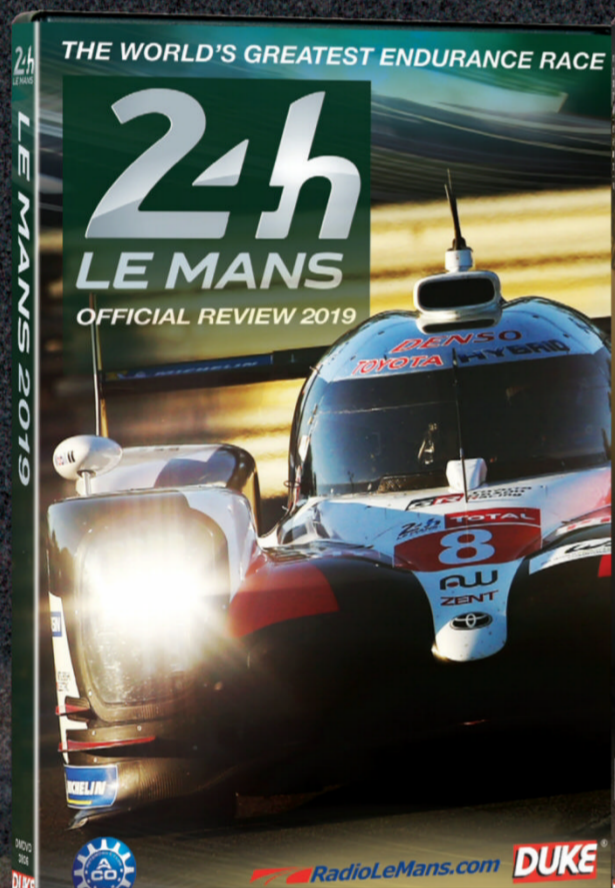
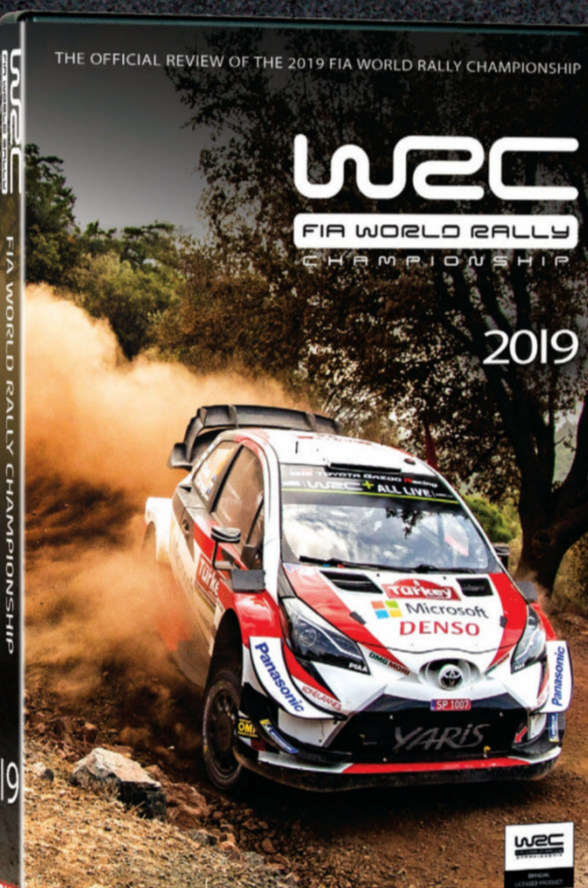




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THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

TURKINGTON'S PATH TO BTCC GLORY



HOW THE BMW MAN TOOK A FOURTH TIN-TOP CROWN P20

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EXCLUSIVE South Korean firm represented on the grid for the first time in 2020

HYUNDAI TO JOIN THE BTCC LINE-UP



The new Hyundai i30 N Fastback Performance car

By Matt James

Hyundai will join the British Touring Car Championship grid in 2020 with a pair of i30 N Performance Fastbacks.

Ambitious team Excelr8 Motorsport is in the process of building up two of the coupe-style machines for its second campaign in the UK's highest profile championship.

The cars are expected to be ready to take to the circuits in February next season. No drivers have yet been announced for the programme.

Full story, p2-3

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MOTORSPORT NEWS

BRIT INGRAM FLIES TO EUROPEAN RALLY GLORY

SKODA DRIVER IS THE KING OF THE STAGES P17



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HOW TURKINGTON GOT HIS FOURTH BTCC CROWN



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WORLD RX FINALE: TIMMY HANSEN SOARS THE HIGHEST



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EXCLUSIVE



Squad will swap MGs for its self-built Hyundai i30s

EXCELR8 NEW i30

Ambitious team to field two South Korean

By Matt James

Hyundai will be represented on the British Touring Car Championship grid for the first time in 2020 as Excelr8 Motorsport fields two i30 N Performance Fastbacks in the category.

The cars are currently under construction at the team's Suffolk base and are expected to be ready in time to begin a pre-season testing programme in mid-February 2020.

Excelr8 Motorsport, which runs the Mini Challenge UK that joins the BTCC support bill next year and has built and distributed more than 70 machines globally, joined the BTCC in 2019 with two MG6s. It says the running done by Rob Smith and Sam Osborne across the 30-race campaign was all geared up towards learning as much as it could before its first new-car build.

Bosses of the team say that the i30 N Performance Fastbacks will be created in consultation with Cosworth Electronics experts to make sure the chassis are fully able to adopt the series' hybridisation, which will come

on stream in 2022.

Excelr8 has strengthened its engineering team ahead of the new challenge. No drivers have yet been confirmed for the attack.

Perfect choice

Excelr8 team principal Oliver Shepherd said there were several elements of the Hyundai that made it an appealing prospect to convert into a NGTC-spec challenger.

The front-wheel-drive car will feature a coupe-like bodyshell, which it is hoped will offer strong aerodynamics, and the team says that lessons learned and incorporated into the MGs over the course of the past 11 months will be transferred to the i30.

"The build of the Hyundais marks the next stage in our multi-year plan to become a title contender in the British Touring Car Championship," said Shepherd. "The i30 Fastback N Performance offers a very favourable combination of wheelbase, track width, drag coefficient and torsional stiffness, so we are extremely excited about the prospects of this project."

"It's going to be an extremely busy winter, but the whole team is

extremely motivated to get the cars out on track as soon as possible."

Learning process

Team owner Justina Williams said that the team's maiden season in the British Touring Car Championship has helped it gear up operationally for the next stage in the squad's development and it was pleased with the 2019 performance.

The team bought the MG6s from AmDTuning.com at the end of 2018 and introduced a number of upgrades to the machines, which were first built in 2012 when they were run by the Triple Eight Racing operation.

Excelr8 Motorsport finished 10th in the Independents Teams championship in 2019. Smith and Osborne each scored two points over the course of the 30 races.

Williams said: "[This year] has been a real success for the team having achieved all the goals we set for ourselves at the start of the season. On track, we scored points with both drivers in our first season, and from operational, commercial and presentation points of view we were able to compete with the

MN REVIEWS ALL THE KEY MOMENTS OF A DRAMATIC BTCC SEASON

HEADLINE NEWS

Photos: Excelr8, Jakob Ebrey, Richard Styles



AIMS HIGH WITH BTCC CHALLENGER

machines in 2020 tin-top contest

established frontrunners.

"With the development of these new cars we should not only be achieving better results, but also deliver increased value for our brand partners, especially as we are first out of the blocks with the introduction of hybrid technology."

Variety show

Hyundai will add to the diversity on the BTCC grid. The entry list featured five works teams in 2019, with 10 manufacturers in the line-up and 12 different models racing.

This will mark Hyundai's debut in the category and it is hoped that the firm's UK dealer network will get behind the programme.

Alan Gow, BTCC chief executive, added: "It's fantastic to see another new marque join the BTCC, this time with Excelr8 Motorsport. When we set the NGTC regulations it was for precisely this purpose, to allow this sort of diversity between teams and drivers. Hyundai is a globally recognised brand, which has made a big impact in other forms of motorsport already. This new project from Excelr8 should make a great addition to the grid."



Smith (l) and Osborne scored two points each in old MGs this year



Excelr8 also promotes the popular Mini Challenge race series

Oliver Shepherd

Team principal, Excelr8 Motorsport

Q&A

Why did you choose the Hyundais?

"There are a few answers to this, with the first and main point being that Hyundai is currently quite involved with motorsport as a whole as part of its brand, and it's not yet been a part of the BTCC grid. Although there are no guarantees of anything in place just yet, this is a great opportunity commercially to build a fanbase and potentially also links with the manufacturer further down the line."

"Technically the car has some properties which suit the NGTC design very well, such as the overhangs and the wheelbase. It's very similar in size and dimension to the new-spec Honda Civics that we've seen were so successful across the course of this year. And the aerodynamic properties of the base car are pretty good as well. That will allow us to build a front-wheel-drive platform that's more progressive than what we had this year with the MGs."

How big a task will it be building two brand new NGTC i30s?

"Ask me that when we've finished! It's definitely not to be underestimated, but at the same time it's not unachievable. The key thing is to get the chassis working properly. The rules are quite restrictive in some areas – parts like the suspension are controlled and the engine is controlled – so it's about making sure you get the bits that you have some freedom to develop as good as they can be. We'll be focusing on the aero package, the weight and the centre of gravity, making sure elements like those are as strong as they can be to give us the best base."

How much data from this year can be used with the new cars, or will it be a process of starting over from scratch?

"Quite a lot, we hope. At the start of the year we got some good base



Shepherd is confident for '20

data for the MGs when we took over the running of them from previous teams. We'll have a combination of using that and what we've learned from this year to create our baseline for set-ups and performance goals for the start of this programme. A lot of the NGTC cars are very similar in essence, and it's those small areas and changes that make the big differences. We'll be looking to get 80% of the way there with what we have already, and fine-tune the rest as we go."

RACING NEWS

F1 ROUND-UP

Harsh reality

Sebastian Vettel has admitted it took him time to accept the "harsh reality" of Ferrari being off the pace early in the 2019 Formula 1 season. Mercedes managed to turn around its form and win the first eight races after trailing Ferrari in testing. "You try to push that away, because you want to prove the opposite," said Vettel of realising Ferrari was actually in trouble. "But then you fail again, you fail again, you fail again to prove the opposite and... it is sort of seeing the truth, but not trying to see it. It is not a nice feeling. But eventually you have to."

Leclerc support

Long-time Ferrari driver Felipe Massa has tipped Charles Leclerc to beat the more experienced Max Verstappen to being the first of F1's new generation to win a title. "I do not know whether he is faster or slower than Verstappen, but the seven pole positions in his first year of Ferrari say a lot," said Massa of Leclerc, who came into F1 three years after Verstappen. "He is a future world champion, and I think we will not have to wait long. I do not exclude that he can achieve that goal even before Verstappen."

F1 goes greener

F1 was set to announce a major new sustainability push, after MN closed for press, on Tuesday. News of that initiative was welcomed by champions Lewis Hamilton and Sebastian Vettel. "Hopefully you remember I've been talking about this for some time," said Hamilton. "I think it's great that finally F1's reacting." Vettel added: "We should not just have the highest standards in terms of performance, in terms of cars, in terms of competition, racing, entertainment, but also set the highest standards in terms of thinking ahead and looking after our future and the planet's future."

Wolff skips race

Mercedes boss Toto Wolff will miss his first F1 race since 2013 when he skips this weekend's Brazilian Grand Prix now that the titles have been won. Wolff has been ever-present during Mercedes' run of six consecutive F1 title doubles, but amid the backdrop of other important matters – including future rules and his team's commitment to race on from 2021 – he has chosen to not travel to Interlagos.

HAMILTON HAS A 'SPECIAL TARGET'

Prost believes Briton has extra motivation to match Schuey

By Adam Cooper

Four-time Formula 1 world champion Alain Prost says the chance to equal Michael Schumacher by winning a seventh F1 title in 2020 will provide Lewis Hamilton with a "special motivation."

Prost retired at the end of 1993 having won four titles – leaving him one behind the then record holder Juan Manuel Fangio's tally of five

While Prost insists that he personally didn't see Fangio's record as a target, he believes the opportunity to match Schumacher's record will spur Hamilton on more than if he was still on three or four titles.

"At the moment he's really racing with a lot of expertise, with a lot of experience," Prost said. "So we can see that he manage not only a race,

but also a season.

"I've never experienced being a six-time world champion, but sometimes if you win twice, three times, four times, what is your next goal, what is your next motivation? Sometimes you can lose a bit of motivation.

"So at the moment the good thing for him is he has a target, and a seat at the best team in the best car, so I think it's going to be interesting to see what he does. Next year he has a great challenge. It is a special motivation, because of the way he is at the moment.

"When I was four-times my goal was not to equal Fangio, but I can understand today his motivation is there. It's good for him, good for the championship and for the interest of F1."

Prost famously went up against Niki Lauda and Ayrton Senna in the same team in his heyday, winning three of his four titles in

Prost: Hamilton has a 'great challenge'

those situations before claiming his final crown in 1993 with Williams with the inexperienced Damon Hill alongside him.

He thinks number one and number two situations are now inevitable in modern teams, suggesting Valtteri Bottas is an ideal partner for Hamilton at Mercedes but not a threat to him.

"If you look at Ayrton, if you look at Michael, even Sebastian [Vettel], Max [Verstappen], more and more you need to have a number one and number two," said Prost.

"That is difficult, it's not what we all want. But you compete at the top level, it's very difficult to not have a number one or number two.

"And the best today is Lewis and Valtteri in this situation, because they are OK, Valtteri is not far off, he's quick. But Lewis is going to be stronger and stronger all the time."

Prost declined to try to compare Hamilton to the other all-time greats.

"How can you rate the people between ages and generations?" he said. "That's something I've never done, and I don't want to do it. For sure he's one of the best."



Hamilton could equal Schumacher's seven F1 titles next season



Miami mayor vetoed resolution that blocked the use of public roads

PROPOSED 2021 MIAMI F1 RACE IS HANDED A LIFELINE

Formula 1's planned 2021 Miami Grand Prix has been thrown a lifeline after the mayor of Miami-Dade County vetoed a resolution that would have blocked the use of public roads.

The intended track for the latest incarnation of the project is based around the Hard Rock Stadium in the Miami Gardens area and mostly uses car parks and

other land owned by the home of American football team the Miami Dolphins. But it also includes a half-mile section of 199th Street.

Local politicians and residents have objected to the race plan but Mayor Carlos A Gimenez vetoed a county commissioner's resolution against the use of public roads in the hope of giving F1 more time to convince local opponents.

"While I remain sensitive to residents' concerns in Miami Gardens, I believe it is premature to block an event of the magnitude of Formula 1 racing outright," he said.

It is understood race organisers are looking at ways to adjust the planned track layout to keep the whole course on Miami Dolphins land and avoid requiring permission to use any public streets.

Horner believes 2020 F1 season will be Red Bull's most expensive yet

Red Bull thinks 2020 will be its most expensive year in Formula 1 so far, as costs increase because of the huge development needed for 2021's new rules.

With F1's budget cap not coming into force just yet, the big budget teams are well aware that there are gains to be had if they invest more next year to get a headstart on their

cars for grand prix racing's new era.

While F1 chiefs believe windtunnel and CFD restrictions will limit scope for spending in 2020, Red Bull team principal Christian Horner thinks there are still enough areas of freedom to mean that it is worth investing more.

"You have an unrestricted and uncontrolled amount of

money that you can spend on research and development across other areas," said Horner.

"It would have been better to have introduced the cap first and then the regulations a year down the line, because then the budget cap would have constrained the amount of spend. Next year looks to be our most expensive ever year in F1."



Red Bull thinks extra development ahead of new rules will be costly

JACKSON TARGETS THIRD HISTORIC FF1600 TITLE IN THIRD DIFFERENT CAR



'Ingram makes history in Hungary'
ERC report, p17



REBELLION BRINGS TOYOTA'S UNBEATEN WEC RUN TO AN END

Manufacturer suffers its first on-the-road defeat for two years as Rebellion triumphs at Shanghai



Photos: LAT

Rebellion crew of Nato, Menezes and Senna took a commanding win in China over the handicapped Toyota cars

By Matt Beer

Toyota was defeated on the road in a World Endurance Championship race for the first time in two years as the series' handicap rules made their first real difference at Shanghai, but there was controversy over winner Rebellion's "very dangerous" start.

With Toyota still the only manufacturer in LMP1, the WEC instigated a success handicap system for its 2019-20 season that uses various methods to slow the leading cars in the standings by amounts that alter depending on the points gap from the first to last LMP1 car.

Though that hadn't stopped Toyota winning the opening two rounds of the season, Rebellion trio Norman Nato, Gustavo Menezes and Bruno Senna took a commanding pole at Shanghai and went on to win the race ahead of the two Toyotas.

The only time Toyota had previously lost a race since Porsche's exit at the end of 2017 was when it was disqualified from the Silverstone event last summer.

But Toyota team boss Pascal Vasselon hit out at Nato for "very dangerous" start

tactics after Rebellion's win.

Under series rules, the polesitter sets the pace at the rolling start and no passing is allowed before the startline regardless of when the lights change.

The usual custom is that the pole car accelerates on the change of lights, but Nato waited until the line and was overtaken by the two Ginettas and one of the Toyotas – all of which received drivethrough penalties.

"If the lead car doesn't accelerate, you push all the cars into the LMP2 field," said Vasselon. "If the guy in front did not accelerate on purpose, it's very serious. Imagine if all the LMP1s braked, and all the others accelerated, it's very dangerous."

Nato retorted that he had followed the rules correctly. "There is a rule, and they just didn't respect the rule," he said. "Just because there is a green light, you don't have to go flat out. The leader sets the pace and there is a white line, and until then you can't overtake the leader. So I'm choosing what I want to do."

The two Ginettas ultimately finished fourth and fifth behind the Toyotas.

QUICK LAPS THE FASTEST NEWS ROUND-UP

Scott McLaughlin sealed the 2019 Supercars title by recovering to ninth in the Sandown 500 after being put to the back of the grid as a retrospective penalty for engine irregularities in his Bathurst 1000 qualifying car that were discovered in post-race checks. His DJR Penske team was also fined

\$30,000 for the breach. It followed a series record \$250,000 fine for using McLaughlin's team-mate Fabian Coulthard to hold the pack up during a safety car period. McLaughlin and co-driver Alex Premat's Bathurst race win still stands... Denny Hamlin and Kyle Busch will join Martin Truex Jr

and Kevin Harvick in the NASCAR title shootout at Homestead this weekend after finishing first and second at Phoenix. That gives Joe Gibbs Racing three of the four places in the championship quartet, with Stewart-Haas' Harvick the only interloper. Reigning champion Joey Logano was among those eliminated at Phoenix,

having slumped to ninth after leading much of the race... **The WEC's return to Interlagos next year is in jeopardy due to issues with the promoter, some of which are believed to be financial. The series last raced at F1's Brazilian GP venue in 2014 and had been due to hold a round there on February 1. Austin**

has been mooted as a replacement... Max McRae, the 14-year-old son of 1995 British Rally champion Alister and nephew of the legendary Colin McRae, will race in Australia's Formula 1000 single-seater series next year. McRae has secured a prize drive by winning the Arise Racing Driver Search in Perth, where he lives.



Brit took first IndyCar podium this year

Harvey to contest full IndyCar schedule in 2020

British driver Jack Harvey will contest a full IndyCar season for the first time thanks to his Meyer Shank Racing team's new tie-up with Andretti Autosport.

MSR has run in partnership with Arrow Schmidt Peterson Motorsports for the past three years, increasing it and Harvey's programme from three races in 2017 to six in '18 and 10 this season. But SPM's new deal with

McLaren and switch to Chevrolet engines meant the end of that deal.

Andretti's 2019 satellite team Harding Steinbrenner Racing won two races with Colton Herta.

"This is the moment that we all work so extremely hard for," said Harvey.

Twice an Indy Lights runner-up, Harvey took his first IndyCar podium finish this year with third place in the wet on the Indianapolis road course.

'Industrial robots' to feature in electric series

Pitstops carried out by "large industrial robots" are just one of the key features of a new racing series concept proposed by DTM promoter ITR.

ITR – headed by Gerhard Berger – has unveiled an all-electric touring car concept for the future, featuring automated pitstops and the opportunity to include hydrogen fuel cell technology.

The proposed series would run on the same bill as the DTM as an electric counterpart, rather than as a direct replacement, and would feature cars capable of churning out up to 1000bhp with a pair of electric motors.

Berger said: "Although hybrid and electric vehicles have established something of a foothold, I think motorsport has been lacking a truly new and inspiring concept up until now."



New electric series concept has been released by DTM promoter ITR

Although there are no concrete plans for the series, Berger says it is dependent on "technical feasibility",

but adds that the proposal could lure in companies looking to become involved within motorsport.



F1 champion wants to race hypercar in the WEC

BUTTON EXITS SUPER GT AND TARGETS WEC

Jenson Button wants to make the World Endurance Championship his next major racing programme after his exit from Super GT, and is trying to get an LMP2 drive for next year's Le Mans 24 Hours in preparation for a future full-time WEC commitment.

Button had a drive with SMP Racing's shortlived LMP1 programme at the start of the 2018-19 WEC but pulled out of the final three rounds of the season – saying it was too difficult to dovetail it with Super GT, where he had won the title at the first attempt in '18.

He wants to be back in the WEC

for its new hypercar rules in 2020-21 and thinks LMP2 at Le Mans would be a good first step.

"If I did it next year, it would be to get used to Le Mans again and just gain more experience," he said.

"Probably in LMP2, because that's the pace the hypercar is supposed to be.

"And at least you're racing in competition. Unless you're in a Toyota, you can't win [outright]. It's really going to be boring for Toyota really, no competition. So LMP2 is a great category and maybe that's an option. Apart from that I've got no plans at all. The direction I'd like to go is WEC in 2020-21."

RACING NEWS



Franchitti shared MX-5 with brother Marino at Anglesey



Scot enjoyed his MX-5 outing



He made his racing comeback in a Ferrari at the Goodwood Revival

Photos: Rachel Bourne, LAT

FRANCHITTI PLOTS MORE RACES NEXT YEAR

IndyCar legend drives Mazda MX-5 in Race of Remembrance and plans a Goodwood Revival return in 2020

By Graham Keilloh

IndyCar legend Dario Franchitti is eyeing further appearances in historic racing next year, following the latest outing of his post-injury comeback at Anglesey's Race of Remembrance last weekend.

Four-time IndyCar champion and three-time Indy 500 winner Franchitti retired from racing in 2013 after injuries sustained in

an IndyCar crash at Houston. However, he returned to competition at the Goodwood Revival earlier this year. Race of Remembrance, an endurance race run by the Mission Motorsport charity, was the second outing of his comeback.

Franchitti finished 21st in the Anglesey event in a Mission Motorsport-run Mazda MX-5, alongside his GT racer brother Marino, journalist and racer Dickie Meaden, newly-crowned

Ferrari Challenge UK champion Jamie Clarke, and charity beneficiary Sophie Burt, who was making her racing debut and only received her licence on the morning of qualifying.

Franchitti told MN he is putting plans together for more historic racing appearances in 2020. "We're formulating some plans right now with different historic stuff for next year," he said. "The Revival's already in the calendar, Members' Meeting I would like

to do that too, maybe some other historic stuff around the world, time will tell if they fit."

He added that his Formula E TV commentary duties, work as a driver coach for the Ganassi IndyCar team among other commitments made it difficult to find weekends in which to race.

"[I'll] see what I can, what I can't do," Franchitti continued. "Between the Formula E, that and the IndyCar calendar,

it's a pretty busy schedule of weekends, so it's very difficult to find weekends away. I've got a young family at home, so to spend too much time doing it [racing] would be difficult."

He added that he is also open to taking part in modern racing. "[It] very much depends on a case-by-case basis," Franchitti said, "what it would be, what car it would be in, what type of racing it is. Right now, I'm just looking at different fun things to do." He

added he would like to return to the Race of Remembrance.

Franchitti explained also that he got an 'all clear' from doctors to return to competitive action after outlining the sort of racing planned. "They felt with the time that had gone by and the stuff I was talking about driving that they were happy if I passed my medical," he added. "Them and the insurance company were on the same page with that, so it all worked out."

IN BRIEF

F4 to Eurocup

British Formula 4 racers Sebastian Alvarez and Alex Connor both took part in the post-season Formula Renault Eurocup test in Abu Dhabi at the end of last month. F4 runner-up Alvarez competed with MP Motorsport while Connor was testing for his F4 team Arden. Alvarez said: "This car is totally different to the F4 with its superior performance and weight. However, I had a lot of fun even though it was not easy at all in the very hot conditions!"

Hannah back to UAE

Scottish Formula Ford 1600 driver Logan Hannah will make her return to UAE Formula 4 in a non-championship round at the Yas Marina Circuit that supports the Abu Dhabi Grand Prix. Hannah, who is a member of the Arden-linked Young Racing Driver Academy, last raced in the championship last year with Dream Racing. W Series contender Amna Al Qubaisi will also be competing. "I am super excited to be heading back to Yas Marina Circuit and even more so that I'm not going to be the only girl on the grid this time," said Hannah.

Award contenders

Charlie Linnane, James Roe Jr and Philip Sheane are the final three drivers to be nominated for the Motorsport Ireland Young Racing Driver of the Year Award. Linnane was an Irish Supercars race winner this season and narrowly missed out on the title, while Roe Jr has finished fifth in this year's American F3 standings and Sheane has been a podium finisher in Irish Formula Vee. The trio join Lucca Allen, Max Hart and William Kellett as contenders for the Sexton Trophy and the winner will be announced next month.



Ingram's team finished 24th overall and seventh in its class

BTCC race winner Ingram joins Race of Remembrance grid in Toyota GT86

British Touring Car Championship frontrunner Tom Ingram made his debut in the Race of Remembrance at Anglesey last weekend, in a Mission Motorsport-entered Toyota GT86.

It was the first time Ingram had driven in anger at the Welsh circuit, having only done filming laps there a few years previously for Toyota. Ingram's Mission Motorsport team finished 24th overall and seventh in class, following brake and tyre issues.

"It's something that I feel quite passionate about," Ingram said of the 12-hour endurance race that raises

awareness of the Mission Motorsport charity's activities in helping ex-military personnel recover and rehabilitate through motorsport, as well as builds itself around a Remembrance Sunday service in the Anglesey pitlane.

"I've got friends in the military and family history of it as well so it's something that means quite a bit to me and it's something that I said to James [Cameron, the event's CEO and founder] a few times if ever you need somebody to cover it I'd be more than happy to give up my time and do a bit. "It's a great event – it's been a

really cool experience to see how it all works. The camaraderie across everyone is incredible, it's been really, really good."

Ingram was also glad to retain his link with Toyota and Speedworks, with whom he competes in the BTCC, at the event. "I'm driving in a GT86, obviously with the Toyota name, so that's cool, great that Speedworks have come along to help out with it as well," he said.

Ingram added that his intention is to race with Toyota in the BTCC, with whom he won four races in 2019, again next season, though details are still being finalised.

Roddison builds endurance-spec MX-5 and plans Club Enduro entry

Max5 champion Paul Roddison raced a brand new endurance-spec Mk4 Mazda MX-5 at Anglesey's 12-hour Race of Remembrance last weekend.

Roddison is fresh from claiming his latest Max5 championship, winning 14 races out of 16 in 2019, and has built the endurance-spec car to save work done previously in adapting his sprint MX-5 for the event.

"In previous years we've kept adapting the car to turn it into an endurance car and back into a sprint car; to save that this year we've built an endurance car," Roddison said.

He built the car in the

space of just "a manic two weeks" and the revisions include a larger fuel tank and illuminating numbers.

Race of Remembrance was the car's first time out, without testing, and it had no teething problems other than small suspension tweaks for handling.

"It was only very minor," Roddison explained. "We've built many of these before so we've got a good base to start with." He also intends to race the MX-5 in Club Enduro.

As with 12 months ago, Roddison had British Touring Car drivers Dan Welch and Rob Austin driving alongside him in

the Race of Remembrance. "They've been looking forward to it all season, it's a good event, it's a lads' weekend away," Roddison added.

The Roddison Motorsport team finished 10th overall and second in class, despite losing around three laps early on after putting on dry-weather tyres for the opening stint, which proved the wrong decision as the heavens opening when in the assembly area.

Having fought back into class victory contention the MX-5 then ran out of fuel on track with around two-and-a-half hours to go.

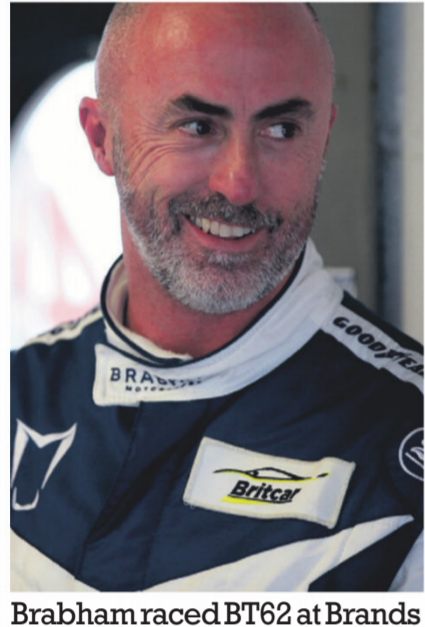


New Mk4 MX-5 debuted in RoR without having tested before

BRABHAM HAILS 'HUGE MOMENT'

Revived sportscar brand's new BT62 car wins on its competitive debut in Britcar

Photos: Gary Hawkins, Jakob Ebrey, Mick Walker



Brabham raced BT62 at Brands



Alternator issue led to car's race two retirement

By Mark Libbeter

David Brabham admitted it was a very proud moment for him to follow in his father Jack's footsteps by racing a car of his own construction as the Brabham BT62 made its competitive debut at Brands Hatch last weekend in the Britcar Endurance Championship.

The 2009 Le Mans 24 Hours winner and former Formula 1 driver teamed up with Will Powell

and recorded an historic win in atrocious weather conditions in the one-hour contest on Saturday, despite a misted-up windscreen making visibility difficult. Powell was also leading the early stages of a drier race two on Sunday until the car succumbed to alternator problems. Despite the mixed fortunes, Brabham was buoyant about the potential the BT62 had shown in its debut outing.

"This is a huge moment for Brabham Automotive, the Brabham name and the history,"

Brabham said after taking the win in Saturday's first race. "To win first time out is just fantastic and it demonstrates the car's capabilities.

"We had never tested the car in cold track conditions before and there was a real lack of grip in the wet [on Saturday]. The fogged up windscreen meant I couldn't see the flags either, but the car has shown it can handle the conditions really well."

Powell was also full of praise for the new car. "The lack of grip

on the wet track meant it was a very busy first stint for me but it's an amazing car to drive," he said. "We've also had great advice on what tyres to use. It's an honour to be part of the Brabham name."

In order to conform to Britcar series regulations, Brabham also confirmed that the car had to be restricted in its performance, with 60% throttle being used throughout the weekend together with the addition of weight ballast. The car is set to compete as a full season entry in the 2020

Britcar series.

"It's the first time a Brabham has raced a Brabham car here at Brands since dad [Sir Jack] ran out of the fuel on the last lap and was beaten by [Jochen] Rindt in 1970," Brabham added. "It's been a learning experience for everyone this weekend but I'm hugely proud of the effort Will and all the team have put in."

Brabham has previously said it is the aim for the car to compete in the 2022 World Endurance Championship season.



Duo won at Silverstone

Malvern and Jones target GT3 switch

Former British GT4 Pro-Am champions Scott Malvern and Nick Jones are targeting a step up to GT3 next season, having sampled Barwell's Lamborghini Huracan last week.

The test at Snetterton followed Jones' run in Balfie Motorsport's McLaren 720S at Silverstone, while both drivers have previously tested the original Mercedes-AMG GT3, which is set to be replaced by an updated model next year.

Malvern and Jones, who have raced together since 2014 in Radicals, endured a difficult GT4 Pro-Am title defence with Team Parker Racing this season and lost potential wins at Oulton Park (brakes) and Snetterton (puncture), but came through to win the GT4 class at Silverstone.

Malvern, the 2011 British Formula Ford champion, says Jones would make an "informed decision" and was in no rush to decide which car/team combination he would sign with next year.

"There are a lot of factors that come into choosing - it's not just the car, it's the team and the associated costs with it," Malvern said.

"In the Lamborghini he was not far away from me and he seemed to really enjoy the car. With whatever car he ends up driving, it's always going to be an adjustment from GT4 to GT3, but so far we're really pleased with how he's been going, I've seen nothing that gives me any concern."



Goff (inset) took team's maiden win in the wet at Silverstone

Race winner Goff sticks with Team Hard for the 2020 BTCC season

Team Hard has confirmed that race winner Jack Goff will remain with the team for the 2020 British Touring Car Championship season.

Goff first raced for the team in the BTCC in 2013 in a Vauxhall Insignia before going on to race for WSR, Triple Eight Racing and Eurotech Racing. He has won five races in his career, and took Team Hard's first overall victory in the BTCC at Silverstone this year.

Goff, 28, said: "We made some good progress across

the year with limited testing opportunities and, with the testing plan we have in place, I am confident of making big strides with the car and the team for the 2020 season.

"[Team boss] Tony Gilham showed faith in me by putting me in the car at the last moment for the 2019 season. We knew we would be up against it with no pre-season testing. I'm delighted to have been able to repay the team with their first BTCC victory at Silverstone."

Team Hard runs four cars in

the BTCC, and Goff raced alongside Bobby Thompson, Michael Crees and Carl Boardley this year.

Gilham said: "The fact that he wasn't classified in nine of the 30 rounds is testament to the challenging year we all had as a team but that's touring cars.

"We've put that behind us now and I'm excited to have Jack onboard. It gives him time to run through our winter test programme and make the required changes to suit his driving style."

Series Elite to run within the GTA class of the GT Cup next year

The struggling Series Elite category will not run as a standalone series next year and will instead be incorporated into the GT Cup.

Series Elite's maiden season was beset with technical problems with the Jaguar XE SV Project 8 cars that it features, which limited

the campaign to just one British Automobile Racing Club weekend where four cars competed. The series was designed to be for drivers aged over 40.

It will now team up with the MotorSport Vision-run GT Cup and the Jaguars will form part of the GTA class.

"Having spoken to our drivers and potential clients it is clear that they are enthusiastic about GT Cup with longer races and larger grids," said Series Elite founder Graeme Glew.

"Our small fleet of Jaguars will fall into Group GTA of the GT Cup, which is great news."



Series struggled in 2019, with just one four-car race meeting



Team Dolan driver finished seventh in Walter Hayes Trophy final

Historic Mini driver Middlehurst eyes more National Formula Ford 1600 races next season

Historic Mini racer Chris Middlehurst is eyeing a National Formula Ford 1600 campaign next year.

The 2013 Formula Renault BARC champion last regularly contested the National series in 2016 but has continued to take part in the end-of-season FF1600 events, finishing seventh in this

year's Walter Hayes Trophy final.

Now Middlehurst plans a training regime over the winter ahead of more National FF1600 outings next season.

"I don't know about the full lot, but we will see what the budget is like for next season," he said. "I'd like to, of course, and I'll attack the Festival and the Hayes

again. I say that every year, but I think I was fifth for like six years in a row, and now I am seventh.

"I can probably lose 10 kilos over the winter. If I do that and we work on the car, we should be quick - I was only a tenth off in the final."

Middlehurst believes FF1600 represents better value for money than the historic racing he's been

doing in recent seasons.

"The Mini is really good fun but it is very expensive," he said. "Formula Ford, for the money, you get a lot more track time. It is much more competitive and equal, because the Mini is up against Mustangs and V8 stuff and Cortinas, so unless it is raining you can't really win."

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RACING NEWS



King receives £85,000 towards his budget for the next two years



Photos: Dan Bathie, Gary Hawkins, Jim Moir, Peter Scherer, Jakob Ebrej

Silverstone shootout was hotly-contested by final four

KING SELECTED AS PORSCHE GB JUNIOR

Ginetta GT4 Supercup champion wins shootout to secure two years of support and funding

By Stephen Lickorish

Ginetta GT4 Supercup champion Harry King has been selected as the new 2020-21 Porsche GB Junior after impressing in a shootout at Silverstone last month.

The 18-year-old took part in a range of driving, fitness and media assessments that formed part of the final shootout. He faced strong opposition from

British Formula 4 race winners Luke Browning and Louis Foster and Ginetta Junior frontrunner Lorcan Hanafin.

King now receives £85,000 towards his budget for each of the next two Porsche Carrera Cup GB seasons and a wealth of other support from Porsche. He follows in the footsteps of 2018-19 Junior Dan Harper, who dominated this year's championship.

"It's really not sunk in at all,"

admitted King. "It all came as a complete surprise – any one of us four finalists could've won it. I'm delighted to come out as the selected driver and I'm looking forward to proving them right.

"We all know each other and we're all quite friendly and it was a nice shootout to be a part of – there was a really nice atmosphere.

"When my name was read out, I looked around and thought I had misheard it. It was surreal.

"I still can't get used to just how big it is – I don't think I will until I arrive at the track on the Friday [of the first round].

"I'm really looking forward to the next two years. It's a partnership where you can learn and improve – you've got to make sure you take it step by step."

Porsche GB motorsport manager James MacNaughton says that choosing a winner this year was not easy.

"The competition was incredibly close this year – Harry, Lorcan, Louis and Luke are all established talents with successful careers," he said. "It meant that the decision was an incredibly tough one, and came down to the smallest of margins.

"We are excited about assisting Harry in developing and finessing his skills as a world-class racing driver over the course of his two years with us."

Watts's daughter and Caine make C1 debuts

Ex-British Touring Car racer Patrick Watts made his second appearance in the C1 Challenge at Brands Hatch last weekend, having debuted at the Silverstone 24-hour race.

On this occasion, he was joined by daughter Aimee for her race debut.

"I have only ever done two trackdays before, but obviously watched my father's racing over the years and wanted to have a go, and finally plucked up the courage," she explained.

Patrick started the race, but Aimee hit the barrier on the Cooper Straight head on after a spin. She was able to rejoin and they finished 23rd.

BTCC racer and 2012 British GT champion Michael Caine also made his C1 Challenge debut at Brands, sharing with Carey Lewis and Kevin O'Brien. "It took a bit of getting used to, but it was great once I had stopped stirring the gears like a pudding and learned the lines," he said after finishing 10th.



With three-time Indy 500 winner Dario Franchitti racing a Mazda MX-5 in the Race of Remembrance last weekend and Le Mans 24 Hours winner Nick Tandy contesting the EnduroKa race at Brands Hatch this weekend, 1996 Formula 1 champion Damon Hill has also got in on the act. He got behind the wheel of Gray Motorsport's Ford Ka last week at Brands for a test. "This is going to be raced by a lot of hopeful new boys called Al Most racers, and they're raising a lot of money for my charity, which is very nice of them," said Hill. "The charity is called Halow, and they've got a Just Giving page."



All series will visit England



It didn't all go to plan for Watts's daughter at Brands

Ginetta Junior podium finisher Stevenson wins the inaugural British Formula 4 Scholarship prize

Ginetta Junior driver Casper Stevenson has won the inaugural British Formula 4 Scholarship after impressing in an assessment day at Silverstone last week.

Stevenson finished sixth in the Ginetta standings in his maiden season of car racing this year and will receive a prize package worth £35,000. This includes discounts and free items from series partners, such as engine tuner Neil Brown Engineering, tyre manufacturer Hankook, racewear company HRX and fuel supplier Carless.

As well as their on-track ability, the 12 drivers battling to win the scholarship were also assessed on their media skills.

"It means so much – when my name was called, I couldn't believe it," Stevenson said. "It's a really good accolade



Stevenson will receive prizes worth £35,000 for next year

to say I've won the inaugural F4 scholarship and maybe I'll get some more [sponsors] off the back of that.

"It makes all the difference – we could only do a small testing

programme but we can do an extra 10 days now, which is amazing. I can't wait for the season – I'm going to go into Christmas a very happy boy with the best Christmas present ever."

Stevenson ran with the Double R squad on the scholarship day and says he would like to race for the team.

"I had a very good day today so I wouldn't be surprised if you see me in Double R colours but we have a few other options out there so I can't sign anything just yet," he added. "But as far as first days with teams go, this was a very good one."

Newly-announced Carlin driver Matias Zagazeta won the £2500 runner-up prize.

Plenty of Stevenson's Ginetta Junior rivals were also taking part, including champion James Hedley (JHR) and runner-up Zak O'Sullivan (Carlin), along with Josh Rattican (JHR).

Formula Ford Festival winner Jonathan Browne also ran with Fortec as part of his prize for winning last month's event.

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HISTORICS

'Collins's race against time'
Opel Ascona driver's Wyedean woe, below



Photos: Paul Lawrence, Ben Lawrence

DOWN THE PUB

GRAHAM BRUNTON

Classic F3 preparer
Age: 53 Lives: Near Knockhill



Brunton runs ex-Brundle Ralt

He grew up around racing
"I've been a motorsport fanatic all my life and lived three miles from Ingliston. Now I live in a village about three miles from Knockhill and you can hear the circuit. The first event I went to as a helper was the 1978 Kinkell Braes hillclimb with a guy called Harry Simpson. That got me hooked."

He raced Formula Ford
"I then did some hillclimbs and sprints in single-seaters and then wanted to go racing so I got a Formula Ford. I raced full seasons in 1988 and '89 in Scotland. Then my brother Alan started racing and I got called in to work on the car."

He ran Barry Horne
"He then sold the car to Barry Horne and I took Barry from karting into Formula Ford and did the Winter Series in 1996. I ran Barry for three years in national Formula Ford from a single-car garage on the side of my house and we were taking on all the big teams. In 1998 with Barry I did 36 trips up and down the country in a truck."

He had a season down south
"In 1999 I lived at Silverstone and had an industrial unit in Brackley. But I went home in 2000 and started a Zetec Championship in Scotland and that continued into the resurgence of Kent in 2006."

Now he's running an F3 car
"David Thorburn came on the scene and decided to buy a Formula Ford and I ran him for a few years. I'd always fancied running bigger single-seaters and David was looking for a new challenge. We went to look at a few cars but then we saw the ex-Martin Brundle Ralt RT3 and bought it. David entrusted me with the car and then Fraser Gray came on board. We've hopefully got a third RT3 for next year. We love this type of racing and Classic F3 is a mega championship."

It's based at Knockhill
"We're based in workshops at Knockhill. I've always said if you can be quick round Knockhill, you can be quick anywhere. It is mega technical and the weather can be a challenge. We ran Jonny Adam in Formula Ford and he's now my son-in-law. When you come south you try and make it work because every track is a long way. It takes us 10 hours to get to Brands Hatch and Zandvoort is our home round in terms of mileage."



As well as March, Jackson will race Van Diemen RF80

JACKSON BIDS FOR TITLE IN THIRD CAR

Historic Formula Ford star to switch to March 709 next season

By Paul Lawrence

Historic Formula Ford 1600 ace Cameron Jackson will bid to win a third title in a row in 2020, using a third different chassis.

After winning the 2018 title in a Lola T200, Jackson took this year's crown in a Winkelmann but will now contest next season in an unfashionable March 709. In

addition, he will double up in the Historic Sports Car Club Classic Formula Ford Championship in a Van Diemen RF80.

For his third Pre '72 title bid, Jackson will use the 1970 March of fellow racer Ross Drybrough. The 709 was the US version of the 708 design and only two or three were built for export. It was based on the chassis of the 1969 693 prototype Formula 3 car from the fledgling March operation.

"It's a bit of a novelty and a self-imposed idea to run in different cars for three seasons," said Jackson. "Potentially, this is the biggest challenge of the three. But we back-to-back tested the March at Brands in September and in six laps, it was on the pace of the Winkelmann. We were quite shocked that it produced a competitive lap time."

Jackson and preparer Neil Fowler will now develop the

car. "It's got amazing turn-in and great mid-corner, but it is a bit of a brick in terms of aerodynamics," added Jackson.

Meanwhile, he will chase the Classic Championship in the Van Diemen he raced at the Walter Hayes Trophy. Jackson said: "I'm definitely planning to do a full season in both championships. I'll be getting my fix for my addiction to Formula Ford racing!"

Campbell to become first driver to tackle Roger Albert Clark Rally in a Davrian next week

Scotsman Charles Campbell will become the first person to tackle the Roger Albert Clark Rally in a Davrian when the event starts next week. Campbell, 66, has completely

rebuilt his 1600cc version of the Davrian Mk8 for the five-day event and has enlisted the experienced co-driving services of Ronnie Roughead for the event.

Campbell also races a Peugeot RCZ in the 750 Motor Club Club Enduro series and has not rallied for many years. He previously enjoyed success in the Davrian and Hillman

Imps and was instrumental in gaining the use of Ingliston for rallies during the 1990s. In the early 1990s he was coordinator of the Scottish asphalt rally championship.

HSCC to return to Pembrey in 2020

The Historic Sports Car Club has unveiled a nine-event 2020 calendar, capped by the grand prix circuits at Silverstone and Brands Hatch and a return to Pembrey in South Wales.

The Pembrey date comes as the South Wales venue celebrates the 30th anniversary of its first full season.

CEO Andy Dee-Crowne said: "We've listened to our members and put together a calendar that reflects their wishes. We've made some changes to keep it fresh."

CALENDAR

HSCC 2020

DATE	TRACK
April 4-5	Snetterton
April 25-26	Brands Hatch Indy
May 16-17	Silverstone GP
June 6-7	Donington Park
June 27-28	Pembrey
July 11-12	Brands Hatch GP
Aug 29-31	Oulton Park
Sept 19-20	Cadwell Park
Oct 17-18	Silverstone



The Mini Cooper S of Steve Entwistle and Mark Appleton dominated this year's Rally of the Tests after three full days of classic rallying from Torquay to Chester. Racer Phil Hindley and co-driver Martyn Taylor (Porsche 911) chased them home in the Pre '67 division while Harm Lambergigts/Arjan van der Palen (Escort Mexico) topped the later cars.

IN BRIEF

Brian Hampshair

Motorsport News is sad to report the death of Brian Hampshair, one of the founders of the Elden range of racing cars. Along with his brother Peter he started the business in 1966 and went on to build successful race cars, notably for Formula Ford. The company folded in the mid-70s, but Brian later bought it and also compiled the Elden register.

Testing Tests

Leading contenders Paul Crosby and Andy Pullan were among the first casualties on the Rally of the Tests. Their Porsche 356B was sidelined on Friday morning by gearbox failure on special test three near Cheriton Bishop in Devon after lying eighth overall following Thursday evening's prologue section. Undeterred, they later rejoined the event in Crosby's Porsche 911.

Welsh title holders

Mike Simpson and Dale Gibbons clinched the Welsh Historic Rally Championship title on the Wyedean Rally after taking a class-winning 10th overall in their Escort Mk1. The South Wales crew will now go to Killarney at the end of the month to try and add the HRCR Stage Masters title to their season's score.

Howard's evening

Howard Davies will host an evening of rally chat at Brightwells, Leominster, on Wednesday November 20. The event starts at 2000hrs on the eve of the Roger Albert Clark Rally, raising money for charity, and will include local heroes Andy Burton, Roger Chilman and Phil Collins. Tickets can be ordered in advance and more details are on the event's Facebook page.

Killarney is go

The Killarney Historic Stages Rally will run on Saturday November 30 as the opening round of the 2020 Irish Tarmac Historic Rally Championship. The closed-road event will take in 75 stage miles across eight stages around Killarney including the famous Molls Gap and the mountainous Beallaghbeama stage.

Escort outing

Walter Henderson and Jim Kinloch will contest the Roger Albert Clark Rally for the first time in the ex-Ben Friend Ford Escort Mk2. Henderson was formerly a leading contender in Scotland in Subaru Imprezas but switched to the Pinto-powered Escort a year ago with the Roger Albert in mind. They have tackled five gravel events this season as a build up towards next week's rally.

Collins's drama

Phil Collins and his team face a rush to get his Opel Ascona ready for the Roger Albert Clark Rally after a shakedown run on Saturday's Wyedean Rally ended with a front strut pushed through the bonnet in the Serridge stage. Work started on Sunday to repair the damage and Collins is confident all will be well in time for the start of the Roger Albert Clark next Thursday.

RALLY NEWS

Photos: ERC Media



Fourth place was enough to win title



Ingram became first Brit since Vic Elford in 1967 to win the European crown

INGRAM CEMENTS HIS PLACE IN THE RECORD BOOKS WITH EURO TITLE

Skoda driver overcomes last-stage drama to claim European Rally Championship

By Stephen Brunson

Newly-crowned European Rally champion Chris Ingram says he hopes his title triumph will help him secure sufficient budget to continue his career after funding issues threatened to curtail his 2019 season.

Alongside co-driver Ross Whittock, Ingram became the first British driver since Vic Elford in 1967 to win the ERC on last weekend's Rally Hungary finale, beating the 2018 champion Alexey Lukyanuk by nine points after a dramatic final stage during which both suffered punctures.

Now Ingram, who turned to a crowd funding project to raise money to complete the season, is hopeful of increased support ahead of the 2020 season.

"This year has been such a struggle," Ingram told Motorsport News. "There's been so many times in my career that I've thought it was all over. Being in the right place at the right time has helped, but I think winning the championship puts me in a different light and hopefully allows me to carry on. It proves a lot to everyone, to win the championship with no budget."

Ingram won the ERC3 Junior Under 27 title in 2017 before narrowly missing out on the ERC1 equivalent in the following two years. Indicative of how little budget Ingram had in 2019 was the fact that he and Whittock managed just 20 miles of testing in their Skoda Fabia

R5, compared to the hundreds of some of his nearest rivals.

"People involved in rallying but not necessarily competing don't understand, they just think 'he's had loads of opportunities, he should be going quicker if he wants to get to the WRC' but they have no idea," he added.

Ingram's title hopes hung in the balance throughout the course of Sunday's second leg, which was affected by severe rain in the morning loop, with the 25-year-old, son of former driver Jon Ingram, suffering a spin and a puncture before service.

A front-right deflation on the final stage looked to have extinguished his chances, only for Lukyanuk to also suffer a similar problem.

"We'll never have another moment like that in our lives. We didn't know we'd won it for like, 20 minutes or so. We got a puncture, we thought we'd lost it all, then Alexey, we found out he'd got a puncture...oh my, it's just the most ridiculous, mental finish of a rally."

In summing up his title-winning season, Ingram believes that his performance on the Barum Zlin rally in the Czech Republic was critical to turning his campaign around.

"I felt like the first half of the season was a bit like a nightmare," said Ingram. "And it wasn't until Barum where I was on the back foot and nearly lost everything that my pace came back and I sort of turned a corner and realised I'd just been putting way too much pressure on myself.



Champion: Ingram had to use a crowd funding project to compete in 2019

"So, when I relaxed, it sort of came back and we were lucky to get second in Cyprus. I think the last three rallies really turned things around. I'm just so, so pleased I've done it."

Co-driver Whittock reckons the performance of Ingram on the often treacherous stages was the best he has seen him drive.

"I think losing out on that Junior title [in Zlin to Filip Mares] was tough on Chris, but it motivated him more to try even harder and this rally is probably the best rally he has ever driven," explained Whittock. "These conditions were so tough, the skill he has shown is just unbelievable to be honest."

Debut ERC podium sets Devine up for 2020

Callum Devine believes the European Rally Championship is the next "logical step" in his career after taking a sensational podium on his category debut last weekend.

The 25-year-old competed on the season-ending Rally Hungary where he finished third despite collecting two punctures on Saturday and dropping down to 11th at one point.

Devine's trip to the eastern European country was made possible with support from Motorsport Ireland's Rally Academy as well as Hyundai Motorsport's Customer Racing set-up.

Devine and co-driver Brian Hoy tested the i20 R5 extensively in the days leading up to the final round.

Having familiarised himself with the Korean car the 2017 Junior British Rally champion set a string of competitive stage times and is keen to build on this as preparations for next season continue behind the scenes.

"I think we are in a good place [for 2020]," he told Motorsport News. "Being here next year is definitely the plan. Some things have to fall into place for us but this is our main priority now."

"The World Rally Championship costs too much to do which means this is the logical step."

"The whole partnership with Motorsport Ireland is looking very good. There is still plenty of work to do but it is nice to get the ball rolling. This is a competition that works for teams and sponsors."

"Any experience we gain from this event will help as next year's calendar is the same as 2019."

ERC RALLY HUNGARY REPORT

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The Strength of Experience

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'Jim Clark drama for Bannister'

Historic ace can see clearly now...p19



Photos: mcklein-imagedatabase.com

Japan's warm-up brings rally lessons

Last week's Central Rally Aichi received mixed reviews following organisational issues at Japan's warm-up event ahead of a World Rally Championship return next season.

The Nagakuta-based event ran without any major incidents and was won by local hero Takamoto Katsuta. One stage was cancelled due to the high number of spectators, but sources inside both the FIA and promoter admitted there were issues that needed to be addressed ahead of next year's Rally Japan.

One source said: "The roadbook simply wasn't up to standard. It wasn't good enough. The guys there know what has to be done and we're very confident they'll get through everything for next year – there's plenty of help on hand if it's needed."

Much of the route for Central Rally Aichi will be used by the 2020 WRC regulars – and Katsuta admitted they would be in for a real challenge.

"They say that Corsica has 10,000 corners," said Katsuta, "I think this rally might have some more! When the stages go into the forests, the roads are really technical and quite narrow and all the time it's another corner. In some places, we are using only first and second gear – sometimes third, but never fourth. It will be a big challenge.

"Another challenge is for the surface; it's quite smooth, but there is moss in the middle of the road."

OBITUARY

Jeff Churchill 1943-2019

Jeff Churchill was one of the most popular – and successful – figures in Welsh rallying. He cut his teeth on the unforgiving terrain of Epynt's military range roads aboard a Ford Anglia and progressed through each Blue Oval generation, including the fearsome RS200. Churchill won the 1987 Clubmans element of the Welsh Rally aboard the Group B Ford.

The Welsh Rally was always a particular highlight for Churchill, even though he admitted at the height of its popularity, it was a major challenge. So tough was it one year that he bailed out in Brechfa, asked his co-driver Frank Rutter to drive and a nearby marshal to sit in the left-hand seat. Churchill slept in the marshal's car for the next loop of stages, returning for a final blast around Llandow.

Latterly the family's van hire business moved into rally preparation, where the Churchill name continued to excel running cars for such stars as Russell Brookes and Patrick Snijers.

Motorsport News extends its deepest sympathies to his wife Gloria, children Emma and Simon and his many friends.



Crews will face a truncated route

FIRES THREATEN TO HALT RALLY AUSTRALIA

Reworked route for world championship event – although green light is unclear

By David Evans

This week's Rally Australia was hanging in the balance as Motorsport News went to press – with series insiders calling for the Coffs Harbour event to be cancelled amid the fires raging through New South Wales.

As the emergency services battled more than 120 fires, which covered close to 2.5 million acres across NSW and Queensland, event officials met in the early hours of Tuesday morning (London time) to decide the rally's fate. At the time of writing, three people had been killed by the fires.

Once it became clear running the proposed route wasn't going to happen – with the required forests declared no-go areas by the fire department – clerk of the course Wayne Kenny put together a revised route that included one of the gravel stages, Argents Hill Reverse, and both superspecials in Coffs Harbour

and at the Raleigh International Raceway, south of the city.

That revised itinerary proposed action on all three days, but slashed the competitive mileage from 201 to 59.

Were such a plan to go ahead, Hyundai would be confirmed as manufacturers' champion, with only one-third of the points available for a route offering between 25% and 50% of the original itinerary.

Hyundai Motorsport director Andrea Adamo told MN he would make no comment on anything until he understood more about the situation in Coffs Harbour. Adamo was travelling to Australia on Monday.

Tuesday was the day the officials feared the most, with hot, dry conditions and strong wind making the potential for the fires spreading even worse. By Monday evening, Coffs Harbour itself was considered to be at threat from the nearest fire, which burned north-west of the city close to Coramba.

NSW premier Gladys Berejiklian said: "Everybody has to be on alert, no matter where you are and everybody has to assume the worst. We cannot allow complacency to creep in."

One senior source in the service park told MN: "There's really no support for running this rally. How can there be? People are dying out there, animals are dying, people are losing their homes, everything and we're even considering taking the emergency services away to sit them at the side of the road so we can run a rally? That's nuts."

Subaru Australia withdrew former Australian Rally champion Molly Taylor's WRX STI from the event on Monday morning. The entry fee was donated to the Coffs Coast Rural Fire Service.

The teams, WRC Promoter, FIA and local organisers attended a meeting to decide whether the revised route would be committed to a roadbook at 1600hrs Tuesday, local time.

Solberg back at the wheel of a Subaru

Petter Solberg was reunited with the last Subaru Impreza WRC he drove in 2008 on a visit to Japan last week.

The 2003 World Rally champion attended Central Rally Aichi, but also visited the Subaru Tecnica International HQ in Mitaka City, where more than 3000 fans turned out to show their appreciation to the Norwegian.

"It was a big honour for me to meet [Subaru Tecnica International] president Mr [Yasuo] Hiraoka," Solberg said. "Subaru was family for me for a very long time and it was really emotional to see so many of that family and those friends again.

It was incredible to see so many."

Solberg was joined in Japan by former Subaru team-mate and now Toyota team principal Tommi Makinen.

Talking about Japan's return to the WRC, Solberg added: "Japan was always a special event for me. I won Japan's first ever round of the world championship and to see what that meant to the fans and to the team and everybody is something I never forget.

"It's been too long that the WRC has been away, but you can see from being here [in Nagakuta] just what it means to know the rally is coming back. It'll be one of the best supported rounds."



Makinen (l) and Solberg



Latvala: unclear on his future

Latvala is aiming for a Toyota extension

Jari-Matti Latvala has no intention of retiring from rallying and remains focused on landing a contract extension with his current employer Toyota Gazoo Racing.

Neither the Finn or his British team-mate Kris Meeke has any news of Toyota's plans for 2020 following the confirmation of Ott Tanak's departure for Hyundai. Both are out of contract at the end of this year. Toyota's only commitment

next season is to junior drivers Takamoto Katsuta and Kalle Rovanpera. The former will drive a fourth Yaris WRC on selected WRC rounds while the Finn will tackle all 14 events in a factory car.

Latvala says he is determined to remain part of Tommi Makinen's plans.

"The priority is with Toyota," Latvala told MN. "Of course I want to stay driving, but the situation is not clear."

GROUP RALLYING EDITOR

DAVID EVANS

"Now is the time for Ingram to head to the WRC"



In terms of dramatic telly, it didn't get much better than that, did it? I must admit, the action in this year's European Rally Championship hasn't exactly held me on the edge of my seat, but last Sunday's Rally Hungary coverage had me right there.

But that went beyond sport. What Eurosport had there was the all-important human angle as they waited for news on the result of the final round. Standing. Agonising. Waiting. Hoping. Praying... Chris Ingram and Ross Whittock's season (and possibly careers) hung by a thread.

Good news would make them heroes. The opposite would signal early retirement and more memories of what might have been.

But, for once, just for once, something went right for Ingram. And Britain can claim a European Rally champion for the first time since 1967.

Good for Chris, and Ross. And for the people who have stood so firmly behind the pair in the car, folk like Serkan Duru, whose TokSport team has shoestrung a Skoda together on next to no cash for the duration of the season and, of course, Neil Simpson. Once one of British rallying's shining stars (and clearly that star hasn't faded too much following a quality 14th on Condroz last month...), Neil is now managing some of rallying's brightest prospects – and his work and guidance to get and keep Ingram on the right road is worthy of note.

But what now for Chris?

If ever the step to the World Rally Championship is going to come, it's got to be now. His title comes with cachet rather than cash, but he's got to take it to the people and sell himself. Even if his beloved blue side of Manchester might struggle in Europe this year, he's done the job for them. Regional recognition could and should be the key to commercial co-operation to help him into a WRC 2 seat for next season.

It's not going to be easy, which is just as well – Chris doesn't do easy.

While there's still space in this column, it's worth mentioning there will be more detail on the shocking events of Coffs Harbour next week. What's immediately refreshing for me is the way the service park has gathered to turn its back on the sport and face the human side of those tragic fires which struck New South Wales through last week. As you'd have seen from elsewhere on this page, at the time of writing, it's not clear what the rest of the week looks like for the final round. Like I said, more on that in next week's MN.

And finally, an apology. And a thank you. A thank you to Karl Davies for reminding me we'd forgotten to run an obituary on Jeff Churchill. You will find those words on this page, but I wanted to add a note to say sorry to the family and friends who would have read all about the passing of Andrew Cowan and Russell Brookes, but seen nothing of Jeff's sad departure.

What a particularly rubbish time British rallying is having right now. The end of an era is always a sad thing, but news like that at the top of this column gives us hope of a brighter future.



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'Newby wins on Isle of Man'
Pokerstars Rally report, p18



MCGARRITY SLAMS CANCELLATION

Glens of Antrim organisers stand by decision to cancel the NI Championship finale just days before

Photos: Roy Dempster, Kevin Glendinning, Chicane Media, Jakob Ebrey



With rally cancelled
Wright won the title



McGarrity was left unhappy

By Jason Craig

Eight-time Northern Ireland Rally champion Derek McGarrity has questioned why more was not done to stage the final round of this year's championship, saying everyone associated with the series has lost out financially.

The Glens of Antrim Rally was cancelled only five days prior to the event due to a lack of entries according to organisers, Mid Antrim Motor Club.

The decision means what would have been a three-way title fight between McGarrity, Stephen Wright and Derek McGeehan goes in Wright's

favour as no reserve round will take place.

McGarrity has slammed the cancellation, telling Motorsport News he had even offered to help make up the entry shortfall.

"It is an absolute joke what has happened with the final round," said McGarrity.

"For me it appears as though Mid Antrim Motor Club has taken the easy way out, I don't get the impression that they have exhausted all possible avenues.

"Why did the club not send an e-mail to crews and set out the situation? If they needed entries I would have been on the phone and secured five, no trouble at all. I even offered to stand over the

entry shortfall; I was happy to absorb the loss.

"Serious questions need to be asked. I would understand if, two weeks from the day of the rally, organisers aired doubts about the event running as planned, but they have not bothered to do that. They never gave competitors the chance to help them make sure it happened."

Henry Campbell, chairman of Mid Antrim MC, says he has no regrets over his decision to cancel the rally and claims that repeated efforts were made to contact around 15 crews who had not paid.

"There were a number of unpaid entries and before the decision was made these people

were called two, maybe three times and there was no response," he said.

"What does that tell you? They never intended doing the rally. We tried to make the rally go ahead but it wasn't possible.

"Had we gone ahead with the numbers we had then we would have been at a [financial] loss. I don't know how much exactly, it is difficult to say, but we needed 65 to 70 starters and we didn't have those sort of numbers [51 crews had registered an interest].

"The problem we find being the last event on the calendar is that most of the classes have been sewn up. Two or three top name drivers do not make an event."



New marshal: Cleland

Cleland swaps driving seat for marshalling on the Jim Clark

Two-time British Touring Car champion John Cleland says he has a new respect for volunteer officials after deciding to marshal on the Jim Clark Rally last weekend.

The Scot, who began his career on the forest stages, was due to marshal at the water splash that was being used on stages two and three, but they were both cancelled.

The 1989 and 1995 BTCC

winner did manage to marshal on stage one, Abbey St Bathans, though on Friday night.

Cleland said that the event had been an education: "I certainly learned that you cannot legislate for spectators ignoring signs of no entry and other safety calls so the marshals had to continually diplomatically educate them of the rules.

"The marshals are a proud bunch of very knowledgeable

guys and girls who work in all conditions and take a pride in what they do each weekend and work well in teams mostly with their mates from previous events. Dedication does not come close to explaining them.

"I think I will marshal again when the rally comes back in May," he added. "I want to get a better feel for the number of jobs the marshals have to do on the stages."

Customer debut for Skodaru on Jim Clark as three cars sold

TEG Sport's Skodaru made its customer debut on last weekend's Jim Clark Rally in the hands of Drew Gallagher.

Arron Newby won on the car's maiden outing on the Phoenix Stages back in August as part of the development process but Gallagher's run to 36th overall on the Jim Clark was the car's first outing on a multi-venue pacenote event.

TEG Sport boss Stuart Newby

told Motorsport News that the build of the cars – which use a Skoda Fabia R5 bodyshell and Subaru Impreza engine and transmission – has taken longer than expected because the team are determined to get it right.

"Although everybody thinks we've just transplanted everything Subaru onto it, that isn't really the case," said Newby.

"We set out to do that don't get me wrong, but as we got into it we

thought 'we can build something really good here because the chassis is good, let's do the job right.' It's like a go-kart chassis; it's all fully adjustable and all the diffs and everything have all been [custom] made. It's such a different car to the Subaru."

Three cars have been sold to Gallagher, John Marshall and Paul Wedgbury, with Marshall set to compete on next month's Knockhill Stages Rally.



Gallagher used the Skodaru

MN SPECIAL CORRESPONDENT

JASON CRAIG

"Serious questions now need to be asked"



'Stephen Wright made history last weekend by becoming the first ever Irishman to win the Northern Ireland Rally Championship'. Alternatively, 'Derek McGarrity defied the odds to be crowned Northern Ireland Rally champion for the ninth time'.

As the Glens of Antrim Rally never actually took place I – and you – can only imagine how the report filed to Motorsport News for this week's issue might have begun. The reason for the no-show, according to clerk of the course and Mid Antrim Motor Club chairman Henry Campbell, was an insufficient number of paid-for entries. Sadly, it denied the chance for a three-way title fight to reach its climax.

Prior to last Tuesday morning's announcement Wright was preparing to make the four-hour round trip to north Antrim from his base in Monaghan, McGarrity had invested in a new gravel kit for his Skoda Fabia R5, and Derek McGeehan – the third driver in with a shot of the title – had spent a small fortune fitting a new engine after the previous motor in his Mini John Cooper Works WRC had failed on him.

The most vocal individual to question the decision and ask why more was not done to ensure the gravel counter ran as planned was McGarrity – an eight-time winner of the series.

Unlike the vast majority of drivers I know, McGarrity is not one to mince his words; he used superlatives including 'joke', 'farce' and 'shambles' as he lavished criticism on a motor club that has arguably some of the best forest stages on its backdoor step.

What really struck a chord with me was McGarrity's suggestion of moving the Glens of Antrim Rally to an alternative venue and date, rather than cutting the championship short and denying fans the kind of conclusion they had been looking forward to since last month's Tyrone Stages Rally.

You may recall that back in 2017, Magherafelt and District Motor Club decided to stage the Sunset Rally at Nutt's Corner race circuit. That quick turnaround for what was originally a reserve event allowed McGarrity and eventual champion Jonathan Greer to battle it out.

The official line, of course, is that in order for that to happen this year reserve events and their corresponding dates had to be included in the regulations when they were first published.

The Glens of Antrim Rally was pitched as 'the highlight of Mid Antrim Motor Club's calendar'.

This season it was not only the club's showpiece but that of an entire championship given what was at stake. As McGarrity told MN: "Serious questions now need to be asked."

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RALLY NEWS

Standalone prize for R5 cars in BTRDA

The BTRDA Series has launched a new R5 category for next season in the hope of attracting more cars of that specification into the category.

The past three seasons of the series have been largely dominated by World Rally Cars, with an average of just three R5s per event taking part in 2019.

However, R5s did come out on top at the final round of the year on the Trackrod with Ollie Mellors winning in his Proton Iriz R5 from Mat Smith's Ford Fiesta R5.

Series coordinator Ian Arden believes that the new R5 Cup next season will encourage more crews to bring their cars to the championship to compete for class and overall honours.

"There are loads of R5s out there and this new category gives those people a chance to compete against similar machinery in their own class, and also fight for the overall victories as well," Arden told Motorsport News.

"The BTRDA has always had the philosophy of 'if you have a car, we have got a class for you' and that's served us very well over the years. Right now, if you've got an R5 car you've got two choices: either you go up against the WRC cars or you just do your own rally."

"If you've got an R5 class, then you've got the opportunity to compete against people in the same car, which is fantastic."

A new class-based points system will also be adopted by the BTRDA next year as well as the reintroduction of one-litre cars for the Rally First category.

Rally First struggled for consistent entries across its 1.4 and 2.0 litre classes in 2019, but Arden believes the proposed class system will boost numbers.

"Bringing the one-litre cars back into the class alongside the 1.4, 1.6 and 2.0 gives you a wide range of cars that can be cheaply made into a rally car within a championship," he added.

"We've had as many as 30 entries in the past and we know the cars are out there. We've got to make it accessible for them and that is what we are hoping for next season."

Arden also confirmed that the starter category will continue to offer discounted entry fees for competitors for the full BTRDA season with tyre supplier MRF offering a similar reduction.



Photos: rallygallery.com, Kevin Money

Fans will get up close to the cars

DATE SWITCH TO LURE WRC STARS TO RALLYDAY

Castle Combe event switched to June to attract current machines and modern-day heroes

By David Evans

Next year's Rallyday will move from a September to June date in an effort to return current generation World Rally Cars to the Castle Combe event.

Despite the 2017 event being the first time a current car was seen in anger in Britain – when Ott Tänak drove a Ford Fiesta WRC – a clash with Rally GB testing has ruled manufacturers out of running cars in Wiltshire for the last two years.

Event organiser Tom Davis said the move to Saturday, June 20 next season was done with one thing in mind.

"It's the 20th anniversary of Rallyday next year and we're looking to make it a very special occasion," said Davis. "One of the ways to do that is to bring a current car and having spoken to the teams, it seems the move to June is the best option to make that happen."

M-Sport team principal Richard Millener admitted he would be working to get a Fiesta WRC back to Rallyday.

"Rallyday's a great event, it's well run and it's always really well attended," he said. "Moving to June certainly makes things a lot more straightforward and we'll be working closely with Tom [Davis] and his team to make sure we're there to celebrate 20 years."

"It'd be great to bring the Fiesta WRC back down there. These current cars are amazing to watch and the chance to see them in action twice in one season in Britain [including Rally GB] is great for the fans and something we're keen to make happen."

In addition to a current World Rally Car, the celebration of Colin McRae's 1995 WRC title 25 years on will also feature heavily next summer.

Davis added: "Colin – and all of the McRae family – have always been very close to the



Colin McRae's title-winning success will be celebrated at Castle Combe

heart of Rallyday. We all remember where we were when Colin and Derek [Ringer, co-driver] won the RAC Rally to make history; it was a massive deal 25 years ago and we want to make sure it's a massive deal 25 years on.

"We're going to have as many of Colin's cars on display and in action as possible and, of course, there will be a parade lap as well as lots of stories on stage from

the people who helped make that moment happen.

"It was a real honour to have three generations of McRae with us this year, with Jimmy, Alister and Alister's son Max coming in September and we want to make sure the achievements of the world's greatest rallying family aren't forgotten. To that end, we'll be marking Alister's British title 25 years on as well."

Kelly targets a 2020 step up with Ford Fiesta R2T

Junior Irish National Rally Championship runner-up David Kelly will make the switch from a rear-wheel-drive Toyota Starlet to a Mk2 Ford Fiesta R2T for 2020.

The young Irish driver was pipped to the National title by Nigel Roche by a single point on the Fastnet Stages Rally, the final round of the closed-road competition, last month.

Kelly is looking to build on this momentum and carry it into the one-make Junior British Rally Championship, where the overall winner stands to gain 60,000 Euros.

The prize money will be put towards a drive in the Junior World Rally Championship which, like the JBRC, is a Fiesta-only competition.

Kelly plans to enter a gravel event as

well as organising a number of test sessions ahead of next season.

"We competed in the Cambrian Rally last year as part of the Fiesta ST series and the event was brilliant," he said.

"After that the series moves to Ireland to the two-day West Cork Rally, which we hope to do as well. After these two events we are going to assess our pace and budget."

"With the JBRC being a one-make series in 2020, that really appealed to me. Having M-Sport at each of the rounds will make things like accessing parts easier and of course the prize fund gives you something to race for."

Kelly also plans to dovetail his JBRC commitments with Motorsport Ireland's new-for-2020 Mixed Surface Championship.

ROAD RALLY ROUND-UP

A treacherously slippery **Powys Lanes Rally** was won by George Williams/Cadog Davies in their Ford Escort as Mark Lennox/Ian Beamond finished fifth to secure the Welsh Road Rally Championship for the first time.

Paul Morgan/Jamie Mills were the early leaders of the Builth Wells-based event. They had just extended their advantage with fastest time to the first timing point on the second section when their Honda Civic's gearbox failed and they were out. Steve

King/Rob Bryn Jones took over first place and held the position at the petrol halt, taken after 60 miles.

Williams/Davies had been delayed on the first section when top seeds Daniel Jones/Gerwyn Barry hit a bank; the incident cost the eventual winners over a minute. They fought back, being the only crew to clean the third section. They took the lead at the first timing point after petrol and pulled away from the rest of the field to win.

Ian Mills

Powys Lanes Rally
Organiser: Epynt Motor Club
When: November 9-10
Where: Powys
Championships: WAMC; ANWCC
Route: 120 miles
Starters: 64
Results
1 George Williams/Cadog Davies (Ford Escort) 5m26s; 2 Matthew Jones/Osian Davies (Vauxhall Astra GTE) +1m46s; 3 Mike Roberts/Dafydd-Sion Lloyd (Escort); 4 Matt Barker/Jordan Dziadulewicz (Peugeot 206 GTI); 5 Mark Lennox/Ian Beamond (Escort); 6 Glyn Price/Ryan Griffiths (Escort); 7 Chris Williams/Byron Jones (Escort); 8 Christopher Williams/John Aspland (Citroen C2); 9 Steve Knibbs/Will Atkins (Peugeot 206); 10 Clive/Daniel Jones (Subaru Impreza).
Class winners: Masters: Roberts/Lloyd; Experts: Jones/Davies; Semi-Experts: Williams/Aspland; Novices: David Ginn/Carwyn Roberts (Nissan Micra).

HOW THE BRITISH TOURING CAR CHAMPIONSHIP WAS WON

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ERC RALLY

Photos: ERC Media, Jon Chatfield

INGRAM SEALS TITLE AT THE LAST AS HOME HERO TURAN WINS

Brit and title rival Lukyanuk suffered late punctures to throw championship on its head. By **Graham Lister**



ERC champion 2019: Ingram

RESULTS

Rally Hungary, European Rally Championship, round 8/8, November 8-10

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Frigyes Turan/Laszlo Bagameri	Skoda Fabia R5	2hr11m28.0s
2	Alexey Lukyanuk/Alexey Arnaudov	Citroen C3 R5	+33.7s
3	Callum Devine/Brian Hoy	Hyundai i20 R5	+1m25.9s
4	Chris Ingram/Ross Whittock	Skoda Fabia R5	+1m48.5s
5	Norbert Herczig/Ramon Ferencz	VW Polo GTI R5	+3m12.3s
6	Adam Velenczei/Gabor Zsiros	Citroen C3 R5	+4m28.4s
7	A. von Thum und Taxis/Bernhard Ettl	Skoda Fabia R5	+6m04.3s
8	Sean Johnston/Alex Kihurani	Citroen C3 R5	+6m55.0s
9	Erik Cais/Jindriska Zakova	Ford Fiesta R2T	+13m22.5s
10	Pal Lovasz/Tamas Kurti	Skoda Fabia R5	+13m38.0s

Class winners: ERC2: Andrea Nucita/Bernardo Di Caro (Fiat 124 Abarth RGT) ERC3: Cais/Zakova

Chris Ingram's bid to become European Rally champion was going to plan for 12 of 14 stages, having survived the best mud, wind and rain that north-eastern Hungary could throw at him.

He headed into the final run knowing that if he held third then the title would be his having lost out on top ERC1 Junior honours by 0.3s in the summer.

The main prize was his for the taking but a front-right puncture on his Skoda Fabia R5 dropped him to fourth and behind defending champion Alexey Lukyanuk in the title chase – and seemingly prompt yet more misery.

But there would be one final twist when Lukyanuk picked up a puncture on his Citroen C3 R5 that dropped him from first to second overall and sixth in the

leg order, which meant 27 rather than the 39 points he was on course to score. He lost the title by nine points.

There was an agonising wait while a timing issue was rectified, but tears of despair soon turned to tears of joy as it registered with Ingram that he'd taken the title – only the second Brit to do so since Vic Elford triumphed in 1967.

And Elford, who'd been following Ingram's progress from back home in Florida, was quick to offer his congratulations, informing his younger compatriot that he'd be opening a small bottle of champagne before lunch in celebration.

While Lukyanuk needed to win the rally to stand any chance of the title, Ingram was happy to play safe. And although Saturday's leg was largely dry, mud and gravel sections were a constant hazard.

A seemingly comfortable second place soon became anything but when Ingram

lost "about five or 10 seconds" with a half-spin and stall on Sunday's opener.

And things would get worse for the Manchester driver on the morning's second stage as a front-right puncture forced him to stop for a replacement before continuing.

He lost more than two minutes, which allowed stage winner Frigyes Turan to move into second behind Lukyanuk.

Lukyanuk made it through the treacherous stage 10 – which was so severe that organisers promptly canned the planned repeat later in the afternoon – with the fastest time. He also topped the city stage in Nyiregyhaza to take a lead of more than two minutes into the final loop of two stages with Ingram third behind Turan, but a comfortable 1m38s ahead of fourth-placed Norbert Herczig, the four-time Hungarian champion.

With Herczig picking up a fourth puncture of the rally on the final stage, Ingram was

looking even more assured of the title when his world momentarily imploded.

Callum Devine, making his debut in a Hyundai i20 R5 and his first start in the European Rally Championship's top tier, profited most from Herczig and Ingram's punctures to climb from fifth to third behind the riled Lukyanuk and shock winner Turan.

The veteran ex-World Rally Championship regular marked Hungary's return to the European championship for the first time since 2003 with a maiden ERC victory, having stated before the start that his lack of familiarity with his Fabia would make it a tall order to break into the top 10.

Devine, meanwhile, was one of a host of drivers to suffer a puncture delay, but he made the most of the opportunity handed to him through Motorsport Ireland support to complete the podium ahead of Ingram, whose cash-strapped ERC campaign hit the jackpot.

Emotions were high after rally



LLOYD BROTHERS BEAT THE WEATHER AND TAKE TOP SPOT

Builth Showground Stages

By Ian Harden

Organiser: Herefordshire Motor Club When: November 9 Where: Builth Wells, Powys Championships: Cotswold Motor Sport Group Stage Rally Stages: 14 Starters: 60

Brothers Wayne and Will Lloyd emerged as winners of an exciting and fro scrap with Steve Ellis/Iwan Thomas on the Builth Showground Stages.

In slippery conditions better suited to four-wheel-drive machines, the Ford Escort Mk2 crew held their BMW 325s-mounted rivals at bay by just two seconds after 14 stages.

Last year's winners, Sam Davies/Martin Lasper, led early on as their Vauxhall Nova coped well on tracks made slippery by overnight rain and frost. However, a broken rotor

arm on SS3 cost two minutes and dropped them out of the top 20. Davies's misfortune left Lloyd and Ellis battling for top spot.

Ellis's BMW ran faultlessly as he led by three seconds after SS4, but Lloyd hit back to take a two-second lead after SS6 and the two drivers were tied on times after SS8. The pivotal moment came on SS10, as despite breaking his gear lever mid-stage Lloyd emerged three seconds in front. Having fixed the lever in service he held off Ellis on the final tests, run in the dark.

Christian/Carys Prynnne (Peugeot 205 GTi) finished third, despite running on well-worn tyres all day. They overcame an early diff problem and duelled with Dan Evans/Jessica Hockly's Nova throughout the morning. Evans's

engine stopped on SS7, leaving Prynnne to hold off Huw Jones/Darren Williams (Peugeot 206) by two seconds. Jones's day was blighted on SS4 when a puncture cost one minute.

Marcus Pagett/Rhys Stoneman (Nissan Micra) finished fifth and won the 1400cc class on their first visit to Builth Showground. Their lack of outright horsepower proved a boon on the slippery surface and their diminutive car ran troublefree all day. "We've just put fuel in it," reported Pagett. Fitting fresh rear tyres mid-rally transformed Mark/Claire Lennox's Escort Mk2 and they finished strongly in sixth, 14s ahead of Davies/Lasper, who fought back hard after their

rotor arm problem.

Eighth-placed Conrad and Sophie Law (Escort Mk1) had to put out an underbonnet fire while waiting to start SS4. Fellow competitor Alun Horn sportingly loaned them his extinguisher to continue in the rally and they made the most of the gift, winning the two-litre class.

Results

1 Wayne/Will Lloyd (Ford Escort Mk2) 48m7s; 2 Steve Ellis/Iwan Thomas (BMW 325) +2s; 3 Christian/Carys Prynnne (Peugeot 205 GTi); 4 Huw Jones/Darren Williams (Peugeot 206 Cup Car); 5 Marcus Pagett/Rhys Stoneman (Nissan Micra); 6 Mark/Claire Lennox (Escort Mk2); 7 Sam Davies/Martin Lasper (Vauxhall Nova); 8 Conrad/Sophie Law (Escort Mk1); 9 Phil/Clive Jones (Escort Mk2); 10 George Williams/Cadog Davies (Escort Mk2).
Class winners: Pagett/Stoneman; Jones/Williams; Law/Law; Prynnne/Prynnne; Ellis/Thomas; Lennox/Lennox; Chris Jones/Daniel Harris (Vauxhall Chevette); Edward Lloyd/Brian Barrell (Subaru Impreza).



Conditions were tricky for the Ford Escort Mk2 crew in Powys

RALLY REPORTS

Photos: Kevin Money, Mark Corlett/Markspics

NEWBY OVERCOMES THE ELEMENTS FOR HAT-TRICK

Treacherous weather can't stop Subaru Impreza crew on Isle of Man



Winning margin was 40 seconds

Pokerstars Rally

By Chris Boyde

Organiser: Manx Auto Sport **When:** November 8-9 **Where:** Isle of Man **Championships:** Manx Rally Championship; ANWCC Stage Rally; SD34 MSG Stage Rally **Stages:** 16 **Starters:** 58

Arron Newby scored a third Pokerstars Rally win on an attritional event dominated by winter weather.

As the rally began in dry conditions but plummeting temperatures on Friday night, 2018 winners Jamie Jukes/James Morgan (Mitsubishi Mirage) blazed through the opening Keristal stages to initially lead by 21 seconds after SS2, but that was reduced to 13s after the second run was cancelled following a crash and fire for Hywel Davies/Simon Jones's Ford Escort Mk2.

Jukes, using slick tyres, then suffered overshoots in the icy conditions on both SS3 (Ronague) and a shortened SS4 (Back of the Moon), as John Stone/Charlotte Shimmin's Ford Fiesta RS WRC and Ian Chadwick/Kevin Horgan's Subaru Impreza also went off the road. The worsening conditions prompted the organisers to cancel the second loop of stages.

TEG Sport Subaru Impreza driver Newby and Rob Fagg, who had been on wet tyres, took a slender 1s advantage into Saturday and set about extending that immediately in sleet and snow on SS8 and SS9. They went fastest by 18s before the former stage times were cancelled after Andy Davies/Max Freeman (Impreza) crashed out of the top six.

Jukes's push to get back on terms came to nought when he crashed heavily on SS9, leaving Newby 55s in front and able to control the rally from there.

Stu Bainborough/Paula Swinscoe (Mitsubishi Lancer E6) were second but both they and the leaders had

major moments on the second run of Druidale (SS11), allowing Steve Colley/Mark Rodman (Lancer E7) to close in as Timmy and Cliona Collins (E10) crashed out of sixth.

Preston driver Mark Kelly and Neil Colman (Ford Escort Mk2) had been delayed by several of the accidents but were fastest on SS12 (Staarvey) as the rain became heavier, driven by strong winds, to move up to fourth. Bainborough began to struggle with rear grip and was overhauled by Colley for second place.

Joint fastest time on SS13 put Kelly into the top three heading to final service, with Bainborough backing off to concentrate on securing the Manx Rally Championship title.

Newby was delayed in service with a valve issue but continued to lead Colley by 52s, though it didn't last as Kelly's charge continued. Fastest on SS14 by 17s, he grabbed second place as the rain and sleet continued.

Stone had worked his way back into the top six, only to be sidelined on SS15 with a turbo problem. It would be the final stage as organisers decided to scrap SS16 given the conditions.

Martyn Jones/Llion Williams (Vauxhall Nova) finished fourth after moving up over the closing stages as Bainborough continued to slip back, finishing fifth, ahead of George and Graham Collister (BMW 328).

Results

1 Arron Newby/Rob Fagg (Subaru Impreza) 58m46s; 2 Mark Kelly/Neil Colman (Ford Escort Mk2) +40s; 3 Steve Colley/Mark Rodman (Mitsubishi Lancer E7); 4 Martyn Jones/Llion Williams (Vauxhall Nova); 5 Stu Bainborough/Paula Swinscoe (Lancer E6); 6 George/Graham Collister (BMW 328); 7 Steven Ormond-Smith/Ealish Baxter (Lancer E9); 8 Craig Jones/Ian Taylor (Lancer E9); 9 Kevin Davies/Dylan Jenkins (Escort Mk2); 10 Allan McDowall/Gavin Heseltine (Opel Kadett).

Class winners: Connor Bailey-Bridson/Ian Postlethwaite (Vauxhall Corsa); Ieuan Evans/Gareth Parry (Ford Fiesta R2); Jones/Williams; Kelly/Colman; Newby/Fagg; Chris Heyes/Rick Sutcliffe (BMW E30).

Hirst and Dear take Wydean win and with it the Welsh Rally Championship

Wydean Stages Rally

By Simon Gronow

Organiser: Forest of Dean Motor Club **When:** November 9 **Where:** Forest of Dean, Gloucestershire **Championships:** Motorsport UK English Rally Championship; Motorsport UK Welsh Rally Championship; Welsh Historic Rally Championship; HRCR Stage Masters Rally Challenge; ANWCC Forest Rally; WAMC Junior Challenge **Stages:** 6 **Starters:** 84

Following a controlled drive and the retirement of their main title rival, Matthew Hirst and Declan Dear won the Wydean Stages Rally and with it claimed the Motorsport UK Welsh Rally Championship.

As crews made their way to the first of three morning stages in the Forest of Dean the heavens opened, making the stages very slippery. Despite this, Nick Elliott/Dave Price were fastest in their Ford Escort Mk2 on the first test.

They dropped to third on the next stage following visibility issues, as Ian Bainbridge/Jamie Edwards were easily fastest on stage two before beaching their Skoda Fabia R5 on the third test at Mailscot, putting them out of contention.

Hirst/Dear completed the morning as leaders and, with the championship in mind, a conservative approach was planned for the afternoon's repeat

stages. "I backed off in the afternoon with a healthy lead but seemed to go better," said the delighted Mitsubishi driver as he celebrated his event and championship win.

His job was made easier as title rival Russ Thompson's chances of winning the Welsh crown went up in smoke on the opening stage as the engine on his Mitsubishi Lancer E9 let go.

John Caine/Andrew Sankey held second in their Subaru Impreza before a final stage maximum dropped them down the order and Elliott retired following a puncture. After a "scrappy morning", the afternoon went well for Alex Allingham/Ross Weir who took the runner-up spot in their Escort Mk2 despite intercom problems. Fastest time on the final stage helped Tom Llewellyn/Peredur Davies to fight back to third after a first-stage spin in their Escort Mk2 and later bending a wheel.

On only their second event in two years, Mark Griffiths/Matt Rogers suffered a couple of early spins before getting "back into the swing of things in the afternoon", moving up to fourth place at the finish. They came ahead of fellow Escort crews Ben Friend/Cliff Simmons, who lost time after hitting a

stage four rock, and Tim Freeman/Paul Williams who completed the final stage with no brakes.

A determined final stage resulted in a class win and 10th place for Mike Simpson/Dale Gibbons as they overtook rivals Andrew Stokes/Guy Weaver in a similar Escort Mk1, Stokes claiming he had slowed too much on the test after surviving a moment on SS5.

On a rare outing, Andy Burnell/Emma Morrison were clear winners in their 1600cc class in their Skoda Felicia S1600, and they were followed home by 1400cc winners Steve Black/Paul Morris in their Suzuki Swift, this result enabling Black to win the Motorsport UK English Rally Championship.

Results

1 Matthew Hirst/Declan Dear (Mitsubishi Lancer E9) 45m58s; 2 Alex Allingham/Ross Weir (Ford Escort Mk2) +1m02s; 3 Tom Llewellyn/Peredur Wyn Davies (Escort Mk2); 4 Mark Griffiths/Matt Rogers (Escort Mk2); 5 Ben Friend/Cliff Simmons (Escort Mk2); 6 Tim Freeman/Paul Williams (Escort RS 1800); 7 Jason Gardner/Mike Jode (Escort Mk2); 8 Richard Ceen/Hamish Campbell (Ford Fiesta R5); 9 Jonathan Brace/Paul Spooner (Escort Mk2); 10 Mike Simpson/Dale Gibbons (Ford Escort Mk1).

Class winners: Luke Watts/Colin Jenkins (Toyota Yaris); James/Kelly Dunkley (Vauxhall Corsa); Steve Black/Paul Morris (Suzuki Swift); Andy Burnell/Emma Morrison (Skoda Felicia S1600); Simon/Alex Stanbury (MG ZR); Griffiths/Rogers; Andrew/Jaime-Lee Fox (BMW 325i); Paul Bonas/Craig Cameron (Subaru Impreza); Ceen/Campbell; Rob/Ashley Aslett (Impreza); Bob Gibbons/Jon Harris (Ford Cortina GT); Simpson/Gibbons; Friend/Simmons.



Mitsubishi Lancer E9 crew cruised to victory in the Forest of Dean

JIM CLARK RALLY

Photos: Chicane Media

CLASS ROUND-UP

Keeping it flat

Des Campbell's class 3 winning-run and 11th overall in his self-prepared 1600cc Peugeot 206 was quite extraordinary given the changeable conditions on the rally. When asked what his secret was, he said: "Whether it was ice or mud, if I felt the car wriggle, I didn't lift – I just kept it flat!" Alongside Craig Forsyth, they finished ahead of Andrew Turner/Richard Winstanley aboard their Honda Civic.

Lack of teeth

Class 6 winners Kev Dunn/Gary White were lucky to finish after their Honda Civic broke a tooth off first gear on the Friday. "I was trying not to use it all day Saturday," said Dunn. "It was clattering away like crazy, but we finished." Martin Page/Michael Anderson took second in class in their Mini Cooper S.

Free from mum

With mum Louise in London for the weekend, there was no "parental constraint" on Gina Walker's pace as she sped to victory in the 1400cc class 1 in a borrowed Vauxhall Astra. "I'm loving it," she said. "We were off into a banking on Fogo but reversed out OK, and we had one big moment in Abbey St Bathans in the mud!"

No time to stop

James Thomson/Sean Douglas thought they were out when smoke appeared from under the bonnet of their Vauxhall Nova. "We didn't have time to stop as we were due at a control, so we got our time then stopped to have a look," said Thomson. "But it was just the oil cap which had come off."

Flight delayed

At 1400hrs on Friday, Donnie Macdonald landed at Edinburgh Airport with just an hour to spare before the rally started. "I had been in Rome for the Celtic v Lazio game," he explained. "My return flight was delayed and then it sat on the Tarmac for a further hour-and-a-half. I didn't get a wink of sleep last night." He dropped way down the leaderboard when his Mitsubishi Lancer E9's clutch slave cylinder failed and eventually finished 46th.

Missing specs

Leading Historic runner and class 5 winner Steve Bannister almost threw away any chance of victory before the start of the rally, after leaving the service area without his glasses! A quick call to the service crew arranged a rendezvous where they were handed over.



Bannister won class 5



Conditions were tricky for crews

MOFFETT PROVES TO BE UNSTOPPABLE

New M-Sport Fiesta guided to win on returning Scottish rally. By **John Fife**

Five years after the last closed road Jim Clark Rally, the 2019 event was adjudged a complete success even with the organisers having to overcome a number of weather-related problems.

Josh Moffett and Andy Hayes took victory – aboard M-Sport's new-spec Ford Fiesta R5 ahead of potentially using it next season – with David Bogie and Kevin Rae finishing second and Dale Robertson and Stuart Loudon third.

"It's completely different to the current R5, engine, suspension and brakes all feel different," said Moffett. A cautious run on the opening wet and slippery Abbey St Bathans stage on Friday put him tied second on time with Robertson, who was using a hired Fiesta R5, as the pair trailed Bogie. There was nothing cautious about Bogie's approach in his Ford Escort Mk2. Quickest by five seconds was incredible considering he was pushing well over 300bhp through two rear wheels in conditions that would have tested a downhill skier.

Although water levels in the ford at Langton were higher than usual, it was passable but water running across the road on the downhill approach in the braking area prompted the Motorsport UK safety delegate and the clerk of the course to cancel both Friday runs on the grounds of safety. Fortunately, conditions improved overnight to permit the stage to be run on Saturday.

Come daylight on Saturday, Moffett's four-wheel-drive machine eased into a lead which it would hold all the way to the finish. But if the rest of the four-wheel-drive brigade thought they would follow suit, Bogie had other ideas.

A frosty first stage on Saturday morning and the second run through Abbey added a little ice to the surface and it was the Fiesta R5 of Alan Kirkaldy that set fastest time, two seconds quicker than Moffett with Bogie less than half a

second behind the Irishman. Not so fortunate was John Indri, the Mitsubishi Mirage taking a tumble after hitting standing water and shooting across a field.

Bogie dropped behind overall at the first visit to Langton. "I always knew the Langton test would be difficult for me," said Bogie. "It's narrow, twisty, muddy and covered in leaves."

Seventh quickest was the result but even so he dropped just over five seconds to Moffett's fastest time.

On the third and final visit to Abbey, Hugh Hunter hit the top of the timesheets in his Ford Focus RS WRC. The rising sun had begun to dry out the surface a little as Moffett was only a second ahead of Bogie.

The final loop featured two runs at Blackadder and Fogo. Bogie lost out on the first run through Blackadder, a full 21s slower than the Moffett and that dropped him from second to fourth overall. Worse befell Kirkaldy as he started the stage in sixth and ended it midway through after clattering a chicane bale and a dyke.

Bogie bounced back on the first Fogo test, beating Hunter and Robertson, which left a final rerun through those same two stages, only they were very different this time. Mud had been dragged across the road and it was now fully dark before a shower of sleet blew through the landscape.

Robertson rose to the challenge, second quickest behind Moffett through Blackadder, but more crucially taking 12s out of Hunter, to move back into the runner-up position.

Prior to the final run through Fogo, which by this time had been transformed into an evil skating rink, second to fourth were covered by just over four seconds.

Bogie stunned everyone with a fastest time ahead of Moffett. Hunter fought back too, but not enough, losing out to Robertson by less than three seconds.

There were no end of exceptional results with Ross Hunter scoring a superb fifth overall, first time in

RESULTS

Jim Clark Rally, Duns, Berwickshire, November 8-9

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Josh Moffett/Andy Hayes	Ford Fiesta R5	54m34.7s
2	David Bogie/Kevin Rae	Ford Escort Mk2	+41.7s
3	Dale Robertson/Stuart Loudon	Ford Fiesta R5	+47.8s
4	Hugh Hunter/Calvin Cooledge	Ford Focus RS WRC	+50.3s
5	Ross Hunter/Martin Woodcock	Ford Fiesta R5	+1m20.1s
6	Michael Binnie/Claire Mole	Mitsubishi Lancer E9	+2m35.9s
7	Andy Fenwick/Harry Marchbank	Ford Fiesta R5	+2m49.8s
8	Stephen Simpson/Patrick Walsh	Ford Fiesta R5	+3m44.1s
9	James Ford/Jack Morton	Ford Escort Mk2	+4m42.0s
10	Gordon Morrison/Sean Donnelly	Ford Fiesta R5	+5m08.9s

Class winners: Gina Walker/Allana Wilson (Vauxhall Astra); Andy Gray/Howard Pridmore (Peugeot 205 GTi); Des Campbell/Craig Forsyth (Peugeot 206); Robbie Pearson/Alasdair McIlroy (Peugeot 205); Steve Bannister/Callum Atkinson (Escort Mk2); Kevin Dunn/Gary White (Honda Civic); Mark McCulloch/Michael Hendry (Escort Mk2); Ford/Morton; Binnie/Mole; Ian Forgan/Chris Lees (Subaru Impreza); Fenwick/Marchbank; Douglas Dale/Gavin Keymer (Land Rover Freelander).



Bogie was inspired in two-wheel-drive Escort Mk2 and took runner-up spot

a Fiesta R5, less than 10s behind his more experienced namesake. Michael Binnie's pace was quite remarkable too in the Mitsubishi Lancer E9 surviving a "wee straight-on" in the penultimate stage. Andy Fenwick was seventh and Steve Simpson was eighth, both in Fiesta R5s. James Ford was ninth in his Escort Mk2 just ahead of Gordon Morrison, who might just have finished higher up had it not been for an excursion up

a banking exiting the ford at Langton.

His last-minute lunge displaced the Peugeot 206 of Des Campbell, which had delighted and enthralled spectators on its epic drive.

At the finish, a happy Moffett said: "We don't have many rallies this late in the season back home, so the roads are usually a bit cleaner. Conditions were very tricky and very inconsistent, but this was a good rally."

BTCC REVIEW



Turkington survived a tense shootout at Brands



Jordan's year was blighted with some non-finishes

Photos: Jakob Ebrey

TURKINGTON GOES FOURTH-ONLY JUST

Northern Irishman was pushed all the way to take his record-equalling BTCC title triumph. By **Matt James**



Turkington, Cammish and Jordan: the BTCC's big three

BTCC DRIVERS CHAMPIONSHIP 2019

POS	DRIVER	TEAM	CAR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
1	Colin Turkington	WSR	BMW 330i M Sport	-	2	12	23	21	7	13	17	7	13	18	10	22	22	8	13	21	7	3	7	3	13	-	6	2	18	9	13	-	
2	Andrew Jordan	WSR	BMW 330i M Sport	1	22	-	-	-	-	21	21	-	23	21	8	15	17	13	11	16	11	4	9	6	18	21	-	6	8	8	8	-	
3	Dan Cammish	Team Dynamics	Honda Civic Type R FK8	-	4	2	10	3	6	16	15	10	10	15	6	18	15	-	18	17	1	17	11	21	15	17	10	5	15	4	21	-	
4	Josh Cook	BTC Racing	Honda Civic Type R FK8	21	10	13	-	8	15	5	6	22	7	8	17	-	6	10	-	1	17	13	22	10	3	7	17	13	11	1	-	-	
5	Rory Butcher	AmDTuning.com	Honda Civic Type R FK2	6	8	20	5	12	13	11	10	17	-	2	9	13	9	12	5	4	21	9	2	-	22	15	2	1	-	-	14	-	
6	Tom Ingram	Speedworks Motorsport	Toyota Corolla	3	11	6	11	6	21	4	8	11	5	9	1	9	8	-	22	1	8	5	8	8	8	10	11	21	21	-	-	-	
7	Jason Plato	Power Maxed Racing	Vauxhall Astra	-	-	3	7	10	9	10	13	8	8	10	15	7	7	-	10	10	1	-	3	12	4	8	8	19	13	10	2	-	
8	Ash Sutton	BMR Racing	Subaru Levorg	9	18	-	17	15	11	7	5	15	9	11	13	8	-	9	4	9	-	7	5	7	-	-	4	1	5	2	6	2	
9	Matt Neal	Team Dynamics	Honda Civic Type R FK8	8	5	9	13	17	-	9	11	13	6	13	11	-	5	5	-	-	5	8	15	15	-	1	5	10	-	15	17	-	
10	Tom Chilton	Motorbase Performance	Ford Focus RS	15	7	18	8	13	4	-	-	3	15	7	21	4	-	4	-	-	4	-	4	0	9	11	9	7	-	11	15	-	

11 Tom Oliphant (WSR BMW 330i M Sport) 178; 12 Adam Morgan (Ciceley Motorsport Mercedes-Benz A-Class) 155; 13 Sam Tordoff (AmDTuning.com Honda Civic Type R FK2) 147; 14 Chris Smiley (BTC Racing Honda Civic Type R FK8) 132; 15 Jake Hill (Trade Price Cars Racing Audi S3) 131; 16 Rob Collard (Power Maxed Racing Vauxhall Astra) 118; 17 Stephen Jelley (Team Parker Racing Mercedes-Benz A-Class/Infiniti Q50) 89; 18 Ollie Jackson (Motorbase Performance Ford Focus) 81; 19 Senna Proctor (BMR Racing Subaru Levorg) 49; 20 Jack Goff (Team Hard VW CC) 47; 21 Bobby Thompson (Team Hard VW CC) 35; 22 Matt Simpson (Simpson Racing Honda Civic FK2) 33; 23 Mike Bushell (AmDTuning.com Honda Civic Type R FK2) 27; 24 Michael Crees (Team Hard VW CC) 11; 25 Daniel Rowbottom (Ciceley Motorsport Mercedes-Benz A-Class) 5; 26 Mark Blundell (Trade Price Cars Racing Audi S3) 5; 27 Carl Boardley (Team Hard VW CC) 5; 28 Sam Osborne (Excel8 Motorsport MG6) 2; 29 Rob Smith (Excel8 Motorsport MG6) 2; 30 Nicolas Hamilton (Motorbase Performance Ford Focus) 0. **Manufacturers/Constructors:** 1 Honda 266; 2 Subaru 133; 3 Toyota 368. **BTCC Teams Championship:** 1 Halfords Yuasa Racing 543; 2 Team BMW 480; 3 Cobra Sport AmD AutoAid/RCIB Insurance 426; 4 BTC Racing 402; 5 Sterling Insurance with Power Maxed Racing 348; 6 BMW Pirtek Racing 307; 7 Team Shredded Wheat Racing Gallagher 279; 8 Adrian Flux Subaru Racing 275; 9 Team Toyota GB with Ginetta 266; 6 Tordoff 256; 7 Smiley 247; 8 Jackson 241; 9 Moffat 241; 10 Jelley 220; 11 Thompson 154; 12 Goff 143; 13 Simpson 136; 14 Rowbottom 122; 15 Boardley 95; 16 Smith 81; 17 Bushell 63; 18 Blundell 63; 19 Crees 57; 20 Caine 50; 21 Osborne 37; 22 Hamilton 37. **BTCC Independents Teams Trophy:** 1 Cobra Sport AmD AutoAid/RCIB Insurance 487; 2 BTC Racing 458; 3 Team Dynamics 328; 4 Rowbottom 303; 5 Smith 278; 6 Boardley 248; 7 Crees 235; 8 Blundell 226; 9 Osborne 201; 10 Hamilton 183; 11 Caine 91. **Rounds 1-3:** Brands Hatch Indy (April 6-7); 4-6 Donington Park National (April 27-28); 7-9 Thruxton (May 18-19); 10-12 Croft (June 15-16); 13-15 Oulton Park (June 29-30); 16-18 Snetterton (August 3-4); 19-21 Thruxton (August 17-18); 22-24 Silverstone (September 28-29); 28-30 Brands Hatch Grand Prix (October 12-13).

After 30 races, nearly 550 laps and more than 1080 miles, the 2019 British Touring Car Championship came down to just two points, three drivers and was settled barely three laps from the final chequered flag in the campaign at Brands Hatch. In Turkington powered his WSR team to sixth in that final showdown in an attempt to recapture the lead he had held in the seventh race of the season. He overtook the factory Honda of Dan Cammish, which had pirouetted into the trap after a brake failure with just minutes of the battle remaining. In Turkington, it was a watershed as it put him level, in terms of titles, with BTCC icon Andy Rouse. It was a season where Turkington took so much more pleasure from his victory than he had done 12 months beforehand. At the time, he had been able to battle for pole positions, rather than more circumspect and totting up points after each race weekend. Turkington's team-mate Andrew Morgan had fought his own personal battle to claw his way back into contention and ended level with Cammish, but claimed runners up on a win countback. The season was one of two halves with Turkington and Jordan breezing and then getting pain in the neck as they looked over their shoulders at the chasing pack closing them down in the second half of the contest. The big story of the season was the battle of the three BMWs, with Tom Chilton joining the champions in line-up. The work that WSR put into the lead of the start of the season with the 330i M Sport was epic. Initially, there was a serious doubt that the examples would be ready for a day, just a handful of days before the opening rounds at Brands Hatch. At the brains trust in the team pulled together, and it was pretty clear from the first laps with the rear-wheel-drive that it had created a rocket ship. The dynamics of the 330i M Sport was a serious upgrade on the previous year, the 125i M Sport. It was much boxy and therefore had vastly inferior aerodynamics. The handling on point, and the larger car suited drivers. The opening salvo was hugely impressive: the German machine took from the first 15 wins, six of the 15 first laps available and more than half the first five pole positions. Before the season reconvened at Snetterton to begin the second half of the competition, Turkington and Jordan were 14 points ahead of the chasing pack – despite the fact Jordan had missed three rounds at Knockhill Park after a race-one crash left him in hospital with concussion. Despite that dominance, there were a couple of curveballs put in the way of the BMWs this year. Firstly, the

resurfacing of Croft, the scene of the fourth round this term, meant that the traditional advantage of rear-wheel-drive cars at the North Yorkshire track was dented. Also, given the demise of Rockingham, there would be two visits to Thruxton. The team feared that the Hampshire track would not be one of its stronger venues, but Jordan nevertheless won twice there. Those concerns were put well into the shade from the midpoint of the season. There had been a reduction in the turbo boost levels for the BMWs in an effort to rein them in (plus a boost for some of their rivals), but there was another crucial tweak. That was to the centre of gravity of the car, which was advantageous at the beginning of the year. MN understands that the alteration, ironically, had been prompted by Laser Tools Racing deciding to switch Aiden Moffat's machinery from a Mercedes-Benz A-Class to a rear-wheel-drive Infiniti Q50. When that happened, BMR Racing, which runs the rear-wheel-drive Subaru Levorgs, asked for clarification on the centre of gravity regulations. The rulemakers looked again, and equalised the centre of gravity for all of the rear-driven cars, which took away some of the performance from both Subaru and BMW. BMR might well have shot itself in the foot, but shrapnel also hammered WSR too. From then on, Jordan and Turkington managed just a win apiece, and there would only be one other pole for the champion-elect. That should have given the Honda brigade, and the Team Dynamics version of Cammish, the leg-up it needed, but it wasn't able to capitalise fully. This should have been the season where Dynamics reaped the rewards from all of the learning it had done with the FK8 during 2018. It had been a four-time winner in that maiden season and was ready to lead the charge, but the brand new BMW proved difficult to rein in. Once the BMWs were slowed, Dynamics still had a phalanx of older-spec FK2 Hondas, plus the improving Toyota Corolla of Speedworks Motorsport, to contend with. The Dynamics engineers found it hard to get the FK8 into its sweet spot in terms of handling, while the FK2 has a much larger operating window. That allowed the AmDTuning.com Hondas of Rory Butcher and Sam Tordoff to both claim wins, while Josh Cook in BTC's FK8 Honda, which had a data-sharing agreement with Dynamics, was also in the hunt. As if to underline the point, there had been seven different winners in the opening 15 rounds. There were 11 in the final 15 – proving that the big points were harder to come by. Cammish's season had been a determined exercise in points collection – very much in the style of Turkington's championship victory in 2018. There were some frustrations,

and his paymaster's can't have been happy that he went through a period of the mid-season claiming that he was winning Class B (behind the BMWs). Nevertheless, he shrunk his 65-point deficit to Turkington to just two by the time the final chequered flag fell. That gives a snapshot of the ability he has and how opportunistic he had been. He may have only led 15 laps of the 30-race programme, but that shows that the BTCC is won in a different way to a number of competitions. Team-mate Matt Neal played a superb back-up role to Cammish (even though he incurred the wrath of Turkington after a penultimate-race clash at Brands). Despite that, the 52-year-old went through the campaign without a win, which is something the BTCC landscape is unused to. While the battle at the head of the standings was decided by a couple of points, the fight in the Independents Trophy was equally as tense even though the drivers in the eye of the storm had bigger fish to fry. Both eventual winner Butcher and runner-up Cook went into the final round looking at the summit of the overall drivers' crown. While Butcher beat Cook in the privateers division, Cook turned the tables in the overall chase and finished fourth. Cook rode his luck in the FK8 Honda, which was a new acquisition for the BTC Racing team. The squad moved into new premises at the start of the season and has fresh investment from team co-owner Steve Dudman, and the operation stepped up a gear. The data-share with Dynamics helped, but Cook preferred to go his own way on set-up and that reaped rewards on several occasions and that was what helped him to three victories. It was a much more torrid season for his team-mate Chris Smiley, who failed to find the consistency of the sister machine. Butcher was in another team that was on the rise, AmDTuning.com, and it lifted him to an eventual fifth. It grabbed the ex-Eurotech Racing Honda Civic FK2s at the end of 2018 and that was the springboard it needed to climb up the grid. Butcher was paired with Tordoff in a formidable driver line-up, and wins followed. The engineering strength was boosted by tin-top racer and computer simulations genius Mike Bushell, and Butcher was quick to credit the man who would go on to become his team-mate when Tordoff missed the final three rounds of the campaign. If anyone would have offered Tom Ingram and Speedworks Motorsport sixth in the points at the beginning of the year, they would have taken it in a shot. This was a watershed season for the likeable Cheshire team. The Toyota Corolla was the team's first ground-up BTCC build, and its first as a works team. Throwing the set-up on from the previous model, the Avensis, and going from there was always going to be a journey and both driver and team promised that it would begin to

understand the hatchback by halfway through. True to its promise, it did, and three wins in the latter half of the year helped Ingram to be the third most successful driver in terms of race victories in 2019. The car still has its difficulties, particularly when riding the kerbs, and that will be an area of focus over the closed-season. There was also a new car for Jason Plato, who joined the Power Maxed Racing Vauxhall Astra squad alongside Rob Collard. Plato revelled in his return to front-wheel-drive and, although he admitted that there was set-up work to be done over the start of the year, he was back to somewhere near his old self after three tough years at BMR (although he was twice pinged for an out-of-position start). Despite that, he often bemoaned a lack of grunt from the bespoke Swindon powerplant. Refinements to the car's cooling package for the latter half of the season made it a much more competitive proposition, and that was enough to put him back in the winner's circle in the final round of the year at Brands Hatch. The final meeting in Kent also provided Ash Sutton with some salvation to his season and elevated him to eighth in the final points. The 2017 champion started strongly but, too often, the Levorg was languishing in the lower portion of the speed trap figures. The team has had boost breaks in previous campaigns, but there were none coming in 2019 and that made life tough for Sutton and his team-mate Senna Proctor. Motorbase Performance didn't struggle for straightline speed with the Ford Focus, and Tom Chilton's 10th place in the points was built on one win at Croft (although he was stripped of another for a robust overtake on Neal at Brands Hatch in race three). Team-mate Ollie Jackson should have finished higher than his 19th, but too many incidents blunted his charge. Other stand-out performers included Jake Hill. Although the season was a struggle for finance again, he wrung absolutely everything from the Trade Price Cars Racing Audi S3 and took his maiden win at Knockhill after being stripped of an on-the-road one at Oulton Park following contact. Team Parker Racing's Stephen Jelley was another winner. He inherited victory after Hill's censure but it was a much more competitive year for the former single-seater man – although his late-season pace was blunted by the same rule tweaks which hampered the WSR team. A driver who should have expected a win was the Ciceley Motorsport Mercedes man Adam Morgan, who was joined by rookie Dan Rowbottom. The A-Class is long in the tooth and the squad's Italian engineers seemed to be right out of ideas come the midpoint of the campaign and they parted ways from the squad. A fresh approach brought more speed out of the car over the final four meetings, but it was too little too late. ■



Dan Cammish pushed the BMWs extremely hard



Rory Butcher was the unsung hero of the campaign



There was a breakthrough victory for Jake Hill



Josh Cook hit form with the BTC Racing Honda



Matt Neal (25) was in the heart of the action in 2019

29	30	TOTAL
-	10	320
17	13	318
16	-	318
3	12	278
7	17	266
-	9	245
9	21	237
21	15	233
13	3	232
11	-	200

Racing BMW 125i M Sport) 105; 18 Aiden Moffat (Caine (Motorbase Performance Ford Focus) 16; Stars Championship: 1 BMW 810; 2 Honda 769; 3 238; 10 Mac Tools with Ciceley Motorsport 155; 1; 2 Cook 399; 3 Chilton 329; 4 Hill 276; 5 Morgan (Shredded Wheat Racing with Gallagher) 431; 4 Sears Trophy: 1 Butcher 517; 2 Olliphant 481; 3 24 Knockhill (September 14-15); 25-27

BTCC REVIEW

PUTTING THE STARS IN THEIR PLACE

Motorsport News, with some help, unearths the headline acts of 2019. By **Matt James (and friends)**

BTCC TOP 10 DRIVERS

1 COLIN TURKINGTON

CAR: BMW 330i M SPORT TEAM: WSR
CHAMPIONSHIP POSITION: 1ST POINTS: 320 WINS: 5



Turkington is not the tortoise to everyone else's hare because, although he is steady, he is anything but slow – and he sure knows how to win the race.

The speed in the new BMW 330i M Sport was unquestioned, but it took Turkington slightly longer to get fully on top of it than his team-mates – possibly as a result of working with a new engineer for the first time in many seasons as Dan Millard filled the departing Kevin Berry's shoes.

It is hard to argue that there were any downsides in Turkington's performance this season. Although he might not have had the headline-grabbing double victories that his team-mate pulled off in the middle of the season, by that stage, Turkington was carrying weight and didn't need to overextend himself. He knows that racking up points is what counts.

Held his nerve in the tense finale to prevail, but will count himself lucky that he was ready to pounce when his main rival faltered – although he would probably say that was payback for the "professional foul" he had to endure in the penultimate round when he was nerfed off the road by Neal...

4 RORY BUTCHER

CAR: HONDA CIVIC TYPE R FK2 TEAM: AMDTUNING.COM
CHAMPIONSHIP POSITION: 5TH POINTS: 266 WINS: 3

Butcher had built himself a solid reputation in the ageing MG6 in 2018, and this was a golden opportunity to step forward in more solid equipment with the FK2 Honda. He grabbed it with both hands.

Working with racer Mike Bushell on the engineering strength, Butcher proved to be fast and consistent. He is a classy racer who rarely gets himself embroiled in the point-sapping clashes that often ruin a campaign. There was only one wobble when the pressure was on at Croft and he binned it in qualifying, which consigned him to a start on the penultimate row and there was also a controversial incident with Turkington at Knockhill that put the Northern Irishman out of the points.

Those aside, the Scot was a threat everywhere and arguably had the legs over team-mate Tordoff in the opening stages of the season. He got his rewards with a narrow triumph in the Independents Trophy and he also claimed the Jack Sears Trophy – but such was his progress that his eyes were firmly focused on the overall battle. That is a mark of how far he has come.



This isn't a question of Motorsport News shirking its responsibilities. Well, OK, maybe it is a bit. But we wanted the definitive top 10 drivers of the British Touring Car Championship season just gone and so we went deep into the pitlane to speak to the people who really know. We questioned team managers or

owners from every operation represented on the grid and asked them for their leading performers of 2019. We've added up the votes (see, MN did put in *some* effort) and come up with a list from the men and women in the know.

Team representatives scrutinise every practice, qualifying and race lap, and also have an intimate knowledge of the equipment at each racer's disposal. Who better to point out the star performers from 2019?

BTCC TEAM MANAGERS PANEL

Dick Bennetts (WSR); Martin Broadhurst (Power Maxed Racing); Oly Collins (Motorbase Performance); Christian Dick (Speedworks Motorsport); Tony Gilham (Team Hard); Ian Harrison (BMR Racing); Shaun Hollamby (AmDTuning.com); Marvin Humphries (Excel8 Motorsport); Dan Kirby (Trade Price Cars Racing); Bob Moffat (Laser Tools Racing); Russell Morgan (Ciceley Motorsport); Stuart Parker (Team Parker Racing); James Rodgers (Team Dynamics); Matt Simpson (Simpson Motorsport); Zoe Timbrell (BTC Racing).

2 DAN CAMMISH

CAR: HONDA CIVIC TYPE R FK8 TEAM: TEAM DYNAMICS
CHAMPIONSHIP POSITION: 3RD POINTS: 318 WINS: 2



This was the season that Cammish really needed to break through. As racer-turned-ITV pundit Paul O'Neill said at the beginning of 2018, the Yorkshireman effectively got his first season in the top flight "for free" while he found his feet.

This year, he shone, and cemented his reputation as one of the most complete racers on the grid. He was put in the shade by the benchmark cars, the BMWs, over the opening part of the season and he wore his heart on his sleeve in terms of his attitude, getting positively grumpy with the advantage that he perceived the WSR cars to have.

It is to his credit, really, because it shows how much he cares. Despite almost spitting out his dummy on a couple of occasions, he put that edgy attitude away when he climbed into the cockpit and fought for every single point that was on offer for him. No stone was left unturned in his quest and, when the BMWs were finally pegged back, he found himself as the only major threat to them. Those unsung early drives to what was usually third place were the bedrock of his campaign.

5 JOSH COOK

CAR: HONDA CIVIC TYPE R FK8 TEAM: BTC RACING
CHAMPIONSHIP POSITION: 4TH POINTS: 278 WINS: 3

Cook looked like he would be on the sidelines this season but got a last-gasp chance with BTC Racing, which itself was taking a big stride by grabbing a couple of latest-spec FK8 Hondas and forging an alliance with the factory squad Team Dynamics.

The Bath racer hit the ground running with a win in the opening race at Brands Hatch, and it seemed like he, the team and the car was a match made in heaven. But things got harder from thereon, although there were some highlights which included a superb race-two win on the championship's second visit to Thruxton.

If there was a downside, there were some meetings where Cook struggled to get on top of the set-up of the Japanese machine. That would leave him reverse-engineering his weekend to aim for a slice of luck in the reversed grid draw to land big points. That worked on a number of occasions, but too often he had jettisoned big scores earlier in the meetings.

With more consistency with the set-up of the car, Cook would have been odds on for a top three in the standings.



3 ANDREW JORDAN

CAR: BMW 330i M SPORT TEAM: WSR
CHAMPIONSHIP POSITION: 2ND POINTS: 318 WINS: 6



Jordan came up two points short, and he took part in only 90% of the season. So, by rights, he should have been the champion. Jordan joined WSR to go up against Turkington in the same car, and proved that he is every bit his match.

His three missed rounds at Donington Park mean that Jordan went into a considerable portion of the opening half of the season with less weight than team-mate Turkington. He took full advantage at some of the circuits that are traditionally more favourable to the rear-wheel-drive cars, such as Croft, and he had also doubled up at Thruxton.

He appeared to click with the rear-wheel-drive car straight away and got up to speed faster than his team-mates, but the damage of three missed rounds was simply too big to overcome.

He clawed his way back into the title fight and it simply didn't roll his way at Brands Hatch, which was a shame as his long-term backer Pirtek has withdrawn from motorsport and that has left him with an uncertain future at this level.

6 ASH SUTTON

CAR: SUBARU LEVORG TEAM: BMR RACING
CHAMPIONSHIP POSITION: 8TH POINTS: 233 WINS: 1

Sutton was in a very unusual position after the sixth race of the British Touring Car Championship campaign. He was leading.

Not that being on top of the pile is unusual for the 2017 champion, but his previous challenges have been typified by a slow start and then charge over the latter races. It was topsy-turvy in 2019. The long-in-the-tooth Subaru didn't really have many areas to refine and therefore, as others got up to speed with their 2019 machines, the Levorg slipped back down the order.

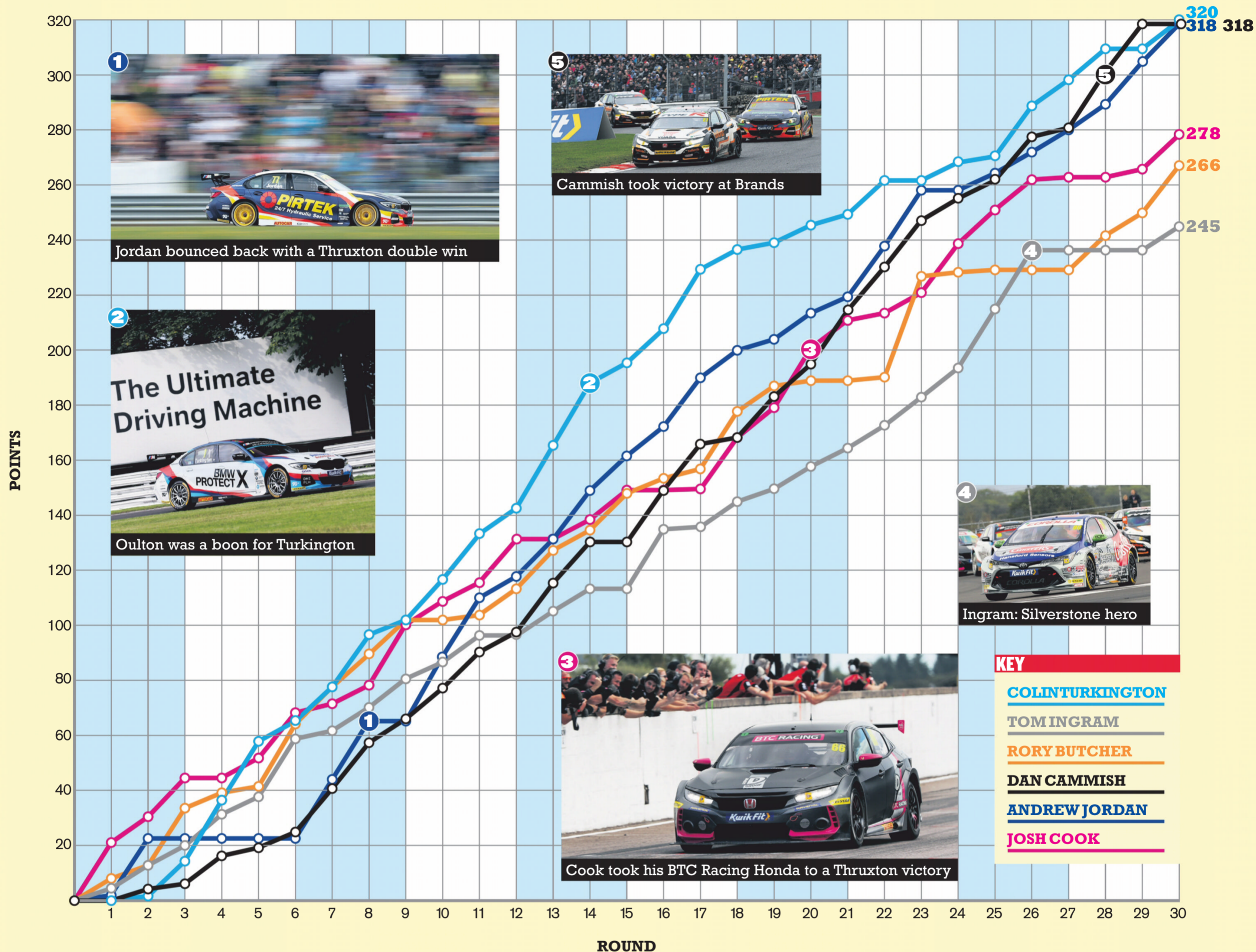
Sutton's ability has never been in doubt and he is one of the best out there, especially in tricky conditions. He used all of his ability but, from the third round onwards, he was usually scrapping for the smaller points at the bottom end of the top 10, which was painful for him. However, he didn't let his head drop.

There was the highlight of a win – on a slippery surface – at the final meeting of the year at Brands Hatch that reminded everyone of his talents. But, overall, it was a year to forget.



Photos: Jakob Ebrey/LAT

HOW THE BTCC WAS WON



- KEY**
- COLINTURKINGTON**
 - TOM INGRAM**
 - RORY BUTCHER**
 - DAN CAMMISH**
 - ANDREW JORDAN**
 - JOSH COOK**

7 MATT NEAL

**CAR: HONDA CIVIC TYPE R FK8
TEAM: TEAM DYNAMICS CHAMPIONSHIP
POSITION: 9TH POINTS: 232 WINS: 0**



In the second year with the Honda Civic Type R FK8, much was expected from Team Dynamics and Neal himself. The learning had been done throughout 2018, and those lessons should have seen the hatchback climb up the order. In truth, the car was faster than it had been in the previous campaign, but it came up against a huge steamroller from BMW. Neal has been around the BTCC block and he knows that drivers don't necessarily have the best car for the entire year, but the Honda wasn't on point until right at the end of the campaign. Neal is an experienced points collector and that helped him to run inside the top 10 for the whole season without ever troubling the top step of the podium – it was the first time since 2001 that the Midlander's towering presence had not been felt on the summit of the rostrum. He was often put in the shade in terms of outright pace by team-mate Cammish, but proved to be a team player as the sister car fought for the overall drivers' title. He recorded his second ninth place in the points standings in consecutive seasons.

8 JAKE HILL

**CAR: AUDI S3 TEAM: TRADE PRICE CARS
RACING CHAMPIONSHIP POSITION: 15TH
POINTS: 131 WINS: 1**



It was always going to be hard to rip up trees in an ageing Audi S3 saloon, but Hill built on the foundations he had already shown in the British Touring Car Championship to finally break into the winners' circle in 2019. He started the season with a podium at Brands in a tricky race – which is always the sign of a driver with superb car control – and he was knocking on the door of the top 10 elsewhere. Victory was his at Oulton Park but, after a controversial collision with Neal's Honda, an emotional Hill was stripped of what would have been his maiden triumph. He was heartbroken. The team continued to work hard at the car, which excelled on the more technical tracks, and it finally all came good for Hill at Knockhill, where he took a win he could keep. There were some other strong cameos – again excelling in mixed conditions at Silverstone, for example – and Hill certainly deserves his place in this top 10. A switch to more modern machinery is his dream, and that would give everyone the chance to finally see his unquestioned ability.

9 TOM INGRAM

**CAR: TOYOTA COROLLA TEAM: SPEEDWORKS
MOTORSPORT CHAMPIONSHIP POSITION:
6TH POINTS: 245 WINS: 4**



Building and operating the brand new Toyota Corolla was a huge step for Speedworks and for Ingram too, because he was leading the line in terms of development for the first time and didn't have a sister car to speed up the development work. He had promised that there would be a learning process and then thought that the combination could battle for wins in the latter half of the year. Taking a reversed grid win at the second meeting of the season at Donington Park was, therefore, something of a surprise and might have flattered to deceive a little. Ingram said work done at the mid-season test at Snetterton truly unlocked the set-up secrets of the hatchback and so it proved, with three more wins on the billiard-smooth surfaces at Snetterton and Silverstone. There is still work to do in terms of getting the Corolla to cope with kerbs and uneven surfaces elsewhere. That will come with more development over the winter.

10 SAM TORDOFF

**CAR: HONDA CIVIC FK2 TEAM: AMDTUNING.COM
CHAMPIONSHIP POSITION: 13TH
POINTS: 147 WINS: 1**



Tordoff was desperate to get his hands on a Honda Civic FK2. He knew only too well about the ability of the Team Dynamics-built Japanese machine having been beaten to the 2016 crown by Gordon Shedden's version when he was driving a BMW. The Yorkshire driver switched from Motorbase to the ambitious AmDTuning.com squad, but one thing he didn't shake off was his habit of finding bad luck when there was some knocking about. There was a podium at Thruxton inbetween some mechanical problems, but it wasn't until Oulton in June where things really started to click and he was a regular inside the top six. An accomplished win in the opener at the second Thruxton meeting was well deserved and looked like it would reignite his charge. Sadly, Tordoff had to sit out the latter part of the season after the death of his infant son, and he was replaced in the line-up by Mike Bushell.



RACING

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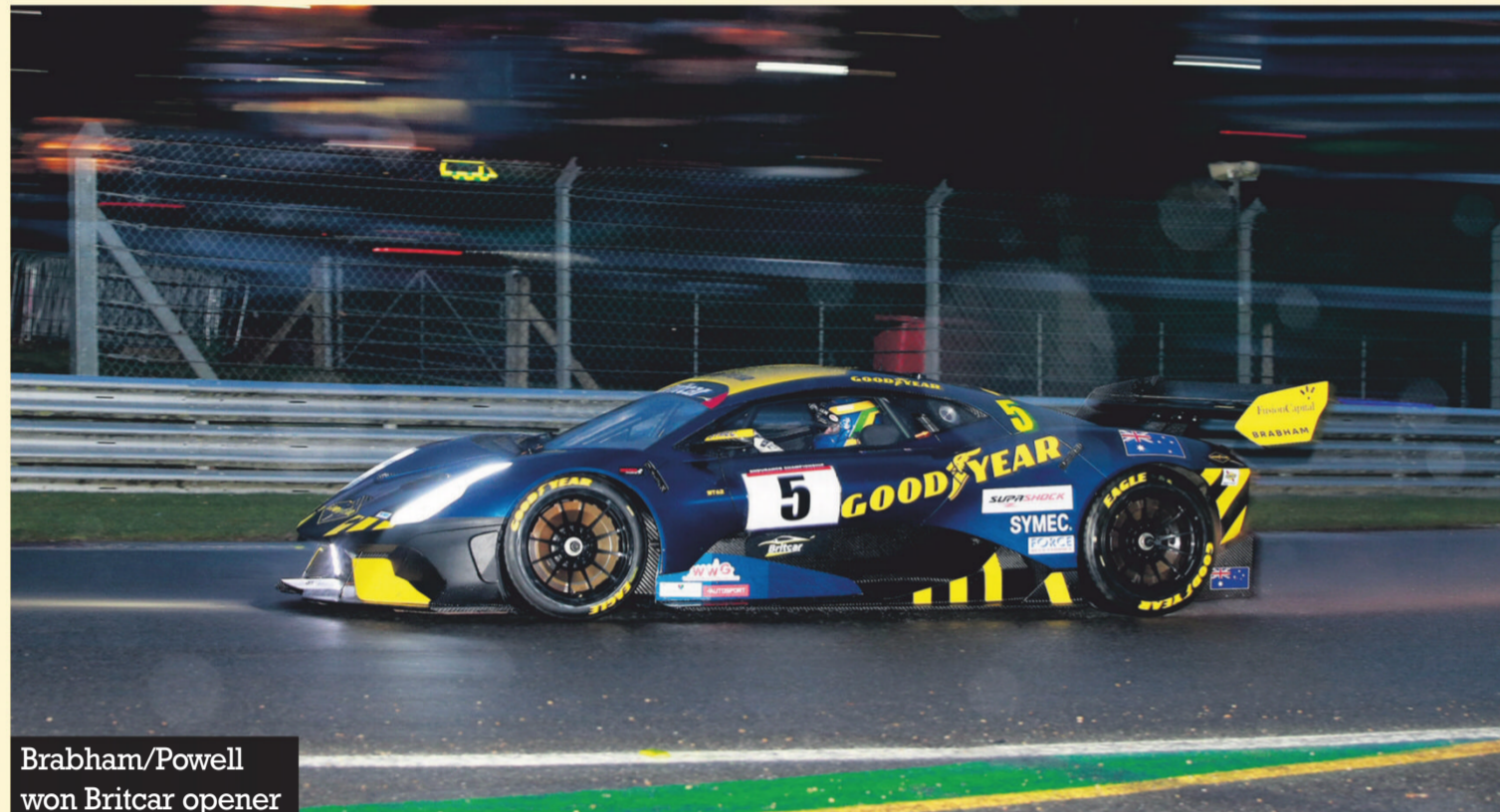
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RACING REPORTS

BRANDS HATCH: BARC BY MARK LIBBETER
NOVEMBER 9-10

Photos: Gary Hawkins

DREAM START FOR NEW BT62 WITH NIGHT WIN



Brabham/Powell won Britcar opener



Old Hat Motorsport crew of Hutchings and Bruce won the red-flagged C1 contest

The latest chapter in the distinguished history of Brabham got off to the perfect start as David Brabham and Will Powell steered the new Brabham BT62 to victory in the opening Britcar "Into the Night" Endurance race.

Sodden conditions greeted the drivers for the one-hour encounter on Saturday as Powell led the field away from pole, chased by the BMW 1M E82 of Ollie Hancock (sharing with Mike Moss) and Tim Gray's Praga R1T.

A fuse problem and a damaged door dented Gray's hopes, leaving Hancock to take the fight to Powell, who was struggling with a misted up windscreen. Hancock took over the lead with a fine move at Druids before Powell handed over the BT62 to Brabham at the mandatory pitstops.

Moss took over from Hancock a few laps later, but Brabham was quickly able to reel in the BMW. At two-thirds distance, the 2009 Le Mans winner was able to snatch back the lead approaching Surtees before pulling clear to record a memorable victory.

Lucky Khara, who had enjoyed a spell at the head of the field in his Ferrari 488 Challenge during the pitstop phase, worked his way up to second on the penultimate lap, while Moss was fortunate to hold on to third after spinning at Graham Hill Bend on the final tour.

Conditions were much improved for Sunday's two-hour contest, but hopes of a fairytale double for Brabham/Powell ended when alternator problems forced them into early retirement. Khara had initially been the beneficiary until Gray powered ahead at Paddock on lap 16.

A lengthy fuel stop dropped Khara and co-driver Lee Frost out of contention, while a 100-second stop and subsequent caution period cost Gray valuable time and swung the balance of the race in favour of Moss and Hancock.

Despite having to serve a late drivethrough penalty for a safety car infringement, Hancock reeled off the remaining laps to seal victory, much to the delight of co-driver Moss. "We've finally managed to get the old girl on the podium after all the troubles we have had in the past two and half years!" Moss said post-race. "I have to thank Ollie for all his

help in making this win possible." Gray came home second after a strong solo performance ahead of Kevin Clarke's BMW M3 E46.

A total of 41 cars formed the grid for the two-hour Citroen C1 Challenge race on Sunday. The focus of the event initially centred around the tactical battle that developed between the Renvale RT Hybrid Tune team of Stephen James and Sam Weller and the Viking squad of Jonathan Hoggarth and former Pickup Truck racer Nic Grindrod.

Both teams attempted to use caution periods in an attempt to gain the advantage over the other as they jostled for the lead, but neither would emerge triumphant. An incident involving three cars at Paddock during the final 30 minutes brought the contest to a premature end and handed the win to Callum Hutchings and Daniel Bruce of Old Hat Motorsport.

Colin Peacock dominated all three Mini Winter Challenge races in his Miglia, despite being forced to start from the back of the grid in the first contest after a warm-up lap spin. With only two Miglias among the 14 starters, the excitement of the races was provided by the Se7ens that made up the rest of the shared grid.

In the first race, recently-crowned Se7ens series champion Jeff Smith came out on top in a thrilling race-long duel with Dom Burger (who would later be penalised for a false start) to claim second overall. Burger hoped to reverse the result in race two, but a trip into the Clark Curve gravel following a sideways moment scuppered his chances. Smith was given more breathing space in race three after Burger had to battle his way past the fast-starting Andrew Deviny. By the time Burger had got ahead of Deviny at Druids on lap five of 22, Smith had built up an uncatchable cushion.

Niall Bradley took advantage of front brake problems for Rod Birley's Ford Escort WRC to claim the spoils in the opening Tin Tops contest in his BMW E46 M3.

Fortunes were reversed in race two when a wild opening-lap spin at Paddock wrote Bradley out of action and enabled Birley to claim the win, although the Peugeot 308 TCR of Steve Rothery came close to stealing the spoils in the closing stages.

WINNERS

Britcar Endurance
 Race 1: David Brabham/Will Powell (Brabham BT62)
 Race 2: Mike Moss/Ollie Hancock (BMW 1M E82)

Citroen C1 Challenge
 Old Hat Motorsport (Callum Hutchings/Daniel Bruce)

Mini Winter Challenge
 Race 1, 2 & 3: Colin Peacock (Miglia)

Tin Tops
 Race 1: Niall Bradley (BMW E46 M3)
 Race 2: Rod Birley (Ford Escort WRC)

Ginetta Junior Winter Series
 Race 1, 2, 3 & 4: James Taylor

Hyundai Coupe Cup
 Race 1 & 2: Wayne Rockett

Having claimed four race victories during the regular Ginetta Junior season en route to finishing fifth in the final standings, James Taylor was expected to be a strong contender in the Winter Series at Brands Hatch last weekend, and he did not disappoint.

After taking pole position for three of the weekend's four races, Taylor took a clean sweep of race wins to seal the Winter Series title and add his name to a roll of honour that includes Seb Morris, Jamie Caroline, Seb Priaulx and recently-crowned Ginetta Junior series champion James Hedley.

Differing conditions threatened to provide variables and challenges over the weekend for all the drivers, but Taylor displayed confidence from the outset.

"The car has been set up really well this weekend, both in the dry and the wet," Taylor said. "So I knew if I made a good start and kept the car on track, I was in a good place to win."

Taylor took a lights-to-flag win by over four seconds from Daniel Gale in a dry race one, but not before Ben Kasperczak and Joel Pearson had tangled at Graham Hill Bend battling over the runner-up spot. Further back, 2020 Ginetta Scholarship winner Tom Lebbon impressed with a fine drive to fifth from 10th on the grid. It was a performance that was to earn him the "Hard Charger" award.

Track conditions changed for the worse in the second event, but Taylor repeated his earlier performance with another faultless drive. Behind him, a cautious Gale claimed another second place finish ahead of

Pearson, who had fought his way past Aston Millar at Graham Hill Bend on the fourth lap.

"It was difficult to match the pace of James in these conditions and I didn't want to throw it off," Gale said. "But I'm happy with the way things have gone today."

Millar denied Taylor pole position for race three, but a pass around the outside of Paddock shortly after the start instantly gave Taylor another lead he would never lose. Millar kept Taylor honest in the early stages but, as the race unfolded, Millar began to fall into the clutches of third-placed Bailey Voisin.

Voisin, who had endured a difficult day on Saturday following a tangle with Zak Taylor in race one, bounced back by powering his way past Millar at Paddock on lap 13 of 16.

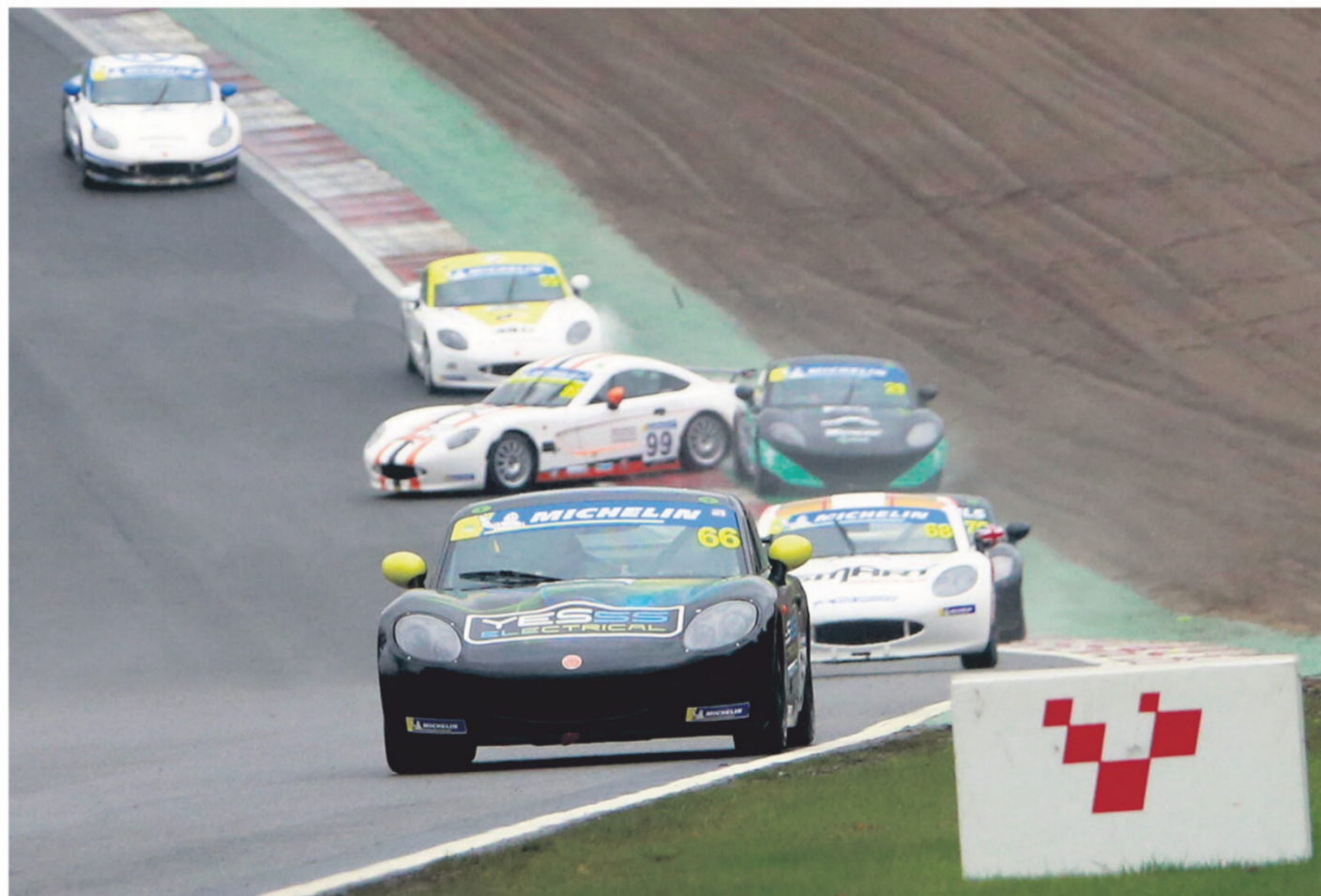
Race four provided the best action of the weekend and also provided the dominant Taylor with his sternest test. After dropping to third on lap one, he fought back to dispose Millar of the lead at Paddock before sealing the win and rounding off his season in perfect style, despite the close attentions of Pearson in the final stages.

"They've got closer and closer to me as the weekend has gone on," Taylor added. "I didn't want to do anything stupid [in that last race] but it was tough, Joel was all over me."

As for the future, Taylor is keeping his options open.

"We're still undecided on what we are going to do next year, but winning the Winter Series has opened up chances for us to look at our options, whether that be in G55s or elsewhere," he said.

TAYLOR IN A GINETTA CLASS OF HIS OWN



There was no stopping Taylor at Brands Hatch as he won all four Ginetta Junior Winter Series races

RACING REPORTS

ANGLESEY: BARC RACE OF REMEMBRANCE BY GRAHAM KEILLOH
NOVEMBER 8-10

Photos: Rachel Bourne



Rob Boston Racing Lotus Elise appeared unstoppable

RESULT

Race of Remembrance (351 laps) 1 Rob Boston Racing (Peter Mansfield/Rob Boston - Lotus Elise); **2** GPW Racing (Pete Walters/Geoff Price/Lee Bristow - Caterham 310R x3) +1 lap; **3** OptiNeck Racing (Michael O'Reilly/Mark Roberts/Paul Vernon - Caterham 310R x3); **4** DSP Racing (Steven McCulley/Donald Henshall/Paul Aram - Caterham 310R); **5** TWP Racing: MX5parts.com & MRF Tyres (Nick Dougill/John Munro/Brad Philpot - Mazda MX-5); **6** Piston Emotional (John Shiveral/Gary Smith/Tim Child - Caterham 310R x3). Class winners: TWP Racing; TrackScotland with Full Circle Cooling 2 (William Robson/Gordon Long/Adam Morrison/Sandy Bonner - Mini Cooper R50); RABsport Racing (Richard Barnard/Gary Mitchell/Mark Layton/Josh Potter - Citroen C1); Solo64/oneZone (Ryan Hooker/Will Rossetti/Giuseppe Felet - Caterham 270R x3). Fastest lap Rob Boston Racing 1m37.840s (77.26mph). Pole Rob Boston Racing. Starters 44.

BRAKE WOE FAILS TO STOP BOSTON AND MANSFIELD

For much of the 12-hour Race of Remembrance there looked – barring failures – only one winner. The Rob Boston Racing Lotus Elise, driven by Boston and Peter Mansfield, was on another level. From pole, it had a lead of 50 seconds over its next challenger, having done one mandatory pitstop more, after Saturday's six-hour first segment.

Then in the Sunday's second half – in bright sunshine – it streaked away further. Even the Lotus unreliability bugbear was absent – the car's only problems were a slow puncture at the end of Saturday and a small and temporary handling deficiency after contact with a Honda Civic.

That was until 20 minutes to go, when Mansfield – supposed to be bringing the car home – appeared in the pits.

"We'd done everything, crossed the

Ts, dotted the Is, raced pretty much exactly to plan," Boston explained.

"Then we had a radio call from Peter saying he'd lost the brakes!

"The car was fine and safe [after inspection in the pits] so we just said 'manage it to the end'. It wouldn't be all the fun without all the drama..."

Mansfield rejoined with his hobbled car and two laps over second place and four on the next car competing for the Heroes Trophy. And late heartache was averted as Mansfield was still a lap clear come the end.

It also was a turnaround from last year's event, when the same pairing, then with John Munro, started from pole but the Elise expired after just nine laps. "It was just a 50p oil seal that popped itself out," Boston added.

"This year we'd changed a couple of key parts to make sure we didn't have any issues, and it went swimmingly."

Victory in the race organised by armed forces' charity Mission Motorsport was especially poignant for serving-soldier Mansfield.

"It's his main event of the year, it has a lot of meaning to him," Boston said.

The Elise has been racing since 2002 and this was its first win in this event after several tries. "It's been everywhere, done everything, been in all the paddocks," Boston said. "This will be the pinnacle of its life – in race car age terms it's a bit of a grandad!"

GPW Racing – Pete Walters, Geoff Price and Lee Bristow in Caterham 310Rs – finished second as the first relay team home. Though, unlike last year, it didn't get the relay win as this is now based on a handicap. Solo64's Caterham 270R trio of Ryan Hooker, Will Rossetti and Giuseppe Felet won on that basis.

The Elise's most tangible threat was

the unlikely TWP Racing Mazda MX-5, from a team of Wrexham Glyndwr University students with Nick Dougill, Munro and Brad Philpot driving. The MX-5 had amazing pace in Saturday's wet; Philpot jumped nine places on the first lap and the car led for a time.

"That was a little bit unexpected," Philpot admitted. "I was looking around at some of the drivers next to me on the grid and some of the cars, and expecting a bit more of a fight. But our car worked very, very well in those soaking wet conditions and I felt extremely comfortable."

Philpot's involvement was 11th hour. "I was just about to get a haircut on Wednesday after work and got a message from Jon [Earp, organiser] asking if I was available," he said. "I finished work on Friday morning and rushed straight here to get here in time for qualifying – I just about did!

"It's my first time at this event, first time at this track, first time in this car. It's nine wins out of nine races this season," Philpot concluded, referencing his VLN clean sweep.

And even with Sunday being dry, the MX-5 took a clear class victory, in fifth overall and third in the Heroes Trophy. There was no shortage of emotion in the garage, particularly from team manager and event founder Earp.

"For him to have been through it all in creating the event then starting this team with the university students," Munro outlined. "To have them build a car that is so fantastic to drive in wet and dry conditions that we can compete for overall victory and win the class by such a large margin is just a credit to him and all the students involved. You can see it in his eyes, he's got a lot of tears going on."



Demonstrating the full range of Race of Remembrance participants from Dario Franchitti et al, JaffaCake Racing 2's Mazda MX-5 was driven by two complete novices. Friends Stuart Humphrey and Tim Walsh attended this year's Autosport International show as fans and, from talking at the 750 Motor Club stand, were convinced to start racing. "We kind of got sucked in!" Humphrey admitted. Walsh is also a neighbour of Darren Coles, who is a mechanic for JaffaCake's team manager and driver Sam Moody, and Coles sold them the Mk3 car. Humphrey and Walsh only had trackdays for preparation, yet brought the car home without dramas. They want to do more endurance racing next year.



The tale of TWP Racing's Lotus Elise – and its door – encapsulates Race of Remembrance's spirit. The car lost its left-hand door in a Friday morning practice smash, as an after-effect of two Citroen C1s "in their own little battle", as the team's number one Mark Little described it. Fortunately, another Elise owner, who happened to be there for the Supercar Drivers session the following day, was happy to let the team borrow their door for Friday's qualifying! "Thankfully we're among friends!" Little continued. Meanwhile a replacement door whizzed to Anglesey "in the back of a taxi, on the way from Cambridge".



Team Slowa competed in the Citroen C1 battle, yet had conspicuous BMW representation. Compact Cup coordinator Greg Graham, assistant coordinator Clive Brookson and 2019 750MC Hot Hatch title winner, in a Compact, David Drinkwater were among its drivers. The team competed in a Compact until last year. "We thought we'd have a change, try the small cars against the big cars!" said manager Garry Sullivan "A couple of the BMW guys were speaking to each other and we'd seen the C1s flying around, and thought it looked a lot of fun. And next thing you know, we'd bought a couple of them."

WHAT IS AVAXHOME?

AVAXHOME-

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BTRDA REVIEW

Photos: Chicane Media

LEPLEY SECURES THE DOUBLE

Back-to-back Silver Star titles as youngster makes his mark in the BTRDA. By **Stephen Brunson**

A week before the opening round of the BTRDA Rally Series George Lepley had no car and was faced with the very real possibility of having to sit out the 2019 season. Fast forward 10 months and the 22-year-old and co-driver Tom Woodburn finished the year with a second Silver Star title and left their mark well and truly on the Gold Star class as well.

After becoming the first driver to win the title in a front-wheel-drive car for more than a decade in 2018 – at the wheel of a 1600 Ford Fiesta R2 – Lepley began the year in dominant fashion.

A late entry to the Cambrian Rally at the request of series coordinator Barry Jordan, Lepley wrestled his borrowed Hillman Avenger to the top of the order at service in the Welsh forests before claiming a stunning win by nearly 40 seconds.

“We hadn’t planned to do the full season, the initial plan was to do the British Rally Championship but that didn’t work out,” explains Lepley. “We got the car on the Monday [before the Cambrian], had a short test on the Wednesday and won the event on Saturday!”

A similar result followed next time out on the Malcolm Wilson, despite the event proving to be the most challenging

of the season as every kind of weather engulfed the Cumbrian forests.

“I definitely did not feel fast on that rally at all!” Lepley says. “It was one of those days where you couldn’t afford to back off but at the same time, it was so hard to even keep the car pointing in a straight line.”

Having struggled in rain, sleet and eventually heavy snow on the opening loop of stages, Lepley managed to stretch his legs on the famous Grizedale test, extending his lead over Zak Hughes’ Ford Fiesta R2 to nearly half a minute. Cue another comfortable win and a second triple success; Silver Star, Junior and Historic class wins.

Aware that while he had performed exceptionally on the first two rounds, Lepley also knew that the slower road conditions caused by the winter weather benefited the eight-valve Hillman.

For the Rallynuts Stages, Lepley arrived with a two-litre 16-valve BRM engine and was eager to make the extra grunt count on what would likely be dry, fast roads.

Again, he and Woodburn came out on top but this time it was not without its issues. Lepley lost nearly 10s with a differential which wouldn’t pre-load and arrived at service 7s behind Ben Friends’ Ford Escort RS Mk2. But a fixed diff and fresh tyres meant Lepley dominated the final two stages and turned a deficit into a 12s winning margin.

A further victory on the Plains, despite an opening loop puncture, brought him

SILVER STAR



Lepley was flying high during 2019

to the brink of the title, which was duly secured with third place on the Nicky Grist Stages at the end of August and with two rounds to spare.

“It’s been an incredible year, it really has, from not having anything at the start of the season to winning the Silver Star back-to-back has been brilliant,” says Lepley.

“The key really was changing to a new engine, as we wouldn’t have had the top end speed to compete with the rest otherwise.”

With Lepley progressing to Gold Star for the final two rounds of the year, this allowed Andy Davison to consolidate second in the standings in his Vauxhall-

powered Talbot Sunbeam and give co-driver Tom Murphy the Junior title with a hat-trick of class wins to see out the season.

With Lepley cruising to third on the Nicky Grist, Davison began his end-of-season winning streak with a tightly-fought battle with Jason Pritchard, edging to an 18s victory.

He then backed it up on the Woodpecker, beating the unfortunate Friend – whose Escort Mk2 caught fire on the final stage – before finishing the year with a 47s triumph on the Trackrod.

But the season belonged to Lepley, who now must surely be targeting a step up to the big time in National rallying.

POINTS

Silver Star series

P	DRIVER	CAR	PTS
1	George Lepley	Hillman Avenger	147
2	Andy Davison	Talbot Sunbeam	144
3	Rob Wright	Ford Escort Mk2	129
4	Perry Gardener	Ford Fiesta R2	126
5	James Giddings	Ford Fiesta R2	125
6	Tony Simpson	Ford Fiesta R2	121

As Lepley reflects: “Looking back on the year, it definitely showed me what we’re capable of. It wasn’t meant to be a reference season for us, but it’s ended up being exactly that.”

NO WAY TO STOP THORBURN

GOLD STAR



Ford Focus WRC05 driver was unbeaten in the Gold Star series this year

But for a solitary runner-up finish in the Scottish Rally Championship, the 2019 season has been a perfect one for Euan Thorburn. The Scotsman, driving an ex-Markko Martin Ford Focus WRC05 for the first time this year, was unbeatable on all the events he entered in the Gold Star class.

It wasn’t without its slight hiccups of course, but the way in which Thorburn routinely obliterated the opposition was something unseen in the BTRDA Rally Series for a long time.

Thorburn, a Gold Star champion in 2013, survived a misfire to begin the year with a narrow victory over Charlie Payne’s Ford Fiesta RS WRC on the Cambrian in February.

He doubled up on the Malcolm Wilson a month later but was made to sweat ahead of the final stage after more misfire problems on the road section.

Despite the obvious speed of the car and Thorburn’s ability to engineer a way round the seemingly hostile engine, all appeared a little unpredictable for the Duns local.

But once these issues began to disappear, Thorburn was even more dominant as his rivals’ title challenges began to fall by the wayside.

Two retirements in the opening two rounds all but nullified any chance 2017 champions Stephen Petch and Michael Wilkinson had of mounting a serious threat to Thorburn.

Still trying to adapt to a new driving style to get the most out of his Fiesta RS WRC, Petch eventually found form and proved as much with a run of five consecutive podium finishes to end the year a clear runner-up to Thorburn, who missed the final two events.

The only other car to win an event apart from Thorburn’s Focus was the Proton Iriz R5 of interloper Ollie Mellors, who won back-to-back on the Woodpecker and Trackrod rallies. Silver Star champion George Lepley claimed maximum points on the Woodpecker event after a sensational second place on his first outing in a Mitsubishi Lancer E10, which he followed up with a solid fifth place on the Trackrod.

POINTS

Gold Star series

P	DRIVER	CAR	PTS
1	Euan Thorburn	Ford Focus WRC05	150
2	Stephen Petch	Ford Fiesta RS WRC	141
3	Patrick Naylor	Mitsubishi Lancer E9	133
4	George Lepley	Mitsubishi Lancer E10	132
5	Scott Faulkner	Mitsubishi Lancer E9	130
6	Richard Sykes	Mitsubishi Lancer E9	121

Making his debut in an R5 this season was the 2017 ST Trophy champion Sam Bilham, after a year in the R2s. The Yorkshireman partnered with double British Rally champion Matt Edwards’ former co-driver, Patrick Walsh, and took a maiden podium with third on the Nicky Grist Stages.

“The step up from R2s is massive and I probably underestimated just how big it would be,” Bilham says. “It’s certainly been a challenging season but the support from Matt and Patrick all year really helped build confidence for that podium.”

Black leads the BTRDA class winners in 2019 season

Former Gold Star driver Callum Black celebrated his full-time return to the BTRDA in fine style by taking his MG ZR to the 1400 title.

Black and co-driver Michael Gilbey missed the opening round on the Cambrian, but with only the five best results counting, they hit the ground running on the treacherous Malcolm Wilson.

Further class wins on the Rallynuts and Plains plus third on the Nicky Grist put them within touching distance of the title, which they duly wrapped up on the Woodpecker with their fourth win of the year.

Despite winning all but one event, Zak Hughes was pushed all the way by Bobby Mitchell in the ST Trophy. Mitchell, while often not a match for Hughes on

pure pace, kept in touch by finishing second on the Cambrian, Rallynuts and the Plains. It meant that when Hughes retired from the Nicky Grist with suspension damage, the pressure was very much on as Mitchell won.

But with Mitchell missing the Woodpecker, it meant Hughes merely had to finish to secure the title.

Thanks to his sensational Silver Star form, George Lepley took the Historic crown. His nearest rival in the class was David Gathercole, who took his Ford Escort RS 1600 Mk1 to its only outright victory on the Woodpecker, beating Philip Clarke’s 1800 Escort by over one-and-a-half minutes.

The Production Cup rivalry between Pat Naylor and Scott Faulkner was one of the highlights of the season, with the



Black took the overall 1400 honours

pair split by just two points at the end of the season – in Faulkner and co-driver Gareth Parry’s favour.

Naylor and Ian Lawrence won the opening round before Faulkner swept the next three on the bounce. Naylor then won back-to-back events on the Nicky Grist and Woodpecker, with the title being decided with Faulkner’s win on the Trackrod as Naylor retired on the final stage.

BTRDA CHAMPIONSHIP AND CLASS WINNERS

Gold Star: Euan Thorburn/Paul Beaton (Ford Focus WRC05)
Silver Star: George Lepley (Hillman Avenger)
Silver Star co-driver: Tom Murphy (Talbot Sunbeam)
Production Cup: Scott Faulkner/Gareth Parry (Mitsubishi Lancer E10)
Historic Cup: Lepley/Tom Woodburn
Overall 1400: Callum Black/Michael Gilbey (MG ZR)
Overall Rally First driver: Joseph Keen (MG ZR)
Overall Rally First co-driver: Mark Townson (Ford Fiesta ST)
Rally First Junior driver: Sam Johnson/Liam Johnson (SEAT Arosa)
R2 Rallye Cup: Perry Gardener/Keaton Williams (Ford Fiesta R2)
ST Trophy: Zak Hughes/Tom Wood (Fiesta ST)
Overall Junior driver: Lepley
Overall Junior co-driver: Murphy
Seniors: Richard Sykes (Lancer E9)

B14: Thorburn/Beaton
B13: Sykes/Simon Taylor
B12: Tim Phelps/Elwyn Manuel (Ford Escort Mk2)
B11: Andy Davison/Murphy (Sunbeam)
B10: Robert Smith/Frankie Hillman (Escort Mk2)
NR4: Faulkner/Parry
N3: Hughes/Wood
H4: Tom Coughtrie/Ian Fraser (Mitsubishi Galant VR-4)
H3: Lepley/Woodburn
H1/2 driver: David Gathercole (Escort Rs Mk2)
H1/2 co-driver: Arwel Jenkins (Avenger)
1400C driver: Matthew Evans/Daniel Evans (Peugeot 205 Rallye)
1400S: Black/Gilbey
Rally First 2.0 driver: Graham Roberts (MG ZR)
Rally First 2.0 co-driver: Mark Townson (Ford Fiesta ST)
Rally First 1.4 driver: Keen
Rally First 1.4 co-driver: L Johnson

SPORTING SCENE WORLD RALLYCROSS: SOUTH AFRICA

Photos: World RX

HANSEN SURVIVES THE PRESSURE TO PUT HIMSELF ON TOP OF THE WORLD

Hal Ridge watched a dramatic World RX finale in Killarney which crowned the Peugeot racer as champ



Gronholm took fourth in the points



Gronholm took his second 2019 win

Well out of the race to become the 2019 champion, British driver Liam Doran

entered the final round of the World Rallycross Championship in South Africa with a single target: to do everything he could to assist team-mate Andreas Bakkerud in claiming the crown. Meanwhile, Hansen brothers Timmy and Kevin both entered the season finale with hopes of claiming a first title. Timmy Hansen was a single point ahead of Bakkerud and younger brother Kevin was seven further back.

And, while Doran's weekend was plagued by technical issues that meant he could do little to support Bakkerud on track, he was able to assist eventually but it wasn't enough to stop Timmy Hansen taking the crown.

The points leader had been first to set a fastest time in Q1. The fastest drivers ran in the first race of Q2, in the slowest of the track conditions and it was only Niclas Gronholm who would prevail to set the fastest time.

With 16 competitors in the Cape Town event, each qualifying session was run as four races of four cars. But, Doran failed to start Q1 after an engine problem in Free Practice forced a unit to be changed and that took marginally too long for him to make the grid. A driveshaft broke in Q2 and hampered his cause further.

Based on the times from Q2, Bakkerud had been set to start his Q3 race together with the Hansen brothers with Timmy on pole. But, with one of the most astute operators in motorsport, former champion and EKS team owner Mattias Ekstrom, having flown in to support Bakkerud for the second event in a row, the RX Cartel squad withdrew Doran from Q3. That meant the grid order was changed to three races of five cars, which put Bakkerud on pole in race one. Hansen would start from fourth in race two.



Fourth spot gave Hansen the title

Delivering impeccably, Bakkerud set the three fastest laps of the weekend in the opening three tours before taking his joker, laying down the marker for Hansen. But the Swede responded. Winning the start, helped in part by brother Kevin allowing him around the outside at Turn 1, Timmy's first three laps were even faster than Bakkerud's and he stopped the clocks almost two seconds faster.

Gronholm jumped the start in Q3 and had to take two jokers but was still fourth fastest and ultimately qualified top of the Intermediate Classification.

Bakkerud made the best start to semi-final one and took the lead of the first knock-out race from Gronholm and claimed victory, to secure a front-row start for the final. Timmy Hansen then matched the result by winning semi-final two, with Kevin Hansen sacrificing his own title hopes to fend off the attentions of Timo Scheider into the first corner. It was Timmy Hansen who lined up on pole for the final, two points ahead of Bakkerud in the standings.

Bakkerud, again, made the best launch in the title-deciding final and took the lead around the outside at Turn 1.

With eight points for victory in the final to five points for second, a win would have been enough for Bakkerud to take the crown. But the Norwegian ran wide at the Killarney circuit's long Turn 6 loose-surface right-hander and Hansen put the nose of his Peugeot 208 up the inside of Bakkerud's Audi S1.

The pair touched with Bakkerud's Audi drifting into the wall on the outside before bouncing back into Hansen, who was spun around the front of Bakkerud's car.

As Kevin Hansen spun to the inside in avoidance, Bakkerud also ended up with his nose facing the barrier on the outside. Gronholm avoided the melee to take the lead.

Bakkerud recovered to run second and stayed ahead of Gronholm's early-joking GRX team-mate Timur Timerzyanov after his own lap-five joker.

Gronholm took the win, his second of the year, as Bakkerud and Timerzyanov completed the podium. But, behind Timmy Hansen had recovered to be fifth on lap one, which became fourth when Scheider spun with a problem mid-race. Bakkerud and Hansen finished the season level on points but, on countback, with four wins to Bakkerud's one, it was Hansen who claimed the crown.

Kevin Hansen finished third in the standings as Team Hansen MJP also took the teams' title, with Gronholm fourth in the driver's points, only 25 off the leaders having missed two events mid-year through illness.

The FIA stewards investigated the lap-one drama in the South African final for almost three hours after the race, but the decision was made to take no action.

British driver Oliver Bennett made the semi-finals for the second time in the campaign, but retired after Turn 1 contact.



Bakkerud came up just short

RESULTS

Round 10, FIA World Rallycross Championship When: November 9-10 Where: Cape Town, South Africa Starters: 29 World RX Supercar

POS	DRIVER	CAR	TIME
1	Niclas Gronholm	Hyundai i20	4m13.323s
2	Andreas Bakkerud	Audi S1	+2.308s
3	Timur Timerzyanov	Hyundai i20	+2.983s
4	Timmy Hansen	Peugeot 208	+6.578s
5	Kevin Hansen	Peugeot 208	+11.846s
6	Timo Scheider	SEAT Ibiza	+3 laps

RX2: 1 Oliver Eriksson 4m27.482s; 2 Fraser McConnell +2.179s; 3 Sami-Matti Trogen; 4 Vasily Gryazin; 5 Linus Ostlund; 6 Ben-Philip Gundersen.



Guillaume De Ridder (right) was in the heart of the action in South Africa

MOTORSPORT NEWS WOODEN SPOON

GUILLAUME DE RIDDER...

"Never take out your team-mate" is a given in motor racing. But when one of your team-mates also is the boss, to say such a scenario is ill-advised is an understatement. Having made the semi-finals, Guillaume De Ridder lunged up the inside of Timo Scheider into Turn 4 on lap one, outbraked himself and harpooned GCK boss Guerlain Chicherit's Renault Megane. Both finished, but Chicherit made his feelings clear as the cars returned to the paddock and De Ridder was handed a 10-second penalty. Hopefully that error won't have a lasting detrimental effect on De Ridder's career hopes.

MOTORSPORT NEWS STAR DRIVER

...ALSO GUILLAUME DE RIDDER

There were high hopes for Belgian racer Guillaume De Ridder when he got called up to race for the GCK Academy squad in 2019, having spent two years fighting at the front in the RX2 support class. But, until the final round, his year was dogged by poor fortune. In South Africa, he made the most of the best track conditions to set the third best time in Q2 and comfortably made the semi-finals with a strong performance. That was before earning the wooden spoon.



Eriksson claimed the RX2 trophy

Eriksson profits when rival Kallio suffers technical problems in RX2 season showdown

Oliver Eriksson embarked on the final round of the single-make RX2 International Series with a substantial lead in the standings and, when Olsbergs MSE team-mate and nearest title rival Jesse Kallio had a nightmare qualifying beset

by technical troubles, Eriksson claimed the title after Q4.

Eriksson then won both his semi-final and the final to take yet another maximum points haul while ARX2 champion Fraser McConnell finished second in the final.

Sami-Matti Trogen claimed the final podium spot even though he had started from the back row of the grid. The former RX Academy champion climbed to second when those ahead took their jokers, followed leader Eriksson into the

compulsory extra route on the final tour and returned to the main circuit in sixth.

In the standings, Eriksson won, Kallio's issues elevated Ben-Philip Gundersen to second and Kallio just pipped McConnell to third.

SPORTING SCENE

Photos: World RX, Colin Casserley



Silverstone will not host a WRX round in 2020

FINANCIAL TROUBLE BEHIND SILVERSTONE'S AXE FROM WORLD RALLYCROSS CALENDAR

Shifting landscape in the road car marketplace means firms aren't behind event any more

By Hal Ridge

The British round of the World Rallycross Championship at Silverstone has been dropped from the 2020 schedule as it is not financially viable.

The United Kingdom's World RX event moved from Lydden Hill to Silverstone in 2018. For the first event at the venue, the circuit's owners and World RX promoter IMG jointly

promoted the Speedmachine Festival, with a music and street food festival held alongside the rallycross event.

For the second event this year, IMG promoted the event itself, but says it won't run the event again next year.

"In terms of the concept, it was a great success," World RX boss Paul Bellamy told Motorsport News. "One of the reasons we went to Silverstone was to utilise the whole facility, not just the rallycross track. What we found is, as

the whole car industry goes through electrification, there was less budget for car manufacturers to put people in their ICE [internal combustion engine] cars to test them. Everything's going towards electric, so subsequently it meant that the likes of Peugeot and Volkswagen didn't require the track that we used to do passengers rides and things like that.

"Unless you're actually utilising the whole circuit, it's economically

not viable. It's a shame, the UK has a rich tradition of rallycross. You need to get a big crowd in to an area to make it financially viable, and we just couldn't do that, so unfortunately we took Silverstone off the calendar."

Next year will mark the first time since 2008 that rallycross's top level hasn't had a round in the UK.

Asked if Britain could return to the World RX calendar, Bellamy said: "Definitely. Obviously there's still

Lydden Hill and the changes that the Doran family are trying to do there. And there's Silverstone, a fantastic facility in the centre of the country and we're still on good terms with them so we wouldn't discount going back there or to another track."

Bellamy also confirmed that the Canadian round had been dropped from the calendar, but gave no indication as to what either of two TBC events in the 11-round schedule will be.

JAMAICAN McCONNELL WANTS RX2 RETURN

Jamaican driver Fraser McConnell says he hopes to return to the World RX-supporting RX2 International Series next year.

The racer scored his second podium of the season last weekend in Cape Town and finished fourth in the standings, just shy of a top three overall position.

McConnell, who claimed the Americas Rallycross supporting ARX2 title this season, said: "This was my best weekend yet in RX2.

"I started and ended the [RX2] season with second-place finishes, but I'm a much more complete driver now than I was back then, and there's a lot that happened in between that I can be proud about, too.

"It's been a fantastic experience. I gave my all every time I took to the track, and it's been brilliant to travel the world and



Fraser McConnell claimed a podium finish on RX2's visit to South Africa

help to put Jamaica on the motorsport map. Provided I can pull the funding together, my aim is definitely to come back again next year."

McConnell drove for the Olsbergs MSE team in 2019 as team-mate to RX2 International title winner Oliver Eriksson.

Ovenden powers Renault Clio to Lydden triumph

Triple Supernational rallycross champion Tristan Ovenden won the opening round of the Lydden Hill Winter Rallycross series in his title-winning Renault Clio V6 by less than two seconds in the final from Fred Ling in his front-wheel-drive Ford Fiesta.

Ling had set the fastest time in Q1, before Ovenden took the best time in Q2 and Q3. Third was Bradley Sampson aboard a Mitsubishi Lancer Evo, with Belgian visitor Joel Strackx fourth with a Honda Civic.

In the under 1600cc category, Chris Scott led the final in his Suzuki Swift but had contact with Polish driver Tomasz Wielgosz mid-race. While Wielgosz retired after hitting a track

marker, Scott went on to win but was later excluded as his judicial camera wasn't working. Victory went the way of Krzysztof Kozon ahead of Maciej Florczak and Ben Eastwood.

Patrick O'Donovan dominated the Junior category, setting the best time in each of the three qualifiers before winning the final ahead of fellow Swift racer Alfie Porter. Abbie McGuinness beat Harry Garman to the final podium position with her Volkswagen Lupo.

Former European champion Jos Sterkens won the two-car Classic and Retro category ahead of former Retro RX champion Ray Morgan. Mark Finch rolled his Ford Fiesta in Q3 and didn't make it to the final.

BriSCA F1

HARRIS RIDES THE DRAMA TO CLAIM SHOOTOUT CROWN

BriSCA F1: Belle Vue

By Colin Casserley

Organiser: Startrax When: November 10 Where: Belle Vue, Manchester Starters: 57.

Tom Harris added the 2019 Shootout title to the World and British championships he won earlier in the year in a dramatic finale at Belle Vue on Sunday night.

Although Harris had the points lead going into the meeting, a sequence of events gave his rivals a chance of snatching the title away from Harris right up until the closing stages of the final race of the season.

There is a planning permission request to build houses looming over the Manchester oval's future. It is a track that first hosted speedway back in the 1920s. If Sunday's meeting turns out to be the last event at the venue, it was one that will live long in the memory of the large crowd.

Heat wins for Frankie Wainman Jr and Mat Newson closed the points gap

on Harris going into the final. Early exchanges of bumpers between Harris and Wainman ended when Harris piled Wainman into the parked car of Liam Gilbank. Harris was then punted into the wall by Bobby Griffin and he failed to finish in a point-scoring place. Newson claimed his second win of the day bringing him into the shootout title race.

Lee Fairhurst, who failed to finish the final with a flat tyre, won the Grand National and, in doing so, claimed second place in the shootout ahead of Wainman, who failed to finish.

Newson also suffered a flat tyre, while Harris managed to stay out of trouble to finish third, good enough to win the title.

Harris said: "I knew I was a target in the final and I knew what was coming. They had to try and do it [shunt me out of the way], but I managed to survive. All I can say is they better look in their mirrors next year as they are all having it back. I couldn't have done this without the backing of my family and sponsors, so this win is for them."



Harris (1) drills Wainman into Gilbank's parked car

Fairhurst said: "I gave it a go. I was up there with Newson in the final until the flat tyre. If it wasn't for that, who knows what could have been? I just went for it in the Grand National hoping to get up as far as I could in the standings."

Third place in the shootout went to Wainman. "I was in with a shout after winning my heat, but it wasn't meant to

be, things just didn't go my way in the final. Fair play to Tom Harris he did what he needed to do," he said.

Result

1 Mat Newson; 2 Bobby Griffin; 3 Nigel Green; 4 Niels Tesselar; 5 John Dowson Jr; 6 Paul Hines; 7 Mal Brown; 8 Charlie Sworder; 9 Michael Scriven; 10 Joe Booth.

Shootout standings: 1 Tom Harris; 2 Lee Fairhurst; 3 Frankie Wainman Jr; 4 Green; 5 Newson; 6 Griffin; 7 Hines; 8 Craig Finnikin; 9 Danny Wainman; 10 Karl Hawkins.

ROUND-UP

Ian Wright was back on top form at the **Tulleys Sporting Trial** at the start of November taking a win, leaving him in the driving seat to retain the title with two events left. Wright has had a quiet year but two wins at the final two events can grab him the title.

Unsurprisingly very wet slippery conditions didn't prove much of a challenge for Wright, who dropped just three points over the 24 sections. Second place after an equally stunning drive went to Mark Howse in his historic Impunity as the top live-axle runner.

Farm owner Stuart Beare, who was sharing his original live-axle Sherpa with son Sam while his later-specification Indy is being redesigned, completed the podium just four points adrift.

Peter Fensom finished fourth just a point back, with Yorkshire's Richard Sharp a further two points behind. Sam Beare won the blue live-axle class in fifth overall from George Barnes, who won the Rookie class.

Duncan Stephens

Results

Tulleys Sporting Trial

Organiser: Kentish Border Car Club Where: Tulleys Farm, Turners Hill When: November 2 Starters: 29.

1 Ian Wright (Sherpa Indy) 3 marks; 2 Mark Howse (Impunity) 16 marks; 3 Stuart Beare, Sherpa; 4 Peter Fensom (Hamilton); 5 Richard Sharp (Cartwright); 6 Sam Beare (Sherpa); 7 George Barnes (Sherpa); 8 Phil Blagden (CAP).

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MN does not always agree with opinions expressed in letters

MN SAYS...

Adding more variety to the BTCC grid

Excelr8 Motorsport's new project shows the health of the UK's tin-top series

The news that Hyundai will be represented on the British Touring Car Championship grid is a boost for the series which has never lacked in variety throughout its 61-year history.

There were 10 different manufacturers on the grid over the course of 2019, and they were divided into 12 differing models of machine with two types of Honda (FK2 and FK8) and two types of BMW (125i M Sport and 330i M Sport). In a series where the cars are so easily identifiable and relatable to those that are in the car park, that level of diversity is what keeps it appealing.

Elsewhere in this issue, there is a four-page review of the 2019 British Touring Car Championship battle and we trace the journey that Colin Turkington took to his fourth crown in his WSR BMW. It was a nail-biting showdown that was only settled at the very last moment, and it provided one of the most dramatic showdowns that the category has served up in recent memory. Adding Hyundai to the mix in 2020 will only spice things up even more.

Matt James, Editor (Twitter: @MattJMNews)



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ART EDITOR MIKE STOKOE'S
FAVOURITE OF THE WEEK!

A Nissan showing everything it has got during a drifting exhibition at Anglesey race track in North Wales, by Yvonne Williams



Duncan Vincent goes for a ride at Knockhill, by John Henderson



Spills at the Formula Ford Festival, taken by David Harbey



Lydia Walmsley's Mini at Snetterton, taken by Chris Collier



James Lomax's photograph of a rallying Datsun on the Trackrod



Paul Williams' photograph of mud and drama at Oulton Park



Robert Wall's Russell Brookes tribute, taken at Castle Combe



Tim Harvey at the Formula Ford Festival, taken by Gary Hill



Neil Howard Stages action from Oulton, sent in by Mike Bouts

GOT AN OPINION?

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TV GUIDE



Raikkonen won the Brazilian GP and the title in 2007

Witness the low and incredible high as Chris Ingram became the first British driver in more than 50 years to win the European Rally Championship during a dramatic Rally Hungary (Wednesday, 1530-1600hrs, Eurosport 2).

Ahead of this weekend's Brazilian Grand Prix rewatch the 2007 edition with F1 Classic Races (Wednesday, 2100-2300hrs, Sky Sports F1), as Ferrari's Kimi Raikkonen won the

race and the championship.

Brothers Kevin and Timmy Hansen as well as Andreas Bakkerud were vying for the World Rallycross title, but who would prevail? Catch the highlights on Thursday (0430-0500hrs, BT Sport 3).

And finally, watch the latest round of the World Endurance Championship from Shanghai (Saturday, 0600-0700hrs, BT Sport 3) as Toyota's reign of dominance was finally halted.

LIVE WRC

Rally Australia, BT Sport

Friday
 ■ End of day 1 review: 1230-1300hrs, BT Sport 3

Saturday
 ■ Live: 0400-0500hrs, BT Sport 1
 ■ End of day 2 review: 1215-1245hrs, BT Sport 2
 ■ Live: 2130-2230hrs, BT Sport 1

Sunday
 ■ End of day 3 review: 1115-1145hrs, BT Sport 3

Red Bull TV
 ■ End of day 1 review: Friday, 1100-1130hrs
 ■ Live: Saturday, 0350hrs
 ■ End of day 2 review: Saturday, 1100-1130hrs
 ■ End of day 3 review: Sunday, 1000-1030hrs

5Spoke
 ■ Highlights: Monday, 1855-2000hrs

LIVE TV

WTCR: Macau 0310-0415hrs, Eurosport 1
 ■ Race 1: Saturday, 0650-0745hrs, Eurosport 1
 ■ Race 2: Sunday, 0040-0115hrs, Eurosport 1
 ■ Race 3: Sunday, 0000hrs, Premier Sports 1

NASCAR: Homestead
 ■ Race: Sunday, 1900-0000hrs, Premier Sports 1

LIVE F1

Brazilian Grand Prix Sky Sports F1 HD
 ■ Drivers' press conference: Thursday, 1400-1430hrs
 ■ Welcome to the weekend: Thursday, 1700-1730hrs
 ■ FP1: Friday, 1245-1450hrs
 ■ FP2: Friday, 1645-1850hrs
 ■ FP3: Saturday, 1345-1535hrs
 ■ Qualifying: Saturday, 1600-1845hrs
 ■ Race: Sunday, 1530-2000hrs

■ Highlights: Sunday, 2030-2130hrs

Channel 4 HD highlights
 ■ Qualifying: Sunday, 2250-0020hrs
 ■ Race: Sunday, 2230-0030hrs



Hamilton: six-time champ

LISTINGS

RACING SATURDAY/SUNDAY

■ Brands Hatch, Kent
MSVR meeting: Trackday Championship, SuperCup, FF1600, Trackday Trophy, EnduroKa Starts Saturday, racing from 1130hrs (qualifying from 0900hrs) Sunday, racing from 1005hrs **Admission**

adult £16, under 13 free **Web** msv.com **Contact** 0843 453 9000

SUNDAY
 ■ Anglesey, North Wales
BRSCC meeting: FF1600, Monoposto, Global Lights, Sports/Saloons Starts racing from 1045hrs (qualifying from 0900hrs)

Admission adult £10, child free **Web** angleseycircuit.com **Contact** 01407 811400

RALLY SUNDAY
 ■ Cadwell Park Circuit, Lincs
NHMC Cadwell Stages Rally

Starts 0900hrs **Admission** adult £21, under 13 free **Web** nhmccadwellstages.org.uk

SPORTING SCENE SATURDAY
 ■ Birmingham, W Midlands

BriSCA F1 Gala Night
Starts 1700hrs **Admission** adult £20, under 10 free **Web** brisca.com

Details correct at time of press but please check before travelling

NEXT WEEK

OUT WEDNESDAY, NOVEMBER 20

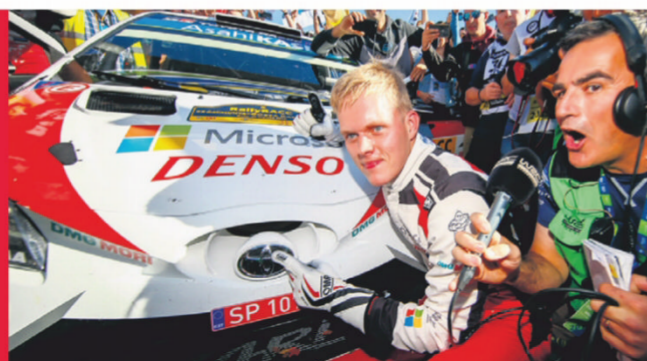
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Who will win in Sao Paulo?



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Tanak's Toyota swansong



ROGER ALBERT CLARK RALLY PREVIEW



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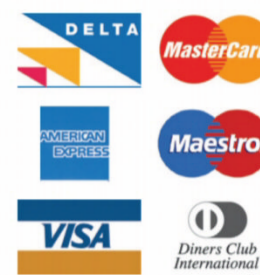
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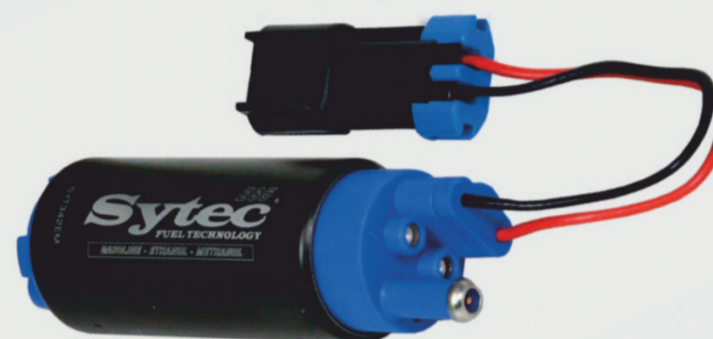
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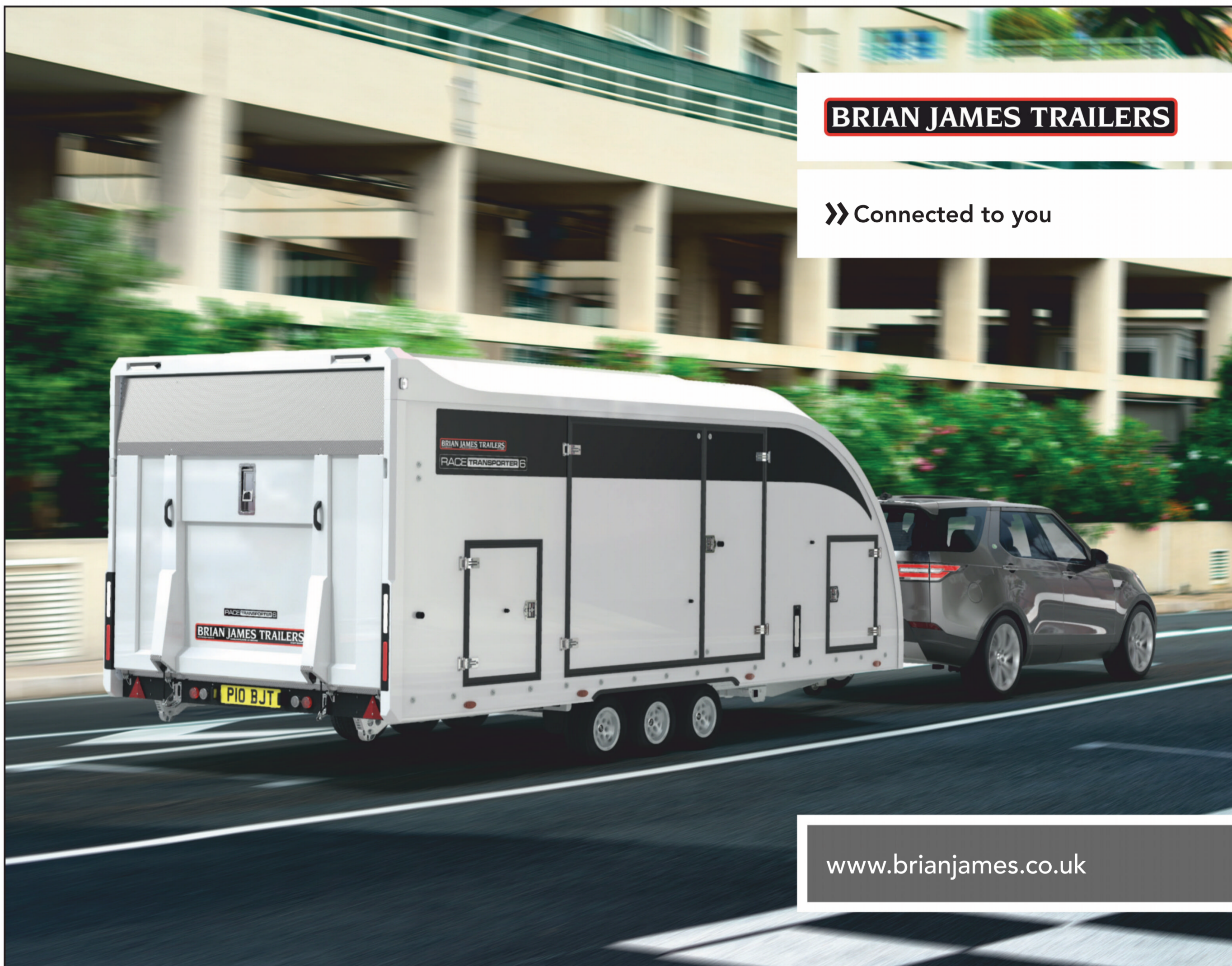
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