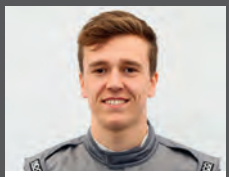
TEAM PARKER
#66 **Mercedes-AMG** GT4 Pro/AM

Nick Jones

Scott Malvern

BALFE MOTORSPORT
#72 **McLaren 570S** GT4 Pro/AM

Adam Balon


Ben Barnicoat

BRITISH GT CHAMPIONSHIP

TAILORED RESOURCING & ACCOUNTANCY

ALEX TOTH-JONES

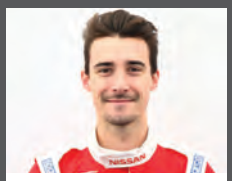
TF SPORT
#17 **Aston Martin V12 Vantage** GT3 Pro/AM

Derek Johnston

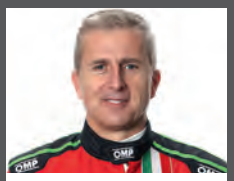
Marco Sorensen

RJN MOTORSPORT
#24 **Nissan GT-R NISMO** GT3 Pro/AM

Chris Buncombe


Struan Moore

BARWELL MOTORSPORT
#33 **Lamborghini Huracan** GT3 Pro/AM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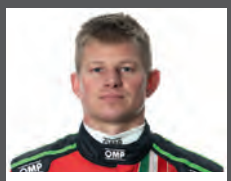
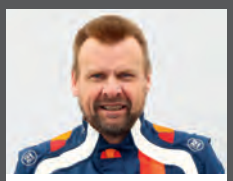

Phil Keen

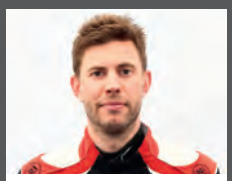
BEECHDEAN AMR
#99 **Aston Martin V12 Vantage** GT3 Pro/AM


Andrew Howard

Darren Turner

BALFE MOTORSPORT
#501 **McLaren 650S** GT3 Pro/AM

Graham Johnson

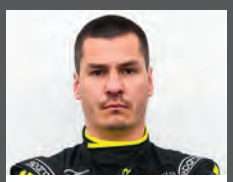

Mike Robinson

ERC SPORT
#116 **Mercedes-AMG** GT3 Pro/AM

Lee Mowle

Yelmer Buurman

INVICTUS GAMES RACING
#22 **Jaguar F-TYPE SVR** GT4 Pro/AM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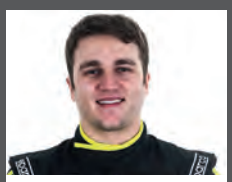
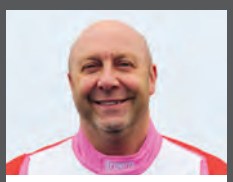

Jason Wolfe

CICELEY MOTORSPORT
#25 **Mercedes-AMG** GT4 Pro/AM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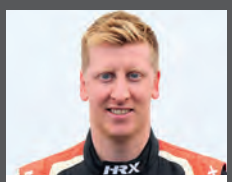
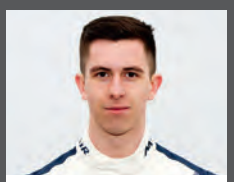
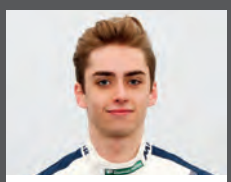
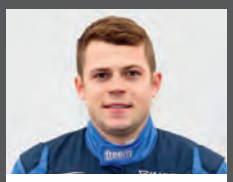

Adam Morgan

CENTURY MOTORSPORT
#42 **BMW M4** GT4/Silver


Ben Tuck


Ben Green

HHC MOTORSPORT
#55 **Ginetta G55** GT4/Silver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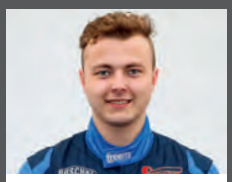
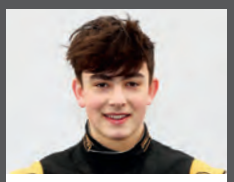

Patrik Matthiesen

TOLMAN MOTORSPORT LTD
#56 **McLaren 570S** GT4 Pro/AM

David Pattison

Joe Osborne

ACADEMY MOTORSPORT
#61 **Aston Martin V8 Vantage** GT4/Silver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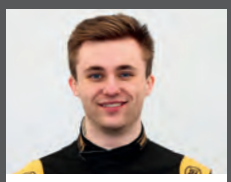
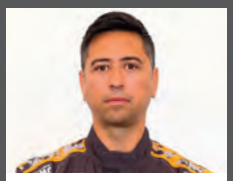
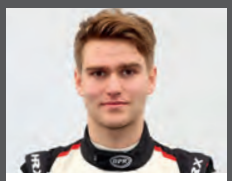

Jan Jonck

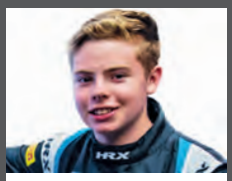
STELLER PERFORMANCE
#86 **Toyota GT86** GT4 Pro/AM


Richard Williams


Sennan Fielding

PROTECHNIKA MOTORSPORT
#89 **Mercedes-AMG** GT4 Pro/AM

Anna Walewska


Tom Canning

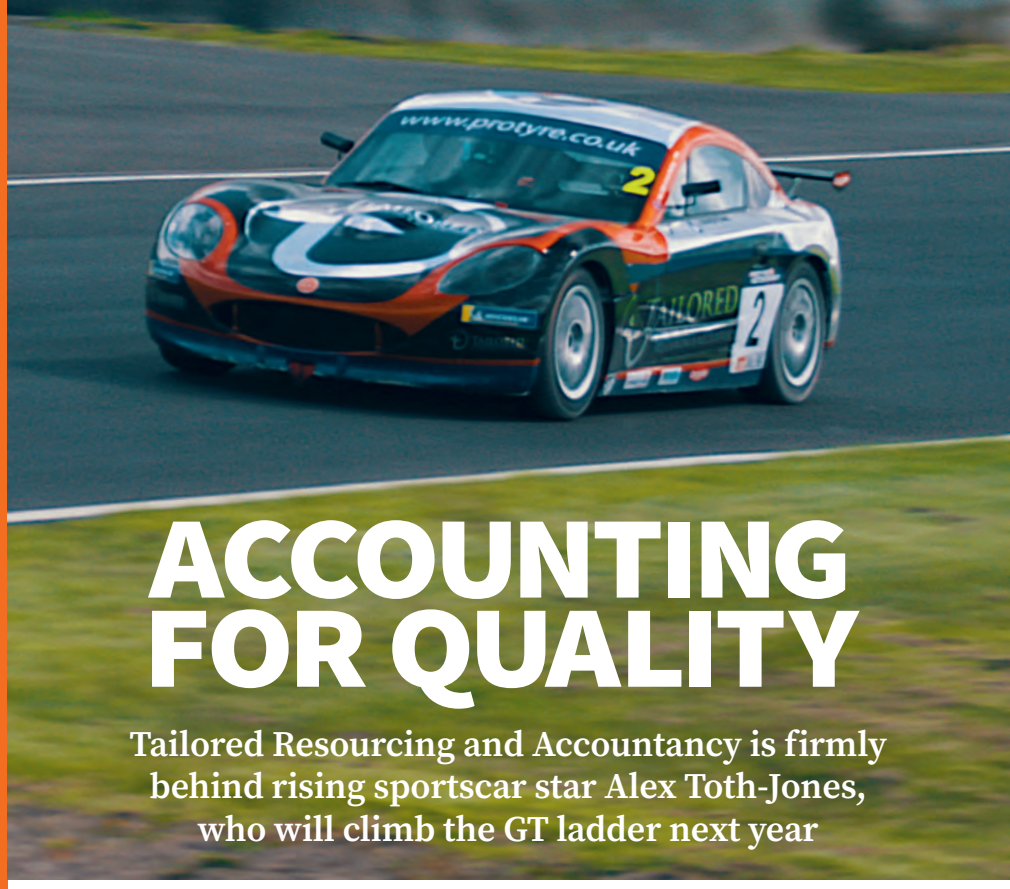
tailoredservices.co.uk

BRITISH GT CHAMPIONSHIP DRIVERS
Collect every signature

IN ASSOCIATION WITH AUTOSPORT

DRIVER PROMOTION

Alex Toth-Jones



ACCOUNTING FOR QUALITY

Tailored Resourcing and Accountancy is firmly behind rising sportscar star Alex Toth-Jones, who will climb the GT ladder next year

Profile

AGE 21

FROM Leeds

Racing CV

2018	Ginetta GT5 Challenge, currently fifth with three podium finishes and a pole position
2016-2017	Ginetta GT5 Challenge
2011-2014	National karting

Contact details

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TAILORED
RESOURCING & ACCOUNTANCY

IN ASSOCIATION WITH
AUTOSPORT

RISING SPORTSCAR STAR ALEX TOTH-JONES is a man who likes a challenge. That much was evident from the very first moments he ventured on to a race track.

The 21-year-old from Leeds is now flying high in the Ginetta GT5 Challenge, despite only being in his third season of car racing. He celebrated his maiden podium finishes this year and sits fifth in the standings with Richardson Racing ahead of this weekend's season finale at Donington Park.

But it's fair to say he's a late entry into the sport, who is determined to make up for lost time. He grew up in a family of motorsport fans but, being the first to take the plunge into competing meant he had to learn the hard way.

He first tried a kart during a Birthday outing, and then got his own Junior Rotax chassis. Running it alongside his father, Pete, in as many Trent Valley Kart Club (TVKC) and Northern Karting Federation (NKF) events as they could – including high-profile meetings at tracks like PF International – before tackling the Kart Masters British Grand Prix twice.

"Running as a dad-and-lad team was great and we learned so much," says Alex. "We got by on asking advice and listening to people. We later got the support of an engineer called Chris Seville, who had European and Super One experience, and he helped push us to the sharp end."

But karting never held a long-term appeal for Alex. He opted against Super One in favour of a move to car racing, prompted by prolific kart racer and Ginetta factory driver Mike Simpson.

"Mike had done some coaching with me in karting and told me about the GT5s," adds Alex, who in 2013 was chosen by the MSA to complete an Advanced Apprenticeship in Sporting Excellence (AASE) before graduating from the MSA Academy. In 2014 he was runner-up in the MSA Racing Steps Foundation Young Driver of the Year award.

Alex joined Richardson midway through 2016, and immediately impressed.

"It's a brilliant car and championship," he says. "The racing is so close and the series gets great coverage. Karting teaches you great racecraft. The GT5 is a tricky car to drive and is renowned for being difficult to get the best out of.

"It was a learning curve, and took me at least the first year to fully get to grips with it. We made progress in season two and this year is the one where we've really challenged at the front."

Alex celebrated two second place finishes at Rockingham this year, which he admitted "felt like a win" after all the efforts of his team, sponsors and supporters. He has since marked himself out as a threat for the podium in each round.

For next year, he's already working on a graduation into the British GT4 Championship, with the support of key sponsor, Tailored Resourcing & Accountancy.

"Tailored came onboard with me this year and having their support has been amazing," says Alex. "It's definitely brought me stability and the support away from the track makes things so much more comfortable. It means I can focus fully on my racing and stay more relaxed, and I think that's showed in the results this year.

"The plan is GT4 next year as it's the next step on the ladder. Ultimately, I want to create a career in this sport and secure a paid factory drive. The iconic place for any sporstcar fan is Le Mans, so hopefully my career can take me in that direction."

the European races, because of delays developing the Getrag-built gearbox, which Peterson would routinely run on the Friday of each event early in the season. "When we switched back [to the Hewland gearbox] it would alter the car's balance, and we had to do a bit of catching up on the second day of practice," says Bennett. "That set the 79 back until the drivers said, 'Look, there's no way this gearbox is going to work. We've got to race with the Hewland in the 79.'"

Monza shunt was serious but should not have been fatal

Peterson took a thrilling win at Kyalami, where he passed Patrick Depailler's Tyrrell on the final lap, and a sublime victory at the Osterreichring in the wet. And he also played back-up to Andretti. "There were some races where he felt he couldn't have overtaken Mario," recalls Bennett, "and other races where he felt he could have, but didn't. Mario has stated that he never got close enough to overtake, but I think the truth is that Ronnie felt in the circumstances where there was risk of an accident, he was sensible enough not to try it. It can lead to disaster, as we've seen this year…"

Then came Monza, a race that, ironically amid the tragedy, crowned Andretti as champion. "I was on the fourth row of the grid, and Ronnie was directly ahead of me," says Watson, who was driving for Brabham. "As we moved forward, Ronnie moved from left to right, which opened up a gap down the left-hand side, which I went down. The next thing I realise is when we came around again for the next lap and I see a plane wreck on the race track.

"[Vittorio] Brambilla had been hit by a wheel on the helmet and he was pretty much unconscious. Ronnie was in the Lotus 78 [a crash with his race 79 had consigned him to the older car], and the footwell on that thing was crap. It was not a car you wanted to have a front-end shunt in because, frankly, it was awful. So it collapsed around Ronnie and he suffered serious leg injuries. Then it caught fire. James [Hunt] among others was involved in assisting him out of the car and putting the fire out."

Bennett refutes suggestions that the 78 had such a weakness: "I've got no evidence to say that the 78 was any weaker than anything else. I think it had honeycomb panels, so it was a standard sort of construction at the time. In fact I would have said it was stronger than the 79.

"He'd had a brake failure in the 79 and done some damage, and there was all this blame after the accident; Chapman took it out on people that we'd never had a spare 79. But, to be fair, he'd sacked a lot of the workforce because he thought they were too expensive. He once came in and said, 'Ken Tyrrell's only got 32 people working for him; how come I've got 42?' So he sacked 10.

"I remember at the time of the accident Chapman must have had incredibly good eyesight, because he was looking down the pitlane and he said, 'Nigel, you'd better stick by me, I think we're in trouble'. I could see there was an accident, but I couldn't see who was involved, because it's quite a long way to that first chicane. It was pretty morbid obviously. Dreadful."

It looked as though Peterson would survive, but blood clots caused by a bone-marrow infection led to tragedy on Monday morning. "My concern was primarily for Ronnie," says Watson. "The word we were getting back was that he'd got severe leg injuries and minor burns, but nothing of any significance and in theory he'll be OK. I stayed overnight in Milan, as I was travelling to see a friend who was unwell in Switzerland, and it was only when I arrived and walked into their hospital that I was told Ronnie had died. I have never fainted in my life, but I almost collapsed when I was told. It was awful. I feel it now the way I did at the time."

Honourable, self-effacing, and a hard-charging, spectacular racer, Peterson's loss was felt by everyone. "He was almost a Zeus figure," says Watson. "He was a good-looking guy, mega-quick, and he drove the car in a way which is sometimes in the image of what a racing driver should do – it was visually quick, spectacular. In motorsport, there are personalities who are liked, there are personalities who are tolerated, there are some who are not liked, there are some who are hated. And Ronnie was the one who everyone liked a lot – liked him as a man, liked him as a racing driver. He was just a really nice guy."

WINNING WITH SCHENKEN IN THE FERRARI

WHILE RONNIE PETERSON was occasionally the subject of flirtations from Ferrari in a Formula 1 context, he did have a successful season with the Prancing Horse's endurance sportscar team in the 1972 World Championship for Makes. Alongside fellow rising star Tim Schenken, he won the 1000km races at Buenos Aires and the Nurburgring aboard the 312 PB, and added four second places and two thirds. Had there been a drivers' championship, the young duo would have trailed team leader and acknowledged sportscar maestro Jacky Ickx by just 12 points.

While Ickx usually partnered Mario Andretti, and the Belgian's F1 team-mate Clay Regazzoni joined the rapid and reliable Brian Redman in the other car, it was an interesting choice by Ferrari to partner Peterson with fellow youngster Schenken. But they complemented each other perfectly.

"The thing with Ronnie was that he wasn't very good in setting a car up," says Schenken, "so in the first couple of races I did he'd go out and put a time in very quickly, and then I'd get in and I found it very difficult to drive. So I would get the car nicely balanced and working properly and I'd think, 'Oh my God he's going to annihilate me'. And in fact he never really went any quicker. What he'd tend to do was take it out of the car and the tyres and drive around whatever the problem might be.

"We were both about the same size, the seat was the same. We got on well. We alternated who started first. But the blokes to beat were Andretti and Ickx. That was an incredible combination."

Schenken lived near Peterson in the Maidenhead area ("Ronnie was just a regular guy, he'd be mowing the lawn, or messing around with his fish tank – he was mad on tropical fish") and saw the Swede in his new Monaco home just before his fatal accident: "It was our son's birthday. Our son and Ronnie and Barbro's daughter Nina were great friends. We were staying in Monaco and celebrated our son's birthday on September 5. Brigitte [Schenken's wife] and I went back to London, and Ronnie drove to Monza, and that was the last time we saw him. He was just a regular nice guy, not affected at all by his fame."

RONNIE PETERSON'S 10 GREATEST F1 DRIVES

As with all the best racers, Peterson put in many memorable drives, so selecting just 10 was a challenge. But here are the ones that really grabbed Autosport's attention

KEVIN TURNER

10 1973 FRENCH GP

PAUL RICARD
LOTUS 72E (1ST)

In some ways this was one of Peterson's more subdued races, but it is the event that finally made him a GP victor.

McLaren newcomer Jody Scheckter led from the start, with Peterson – after a great start from row two – chasing initially.

"The McLaren was the fastest of the three types along the straight, which meant that even with a tow neither the Lotus nor the Tyrrell drivers could slipstream up alongside Scheckter," wrote Autosport's Pete Lyons.

Having not breached Scheckter's defences, Peterson decided to let team-mate Emerson Fittipaldi by to have a go.

"In what appears to have been an uncharacteristic error of judgement, Emerson tried to force his way through where Scheckter wasn't prepared to give him room," wrote Lyons.

The ensuing clash put both out just after three-quarters distance and, with Jackie Stewart and Denny Hulme having already suffered punctures, Peterson was left to take his first world championship win at his 40th attempt.

9 1974 MONACO GP

MONTE CARLO
LOTUS 72E (1ST)

ALL PICS: LAT IMAGES
motorsport IMAGES

After trouble with its new type 76, Lotus brought out the ageing 72 for Monaco and Peterson qualified third, behind the Ferraris of Niki Lauda and Clay Regazzoni. He lost out to third-row starter Jean-Pierre Jarier's Shadow, but soon got the place back.

While harassing Lauda, Peterson made a mistake at Rascasse and came back on as Carlos Reutemann's Brabham arrived. The clash put Reutemann out, but Peterson was able to continue, back in sixth.

Now he charged and, when Regazzoni spun out of the lead, Peterson found himself back in third. Jarier didn't put up much resistance so after 25 of the 78 laps the Lotus was in second.

"It is rare for a driver to be able to pull back such a handicap," reckoned Alan Henry in his book *Ronnie Peterson – SuperSwede*. "He hurled the 72 round the streets with a brilliant brand of controlled abandon."

And he was to be rewarded. On lap 33 Lauda's ignition failed and the leading Ferrari stopped. Peterson moved to the front and took the flag 28.8 seconds clear of Jody Scheckter's Tyrrell.

Henry described this race as "the most memorable of Peterson's career".

1976 ITALIAN GP

MONZA
MARCH 761 (1ST)

8

Peterson's 1976 season with March was largely a frustration. Despite pole at Zandvoort and having also led in Austria, he arrived at Monza for round 13 with just a single point to his name – and on his way to Tyrrell for '77.

Things didn't look that much better in practice, with Peterson qualifying eighth, 1.29s off Jacques Laffite's pole time.

But come the race, Peterson was unstoppable. He jumped to fourth on lap one and quickly overcame Laffite's Ligier and the Tyrrell of Patrick Depailler to run second after four laps. He then chased after early leader Jody Scheckter's Tyrrell.

"Peterson made a rush onto Scheckter starting the 11th lap and pulled off a neat outbraking manoeuvre on the inside going into the first chicane," said our report.

Peterson never lost the lead, but he never got away from the chasing pack either. And he reckoned the arrival of light rain in the middle of the race was crucial.

"That win was really lucky because that rain shower just came at the right time to keep the tyres cool enough," he said in Alan Henry's book *Ronnie Peterson – SuperSwede*. "It was a cool afternoon and I equalled the pole position time on the very last lap of the race."

1974 CANADIAN GP

MOSPORT
LOTUS 72E (3RD)

7

After a troubled qualifying Peterson started 10th and he held that position in the early stages, but then the Lotus started picking off its rivals.

When the flying Peterson came up to lap Jochen Mass there was contact that damaged the 72's front wing, which made life harder. "Every time I tried to apply full power, the front wheels seemed to lift off the deck – very exciting," said Peterson, but he still charged forward.

He was aided by problems for others, including Jody Scheckter's Tyrrell suffering a brake failure, which put the Lotus up to fifth on lap 49 of 80. Peterson's charge brought him to the tail of James Hunt's Hesketh and the duo also closed on Clay Regazzoni's third-placed Ferrari.

"Peterson was fighting the opposition with a tenacity that even he had rarely exhibited before," said Alan Henry in his book *Ronnie Peterson – SuperSwede*, written in association with Peterson. "With the odds loaded heavily against him, his progress towards the leaders was terrific. It seemed that nobody would stop him on this particular day."

On lap 60, Peterson breached Hunt's defences and then, with less than 13 laps to go, leader Niki Lauda crashed out after sliding on dirt and debris brought onto the circuit.

Peterson caught Regazzoni in the closing laps, but was delayed in traffic on the final tour, missing out on second by 1.5s.

1978 BELGIAN GP

ZOLDER
LOTUS 78 (2ND)

6

Peterson's team-mate Mario Andretti dominated the event, taking pole by 0.79s and leading every lap, on the first appearance of the iconic Lotus 79. But Peterson also starred.

Peterson, in the older 78, qualified seventh, 1.72s slower than Andretti. He avoided some startline mayhem to run fourth, then engaged in a duel with Jody Scheckter's Wolf. He moved into third on lap 10 of the 70-lapper, behind Andretti and the Ferrari of Gilles Villeneuve. When Villeneuve suffered a tyre blowout and had to pit, Peterson moved into second, only to have to stop for a new front tyre with 14 laps to go.

Peterson rejoined fourth and began a charge. "In a matter of five laps, he had caught and passed third man Jacques Laffite, and was now 7s behind Carlos Reutemann," wrote Nigel Roebuck in Autosport's report. "This was lap 63. On lap 67, he came round half a second in front of the Ferrari!

"This was Peterson at his best, and it brought him a new lap record."

The Lotus 78 thus beat everything but its successor, with Andretti finishing 9.9s ahead in the first of four Lotus one-twos that season.

1974 ITALIAN GP

MONZA
LOTUS 72E (1ST)

5

At the end of practice, Peterson decided to forego the troublesome Lotus 76 and revert to the faithful 72. So, in Lotus 72-8, the car in which he'd won at Monaco and Dijon, Peterson lined up on row four at Monza.

Crucially, from seventh on the grid, Peterson jumped Emerson Fittipaldi's McLaren on the first lap. One by one the three Brabhams ahead hit trouble, leaving Peterson and Fittipaldi chasing the flying Ferraris of Niki Lauda and Clay Regazzoni.

Then Lauda's flat-12 started to smoke. Regazzoni caught him and took the lead on lap 30 of 52, but soon the second Ferrari failed as well, leaving a Peterson v Fittipaldi duel for the final 12 laps. The Lotus was quicker in a straight line, while the McLaren was better under braking

"Fittipaldi tried everything he knew but Peterson was ready for it all," said Pete Lyons in our report. For the second consecutive Italian GP, Peterson resisted Fittipaldi's pressure, and won by 0.8s.

STATS

123 STARTS	14 POLES
10 WINS	9 FASTEST LAPS

1971 CANADIAN GP

MOSPORT
MARCH 711 (2ND)

ALL PICS: LAT IMAGES
motorsport IMAGES

4

This was one of Peterson's great wet-weather drives. A fatality in a Formula Ford support event delayed the race, which was put back further when it began raining and a short warm-up was allowed.

Just before the start Peterson was one of a handful of drivers to have his rear rollbar disconnected for better traction and he stormed from row three to second on the opening lap, behind poleman Jackie Stewart. Peterson struggled slightly in the early stages, at one point going off and falling to third with the Firestone-equipped March, but he soon recovered and started closing on the leading Goodyear-shod Tyrrell, triggering an epic duel.

After the race Peterson said that Stewart had "admitted to me that I had taught him the right line to take", and they kept swapping places.

"Four times around the back Ronnie scrambled by Jackie, once on the outside of Turn 2, three times on either the inside or outside of Turn 3," said Pete Lyons in Autosport's report. "Three times the world champion got it back before the end of the lap, once because the March got off on to the mud, once because the Scot 'snookered' the Swede on to an inferior piece of track with a slower car they were lapping, and once on slipstreaming at the top of the long straight."

Peterson finally made a move stick, but he could not shake off the Tyrrell. Crucially, Stewart retook the lead on lap 31, just before the duo caught George Eaton's BRM.

The Tyrrell made it by, but the March's nose touched one of the backmarker's rear wheels and Peterson half-spun. He lost 11s and his nose was knocked askew. That caused aerodynamic instability at high speed and, with the right-front brake also locking, Peterson had to settle for second.

He was nevertheless comfortably the top Firestone runner and finished nearly a minute clear of third-placed Mark Donohue in a race stopped 16 laps early due to fading visibility.

1973 SPANISH GP

MONTJUICH PARK
LOTUS 72E (RETIRED)

3

Jackie Stewart and Tyrrell was the *best* combination of 1973, but the *fastest* was Peterson and Lotus, as shown by his nine poles from the 15 rounds. Reliability was a problem though and nowhere was this better demonstrated than in April's Spanish GP at Montjuich Park.

Peterson was still looking for his first win and took pole on the punishing street circuit by 0.7s from Denny Hulme's McLaren M23. The JPS-liveried 72 held the lead at the start and then drove a controlled race that sounds very much like the 'managed GPs' of the modern day.

"Colin Chapman had instructed Ronnie to reach and hold a 4s advantage; he was fitted with a hard compound on the right-front only and tyre life was to be achieved by subdued driving and reliance on the JPS's demonstrated superiority," wrote Autosport reporter Pete Lyons.

Even running a conservative pace, Peterson edged away, with troubles befalling many of the cars behind.

"Ronnie showed complete mastery of the race," added Lyons. "Whatever the eventual outcome he had proven himself the *moral* winner."

But that is all he would be. Peterson started losing gears and retired shortly after two-thirds distance. It was thus team-mate Emerson Fittipaldi who scored Lotus's 50th victory, putting it ahead of Ferrari to top the all-time constructors' wins list at the time.

MOTORSPORT IMAGES/PHIPPS/SUTTON

1971 MONACO GP

MONTE CARLO
MARCH 711 (2ND)

2

A year on from a fine world championship Formula 1 debut that netted seventh, Peterson arrived in Monaco still waiting for his first points finish.

His works March 711 had revised rear suspension, and Peterson impressed during wet practice. Minor issues limited him to row four, but he jumped to fifth on the opening lap. Peterson then started a battle with Pedro Rodriguez's BRM ahead (pictured above) and the McLaren of Denny Hulme just behind.

In Alan Henry's book *Ronnie Peterson – SuperSwede*, written in association with Peterson, Ronnie said: "It was a huge dice. I managed to slip past Denny, but Pedro's blocking was just incredible. Eventually I had to force him to brake so late into the Gasworks hairpin that his BRM came out with square wheels. He had to limp into the pits to change them; all four!"

That meant Peterson was up to fourth and in clean air after 13 of the 80 laps. He pulled away from Hulme and began his charge after Jacky Ickx, 11.2s down the road and catching Jo Siffert's BRM. Over the next 16 laps Peterson took an average of 0.675s out of the Ferrari to be part of a three-way fight by the end of lap 29.

Amazingly, two laps later he was second – "Peterson passing them both under braking and making it look all too easy," said Autosport's Patrick McNally, who also described the 27-year old as the "man of the race".

Although Peterson briefly matched dominant leader Jackie Stewart's pace, the Tyrrell was uncatchable and eventually won by 25.6s. But Peterson was a clear second, scoring his first F1 podium in just his 12th start. "His speed and thrusting tactics were reminiscent of the late world champion Jochen Rindt," reckoned McNally.

1978 AUSTRIAN GP

OSTERREICHRING
LOTUS 79 (1ST)

1

This is one of those races Peterson fans remember. A great driver in an iconic car at a fantastic circuit in difficult conditions.

Peterson outqualified Mario Andretti's sister Lotus 79 by 0.05s in a disjointed practice session, with no-one else within half a second, and made a much better start than his team-mate on a damp track. Andretti made light contact with Carlos Reutemann's Ferrari and the Lotus spun into retirement, while Peterson stretched away.

"As the rest of the field seemed to pussyfoot around on the greasy track, the extra downforce of the Lotus 79 was really working overtime and Peterson was able to add huge chunks to his lead every time around," wrote Jeff Hutchinson in our report.

Then the drizzle became a downpour and more and more cars skated off. Even Peterson had an off as the red flags flew.

After an hour the race restarted, with the result of the first seven laps to be added to that of the remaining 47.

Now on wet tyres, Peterson was beaten away by the impressive Patrick Depailler (Tyrrell), but retook the lead with a bold move around the outside of the Bosch Kurve. Thereafter Peterson was in charge, only losing the lead briefly during the tyre stops as the track dried. He took the flag to win by 47s on aggregate from Depailler, with Gilles Villeneuve's Ferrari the only other car not to be lapped. He may have had the best car, but it was an imperious performance.

"Peterson drove a beautiful race in the difficult, constantly changing conditions, while most of his opposition ended up off the road," said Autosport.

It was Peterson's 10th and last GP victory, the only time he won from pole and set fastest lap.

HIS BEST OUTSIDE F1

Like most of his contemporaries, Peterson raced in plenty of other series outside F1, both on his way to the top and once at the pinnacle. He starred in junior single-seaters, winning the Formula 2 title, and scored three world sportscar championship victories, but one race stands out.

Still regarded by some of those who witnessed it as one of the greatest motorsport duels, the Formula 3 race supporting the 1969 Monaco Grand Prix boiled down to a fight between fellow Swedes Peterson and Reine Wisell.

The entry was split into two heats, with the two rising stars separated. Despite low oil pressure in qualifying, Peterson's Tecno still started his heat from pole. Once ahead of the fast-starting Jean-Pierre Jabouille, Peterson won comfortably, while Wisell's Chevron took a harder-fought victory in its heat.

Wisell grabbed the lead at the start of the 23-lap final, before Peterson moved to the front. "The pair often approached corners side by side, getting through with centimetres to spare," said Justin Haler in Autosport's report.

Wisell started to edge away during the final third of the race until, with less than three laps to go, he ran up the escape road at the chicane, leaving Peterson to win by 8.5s, a margin that did no justice to the ferocity of the fight.

Dovizioso wins, but Marquez stretches ahead

MOTOGP
MISANO (I)
SEPTEMBER 9
ROUND 13/19

In some alternative universe, there's a fantastic three-way title fight raging in MotoGP this year between Honda's reigning champion Marc Marquez and works Ducati riders Andrea Dovizioso and Jorge Lorenzo. Sadly, the reality on Planet Earth hasn't been quite so exciting.

Dovizioso produced an immaculate ride to secure his third victory of the 2018 campaign last weekend at Misano, but it has come far too late to rescue a title bid that was effectively ruined by three non-scores in the first seven races of the year.

Marquez managed to tighten his grip on the championship still further despite finishing a distant second to Dovizioso, and can now boast a lead of 67 points with only 150 left to play for in the final six rounds.

Lorenzo was left to wonder what might have been, having been convincingly overshadowed by Dovizioso until his crash out of second place on the penultimate lap.

After Lorenzo romped to a record pole on Saturday, many observers were convinced that the Spaniard would be untouchable come the race. But despite a promising start his advantage wasn't to last, as Dovizioso carved his way from fourth to grab the lead on lap six of 27.

Lorenzo rejoined the race after sliding off

MOTORSPORT IMAGES/GOLD AND GOOSE

Lorenzo and Marquez clung on for a few more laps before Dovizioso upped the pace dramatically on lap nine, and that was essentially it as far as the contest for overall honours was concerned. The riders who will be team-mates at Honda in 2019 were left to scrap over second.

Lorenzo did manage to make inroads into Dovizioso's advantage as the race entered its latter stages, but his medium front tyre wasn't giving him the grip he craved under braking and eventually folded beneath him at the Turn 8 left-hander on lap 26.

Marquez was left with a clear run to second, 2.8s adrift of 'Desmodovi' at the flag. Lorenzo picked up his Ducati and returned to the fray, eventually finishing out of the points in 17th.

Lorenzo wasn't the only Ducati rider to squander the chance of a strong finish. Pramac rider Jack Miller crashed out of fourth on the third lap, having qualified an excellent second behind Lorenzo, and eventually trailed home a lowly 18th.

All the drama promoted LCR Honda man Cal Crutchlow to third. It was the Briton's first podium visit since his Argentinian GP victory back in April, while Alex Rins put in one of his better performances of recent weekends to finish a solid fourth on the best of the Suzukis.

Pre-weekend, there had been some optimism that Misano would provide an opportunity for Yamaha to break its 21-race winless streak after an encouraging private test in August.

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Dovizioso's win comes too late to put him into title contention

On Saturday Maverick Vinales managed to deny Ducati a front-row lockout by putting his works Yamaha third on the grid, but come race day Vinales was once again anonymous, slipping to fifth on the first lap and finishing in the same position.

Rossi – back at Misano after skipping last year's race owing to a broken leg – made even less of an impact, finishing seventh behind the second works Honda of Dani Pedrosa.

Now 22 races without a win, Yamaha is on the cusp of eclipsing its worst-ever premier class barren run, which stretched from the 1996 Australian GP to the 1998 British GP.

Aprilia scored two points with Aleix Espargaro in 14th, while KTM came away empty handed since Bradley Smith (who will be Aprilia's test rider in 2019) finished 16th and Pol Espargaro, back from injury, withdrew a little beyond half-distance in pain.

Finally, a mention for Christophe Ponsson, who provided one of the weekend's subplots as he made his MotoGP debut on the Avintia Ducati, filling in for the injured Tito Rabat.

The Spanish Superstock 1000 racer was hopelessly unqualified for the job – both Rossi and Marquez admitted on Thursday that they'd never heard of him – and attracted the ire of some of his fellow competitors on Friday, when he only just squeezed inside the 107% cut-off.

But, to Ponsson's credit, he didn't crash all weekend, and after qualifying last he made it to the finish a lapped 23rd, ostensibly without getting in anybody's way. Whether he gets another shot with Avintia for the next round at Motorland Aragon remains to be seen.

JAMIE KLEIN

RESULTS ROUND 13/19, MISANO (I), SEPTEMBER 9 (27 LAPS – 70.900 MILES)

POS	RIDER	TEAM	TIME
1	**Andrea Dovizioso** (I)	Ducati	42m05.426s
2	**Marc Marquez** (E)	Honda	+2.822s
3	**Cal Crutchlow** (GB)	LCR Honda	+7.269s
4	**Alex Rins** (E)	Suzuki	+14.687s
5	**Maverick Vinales** (E)	Yamaha	+16.016s
6	**Dani Pedrosa** (E)	Honda	+17.408s
7	**Valentino Rossi** (I)	Yamaha	+19.086s
8	**Andrea Iannone** (I)	Suzuki	+21.804s
9	**Alvaro Bautista** (E)	Aspar Ducati	+23.919s
10	**Johann Zarco** (F)	Tech3 Yamaha	+27.559s
11	**Danilo Petrucci** (I)	Pramac Ducati	+30.698s
12	**Franco Morbidelli** (I)	Marc VDS Honda	+32.941s
13	**Takaaki Nakagami** (J)	LCR Honda	+33.461s
14	**Aleix Espargaro** (E)	Aprilia	+35.686s
15	**Michele Pirro** (I)	Ducati	+35.812s
16	**Bradley Smith** (GB)	KTM	+46.500s
17	**Jorge Lorenzo** (E)	Ducati	+46.614s
18	**Jack Miller** (AUS)	Pramac Ducati	+50.593s
19	**Hafizh Syahrin** (MAL)	Tech3 Yamaha	+55.168s
20	**Karel Abraham** (CZ)	Aspar Ducati	+1m02.255s
21	**Scott Redding** (GB)	Aprilia	+1m09.475s
22	**Thomas Luthi** (CH)	Marc VDS Honda	+1m12.608s
23	**Christophe Ponsson** (L)	Avintia Ducati	-1 lap
R	**Stefan Bradl** (D)	Honda	17 laps-accident
R	**Pol Espargaro** (E)	KTM	17 laps-previous injury
R	**Xavier Simeon** (B)	Avintia Ducati	2 laps-accident

Winner's average speed 101.067mph.
Fastest lap Dovizioso 1m32.678s, 102.001mph.

QUALIFYING 2
1 Lorenzo 1m31.629s; 2 **Miller** 1m31.916s; 3 **Vinales** 1m31.950s; 4 **Dovizioso** 1m32.003s; 5 **Marquez** 1m32.016s; 6 **Crutchlow** 1m32.025s; 7 **Rossi** 1m32.028s; 8 **Petrucci** 1m32.136s; 9 **Zarco** 1m32.250s; 10 **Rins** 1m32.338s; 11 **Pedrosa** 1m32.369s; NS **Morbidelli.**

QUALIFYING 1
1 Pedrosa 1m32.389s; 2 **Morbidelli** 1m32.454s; 3 **Iannone** 1m32.566s; 4 **Pirro** 1m32.624s; 5 **Bautista** 1m32.792s; 6 **A Espargaro** 1m33.084s; 7 **Smith** 1m33.085s; 8 **Bradl** 1m33.361s; 9 **Nakagami** 1m33.437s; 10 **P Espargaro** 1m33.502s; 11 **Redding** 1m33.572s; 12 **Simeon** 1m33.705s; 13 **Luthi** 1m33.755s; 14 **Abraham** 1m33.812s; 15 **Syahrin** 1m34.080s; 16 **Ponsson** 1m37.180s.

RIDERS' CHAMPIONSHIP
1 Marquez 221; 2 **Dovizioso** 154; 3 **Rossi** 151; 4 **Lorenzo** 130; 5 **Vinales** 124; 6 **Crutchlow** 119; 7 **Zarco** 110; 8 **Petrucci** 110; 9 **Iannone** 92; 10 **Rins** 79; 11 **Pedrosa** 76; 12 **Bautista** 64; 13 **Miller** 61; 14 **Tito Rabat** 35; 15 **P Espargaro** 32; 16 **Morbidelli** 26; 17 **Syahrin** 24; 18 **A Espargaro** 19; 19 **Smith** 15; 20 **Nakagami** 14; 21 **Redding** 12; 22 **Mika Kallio** 6; 23 **Abraham** 4; 24 **Pirro** 1; 25 **Luthi** 0; 26 **Bradl** 0; 27 **Simeon** 0; 28 **Sylvain Guintoli** 0; 29 **Ponsson** 0.

MANUFACTURERS' CHAMPIONSHIP
1 Honda 256; 2 **Ducati** 233; 3 **Yamaha** 194; 4 **Suzuki** 131; 5 **KTM** 41; 6 **Aprilia** 29.

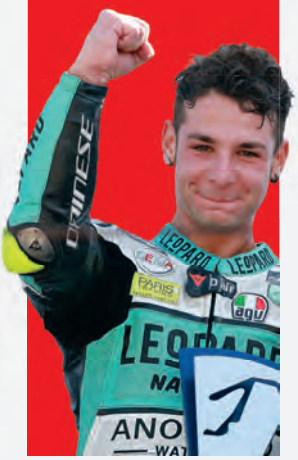
Dalla Porta (48) took his maiden Moto3 win

MOTORSPORT IMAGES/GOLD AND GOOSE

WEEKEND WINNERS

MOTO2 MISANO
1 **Francesco Bagnaia** Kalex
2 **Miguel Oliveira** KTM
3 **Marcel Schrotter** Kalex

MOTO3 MISANO
1 **Lorenzo Dalla Porta** Honda (below)
2 **Jorge Martin** Honda
3 **Fabio Di Giannantonio** Honda



Schumacher unbeatable to put title pressure on

ALL PICS: FIA F3/SUER

Schumacher was the master of all three races

EUROPEAN FORMULA 3
NURBURGRING (D)
SEPTEMBER 8-9
ROUND 8/10

Schumacher domination in a red car at the Nurburgring invites all sorts of analogies between Michael Schumacher and his son Mick. But that would do a disservice to Schumacher Jr in what was by far and away his most impressive weekend in car racing.

His first Formula 3 European Championship win at Spa in July invited all the media attention, coming as it did on a circuit synonymous with his father, but that was merely the first step in a breakthrough year. At the Nurburgring, he became the first in the series to clean-sweep all three victories on a weekend since Lance Stroll in 2016, and it's clear that he is now earning the rewards of a fruitful pre-season.

Schumacher's first F3 season last year had moments of promise, hidden in the maelstrom of the midfield, but the Prema Powerteam squad worked tirelessly over the winter to ensure that his biggest weakness in qualifying would be rectified. "There are drivers who can do it in the first year and some who take two," explained Prema boss Rene Rosin. "It's normal. I was expecting these sorts of results from a driver like Mick since the beginning so I'm not surprised.

"Mainly the problem was qualifying – he was not able to achieve a very good lap time, which is so important in Formula 3 because overtaking is quite difficult. But we worked on that in winter testing and now he's earning the results."

Rosin's words played true in all three races. Schumacher locked out pole for races two and three ahead of rookie Robert Shwartzman – who had earned race one's pole – and points leader Dan Ticktum.

Schumacher not only dominated, but he was opportunistic at the one moment where victory looked slightly more unlikely. In the opener, Shwartzman's pole counted for little when a new clutch led to a stall in his mock attempt and wheelspin at the getaway proper.

That meant Schumacher seized the lead into Turn 1, but he could not pull a gap. Not to be deterred, he was able to keep an edge of around a second as Shwartzman was reeled in by the quicker Ticktum, who considered several moves late on.

It was deja vu in the second race as the top three finished in the same spots once again, but this time Schumacher had drawn a more decisive gap from pole. Two safety-car restarts forced Schumacher back to the pack, but he left no chinks in his armour to Shwartzman and Ticktum.

Schumacher was thrown another challenge in the finale by team-mate Shwartzman turning the tables at the race start. His superior launch forced Schumacher into darting across the inside line at Turn 1 as Shwartzman challenged for the lead. But while the Russian was once again left in the slipstream of Schumacher, he could celebrate his best weekend yet in F3.

Schumacher's dominance put the pressure back on series leader Ticktum, who entered the weekend 12 points clear of Juri Vips, but is now just three in front of Schumacher, who acknowledged "this weekend was the best of my career in motor racing to date".

Motopark driver Ticktum, who believed Prema had found "something" at the

Ticktum passes Aron on his way to third place in opening race

The first Schumacher F3 win at the Nurburgring since August 1990

Shwartzman took a pole, two front-rows and three seconds

Nurburgring, felt that constant F1 speculation putting pressure on him to secure superlicence points for a title win was starting to "impact" his title challenge. "When I had all the F1 rumours, all I was thinking about was that I needed to win the title for the [superlicence] points," he said. "I wouldn't say it was hurting me but there were a couple of situations that I probably would have done differently if I wasn't thinking about it. Very quickly with my coach we decided to focus on the championship less, and more race by race."

He proved his point in the first race with a ballsy overtake of Ralf Aron around the outside of Turn 1, keeping calm when his rival pushed him onto the kerb and keeping his foot in to move into third and onto the rear of Shwartzman. His back-to-back third places were followed by a slip to fourth in the finale after losing out to Alex Palou in the opening sequence of corners.

That slip-up looked minor compared to the down-on-his-luck Vips, an innocent bystander in the opener's first-lap, first-corner melee when Jehan Daruvala started a domino effect that led to Vips being punted out. He was again caught up in someone else's accident in race two when Enaam Ahmed turned the Estonian around. Another title contender out of luck was Marcus Armstrong, who lost much of free practice to engine problems, and took a 10-place grid penalty for a new powerplant.

That meant that the championship is now tantalisingly looking like a Schumacher-versus-Ticktum fight.

TOM ERRINGTON

RESULTS NURBURGRING (D), SEPTEMBER 8-9, RACE 1 (24 LAPS – 54.119 MILES)

POS	DRIVER	TEAM / CAR	TIME
1	**Mick Schumacher** (D)	Prema Powerteam / Dallara-Mercedes F318	35m05.830s
2	**Robert Shwartzman** (RUS)	Prema Powerteam / Dallara-Mercedes F314	+0.837s
3	**Dan Ticktum** (GB)	Motopark / Dallara-Volkswagen F318	+1.129s
4	**Enaam Ahmed** (GB)	Hitech GP / Dallara-Mercedes F315	+4.225s
5	**Ralf Aron** (EST)	Prema Powerteam / Dallara-Mercedes F317	+7.411s
6	**Marcus Armstrong** (NZ)	Prema Powerteam / Dallara-Mercedes F317	+10.022s
7	**Guan Yu Zhou** (PRC)	Prema Powerteam / Dallara-Mercedes F315	+13.214s
8	**Ben Hingeley** (GB)	Hitech GP / Dallara-Mercedes F316	+22.388s
9	**Jonathan Aberdein** (ZA)	Motopark / Dallara-Volkswagen F315	+22.412s
10	**Keyvan Andres** (D)	Van Amersfoort Racing / Dallara-Mercedes F317	+22.856s
11	**Sebastian Fernandez** (YV)	Motopark / Dallara-Volkswagen F318	+23.449s
12	**Sacha Fenestraz** (F)	Carlin / Dallara-Volkswagen F317	+24.074s
13	**Nikita Troitskiy** (RUS)	Carlin / Dallara-Volkswagen F315	+24.695s
14	**Ameya Vaidyanathan** (IND)	Carlin / Dallara-Volkswagen F312	+29.699s
15	**Artem Petrov** (RUS)	Van Amersfoort Racing / Dallara-Mercedes F316	+37.895s
R	**Ferdinand Habsburg** (A)	Carlin / Dallara-Volkswagen F317	6 laps-wheel
R	**Sophia Florsch** (D)	Van Amersfoort Racing / Dallara-Mercedes F316	4 laps-mechanical
R	**Fabio Scherer** (CH)	Motopark / Dallara-Volkswagen F316	1 lap-accident damage
R	**Juri Vips** (EST)	Motopark / Dallara-Volkswagen F315	1 lap-accident damage
R	**Alex Palou** (E)	Hitech GP / Dallara-Mercedes F316	0 laps-accident
R	**Jehan Daruvala** (IND)	Carlin / Dallara-Volkswagen F315	0 laps-accident
R	**Marino Sato** (J)	Motopark / Dallara-Volkswagen F314	0 laps-accident

Winner's average speed 92.518mph.
Fastest lap **Schumacher** 1m21.443s, 99.675mph.

QUALIFYING 1 **1 Shwartzman 1m20.637s**; 2 **Schumacher** 1m20.684s; 3 **Ticktum** 1m20.764s; 4 **Ahmed** 1m20.890s; 5 **Aron** 1m20.938s; 6 **Vips** 1m20.977s; 7 **Palou** 1m21.008s; 8 **Daruvala** 1m21.040s; 9 **Sato** 1m21.106s; 10 **Aberdein** 1m21.152s; 11 **Fenestraz** 1m21.194s; 12 **Troitskiy** 1m21.206s; 13 **Petrov** 1m21.324s; 14 **Habsburg** 1m21.396s; 15 **Zhou** 1m21.137s*; 16 **Florsch** 1m21.497s; 17 **Scherer** 1m21.531s; 18 **Armstrong** 1m21.024s*; 19 **Hingeley** 1m21.595s; 20 **Andres** 1m21.662s; 21 **Vaidyanathan** 1m22.234s; 22 **Fernandez** 1m21.453s*.

RACE 2 (24 LAPS – 54.119 MILES)
1 Schumacher 35m05.477s; 2 **Shwartzman** +3.229s; 3 **Ticktum** +3.745s; 4 **Armstrong** +5.334s; 5 **Aron** +6.316s; 6 **Palou** +9.631s; 7 **Aberdein** +10.151s; 8 **Zhou** +10.698s; 9 **Fenestraz** +11.569s; 10 **Habsburg** +12.806s; 11 **Scherer** +14.605s; 12 **Andres** +16.452s; 13 **Petrov** +17.202s; 14 **Daruvala** +17.811s; 15 **Florsch** +19.734s; 16 **Troitskiy** +20.712s; 17 **Vaidyanathan** +21.737s; 18 **Vips** +38.952s; R **Fernandez** 19 laps-puncture; R **Hingeley** 15 laps-accident damage; R **Sato** 14 laps-accident; R **Ahmed** 0 laps-accident.
Winner's average speed 92.533mph.
Fastest lap **Schumacher** 1m21.471s, 99.640mph.

Palou scored podium in final race of weekend

QUALIFYING 2 **1 Schumacher 1m20.805s**; 2 **Shwartzman** 1m20.892s; 3 **Ticktum** 1m20.912s; 4 **Armstrong** 1m20.965s; 5 **Palou** 1m20.972s; 6 **Aron** 1m20.974s; 7 **Aberdein** 1m21.056s; 8 **Fenestraz** 1m21.264s; 9 **Zhou** 1m21.304s; 10 **Vips** 1m21.355s; 11 **Fernandez** 1m21.369s; 12 **Ahmed** 1m21.391s; 13 **Habsburg** 1m21.517s; 14 **Troitskiy** 1m21.522s; 15 **Andres** 1m21.523s; 16 **Sato** 1m21.617s; 17 **Daruvala** 1m21.620s; 18 **Scherer** 1m21.642s; 19 **Hingeley** 1m21.696s; 20 **Petrov** 1m21.845s; 21 **Florsch** 1m21.856s; 22 **Vaidyanathan** 1m22.065s.

RACE 3 (25 LAPS – 56.374 MILES)
1 Schumacher 34m25.147s; 2 **Shwartzman** +4.985s; 3 **Palou** +5.732s; 4 **Ticktum** +8.012s; 5 **Armstrong** +8.950s; 6 **Vips** +10.656s; 7 **Fenestraz** +14.374s; 8 **Aron** +18.416s; 9 **Ahmed** +20.764s; 10 **Zhou** +21.326s; 11 **Habsburg** +24.672s; 12 **Aberdein** +25.953s; 13 **Daruvala** +27.682s; 14 **Scherer** +31.707s; 15 **Andres** +32.514s; 16 **Fernandez** +35.371s; 17 **Petrov** +36.569s; 18 **Sato** +43.664s; 19 **Troitskiy** +45.100s; 20 **Hingeley** +45.661s; 21 **Florsch** +55.348s; R **Vaidyanathan** 11 laps-accident.
Winner's average speed 98.271mph.
Fastest lap **Palou** 1m22.292s, 98.646mph.

GRID FOR RACE 3 **1 Schumacher**; 2 **Shwartzman**; 3 **Ticktum**; 4 **Palou**; 5 **Armstrong**; 6 **Fenestraz**; 7 **Aron**; 8 **Vips**; 9 **Zhou**; 10 **Ahmed**; 11 **Fernandez**; 12 **Habsburg**; 13 **Aberdein**; 14 **Andres**; 15 **Troitskiy**; 16 **Scherer**; 17 **Daruvala**; 18 **Hingeley**; 19 **Florsch**; 20 **Petrov**; 21 **Vaidyanathan**; 22 **Sato***. * grid penalty.

CHAMPIONSHIP **1 Ticktum 264**; 2 **Schumacher** 261; 3 **Armstrong** 220; 4 **Vips** 218; 5 **Aron** 207.5; 6 **Shwartzman** 183; 7 **Ahmed** 168; 8 **Zhou** 165; 9 **Palou** 157; 10 **Daruvala** 117.5.

Rast too fast and gives Audi a blast

DTM
NURBURGRING (D)
SEPTEMBER 8-9
ROUND 8/10

Rast leads Paffett, Spengler and Auer on way to double win

DTM

Rene Rast revels in the opportunity to pull off the unlikely. Not content with his rookie title last year – a rarity in the DTM – the Audi star last weekend pulled off a series first at the Nurburgring with a clean sweep of both race wins.

Rast's admission that the weekend felt as "good as his title" may sound like the sort of talk an overenthusiastic driver would make after a win, but it's rooted in the struggles Audi has endured in 2018, during which it has struggled to come to terms with the removal of aerodynamic development and has been playing catch-up ever since.

Of its stable of drivers, only Rast seemed able to pull clear of Audi's rut, notably winning at Zandvoort and constantly proving to be a thorn in the side of the superior Mercedes and nearest chaser BMW. At the Nurburgring Rast pulled off a masterful display that left both himself and Audi speechless, although Mercedes had plenty to say...

On the eve of the previous round at Misano, the DTM and Hankook changed the wording of a paragraph in the regulations regarding tyre pressures, effectively closing off a loophole that was allowing teams to circumvent the recommended pressure in order to minimise the effect of degradation.

It went unnoticed in the night and rain-affected racing, but it became a major talking point at the Nurburgring. Yet only Mercedes suffered, and it simply could not use that reasoning – no matter how well phrased – when its one-lap pace again appeared to be the best. Rast was simply sensational though, sealing pole for the opener by just 0.028 seconds over Mercedes man Gary Paffett on his final lap.

Rast then expertly managed the start, blocking Paffett's advances at Turn 1 to build a buffer ahead of him and BMW's Bruno Spengler. That left Rast in a race of his own as the immensely frustrated Paffett was drawn into Spengler's clutches, with the BMW driver diving down the inside at Turn 1 approaching half-distance as Paffett could not balance pace with rear-tyre degradation and fell to a lonely third.

"When we've designed a car and a set-up to work with the optimum tyre pressures throughout the winter and the whole season, to now be forced to run something very sub-optimal, it means we are going to have to really change something, which at this point of the year is very frustrating," said Paffett.

With the dominant Mercedes pegged back – even if it was perhaps track-dependent – and with three manufacturers on the podium, it further strengthened the argument that fine margins would decide the outcome of Sunday's action.

As BMW and Mercedes swapped places at the top, Rast once again found more time in his final run to seal a second consecutive pole – but only by 0.006s over Paffett. That allowed the Team Rosberg RS5 to bolt clear again and it was made remarkably easy by a series of mistakes by his rivals.

A stunning start from Lucas Auer, slamming his brakes at the last second at Turn 1 to fly from fifth to inches from the lead, went unrewarded when BMW man Timo Glock thumped into the Mercedes at the same corner early on in the race.

Paffett's relatively poor start went unpunished as he was elevated to second, but a botched pitstop dropped him to fifth and Rast into a comfortable victory.

"It's absolutely incredible – I'm speechless as well," said head of Audi motorsport Dieter Gass. "Two wins and two pole positions for Rene, I don't know how he does it. After the difficult start to the season we couldn't really expect this."

Another unexpected twist would come in the title race, with Paffett's misfortune at Misano being transferred onto team-mate Paul di Resta. Paffett entered the weekend trailing the Scot by nine points, but a swing of 11 at the Nurburgring has now moved Paffett back into a narrow lead.

Di Resta put in a stunning drive to rise from 11th on the grid and finish second on Sunday, while Paffett was fifth, the Mercedes duo sandwiching the BMWs of Marco Wittmann and Spengler. But di Resta's chances were hurt in a contentious opening-race battle with BMW's Philipp Eng. Running through the sweeping Turns 2 and 3, di Resta was closing on fourth place when Eng dived for the narrowest of gaps and spun the Mercedes driver out.

Di Resta fell down to the midfield as he was forced into selecting reverse, and the rear-end damage relegated him to last place. A fuming di Resta was not upset at Eng's move – he accepted that it could have been a genuine error – but he was aggrieved at what he perceived as brake-testing from the BMW man. "He brake-tested me three times and that is not acceptable," he said. "It's unsportsmanlike. [It's very] clear he was given an instruction which he followed."

Such 'instructions' are unlikely between di Resta and Paffett, but what they should be doing is looking over their shoulder. Up to third in the standings is Rast, slashing a 93-point disadvantage after Misano into a gap of 57, and he is now a looming threat for the wounded Mercedes title protagonists heading into the Red Bull Ring round.

TOM ERRINGTON

Derani/van Overbeek beat Bennett/Braun (54) for overall win

Nissan storms to desert win

IMSA SPORTSCAR
LAGUNA SECA (USA)
SEPTEMBER 9
ROUND 11/12

Pipo Derani and Johannes van Overbeek kept their heads while all around them seemed to be losing theirs during a chaotic race at Laguna Seca. The Brazilian/American pair romped to a clear second victory of the season, ahead of CORE Autosport's Jon Bennett and Colin Braun.

The event will hardly go down as a classic but it could turn out to be very significant, at least in terms of this year's championship chase. None of the three class leaders finished better than third. In the Prototype ranks, a disappointing fifth for the Action Express Cadillac of Felipe Nasr/Eric Curran means they now hold a slender four-point edge over Bennett/Braun with just the 10-hour Petit Le Mans finale remaining next month at Road Atlanta.

There was drama even before the start when Joao Barbosa's Cadillac was tipped into a lurid spin and the GTLM cars of Nick Tandy (Porsche) and Dirk Muller (Ford) were left with nowhere to go. All three suffered extensive damage. Barbosa and co-driver Felipe Albuquerque, who had been second in the points, failed even to start.

The Acura Team Penske DPis of Dane Cameron and Ricky Taylor took off into the lead after jumping polesitter Jordan Taylor's Cadillac at the start, with the pair of Mazda Team Joest DPis of Jonathan Bomarito and Oliver Jarvis in hot pursuit.

After Taylor's Cadillac succumbed to an early transmission failure, Bomarito managed to split the Acuras before handing over to Harry Tincknell, who took advantage of fresh tyres to emerge in the lead following the first round of stops. Tincknell looked set to score Mazda's first DPi victory until spinning at Turn 5 while attempting to lap Gustavo Yacaman's Ligier. He resumed to finish fourth.

Sims/De Phillippi sealed GTLM double

MOTOSPORT IMAGES/DOLE/LAT

Derani inherited a clear lead in his Nissan DPi that he maintained comfortably in the closing stages. A late clash with a GTD Ferrari broke the suspension on Ricky Taylor's Acura and put Braun into second.

GTLM series leaders Jan Magnussen/Antonio Garcia were beaten into third in class after a masterful display of economical driving by Alexander Sims and, especially, Connor De Phillippi. The duo claimed their second successive victory for Bobby Rahal's #25 BMW Team RLL BMW M8 GTE. But third was still enough for Magnussen/Garcia to extend their advantage after both Chip Ganassi Ford GTs retired.

Meanwhile in GTD, an impressive performance by Katherine Legge, who qualified Michael Shank's Acura NSX GT3 on pole, and Alvaro Parente enabled Legge to claim her second win of the season. Legge now closes to within just six points of long-time pacesetters Bryan Sellers and Madison Snow, who could muster only fourth in Paul Miller Racing's Lamborghini.

JEREMY SHAW

WEEKEND WINNERS

DTM
NURBURGRING

Race 1	**Rene Rast** Team Rosberg Audi RS5
Race 2	**Rene Rast** Team Rosberg Audi RS5

IMSA SPORTSCAR
LAGUNA SECA

Prototype	**Johannes van Overbeek/ Pipo Derani** Extreme Speed Motorsports Onroak-Nissan DPi
GTLM	**Alexander Sims/ Connor De Phillippi** BMW Team RLL BMW M8 GTE
GTD	**Katherine Legge/ Alvaro Parente** Michael Shank Racing with Curb-Agajanian Acura NSX GT3

SCANDINAVIAN TOURING CARS
RUDSKOGEN

Race 1	**Johan Kristoffersson** Kristoffersson Motorsport Volkswagen Golf GTI TCR
Race 2	**Johan Kristoffersson** Kristoffersson Motorsport Volkswagen Golf GTI TCR

BRAZILIAN STOCK CARS
CASCAVEL

Race 1	**Lucas di Grassi** Hero Motorsport Chevrolet Cruze
Race 2	**Atila Abreu** Shell Racing Chevrolet Cruze

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Sekiguchi finally gets off the mark

SUPER FORMULA
OKAYAMA (J)
SEPTEMBER 9
ROUND 6/7

Kobayashi lost victory to Sekiguchi (leading) after running wide

Yuhi Sekiguchi notched up his first win of the Super Formula season at Okayama, besting the treacherous, stormy conditions to triumph in a shortened race.

The Team Impul driver showed his affinity with low-grip conditions by topping the qualifying session, although he only kept ex-Formula 1 driver Kamui Kobayashi at bay by 0.02 seconds.

A safety car led the field away initially, but the rain failed to abate and on lap seven the race was red-flagged. Almost an hour later it was restarted, under safety-car conditions once again.

Another consequence of the delay was a decision to shorten the race by 20 minutes. Still, Kobayashi bided his time, waiting until lap 12 before attempting to leave his mark on the race. The KCMG star got away with light nose-to-tail contact through the hairpin and passed Sekiguchi's similarly Toyota-powered car to take the lead.

Chasing down his maiden series victory, Kobayashi led the field until the safety car was called upon again. After a mistake in the first part of qualifying, Tom Dillmann had started at the back of the grid. In his attempt to climb the order he lost his front wing after colliding with Nirei Fukuzumi, causing the race to be neutralised.

Kobayashi was overly zealous at the restart and ran wide, again at Hair Pin, and Sekiguchi capitalised. Kobayashi was the faster of the pair and managed to close in, but yet another safety car was needed late in the race when Fukuzumi spun.

The clock duly counted down to zero and the result was called with Sekiguchi in first place ahead of Kobayashi. Team Impul scored a double podium thanks to Ryo Hirakawa in third.

The reduced race distance meant only half points were awarded, but that didn't stop Nick Cassidy (fifth) extending his championship lead over Hiroaki Ishiura (seventh) to four points from three ahead of the double-race season finale at Suzuka.

JIRO TAKAHASHI

WEEKEND WINNERS

SUPER FORMULA
OKAYAMA
Yuhi Sekiguchi
Team Impul Dallara-Toyota

JAPANESE FORMULA 3
OKAYAMA
Race 1 **Sho Tsuboi**
TOM'S Dallara-Toyota F317
Race 2 **Sho Tsuboi**
TOM'S Dallara-Toyota F317

ADAC GT MASTERS
SACHSENRING
Race 1 **Timo Bernhard/Kevin Estre**
Team75 Bernhard
Porsche 911 GT3-R
Race 2 **Elia Erhart/Pierre Kaffer**
EFP by TECE Audi R8 LMS

For full results visit:
motorsportstats.com

Porsche faithful deliver

ADAC GT MASTERS
SACHSENRING (D)
SEPTEMBER 8-9
ROUND 6/7

Factory drivers Timo Bernhard and Kevin Estre added the latest chapter to their Porsche success story by winning the opening race at the Sachsenring, their first victory of the ADAC GT Masters season.

Just 0.04 seconds was the difference between Bernhard and the Land Motorsport Audi R8 LMS of Sheldon van der Linde during qualifying, but it was sufficient for the 911 to top the times.

Bernhard/Estre won opener

Two safety-car periods early on during Saturday's race prevented two-time Le Mans winner Bernhard from building a cushion during the opening stint, but at the chequered flag Estre was 4.8s clear. None of the top four teams in the standings managed to collect a point.

In race two, EFP Audi drivers Pierre Kaffer and Elia Erhart made for surprise winners. Not only were they yet to score so much as a point before this, the penultimate round of the championship, but they also had to rise from a lowly 26th on the grid in order to win.

Their fortunes were revived when they emerged from the manadatory pitstops ahead of the pack – led by the 911 of Adrian de Leener, sister car to Bernhard/Estre – thanks to an opportunely timed safety-car deployment.

AWNINGS

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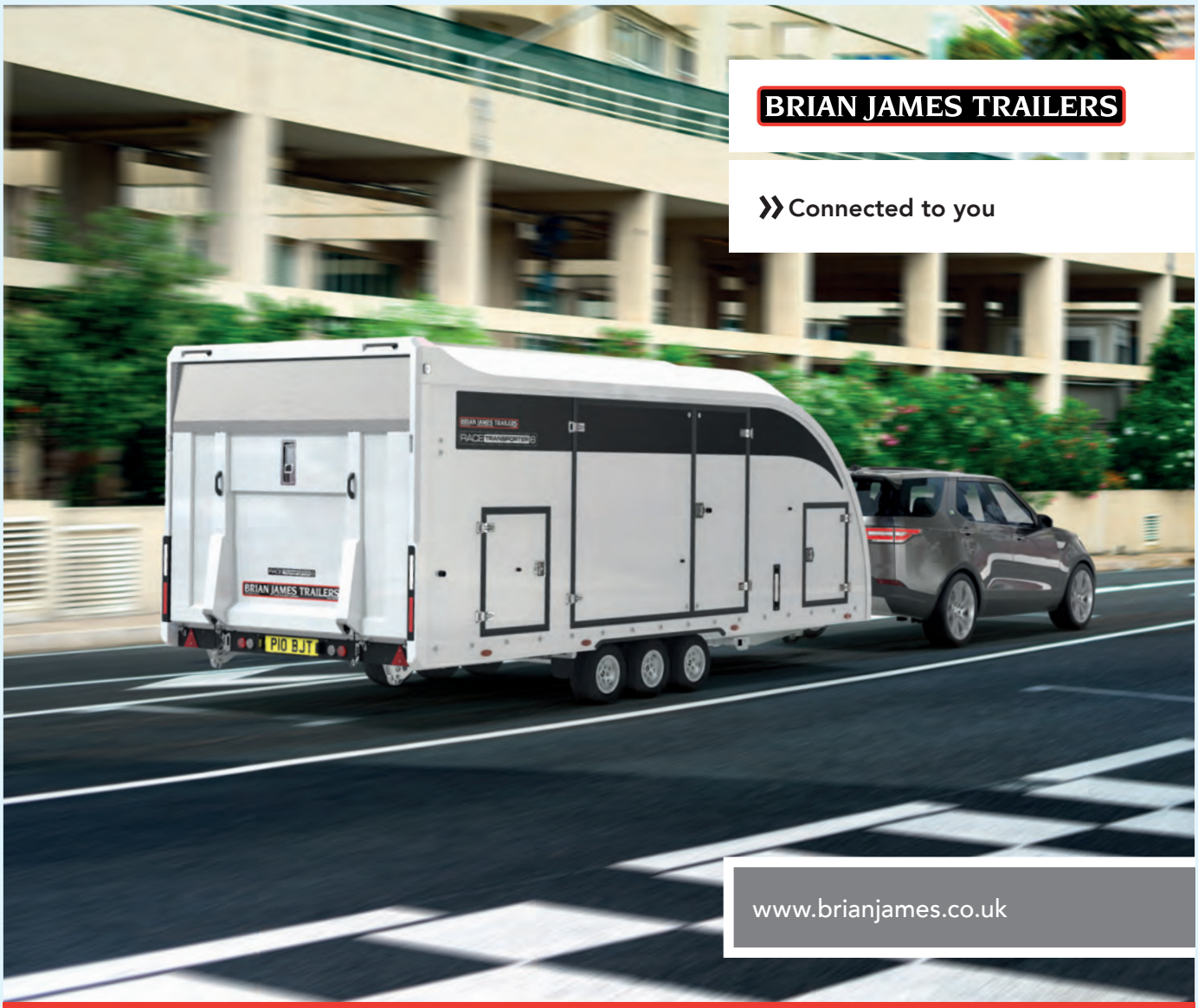

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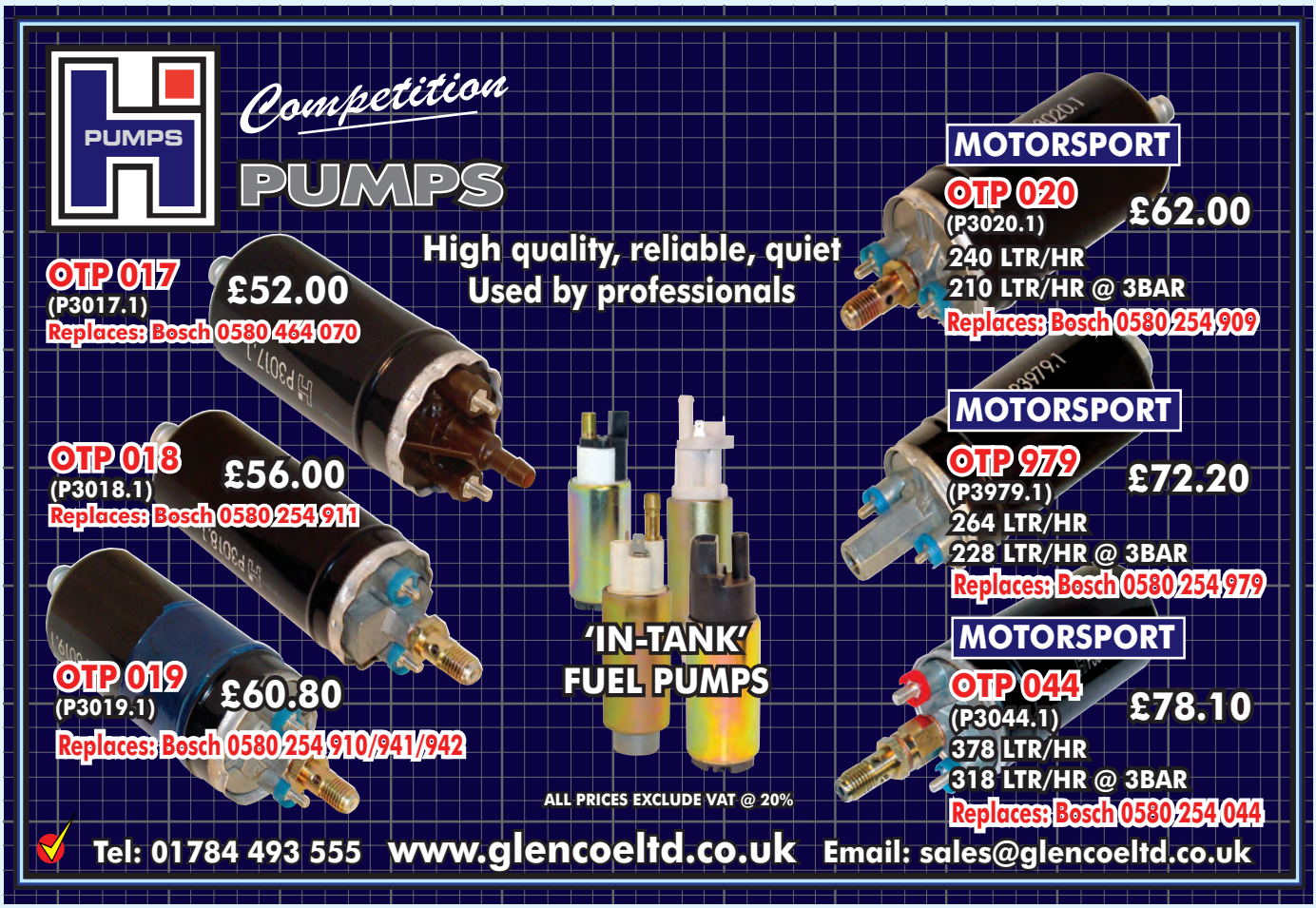

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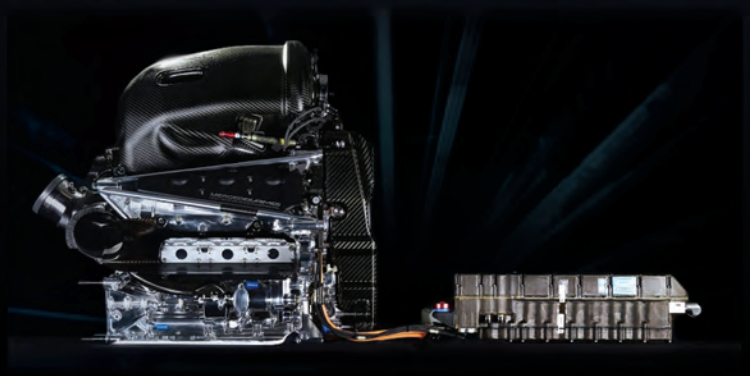

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'Whizzo' was a regular at Goodwood Revival in later years

BARRIE 'WHIZZO' WILLIAMS 1938-2018

OBITUARY

Barrie 'Whizzo' Williams, one of Britain's best-loved racing drivers of the past half-century, died at the weekend after a short illness and a fall. He was two months away from his 80th birthday.

Tributes have poured in from across the sport for Williams, who was renowned for his extrovert style in just about any type of machinery and for his unfailing sense of humour and outgoing personality out of the car.

'Whizzo' was known to thousands of people and had time for everyone, no matter where they stood in the motorsport fraternity. His warm approachability made him a firm favourite with the fans.

Williams was born in Herefordshire to Frank and Kay Williams, and the remarkable Kay survives her son.

He was soon introduced to karting by his father and had his first car race on Easter Saturday 1960 at Rufforth in Yorkshire in his road-going Morris Minor. His racing career progressed through Minis, but he was able to master just about any car and soon began to carve a career in Production Saloons and touring cars.

He was also an accomplished rally driver and famously won the 1964 Welsh Rally in his Mini Cooper S road car. The nickname of 'Whizzo' came when journalist Andrew Marriott referred to him as the 'whizz kid from Wales', although he was not from Wales.

Through the 1980s he raced for the works Colt team in the BTCC and became a one-make racing ace, taking titles in Ford Fiestas and Renault 5

Leading the pack: Williams drove many different cars

Competition licence holder for 60 years

MOTORSPORT IMAGES/BUMSTEAD/SUTTON

Williams (r) with Jochen Mass (c) and Jackie Stewart (l)

MOTORSPORT IMAGES/SUTTON

Turbos. In 1985, he famously won the Brands Hatch round of the Europa Cup Renault Elf Turbo Championship against the cream of European one-make racers.

He made a living from racing for many years as well as his own business moving race and road cars around Europe. As the years rolled by, he increasingly moved to historic racing, where his flamboyant driving style and ability to race anything made him a star and regular winner.

Several victories at Goodwood showed his class and he raced a glorious variety of cars, from a humble Morris Minor to former Indy Roadsters, AC Cobras and the tricky Ferguson P99 four-wheel-drive Formula 1 car.

Into his seventies, Williams was still racing competitively and winning. He never wanted to retire from racing, but finally at the end of 2017 he accepted that failing health meant it was time to hang up his familiar crash helmet. He had held a competition licence for 60 years and raced every season for well over 50 years.

He always wanted to give back to the sport that had given him so much and he served as president of the British Motorsport Marshals' Club. He once summed up his racing life: "I don't know what I'd do without racing. It's my way of life. I'll drive anything with four wheels. I race to win, but if I don't it's not the end of the world. With a bit of luck, there's always another race."

Sadly, last Saturday 'Whizzo' slipped away and there won't be another race, but he made such a lasting impression on so many people that his memory will live on. We extend our sympathies to his partner Cathy, mother Kay and his countless friends across the sport.

PAUL LAWRENCE

Brabham returns to racing with special 70th livery

CARRERA CUP

Former British Formula Ford frontrunner Sam Brabham will make a return to racing in the Porsche Carrera Cup GB at Silverstone this weekend with Redline Racing.

The 24-year-old last raced in the Radical SR3 Challenge alongside his father David back in 2014 after a costly crash at Oulton Park curtailed his Formula Ford campaign that year.

He was also a finalist for the Carrera Cup's scholarship scheme in 2015, from which Charlie Eastwood was selected.

He'll race in the Pro-Am class in a car with a special Brabham livery to commemorate 70 years since his grandfather, three-time F1 champion Jack, began racing.

"To say I'm delighted to be joining Carrera Cup at Silverstone with team champions Redline Racing is an understatement," said Brabham.

"It has been a long four years out of racing. However, everything I've experienced during that time has made me more than ready for this opportunity. This will still be a big challenge, but I'm ready and extremely excited to get going."

Last year's Road to Le Mans GT3 race winner Tom Jackson will also make his debut in the Carrera Cup this weekend with the GT Marques squad.

The 21-year-old hasn't raced at all this year after an appearance in the Gulf 12 Hours at Abu Dhabi last term and his successful Le Mans visit. Jackson, a former Ginetta Junior and BRDC F4 frontrunner, has tested a Ginetta GT4 Supercup car over the summer.

STEPHEN LICKORISH

Brabham will run with anniversary livery

SEAN BULL DESIGN

Ericsson Jr joins British F3

BRITISH F3

British Formula 4 Championship racer Hampus Ericsson will step up to the BRDC British F3 ranks for next week's round at Donington Park.

The younger brother of Sauber Formula 1 racer Marcus Ericsson won the British F4 Challenge Cup title with Fortec Motorsport in his rookie season of car racing in 2017, but has had a tough 2018 and skipped the recent round at Knockhill. Now he will replace Tristan Charpentier at Fortec's British F3 team.

Team manager Russ Dixon said: "He's had a difficult season in F4, with issues beyond his control, and we feel a change of scenery will help him to display the natural talent and speed he has shown us."

National Formula Ford 1600 racer Matt Round-Garrido will also join the British F3 field at Donington, in his case with Lanan Racing.

Round-Garrido, 18, sits third in the FF1600 standings and is keen to sample F3 machinery ahead of a possible full-time switch next year.

"The cars are just so different to drive, really," he said. "I wouldn't even say it's a step up – it's just a completely different kettle of fish. I've got no expectations; I'm just there to learn about downforce and to race on slicks."

Round-Garrido wants to forge a GT career in the future, but would not rule out a full season of F3.

STEPHEN BRUNSDON

Haigh (r) was initially penalised for crash

MOTORSPORT IMAGES/JEP/LAT

Haigh/Adam on brink of title after appeal victory

BRITISH GT

Optimum Motorsport's Flick Haigh and Jonny Adam will take a commanding 27.5-point advantage into the British GT championship decider at Donington Park next weekend, with 37.5 points available, after successfully appealing a 30-second penalty in race one at Snetterton.

Haigh was dealt a drivethrough penalty following contact with Andrew Howard's Beechdean Aston Martin, which was subsequently converted to the time penalty that demoted the Optimum Aston Martin from fourth to ninth, at a cost of 10 points.

Following the decision of the National Court to reinstate Optimum to fourth place, Haigh and Adam can win the championship by finishing sixth at Donington, regardless of what closest pursuers Jon Minshaw/Phil Keen (Barwell Motorsport) do.

British GT championship manager Benjamin Franassovici had written to the Motor Sports Association urging it to reach a decision so as not to overshadow the season finale – a point welcomed by Optimum boss Shaun Goff: "The one thing I can't sit here and accuse is the championship – they've been accommodating in trying to get everything sorted. We've gone through a messy process which is no detriment to the series, all we wanted was to get a panel of stewards to see the full evidence."

After the National Court agreed to permit its appeal and evidence was viewed by a new panel at a hearing, the collision was deemed a racing incident and the decision overturned.

This followed clarification regarding a loophole in the MSA's blue book and the right to appeal drivethrough penalties, including those converted into time penalties. "We've had our fair share of those loopholes," said Franassovici. "It's not ideal but it's part of racing and we've got to live with it. Those loopholes pop up occasionally, sometimes it's painful, sometimes not.

"Despite a few bumps, which are not our fault, people are attracted to the format, the competition, the service provided. As far as I'm concerned, we're doing everything right."

TF Sport's Aston Martin pairing Mark Farmer/Nicki Thiim are the only other duo in mathematical contention, one point behind Minshaw/Keen on 121 points.

JAMES NEWBOLD

Step up to GT3 for Robinson/Johnson

BRITISH GT

Balfe Motorsport's McLaren 650S GT3 will return to British GT for the first time since Spa with the team's GT4 drivers Graham Johnson and Mike Robinson stepping up for the final round at Donington Park.

Their place in Balfe's McLaren 570S GT4 will be taken by Adam Balon and Ben Barnicoat, who left fellow McLaren team Track-Club after failing to complete any racing laps at Spa in July with persistent engine issues.

Johnson and Robinson, the 2016 GT4 champions, have decided to evaluate GT3 with a possible view to contesting the full season in 2019 after a trying season in GT4.

Both drivers sampled the 650S GT3 in testing last week, but only managed 25 laps between them. Given the lack of preparation, Johnson said it would be "insane" to draw any conclusions about his 2019 plans based on Donington, but was looking forward to testing himself against the established GT3 Ams. "We've got nothing to lose," said Johnson, a winner at Donington last year in GT4. "We're being thrown in at the deep end, but we wouldn't go into it if we didn't think we could be competitive.

Balfe McLaren will return

"A podium would be spectacular, but I don't think it's out of the question. We've been at this a long time; Mike and I are one of the longest established pairings on the grid and I've never been happier in a team than I am at Balfe."

JAMES NEWBOLD

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HOLBON

Team Rockingham eventually finished in second place

Track-limit penalty anger

C1 24 HOURS

Track limit penalties issued during the Citroen C1 24-hour race at Rockingham have caused anger with the team that lost a potential victory because of them earlier this month.

Team Rockingham received two stop-go penalties – one minute and two minutes – in the final hour after it was adjudged to have cut the first chicane, used instead of the Turn 1 banking. The team eventually finished 1m26.328s behind winner Citron D'Equipe, which was also awarded a one-minute stop-go penalty in the final hour for the same offence.

Team Rockingham driver Michael Galjaardt has now questioned the timing of the penalties and also why series officials were acting as judges of fact.

He said: "That chicane had not been policed for track limits that we were aware of and penalties were few and far between.

"The judges of fact were the C1 guys which we thought was a little odd as they were running their own car [in the race]. It's left a bitter taste."

Four members of the C1 Racing Club are registered judges of fact, having gone on a Motor Sports Association-run course, and performed the role during the race as well as at all other C1 races this year, according to chairman Meyrick Cox.

He said: "During the last hour or two, the level of track-limit infringements increased at the chicane, both in terms of number of infringements and how far off.

"We only reported those who were clearly off the circuit and who offended on multiple occasions.

"The vast majority of our members are hugely and vocally in favour of what we have done to attempt to improve driving standards in the series. We want clean, fair and safe racing."

STEFAN MACKLEY

Ex-champ Fountain returns

LEGENDS

Ex-Legends champion Rob Fountain made a surprise return to the series at Snetterton last weekend, the first time he had competed in any racing since winning his Legends title in 2000.

After winning the crown he quit racing immediately to concentrate on his work and has only competed in the occasional trackday since.

"I turned 40 this year so I could say it's a little bit of a midlife crisis!" said Fountain, who found the series to be very similar to 18 years ago. "With work commitments I'd always kept an eye on the Legends. And now I've been able to have a little bit of free time – I've got a family now – so I thought it's the right stage to come back and have a little go."

He came within a single lap of bringing the car home in all six Snetterton races, achieving a best result of 11th, before stopping on the last lap in the final race when running seventh as his engine let go. Fountain hopes to compete in the next Legends round.

GRAHAM KEILLOH

IN THE HEADLINES

COATES' BRITCAR DEBUT

Renault UK Clio Cup points leader Max Coates made his Britcar debut at Snetterton last weekend. Coates raced a SEAT Cupra TCR in the E4 class alongside Guy Colclough for DAT Racing. The pair retired in the first race after a collision on the last lap but took third overall and victory in class in the second race.

CHAMPIONS CROWNED

Benn Tilley clinched the Classic FF1600 title with victory in the first of two races at Cadwell Park last weekend. Jim Baynam's fourth MG Owners' Club Championship was also confirmed without the veteran MGB driver even taking part. Although his two nearest rivals, Martin Wills and Steve McDermid took two class victories, there were not enough starters within those classes for full points to be awarded, leaving Baynam's total unattainable.

GINETTA TO RADICAL

Ginetta GT5 Challenge racer Shane Stoney made his Radical SR1 Cup debut at Donington Park last weekend. He finished fifth in the first race and claimed fourth in the second, and will contest the final round at Brands Hatch in November. "I think we spent most of the weekend just looking for a set-up, but I really enjoyed it, even when I had dry tyres when it got wetter and wet tyres when it was drying," he said.

SHOCK DEBUT PODIUM

Reece Lycett took a shock podium on his car racing debut in the F1000 Championship last weekend at Croft. The youngster, who turned 16 just days before his debut and raced in the virtual F1000 competition on Forza Motorsport 7, claimed third place on the final lap in race one.

CLARKE EYES HAYES

British Racing and Sports Car Club National Formula Ford driver James Clarke is hoping to continue his new partnership with Cliff Dempsey Racing for this year's Walter Hayes Trophy, after scoring a career-best second place at Croft last weekend. "This weekend's gone pretty well, so we'll be doing everything we can to get a deal together for the Walter Hayes," he said.

WYLIE/MASON'S NEW CAR

Reigning Britcar Endurance champion Ross Wylie and driving partner David Mason aim to race a recently acquired Ferrari 488 Challenge this year prior to running it in 2019's Britcar championship, with the car possibly doing a GT Cup round.

BTCC's Sutton stars as Chambers rolls

DAVID LUCK

GOODWOOD REVIVAL

Reigning British Touring Car champion Ash Sutton made his historic racing debut at the Goodwood Revival last weekend and almost took victory.

The BMR Subaru driver shared Pete Chambers's Ford Lotus Cortina in the St Mary's Trophy for 1960-66 production saloons. He qualified on pole with a 1m30.023s lap, beating Andrew Jordan's similar Jordan Racing Team-prepared machine by 0.308 seconds.

The 24-year-old made a poor start to Saturday's race and fell to fourth, but regained the lead only for a half-shaft failure to put him out with three laps to go.

"It's mega to drive and I've loved every second," said Sutton, who set the fastest lap of the race at 1m30.574s. "It's just getting used to the car moving around and learning the limit of the tyres.

"When you go door to door, opposite-locking and you've got synchronised drifting, it's good."

Although Sutton has no further historic outings planned, he wants to return. "I'd like to do more – if I get the invite I'll be back," he said.

Jordan, who helped get Sutton the drive, said: "He's a good guy and I'd love to have him back in one of our cars."

The red Cortina was fixed for the second St Mary's race on Sunday. Chambers was running in the top 10 when he was launched into a dramatic, multiple-roll accident at the St Mary's right-hander (see above and below).

KEVIN TURNER

LUCK

LUCK

Members' Meeting to clash with BTCC

GOODWOOD REVIVAL

The Goodwood Members' Meeting has been moved back in the calendar for 2019 – but it will now clash with the British Touring Car Championship season opener.

The Members' Meeting has been held in March since it was revived in 2014. But next year's 77th such event will fall across April 6-7. It is hoped that the later date will mean warmer conditions, with this year's event having been hit by snow.

But falling on the same weekend as the BTCC's first round at Brands Hatch means the Meeting's blue-riband Gerry Marshall Trophy grid will likely be without regulars Andrew Jordan, Jason Plato, Matt Neal and Sam Tordoff.

Neal told Autosport: "I am very disappointed about this, because the Members' Meeting really is a good giggle and this is wounding.

"They are clearly just thinking about the fans and about the competitors. It will be painful to miss out, but it can't be avoided."

MATT JAMES AND MATT KEW

Chandhok fastest at Revival

GOODWOOD REVIVAL

Former grand prix driver Karun Chandhok set the fastest time of the entire Goodwood Revival, lapping the circuit one second quicker than anyone else.

The Channel 4 Formula 1 analyst was racing John Bladon's McLaren-Elva M1A, entered into the Whitsun Trophy for late-period sports-prototypes.

Although the car was rebuilt over the winter and then tested at Donington Park, Chandhok suffered a gearbox failure on his out-lap during qualifying.

From 28th and last on the grid, he climbed 14 places in two tours but dived for the pits when the linkage came off in his hand. Able to resume, he finished one lap down in 15th but set a 1m20.238s time – 0.96s faster than the Lola T70 of Mike Whitaker, who set the weekend's second fastest time, also in the Whitsun Trophy.

Chandhok told Autosport: "After the race I said to John, 'What could have been?', but he said I'd got the wrong attitude.

"We've got a fast car. I'm really, really happy. He's chuffed to bits. The mechanics got the Spirit of Goodwood award for all the effort they put in to get the car ready."

EDD STRAW AND MATT KEW

Chandhok set blistering pace
HAWKINS

FESTIVAL BLUES

It's time to boost attendances at regular national meetings, and not get carried away with headline events

MATT KEW

While watching Nick Tandy nudging 192mph into Paddock Hill Bend before hitting the brakes in the Porsche 919 Hybrid Evo, it was impossible to ignore just how many thousands of people attended Brands Hatch for the Festival of Porsche earlier this month.

That's absolutely something to be celebrated, and originally this column was going to be about whether the likes of American SpeedFest, Festival Italia and the Mini Festival are the way to go — pick a central theme and build around it, rather than more conventional club race meetings.

As EuroNASCAR driver Alex Sedgwick says: "The American SpeedFest [at Brands Hatch] on its own is a huge event. We outsold British Touring Cars by quite a lot. I believe they sold 80,000 tickets for us, whereas the BTCC was about 40,000. When we came, they had to lock the grid walk because there were too many people." The popularity of these headline events is without question.

But writing this a little over a week after what was, for me, one of the standout motorsport events of the year, the Festival of Porsche has left me questioning what needs to be done to boost attendances at regular meetings. The thousands of people who were at Brands went for one marque, not for the racing.

"YOU HAVE TO ASK, HOW MANY WERE ACTUALLY THERE FOR THE RACING? I SUSPECT VERY FEW"

You have to ask how many people there were actually from a Porsche owners' club and were displaying one of the hundreds of cars that lined the circuit's perimeter. Many more besides were no doubt there purely to see the 919 Evo demonstrations, plus the parade laps that featured a 910, a 935, a 956, and so on. But how many went to watch the *racing* — the Porsche Classic Restoracing Competition, the 4-Cylinder Challenge and the Porsche Club Championship? I suspect very few.

Something similar could be said of last weekend's astonishing Goodwood Revival. So many of the races offered close action or, where it was more processional, the array of AC Cobras and Jaguar E-types was enough in itself to keep you hooked. But there's a good reason why there were so many stalls selling clothes, old-fashioned light fittings or an outdoor cinema showing *Grease* on repeat. The Revival is motorsport's Glastonbury: people dress up, drink copious amounts and soak up the atmosphere — for some of them the racing is totally peripheral. It's about engaging with those who are more apathetic.

But at normal meetings, that's not the case. What's more, there's little immediate financial incentive for organising clubs to draw fans through the gates. Away from headline meetings such as the BTCC, a big chunk of bodies at a meeting are the families and friends of competitors. Rarely more than a handful of people are there as pure enthusiasts and don't have some sort of tie-in.

"Clubs don't get anything from ticket sales," explains Classic Sports Car Club director David Smitheram. "If you look at a CSCC meeting and we turn up at Silverstone, it doesn't matter to us financially whether we have one spectator or 100,000. We don't get a penny of that."

So it doesn't appear as though there's much in it for clubs. Granted, as Smitheram adds: "The benefit of seeing more spectators is publicity, because they talk about it on social media. As a driver, it's nice to race in front of a crowd too."

The clubs are at the mercy of circuits in terms of what they can do to boost sales at the gates. It's not a case of whether the 750 Motor Club, British Racing & Sports Car Club or whoever wants to bring in an outside trader who sells models, or to pay to bring a burger van. Making sure it's the Silverstone cafe that opens exclusively across the weekend is the circuit's prerogative.

Frustratingly, there's little incentive for circuits to dramatically change the way they operate either. When organising their calendar, they have to plan for a worst-case scenario. That means they assume there will be zero (or, at a push, very few) spectators when they bill clubs for the use of the track. So circuits know they'll be covering the costs, regardless. That's just good business sense. Any ticket sales are little more than a bonus on top. That feels as though it could inspire complacency.

When the likes of Thruxton, Castle Combe and the Brands Hatch Grand Prix circuit are so restricted in the number of days they can run each year, it should be a case of prioritising the events that will draw in the biggest number. But if those events become exclusively festivals, it seems a waste to have parades supported by middling race series at the top of the tree. As such, something needs to be done to break this cycle of perennially failing to draw bigger crowds to national race meetings.

A realistic first step could be for circuits to give back some control to the clubs. If the clubs can keep gate receipts, then there's a reason for them to promote race meetings better and attract a bigger crowd. That in itself can become its own cycle, with the upshot being that the best of national motorsport gets the biggest possible exposure.

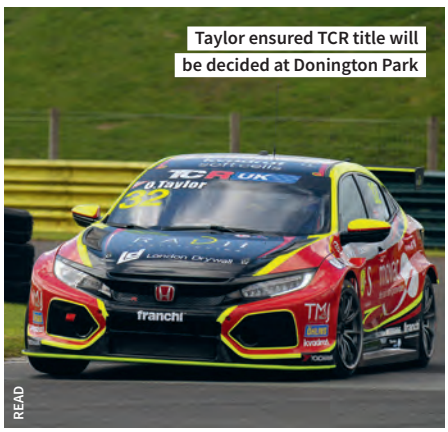
Backman claimed pole and race victory in unfamiliar Honda Civic

READ

Civic switch takes Backman to maiden win

CROFT
BRSCC
SEPTEMBER 8-9

Having been forced to switch from his regular Volkswagen Golf GTI TCR to a Honda Civic Type R on loan from a rival team, Andreas Backman turned in his best TCR UK weekend of the year as the title battle unexpectedly intensified at Croft last weekend. The Swede converted his maiden series pole position into a first career victory as WestCoast Racing team-mate Dan Lloyd missed out on a chance to clinch the championship a round early.



Taylor ensured TCR title will be decided at Donington Park

READ

A broken damper meant Lloyd slumped to his first retirement of the season in race two, won by his chief title rival, Pyro Motorsport Honda driver Ollie Taylor. Taylor now lies 31 points adrift of Lloyd ahead of the final round at Donington Park, but it was Backman who stole the show in Yorkshire.

"I am really glad with this weekend: my first pole, first win and another podium – it's great," said Backman, who consolidated his third place in the points standings. He only found out a handful of days before Friday's private testing that he would be driving the Honda Civic Type R FK2, taken to podiums this year by Howard Fuller and Sean Walkinshaw.

WestCoast elected to enter both Andreas and sister Jessica in the UK series, while allowing Fredrik Ekblom to compete in the clashing Scandinavian Touring Car Championship round in Norway using Andreas's Golf. With seemingly no available car for Backman, WestCoast requested the help of Sean Walkinshaw Racing.

"It was a very late decision [to run the Honda] and it has been a really new experience for me," said Backman after qualifying. "I had my first run in the Honda yesterday and it's such a different car. It handles differently, so it took some time to get used to it."

Backman quickly proved he had no issues getting to grips with a car that WestCoast knew well, having run the same version of Civic in the TCR International Series in 2015 and '16. He claimed a sensational pole in Saturday's drying qualifying session by over half a second from Taylor's newer FK7 Civic, courtesy of being the last driver over the line.

Tactics were the order of the day for Taylor too, with the race-two grid set by the second fastest times reversed. Taylor did just one flying lap to ensure he claimed a double front-row start.

Backman led Sunday's opening race from start to finish, while Taylor robustly fended off the attacks of Lloyd. After six podiums prior to Croft without standing on the top step, Backman finally managed to break his duck in style.

"I'm so happy, it's definitely something special for me," he said. "I've been very close a couple of times this year. I saw Dan was catching Ollie but I just tried to do my own thing and keep the tyres alive until the end."

Not for the first time in 2018, Lloyd had to fight his way through the field in the opening race courtesy of a five-place grid penalty – and subsequent 30-point deduction – for his contact with Stewart Lines at the previous round at Oulton Park.

CROFT WEEKEND WINNERS

TCR UK
Race 1 Andreas Backman (Honda Civic Type R FK2)
Race 2 Ollie Taylor (Honda Civic Type R FK7)

NATIONAL FORMULA FORD
Race 1 Josh Smith (Van Diemen JL13)
Race 2 Josh Smith (Van Diemen JL13)
Race 3 Niall Murray (Van Diemen RF99)

MAZDA MX-5 SUPERCUP
Race 1 Cancelled
Race 2 James Blake-Baldwin
Race 3 James Blake-Baldwin

VOLKSWAGEN RACING CUP
Race 1 Jamie Bond (Golf)
Race 2 Mark Wakefield (Golf)

ST-XR CHALLENGE
Race 1 Steve Poole (Ford Fiesta XR2)
Race 2 Michael Heath (Ford Fiesta XR2)

F1000
Race 1 Dan Clowes
Race 2 Michael Watton
Race 3 Lee Morgan

NORTHERN SALOONS & SPORTSCARS
Race 1 Dan Irving (Ginetta G50 GT4)
Race 2 Andrew Morrison (SEAT Leon TCR)

For full results visit:
tsl-timing.com

As expected, Lloyd made great progress off the line and forcefully secured third place with an arms-out manoeuvre on Lines under braking for Tower Bend. Try as he might, though, he could not find a way past a determined Taylor, who flashed his headlights in celebration as they crossed the line in second.

Lloyd arrived at Croft with a 78-point advantage over Taylor in the standings and knew that he only needed to outscore his Honda rival by a further 13 points to claim the title. But all calculations were ignored in race two, as Lloyd managed just three corners before parking up, his front-left damper falling foul of the kerbs, sending the champion-elect out of the race.

Taylor headed Finlay Crocker for a Pyro Motorsport one-two over the line, with the Scotsman staving off a spirited attack from Backman to claim his first podium of the season. It was a crucial victory for Taylor, which keeps the championship alive heading into the finale at Donington next month.

"Lights-to-flag, that's what we came for this weekend," Taylor said. "The approach to qualifying, our little tactic was what we were aiming for. We gave ourselves the best chance. I got a good start and off I went."

For a championship that seemed one-way traffic ever since its Silverstone debut in March, an enthralling final-round title decider awaits next month.

STEPHEN BRUNSDON

MURRAY CLAIMS CROWN

Murray (5) headed Dempsey (3) and Round-Garrido (27) in third race

READ

Niall Murray clinched the BRSCC National Formula Ford 1600 title in style with victory in the final race of the weekend.

The Irishman was made to work for it, though, after a broken wishbone on his Van Diemen RF99 forced him to retire from the opening race, forcing a typically effective fightback in race two from 17th on the grid. Seventh in race two handed the Team Dolan man a front-row starting position for the reversed-grid third race, which he duly dominated to secure the championship with one round remaining.

Oldfield Motorsport's Josh Smith celebrated his return to the series with a double victory at his home circuit. Smith took his Van Diemen JL13 to pole on Saturday and headed a frenetic battle between Joey Foster and Michael Eastwell to take a lights-to-flag win.

Smith then doubled up in race two after an equally exciting scrap with Foster for the lead. Foster passed Smith at Sunny before Smith retook the lead from the Ray GR08 at the Hairpin. Foster dropped to fourth on the final lap as James Clarke – making a one-off appearance for Cliff Dempsey Racing – dived down the inside at Clervaux to take second. Eastwell (Spectrum 011c) also got through to inherit the final podium spot in third.

Murray dominated race three after polesitter Jack Wolfenden bogged down at the start. Wolfenden brought out the safety car after crashing at Sunny Out, but Murray kept guest entrant Jordan Dempsey's Van Diemen LA10 at bay to secure the win, and title, by 0.751 seconds.

Wakefield took maiden Volkswagen Cup win

READ

James Blake-Baldwin won a pair of Mazda MX-5 Supercup races, with the opening race abandoned due to a number of red flags. The championship lead fluctuated throughout the remaining two pulsating encounters, with Luke Herbert turning round a four-point deficit into a two-point lead from Jack Harding.

Harding charged from 14th on the grid to third in race one, behind Herbert and Blake-Baldwin. The order was unchanged in race two, but Harding was left furious after being pushed wide at Sunny by Herbert on the penultimate lap. His recovery nearly got him back past Herbert exiting the final corner, but he missed out by a tenth of a second.

Jamie Bond moved closer to the VW Racing Cup title after a win and a third place in his Golf. Bond was victorious in the opening race, which was red-flagged when poleman Simon Walton's Audi TT was involved in a multi-car crash at Hawthorn on the first lap. Former Mini Challenge racer Mark Wakefield (Golf) won race two after sensationally passing both Bond and Darren Lewis under braking for Clervaux in arguably the overtake of the year. The Northwich racer ended up 3.292s clear at the flag, while Lewis headed Bond.

Steve Poole and Simon Heath shared the wins in a pair of entertaining ST-XR races. Poole snatched the lead from polesitter Heath at the Hairpin in the opening race, eventually eking out a 4.421s margin. Heath led a more sedate second race, beating Justin Roberts, with Poole completing the podium in third.

A penultimate-lap clutch failure denied Michael Watton a chance to secure the F1000 Championship with a round to spare. Watton and rival Dan Clowes split the opening two races, with Lee Morgan winning the third.

STEPHEN BRUNSDON

Mosler, McLaren and Aston Martin split GT Cup honours

DONINGTON PARK
MSVR
SEPTEMBER 8-9

A dramatic weekend at Donington Park provided three different winners in the GT Cup, with Mosler man Gareth Downing, Aston Martin racer Neil Hudson and McLaren exponent Daniel Gibson each taking the chequered flag in front.

Downing took the spoils in the restarted opener, while Andrew Howard held a race-long second in his Aston Martin GT3. The similar Aston of Hudson ousted John Seale's Ferrari 488 Challenge for third on the second lap, and had the McLaren 650S of Paul Gibson closing at the flag.

Howard led race two until Downing surged ahead as they passed the exhibition centre. Into the Melbourne Hairpin, Howard went into the back of the Mosler under braking. As the Aston headed pitwards, Downing kept the lead until he was flagged to pit and repair his damaged rear bodywork. Hudson was left clear to take the win, with Gibson second from the recovering Downing.

Daniel Gibson took over the family McLaren for the finale and comfortably led throughout. Although Downing pushed his Mosler hard to challenge early on, he had overheating problems and let Howard through into second before half-distance.

Howard was the only other unlapped runner, but lost ground in the latter stages with clutch problems. Downing completed the podium, after Hudson's Aston broke a driveshaft as he passed the pits mid-race.

In the wet first Radical SR1 Cup race James Pinkerton led into Redgate as Patrick Lay tried to take second from Ryan Harper-Ellam around the outside, running wide and briefly dropping to fourth behind Will Hunt. Having reclaimed third at the Esses, Lay challenged Harper-Ellam again into McLeans a lap later, and emerged in second with Pinkerton's lead in sight. Starting his challenge into McLeans again on lap three, it took until Coppice before Pinkerton's defence was finally breached.

While Lay eased clear to a maiden victory, Pinkerton spun as Harper-Ellam challenged, with inevitable contact. Harper-Ellam was out with a damaged radiator and splitter, but Pinkerton managed to retain second, still well clear of Hunt and Mark Williams.

On a drying track, Harper-Ellam and Pinkerton soon got away to hold first and second throughout the second race after they opted for slick tyres, while Lay and Shane Stoney went for wets and held station in a distant third and fourth.

Jason McInulty snatched a last-corner win in a terrific Lotus Cup UK & Elise Trophy opener. John Lamaster had set the pace from the start as Joe Taylor and McInulty disputed second and Craig Denman closed in. McInulty had a brief spell in front mid-race, before Lamaster retook the lead at Melbourne, but a lap later Taylor had the advantage as Lamaster dropped to third. The battling had allowed Denman to latch on and he went for third at the Esses, nosed in front and spun out on the exit.

Taylor had kept his nose ahead as they started the last lap, but got sideways as he exited Goddards for the final time, leaving McInulty to take the win by 0.088 seconds from Taylor and Lamaster.

Taylor and McInulty again disputed the race two lead from Lamaster. But Lamaster had an excursion at the Old Hairpin and lost third to Mackenzie Walker, and Taylor made what proved to be the decisive move on McInulty at McLeans on lap seven of 12. McInulty was later excluded in post-race scrutineering, handing second to Walker, with Lamaster and Denman completing the top four.

Both Denman and Lamaster received post-race track-limits penalties in a processional race three, dropping them to second and third and handing Taylor a second win.

Downing's Mosler (right) took on the Aston Martins and scored a win

There were two dominant wins for Nigel Innes's BMW M3 in the Racing Saloons. Roger Kneebone's similar car secured second in race one, after demoting Colin Philpott (Jaguar XJS). In race two, Philpott reclaimed second from Matt Swaffer's BMW 120d two laps from home.

The Norma of Duncan Williams and Bradley Smith only lost the lead in the first LMP3 Cup race during the pitstops, but Colin Noble's Ligier had closed in when red flags brought a premature end. Jack Butel lost third as a spin at McLeans meant he wasn't running at the time of the red flag, promoting Neil Primrose's guesting Norma.

Noble and Tony Wells took the race-two spoils from Smith/Williams. Dominic Paul retired from second, crashing into the pit entrance.

PETER SCHERER

Daniel Gibson's McLaren triumphed in race three

WALKER

WALKER

DONINGTON PARK WEEKEND WINNERS

GT CUP
Race 1 Gareth Downing (Mosler MT900)
Race 2 Neil Hudson (Aston Martin Vantage GT3)
Race 3 Daniel Gibson (McLaren 650S)

RADICAL SR1 CUP
Race 1 Patrick Lay
Race 2 Ryan Harper-Ellam

LOTUS CUP UK & ELISE TROPHY
Race 1 Jason McInulty (Elise S3 Cup R)
Race 2 Joe Taylor (Elise Cup R)
Race 3 Joe Taylor (Elise Cup R)

RACING SALOONS
Race 1 Nigel Innes (BMW E36 M3)
Race 2 Nigel Innes (BMW E36 M3)

LMP3 CUP
Race 1 Duncan Williams/Bradley Smith (Norma M30)
Race 2 Colin Noble/Tony Wells (Ligier JSP3)

PRODUCTION BMWs
Race 1 David Graves (320i)
Race 2 David Graves (320i)

For full results visit:
tsl-timing.com

THE BUDGET SALOON CHAMPIONSHIP STARTED BY LOTUS ENTHUSIASTS

The Production BMW Championship was one of the first in the MotorSport Vision Racing portfolio, having started its life as a South East Lotus Owners Club series, running at other clubs' meetings.

Title contender David Graves has now raced in the championship for six years and has had his current car for the past two. "It all started with 10 Lotus owners who didn't want to race their cars and risk damaging them, but they wanted to race something cheap and easy and bought the BMW E30s – that was 14 years ago now," he explains. "Although the cars are still available to make into a race car, they are starting to be called classics due to their age. It's improved the presentation in some ways but can also put the prices up too."

A number of drivers have moved on to greater things from the championship over the years, notably Rob Smith, a class champion in the European Le Mans Series last year.

Keeping it in the family, Karl Graves ran four cars at Donington Park, including brother David's car, which won twice at the weekend. "I ran 11 in one race earlier in the year, but due to the time of year and other commitments we hadn't got so many today," he says. "I haven't raced myself for three years, as I am now a committee member, but it's run by Project 8 for the members. It means the cheapest entry fees, no profit-making and it's all about the members and the racing."

Double winner Graves is Production BMW veteran

WALKER

The grids were down a little at Donington from the season's average, with 16 cars taking part, but nevertheless David Graves had a fight on his hands to take the double win.

Having led a four-car break at the start of race one, Graves soon began to stretch clear of his challengers, which left Ross Stoner and Will Davison duelling for second, as Nidal Al-Khail started to lose touch.

Davison was into second at Melbourne and began to challenge for the lead on lap five of 11, but ran wide at Goddards and handed second place back to Stoner. Having retaken the place at Redgate a lap later, another slip from Davison left both Graves and Stoner well clear to retain first and second to the flag.

Davison still managed to hold onto third, with Sam Strong a clear fourth. Al-Khail held on to fifth and Rob Cooper completed the top six after a race-long duel with Mark Priddy.

Graves led a five-car break in race two as soon as the lights went out, with Davison, Strong, Stoner and Al-Khail all slotting in behind. Strong and Stoner tried taking Goddards side by side as early as lap two, a move repeated a number of times during the race, which only increased Graves's and Davison's advantages at the front.

It was another lights-to-flag win for Graves, however, with Davison retaining a solid second. Although it was close throughout, third remained the same too, with Strong heading Stoner by 0.2 seconds – until a post-race track limits penalty was applied. Al-Khail and Cooper held on to fifth and sixth. With Graves, Davison and Strong all scoring well over the weekend, the championship goes down to the wire for the final rounds at Rockingham on September 29-30.

PETER SCHERER

Stanley puts Ferrari 488 at the top

STYLES

SNETTERTON
BARC
SEPTEMBER 8-9

A Ferrari 488 Challenge made a special Britcar appearance at Snetterton and took both Sprint race wins in the hands of Laurent de Meeus and Jamie Stanley.

In both races Ross Wylie in a Ferrari 458 built a sizeable lead in the opening stint over de Meeus, who more commonly competes in the European Ferrari Challenge series in his 488. But Wylie's partner David Mason was not able to match Stanley's times in either second stint, meaning the 458 was runner-up twice.

"It's my third ever win and all of them have been at Snetterton," said de Meeus. "It's a wonderful feeling. I came here to keep a bit in shape and practice and also to have a bit of a different experience."

Simon Rudd and Tom Barley claimed the race-one Britcar Endurance category win in their Ginetta G55, beating overall championship leaders Matt Greenwood and Sarah Moore in their G50.

They finished third and fourth respectively in the two-hour second race, which was won by Mike McCollum and Sean Cooper in a KTM X-Bow, which, in greasy track conditions, chased down and passed Sam Randon and Angus Dudley's G55 late on.

"I decided I'll just drive it like it's dry," said Cooper. Both cars had a variety of race one problems. McCollum had a puncture and a spin, while Randon and Dudley dropped out early and started race two from the back after the Team Hard squad did a differential rebuild.

Stephen Whitelegg chipped away at John Mickel's Legends Championship table lead with a hat-trick of wins on the meeting's opening day. Mickel could only manage a second, eighth – when he struggled in treacherous conditions – and third place after being hobbled by an oil leak from a cracked engine head.

Mickel hit back the next day with three podiums, having solved his problem with epoxy putty, all ahead of Whitelegg, while the wins were taken by Miles Rudman, Marcus Pett and Matthew Pape.

Dominant reigning champion Ryan Smith won the opening British Truck Racing Championship Division 1 race in his MAN TGA, but couldn't reach the front in the

Racelogic claims victory in drama-filled Fun Cup race

BRANDS HATCH
BRSCC
SEPTEMBER 8-9

Fun Cup championship leaders Sheradize UK were early casualties in a typically fraught four-hour race on the Brands Hatch Indy circuit, won by Team Racelogic's Julian Thomas, David Denyer and Jon Tomlinson.

Denyer's determined lunge up the inside of Team 7 Fun: Bikes 2's Edward Bridle at Paddock Hill Bend on a safety-car restart with just under 90 minutes to go was the key move of the race. A clean final stop and a strong last stint from Tomlinson were enough to romp home with a 14.6-second lead ahead of a battling Bridle and Rob Croydon (Team Kennedy).

Sheradize's dramas came just eight minutes into the race, with Peter Belshaw caught up in a Paddock Hill Bend collision between Team Honeywell's Tim Wheeldon and Dave Clarke, who was tipped into a roll.

The beneficiary of this was undoubtedly the 2Rent Domino's squad of Henry Dawes and Chris Hart, who take over the championship lead and were potential race winners until a stop-go penalty within the last hour meant they dropped to sixth. The same penalty was applied to fifth-place finisher Apollo Motorsport, while Team Viking takes over second in the points after finishing fourth.

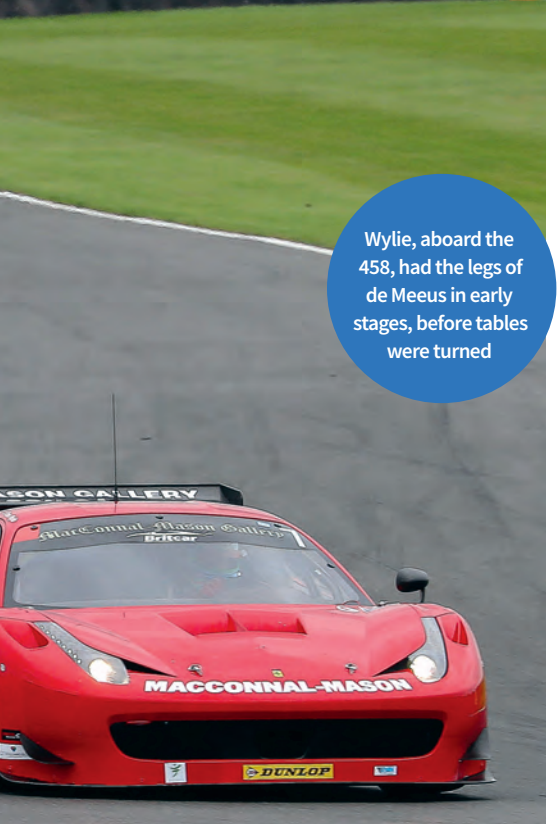
Jade, MCR and Radical machinery all battled for top honours in a thrilling first OSS race. Polesitter Patrick Sherrington (MCR) was usurped by the superior straight-line speed of Steve Griffiths's

Victory for Racelogic in Fun Cup race
HAWKINS

Jade on the penultimate lap, the pair having been locked in combat ever since Griffiths passed Josh Smith's Radical PR6 on lap three. Sherrington just held off Smith for second in a near-photo-finish.

Driveshaft failure put Smith out of race two, which was won comfortably by Sherrington after nearest challenger Nicolaj Lindberg spun his Radical SR8 at Clearways. Sherrington doubled up in race three, passing Griffiths around the outside at Druids in the closing stages, with Smith charging from the back of the grid to third.

Adam Southgate took two Porsche Championship wins on his way to sealing the title. After taking a lights-to-flag



Wylie, aboard the 458, had the legs of de Meeus in early stages, before tables were turned

Hat-trick of Legends wins for Whitelegg

STYLES

Smith's engine let go in Mini race

STYLES

subsequent reversed-grid races. Those were won by Simon Reid's Iveco Stralis, Terry Gibbon's MAN TG and David Jenkins's MAN TGX, with Smith taking third, second and fifth respectively.

Division 2 leader Luke Garrett won two of the four races, but inherited one of them after Steve Powell's MAN TGS got a post-race 10-second penalty for a jumped start. Garrett led race one but received the black-and-orange flag as his MAN TGX was leaking water; Brad Smith's DAF CF won.Powell got revenge by beating Garrett to the final win.

David O'Regan took the opening Pickups win as the chasing championship contenders faltered. Scott Bourne went off after a touch with O'Regan when the latter didn't see him, while Lea Wood stopped after hearing a noise from his gearbox. This kept Wood out of race two, in which Bourne beat O'Regan.

Connor O'Brien claimed both Super Mighty Mini victories and took the championship lead. He prevailed in race one after a long battle with Jeff Smith, ending when Smith's engine blew. O'Brien then eased to race two victory. Championship leader Stuart Combes and Owen Edgley took the Mighty Mini wins.

GRAHAM KEILLOH

Sherrington claimed two wins in OSS

HAWKINS

race-one victory, a stall at the start of the second encounter was followed by a fantastic drive back to third. A frantic reversed-grid final race was won on the road by Ed Hayes, but a 5s track-limits penalty dropped him behind Southgate and race-two winner James Coleman.

Daniel Reason controlled the first Civic Cup race. Championship leader Rob Baker started alongside but lost second to Jason Ballantyne at Paddock on lap two. A safety car for David Buky's spin out of fifth at Paddock closed the pack together but the positions remained the same.

Baker's title rival Mark Grice finished fifth and made the best start in the reversed-grid race two, taking a lead he wouldn't relinquish. Daniel Hobson's pass on Chris Coomer at Druids gave him second, and Coomer later lost third as David Vincent dived up the inside at Paddock.

Simon Hill took both Production GTI wins, jumping polesitter Adam Hance in the first encounter and leading lights-to-flag in the second. Hance kept Hill on his toes in race one, but a spin at Surtees in the second race dropped him out of contention. Paul Blackburn, James Colbourne and Richard Marsh were the other podium finishers.

FERGUS REED

WEEKEND WINNERS

SNETTERTON

BRITCAR – SPRINT
RACE 1 & 2 Laurent de Meeus/Jamie Stanley (Ferrari 488 Challenge)

BRITCAR – ENDURANCE
RACE 1 Simon Rudd/Tom Barley (Ginetta G55 GT4)
RACE 2 Mike McCollum/Sean Cooper (KTM X-Bow)

LEGENDS
RACE 1, 2 & 3 Stephen Whitelegg
RACE 4 Miles Rudman
RACE 5 Marcus Pett
RACE 6 Matthew Pape

TRUCKS – DIVISION 1
RACE 1 Ryan Smith (MAN TGA)
RACE 2 Simon Reid (Iveco Stralis)
RACE 3 Terry Gibbon (MAN TGS)
RACE 4 David Jenkins (MAN TGX)

TRUCKS – DIVISION 2
RACE 1 Brad Smith (DAF CF)
RACE 2 & 3 Luke Garrett (MAN TGX)
RACE 4 Steve Powell (MAN TGS)

PICKUPS
RACE 1 David O'Regan
RACE 2 Scott Bourne

MIGHTY MINIS
RACE 1 & 2 Connor O'Brien

BRANDS HATCH

FUN CUP
Racelogic (Julian Thomas/David Denyer/Jon Tomlinson)

OSS
RACE 1 Steve Griffiths (Jade Chrysler)
RACE 2 & 3 Patrick Sherrington (MCR Sport)

PORSCHES
RACE 1 & 3 Adam Southgate (Boxster)
RACE 2 James Coleman (Boxster)

CIVIC CUP
RACE 1 Daniel Reason (FN2) (below)
RACE 2 Mark Grice (EP3)

PRODUCTION GTI
RACE 1 & 2 Simon Hill (Mk5)

TVR CHALLENGE
RACE 1 Tim Davis (TVR Tuscan Challenge)
RACE 2 Dean Cook (TVR Tuscan Challenge)
RACE 3 Alan Jones (TVR Sagaris)

For full results visit: tsl-timing.com

HAWKINS

INSIDE FORMULA 1'S ESPORTS EDUCATION

ESPORTS DOCUMENTARY
F1 ESPORTS SERIES

Whether you embrace the virtual world or not, eSports have become part of the fabric of racing. Formula 1, Formula E, the World Rally Championship and Le Mans are all leading the way with their own competitions to find the best virtual racers.

The connection is more than superficial. McLaren's World's Fastest Gamer runner-up Freek Schothorst has proved his worth on the team's simulator and even joined the Formula Renault Eurocup grid in Hungary, demonstrating that eSports exponents have transferable skills. So while not everyone might find watching sim racing particularly stimulating, it's certainly caught the attention of motorsport's elite.

That's why the official Formula 1 Facebook page is livestreaming a four-part documentary dedicated to its sim racing competition. The *F1 Esports Series* looks into the selection process for the nine F1 teams (Ferrari has chosen not to take part) that have signed gamers for the upcoming Pro Draft competition.

The show's first two episodes focused on tasks that allow the drivers to show off their talents, including a pitstop challenge, karting, and (of course) a sim race. Drivers talked about their 'connections' with F1, whether that be how they wanted to model their facial hair on their favourite driver's or how their dad once worked for Ferrari. They talked about their real-world racing experience, and how budget restraints turned them towards sim racing – a basic sim racing set-up costs less than £2000, while registration and a full year's entry in British Formula 4 is £13,500. It was surprising to find so many had raced in lower formulas and, where it hadn't worked out, eSports had become a viable alternative to the normal ladder.

Since the series is being broadcast over a social media website with over 2billion users, this was the perfect opportunity to get hardcore F1 fans interested in eSports. But so far it's fallen short.

While there was a brief introduction that recapped the F1 Esports story so far, it didn't go far enough. There were plenty of references to last year's competition, which was won by British teenager Brendon Leigh, but otherwise first-time viewers were left in the dark. Nothing was said about the controversy in the showdown, which took place on a virtual Yas Marina circuit. Leigh was forced to fight back through the field after being hit by a rival midway, then inherited the victory after

Competitors fought it out in a bid to impress F1 teams

"IT WAS THE PERFECT CHANCE TO GET F1 FANS INTO ESPORTS"

Fabrizio Donoso Delgado was penalised for cutting the chicane on the final lap. Leigh, incidentally, has now signed for Mercedes as its professional eSports driver.

Unfortunately this context was absent in the livestream. It felt as if it was the second chapter of a story, and that the audience was playing catch-up. All told, this new format missed a trick since it didn't feel aimed at the general F1 audience, but at a niche group who are already interested in sim racing.

That showed in the live comments section of the first episode too. While there was a minority asking how they could get involved, or how they would fare in a similar competition, the majority of the commenters clearly didn't think sim racing was anything more than playing video games. It's a shame, because the documentary does a sound job of showing just how much talent is involved in the discipline, and targeting it at eSports newcomers might have swayed a few opinions for the better.

Makers of the documentary might not have been targeting the uninitiated when they put together the first two episodes, but they did do a good job of explaining the selection process and in engaging viewers. If you can ignore the lack of context – or take the time read up on last year's race – the story is relatively easy to follow, and enjoyable.

And if eSports still leaves you feeling cold, perhaps the real positive is F1's willingness to experiment with creating bespoke content that is free to access via a massive social media platform.

● *The final episode, airing September 26, retells the live show as the 'real' Formula 1 teams pick their drivers for the Esports Pro Series Championship.*

BETHONIE WARING

motorsport.tv

HIGHLIGHT OF THE WEEK

AUSTRALIAN SUPERCARS – SANDOWN 500 LIVESTREAM

We're heading to a land down under this week to watch drivers at work in the first endurance race of the Australian Supercars season. Streamed live on Motorsport.tv, the 500-mile race at Sandown provides a formidable stepping stone ahead of the famous Bathurst 1000. Tune in from 0355 on Sunday morning. Go to https://bit.ly/2wIl7x9

THIS WEEKEND'S EVENTS

INTERNATIONAL MOTORSPORT

Singapore GP
Formula 1 World Championship
Rd 15/21
Marina Bay, Singapore
September 16
TV **Live** Sky Sports F1, Sunday 1130. Channel 4 1200
TV **Highlights** Sky Sports F1, 1945

DON'T MISS

Rally Turkey
World Rally Championship
Rd 10/13
Marmaris, Turkey
September 13-16
TV **Live** BT Sport 1, Saturday 1300, Sunday 0800, 1100. Red Bull TV, Saturday 1245. **Live** coverage on wrc.com. **All live** service via WRC+.
TV **Highlights** Motorsport.tv, Fri 2230, Sat 2230, Sun 2230. Red Bull TV, Fri 2000, Sat 2000, Sun 2000. BT Sport 1, Fri 2330. BT Sport 3, 0000. Channel 5, Tues 1900.

IndyCar Series
Rd 16/16
Sonoma, USA
September 16
TV **Live** BT Sport 1, 2330

Blancpain GT Sprint Cup
Rd 5/5
Nurburgring, Germany
September 15-16
TV **Live** Motorsport.tv, Saturday 1250, Sunday 1705, BT Sport ESPN, Saturday 1245, Sunday 1500

Formula Renault Eurocup
Rd 8/10
Nurburgring, Germany
September 15-16
TV **Live** BT Sport ESPN, Saturday 1130, Sunday 1300

Super GT
Rd 6/8
Sugo, Japan
September 16

Australian Supercars
Rd 12/16
Sandown 500, Victoria, Australia
September 16
TV **Live** Motorsport.tv, Sunday 0355

World Rallycross
Rd 9/12
Bikernieki, Latvia
September 15-16

NASCAR Cup
Rd 27/36
Las Vegas, USA
September 16
TV **Live** Premier Sports, Sunday 1930

UK MOTORSPORT

Castle Combe CCRC
September 15
FF1600, Saloons, Special GT, Hot Hatch, Single Seaters, Toyota MR2, Monoposto, Sports/Saloons

Cadwell Park MSVR
September 15
Mini Challenge, Trackday Trophy, Allcomers

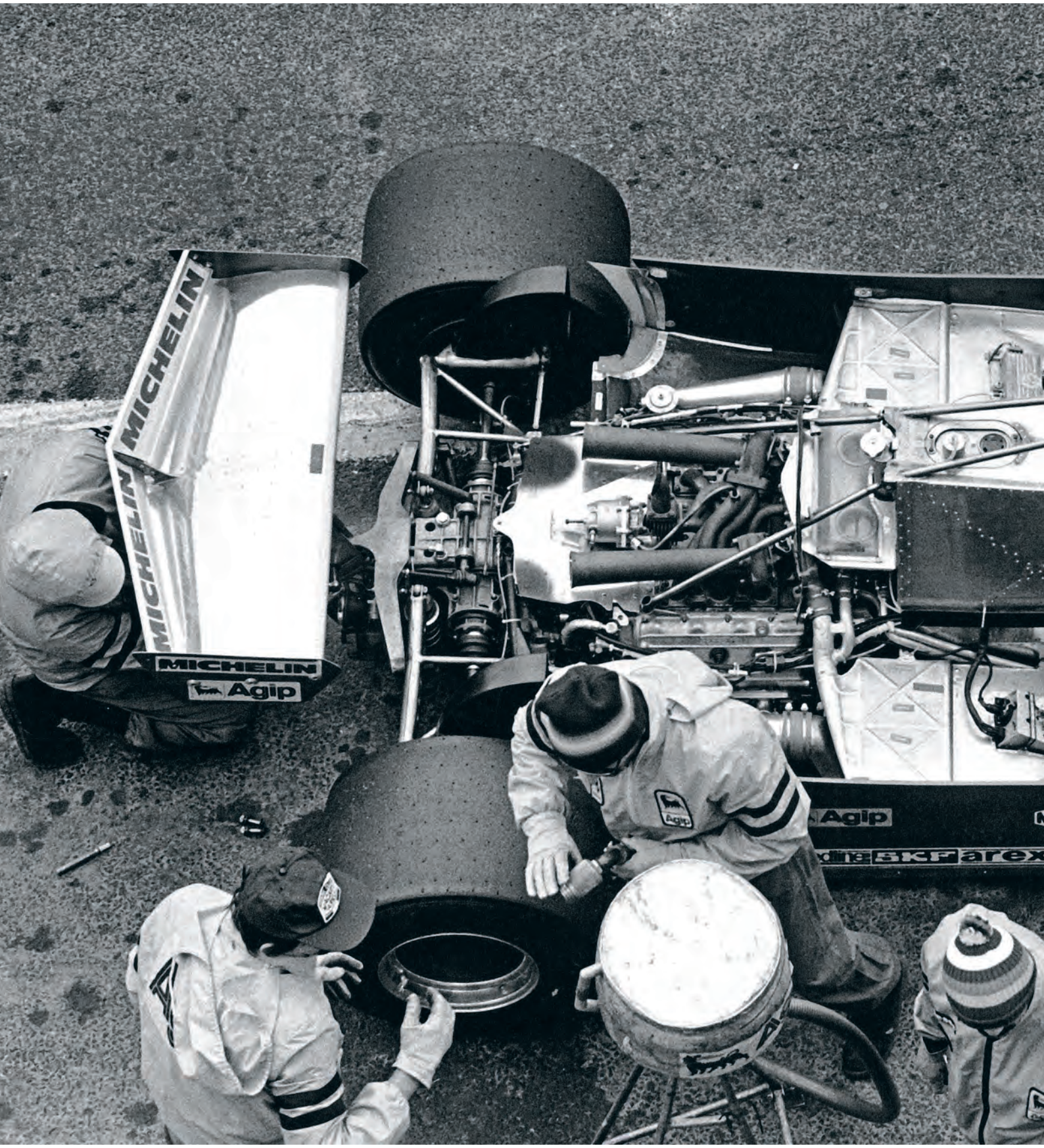
Silverstone BARC
September 15-16
BTCC meeting: BTCC, F4, Carrera Cup, Clio Cup, Ginetta GT4, Ginetta Junior
TV **Live** ITV4, Sunday 1115

Donington Park CSCC
September 15-16
Jaguar Saloon/GT, Tin Tops, Swinging Sixties, Future Classics, Magnificent 7s, Modern Classics, Classic K, New Millennium, Open Series, Turbo Tin Tops

Knockhill SMRC
September 15-16
Mini Cooper, Ford Fiesta and Hot Hatch, FF1600, Classic Sports and Saloons, Legends, Sports and Saloons, BMW, Formula Junior

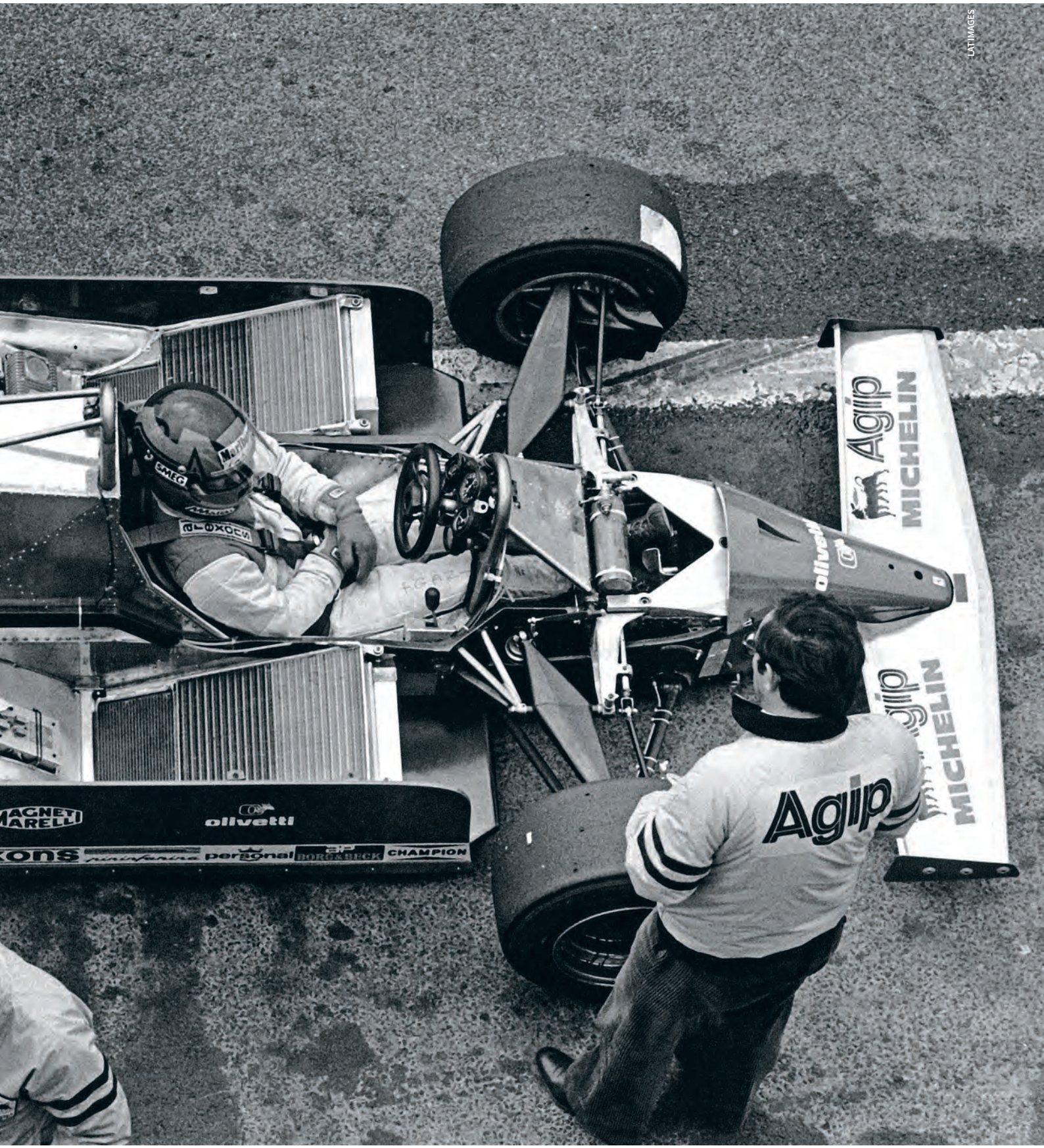
Rockingham BRSCC
September 15-16
MX-5s, Global Lights, Alfa Romeos

Mondello Park LMC
September 15-16
Leinster Trophy: Formula Vee, Formula Sheane, Formula Libre, Stryker Sportscar, Touring Cars, SEAT, Historic Racing Cars, Ginetta Junior, Future Classics, Fiesta, Zetec, Fiesta ST, Legends, Supercars



FROM THE ARCHIVE

Gilles Villeneuve sits aboard his Ferrari 126CK during post-season testing at Paul Ricard in October 1980. The car's lack of bodywork displays not just the poor driver protection afforded by grand prix machinery of this era (21st century eyes must surely wince just at the position of Villeneuve's feet), but more pertinently the 1.5-litre six-cylinder turbocharged engine – in place of the three-litre flat-12 that had propelled the Canadian through a spectacular but frustrating '80 campaign – that was being fettled ahead of its use the following season.



LAT IMAGES

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WHO, WHAT, WHERE, WHEN?

CAPILITAN/SUTTON motorsport IMAGES

WHO IS THIS?

This not so magnificent Magyar was the first of his kind to race at the highest level in the modern era, although his equipment and ability meant that his was hardly a starring role.

He crammed in some decent results in a European-wide feeder formula, which led to a promotion to the third rung of the ladder.

With backing from the real thing he continued to rise up the ranks, earning a test role with a waning giantkiller. Opportunity struck when injury forced out a regular, allowing him to make a debut at home.

He was given a full-time role at a perennial minnow the following season and made his point in a crazy race. He tried but failed to make a move across the pond, and almost earned his Spurs but failed to kick a ball.

ON THIS DAY

1 For which marque did Juan Manuel Fangio score a maiden world championship grand prix win on this day in 1953?

2 Today is Kamui Kobayashi's birthday. Where and when did he claim his only front-row F1 start?

3 On this day at the 1992 Italian GP, Bertrand Gachot started from Venturi's best F1 grid position. What was it?

4 Jim Guthrie was born on this day in 1961. Where did he score his only IRL win?

5 Which team made its first F1 start on this day in 1981?

NAME THE HELMET

LAT

LAST WEEK'S ANSWERS

Who, what, where, when Robert Kubica, Renault R25, Barcelona, December 4 2005. **Who is this?** Michael Andretti. **On this day** 1) Franco Forini. 2) Monza. 3) 13th. 4) Modenas KR3. 5) Paul di Resta. **Name the helmet** Hans Stuck.

IN NEXT WEEK'S ISSUE

F1 AFTER DARK: WHO'LL RULE IN SINGAPORE?

MAUGER/LAT motorsport IMAGES

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