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EXCLUSIVE: JOHN WATSON

Northern Irishman faces another tough test: MN readers' questions, p12



THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS



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How organising clubs are working to restart competition after Motorsport UK safety guidance unveiled

NATIONAL CLUBS READY TO RACE AGAIN AFTER LOCKDOWN



By Graham Keillor

National clubs in the UK are preparing to start racing again after the governing body Motorsport UK released guidelines for running events after the coronavirus-related suspension.

Clubs have told Motorsport News that they consider the guidelines, which include social distancing and use of electronic communication, as achievable and that they are now working to get racing back underway. Clubs also are starting to publish race calendars for the rest of 2020.

"The [guidance] document that's now published is viable for the club," British Racing and Sports Car Club chairman Peter Daly told MN. "A lot of work's gone into it. I think it's been led very well by Motorsport UK."

"There will be a lot of work for our regional centres and our club officials to digest and put into practice. [Circuits] will be working closely with venue management to make sure that we can deliver a suitable race meeting."

Full feature page 8-9

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RETRO

WHEN ROVERS RULED THE LAND
Recalling a national racing smash hit p16

INSIGHT

WHO'S NEXT FOR WORLD RALLY GLORY?
We pick out the future headline-makers set for stardom p19

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COMMENT



The red flags seem as if they will be put away, but there is still a long way to go

EMERGING ONE STEP AT A TIME

Another week, and we are another step closer to bring the picture into focus about how motorsport will emerge from the current global coronavirus pandemic.

Firstly, all credit must go to the national governing body, Motorsport UK. These have been unprecedented times in the world, let alone in the sporting sphere. With the easing of restrictions, there has to be a clear and safe path through the government advice to enable sport to continue. But it is not going to be a smooth road and look at the trouble the Premier League has gone through to allow it to complete its season – and that is a sport which essentially only requires 22 players and three officials to make happen.

There will still be hurdles for motorsport to overcome, and there may well be a situation where further restrictions are put in place. While the national government struggles to come up with a clear direction out of the current pandemic situation, the sport we all love appears to be in some good hands with positive and thoughtful steps put in place.

You can read how the new guidelines will affect both rallying and racing in a news special from deputy editor Graham Keilloh and reporter Luke Barry on page 8-9.

In this issue, columnist-at-large (and programme-collecting bookworm – see page 22) David Addison caught up with five-time Formula 1 race winner John Watson to pose the Motorsport News readers' questions. Wattie was considered in his responses and talks us through some of the most revolutionary moments he experienced in his career.

Our historics editor Paul Lawrence takes a fond stroll down memory lane with a look back at the Rover 220 Turbo Cup, which featured strong backing, a field full of talent and some robust racing (to say the least...) We also take an in-depth look at the up-and-coming stars who are likely to be writing the World Rally Championship headlines in the future. Remember where you heard about them first, and we will enjoy seeing our predictions proved right (hopefully).

Matt James
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The WRC's next stars

RACING NEWS

F1 COST CAP RAMPS UP FOR POST-VIRUS

Formula 1 teams have agreed to lower the proposed forthcoming budget cap for 2021 by \$30 million to \$145 million to help squads ride out the financial pressures in the wake of the coronavirus.

As well as the financial limits, other tweaks will include a measure which is designed to help some of the lesser teams have more access to development to assist them in reducing the gap to the frontrunners.

The teams had already agreed a \$175 million cap for 2021, but this has come down further in the light of the global health crisis. This will then be lower to \$140 million in 2022 and \$135 for the 2023-2025 seasons.

New development rules mean that top teams will have restricted time in the windtunnel depending upon their finishing position in the previous championship. These rules are in the planning stages but are designed to make grand prix racing more competitive.

F1 team bosses had already agreed to shelve major rule changes, which had been planned for 2021, until 2022 and teams will be allowed to use their 2020 cars in 2021 too. There will also be limitations on the amount of engine development.

RICHMOND RACE DROPPED FROM INDYCAR SCHEDULE

The returning Richmond Raceway round has become the latest to be removed from IndyCar's revised 2020 calendar due to local coronavirus pandemic restrictions.

The 0.75-mile oval was due to stage the third round of this year's amended IndyCar schedule on June 27, the venue returning to the calendar for the first time since 2009.

But the state of Virginia is not permitting gatherings until at least July.

Toronto's race has also been cancelled following, as reported in last week's Motorsport News, the city mayor's recent announcement that it is withholding permits for major events and festivals in July and August.

There are now 14 rounds on the 2020 IndyCar schedule as the Road America visit has become the calendar's third double-header, and it has been moved from June 21 into Toronto's former slot of July 11-12. The season is set to begin at Texas Motor Speedway on June 6.

TALKS CONTINUE TO SAVE BRITISH GRAND PRIX DOUBLE-HEADER

Government's new advice on travel puts hurdle in the way of UK's Formula 1 events

Photos: Motorsport Images



Silverstone still has hosting woe

By Matt James

New 14-day quarantine rules for overseas travellers which have been put in place by the UK government have thrown the British Grand Prix back-to-back events into doubt.

The meetings were originally scheduled to take place on July 26 and again on August 2 – or even a week earlier on July 19 and July 26 – but senior officials are now in locked talks to see if the showpiece races can be saved.

The home secretary Priti Patel said on Friday last week that anyone travelling to the United Kingdom would have to undergo a 14-day quarantine to be allowed to move freely in the country. The government is working on introducing special 'air bridges', where people arriving from some countries would be exempt, but these are not expected to be put in place in the short term.

This has thrown a spanner in the works for every international sporting event and will affect the

West Indies cricket tour in the UK as well as European football competition and horse racing.

A senior government figure told the BBC Sport website that the "door had not been shut" on events involving international travel, and circuit bosses are also confident that a resolution can be reached to allow the events to go ahead.

Silverstone managing director Stuart Pringle told Sky Sports F1: "[F1]'s a very complex sport to get going because it's a global



Track boss Stuart Pringle says discussions are on-going

championship with a huge logistical tail, so Formula 1 does need to know that it can set off on its global travel and be able to come in and out of its home base.

"I am very clear that the importance of the industry is understood by government. I remain very optimistic that they will find a way. I'm very, very conscious that it's extremely complicated drafting these things and working up against ever-moving deadlines – it's not a task I'd wish to undertake.

"I remain optimistic that a sensible and pragmatic solution, which puts the onus on the sport quite rightly to come up with the right solution, can be found."

A Formula 1 spokesperson said: "We have been working closely with government on the implications of the policy for Formula 1 and Silverstone and those discussions are ongoing at this time with the aim of finding a solution with safety as our first priority."



The Circuit of the Americas might have to be dropped

US GRAND PRIX FACES A BATTLE TO BE STAGED

A cloud exists over the likelihood of the American Grand Prix in Texas, which is due to take place in late October, as the US is slowly reducing its lockdown measures.

The race relies on funding from tourism bodies, which would face a large drop in return should attendance at the event be restricted.

Dr Mark Escott, the interim

medical director and the health authority for Austin Public Health, cast doubt over the grand prix, saying that large gatherings were unlikely.

He told the Austin-Statesman newspaper: "The large events are the first thing that we turned off and are going to be the last thing we're going to turn back on because of that risk of exposing lots of people to one

another, particularly individuals of the same household.

"We are working on a plan to help forecast what we think is going to be reasonable, but looking through the end of December, we don't have any indications at this stage that we would be able to mitigate risk enough to have large events, particularly ones [with] over 2500 [people]."

DTM TO HOLD FOUR-DAY JUNE PRE-SEASON TEST

The DTM will hold an official four-day pre-season test at the Nurburgring on June 8-11 in advance of its coronavirus-delayed 2020 campaign getting underway.

The tin-top championship has a revised 10-round 2020 race calendar, starting at Norisring on July 10-12, though bans on mass events in Germany and Belgium

has cast doubt on the Norisring and Zolder rounds.

The test will be open to all competitors and provides an opportunity to implement the championship's infection-prevention measures, including daily checks for coronavirus symptoms.

Marcel Mohaupt, managing director of DTM organiser ITR,

said: "We're extremely grateful to everybody at the circuit – they have put the infrastructure in place to allow us to test safely with all the relevant distancing rules. We are extremely confident that we will be able to hold thrilling races in 2020, and that we will soon publish a new calendar that takes into account the requirements for a 'new normal' in motorsport."



DTM teams will be able to prepare for the 2020 opener

WTCR SET FOR EUROPEAN-ONLY CAMPAIGN IN 2020

The 2020 World Touring Car Cup race season is set to start in September, kicking off what is expected to be a truncated Europe-only schedule.

A revised WTCR calendar was expected to be confirmed this week after Motorsport News went to press. It has been reported that the schedule will be made up of six weekends, all at European circuits. Two of the events are to



Tin-tops face a Euro year

remain as double-headers as was planned for 2020, while the other four will run to the

WTCR's former triple-header format. This makes 16 races in total, down on the originally-planned 20.

A Europe-only calendar would mean the cancellation of four Asian races at Ningbo in China, Inje in South Korea, Macau and Sepang in Malaysia.

Francois Ribeiro, boss of WTCR promoter Eurosport Events, told Autosport: "It is very possible that we will be starting in September. We have submitted our dates to the FIA."



Toyota's entries are axed

TOYOTA PULLS OUT OF NURBURGRING 24 HOURS

Toyota will not take part in this year's Nurburgring 24 Hours due to coronavirus-related travel restrictions depriving it opportunities to test and develop its Lexus LC.

The GT and touring car endurance race is to take place on September 24-27 this year, having been pushed back from May. Toyota has competed in the Nordschleife event for 13 consecutive years. A Toyota statement read: "The TGR team did not have enough opportunities

to conduct driving tests in the Nurburgring on track, and this has had a substantial impact on the development of the race car.

"Given how demanding the 24 Hours of Nurburgring is for race cars, it would have proven more difficult for the team and the race car to complete the 24 hours race in a safe manner. Nevertheless, the 24 Hours of Nurburgring continues to be the root of Toyota Gazoo Racing activities. We therefore are committed to resume participation in the race next year



Photo: Jakob Ebrey, Credit Suisse

BRSCC racing will be back in July

BRSCC LEADS NATIONAL CLUBS PUBLISHING POST-LOCKDOWN CALENDARS

The UK's national racing clubs get their late-2020 schedules in place

By Graham Keilloh

The British Racing and Sports Car Club has released a race calendar for the rest of 2020 after the current coronavirus-related suspension ends, with other national clubs set to follow.

UK racing is currently suspended until June 30, and the BRSCC has unveiled a provisional 11-meeting calendar for the year's remainder starting at Oulton Park on July 18.

BRSCC chairman Peter Daly told MN: "It's something that we've been working on since the shutdown started nine weeks

ago, we've been modelling different scenarios." The BRSCC may make changes to the itinerary depending on major categories' schedules, such as that of British Superbikes.

The British Automobile Racing Club intends to publish its calendar in early June. "That's our plan at the moment," CEO Ben Taylor said when asked by MN, "[BARC General Manager] Ian Watson's working on that with championships and with venues."

MotorSport Vision Racing and the Scottish Motor Racing Club aim to release their calendars as soon as possible, though do not

yet have a firm timeframe for publication. MSVR's motorsport events manager David Willey told MN: "We are working to the assumption that circuit racing will resume from July 1 and we are currently in discussions with all our championships and series regarding calendars for 2020. This is clearly a very complex process so I'm unable to put a timeframe on when this will be announced, but we're keen to get going as soon as possible!"

SMRC's business development manager Rory Bryant told MN: "The bigger championship calendars will dictate to an extent availability

and so on. So we've not set a line in the sand for publishing a calendar but we will certainly do so as soon as we can."

The 750 Motor Club and Castle Combe Racing Club aim to stick primarily with their originally-scheduled 2020 race dates for July onwards, though may arrange additional meetings.

CCRC chairman Ken Davies told MN: "The backbone of our restart plan is the calendar of races that remain [from the original 2020 timetable] when racing finally resumes, hopefully in July, and a number of these meetings will include double-header races for Castle Combe

CALENDAR

BRSCC 2020 race calendar

DATE	VENUE
July 18	Oulton Park
Aug 1-2	Cadwell Park
Aug 8	Snetterton 300
Aug 22-23	Thruxton
Aug 22-23	Anglesey
Sept 12-13	Silverstone National
Sept 26-27	Brands Hatch Indy
Oct 17	Oulton Park
Oct 17-18	Donington Park
Oct 24-25	Brands Hatch Indy Formula Ford Festival
Oct 31	Snetterton 300

Racing Club championships. We're also considering additional race days to compensate for those lost, but these will depend on the busy circuit's availability."

The 750MC aims to give all its categories at least four events and may add November rounds.



Motorsport UK is first off mark with full electric regs

MOTORSPORT UK BRINGS ELECTRIC POWER INTO NATIONAL RACING

Motorsport UK has issued a set of technical and safety regulations that will allow electric cars into national competition for the first time.

The regulations frame how electrified machines, including hybrids and fully electric, can be used, and allow new electric motorsport categories to be created in the UK. New guidance is also available for event organisers as is training for scrutineers and marshals.

The regulations also allow

unmodified road-going electric vehicles to be used in grassroots categories such as hillclimbs.

Motorsport UK is the first national governing body to fully develop regulations in this area.

Motorsport UK CEO Hugh Chambers, said: "Innovation is a crucial area of investment if we are to deliver a sustainable future for motorsport, and clearly electrified vehicles are central to this. We have been working on this framework for many months and it is a very exciting area for

our sport. This is happening alongside developments in electrified karting and it is now within our grasp to have hybrid or electric power across all levels of motorsport.

"This is an incredibly important step towards allowing the whole community to embrace hybrid and electric power. This is by no means the end of conventionally-powered motorsport, but it is one of the key areas to develop in order for our sport to thrive in the future."

HSCC PINPOINTS MID-JULY RACE RETURN WITH LEGENDS OF BRANDS HATCH SHOWDOWN

The Historic Sports Car Club is planning to start the historic racing season at the Legends of Brands Hatch Super Prix meeting on July 11-12.

The meeting remains subject to government guidelines and Motorsport UK approval, and the HSCC is now encouraging competitors to place entries. No money will be taken until the entries' closing date and full

refunds will be given in the event of cancellation or withdrawal.

HSCC CEO Andy Dee-Crowne said: "Running an event takes a lot of preparation so we are currently planning for the resumption of motorsport in July. We will all have a duty to ensure that when events do start, they are run as safely as possible. Because of potential difficulties with accommodation, the

weekend timetable is being replanned to try to make the event one-day for as many competitors as possible."

In line with the co-operation amid the coronavirus difficulties between the HSCC, Masters Historic Racing and French-based HVM Racing, an invitation is open to all competitors with suitable cars to take part in the event.

The HSCC is also extending an invitation to compete to anyone with a relevant car. "Races like our Thundersports, Guards Trophy, Road Sports and Historic Touring Cars are all suitable for drivers who usually race in other series across Europe," said Dee-Crowne. "Travelling out of the UK will be an issue in the short-term, so here is a chance to race at home."



HSCC has date for return

OBITUARY

David Stevenson

Motorsport News is sad to report the recent death of Formula Junior stalwart David Stevenson at the age of 92 after a long illness. Stevenson raced until he was in his 80s and won the Formula Junior Lurani Trophy in 2001.

Stevenson raced motorbikes while working overseas and also competed on the Isle of Man. He raced 500cc Formula 3 cars in the 1950s and, after retiring from bike racing, spent 15 years in Formula Junior with a Cooper T56, a pair of Lotus 22s and a Mallock U2.

Duncan Rabagliati of Formula Junior said: "If there was one true legend who epitomised a 'good life' and both the fun of and success in Formula Junior, it was David Stevenson. He was kind and generous: his was a full life well lived."

May 2021 will be busy in Monaco



MONACO HISTORIC GRAND PRIX ON FOR 2021

There will be a Grand Prix de Monaco Historique in both 2021 and 2022 following the cancellation of the 2020 edition of the biennial event.

With this year's historic event lost to the coronavirus pandemic, the Automobile Club de Monaco has announced that the prestigious street race event will run in both of the following two years, starting

with a late-April date for 2021.

The 12th Grand Prix Historique will run on April 23-25 to open a run of three race meetings in a month in the Principality as it will be quickly followed by the Monaco E-Prix and the Formula 1 grand prix. To accommodate the late-April date, the infrastructure build at the famous street circuit will start towards the end of

February, three weeks earlier than usual.

Christian Tornatore of the ACM said: "To organise three race meetings in the space of a month will be a first for us. The logistical side promises to be complex, but not impossible to manage."

The historic event will run again in 2022 on May 13-15 before reverting to its biennial format.

RALLY NEWS

IN BRIEF

FRENCH WORLD RX ROUND CANCELLED

The French round of the World Rallycross Championship at Loheac has been cancelled for 2020, despite having been included in World RX's revised calendar. It has been axed due to mass gathering measures that currently will be in place in France until days before the event. An event statement added: "Unfortunately it is not logistically possible to apply the social distancing measures required on this site, and no other date is available."

RALLY DI ROMA APP FOR FAN CONTROL

Rally di Roma Capitale organisers are launching a social distancing app to ensure the event continues to receive the blessing of local authorities. Organiser Motorsport Italia has determined how many fans can access each spectator zone, requiring them to specify the zone they plan to watch from. The app will indicate if there is space or recommend an alternative area. The rally is set to open the European Championship season on July 24-26.

MONTE-CARLO TO OPEN 2021 SEASON

The Monte-Carlo Rally will open next year's world championship from January 18-24. Although a 2021 calendar is not due to be submitted for FIA approval until June at the earliest, Monte Carlo Rally organiser the ACM, has released the official poster for the 110th anniversary edition. A statement from the ACM read: "Our teams are currently working on the programme. It will be officially announced six months before the event."

SAFARI RALLY WILL RETURN IN 2021

FIA rally chief Yves Matton and WRC Promoter boss Oliver Ciesla have provided assurance to Safari Rally organisers, effectively giving the green light to the event's delayed return to the global series.

Scheduled to run on July 16-19, the Kenyan classic was the fourth WRC 2020 event to be cancelled or postponed due to coronavirus.

"The pandemic has had a huge impact in every sphere of society including motorsport and rally. We are already looking ahead to the Safari Rally taking place in 2021," Matton said.

Ciesla added: "There was no choice. The return of [the] Safari was due to be one of the highlights of the season and we extend our gratitude to President Uhuru Kenyatta of Kenya and the team at the WRC Safari Rally Project, headed by Phineas Kimathi, which has worked so hard. We look forward to Safari Rally in 2021."

WALES RALLY GB NEEDS SPECTATORS TO RUN

Ticket sale revenue vital to ensure UK showpiece rallying event is a success

Photos: Jakob Ebrey, ERC.com

By Graham Lister

Wales Rally GB can't take place without spectators, the event's clerk of the course Iain Campbell has told Motorsport News.

Ticket sales provide more than half a million pounds of the rally's income, money that is not available from other sources.

As the resumption of a British sporting calendar behind closed doors gets closer, Campbell was quizzed on the viability of running the country's World Rally Championship counter minus fans.

"We can't run Wales Rally GB without spectators, it's unfortunately just as simple as that," Campbell told Motorsport News.

Fans are being advised that tickets "aren't yet available" for sale, according to the event website, and Motorsport News understands that will remain the case until restrictions preventing

mass gatherings begin to ease.

Wales Rally GB is due to take place from October 29-November 1 as the penultimate round of the WRC. Given the uncertainty surrounding the formation of the remainder of this season's calendar, Campbell was asked whether there is scope for the event to switch to a new date to ease possible fixture congestion later in the year.

He said: "We haven't been asked [to consider changing dates]. If the question comes in you would have to look at it, but there are so many constituent parts that already are fixed. Even the most important part, the marshals' time off work to go out and support the event, let alone looking at securing the venues. You never say never but it would be a big ask to move."

Route planning for Wales Rally GB has been completed with the itinerary due to be published next week.



Fans are vital to help funds



Briton Ingram will return to defend his European title

INGRAM AIMING FOR BACK TO BACK EUROPEAN TITLES

Chris Ingram will aim to become the first Briton to win back-to-back European Rally Championship titles after announcing plans to defend his crown in 2020.

Although the 25-year-old is still targeting a programme of WRC3 events, he has vowed to make defending his ERC title by winning events outright the priority this year after he failed to land a top overall score in 2019.

"A lot of people said because I didn't win a rally, am I quick enough?" he told the ERC's new talk show ERC The Stage. "I did what I had to do and did the best. I couldn't risk anything. But I really want to go back and show them that I have got the pace as well."

Co-driven by Ross Whittock, Ingram became the first Brit since Vic Elford in 1967 to win the European championship, despite a season-long financial

battle, which looks set to continue this year.

"We're still looking for sponsorship and the virus is affecting," Toksport driver Ingram added. "Just as [the pandemic began] we were negotiating the deals with my sponsors. The [virus] situation is the priority for everyone now. But we want to be back in the ERC and go and win some rallies because we feel there is a lot of unfinished business."

CHAMP KRISTOFFERSSON: WE WILL ALL BE PREPARED TO RACE

Double World Rallycross champion Johan Kristoffersson doesn't think the extended off-season will have an effect on teams and drivers when racing gets underway later this year.

Having spent a year in the circuit-based WTCR, Kristoffersson returns to rallycross for 2020 and while he is yet to even test a Supercar for the first time since 2018, he is also enjoying the break.

He told Motorsport News. "I don't think that it will make a big difference to the drivers' and teams' performance, I think everyone will be well prepared

when it's finally the green light to go racing. All of the teams and drivers are very professional so they will be set to go. Maybe everyone might be like when cows go out to grass again after a long winter, so there might be some action in the beginning, but I think it will be okay.

"I'm just looking forward to getting back to racing, but I'm also trying to enjoy the time home with the family," he added.

"Since my son was born in 2015 I haven't been able to spend much time at home, last year I had 263 travel days."



Kristoffersson is ready



The KYB Team JC World Rallycross squad, which will run a pair of EKS-built Audi S1 Supercars in World RX this year for Swede Robin Larsson and Latvian driver Janis Baumanis, has revealed the liveries of its cars. The World RX season is provisionally set to get underway in late August at Holjes in Sweden.



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HIRST EAGER TO TRY FIESTA R2 BUT UNSURE ON BRC SWITCH



Hirst could win a test in an EDSL-run Fiesta R2 machine

BTRDA driver Matthew Hirst has told Motorsport News he has “seriously considered” contesting the British Rally Championship in the past as he eyes a test in an R2 car.

Hirst won the opening round of the eBRC virtual series two weeks ago which rewards the eventual champion with a test in an EDSL Sport Ford Fiesta R2.

But despite his desire to try the R2, Hirst is not committing to a BRC programme as his work

responsibilities come first.

“I have looked at doing the BRC and it would be obvious to do it in an R2 car but that’s not what we chose to do and I don’t regret it,” Hirst said. “At the end of the day it’s looking at what you aspire to do.

“I understand it’s not realistic or it’s not possible that I’ll be a full-time factory driver so then it’s seeing what can actually be done and looking at people like for example David Bogie; how he’s managed to carry on doing

national level rallying alongside running a business and doing his family life and what have you.

“If I’m going to do the British championship I’d like to do it properly and you can’t drag it out over a number of years, you know you’ve probably only got one shot at it so you’re best doing it when you’re actually fully prepared, ready for it.”

The second round of the eBRC in Spain began on Monday and concludes this weekend (May 31).

IN BRIEF



BTRDA runners: hope

BTRDA RALLY SERIES UPDATE

Organisers of the BTRDA are still hoping to deliver a championship in 2020 despite Motorsport UK’s latest guidelines. The Rallynuts Stages – rescheduled for August 8 – was officially cancelled last week but the Woodpecker Stages, Trackrod Rally and the reserve event, the Wydean, could all still run. The BTRDA is the only 2020 series this year to run more than one round before being interrupted with the Cambrian Rally in February and Malcolm Wilson Rally in March. Both were won by Stephen Petch.

IRISH SERIES CANCELLED

Both the National Stages and Forestry championships in Ireland were cancelled by Motorsport Ireland last week in light of the continuing Covid-19 situation. Several rounds of both series had been cancelled already. But much like Ireland’s flagship championship – the Irish Tarmac – which was scrapped last month, events that are able to may still run this year but won’t hold championship status.

KELLY’S RAFFLE WINNER NAMED

Junior BRC driver David Kelly raised a total of €2600 for community charity ChefAid Donegal via an online raffle. Entrants paid for a ticket number with the prize either a spa day or a ride with Kelly on a test day. Rally snapper Kevin Glendinning was announced as the winner last week and elected for the €250 voucher to be redeemed at Galgorm Spa & Golf Resort in Ballymena.

TIME TRIAL CHAMPIONSHIP MOOTED TO SPEED UP RALLYING’S RETURN

Single-crewed cars could lead to a rethink in how competitions are run in the future

By Luke Barry

A championship consisting of rally time trials could be launched in order to bridge the gap between now and the return of traditional stage rallying.

Recent Motorsport UK guidelines prohibiting co-drivers to compete could mean that for the time being rally time trials are a solution for competition to return, and Forest Experience Rally School in Wales is keen to organise some.

Venue owner and rally competitor Ross Leach told Motorsport News: “We’ve been thinking how motorsport can start and we had the idea they [MUK] might say no navigators. We had that in the back of our minds so we’ve been making plans in the background anyway [and] were ready to send a post [online] once we saw those guidelines. We’ve been speaking to Motorsport UK so we’re following their plans and

they can see the positives in it and [could] maybe use it as an example of how motorsport can be run going forward.”

Epynt Motor Club was first interested in hosting an event but Bala & District, Swansea and Ammanford Motor Clubs have all now expressed a desire too. Leach has had “40 or 50 competitors send messages saying count me in”, including Osian Pryce, Tom Williams and several clubmen.

“We’d like to turn it into a championship because we do need to find a sustainable way of going rallying that doesn’t cost as much as the current stage rallying,” Leach added. “So whilst it’s come out because of Covid-19, there’s an ulterior goal there. Entry fees are half that of a normal stage event [because it’s single venue] and you don’t need to have cars taxed. All minus a date it looks like it’s going to happen.”

How rallying will return after lockdown, feature, p8-9



At least four clubs are keen on rally time trials

EX-WRC AND BRC NAVIGATOR LAUNCHES PERFORMANCE COACHING PLATFORM

Previous Production World Rally Championship-winning co-driver Trevor Agnew has launched a new podcast and blog designed to help competitors extract the maximum from themselves.

Called Stage by Stage, navigators Rory Kennedy and Gordon Noble were the first podcast guests, and names from both the British and World

championships will feature in the coming weeks.

Agnew told MN: “A success for me isn’t around the number of followers, the shares or the likes, it’s having those people come back to me and saying ‘Trev on the back of what you told me, I tried this, it worked brilliantly and this is how much better my life is or this is how much easier I find things or this is

what result I got on the back of it.’

“That for me is the justification, that’s my nirvana if you like. It felt for me like I’d done a World Championship rally again. I was knackered because all the emotion that goes into it; the adrenaline and the buzz you get from it.”

A podcast will be released every fortnight on a Friday, with episode two landing this week.



Trevor Agnew co-drove for Brit Martin Rowe in 2003



Jackson has run as the course car twice

JACKSON’S DELAYED SUBARU DEBUT

BTRDA battler Matthew Jackson has admitted it’s “really frustrating” that he can’t yet give his Subaru Impreza N12 a competitive debut after just two course car outings in a year.

Jackson bought the Impreza last summer but his masters degree complicated any rallying plans. He was set to do the Malcolm Wilson

Rally in March – his first rally in 11 months – but was diagnosed with shingles a week before the event and had to pull his entry.

“The hardest bit for me is in my head all through last year was ‘get the degree finished we’ll go back rallying’ and then you can’t so it’s really frustrating,” he told MN.

“We’re not going to be on

the pace straight away, I’m well aware of that. It’s more a case of getting 12 months under my belt first, learning the car, and getting back into the swing of things and learning four-wheel drive. And then the following year just see what we could do. That was the original plan but obviously things changed.”

FEATURE

HOW NATIONAL WILL CONTINUE

Motorsport UK has revealed a blueprint to resume competition.

Motorsport will return this year, but the landscape will be vastly different. Restrictions put in place by the government will mean that the process of using the stages or the race tracks will be changed greatly, and some of the shifts that have been introduced are likely to have a long-lasting impact on how competitors, volunteers and fans go about consuming motorsport.

Here, we look at the effects the new rules will have in the service parks and paddocks of the UK. The times might well be very different, but at least motorsport will emerge again. So long as these rules are observed, the red light will blink off once more.



Race engines will be able to fire up again



Ben Taylor: plan is realistic



Daly still has some concerns

Motorsport UK's guidance for racing's resumption after the coronavirus-related suspension was received positively by national racing clubs, who consider its stricter health protection measures achievable for their race meetings.

The British Automobile Racing Club Group boss Ben Taylor tells Motorsport News: "We're very comfortable with it and think it's a good place to start. The important thing was that Motorsport UK has put together a set of guidelines that serve as a protection for people operating at race meetings, but haven't made such onerous and sweeping regulations that make it impossible or financially unviable for us to get up and running. There's a great deal of common sense in there and there's no areas where we think it's unrealistic."

Many clubs and other stakeholders fed into the plans' development indeed, and Motorsport UK received



Teams will need to wear PPE

praise for leading the process well.

The Scottish Motor Racing Club's business development manager Rory Bryant tells MN: "It's a really good piece of work done by Motorsport UK and it's going to be very helpful when we are ready to resume. Any sort of resumption of the sport, especially for a race meeting, is never going to be completely straightforward but the guidance provided makes it as practical as possible."

The British Racing and Sports Car Club chairman Peter Daly believes furthermore that the planned use of electronic methods will also have longer-lasting benefits. "All our daily businesses, we already operate like that," he notes to MN. "There are people out there who spend many thousands of pounds buying a holiday and they do that on the internet by the click of a button. So motorsport, why not do it at the click of a mouse and it will speed up the whole process of getting people racing?"

Clubs accept however that much of the practical impact on meetings from the stricter health considerations is currently unknown and will only be learned from practice, both from the initial post-lockdown race events and from the recently-recommended test days. Therefore additional and more specific instruction is expected to follow these initial guidelines.

"If anybody tells you they know exactly what it'll look like [at race meetings] I think they're maybe

taking a flyer on that," adds Taylor. "We probably won't know until we get up and running and then we'll learn lots of lessons and have to think on the hoof."

Clubs currently are doing what they can to prepare for racing's resumption, such as accessing PPE and signage, assessing their procedures and protocols for the new safety requirements as well as working with venues. They report that plenty of competitors are ready to go too, and many race calendars are beginning to be published.

Clubs recognise though that, even with the guidelines in place, what happens next still largely depends on government. "It's all completely dependent on what guidance the government issues next," notes Bryant. "That could be that you're not allowed gatherings of more than 10 people in which case running a race meeting probably is not going to be practical, but it could be that gatherings of more than 500 aren't allowed in which case there's probably things that can be done to run a race meeting."

"And there's the complication in the UK of there possibly being four different approaches and timelines [across the four nations]."

Daly adds: "Another concern I have is trying to get clarity from the government on travel quarantines, [this] will have a knock-on effect at both club and national level and international level because we do have a number of drivers who may be residing abroad." ■

KEY FACTS

How this will impact racing

Health

All participants to sign pre-event declaration that they do not have coronavirus symptoms and have not been in contact with anyone with symptoms in previous 14 days. Anyone feeling unwell at event to inform organisers and leave venue

Protection

PPE to be worn by various attendees including team personnel. Social distancing to be observed including in paddock, podium, assembly and parc ferme

Attendance

No Motorsport UK mandated reduction of grids/competitor numbers but each organiser/venue to

consider restrictions to meet the guidance. Limits on team personnel to ensure social distancing

Communications

Electronic/online communication, documents and admin used. Pre-event signing on will be electronic and away from venue, protests etc will be done digitally if possible. Briefings will also be done remotely

Multi-driver events

These are permitted though 30 seconds added to driver-change pitstops to sanitise contact areas within vehicle. More than one person in a competing vehicle simultaneously will not be possible

Post-competition scrutineering

Done in a spacious non-enclosed environment with checks selected to minimise vehicle contact and visual checks are strongly recommended. Remote video inspections may be used

Marshals

Only two per post, post allocations issued electronically before event. Marshals to approach cars from safe distance to seek indication of driver's health

Media

Numbers strictly limited with potentially a single media figure syndicated. Podiums likely to be photo/media events only



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MOTORSPORT WITH CORONAVIRUS RESTRICTIONS

Luke Barry and Graham Keilloh assess the impact

RALLYING



Rallying can return in a modified format

It's not unfair to say a large proportion of the rallying community was taken aback last Monday when Motorsport UK released its Getting Back on Track guidelines.

By its very nature, rallying is a lot more nomadic than racing so it's easy to see why it's the more difficult code to resume in a more restricted society. Social distancing measures are what stage rallying's return all hinges on. At present, co-drivers cannot feasibly join drivers in a competing car and that was the key point highlighted by Motorsport UK's paper last week.

No co-drivers is an alarming headline but it's a temporary measure that's in response to advice and guidance offered by the government. Whenever social distancing measures relax, co-drivers will be back in. As one championship organiser put it: "It's putting what we already knew into black and white."

All the co-drivers Motorsport News contacted said they understood the decision. Tom Woodburn said: "Some people have sacrificed a lot to protect us, so I'm sure we can all last a couple of months longer." Dale Bowen added that he respects Motorsport UK's position, and Patrick Walsh thinks this is a good step forward but reckons a lot of

competitors could head abroad this year – where restrictions are different – and wonders if some organisers will now see there is "life outside of the sport" and not have the appetite to organise events even next year in the potential aftermath.

So where does UK rallying go in the interim? That's a more complex question and it's where opinions begin to deviate. Rally time trials are a way around the no co-driver problem (see rally news) but not everyone can see the benefit.

One source told Motorsport News: "Considering we are in a very difficult financial position I am very surprised people are jumping at the chance to go and spend loads of money doing a driver-only rally at a test venue."

An organiser also pointed out that most event stewards are over the age of 70 and should be shielding, which is an obvious hurdle for any potential events to overcome. While Steven Brown, a competitor and doctor, expressed his concerns about the scope for medical response and what using it could do for rallying's public perception.

Competitor and organiser Tony Clements deduces: "The difficult but really sensible decision is to accept that it's not going to be possible to maintain social distancing with motorsport and to effectively take the decision from the top that it isn't going to happen this year.

There are realistically so many practical issues then you have to wonder if it's what we should really be focusing on."

But the counter argument is a return to competition helps keep the industry behind the sport afloat. As Matt Edwards put it: "If people aren't out using rally cars, there is no motorsport industry."

Such a lengthy pause isn't healthy for cars either. John Stone has admitted he's been running his Fiesta WRC up to temperature and through the gears on the axle stands so would appreciate the chance to use it in some sort of competition, but reiterated he is "confident that Motorsport UK are doing the best they can."

As for stage rallies planned for later in the year, the jury is still out. Motorsport UK's guidelines haven't immediately cancelled them but all the same questions as before hang over these events.

Mull Rally clerk of the course Andy Jardine told MN: "Mull is five months away and anything could happen in five months. The other thing we've got to be aware of is we're expecting a second wave and when does that hit? We could commit everything, and I'm talking money primarily, for something sudden to happen the first week in October, kaboom, it's gone. And it's whether we're willing to take that risk." ■

KEY FACTS

How this will impact rallying

Co-drivers

Not permitted to join a driver from a different household in a competing car while social distancing measures remain in place

Organisers

Rally time trials seen as the only "permissible" style of event for the time being, and documentation must account for Covid-19 testing

Scrutineers

Contact with vehicle internals to be avoided and external checks to be done when driver

is in vehicle. Visual checks are strongly recommended

Marshals

Only two allowed per post at a safe distance from each other. Marshals should approach a stranded vehicle from a safe distance and wearing PPE if intervention is required

Officials

Motorsport UK steward to drive alone with organisers vehicle following to make any required adjustments. All reports must

be handled digitally

Media

To work in specified locations only and interview with social distancing respected. Strictly limited numbers allowed to attend, potentially single media syndicated

Drivers

Post-rally social activities to be limited so no podium ceremonies. No sharing of vehicles and in the event of an incident, they must display a thumbs up to marshals as soon as possible



Competitors will have to be socially distant within rallying



Scrutineering will be done with visual checks advised



Rallying time trials might be the short-term solution

COLUMN

MATT JAMES



MN editor says the F1 shuffles have unearthed an ugly truth about Vettel

Photos: Motorsport Images

Now the dust has settled (a bit) on the conscious uncoupling of Sebastian Vettel and Ferrari, the music on the Formula 1 merry-go-round has started to subside a little.

There is still the subject of who will get the now-vacant Renault drive to determine, but the seismic shifts have happened. Even if Fernando Alonso returns to Renault, as has been mooted, it is hard to take him seriously as a regular threat for wins. It's a shame, because he is a grand prix talent which has been largely squandered in the last 15 years...

The driver changes do bring into focus some battles to relish. Carlos Sainz going to Ferrari will provide its incumbent hero Charles Leclerc with some stiff opposition, but is it a poisoned chalice? Ferrari has form, stretching back to Michael Schumacher's first season with the Scuderia back in 1996, showing that it operates far more comfortably when it is throwing its weight behind one driver rather than two. Remember, "Fernando is faster than you"? That sums up the Italians' philosophy to motorsport really.

So Sainz will have a job on his hands not to slot into the subservient Rubens Barrichello-Eddie Irvine role. But you could argue that Leclerc himself managed to wriggle free of those shackles, and if Sainz is fast enough, that conundrum will solve itself.

Leclerc is, in my mind, probably the most exciting talent to emerge since Max Verstappen in 2015. He has all the ingredients, including a selfish streak, to continue his trajectory to the top of grand prix racing. Sainz has put himself into the lion's den.

Daniel Ricciardo was, according to sources, in the frame for Ferrari too but there was a breakdown in their conversations. Ricciardo is another driver who is hugely popular and he has already shown his mettle on the track. The ill-fated Renault switch at the beginning of 2019 was an odd one, and the fractures in the relationship began almost as soon as it became clear that the team hadn't maintained its position as the fourth-best team on the grid – indeed, far from it.

Did Ricciardo run away from a battle with Verstappen at Red Bull? Yes, in all probability. But you can understand why. Now he is headed to a rejuvenated McLaren, which does seem like a superb fit. He will have the experience the team needs to help it get its 2021 Mercedes-powered challenger back to the position that the team is used to occupying.

Much overlooked in the shuffling recently has been the fact that McLaren has also retained Lando Norris for the 2021 season. That, potentially, could be a major thorn in the side for Ricciardo – but the dynamic will be great to watch and who doesn't want to see McLaren with two top drivers battling for wins?

The other prickly topic remaining is what happens to Vettel now? He has given no indication as to his future path just yet, but it is hard to see where he would end up.

Realistically, there are three teams a driver would target: Ferrari (shutters down to the German), Red Bull (which has said Vettel would be a "enormously unlikely" candidate to join Verstappen in the future) and Mercedes. The latter is the only one which is



Vettel-Ferrari is at an end



Vettel's latest Ferrari win was in Singapore 2019



Sainz will face a big test at the Italian team



Nation's darling: Leclerc at Monza

definitely not off the table, but would Lewis Hamilton welcome Vettel? It is hard to see that happening, and surely Mercedes would bow to the desires of the driver who has led it to most of its recent success.

Former F1 ringmaster Bernie Ecclestone was quoted in the German press recently saying that Vettel still had a point to prove in grand prix racing.

The 89-year-old, always one to happily drop an incendiary device into any F1-related topic, said: "As Leclerc came up, Ferrari did not reiterate confidence in Sebastian and ultimately it led to divorce. It never worked really.

"(Leaving Ferrari), he will be able to tackle each race without any pressure and with a lot of aggression. He will have the opportunity to show Leclerc that he is still far from done."

Vettel might well be far from done, but you have to suspect that the top-line F1 teams might well be done with him.

Given Mercedes' recent raft of success, it is all-too easy to forget that Vettel is a four-time world champion. His dream partnership with Red Bull, Renault, Adrian Newey and Christian Horner seems a long time ago.

When F1 observers look back on his career, Vettel's place among the greats is unclear. Rarely does Vettel do something on-track that sears itself into the minds of fans. Name his five best drives in F1 – just have a think. Hard, isn't it, once you get beyond his first win with Toro Rosso? It's much, much easier with the likes of Hamilton, Verstappen, Leclerc and even Ricciardo. And that is the problem. F1, particularly in the modern generation, is about the wow factor, and Vettel's has simply run out.

It could be that he departs F1 with a whimper, which would be a shame, but sadly seems increasingly likely.

"Sebastian Vettel's place among the F1 greats is still highly unclear"

THERE'S MORE!

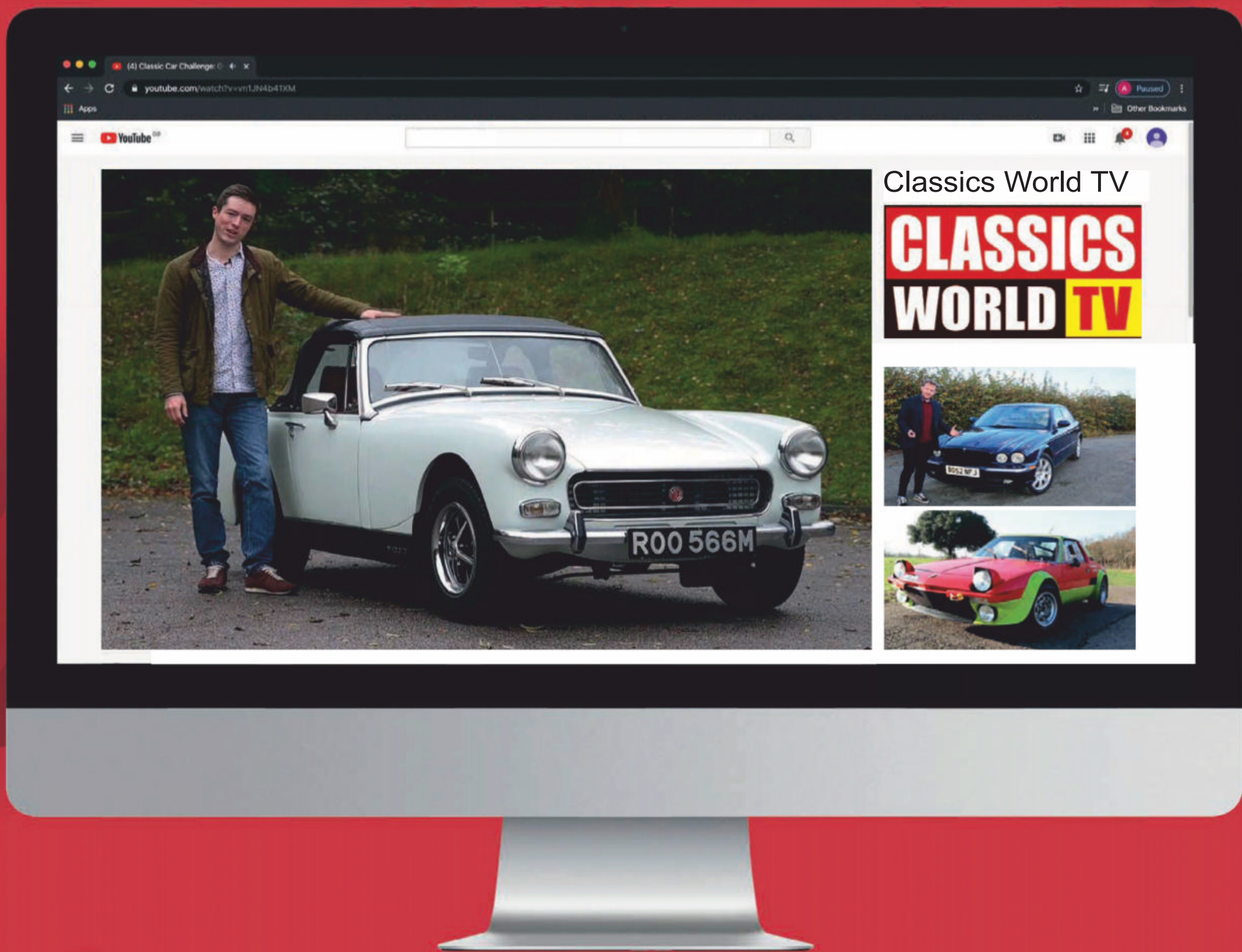
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FEATURE

JOHN
WATSON

Watson was a five-time F1 winner

Ulsterman John Watson rose through Formula 3 and Formula 2 to drive in Formula 1 most notably for Brabham and McLaren.

It was with Penske, however, that Wattie took his first grand prix win in 1976, the win costing him his trademark beard, the result of a bet with team owner Roger Penske. Watson moved to Brabham in 1977 and then to McLaren before being replaced by Alain Prost for the 1984 season.

A career in sportscar racing followed, although he had raced the Mirage at Le Mans in 1973, for Jaguar, Porsche and Toyota.

Along with spells commentating for Eurosport and F1 Digital on grands prix, Watson was part of the BBC's commentary team on the British Touring Car Championship, the world feed for A1GP and is now co-commentator for SRO's GT World Challenge Europe.

His enthusiasm for the sport and F1 is undimmed and the memories came tumbling out....

Question: "What would John have done if Penske had stayed properly for 1977...if they had committed properly to F1 what would they have achieved in his opinion?"

Simon Hill
Via Twitter

John Watson: "Well, it would have grown into a two-car team, so the personnel would have expanded exponentially, but it needed control to be in the UK not Pennsylvania. Roger Penske was in a phase of growth but I think realised just how much effort was needed and from so far away and the enjoyment disappeared. He realised, too, that it would have been more expensive for a two-car team, and a third car as a spare was needed, and the whole scale of the operation would have extended over Penske's capability. It was an arm's length too much. That is why it ended."

Motorsport News: Did it have potential?

JW: Yes, why not? Roger was very good at cherry-picking people who deliver for his team. All the packages that he has created go on to win championships, like IndyCar and NASCAR, for example, but the unfulfilled child was Formula 1. Don't forget that the Formula 1 team was created in 1974 and won a race in 1976 which is no mean feat in such a short space of time. So yes, I think it had great potential but the problem was it was a big operation too far from Roger's USA base."

Photos: mckleim-imagedatabase, Motorsport Images

'I WAS A BORN STREET FIGHTER'

British F1 hero tells **MN** readers and **David Addison** that he was just made to race



Watson's famous British GP 1981 win

Question: "Silverstone in 1981 maybe Wattie's most famous victory (and I was privileged enough to be there) but surely his finest was Long Beach '83 when he came through from the very back of the grid [22nd]! or was it Detroit the previous season [when he started in 17th place]?"

Dominic Malvern
Via Twitter

JW: "I think that although I only had a few victories, each one has its own special memories. Silverstone in 1981 was special, of course, for many reasons: I won my home grand prix, it was in front of my home fans and my family was there. So there were lots of elements combined to make it very special. But what really made it better was that it was the first win for the carbonfibre McLaren and it was a huge gamble by John Barnard and Ron Dennis at the end of 1980 to go the carbonfibre route. No-one else had committed to it and used

it in John Barnard's way as a substitute for aluminium and steel. The chassis were long and thin in those days and it was hard to get the rigidity in them, but carbonfibre was so strong. Understanding it was the key and once it became understood it evolved into the standard construction and nine years later saved Martin Donnelly's life at Jerez. So that was another reason why Silverstone was special because it said to the industry that it had to accept a new show was in town and that was carbonfibre."

MN: Now, people go to Silverstone expecting a Lewis Hamilton win.

That day was a surprise to everyone.

JW: "It was a bonus to the crowd, I'd say. The circuit was as it had been from 1975 with the Woodcote chicane added but otherwise the layout followed the perimeter roads. It was a fast circuit, which helped the turbocharged cars and you have to remember how quick they were in the race not just in qualifying.

Silverstone played to the turbo cars, but Renault was better than Ferrari on the high-speed tracks, so they were always going to be strong. Early on, Gilles Villeneuve was out of control at Woodcote and lost it, Alan Jones couldn't see him and got caught up in it and I braked so heavily, my engine stalled. You are doing this in a split second, but I got the electric fuel pump back on, bump-started the car and set off again but lost five or six places. I overtook people but the Renaults [of Alain Prost and Rene Arnoux] and [Nelson] Piquet [Brabham] were ahead of me. Then Piquet had a problem as did Prost and I started catching Arnoux, who took over the lead. Then he had a problem and I caught and passed him and I would say the place erupted! I had Ron Dennis falling over the pitwall telling me to slow down which I did by reducing the revs from 10,400rpm to 9000rpm, changing gear at those revs. Ron thought I'd disobeyed

continued on page 14



Flying the Nurburgring Nordchleife in a privateer Brabham in 1974

FEATURE



Jaguar's XKR-8 was a handful



Penske win came at a cost...



Northern Irishman drove the Jordan 191

Long Beach in 1983 was a question of belief in the car, says Watson



him because I wasn't slowing much but I was looking after the car.

"As for the America races, I don't buy that I was a poor qualifier. Look at 1978 and the Brabham – I was up at the front. The trouble was that the McLaren was on Michelin tyres and on low fuel in qualifying, we just couldn't get the energy out of the tyres. On low-grip circuits, the rubber just wouldn't work, but on race day with the weight of fuel in the car it performed as it should and so I came through the field. I won in Long Beach in 1983 and then at Monaco, we slid around on Thursday practice. Now, Ron knew Michelin had other tyres that weren't at Monaco so he demanded they were brought for Saturday practice. Our times in the morning session would have easily put us in the race and then before qualifying, guess what? It rained! We had to rely on our dry, Thursday, times which were slow and so neither McLaren qualified. It was a severe loss of face to McLaren but it was down to the tyres more than the car. Anyway, on race days, I proved I was a good race driver and a good overtaker and used those

qualities to get the results."

Question: "John Watson was renowned as a great overtaker – was it a case of being braver than the other driver, or is it that suited his driving style?"

Michael Butterworth

Via Twitter

JW: "There are two elements to being a racing driver. There is being a driver or being a racer, and I was a racer. Niki Lauda, my team-mate on two occasions, was gifted on many levels and worked out what he needed to give him the advantage, but his greatest strengths weren't like mine. He couldn't get down and dirty and be a street-fighter like I could, and that's why he didn't win those races in '82 and '83 that I did. I was good on the brakes, braking very late into a corner, which puts you alongside a rival and then you worry about where you are on the race track. It was easy to overtake in a good car, as I proved in those two American races, because the car came alive in the races. Niki had the same car but didn't get the best out of it. He'd decided that you couldn't overtake and talked himself into that belief, but me, as a thicko, hadn't worked that out and just overtook people!"

Question: "Did you need much persuading about the carbonfibre technology that McLaren introduced into F1 in 1981? Were you convinced straight away (I guess you were after you crashed at Monza 1981)..."

Ian Ellesley

Via email

JW: "No-one really knew much about it in motor racing, certainly not how John Barnard wanted to use it, but my team-mate Andrea de Cesaris had crash tested it

a lot in 1981, so any doubts had gone! John Barnard knew what he was doing and we looked for an advantage so we were happy to go with the car and after my Monza accident, where the engine and gearbox were ripped off the chassis, underlined how strong carbonfibre was. I stepped out and walked back to the pit lane where people were fearful it was a bigger accident but I hadn't realised how spectacular it had been. The carbonfibre provider, Hercules Corporation in Nevada, wanted my chassis to show the strength of carbonfibre to the American military, which was losing aircraft to attacks. They underlined that aircraft would be less vulnerable with carbonfibre. Like I said before, carbonfibre revolutionised F1 car construction. It was hugely important."

Question: "You drove the 1991 Jordan before anybody else, what was that experience like? Did you get any inkling the car would be as good as it was? Would you have liked to race it?"

Ed Sleigh

Via email

JW: "Before I drove the car, I had to get through a barrage of abuse from Eddie Jordan! He'd put together a small nucleus of talented people [Gary Anderson, Trevor Foster and Ian Phillips] but he wanted someone to drive it whom he wasn't negotiating with for a drive. He rang me and said: 'Would you forkin' drive the forkin' car?' So I drove it at Silverstone and my reaction, after seven years out of F1, was that it was a very sweet car. You get an instant feeling as you drive down the pitlane and my reaction was that it was one of the sweetest cars I'd ever driven. It was well balanced, well built, had good aero and,



On the mic in the British Touring Car Championship with Charlie Cox

with Gary Anderson's expertise, ticked every box. After that, EJ said: 'You can fork off you forkin' old wanker' and they got Bertrand Gachot and Andrea de Cesaris to race the car. They were paying drivers, which suited EJ very well, but when Michael Schumacher drove it at Spa, he raised its performance above what the incumbents had been doing. "I thought it was so good that I said to Ayrton Senna that year that if he drove it and put a Honda engine in the back, it would win a World Championship for him. Now, looking back, with the Honda engine having such a high centre of gravity, maybe it wouldn't have been as successful as I imagined at the time, but I really did believe in it."

Question: "You were commenting on the San Marino Grand Prix weekend when Roland Ratzenberger and Ayrton Senna were killed and Rubens Barrichello had that massive accident. How tough was that for you?"

James Hilton

Via email

JW: "It was a horrible weekend for everyone. On Eurosport, we covered all the practice sessions as well, so we had the Rubens Barrichello accident and then on Saturday we saw these pictures of Roland Ratzenberger slumped in his car. Then we got the replays and I could see from his head that either he had a neck or spine injury, but we couldn't cut away from the pictures: Eurosport didn't have any options but to take the Italian feed. I didn't know Roland well but I had raced against him in Group C, but I did know Ayrton and again, we didn't have an option to cut away. Allard Kalf and I had to keep talking. We said on a lazy mic to Eurosport that we weren't comfortable

talking endlessly about the Senna crash, but the attitude was that this was the biggest story in sport that day."

MN: Were you surprised by the severity of the Senna crash?

JW: "It was clearly a big hit, but we had seen big accidents there for Nelson Piquet and Gerhard Berger in previous years so it looked survivable at first. Then the car came to rest and it looked as though he was unconscious and there was a slight movement off Ayrton's head. 'Look, his head moved. He's OK.' When Sid Watkins and the medical team arrived, you started to realise the severity and what sealed it for me was that Sid didn't go with him in the helicopter. They were personal friends and the medical team arrived, I realised that the greatest F1 driver had gone and that there was more to the crash than we had seen."

MN: Was it harder or easier to deal with than deaths of rivals when you were racing?

JW: "I had a friendship with Ayrton, but I had done 152 grands prix with death as a passenger so I had a way of dealing with it. I had barriers that I brought down to cope. I was with Niki after his Nurburgring accident, I was with him at the side of the track after we got him out of the car and then I jumped back in mine and raced. It all came from Watkins Glen in 1973 when Francois Cevert had his awful accident and my team boss, one Bernard Charles [Ecclestone] said: 'What are you doing? You're a racing driver and up until that nano-second before his crash, Cevert was doing what he loved, so get back in the car and drive.' I kept that with me and used it to shut out the tragedies."

Question: "Is the 1987 World Sportscar



Modern life: Watson is GT talker

Watson and team-mate
an friend Lauda in 1983

Championship one that got away? What was the Jaguar XJR-8 like to drive?"

Emma Facey

Via email

JW: "It wasn't one that got away, no. sportscar racing is a team sport, because you have a co-driver and we just didn't get as many points that year as our team-mates. The car was tricky as it was dominated by the Jaguar engine that was like a boat anchor on the back! It was a good engine, similar in power to the Porsche, but we couldn't turn up boost in qualifying like they could. On cold tyres, you had to be careful with the Jaguar because it was set up in a very rigid way on stiff rollbars to stop it rolling around, but it was a very efficient and effective car. The 1987 Le Mans was a failure because they tried to reduce the drag out of the regular car for Le Mans and although we did 240mph down the Mulsanne, it became a handful."

Question: "When you retired, you made a very definite decision to walk away and weren't tempted back like so many others. What was behind the decision?"

Barry May

Via email

JW: "I didn't retire, I stopped! My F1 career came to a sudden end, because Alain Prost was fired by Renault and signed a few days later by McLaren, and I didn't really know what to do with my life. I'd been a grand prix driver and now I wasn't. So Group C sportscars was one option and there was talk of an Indycar project with Lotus and Roy Winkelmann but that never came to anything and I'm glad actually. So, apart from F1 the obvious place to keep earning a living was Group C and I had contact with Porsche both as an owner and through

the TAG-Porsche engine in the McLaren so I drove with Stefan Bellof in a few races and we won in Fuji. No, Stefan won and I assisted. He got in a 956 and ragged it. He was special and without the ego and the bullshit that you see in Formula 1. The team loved him, like he was the heir to the company.

"Actually, I had a chance to go to Lotus in 1984. Initially, they asked Derek Warwick but he had signed for Renault and the team came to me, but actually, they didn't want me, but Peter Warr [the team manager] just didn't want Nigel Mansell. He'd have walked over hot coals before he put Mansell in that car, so it wasn't that the team really wanted me. There were things in the offer I didn't like and I have always trusted my instinct – I said no to Lotus. Not being the driver the team really wanted was a major factor in that decision."

MN: You never looked at touring cars or historic racing. You never wanted to be on a track to make up the numbers, did you?

JW: "No, but the only touring car championship of a standing was the European that ended really in the late 1980s, but teams weren't looking for someone in my age bracket. And then, in the late 1980s, BBC's Sport on Sunday programme asked me to join Simon Taylor in the radio commentary booth and I realised that this was a role I enjoyed and gave me a purpose again in the F1 paddock. I wasn't stood there like a prick at a wedding, I had a real reason to be there and was doing an important job. The value of a commentary to any sport cannot be overstated: it is vital and it stimulated and motivated me and gave me a new direction over racing." ■

Winning from the
back in Detroit in 1982Barnard (l), Watson and
Dennis: dream team

FEATURE

THE ROVER WITH A SERIOUS BITE

Competition, manufacturer backing, top drivers and drama made the Dunlop Rover Turbo Cup one of the stand-out one-make series of the 1990s. By **Paul Lawrence**.



Manufacturer backing and strong drivers provided a memorable category

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The packed field tackles Graham Hill at Brands

The Rover brand developed a significant sporting heritage starting in the 1960s in rallying with Roger Clark and then later with the lumbering SD1 model that Tom Walkinshaw, sometimes quite creatively, turned into a touring car winner in the early 1980s.

The first four-wheeled Rovers were built in 1904 and the company was later absorbed into the British Leyland conglomerate in the late 1960s. Traditionally, this was a brand that typified solid, dependable but terribly dull cars of the type that your dad, or even your granddad, would own. Giving the brand a modern, sporty image was always an uphill struggle.

In the late 1980s, following the on-going industrial strife and some desperately bad cars that eventually killed British Leyland, the Rover Group emerged. Rather than go back into multi-marque competition, the brand decided to take the one-make race series route to try and develop a sporty flavour and a series for the 216GTi was introduced in 1991, replacing the MG Metro Turbo Cup. The 216 was a decent workhorse and a well-promoted race series that delivered some good racing from the crop of one-make aces who plied their trade wherever the best deals were to be had.

The Rover 200 Coupe was a new model introduced late in 1992 featuring the two-litre, 16-valve T Series engine. By bolting a turbo to the 200, the 220 Turbo was created and seemed a logical choice for a new one-make championship when the 216 reached the end of its three-year life at the conclusion of the 1993 season.

In reality, the 220 Turbo, often referred to as a Tomcat in deference to its original project code name, was a front-heavy

tyre eater with a little over 200bhp on tap. However, for three seasons it was a worthy silver medallist to the all-conquering TVR Tuscan Challenge at the top of the one-make pyramid in the UK.

What Rover did extremely well was the promotion, management and execution of the championship using the RoverSport team that included Chris Belton, Kevin Best and Robin Bradford. A significant budget, said to be around £4 million, made it a very attractive proposition for racers with good TV, hospitality, prize money and some top level dates including a British Grand Prix support race.

Martin Short was an early 220 convert after putting himself on the map with some feisty performances in the 216 GTi Cup. "The cars were subsidised and the whole package was there with good TV," says Short. "It was well organised and well promoted. The 220s were a bit more expensive than the 216s and the transmission was more fragile. On reflection, the 216s were better as they were more robust."

"I ran the engine in on the 220 Turbo by putting road tyres and trade plates on it and I did 500 miles around the motorways. I even drove it to a party in London with my partner Michelle sitting on a bean bag in the passenger foot well."

Predictably, they were stopped by the police on the way home and Michelle had to jump into the back, where seat belts were not mandated at the time. Short managed to talk his way out of trouble by telling the policeman he was demonstrating the car!

In that inaugural season, it soon became apparent that one of the key title contenders was one-make ace Dave Loudoun, who was probably the most successful one-make racer of the era. He'd won in pretty much everything and had won titles in Ford Fiestas, MG Metros and the Rover 216 GTis. In fact,

in the 216s he won two titles in three seasons and would repeat that achievement by winning the 220 title in both 1994 and '95. Loudoun was all about consistent pace and won the '94 crown with winning a single race.

"You could certainly cover your costs in those days," says Loudoun. "I had seven or eight fully-funded seasons and I normally had a deal to keep the prize money. There was sometimes a car as a prize at the end of the season."

In one lucrative year, he ended the season £17,000 to the good.

"For me, it was a logical step up from the 216," he adds. "I drove the development car that Tony Pond did a lot of the work on. It didn't have a huge amount of power, around 200bhp, but it was 1200kg and front-wheel drive and 65% of the weight on the front axle. They were a bit heavy and you had to try and not kill the front tyres too quickly. Rover did an excellent job and really got behind it. It was a very good package and they helped people who were struggling on budget. It was all done very, very well."

After 12 largely frantic races in 1994, Loudoun beat Piers Johnson to the title by eight points as Alastair Lyall, Rob Schirle and Nick Carr rounded out the top five. Quality ran well down the order in the guise of drivers such as Short, Ian Flux, Chris Hodgetts, Andy Ackerley and Peter Baldwin.

While it was super-competitive at the head of the pack, the midfield could be a scary place and shunts were common. "It was a proper crash-fest!" says Flux, who did part seasons in both 1994 and '95.

"The racing was fraught," says Loudoun. "We had four starts one day at Brands Hatch – that was just chaos. In 1994 we had 32 cars and about 20 were driven by people who had won championships. There was a decent bunch of pedallers and we were all determined to win it. At the front we all

continued on page 18

THE VIEW FROM THE CLERK

Trying to keep drivers in check

The regular clerk of the course for the Dunlop Rover Turbo Cup was the British Racing Drivers' Club's Chris Norman who now looks back fondly on some frenetic race meetings.

"It was great fun with the benefit of hindsight but really kept me busy in the day! There was great manufacturer support and professional back-up from RoverSport combined with BRDC co-ordination and dates on British Touring Car Championship and Formula 3 race programmes, support races at British Grand Prix plus overseas events at places like Spa and Zandvoort.

"The cars were evenly matched, powerful and, with 200bhp through the front wheels, quite a handful. This, allied to the competitive field, meant that I had a busy time quite regularly. There was a lot of contact and no quarter given out on track between a lot of wily experienced racers.

"I particularly remember the grand

prix races. I would have a queue of drivers outside the office in race control post-race waiting to give me their side of the story, much to the bemusement of visiting F1 officials! I remember remarking one year that I had had virtually all 25 drivers talk to me and, in summary, they were all telling me that there were 24 nutters out there and they were the only sane one!

"The abiding memory I have was at the final ever round at Silverstone. There had been a great debate about what to do with the redundant cars once Rover withdrew its funding. I watched the start with Christopher Belton from RoverSport.

As the grid formed up, Christopher said to me: 'You know the best thing that could happen for us now is if the entire field goes off into the Copse gravel trap on the first lap and rolls every car into a ball, but all drivers walk away from the incident safe and sound!'"



Overseas events such as a trip to Zandvoort were a highlight

FEATURE



Rover champ Richard Dean later won Le Mans in class



Alastair Lyall was the series runner-up back in 1995

respected each other but it did get a bit hectic in the midfield.”

Short's campaign in 1994 ended mid-season. "I wanted to race where money didn't buy championships – I was naïve," he says. "I did it all myself and that was the biggest problem. I was running on used tyres sometimes. I won the first race at Spa in 1994 and was leading the second race when the gearbox shredded itself. That gearbox failure was the final straw and I sold the car. Flux and Colin Blower were telling me to get into TVR Tuscan and that proved to be the turning point of my career, which ended up taking me to Le Mans. Rovers was a painful point but pivotal: you have to go through the pain to grow and develop. The level of competition accelerated me into being a better driver."

Flux says that the cars were not always as even as the regulations intended. "I drove 19 different Rover Turbos, about half the grid. They were very front heavy. They all handled reasonably the same but there was so much variation in the cars."

"The discrepancy was in the turbo and the ECU. They started rotating the ECUs at random between cars, but there were some spare ones about to make sure the good ones didn't get handed in! When we raced at Zandvoort I got the team to change engine overnight and

went 1.5 seconds quicker on Sunday. I came into it from touring cars and it was like driving a blancmange and all of a sudden, my Peugeot 405 seemed delicate and nice!"

In 1995, the top three in the championship were the same as Loudoun beat Lyall by three points, then Johnson, Stephen Day and Carr as others like Stephen Warburton, Troy Dunlop and Philip Burgess took top 10 places at the end of the season. However, for the final six races of the year, single-seater convert Richard Dean arrived with Ian Barnwell's team and he won three times to set up a successful title bid in 1996.

After two seasons at the top with Mike Southall's Enterprise Racing team, Loudoun moved on for 1996. "The racing was serious with people like Lyall, Short, Johnson and Day and then it all went wild after the races. We had some great fun!"

Some of the best fun was had at the away weekend at Zandvoort as a support race to the Marlboro Masters Formula 3 event.

"We were pulling 150mph at Zandvoort on the run to Tarzan," says Loudoun. "It was a really hot weekend and people were cooking engines sitting in the tow of the other cars."

Another Zandvoort story was tyre consumption and one leading driver was reputed to have gone through

40 tyres in one weekend. "The first lap on new tyres was the one," says Flux. "After that you picked up sand and you'd never repeat that lap. I remember when we went to Zandvoort, Mike Law ran the Orange-sponsored car that I was driving and he had a very tall truck. It couldn't get under a bridge near the track and he had to go and borrow trailers to get the kit into the track and abandoned the truck at a service area."

As widely expected for a former Formula 3000 and International GT racer, Dean cleaned up in 1996, winning nine of the 16 races to win the title by more than 100 points from Day, Eugene O'Brien, Lyall and Jeremy Cotterill. Dean's success brought a new level of dominance to the championship and only in the second half of the season did Day give him some true opposition.

And that was it for the Rover Turbo Cup as Rover's big-buck backing ended at the close of the 1996 season. Some of the cars went off to join the surviving 216 GTis in a club-level series and many of the drivers headed to the fledgling MGF Cup when it opened in 1998.

Though it lasted just three years, the Rover Turbo Cup made its mark on the sport and on several careers. It also made quite an impact on tyre walls and crash barriers! ■



Loudoun was a one-make perennial who was a double title winner



F3000 man Dean won in 1996

RESULTS

Rover 220 Turbo championship 1994

POS	DRIVER	PTS
1	Dave Loudoun	154
2	Piers Johnson	146
3	Alastair Lyall	130
4	Rob Schirle	121
5	Nick Carr	110
6	Chris Hodgetts	94

1995

1	Dave Loudoun	583
2	Alastair Lyall	580
3	Piers Johnson	500
4	Stephen Day	498
5	Nick Carr	400
6	Stephen Warburton	389

1996

1	Richard Dean	597
2	Stephen Day	490
3	Eugene O'Brien	400
4	Alastair Lyall	388
5	Jeremy Cotterill	377
6	Nick Carr	368



Producing 200bhp, the Rovers were a step from the previous 216GTi



Front-heavy cars made the handling of the Tomcats quite tricky

FEATURE

Photos: FIAERC.com, mcklein-imagedatabase.com, AKK, M-Sport, RFEDA

WHO WILL BE MAKING THE NEXT RAFT OF WORLD RALLY CHAMPIONSHIP HEADLINES

Motorsport News runs the rule over the future rally talents. By **Graham Lister**

In five years from now, a very different driver line-up could be in the mix for wins and titles in the World Rally Championship.

Sebastien Ogier is adamant his Toyota tenure isn't for the long term; how motivated will Thierry Neuville be once he's got his first world crown in the bag?

Does Ott Tanak fancy another challenge post-Hyundai? And what of Elfyn Evans' ambitions once he's joined Richard Burns and Colin McRae as a British world champion?

While there are capable drivers waiting to follow in their wheeltracks (Craig Breen, Esapekka Lappi, Takamoto Katsuta, Kalle Rovanpera and Oliver Solberg included), what about the next generation? Motorsport News has identified 10 drivers competing at sub-World Rally Car level with the potential to make the grade in the future.

Pep Bassas

Age: 27 **Nationality:** Spanish

2020: ERC3 Junior

Bassas, 27, has talent rather than age on his side, plus the might of Spain's governing body, Real Federacion Espanola de Automovilismo (RFEDA). It's funding a European Rally Championship Junior programme in 2020, Bassas's prize for winning his national young driver title last season.

Hailing from Spain's rally-mad Osona region, Bassas was born into the sport.

His father, Josep Bassas (also known as Pep), was a Spanish rallying legend, rivalling Carlos Sainz and Jesus Puras during their early careers.

After winning the Spanish title driving a BMW M3 in 1989, Bassas Sr

helped to establish Baporo Motorsport, but succumbed to cancer in 2008, aged 46.

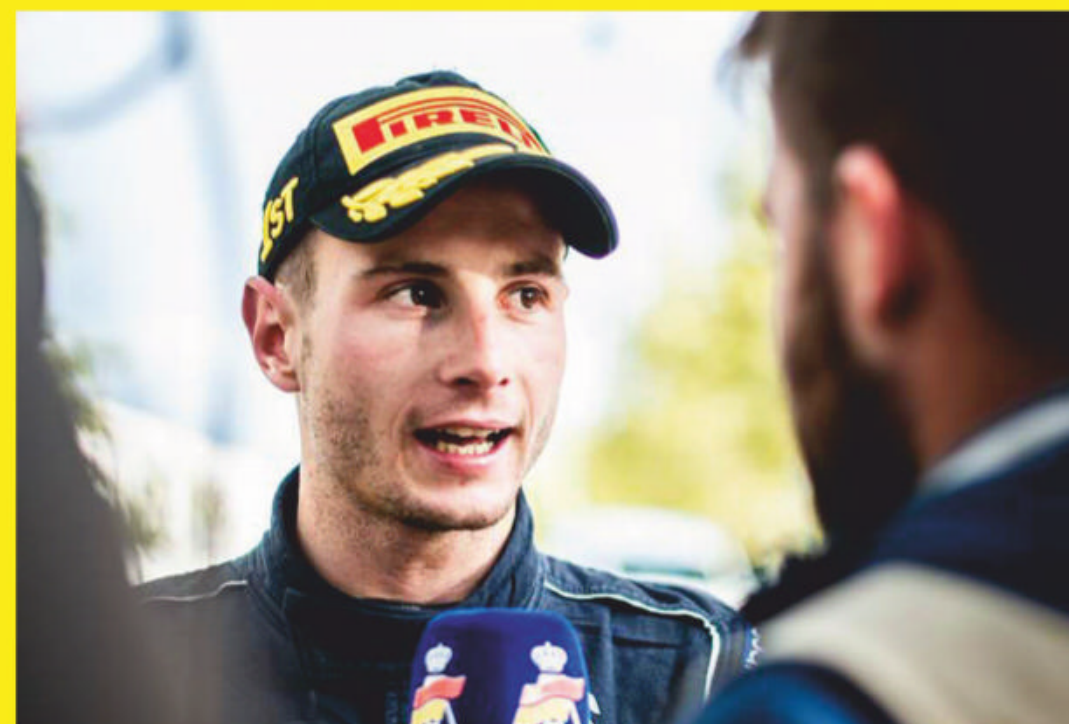
Five years later Bassas Jr lost his mother, Pili Mas, who once co-drove Bassas Sr, to the same disease that claimed his father.

A number of family and friends, including Antonio Zanini, the 1980 European champion, stepped in to help Pep Jr compete in the Volant RACC, the regional cup where Dani Sola started out. Bassas took the title, earning RACC's backing to compete in Beca Junior R2.

After finishing second to Jan Solans in 2018, Bassas dominated the championship in 2019.

Strengths: A mechanic with an ability to bounce back from adversity

Weaknesses: Yet to be tested away from his homeland



Marco Bulacia

Age: 19 **Nationality:** Bolivian **2020:** WRC3

Bulacia is bringing an all-important supply of cash, coupled with a genuine talent to WRC3 and appears to be destined for a lengthy stint at world level.

He's done no wrong so far in 2020, winning his class on Rally Mexico, his only start prior to lockdown.

Four days older than Kalle Rovanpera, Bulacia began competing aged seven, albeit in karting. He won several titles in Bolivia before switching to rallying in 2015, when he placed second in a regional series.

The following season, aged 15, Bulacia won his class in the Bolivian championship

driving a Toyota Corolla Proto.

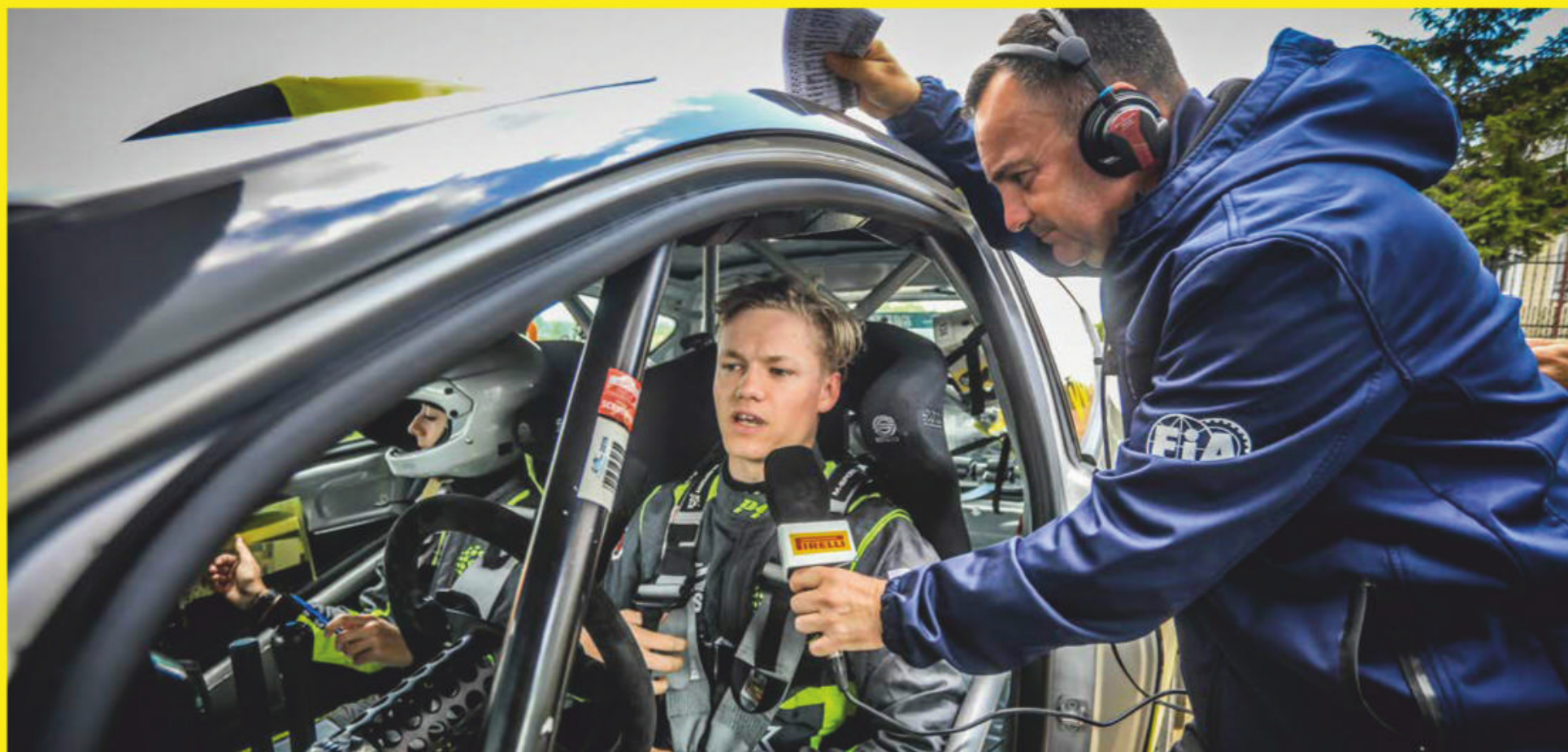
He made the move to Italy for 2017, combining an R5 programme there (plus an outing in neighbouring San Marino) with events back home.

Although he crashed out on two of his first three rallies in Europe, he completed the season by reaching the semi-finals of the Bettega Memorial rallysprint in Bologna driving a Ford Fiesta WRC.

Since his WRC debut in 2018, he's made 12 starts with a best finish of seventh overall in Mexico last year. He's also started and finished Rally GB on two occasions.

Strengths: Well-funded with age firmly on his side

Weaknesses: Lacks mileage on asphalt



Erik Cais

Age: 20 **Nationality:** Czech

2020: ERC1 Junior

Born on August 5 like his idol Colin McRae, Cais

was destined for a life

on two wheels rather

than four in downhill

mountain bike racing. A

regular on the world cup

scene, Cais was forced to

quit in 2017 after failing

to recover from a

collarbone injury.

Inspired by his father

Miroslav, a frontrunner

in Czech rallying in the

early noughties, Cais

switched codes for

2018 and was set to win

the two-wheel-drive

division on Barum

Czech Rally Zlin until

he punctured late on.

That performance

against strong

international opposition

was the catalyst to a full

ERC3 Junior programme

for 2019. Despite

skipping one round to

sit his school exams, Cais

took fourth in the points

and second in ERC3.

He finished second

overall on his R5 debut

on a Czech regional

event before going on

to complete 2019 with a

top-10 finish on Rallye

du Var in France.

Cais is stepping up to

ERC1 Junior for 2020

with Czech federation

support and began his

programme with third

place on a Spanish gravel

championship round.

Strengths: Mature for

his age, personable,

funded and fast

Weaknesses: Slow

to regain form (and

confidence) after a spate

of high-speed crashes

on gravel in 2019

FEATURE

**Adrien Fourmaux**

Age: 25 **Nationality:** French
2020: WRC2

The big French hope – once he's transferred his Tarmac talents to gravel.

That process is underway with Fourmaux winning the Malcolm Wilson Rally, while his World Rally Championship rivals were contesting the shortened Rally Mexico just before lockdown.

In fact, Fourmaux's eagerness to learn and improve on gravel made for a busy 2019.

He topped up his French federation-supported prize drives in a Ford Fiesta R5 by raising the funds to contest selected loose-surface events.

The money only allowed for time in a Fiesta R2, but it was much-needed gravel knowledge all the same.

After winning the French Federation du Sport Automobile's Rallye Jeunes initiative that launched the careers of Sebastien Ogier and Sebastien Loeb before him, Fourmaux placed third in the 2017 French Junior championship, his first season of rallying.

He went two better in 2018 when he claimed the title and the WRC2 prize campaign in a Fiesta R5 for 2019.

Fourmaux was 10th overall and second in WRC2 on his world championship debut on the Monte Carlo Rally and third in class on Rally GB. A puncture early on this year's Monte ended his hopes of WRC2 victory, but he fought back to second courtesy of seven stage bests.

Strengths: Tarmac
Weaknesses: Gravel

Nikolay Gryazin

Age: 22 **Nationality:** Russian
2020: WRC2

With the opportunity to pretty much rally whenever it takes his fancy, Gryazin's feet are very much on the ground, despite his access to ample resources.

After finishing sixth overall on his European Rally Championship debut in Switzerland in 2015, his first try of an R5 car, Gryazin reverted back to R2 machinery for 2016, although he was in the podium fight when he returned to R5 level on the Cyprus Rally, before crashing.

While ERC1 Junior was his focus in 2017, he was more strategic in his event planning for 2018, contesting events that could maximise his experience for the future.

This led to some rapid performances on alien territory, such as in Finland and Norway. Although learning different surfaces and conditions took



precedence during a mammoth 24-event campaign in 2018, he still found time to clinch the ERC1 Junior title, plus 100,000 euros to contest two ERC1 rounds in 2019, which coincided with his graduation to the WRC.

Those ERC outings ended in sizeable accidents but he took a class win on Rally Finland, a performance that helped prompt Hyundai to offer him a WRC2 campaign for 2020.

Strengths: Speed and humility
Weaknesses: Lack of Hyundai i20 R5 seat time

Chris Ingram

Age: 25 **Nationality:** British
2020: ERC

The best hope for British success in the World Rally Championship once Elfyn Evans is done with winning in the sport's top-flight, Ingram might have won the ERC title in 2019 (the first Brit to do since Vic Elford in 1967) without taking a victory, but there was a good reason for that.

Relying on vital budget generated through a crowdfunding campaign launched by his mother Jo to complete the season, Ingram started every stage in 2019 fearing that the slightest mistake could call time on his title bid, such as the lack of spare cash to fix any damage.

He therefore adopted a safety-first approach by targeting points rather than rapid stage times. Although he missed out on the ERC1 Junior title – and the 100,000 euros prize fund – Ingram limped through to the season decider in Hungary on a financial shoestring. Despite a final-stage puncture he won the championship when rival Alexey Lukyanuk also punctured.

Ingram's 2020 plan has been firmed up and he will return to defend his crown and show the kind of speed that carried him to the ERC3 Junior title in 2017, rather than just tactical nous.

Strengths: Impressive ability to control his pace
Weaknesses: His bank balance

**Efren Llarena**

Age: 25 **Nationality:** Spanish
2020: ERC1 Junior

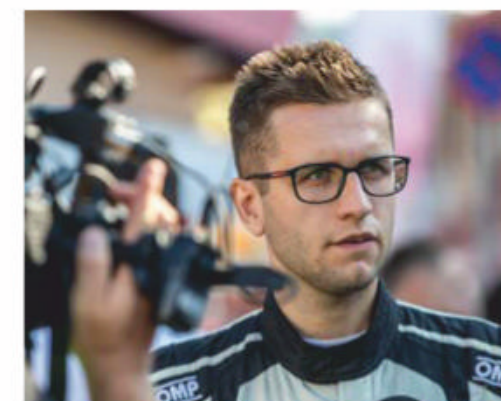
Llarena was only meant to have Spanish federation backing for one ERC3 Junior season in 2018, his reward for winning his national equivalent the previous year.

But having belied his lack of international experience to finish third in the standings, RFEDA agreed that he would remain in the Rallye Team Spain programme for a second ERC3 Junior campaign in 2019, which began with an invitation to meet his country's king, no less, and ended with not just the ERC3 Junior title but the ERC3 crown as well, despite a monster crash on Rally Poland.

He was able to make sure of the latter accolade after Peugeot Sport invited him to take over its Academy entry on the Cyprus Rally. Peugeot has since taken a keen interest in the Spaniard, recruiting him to help hone its 208 Rally4 model, such is his level of technical knowledge and feedback.

And it will be a busy 2020 with Citroen Spain joining RFEDA in backing his graduation to ERC1 Junior during a season when he's also expected to play a further role in the all-new 208's development.

Strengths: Prepares rally cars as well as he drives them
Weaknesses: Reliance on national ASN for funding



Miko Marczyk

Age: 24 **Nationality:** Polish
2020: ERC1 Junior

Marczyk took up rallying in 2016 with only limited indoor karting experience to call upon. But he impressed sufficiently for Subaru Poland to take an interest.

After claiming class honours in the Polish championship with the firm's support in 2017, Marczyk was recruited by Skoda Poland to lead its national assault for 2018.

In what was his first season in R5 machinery, Marczyk finished runner-up with two wins, plus an ERC1 Junior fourth place on his home round of the European championship.

Suitably impressed, Skoda Poland announced it would continue to fund Marczyk, who repaid the company's faith by winning the national championship in a Fabia run by Roman Kresta's eponymous team.

Polish oil firm Orlen, Robert Kubica's main backer, subsequently joined the growing list of Marczyk admirers by agreeing to support his step up to the European championship for 2020 when he's savouring the prospect of flying to a rally for the first time in his short career.

Strengths: Orlen's wealth, Roman Kresta's guidance

Weaknesses: Limited Tarmac time



Sami Pajari

Age: 18 **Nationality:** Finnish
2020: Junior WRC

Pajari's talent hasn't been recognised once by AKK, Finland's motorsport federation, but twice.

After being handed the prestigious Future Star award to contest Rally Finland last summer (Teemu Suninen is a previous winner), Pajari received further recognition when AKK announced it would be subsidising his Junior WRC season in 2020.

Having won Finland's U18 and Junior titles in successive seasons, Pajari will be hoping to add the Junior WRC crown to his CV in 2020, once action resumes.

This will be a tall order given his dearth of asphalt knowledge, but it's Pajari's potential that excites and the fact he's so highly thought of by the talent spotters at AKK.

Strengths: Huge potential

Weaknesses: Absence of experience on asphalt

Julian Wagner

Age: 25 **Nationality:** Austrian **2020:** Austrian ORM

A left-field choice this one but a driver with big potential.

The younger brother of another future star, Simon Wagner, Julian Wagner attracted Skoda Austria's backing for a national campaign in 2019 and narrowly missed out on the title, his first in the R5 category. Indeed, he began last season by winning the challenging Janner

Rallye on his R5 debut.

Highly rated by Raimund Baumschlager, the multiple national champion and established test driver and driving coach, Wagner has international ambitions. But with limited family money, he'll need to continue impressing big companies in order to make the grade.

Strengths: Quick to adapt and full of promise

Weaknesses: Gravel experience and funding to go forward

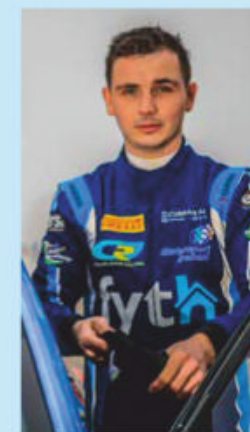


MISSING OUT

Several drivers with bright futures in the sport haven't made the Motorsport News list on this occasion.

They include Portugal's Pedro Antunes, Motorsport Ireland-backed Callum Devine, French pair Jean-Baptiste Franceschi and Yohan Rossel, Sweden's Junior WRC leader Tom Kristensson, Finns Emil Lindholm and Eerik Pietarinen, Czech Republic's Filip Mares, Latvian Martins Sesks, Norwegian Sindre Furuseth, Poland's Kacper Wroblewski, Spain's Jan Solans, Ken Torn from Estonia and Simon Wagner from Austria.

Motorsport News also recommends keeping an eye out for Hubert Laskowski, Pontus Lonnstrom, Max McRae, Ola Nore and Adam Westlund in years to come.



Devine: talent

COLUMNIST

DAVID ADDISON



Columnist-at-large tells us how he is filling his spare(ish) time

“What are you doing now? You’ve been ages!” A familiar cry these last few weeks from a long-suffering Mrs Addison. This is for myriad reasons, truth be told, but one is that I keep being distracted by a cupboard. A very full cupboard. The Old Programme Cupboard.

Some of you may have seen some of these posted on Twitter in recent weeks, the plan being to put the random filing into order. But I keep opening one, looking at names and results and drifting back to certain memories. I need to confess here: I am a very sad soul. I was never a trainspotter, but perhaps the motor racing equivalent. Not only is there a programme (or entry lists all stapled together in the modern non-programme era) from every event I’ve ever been to, but they are all with grids and results filled in. Yes, I know, it’s sad, but years later these pages are fascinating. I lie: there is one missing. Longridge, 1978. From memory, there were so few competitors, a programme was an indulgence.

Nowadays, they are rarer. Some circuits want the promoter/championship to pay for a programme, the promoter feels the circuit should and hence...nothing’s published. That’s why the nostalgia of old programmes still gets me! “Go on, then,” instructed MN editor Matt James. “Find some random ones...”

So, next to me are 10 at random. Donington November 2001 and a BARC Winterseries event, with next year’s hopefuls getting some sneak practice in Formula Ford or Formula Renault. Formula Ford hopefuls included Mike Conway and Tony Rodgers who won the races, against Oliver Jarvis, Steven Kane, Stuart Hall, Toms Gaymor and Kimber-Smith and Joey Foster. Winter Formula Renault honours fell to Rob Bell in both stanzas with the entry including Jamie Green (the dark horse as the programme’s preview described him) and future Spa 24 Hours winner Greg Franchi, although there was oddly little fanfare for Lewis Hamilton who took a fifth in race two.

Donington, especially under the guidance of Robert Fearnall, used to host many international series or events, and the Euro 3000 Series was a regular visitor in the early ‘00s. Augusto Farfus and Gianmaria Bruni headed the entry that contained Jaime Melo with whom Bruni would share GT Ferraris a few seasons later! Driving for John Village was one Romain Dumas, whose 10th place hardly served notice of his successes to come.

The UAE-based Speedcar Series in Dubai was one to boast random entry lists, such as December 2008 when Johnny Herbert,



From Oulton Park to Hockenheim... in print



Yes, Addison actually fills in all his programmes



Checking entry lists brings back memories

Jacques Villeneuve and Jean Alesi took on Stefan Johansson, Vitantonio Liuzzi and Heinz-Harald Frentzen. Liuzzi took the win in the sole race that weekend, while in GP2 Kamui Kobayashi triumphed over Davide Valsecchi and Roldan Rodriguez, although the likes of Pastor Maldonado, Vitaly Petrov, Sergio Perez, Alex Yoong, and Earl Bamber earned better successes in their careers.

Earlier that year, another crop of hopefuls in Formula BMW Europe lined up at Hockenheim. Many would go on to single-seater careers, some briefer than others, but Marco Wittman went on to score DTM title success and race against Daniel Juncadella who was on that same BMW grid.

In 1979 and 1980 BMW ran a one-make championship in the UK called the County Challenge. It catered for 323i models, all

run by TWR, and the championship was for dealers rather than drivers. That meant for some eclectic entry lists, such as at Oulton Park in 1980 when Derek Bell, Frank Sytner and Martin Brundle lined up against Aussie Brian Muir (driving for Kent...) but it was up-and-coming single-seater racer Philip Bullman who won the 10-lapper! That same Good Friday, the Gold Cup ran for the British F1 Championship, so Desire Wilson and Guy Edwards squared up against Geoff Lees, Emilio de Villota and Eliseo Salazar and many would meet up years later on Le Mans and other Group C grids.

Oulton’s Good Friday meetings were always a highlight and in 1984 the Gold Cup ran for Thundersports cars. OK, not the heyday of the Gold Cup, but with a random enough section of cars and supported by the RAC FF1600 Championship, won by John Pratt from Dave Coyne in one of their fierce Reynard versus Van Diemen fights. But a rare defeat for Rover came in the British Saloon Car Championship with James Weaver guiding his BMW 635CSi to a win from the Rover of Andy Rouse. Weaver, of course, would be back in 1989 to win Class B and oh-so-nearly win the overall title. On that same BSCC grid were Hot Rod legend Barry Lee in an Escort RS1600i, Paul Smith whose son Rob raced an Excelr8 MG6 in the BTCC last year and rally star Tony Pond who put his works Rover on the front row. And Thundersports? Having taken third in the BSCC race in his Rover, Peter Lovett teamed up with Ian Taylor in his Lola T594-Mazda to win from evergreen David Kennedy in the Colin Bennett-run IBEC. Weaver, incidentally, repeated his Oulton success in part by winning his class on his return in 1989, now in an M3, but the overall win fell to Robb Gravett, by now a man to beat in his Trackstar Ford Sierra RS500. Hidden away under the hordes of Sierras and M3s was a Peugeot 309 with Mike Jordan starting his BTCC relationship. Mike doesn’t count the car as one of his favourites...

But one of the most eclectic entry lists in the programme cupboard comes from the 1984 British Grand Prix. In the days of race schools allowing a fleet of race saloons to “celebrities” came MCD boss John Webb’s idea to let readers of a weekly magazine vote for who they wanted to see on-track. So, 16 Escort XR3is took to the Indy circuit with Derek Bell, Johnny Dumfries, an as-then-unknown-bike-racer Damon Hill and Barrie Williams taking on John Watson, James Hunt, Tiff Needell, Steve Soper, Tony Lanfranchi, Tony Pond and Mike Smith among others. Yes, you read those names correctly! The winner? Julian Bailey triumphed from Andy Rouse and Wattie....

Oh, I appear to be distracted again. What? Painting a fence? Yes, coming...

“I am, perhaps, the motorsport equivalent of a trainspotter”

WHAT'S ON

WHAT'S ON YOUTUBE



Tiff Needell has a tough time trying the Rover category

Elsewhere in this issue Paul Lawrence takes us through the story of the short-lived but spectacular Dunlop Rover Turbo Cup. And, as is often the case, YouTube comes up trumps in offering us a rare glimpse of it. In this case, inimitable racer-cum-broadcaster Tiff Needell decided to have a go in a double-header round at fearsome pre-chicane Castle Combe.

Eugene O'Brien herein calls the category "the most prestigious front-wheel-drive saloon championship that there is; it's fiercely competitive out there," something Needell swiftly discovers for himself. He has TV cameras along for the ride, literally so as he's even miked up in the cockpit with a

camera pointed straight at him as he experiences the frenetic racing. There's plenty of entertaining footage from in and out of the car.

Needell also seeks driving advice from experts Dave Loudon, O'Brien and Richard Dean, the last of whom would later win Le Mans and is now boss of the United Autosports sportscar team. Look out also for incredible footage of a spectacular multi-car pitstraight accident. Not involving Tiff we hasten to add. Fortunately no-one was seriously hurt.

You can find this by searching 'Dunlop Rover Turbo Cup 220 Turbo Coupe'. And here is the link: [youtube.com/watch?v=oWuIXBqUIK8](https://www.youtube.com/watch?v=oWuIXBqUIK8)

TV GUIDE

The phased return of motorsport is being heavily discussed but, as it stands, there is still no live motorsport for us to currently enjoy on TV. But, as ever, Sky Sports F1, BT Sport and FreeSports have the motorsport fan catered for this week.

BT Sport focuses on the dirty side of motorsport with highlights of previous **World Rally and World Rallycross Championship** seasons. Last season's WRX was a titanic tussle which began in dramatic circumstances in Abu Dhabi when Andreas Bakkerud slammed into rival Timmy Hansen in qualifying. That event is shown on Monday (BT Sport 2, 1000hrs-1100hrs) with the following round in Barcelona broadcast on Tuesday at the same time on the same channel.

BT Sport 3 continues its run through the 2018 WRC season and picks up the action in Portugal (Wednesday, 0300hrs-0400hrs) where Thierry Neuville was the man in



Look back on the Hungarian Grand Prix from '98

command. From Thursday to Monday, the proceeding rally is broadcast including Neuville's dramatic Sardinian victory over Ogier and Tanak's sublime hat-trick in Finland, Germany and Turkey. Wales Rally GB on Monday is the last to be shown where Tanak's Toyota ground to a halt and Ogier fended off Jari-Matti Latvala for victory.

Sky Sports F1 is offering the chance to relive the entire 2016 season this weekend, Nico Rosberg's final season. One-hour highlights of the first 10 grands prix from Australia to Great Britain are shown

on Saturday (1000hrs-2000hrs) while the final 11 from Hungary to Abu Dhabi are shown on Sunday (1100hrs-2200hrs).

There are plenty of **F1 Classic Races** episodes to enjoy throughout the week too, including the 2007 US (Wednesday, 2100hrs-2300hrs), 1998 Hungarian (Thursday, 2100hrs-2320hrs), 2012 Singapore (Saturday, 2100hrs-2330hrs) and the 2003 Monaco Grand Prix (Monday, 2200hrs-0015hrs).

Elsewhere, FreeSports is once again showing the **Supercars All Stars Eseries** on Friday (1100hrs-1300hrs).

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ART EDITOR MIKE STOKOE'S
FAVOURITE OF THE WEEK!



Jacky Ickx reunited with the Porsche that took him to Le Mans win in '81. By James Lomax



McLaren in testing, from Rich Cranston



Wales Rally GB drama, from Chris Collier



A rallying memory, from Dean Chilvers



Syd Wall's pic of Stirling Moss's BSCC career

Photographs must be of a good quality and please send no more than three images

NEXT WEEK

JASON PLATO Q&A
BTCC hero tackles the readers' posers



OUT WEDNESDAY, JUNE 3

*Details correct at time of going to press; testing has started - racing soon, hopefully!

THE BRIT WHO'S AIMING HIGH

Gus Greensmith on his burgeoning WRC career



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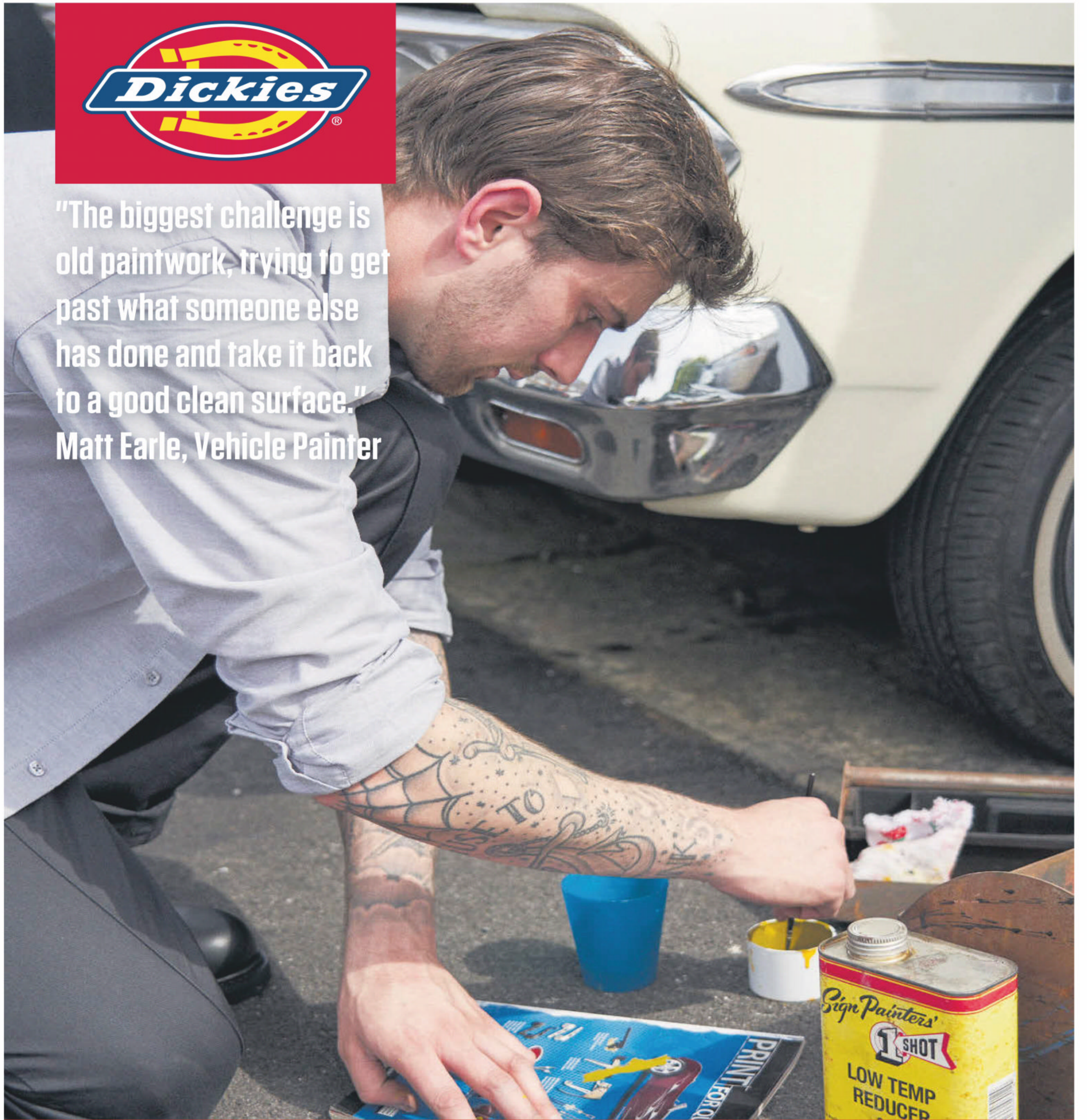


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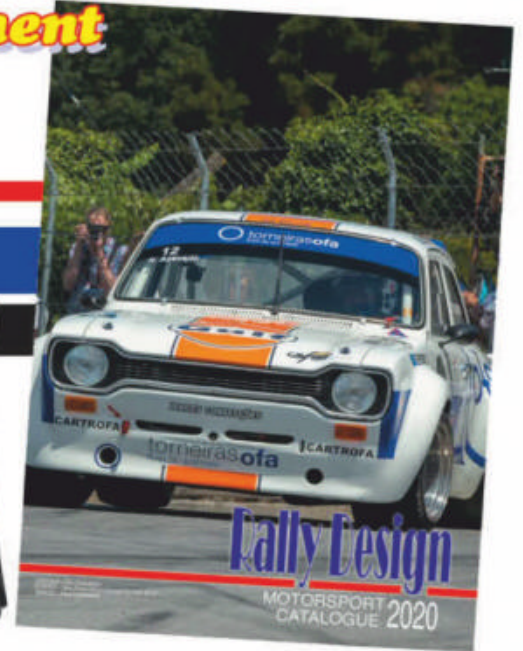
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 Roller bearing top mount - roller bearing, each **£49.50** £59.40
 Roller bearing plastic dust covers pair **£9.50** £11.40
 Spherical bearing race type top mounts pair **£49.60** £59.52

TCA's 'Pattern' style pair **£36.50** £43.80
 TCA's 'OEM' style pair **£63.50** £76.20
 TCA bush insertion tool **£14.90** £17.88
 Twin cam anti-roll bar **£59.50** £71.40
 Anti-dive kit **£31.00** £37.20
 World cup X-member **£106.50** £127.80
 World cup mounts pair **£28.50** £34.20
 RS2000 track rod ends **£10.50** £12.60
 Group 4 style all steel U/J coupling **£19.80** £23.76
 4-link kit **£119.50** £143.40
 Heavy duty 4-link kit **£185.00** £222.00
 Group 4 round turret kit **£65.00** £78.00
 Mk1 spring shackles car set **£17.00** £20.40
 Mk2 spring shackles car set **£23.50** £28.20
 OEM Escort RS struts each **£96.95** £116.34
 Group 4 spec. front RS struts each **£128.00** £153.60
 Escort RS stub axles pair **£130.00** £156.00
 RS steering arms pair **£69.50** £83.40
 Heavy duty steering arms, gusseted pair **£79.50** £95.40
 Quick fit steering arm kit pair **£9.60** £11.52
 Ally hubs - standard or Group 4 each **£49.50** £59.40
 Stub axle hardware kit **£10.90** £13.08
 Watts linkage kit **£199.50** £239.40
 Taper leaf springs, 146lb rate each **£49.50** £59.40
 Ally tube strut brace, round tube **£44.90** £53.88
 Work style 60mm oval tube strut brace **£51.50** £61.80
 Rear lamp protectors pair **£12.90** £15.48
 Chassis mounted sump guard, wet sump **£137.00** £164.40
 Kaylan mudflaps, 4mm (500x300) pair **£16.50** £19.80
 Body jacking kit car set **£119.50** £143.40
 Ford hub nut socket, 3/4"D, 65mm **£13.90** £16.68

X-Flow ally radiator £179.60 £215.52



X-Flow ally radiator £179.60 £215.52

X-Flow ally radiator **£179.60** £215.52
 RS2000 (Pinto) ally radiator **£179.60** £215.52
 13/235 oil cooler **£50.10** £60.12

Lockable fuel filler cap assembly **£49.50** £59.40

Silicone hose kit, Mexico or RS2000 (available blue, black or red) **£62.34** £74.81



WCP Interupter pump £29.00 £34.80

WCP interupter fuel pump **£29.00** £34.80
 WCP solid state fuel pump **£19.00** £22.80
 WCP injection fuel pump from **£32.19** £38.63
 Bonnet pin kits, stainless **£5.00** £6.00
 Bonnet pin kits, alloy **£7.00** £8.40
 Aeroacatch from **£31.00** £37.20
 Avanti map light from **£19.50** £23.40
 Manifold wrap, 2" x 15 metres (50ft), Vermiculite **£29.60** £35.52
 Roll cage padding, 3ft, B1 fire rating **£6.00** £7.20



M16 Calipers from £89.00 £106.80

M16 calipers to fit standard discs, pair **£89.00** £106.80
 M16 calipers to fit vented discs (no spacers needed), pair **£98.50** £118.20
 M16 caliper, shouldered bolts, set of 4 **£10.99** £13.19
 Group 1 vented discs (247x20), pair **£39.00** £46.80

4.25 ltr FIA plumbed-in fire system, full installation kit, FIA homologation EX 037.13 **Kit £159.80** £191.76

Escort Laminated & Heated Screens

Escort Mk1 front laminated screen (incl. rubber) **£69.50** £83.40
 Escort Mk2 front laminated screen (incl. rubber) **£69.50** £83.40
 Escort Mk1 front heated laminated screen (inc. rubber) **£198.60** £238.32
 Escort Mk2 front heated laminated screen (inc. rubber) **£198.60** £238.32
 Escort Mk1 front screen rubber **£24.92** £29.90
 Escort Mk1 rear screen rubber **£23.92** £28.70
 Escort Mk2 front screen rubber **£29.08** £34.90
 Escort Mk2 rear screen rubber **£29.08** £34.90
 Laser windscreen chip repair kit **£13.90** £16.68
 14" or 17" rear view mirror **£14.90** £17.88

Escort Mk2 Rubber Parts

Bonnet bump stop pair **£6.20** £7.44
 Bonnet rail bump stop, set of 4 **£10.90** £13.08
 Bonnet bump stop, centre-rear **£5.10** £6.12
 Wiring loom bulkhead grommet **£6.90** £8.28
 Bonnet release cable grommet **£5.20** £6.24
 Steering column bulkhead grommet **£7.20** £8.64
 Handbrake backplate dust boots pair **£7.10** £8.52
 Spedo cable bulkhead grommet pair **£5.20** £6.24
 Throttle pedal pad **£5.20** £6.24
 Brake and clutch pedal pads pair **£8.00** £9.60
 Shock absorber top caps pair **£13.90** £16.68
 Rear bumper side plugs, set of 4 **£9.90** £11.88
 Oil line bulkhead grommet **£5.10** £6.12
 Brake servo rod bellows **£5.20** £6.24

PLEASE NOTE: All prices in Red are EXCLUSIVE OF VAT

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MOTORSPORT NEWS

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