# 





Wk	1	2	3	4	<u> </u>
M		6	13	20	<b>27</b>
T		7	14	21	28
W	1	8	15	<b>22</b>	29
т	2	9	16	23	30
F	3	10	17	<b>24</b>	31

s 4 11 18 25

s 5 12 19 26

















Wk	5	6	7	8	9
M		3	10	17	<b>24</b>
T		4	11	18	<b>25</b>
W		5	12	19	<b>26</b>
T		6	13	20	<b>27</b>
F		7	14	21	28
9	1	8	15	<b>77</b>	

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The World Rally Championship is a photographer's dream as it offers endless moments of cars doing what normal cars aren't expected to do. They are made to tackle every sort of road surface but where they are shown at their most extreme is on forest rally stages in Finland or, recently, Estonia. Here, the cars can get up to remarkable speeds on the gravel tracks and then, with massive bravado from the drivers and soft landings provided by their competition suspension, the cars 'get air' over the crests and the





## N4R

Wk	10	11	12	13
м 31	3	10	17	<b>24</b>
т	4	11	18	<b>25</b>
W	5	12	19	<b>26</b>
т	6	13	20	<b>27</b>
F	7	14	21	28
s 1	8	15	22	29
s 2	9	16	23	30



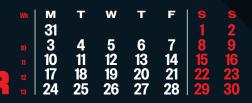




Wk	14	15	16	17	18
M		7	14	<b>21</b>	28
T	1	8	15	<b>22</b>	29
W	2	9	16	23	30
T	3	10	17	24	
F	4	11	18	<b>25</b>	
S	5	12	19	26	











Single-seater racing cars need to be kept away from the kerbs as it unsettles them, but one of the reasons that racing fans love touring car racing is because the cars are compliant enough for the drivers to vault over the kerbs. This makes for great spectacle, with the best of the best in the British Touring Car Championship, like Jake Hill, taking every opportunity to cut corners to find an advantage, which they can do as long as two of their wheels are within the white line marking the edge of the circuit.





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Wk	18	19	20	21	22
M		5	12	19	<b>26</b>
T		6	13	20	<b>27</b>
W		7	14	21	28
T	1	8	15	<b>22</b>	29
F	2	9	16	<b>23</b>	30
S	3	10	17	24	31
S	4	11	18	<b>25</b>	



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LONDON E-PRIX GP JAKE DENNIS

FORMUZA E

Ever since its introduction in 2014, this all-electric single-seater racing formula has taken racing to new audiences by using temporary street circuits rather than traditional circuits out in the country. The racing is always close and, with walls lining their route, the cars often make contact. However, what isn't always apparent is the fact that the drivers must choose when to use their battery power most effectively, as they don't have enough battery storage to go flat-out from the start of the race to the finish making it an incredibly different and difficult challenge.





Wk	23	24	25	26
м 30	2	9	16	23
T	3	10	17	24
W	4	11	18	<b>25</b>
т	5	12	19	26
F	6	13	20	<b>27</b>
S	7	14	21	28
. 1	R	15	<b>77</b>	29









The World Endurance Championship runs races that are typically six hours in duration, sometimes eight. Once a year, though, at Le Mans in June, they race for a full 24 hours. The cars generally pit after an hour and cycle through a rotation of their three drivers,  $\,$ with the drivers having to ensure that they use their downtime out of the car to rehydrate, eat, sleep and stretch. Then, in the final few hours, with every car nursing some sort of mechanical malady, they pray that they will hold together to the end.







Wk	27	28	29	30	31
M		7	14	21	28
T	1	8	<b>15</b>	<b>22</b>	29
W	2	9	16	23	30
т	3	10	17	<b>24</b>	31
F	4	11	18	<b>25</b>	
S	5	12	19	26	

s 6 13 20 27







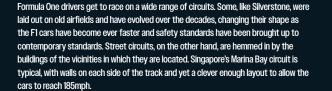
Wk	31	32	33	34	35
M		4	11	18	<b>25</b>
Т		5	12	19	<b>26</b>
W		6	13	20	<b>27</b>
T		7	14	21	28
F	1	8	15	<b>22</b>	<b>29</b>
S	2	9	16	23	30
S	3	10	17	<b>24</b>	31

















WN	00	OI .	00	00	70
M	1	8	15	<b>22</b>	29
T	2	9	16	23	30
W	3	10	17	<b>24</b>	
т	4	11	18	<b>25</b>	
F	5	12	19	26	

s 6 13 20 27

s 7 14 21 28









No form of motor sport requires its drivers to have expertise on so many road surfaces as rallying does, from tarmac, to gravel, to dirt, to snow and ice. Yet, whatever surface they are racing over, the co-driver has a job to keep the driver informed of what lies ahead so that they can keep attacking with confidence. Travelling at the highest speed possible, it can't be easy for the co-driver to keep looking down at the detailed maps and sometimes harder still to remain calm enough to deliver directions in a clear fashion.







Wk	40	41	42	43	44
M		6	13	20	<b>27</b>
T		7	14	21	28
W	1	8	15	<b>22</b>	<b>29</b>
T	2	9	16	23	30
F	3	10	17	24	31

s 4 11 18 25

s 5 12 19 26









Brands Hatch is always one of the most popular British Touring Car Championship venues. Not only is it close enough to London to draw large crowds, but the intimate atmosphere as the track runs through a natural bowl gives spectators a great opportunity to see most of the action. Once a year, the full grand prix circuit is used, taking the ultra-competitive field of cars out onto a rising and falling loop through the woods, with the long straight out to Hawthorn providing a great opportunity to catch a tow from a rival





Wk	44	45	46	47	48
M		3	10	17	<b>24</b>
T		4	11	18	<b>25</b>
W		5	12	19	<b>26</b>
T		6	13	20	<b>27</b>
F		7	14	21	28
S	1	8	15	<b>22</b>	29
•	2	9	16	23	30



w 1 8 15 22 3 10 17 24 7 2 9 16 23 40 41 42 43 43 7 14 21 28 6 13 20 27

Wk M 49 1 50 8 51 15 22 1 29 7 2 9 16 23 T 4 11 18 w 3 10 17 24

BRITISH GP LANDO NORRIS

The level of competition in the World Championship is intense, the pressure on the drivers seeming to increase every year. The drivers' first job is to use the practice sessions to get their car handling just as they want them. Then they must produce a  $\,$ flawless lap in qualifying to start as far up the grid as possible. A quick start will give them the chance to make good their escape or gain a place or two, but they all know that there is extra pressure to impress the fans at their home race.





WK	40	00	VI .	UZ	
M	1	8	<b>15</b>	<b>22</b>	29
T	2	9	16	23	30
w	3	10	17	24	31

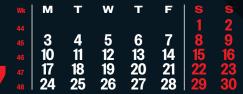
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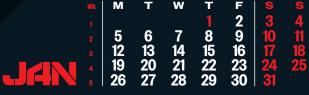
F 5 12 19 26

s 6 13 20 27

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Rally driving is never more exciting than when the World Rally Championships heads to the frozen north to perform over snow and ice. The skill of the world's top drivers is to carry as much momentum as they can and to be able to control the inevitable slides before the tail goes too wide and slows their progress. Studded tyres are essential for grip where it is in short supply, but the very best ice drivers know that the level of grip can change with a drop in temperature. It's hazardous but is always spectacular.

