

CUPRA ATECA



PLAY BY YOUR OWN RULES. WHAT CAR? SPORTS SUV WINNER 2019.

CUPRA ATECA. CREATE YOUR OWN PATH.

When we created a sport SUV with 300HP, DSG Automatic Gearbox and 4Drive, we were not following the crowd. When we crafted each detail, inside and out, we were not taking an easy road. When we chose to have 19-inch alloy wheels in aluminium and carbon fibre details, we didn't settle for the standards. We only knew. Not what we would find along the way, but exactly where we wanted to go. And here we are.

The What Car? Car of the Year 2019 Sports SUV winner.

Made for those who create their own path.

Official fuel consumption for the CUPRA Ateca mpg (litres/100km):
33.6 (8.3) – 34.0 (8.4). CO₂ emissions 168 (g/km).

CUPRAOFFICIAL.CO.UK



Figures shown are for comparability purposes; only compare fuel consumption and CO₂ figures with other vehicles tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted (post-registration), variations in weather, driving styles and vehicle load. There is a new test used for fuel consumption and CO₂ figures (known as WLTP). The CO₂ figures shown, however, are based on a calculation designed to be equivalent to the outgoing (NEDC) test cycle and will be used to calculate vehicle tax on first registration. For more information see cupraofficial.co.uk/wltp-ateca.

WRAPS OFF NEW BTCC BMW

THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

MARCH 27 2019 ■ EVERY WEDNESDAY £3.60



CAR REVEALED P6

Government officials admit route could be hit

TREE DISEASE THREATENS TO DISRUPT RALLY GB



Tree issue may cause GB woe

By David Evans

The continued spread of a tree disease throughout Wales could impact on the route for this year's Wales Rally GB.

The government body which runs Welsh forests has confirmed it will take a more aggressive approach to eradicating the disease which is now rife. That approach includes chopping down thousands of trees—many of which sit alongside the roads used on Britain's round of the World Rally Championship.

The route for Wales Rally GB has to be lodged with the FIA in the middle of next month.

Full story, p2-3

TOUR DE CORSE UNDER SIEGE



WHY WRC FAVOURITE COULD DISAPPEAR P20

FORMULA FORD 1600 LEGEND REFLECTS



BERNARD DOLAN'S CAREER ROLLERCOASTER P22



MOTORSPORT NEWS

MOTORSPORT NEWS ISSUE MJ3173 MARCH 27 2019

THE VOICE OF BRITISH MOTORSPORT

WRITE TO US
Motorsport News
Autosport Media UK Ltd,
1 Eton Street,
Richmond,
TW9 1AG

FACEBOOK
Search for
'Motorsport News'

TWITTER
Updates:
@MNmotorsport

DIGITAL ISSUE
See motorsport
-news.co.uk

EMAIL US
letters@
motorsport-news.
co.uk

YOUR PICS
email: letters@
motorsport-news.
co.uk
Photographs must be of a good
quality and please send no
more than three images

IN THIS ISSUE



**Bottas: Fastest lap
could be crucial**

P4

**DRAMA IN SANYA
FOR FORMULA E**

P9



INGRAM GETS PODIUM ON AZORES



P18

**THREAT TO THE
TOUR DE CORSE**

P20



DOLAN'S FF1600 ROLLERCOASTER



P22

Racing news	4	Racing reports	25
Formula E China	9	SUBSCRIBE TO MOTORSPORT NEWS	26
Historic race and rally news	11	Hot Rods/British RX	27
Rally news	12	Sporting Scene	29
ERC Azores	18	Letters/Comment/What's On	30
North West Stages	19	Classifieds	32
Threat to Tour de Corse	20		
Dolan's FF1600 rollercoaster	22		
Historic rally report	24		



FOR MOTORSPORT NEWS STAFF CONTACT DETAILS PLEASE SEE P31

RALLY GB



Tree disease means Rally GB route is up in the air

By David Evans

Wales Rally GB organisers will work hand-in-hand with government officials as they seek to finally eradicate a tree disease, which has impacted the event for the last decade.

Phytophthora ramorum was first discovered on Forestry Commission land in south-west England in 2009. Later that year, the airborne disease began killing larch trees on the Margam Park stage of Rally GB. Since then it has moved up country and now

has most Welsh woods in its grip. Natural Resources Wales (Wales's renamed Forestry Commission) confirmed to Motorsport News that it is ramping up its efforts to finally get rid of the disease.

A spokesman said: "The disease is still spreading, which is why we're now clear-felling very large areas of the forests infected. We are working very hard to stop this disease."

The problem for Wales Rally GB, which is due to take place on October 3-6, is that the schedule for completing that work is constantly evolving, so trying to guarantee the roads needed for Britain's round of the World Rally Championship in October is difficult.

"Our forest planners and land manager's will be coordinating their work with the organisers of the rally," said the spokesman.

"But the priority is to get hold of Phytophthora ramorum and, while the forest roads remain open, we can't guarantee the felling operations won't clash with the rally."

Rally GB route coordinator Andrew Kellitt is well-versed in the Phytophthora ramorum disease and the possible impact of forest operations.

"We've been working with this for the last 10 years," Kellitt told MN. "It's true that it is having an effect on the route - we lost the southern part of the Myherin stage to it three years ago. It's in the spring when you have the new growth coming that you see precisely where the disease has spread to. We'll keep monitoring it and working with NRW."

Kellitt admitted the route was close to being completed, but added that he would be ready for last-minute changes caused by



Many trees have been felled

Organisers facing a last-minute dash to firm up the route

HEADACHE AS TREE DISEASE SPREADS



Deeside will be ditched in '19

Llandudno lands Wales Rally GB service park

Llandudno has been confirmed as a replacement for Deeside as the host town of Wales Rally GB in October.

First reported by Motorsport News last year (October 10, 2018), Llandudno will place the service park in the heart of the town – following the lead of the opening round of this year's British Rally Championship, February's Cambrian Rally.

While Deeside provided an ideal infrastructure for a WRC service park, it was criticised for being too isolated from the local population. The same can't be said for Llandudno.

Rally headquarters will move into one of Wales' premier conference centres at Venue Cymru.

The precise layout for the service park has still to be agreed, but the main manufacturers are likely to be housed in the town rather than on the seafront – where their service park structures are understood to be too wide for the available space.

Clerk of the course Iain Campbell told MN: "This is a fantastic opportunity to really bring the rally to the people. We saw what a fantastic atmosphere Llandudno generated on the Cambrian last month and I'm sure it'll be more of the same for Wales Rally GB in October."

"There's no doubting Deeside served us incredibly well and it was the key to bringing the event north in 2013. As a service park facility Deeside was fabulous, but this is about bringing the rally to the heart of a community. It's going to be magic."

Wales' deputy minister for culture, sport and tourism Lord Elis-Thomas added: "This move will see Llandudno becoming a hub of activity for spectators and competitors and will create an excellent festival atmosphere during the event in October. It will also attract visitors who may be new to rallying as a spectator."

Liverpool remains on Wales Rally GB's radar, but hopes of a stage in the city look to be fading. The best hope for taking the event across the border to Liverpool now looks to remain with a Thursday night ceremonial start.



the felling of trees on the stages.

"We're always ready to make changes and we've done that plenty of times over the last 10 years," he said.

As ever, NRW is pushing for vigilance from the public visiting the woods – asking that car and bike tyres as well as footwear be cleaned before moving from one forest to another.

Asked if the disease posed any threat to the public, the NRW spokesman added: "The only threat is from a tree which has been infected and died; when trees are dead they're more susceptible to being blown over."

While Kellitt would not confirm precise details of the route, MN understands there will not be any significant changes from last year. The crews are expected to compete in the Clocaenog, Penmachno and Gwydir stages on Friday before heading to

mid-Wales for Saturday and returning to the North on Sunday.

One of the talking points from last year – following a change of law which allowed for the inclusion of closed public roads – was the potential to link the Dyfi and Gartheiniog tests. Clerk of the course Iain Campbell admitted such a plan was unlikely for October.

"It's a nice idea and it would make for a great news story in Motorsport News," said Campbell. "But I'm not sure what it would add to the event. OK, it gives us a longer stage linked by an interesting stretch of asphalt in the middle, but there's no spectator access to that section of Tarmac. In some ways, bringing those two stages together causes more of a headache and flies in the face of the direction the sport's heading in for an increased tempo of stages."



World Rally competitors could face a revamped route for the 2019 event

RACING NEWS

F1 ROUND-UP

Honda's target

Honda hopes to have its first victory with Red Bull by the summer break as it bids to make use of its chance to win in Formula 1 again. The manufacturer scored its first podium of the V6 turbo-hybrid era in the Australian Grand Prix, its first start with Red Bull. Honda F1 managing director Masashi Yamamoto said: "This is a very important year for us because we've started with two teams for the first time in the hybrid era. Now we have a situation that we can try to express how Honda tries to win. We hope to make it come true, maybe by around the summer."

Clarity for 2021

Mercedes team principal Toto Wolff believes there is "momentum" behind F1's attempts to finalise its 2021 rules. Meetings of both the Strategy Group and F1 Commission were due to take place on Tuesday after MN closed for press, and FIA president Jean Todt has indicated he expects progress to be made during these talks. Wolff is optimistic about the meetings but, despite accepting in principle the idea of a cost cap, said any such measure must be workable. "I feel that there's some momentum in the process," said Wolff. "And we are all keen on understanding how 2021 looks. Mercedes certainly is interested in having a cost cap implemented, at the right levels, so it makes sense for everybody."

F1 sees the lights

The FIA is working to make F1's starting lights more visible in Bahrain, as larger wings on the 2019 cars made the lights difficult to view in Australia. Williams driver Robert Kubica, who was last on the grid in Melbourne, and Red Bull's Pierre Gasly who started 17th, both revealed after the race that their vision of the lights was blocked by the car in front. It is understood that the FIA is now working with the F1 Group on a permanent solution that can be in place from the next race in Bahrain. One possible answer would be to have an extra set of repeater lights situated halfway down the grid so it is visible to the cars at the back.

'Veteran' Norris

McLaren sporting director Gil de Ferran believes F1 debutant Lando Norris "drove like a veteran" in the Australian Grand Prix. Norris qualified eighth for his debut and, after running 10th in the early stages, was stuck behind the Alfa Romeo of Antonio Giovinazzi in the first part of his second stint, meaning he finished 12th. "He did a great job overall," de Ferran said. "He really didn't put a foot wrong the whole weekend. I think he managed himself really well and frankly drove like a veteran in many ways. He had both to attack and defend during the race, had to manage his pace and the tyres and I think he did that very well."



Finn celebrates taking a maximum 26-point haul

Bottas went fastest at the end of race

BOTTAS: FASTEST LAP POINTS COULD MAKE BIG DIFFERENCE

Mercedes driver the first to benefit from extra point being awarded

By Scott Mitchell

Formula 1 world championship leader Valtteri Bottas believes the fastest-lap points available in 2019 could make a "big difference", after claiming the first bonus of the season in Australia.

Bottas dominated the curtain-raising Australian Grand Prix and set the fastest lap of the race on the penultimate tour, despite an opposing pre-race instruction from his Mercedes team.

It meant Bottas left Melbourne with 26 points, giving him an early eight-point advantage over Mercedes

team-mate Lewis Hamilton.

"It's a point and if you get three of those or more it's going to make a big difference at the end of the year," said Bottas. "You never know. One point can make a difference in the end."

"For sure we're willing to risk, but knowing that if you're about to get 25, 18 points or 15, whatever, they are still more important than getting one extra. So you need to calculate the risk."

"[The rest were] within a stop for an extra set of tyres for it, but with the worn tyres I went for a quick lap and it was worth it."

Bottas would have finished third

in the championship last season, instead of fifth, if the fastest-lap point was available in 2018.

Several previous title battles would also have been reshaped and the champion would have been different on three occasions, with fastest lap points allowing Nelson Piquet to win the 1986 crown, Alain Prost to become 1988 champion and Felipe Massa to defeat Hamilton in 2008.

The re-introduction of the bonus point, which has not been part of the F1 regulations in 60 years, split opinion ahead of the season.

Some teams, especially Ferrari, were

wary of chasing it in Australia, where it added an extra dimension in the closing stages of an otherwise settled grand prix.

"There are 21 possible points you can get so it can help," said Red Bull driver Max Verstappen.

"But like Valtteri said, at the end of the day it's most important to score 25 or 18, 15, 10 [than to] try to go for one more and then it goes wrong."

"In some situations like [in Australia], I was pushing anyway to try and get Lewis [Hamilton], so it happened that I was doing, at that time, the fastest lap. It's nice if it happens."

Kubica insists he doesn't regret making F1 comeback with Williams

Robert Kubica insists he has no regrets about returning to Formula 1 despite the competitive struggles Williams is facing.

Williams has endured a tough start to the 2019 season, which started with its FW42 arriving late to pre-season testing.

Its technical chief Paddy Lowe has decided to take a leave of absence, and the car proved to be the slowest on the grid by some margin at the Australian Grand Prix.

But Kubica said the personal satisfaction of returning to F1 after more than eight years away

outweighed the negatives of his current situation.

Asked if he had any regrets, Kubica said: "No - because in the end I took the decision after thinking for more than six weeks last year."

"I knew it would be an extremely difficult challenge for me to be back in such a competitive sport, and I knew it might be difficult for Williams. But I didn't expect to come to Australia so unprepared."

"[That's] not from a physical point of view but from a lack of driving. Unfortunately Barcelona didn't work out at all. So it put me into the

difficult position, but somehow I have to go through them here, in Bahrain, and probably for a couple more races."

"But I hope and, from what I can see, I think I cannot regret. Even if I struggled here [in Australia], I still enjoyed it, which is a big difference compared to long time ago. I am not an emotional guy but after the race, it felt like a great achievement."

Kubica was three laps down in Melbourne and last of the 17 finishers, although his race was compromised at the first corner when he lost his front wing.



Pole had a tough comeback weekend in Australia

WANT THE LATEST UPDATES? FOLLOW US ON TWITTER

@MNmotorsport



DRIVEN RACING OIL



Tel +44(0)1929 551557
racing@aaol.co.uk www.aaol.co.uk

'Vergne spared by the stewards to win'
Formula E report, p9



Photos: Alberto Vimercati/ASPhotography, LAT

FORMULA EUROPEAN MASTERS CANCELLED



Series for older F3 cars only attracted six entries



DTM chief Berger (l) and F3V's Mertes

The DTM-supporting Formula European Masters, intended as the continuation series for the machinery from the FIA Formula 3 European Championship, has been cancelled. When the FIA launched its new single-make F3 championship for 2019, which replaces the GP3 Series as a Formula 1 support, DTM chief Gerhard Berger vowed to support teams if they wished to continue with the older F3 concept. But with just six drivers confirmed for 2019, and the first official test due to take place earlier this week at

Misano, the plug has been pulled. DTM's promoter and parent company of Formel 3 Vermarktungs – the firm which ran the German F3 Championship and the FIA F3 European Championship – the ITR is understood to have voted as recently as last week to press on with plans to keep the series alive. F3V's managing director Walter Mertes said: "This is a really sad day for the European young-driver sport. In the difficult European competition environment there just

aren't enough drivers for the numerous different series. "It takes enormous financial expenditure to compensate for this situation and we could not and did not want to expect this from our teams." Among suggestions from teams was one move to cut the race schedule from nine weekends to seven and lift any ban on testing, leading to lower race budgets but more opportunities for teams to earn money from test programmes. Another team raised the prospect of adding a B-class for older Dallara

F312 machinery in order to raise grid numbers. Speculation suggests that of FEM's three teams, Motopark and Fortec Motorsport are most likely to head towards Euroformula Open. Van Amersfoort Racing could potentially head in the same direction, but the Dutch team is believed to be keeping its options open – other series in the same marketplace include the Formula Regional European Championship and Formula Renault Eurocup.

Award winner Gamble drops single-seaters

McLaren Autosport BRDC Award winner Tom Gamble will switch from single-seaters to GT racing with the WRT Audi squad this season. The 17-year-old is moving to Blancpain GT World Challenge Europe to race a WRT Audi R8 LMS after his maiden single-seater campaign last year in the BRDC British Formula 3 Championship. He will share the entry in the silver cup class of the five-round championship, formerly known as the Blancpain GT Series Sprint Cup, with Shae Davies, a sometime Australian Supercars driver who last year raced in the BGTS Asia. Gamble said: "After winning the award I was hoping to stay in single-seaters, but there isn't the money for me to move up the ladder. My ultimate aim is to become a paid racing driver, so switching to GTs at my age could be a good move. "I want to become a factory driver, whether that's in the DTM, Formula E or GT racing. "The chance to go with a successful team like WRT was the best [option]."



Gamble drove GT3 car in tests

Alonso considers future Bathurst 1000 challenge

Double Formula 1 champion Fernando Alonso has confirmed talks with McLaren boss Zak Brown about racing at the Bathurst 1000, but will not compete in Supercars's flagship race in the short-term. Alonso was recently linked to a Bathurst drive by McLaren boss Brown, who also co-owns the Walkinshaw Andretti United Supercars squad. Brown had said Alonso is "very interested" in the Mount Panorama race and that he "wouldn't rule him out" for a wildcard start in a WAU entry in the future. When asked about the Bathurst reports, Alonso confirmed that he and Brown had spoken about the opportunity. "I spoke with Zak," he said. "Obviously he has a team [in Supercars] and we talk about these iconic races that are maybe one day interesting. "Not in the short term, for sure. But I don't close any doors to anything." Alonso, since leaving F1, has tested NASCAR Cup machinery and is set to sample a Toyota Dakar truck, but says the Indianapolis 500 is the primary goal for now.

QUICK LAPS THE FASTEST NEWS ROUN

Brad Keselowski dominated to win the first 2019 NASCAR Cup series race at Martinsville. The Penske driver led 446 laps out of 500 and won all three stages on his way to his second victory of the year, beating Chase Elliott and Kyle Busch to the spoils... Audi has unveiled the new engine which will power its RS 5 DTM cars in 2019. Dispensing with the old naturally-aspirated four-litre V8 engines at the end of last year, the new two-litre inline four internal combustion engine produced by Audi now generates in excess of 610bhp, weighing approximately 85kg – almost half that of the previous generation engine...

Cosworth has dismissed rumours it will build an engine on behalf of a third manufacturer for the 2021 IndyCar regulations. May has been set as the deadline for a third brand to confirm its intentions, but Cosworth co-owner Keith Kalkhoven has ruled out any move... Ferrari junior Mick Schumacher dismissed it being an issue when he is compared to his seven-time Formula 1 world champion father Michael. Mick is preparing to make his debut in Formula 2 in Bahrain with Prema Racing, graduating after winning the European Formula 3 Championship with the same team last season.



Keselowski doubled up



The 18-year-old was fortunate to grab historic Texan victory

Herta makes IndyCar history by becoming youngest winner

Former MSA Formula and BRDC British F3 driver Colton Herta became the youngest winner in IndyCar history with victory at Austin in a wild late finish last weekend. The 18-year-old Steinbrenner Harding Racing driver's victory relied on a stunning restart following a safety car, which was called after James Hinchcliffe nudged the rear of Felix Rosenqvist at Turn

19 – where no track limits were enforced – and sent the Chip Ganassi Racing driver into the wall leading into the pit entry. The timing ruined the race of long-time leader Will Power after he had led every lap from pole for 45 of the 60 laps. When the pits reopened on lap 46, Power dived in to change tyres but stalled upon leaving his pitbox and reported a suspected

driveshaft failure that forced him into retirement. His long-time pursuer Alexander Rossi and third-placed Scott Dixon, running a long middle stint on the harder black-walled tyres, were also forced into the pits and out of contention. That promoted Herta into the race lead with just 10 laps remaining, having spent the majority of the race in a lonely third after starting fourth.

RACING NEWS

IN BRIEF

Brundle back

Sky Formula 1 commentator Martin Brundle made his debut in the season-opening VLN Endurance Series last weekend. Sharing an Aston Martin Vantage V8 entered by the AMR Performance Centre with Alex West and Marco Mueller, the 1990 Le Mans winner finished 89th overall, and third in the SP8 class. BMW factory driver Tom Blomqvist was the top-ranking Brit, finishing third overall in a ROWE Racing BMW M6 GT3. Former British GT4 champion Will Tregurtha and last year's GT4 runner-up Ben Tuck finished eighth in the Cup5 class and 71st overall in a Walkenhorst-prepared BMW M240i.

Luff to MX-5s

Ginetta Junior graduate Matt Luff plans a full campaign in the Mazda MX-5 Championship – A-level exams permitting – after making his debut at Brands Hatch last weekend in a car run by Ali Bray's AB Motorsport squad. Luff qualified 11th of the 62 entries and scored a best finish of eighth. "P1 overall [in qualifying] wasn't dreadful, but we're aiming for podiums," said Luff. "The pace was immense [in race two] – Ali's obviously very happy."

Doctor on track

Brands Hatch chief medical officer Sarj Sothisrihari experienced an alternative perspective when he made his racing debut in the BMW Compact Cup at the circuit last Sunday. "I did some trackdays, saw the medical team attend some incidents and I thought, 'Who does actually do that?'" said Sothisrihari, who then joined the circuit's medical team in 2010. "I got my consultant job last year, and I thought, 'Right, now is the time to give it [racing] a go.'" He took a best finish of 20th.

Compact Cup surge

The BMW Compact Cup raised a record entry of 47 cars for its meeting at Brands Hatch on Sunday. With over 50 registered drivers, three-race meetings with two-thirds of the entry in each look set to become the norm for the championship's double-header rounds this year.

Ciceley's signing

Reigning Junior Saloon Car champion Lewis Saunders has been signed by British Touring Car outfit Ciceley Motorsport onto its development driver scheme. The 15-year-old made his circuit racing debut last season, having won the short-oval-based Junior Mini title in 2016. BTCC race winner and Ciceley driver Adam Morgan said: "I am really looking forward to working with Lewis, he is clearly already very talented and an accomplished race car driver. He will be joining me at British Touring Car rounds and I will begin teaching him how to interpret data and watch how I work with my engineer."

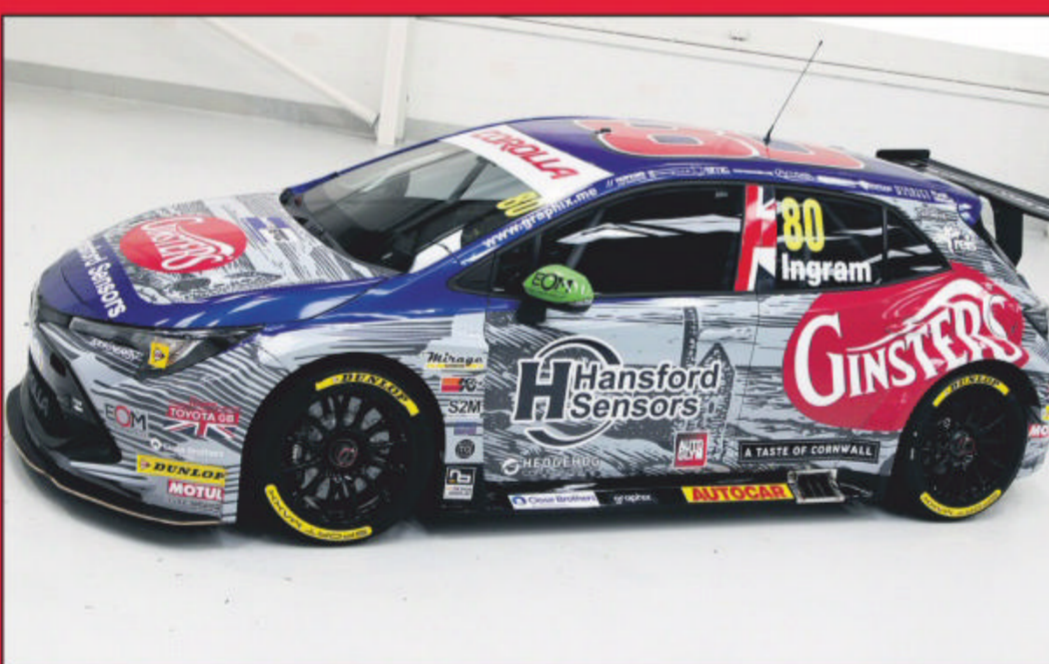
Scholarship catalyst

Harry Rice believes his Junior Saloon Car Championship Scholarship win will serve as a catalyst for the rest of the year after making his car racing debut at Oulton Park last weekend. "I'm hoping as the season goes by to gain a lot of experience and use this as a learning year," Rice said. "Scott [McIntyre] showed last year what the Scholarship can do because he won the last race of the year." Rice took 14th and 11th in the two races.

NEW WSR BMW BTCC CAR BREAKS COVER



The new WSR BMW 330i M Sport broke cover for the first time this week as the team has finished preparing the car ahead of the British Touring Car Championship's official media test session at Brands Hatch today (Wednesday). The rear-wheel-drive car will be driven by reigning champion Colin Turkington, Andrew Jordan and Tom Oliphant when the series kicks off at Brands Hatch on April 6-7.



The wraps have come off the livery for the new-for-2019 Toyota Corolla British Touring Car Championship machine which Tom Ingram will handle this season. The hatchback will be sponsored by Cornish pastry maker Ginsters after Ingram and Speedworks tied up a deal with the firm which is celebrating its 50th anniversary this year.

Goff lands BTCC drive as Bushell returns to Clios

Jack Goff has been handed a last-minute lifeline to take part in the British Touring Car Championship as he will replace Mike Bushell in the Team Hard line-up for 2019.

Bushell has had to stand down for budget reasons, but will remain with the squad and tackle the Renault UK Clio Cup instead.

Goff, who finished eighth in the standings in 2018 in the Eurotech Racing Honda Civic Type R, announced in the middle of February that he had given up on his plans to chase a return to the grid in 2019 as he had been unable to secure the backing.

However, the four-time BTCC race winner has now tied up a deal with Tony Gilham's Kent-based squad. He made his debut in the series with the same team in 2013.

The 28-year-old will get his first run in the VW CC at the BTCC's official media day at Brands Hatch on Wednesday this week. He will join Bobby Thompson, Carl Boardley and Michael Crees at the team.

Goff said: "I've spoken to my new teammates who have told me what the team have done with the car over the winter



Goff will drive Team Hard VW CC

and I have full confidence that we will be on the pace from the get-go despite my obvious lack of testing."

Team boss Gilham said that Bushell would remain a chief part of the team and would have input into the BTCC arm as well as racing the Renault Clio.

"We are in great shape for the season ahead and, despite it being a very hard decision, we now have to focus on doing the best job possible," said Gilham. "Mike has been an important factor in our upturn in performance and will remain a key team member for the future."

Rallycross champion Heathcote to GT4 Supercup

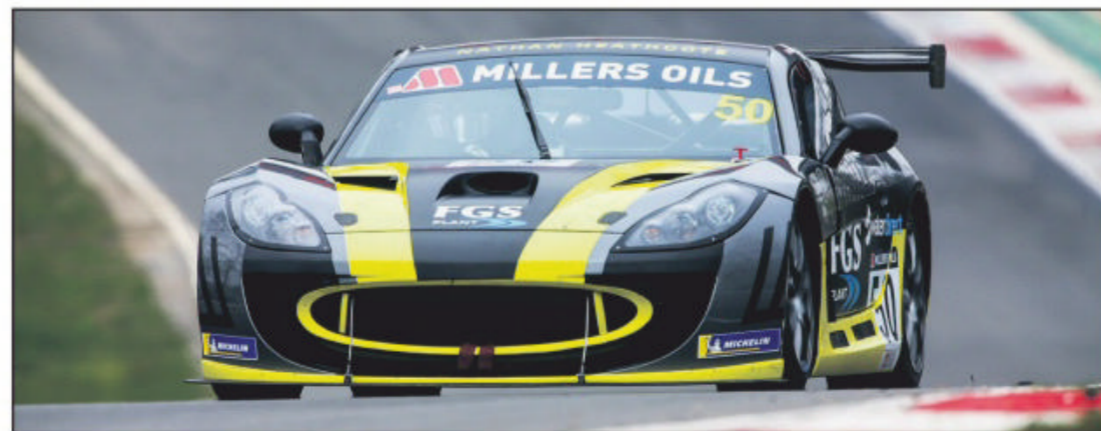
The 2017 British Rallycross champion Nathan Heathcote is switching to circuit racing this year, competing in the 2019 Ginetta GT4 Supercup season with Century Motorsport.

Heathcote says that his move is related to rallycross's transition to electric cars, which he claims made it harder to get a competitive drive. He therefore considers getting racing experience as a "cushion" for his career.

"[With] rallycross they're trying to make it electric, it hasn't quite got it yet at the minute," Heathcote explained, "so the potential at the top is quite slim trying to get a drive."

"I'm at the stage of my career now where it's either push on and try and make something of it or just end up stopping, so it's a fine line."

"So [I'm] trying to make a cushion in circuit racing and see how I get on this



Heathcote, who won the 2017 British Rallycross title, will drive for Century

year; hopefully it goes well."

Heathcote has competed in various club races already this season in order to get licence signatures and experience of racing on circuits ahead of his Ginetta move. Earlier this month he finished 11th in the two BRSCC Saloon Car Trophy races at Silverstone, while last weekend he was victorious in the MX-5 Super Series after also racing the Puma at Oulton Park.

Heathcote is hopeful his rallycross skills will stand him in good stead for car racing.

"[At Silverstone] it was wet in the morning, the car was twitching around a lot," he added. "I'm used to a lot of that in rallycross, so there's a lot of different skills I can bring over."

"So I don't think it's a disadvantage doing rallycross, it's more a case of learning the circuits and just getting the track time."

Woods to race ex-Arena Focus in Touring Car Trophy

Richard Woods will tackle the new-for-2019 Touring Car Trophy this season at the wheel of an ex-Arena International Ford Focus.

Woods contested the Britcar Endurance category last term and took two race wins at the wheel of the S2000-specification machine.

The car will be run by HSG Sport. Team manager and chief race engineer Craig Arnold said: "The car has been through an extensive rebuild programme for the new season headed up by myself and senior race engineer Stephen Acton."

"Many upgrades including the addition of a Mountune WTCC-spec EcoBoost powerplant have been carried out with the skill and expertise of the team."

Photos: Ollie Read, Gary Hawkins, Jakob Ebrey, Graham Keilloh

DROPPED LMP3 CUP COULD RETURN IN THE FUTURE

The organisers of the LMP3 Cup have not ruled out the series returning in the future but have decided to focus on its popular sister series, the GT Cup, this year.

The successful LMP3 concept was introduced to the UK at the end of 2016 by Bute Motorsport with a pilot race taking place in October. The series then received official backing from Le Mans organiser the Automobile Club de l'Ouest ahead of its first championship in 2017. But the series suffered from a lack of interest and never achieved an entry of more than 10 cars.

The addition of an invitation class for other prototypes in the middle of last year failed to boost numbers and just four cars took part in one of the rounds last season.

The series won't run this year but Bute says it will assess whether to bring it back in the future.

"It's important for us to keep an ear to the ground and see what the interest is and what's happening around us," said Bute commercial manager Chris Thorn. "We will have conversations with people and take it from there and see what happens. We've kept our close relations with everyone involved."

"Numbers weren't very good last year but I think a lot of that's down to people preferring to race in Europe."

While the UK LMP3 Cup struggled with a handful of entries, the LMP3 class in the European Le Mans series featured up to 18 cars in 2018 and the Michelin Le Mans Cup secured over 20 at most rounds.



LMP3 concept struggled to take off in the UK

Ferrari Challenge drivers expected to boost GT Cup

GT Cup organisers expect a number of competitors of the new Ferrari Challenge UK series to join its grid at selected rounds this year.

The Ferrari series only features four events, meaning drivers may be looking to add to their schedules.

Bute Motorsport, which runs the GT Cup, is confident a number of drivers will race in both categories.

"We've got a really close relationship with FF Corse and AF Corse [which are running the Ferrari Challenge cars]," said commercial manager

Chris Thorn. "It's an attractive offer to them for extra races."

Thorn added that interest in the GT Cup this year has been high from new drivers, as well as existing teams and drivers purchasing new machinery.

"We've seen a lot of interest this year and I think that's down to the fact we've got greater track time," he said. "We've got 25-minute sprint and 50-minute pitstop races on both days and that attracts Am drivers but also the Pros. Grids are looking strong—a lot stronger than this time last year."



Ferraris expected to join grid

Constable and Hart GT in Radical Challenge move

Jac Constable, the 2017 Ginetta GT4 Supercup Am class champion, will move to the Radical Challenge Championship this season.

After graduating to the Pro class, Constable finished sixth in the Supercup standings with Hart GT in 2018. But both the 21-year-old and the squad will leave the TOCA package to race Radical SR3s.

Team principal Nick Hart said: "We wanted a new challenge and to move to a different style of sportscar racing."

"It's going to be a perfect fit for Jac and I fully anticipate seeing him at the sharp end and winning races as a consistent frontrunner."

Multiple national racing champion, including the 2013 and 2014 Mini Challenge Cooper class crowns, Shane Stoney has been announced for a full-season entry into the Radical SR1 Cup.

Last year the 24-year-old switched from the Ginetta GT5 Challenge, where he finished runner-up despite not entering the final round, to SR1s for the final two meetings.



Euro NASCAR beckons for teenager

Creanor takes podium day after turning 16

Ben Creanor is believed to have become the youngest podium finisher in a UK senior car race as he prepares for his maiden season of racing in Euro NASCAR this year.

Creanor has been competing in selected club races in order to get the licence signatures he needs for his Euro NASCAR campaign, which begins at Valencia on April 13.

He turned 16 the day before the season-opening BRSCC Silverstone meeting earlier this month and took a podium driving a BMW M3 in the first Saloon Car Trophy race.

"It was a lot of fun!" said Creanor. "I wasn't expecting that—I was surprised enough to find I was fourth on the grid. I know my car was quicker than some of them but everyone had more experience than me."

"I had only done 12 laps in the car and got myself into the top five. I know I can adapt quite quickly and it's a good confidence boost."

Creanor also twice finished ahead of the class B runners in the Kumho BMW series at Oulton Park last weekend as a guest driver in the Podium Preparations-run M3.

He has also completed some successful testing in the NASCAR machine after signing with the Mishumotors squad.



Pyro squad ran Taylor in TCR UK last year but is now moving to German series

Clio Cup ace Burns moves to TCR Germany with Pyro

Renault UK Clio Cup race winner Bradley Burns will race in TCR Germany this year, continuing to drive for the Pyro squad.

The 2016 Fiesta Junior runner-up claimed two victories in his first full season in Clios in 2018 as he finished fifth in the standings. But now he will progress to the TCR Germany category with Pyro, driving a Honda Civic.

The team ran Ollie Taylor and

Finlay Crocker in TCR UK last season but has decided to head into Europe after withdrawing from Clios this season.

Burns said: "I'm really happy to be continuing with Pyro Motorsport. After last season, this is the next logical step for us and I really feel at home with the team. There will be new tracks and new challenges but I can't wait for the season to start."

New MG3 racer unveiled ahead of Silverstone debut

A new affordable MG3 race car built by students has been unveiled by the MG Car Club and is set to make its race debut this weekend.

A road-going version of the MG3 has been race-prepared by a team of student interns working at SAIC Motor UK Technical Centre, using a budget of just £5000. They were tasked with converting the production car for the race track as their special intern project.

The car was unveiled at MGCC's recent media day at Castle Combe and is ready to make its race debut at the club's season-opening round at Silverstone

this weekend, in Class A of the MG Cup.

Currently only the prototype model exists but it is hoped that multiple MG3s will join it in the championship this year, and that ultimately it will have its own series.

"Adam [Sloman, MGCC general manager] said the club's had a lot of interest," said student team member Callum Anderson. "When we went to the rolling road the other week to get it tested, we had a little crowd come round the car, just asking questions, seeing what it's about, showing interest in it. So it's been quite a hit."



Car was prepared by SAIC students



The official review of the 2018 World Rally Championship. Own it forever.

Free Shipping orders over £10 DVD | £16.99 Blu-ray | £19.99 Download | £8.99 ★★★★★ 5 / 5 • 6 reviews ★ Trustpilot

Buy now at dukevideo.com or call +44 (0)1 624 640 011





RACING NEWS

Photos: Richard Styles, Jakob Ebrey, Steve Jones, Gary Hawkins

RIVETT SWAPS CLIO CUP FOR TRUCK RACING

Clio stalwart won't compete in category's final season

By Stephen Lickorish

Four-time Renault UK Clio Cup champion Paul Rivett will switch to competing in the British Truck Racing Championship this year.

Rivett has been a Clio stalwart for almost two decades but will not race in the final season of the category – the first time he hasn't since 2009 – after winning the title last year.

Instead Rivett will compete in Division 2 of the Truck Championship, remaining with the WDE Motorsport team and driving the MAN TGA truck that team boss Wayne Eason has previously competed in. Rivett himself took a podium in the truck in a one-off outing back in 2017.

"I've been in Clios for such a long time and after winning it last year, it was a good time to move on," said Rivett, who added that Renault axing the series for 2020 made his decision easier. "I wish the championship all the best in the last year but it was time to do something different.

"I'm just so excited because it's a new challenge. I raced Wayne's truck at Snetterton a couple of years ago and I

enjoyed it so much. It's back to everything being more manual and about the driver rather than having things like paddleshift so that's a challenge. I can't wait. I'm going to be run by WDE and sponsored by Tachosys – it fits perfectly with what they do [as a leading tachograph systems provider]."

Rivett had considered a move to the Porsche Carrera Cup GB but couldn't raise sufficient budget. He's now focused on trying to claim back-to-back titles.

"The title is always going to be the aim but whether I can walk into this and fight for the title in the first year, I don't know," Rivett added. "Who knows what it might lead to in the future. I've not been this excited for a new season's racing for a good few years."

Eason added: "I'm really looking forward to it. I think it will be good for everybody – it will be good for him, good for the championship and good for us. I think it will raise the profile of the championship."

WDE doesn't plan to run any cars in the Clio Cup this season, joining fellow frontrunning team Pyro on the sidelines.



WDE driver made truck debut in '17



Rivett is reigning Clio champ



Oulton win for Holden

Winning debut for Wood's Supercar

Ric Wood gave an ex-Rick Kelly Holden Commodore V8 Supercar a winning debut on UK soil in the Classic Thunder championship at Oulton Park last weekend, before being forced out of the rest of the meeting after running out of fuel.

The 2010-spec car, which has been repainted in Garth Tander's Holden Racing Team livery, took a comfortable pole position and victory in the opening race before running dry on the slow-down lap.

After needing a tow back to the pits, Wood found that there was insufficient fuel to make it out for both race two and the CNC Sports and Saloons race he was also scheduled to take part in.

Wood was joined on the grid by Andy Robinson in the ex-Paul Weel Ford Falcon. Painted in Craig Lowndes' 2001 Supercar colours, Robinson looked set for the win before spinning out of the lead at Cascades, handing Andy Wilson victory in a seven-litre Holden Monaro – once piloted by Peter Brock in the Targa Tasmania rally.



Colburn will be a guest entry in first round of the season at Silverstone

First current Clios enter Michelin series for this season

The first of the current-model Renault UK Clio Cup cars to take part in the Michelin series have been revealed.

The Michelin Clio Cup Series has added a new Sport Series class for this year that permits both earlier and newer cars to join the category's third generation machines that

compete in the Road and Race divisions.

Clio Cup regular James Colburn will tackle this weekend's season opener at Silverstone in a current Clio while Tyler Lidsey will also race one with the MRM squad. "It will be interesting to see how the fourth-generation RS

Clio 220 runs in the new Sport Series," said Colburn, with the 220 cars only being permitted to run on road tyres.

"It should be very exciting, and with a variety of cars on the grid it should make for some fantastic racing. I can't wait to get to Silverstone and get started!"

Mustill makes racing return in ex-British GT Nissan GT-R at Oulton

Former GT driver Nigel Mustill claimed a top five finish with an ex-Alex Buncombe Nissan GTR in its CNC Heads Sports and Saloons debut at Oulton Park.

Mustill, who had retired from racing in 2017, was tempted back after acquiring one of RJN Motorsport's remaining cars, which previously competed in the

Blancpain GT Series and British GT. "Because Nissan pulled out of Blancpain and British GT to focus on Formula E, these cars became obsolete and I couldn't resist the temptation to go and buy one," explained Mustill.

"I haven't been in a car for two years but I thought it would be a bit of fun to jump back into a car

like this. It's been driven by Struan Moore and Alex Buncombe previously, all the RJN drivers basically so it's been in some good hands."

Mustill finished fifth after a bizarre safety car mix-up limited the race to three competitive laps. He has listed "two or three other rounds and possibly a GT Cup race" as his plans for the rest of the year.



Ex-Buncombe Nissan took a top five finish in CNC series



New Alfa Mito and Lancia Delta Integrale (inset) joined Alfa grid at Brands

New cars join the Alfa Romeo Championship at Brands Hatch

The Alfa Romeo Championship was bolstered by new entries at Brands Hatch last weekend.

Ben Sharich, who also drives a Taranis in Britcar, debuted a Mito, only the second of its kind to be raced. Prepared by Dave Peddie, who also built and raced a Modified-class Mito in 2014-15, the project arose from a chance meeting between Sharich and David Faithful of the Mito Register.

The car turned a wheel for the first time in qualifying, and was late to the grid for its first race

after a last-minute overheating issue. Sharich finished both races and was third in the Power Trophy class in race two.

A development programme is now planned, incorporating a new ECU and installing a mechanical differential, as well as set-up work.

"When it got its third lap in qualifying I started welling up because I thought, 'we've done it,'" said Peddie, who hopes to build further examples.

Richard Thurbin's Lancia

Delta HF Integrale also joined the grid after outings in the Classic Sports Car Club's Modern Classics series. Built by John Shields, whose JSM outfit ran Alfa 147s in the British Touring Car Championship, the four-wheel-drive machine overcame a broken gear linkage in qualifying to finish second in both races.

Thurbin took advantage of new rules introduced in 2018 that allowed cars from other Italian marques to compete for points.

FORMULA E: CHINA

Alex Kalinauckas watched a tense showdown in China

CRAFTY CHAMP VERGNE SPOILS ROWLAND'S DAY IN CHINA

Photos: LAT



Vergne pounced late on for victory



Vergne took his first win of the FE season

Oliver Rowland finally got the Formula E result he had long deserved at Sanya last weekend with a narrow second-placed finish to reigning champion Jean-Eric Vergne showing the progress he has made.

After being announced as a last-minute replacement for Toro Rosso and Formula 1-bound Alexander Albon in the Nissan line-up, Rowland had made a fairly low-key start to the season. He finished seventh in Saudi Arabia, but could only take 15th place in Marrakech, and he crashed out in Santiago, as did his pole-sitting team-mate and long-time race leader Sebastien Buemi.

Then came Mexico – the moment that Rowland really announced himself to the FE field. After topping the group qualifying running, he wound up fourth on the grid and then put in a dramatic dive at Turn 1 to seize second from none other than Audi's Lucas di Grassi. He was in the scrap for victory throughout that race, and might even have taken his first FE podium had Nissan not suffered its embarrassing double exit after an energy management software miscalculation.

In Hong Kong, Rowland went two better, qualifying second and moving into the lead on the run to Turn 1. But that race would prove to be another false dawn as he lost first place when he accidentally activated the full course yellow button on his steering wheel while under intense pressure from Sam

Bird, and later retired after getting involved with several clashes.

Sanya, though, was his moment to shine and he duly took pole after Buemi crashed in qualifying.

But given the immense pace his DS Techeetah squad had shown in the first two rounds of the season, it was Rowland's fellow front-row starter Vergne who started the race as the favourite. But Nissan has been gaining pace and confidence with its package and so it was not a surprise to see Rowland lead the early stages after rocketing off the line.

What was perhaps less surprising was to see a gaggle of cars quickly start to form behind him and Vergne, with Antonio Felix da Costa, Daniel Abt, Alexander Sims and later Andre Lotterer, Robin Frijns and di Grassi making it a big battle for first. Although he had performed admirably in Mexico, Rowland is still an FE rookie and that showed as throughout the race he had slightly less usable energy than his rivals.

Not that that mattered for lap after lap, as Rowland's defence looked to be unbreakable. He had Vergne covered at every major braking point, particularly the big stop going into the tight hairpin of Turn 8. And so, for 18 of what would become a 36-lap race, Rowland's defence held.

But then Vergne produced a moment of magic. He lulled Rowland into a false sense of security regarding the final corner by "lifting extremely [early] so he saw that I was never ever close to him". This meant Rowland left the inside unguarded and on lap 20, Vergne made his move. And what a move it was. A majestic late dive to the inside, a locked brake

but not out of control, Vergne nipped fully alongside before the "surprised" Rowland had a chance to mount a rebuffing move, and he edged ahead at the apex.

Job done, Vergne shot clear, immediately using his first attack mode activation, with the pack behind keen to exploit Rowland's sudden vulnerability. Da Costa had the strongest go, but some rather robust defending from Rowland meant he kept second. In a way, this did have dire consequences as the already bunched leading pack were now full-on scrapping, and it cost Sims dearly.

With Lotterer on his outside, the BMW Andretti driver "had nowhere to go" and he hit the inside wall at the right of Turn 5, which shattered his right-rear and caused him to come to a halt mid-way down the ensuing long curve of Turn 7. Red flags had to be shown and so Vergne brought them back to the pits.

When the race resumed, Vergne led the nine-lap dash to the flag throughout, but it was a nervous finish for his team. Although Vergne claimed he was unaware in the cockpit, he was under investigation for not staying within 10 car lengths of the safety car, which had taken the pack out of the pits – where the majority of the field took their second and final attack mode usages.

But the stewards gave him a reprimand for the infringement and his win was confirmed just after he had crossed the line, with Rowland, who agreed with his team's call to "secure the result" after missing so many points early in the season, finally taking his first FE podium. Da Costa completed the rostrum ahead of Lotterer and Abt.

"I'm one side happy and I'm one side a little bit disappointed as well," Rowland reflected afterwards. "I had a good opportunity today. Me and JEV did a good job. He surprised me. I knew he was going to surprise me at some point. But I was struggling a lot [with energy management]. I had to lift very early. But yeah of course I'm very happy with the podium. It's been a while coming."

RESULTS

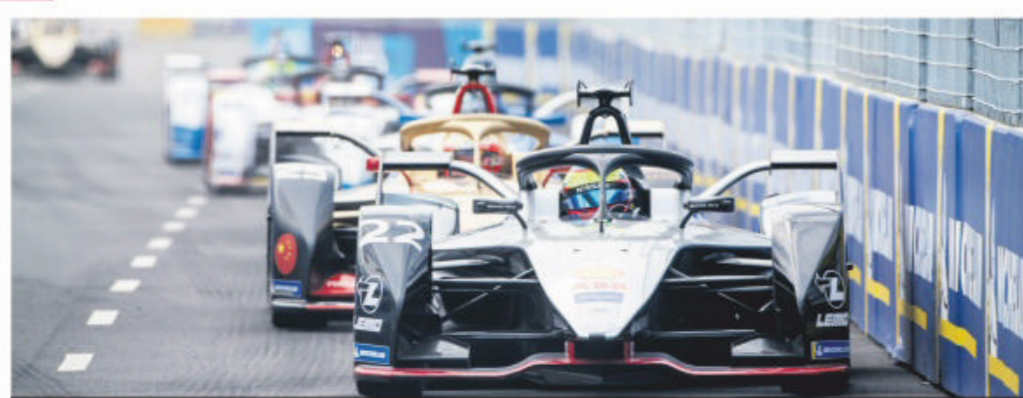
Round 6/12, Sanya (CHN), March 23, 36 laps – 53.201 miles

POS	DRIVER	CAR	TIME
1	Jean-Eric Vergne (FRA)	DS Techeetah-DSE-Tense FE19	1h02m50.185s
2	Oliver Rowland (GBR)	Nissan e.Dams-Nissan IM01	+1.762s
3	Antonio Felix da Costa (PRT)	BMW-BMW iFE.18	+3.268s
4	Andre Lotterer (DEU)	DS Techeetah-DSE-Tense FE19	+4.631s
5	Daniel Abt (DEU)	Audi Sport Abt-Audi e-tron FE05	+5.972s
6	Jerome d'Ambrosio (BEL)	Mahindra Racing-Mahindra M5Electro	+17.340s
7	Pascal Wehrlein (DEU)	Mahindra Racing-Mahindra M5Electro	+18.367s
8	Sebastien Buemi (CHE)	Nissan e.Dams-Nissan IM01	+19.405s*
9	Mitch Evans (NZL)	Jaguar-Jaguar I-TYPE 3	+20.646s
10	Felipe Massa (BRA)	Venturi-Venturi VFE-05	+27.739s
11	Oliver Turvey (GBR)	NIO-NIO 004	+31.453s
12	Tom Dillmann (FRA)	NIO-NIO 004	+32.654s
13	Edoardo Mortara (CHE)	Venturi-Venturi VFE-05	+38.208s**
14	Robin Frijns (NLD)	Virgin Racing-Audi e-tron FE05	-1 lap
15	Lucas di Grassi (BRA)	Audi Sport Abt-Audi e-tron FE05	34 laps/accident
R	Nelson Piquet Jr (BRA)	Jaguar-Jaguar I-TYPE 3	21 laps/accident
R	Alexander Sims (GBR)	BMW-BMW iFE.18	20 laps/accident
R	Gary Paffett (GBR)	HWA-Venturi VFE-05	13 laps/driveshaft
R	Jose Maria Lopez (ARG)	Dragon Racing-Penske EV-3	10 laps/technical
R	Stoffel Vandoorne (BEL)	HWA-Venturi VFE-05	1 lap/accident
R	Sam Bird (GBR)	Virgin Racing-Audi e-tron FE05	0 laps/accident
R	Felipe Nasr (BRA)	Dragon Racing-Penske EV-3	0 laps/technical

* = 10s penalty for causing a collision. ** drivethrough penalty converted to a 16s time addition. Winner's average speed: 50.799mph. Fastest lap: Vergne 1m09.965s (75.454mph).

Super pole: 1 Rowland 1m07.945s; 2 Vergne 1m08.045s; 3 da Costa 1m08.122s; 4 Abt 1m08.331s; 5 Sims; 6 Buemi. Qualifying: 1 Buemi 1m07.670s; 2 da Costa 1m07.951s; 3 Sims 1m07.957s; 4 Rowland 1m07.958s; 5 Vergne 1m08.303s; 6 Abt 1m08.358s; 7 Lotterer 1m08.371s; 8 d'Ambrosio 1m08.372s; 9 Wehrlein 1m08.455s; 10 di Grassi 1m08.468s; 11 Mortara 1m08.504s; 12 Frijns 1m08.546s; 13 Vandoorne 1m08.560s; 14 Lopez 1m08.568s; 15 Massa 1m08.585s; 16 Bird 1m08.641s; 17 Dillmann 1m08.800s; 18 Nasr 1m08.823s; 19 Turvey 1m08.923s; 20 Evans 1m08.955s; 21 Paffett 1m09.072s; 22 Piquet 1m09.399s.

Championship: 1 da Costa 62; 2 d'Ambrosio 61; 3 Vergne 54; 4 Bird 54; 5 di Grassi 52; 6 Mortara 52; 7 Abt 44; 8 Frijns 43; 9 Lotterer 41; 10 Wehrlein 36.



Rowland's star began to shine with second spot in the Sanya race



Former points leader Sam Bird pulled up after opening-lap contact

Industrial/Storage Premises Chipping Warden Barns, Appletree Road, Chipping Warden, OX17 1LH



**15,604 Sq Ft Premises Set On
1 Acre Self-Contained Site
For Sale £715,000 or To Let £65,000 pax**

WHITE COMMERCIAL SURVEYORS LTD

Charter Court, 49 Castle Street
Banbury, Oxfordshire, OX16 5NU

01295 271000

whitecommercial.co.uk

white
commercial.co.uk

HISTORICS

DOWN THE WORKSHOP

FORD ESCORT Mk2

Current owner: Paul Holmes

It has a good history

"This is an ex-David Sutton Motorsport car, which was run by the Chequered Flag team at one point and then driven by Judy Simpson on the Scottish and the RAC Rally in 1979. We know that she took it to Ypres and it broke the gearbox. It was in the same livery as we have it now."

It is very original

"I bought it in 2013. I think it went to Ireland and had been with a few collectors over the years. It is not as valuable as a works car, because it was a sub-contract car from David Sutton. However, everyone who has ever looked at it says that it is an original bodyshell and the engine numbers match. The gearbox is also stamped as David Sutton, but it was probably from another of his cars."

It came in plain white

"When I first got the car I spoke to Gartrac and they knew the car, so everything goes back to it being authentic. I bought it from a trader and it was a non-runner and in white at the time. So it was the wrong colour and a completely blank car."

He has carefully rebuilt it

"We took the engine out and got it rebuilt, but not modified. I wanted it back exactly as it was. We stripped and rebuilt the suspension and did a complete soft rebuild. In period it was sponsored by Carello, so I need to get some correct spotlights for it. I want to get it completely right, as that's what I enjoy doing. I just love the car."

He only does demonstrations

"I only do Race Retro and we've been to the demo events at Donington Park and Castle Combe. I'm not going to use it in competition and I use an Ford Escort RS2000 on historic stage rallies. It would break my heart if this got damaged as it has been a boyhood dream forever since seeing Roger Clark in the forests on the RAC Rally."

It is used sparingly

"I've had it running since 2014 and it mainly sits in a bubble and I just bring it out for things like Race Retro, because I'm desperate to drive it. It is a handful to do it justice."



The Escort is a handful

WRC MACHINES FOR SHELSLEY

Nostalgia event to feature classic motors



Subarus will pack out Shelsley Walsh venue

By Paul Lawrence

A spectacular field of 45 period rally cars, including seven ex-works Subaru Imprezas, will contest the Classic Nostalgia Weekend at Shelsley Walsh on June 15-16.

The Ralli22 event, organised by Steve Davies, will be the biggest rally car field so far at the famous hillclimb venue, featuring a celebration of

Group A, Group B and World Rally Cars spanning 22 years.

"The quality of the cars is quite exceptional and 80% of them, or more, will be competing, so it is going to be quite competitive," said Davies. "The others will do demonstration runs and the rally cars will be running on both days."

A special feature of the event will be seven ex-works Subaru Impreza World Rally Cars, which could be the most

examples ever together at one event in the UK.

The Imprezas range from 1997 to 2003 and include three ex-Colin McRae cars from Argentina (1997), the Safari (1998) and Monte Carlo Rally (1999). Two ex-Juha Kankkunen 1999 cars (1000 Lakes and Network Q Rallies) will be there along with Petter Solberg's 2003 Monte Carlo car.

Ralli22 is for cars from 1982 to 2004, and participants can

include Group B cars that were banned from rallying in 1986.

The Shelsley Walsh entry includes the Lancia 037 of Rob Whitehouse, the popular Ferrari 308GTB of Tony Worswick and crowd-pleaser Dave Wright in his ex-Carlos Sainz Ford Focus. Tristan Bailey will return with the rare Mitsubishi Evo WRC, while the field will also include examples of the Ford Escort Cosworth, MG Metro 6R4 and Lancia Delta Integrale.



Fletcher will handle Chevron in a variety of historic events

Fletcher to race a Chevron in Masters events

Historic F1 racer Henry Fletcher has added a Chevron B26 to race alongside his March 761 in Masters events this season.

Fletcher, son of 1960s and 1970s racer Andrew, made his Historic F1 debut last season after racing extensively in Caterhams, Radicals and GT cars. The Jagermeister-liveried March is one of the few cars that can readily accommodate the 6ft 5in Londoner.

"We got the March better through last season and Martin O'Connell has done more work over the winter," he said. "I'm going to have a good go at the Historic F1 Championship this season."

Fletcher will race the Chevron in Masters FIA Historic Sports Car races as well as some Classic Endurance races. It will run an FVC engine to suit Masters regulations.

Woodcock to tackle R.A.C. Rally in 2019

Guy Woodcock will contest November's Roger Albert Clark Rally in his Pinto-powered Ford Escort Mk2 as he returns after five years out of forest rallying.

Woodcock says that his commitments as a senior organiser with the Historic Endurance Rally Organisation (HERO) make it difficult to fit in rallies for himself.

But five years on from finishing a class-winning fifth overall on the 2014 Roger Albert Clark, he will be back in the forests. "It's all I'll have time for this year," said Woodcock. "But I'll need to do a rally or a test for a shakedown."

The car is now being stripped and checked in preparation and Guernsey-based Will Rutherford will be co-driving.



Woodcock will return for a competitive outing on the R.A.C.

Iconic rally cars to line up on the Mintex Rally Yorkshire for retrospective fun

A host of period rally cars and drivers will line up in York on Saturday April 28 for the Mintex Rally Yorkshire, the latest retro event from the team led by Tim Nash.

Building on the success of last October's Lombard Rally Bath, around 100 cars will gather at the Principal Hotel in York. Trios of Metro 6R4s, Alpine A110s and Audi quattros

will be joined by a BMW M3, a Lancia Stratos and a Ford RS200 for a non-competitive tour of venues formerly used on the Mintex and RAC Rallies.

Starting at 0800hrs, the route will include Bowling Park in Bradford, Harewood hillclimb, Bramham Park and Leeds East Airport, the former RAF Church Fenton.

'Nuthall back to Historic FF1600'
Plans revealed, below

Photos: Paul Lawrence



IN BRIEF

Pam McCarthy
MN is sad to report the recent death of Pam McCarthy, one of the key figures in the MGB racing fraternity. Pam's late husband Roy was a successful MGB racer and, as well as supporting his racing, Pam took a major role in the MG Car Club's BCV8 Championship. Sons Russell and Spencer followed their father into MGB racing and continued his winning ways.

Bumper F2

The grid for the opening round of the Historic Sports-Car Club's Historic Formula 2 FIA International Series at Hockenheim is now more than half-full, six weeks ahead of the event. The Jim Clark Meeting at Hockenheim on April 26-28 has already taken 22 Formula 2 entries from seven countries. The second event on the schedule is the Masters Festival at Brands Hatch at the end of May.

Silver Fern is go

The date for the next edition of the Silver Fern Rally in New Zealand has been announced. The 2020 event will run for seven days from November 29 through to December 5, covering 650 stage miles. The organisers are also working on supplying route notes for the first time in line with competitor feedback.

Nuthall is back

Will Nuthall will rejoin the Historic Formula Ford grid at his local track of Donington Park for this Saturday's season opener. His Jamun T2 has not run since Oulton Park last August due to time commitments at the family IN Racing business and the recent arrival of a daughter Emilia for Will and his wife Sophie.

Fowler for F2

As well as preparing three Historic Formula 2 cars for customers this season, multiple Historic Formula Ford champion Neil Fowler hopes to contest the Historic F2 races at the Silverstone Classic in July. Recent F2 convert Dan Clayfield will race his Fowler-tended March 722 but also has a later 782 that should be ready for Fowler to race at Silverstone.

La Vie en Bleu

Although the 'La Vie en Bleu' event at Prescott (May 25-26) is primarily a celebration of French and Italian cars, it will also feature a class dedicated to ERAs. The 1930s British racing cars were highly successful in the early years of Prescott and a strong field is expected. Representing Italian cars will be demonstration runs by the Beast of Turin, Duncan Pittaway's 1911 Fiat S76 land speed record car.

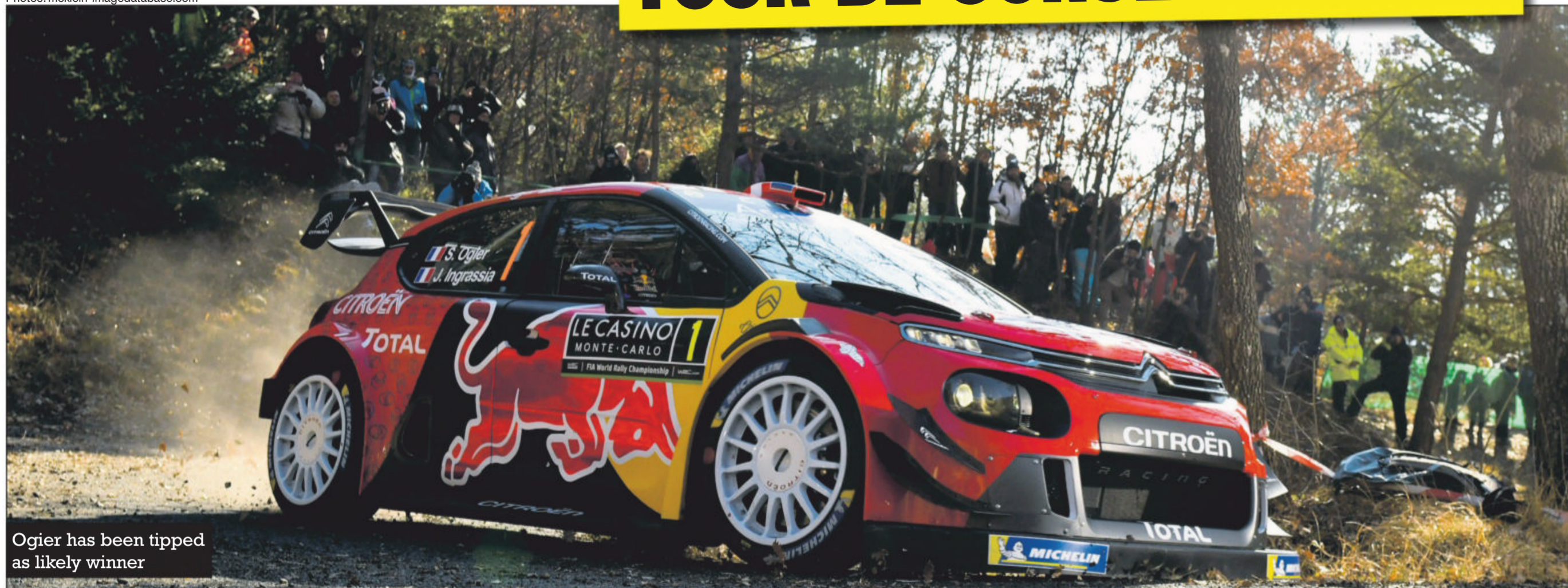
Escort Fiesta

Following the success of the dedicated Ford Escort races at Brands Hatch last September, the Historic Sports-Car Club has committed to running two double-header weekends for the cars this summer. The four races, at Cadwell Park (June 16) and Brands Hatch (September 21), will be open to a range of race-prepared Escorts running to period specifications.

RALLY NEWS

TOUR DE CORSE PREVIEW

Photos: mcklein-imagedatabase.com



Ogier has been tipped as likely winner

WHO CAN STOP OGIER ON TOUR DE CORSE?

Reigning champ has the best seat in the house

By David Evans

There is no such thing as a dead cert in the World Rally Championship these days. But, according to his rivals, Citroën and Sébastien Ogier are the next best thing ahead of this week's Tour de Corse.

Ogier won in Bastia 12 months ago – driving M-Sport's Ford Fiesta WRC – but this time around he's in Citroën's C3 WRC, a car reckoned to be the weapon of choice around and between the island's famed 10,000 corners.

Winner of two of the first three WRC rounds of the season, Ogier said: "We know about the qualities of the C3 WRC on Tarmac. Our pre-event testing was really productive and the feeling was good in the car. Clearly, I'm also very keen to do well at our home round of the championship and keep our good run of form going."

Kris Meeke dominated the early Corsican running and

only missed out on a 2017 victory after an oil problem slowed his Citroën C3 WRC. The Dungannon driver expects Ogier to show his strength this week, saying: "Mexico and Corsica are two events where the [Citroën] car is strong – we know that. I won Mexico and could have won Corsica, so it's not unexpected to see him winning [Mexico] and we know what they can do this week."

Meeke's fellow former Citroën driver Dani Sordo is another man who's expecting the Velizy-built machine to set the pace.

"The Citroën will be amazing there," said the Spaniard. "We still have a little bit of work to do with our car and this week won't be easy against [Ogier] and also the Toyotas – they have fast drivers and good cars."

Championship leader Ott Tänak arrives on the island four points clear of Ogier having stood on every step of the podium in the first three rallies of the year –

with his only victory coming in Sweden last month.

Typically, the Estonian wasn't giving away too much about his preparations – and was unwilling to cede any sort of psychological advantage to Ogier, saying: "The Citroën's not so bad. But let's see, I think we have something quite good as well..."

Citroën drivers Ogier and Esapekka Lappi arrive at the Thursday night start in Portovecchio with the most relevant testing of any of the crews – with each driver having two days' running time at the wheel of the C3 WRC in Corsica last week.

Team principal Pierre Budar admitted victory this week would mean more, coming on Citroën's home territory.

"Obviously, the French round of the WRC is a special event for us and in front of our home crowd, we're determined to finish on the podium for the fourth time in as many races," he said. "But, we know just

how unforgiving these roads can be, especially as this year's itinerary focuses on endurance. And, at this time of year, the weather can also be fairly unpredictable. In any case, Sébastien and Esapekka have both shown undeniable speed on these types of road, as has the C3 WRC, and preparations in Corsica last week mean that we come into the rally in good shape."

Former karter Lappi is looking forward to his first all-asphalt outing in a C3 WRC.

"I've always really enjoyed this event," said the Finn. "I love driving on clean Tarmac here or in Catalunya. My aim is to be at least as competitive as I was last year [when he finished sixth]."

The endurance element of the event comes from a service-free Friday, where the cars compete on stages in the island's far south, 100 miles away from the sanctuary of the teams in the Bastia service park.



Bugalski (third left): first Citroën winner

Citroën on brink of making history

A Citroën victory at this week's Tour de Corse would make the French manufacturer the joint most successful marque on its home round of the series. Lancia currently tops the table with 10 wins.

Citroën has won on Corsica six times, but a hat-trick of victories on the Alsace-based Rallye de France in 2010, '11 and '12 means Budar's squad stands on the verge of writing history in Bastia.

Philippe Bugalski

delivered a maiden home success in 1999. Bugalski and his Xsara kit car became the first combination to win the Tour of Corsica in a two-wheel-drive car since Bernard Béguin's 1987 victory at the wheel of a Prodrive-prepared BMW M3.

Two years on and Jesus Puras won in the Xsara WRC. Loeb took the first of four straight wins in 2005 – and did it in some style by setting fastest time on every one of the 12 stages in the Xsara.

MN HISTORIC RALLY CAR REGISTER HITS NORTH YORKSHIRE

PAGE 24



The Strength of Experience



Tel: +44 (0) 1952 582 825

Fax: +44 (0) 1952 582 821

speedline

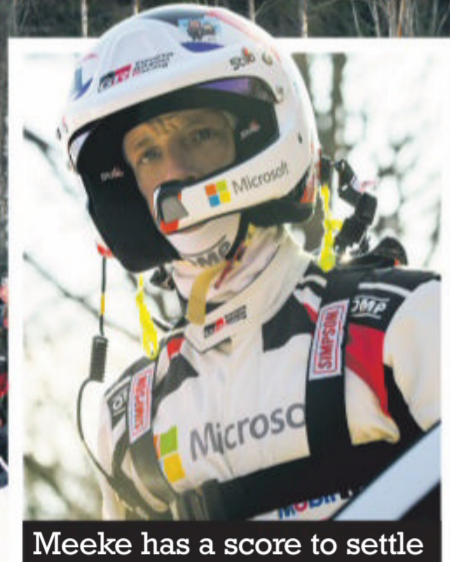
Corse

e-mail: info@speedlinecorse.co.uk | website: www.speedlinecorse.co.uk

'Why Tour de Corse is under threat'
MN special analysis, p20



MEEKE AIMS TO FINISH BUSINESS IN CORSICA



Meeke has a score to settle



Toyota man: strong start

Kris Meeke is hoping a revised Tour de Corse route will help him finish the job he started in Bastia two years ago.

The Northern Irishman rocketed into the lead on the WRC's 2017 visit to the French island, winning three of the first five stages to build a 16-second lead over Sebastien Ogier. Meeke's hopes of a maiden Corsican win were ruined when a broken connection forced the C3 WRC out with a major oil leak.

Last year he was running second when the Citroen went off the road after a rare error from co-driver Paul Nagle.

The route for this week's rally is 80% new to all the crews, placing a significant emphasis

on the recce for the season's first all-asphalt event. That's good news for Meeke.

"This rally's going to come down to who's on it on the recce," said Meeke. "It's so important to get the notes working on a blind bit of road, I've enjoyed that in the past and I'm really looking forward to it this week. I've gone quite well on new roads in the past – we've just come back from Mexico and I remember when they added a new section at the start of the [E] Chocolate stage and I cleaned everybody on it.

"Like I said, the crucial thing is the notes, it's so easy to get caught out if they're not perfect."

This week will be Meeke's

debut in a Toyota Yaris WRC on an all-asphalt event. He and co-driver Seb Marshall tested well in Corsica earlier this month, but the only indication of dry asphalt pace came on the snow-free stages of Monte Carlo.

"The bits in Monte which were really dry like Corsica were the shakedown and the powerstage," said Meeke, "and they worked quite well for us..."

He was fastest on both. Just the first two Saturday morning stages remain untouched from last year (although the leg-two opener Cap Corse has had six miles lopped off the start). The remainder of the stages have been tweaked from last year or – in the case of Friday's roads in

the Alta-Rocca region – back for the first time since 1989.

Ogier said the new route would bring added pressure.

"We have seen the route change quite a lot in Corsica before," he said, "which has meant I have often had to get to grips with new stages and that tends to suit me. It adds a bit of stress and adrenaline and it can lead to there being bigger gaps than usual. When the stages are new for everyone, the difference comes from who does a good job during recce and then has confidence in their pacenotes to push right from the word go."

The word from the organisers is that the new stages are generally faster and wider than the traditional Corsican roads.

Rovanpera determined to kickstart his WRC 2 Pro charge

Skoda factory driver Kalle Rovanpera chases his first WRC 2 Pro win of the season on his first ever trip to the Tour of Corsica this week.

The Finn started this season as the favourite for the inaugural WRC 2 Pro title, but has tripped up on the first two rounds, sliding into the back of Teemu Suninen's Ford on the season's first stage and then sliding into a Swedish snowbank on round two.

He's determined to make

up for those moments in Corsica this weekend.

Rovanpera told MN: "Corsica won't be an easy rally, it can be one of the toughest of the year – I didn't go there before and we didn't test in Corsica, so finding the right set-up for the car could be quite tricky."

While Rovanpera missed the last round of the championship in Mexico, he busied himself making a Red Bull video with snowboarding

countryman Eero Ettala.

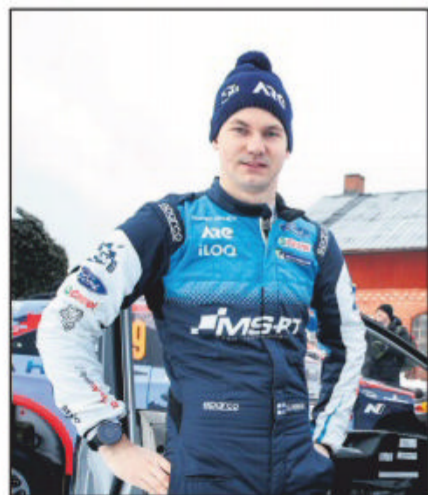
The 18-year-old will face just one WRC 2 Pro rival in M-Sport driver Lukasz Pieniazek on the French island.

Competition in WRC 2 is stronger with 16 crews chasing a win in the R5 category, including Briton Rhys Yates (Skoda Fabia R5).

This week's WRC counter boasts a 96-car entry, bolstered by 13 Junior WRC Fiesta R2s.



Promo video has kept Rovanpera busy



Teemu Suninen: under orders

M-Sport tells Suninen that he must finish in Corsica after 2019 errors

Teemu Suninen's World Rally Car debut in Corsica comes with a message from M-Sport's team management saying he's required at the finish without the need for superally this week.

The 25-year-old Finn, who is in his first full season in a World Rally Car, has crashed on the first three rounds of 2019. M-Sport team principal Rich Millener says enough panels have been beaten in the first quarter of the year. Suninen went off the road on the

first stage in Monte Carlo and the first stage proper in Mexico. Between those events, he set fastest times and ran second before sliding off in Sweden.

Millener told MN: "We have to regroup for Corsica. We can't afford this much damage again. We had Sweden where his speed was really good, but effectively he had two accidents [in Sweden] and then we had damage in Mexico as well. Definitely he needs to finish in Corsica."

While Suninen hasn't competed at the sport's highest level in Corsica, he has a good grasp of competing on asphalt, having raced at a world level in karting before switching to rallying.

"I did start in karting," said the Ford Fiesta WRC driver, "but that's different to mastering a World Rally Car! The most important thing is to finish the rally with no problems. If we can do that it will make the next part of the season mentally so much easier."

Camilli hopes strong WRC 2 Corsica result could prompt a deal for the remainder of 2019

Volkswagen test driver Eric Camilli is hoping a strong return to WRC 2 in Corsica will boost his chances of a season-long campaign.

Camilli, who finished second in WRC 2 in 2017, drives a Volkswagen Polo GTI R5 from Bernard Munster's BMA

team in Bastia this week.

The former M-Sport factory driver told MN: "I'm looking forward to being out competing again. At the moment, there's nothing sorted after Corsica, but I'm working on it. I'm still doing some testing with Volkswagen and it would be great to do

something officially with them again – I really enjoyed driving with Petter [Solberg] in Spain last year; it would be nice to do this again."

Camilli and Solberg joined forces to give Volkswagen's Polo GTI R5 its debut in Catalunya. Both set fastest times, and the

Frenchman was in the top three times on 10 of the 14 stages before his hopes of a class win were blown by a day-two transmission problem on his Polo.

Camilli won last time he was on the French island, taking a Fiesta R5 to victory on September's Rallye National del Corte.

GROUP RALLYING EDITOR

DAVID EVANS

"Drivers fined for doing what they were told"



You're right, it is Corsica week and you're right to expect Didier Auriol, Sandro Munari or, at the very least, a Lancia Stratos to feature in the sentences which follow.

Come back next week for more of that.

For now, there's something I've been meaning to discuss with you. A few of the more eagle-eyed among you might have noticed a few stewards' decisions flying about on the final day of Rally Mexico. These decisions were focused on a breach of not just Article 20.1.3 of the WRC's Sporting Regulations, but also Article 12.1.1.h of the FIA's International Sporting Code. The decision left the drivers in question (most of the factory drivers) with a €3000 (£2566) fine.

The crime in question?

Before the start of the opening stage in Mexico, the drivers were presented with a relatively open area – an area they used to scrub gravel tyres to offer improved grip on the Tarmac streets of Guanajuato which lay before them.

The drivers were, we're told, encouraged by some officials to 'put on a bit of a show' for the fans before the start of the stage and, if they wasted some rubber at the same, then so much the better.

Then the stewards got involved and took a dim view of this 'dangerous driving'.

Is it just me that struggles with the irony of this one? Granted, there wasn't a vast area for the drivers to make donuts, but it seems a bit harsh to penalise the crews for trying to improve the grip from their cars before sending them over one of the most dangerous and pointless artificial jumps in the sport's recent history. A jump let's not forget, which had gone unchecked by the FIA and was made of steel which bent and deformed after a handful of cars. And all of that in front of a pile of spectators who – and, admittedly, this might just have been the camera angle – looked quite close to the action.

Throwing stones out of a glass house is a dangerous business.

Enough of that.

To Llandudno. Finally, to Llandudno. I couldn't agree more that we owe Deeside a debt of gratitude for getting Wales Rally GB out of Cardiff, but the move to the seaside town's five years overdue. Llandudno's a rally town and has been for years. It hosts the Cambrian, which remains one of Britain's best, and now, of course, it hosts Britain's rally champion in Matt Edwards.

Cheltenham in 1999 was the last time our round of the World Rally Championship had a real rally town feel to it. Cardiff's Rally GBs were most serviced out of Swansea or Builth Wells apart from those latter-day disjointed efforts at keeping everything and everybody in the bay – only to have the field spread over numerous car parks so far apart separate in and out controls were needed for the same service.

No doubt Llandudno's going to have to be spread over a couple of streets, but at least a sizeable population will be left in no doubt that the world's best rally drivers are in town. And, come Sunday night, quite possibly in their local.



AGREE/DISAGREE?
letters@motorsport-news.co.uk

RALLY NEWS

Photos: ERC Media, mcklein-imagedatabase.com

Epic route for May's Rally Chile

The full route for Chile's maiden World Rally Championship event will be one of the most interesting of the entire season, according to officials from the Concepcion-based rally.

May's Rally Chile is the culmination of a three-year effort from the local organisers and those efforts have been rewarded with a three-year deal to remain on the WRC calendar.

Talking about the proposed 17-stage route, rally chairman Felipe Horta Caceres said: "We are convinced this will be one of the most attractive rallies on the calendar, with the best and safest roads and the necessary elements contained within it to provide a great show."

Running through the foothills of the Andes mountains, the Chilean stages will offer a forest-type surface not dissimilar to those experienced on Wales Rally GB.

Temperatures are expected to hover around 15 degrees as the event runs in the southern hemisphere's autumn.

On the 200-mile competitive route, the longest stage will be El Puma on Friday May 10, the event's first full day of rallying, at 19 miles.

The shortest is a Concepcion spectators stage which runs to 1.36 miles.

Entries for the WRC's sixth round of the season are capped at 70 and the list will be issued on April 9.



Mikkelsen will get limited chances



Mikkelsen: disappointment

MIKKELSEN FRUSTRATED TO MISS TARMAC EVENTS

Norwegian annoyed by time on the sidelines

By David Evans

Benched Hyundai driver Andreas Mikkelsen has explained his fears for this week's Tour of Corsica to Motorsport News.

The Norwegian was scheduled to join either Dani Sordo or Sebastien Loeb alongside Thierry Neuville in Bastia, but will instead be conducting a gravel development test for Hyundai. The only comfort for Mikkelsen this week is the news that he is back in the car for the next two gravel rallies in Argentina and Chile, where he's joined by Sordo in Villa Carlos Paz and Loeb in Concepcion.

Sources in the team have, however, indicated it will be difficult for Mikkelsen to return to the squad on either of the predominantly asphalt rallies in Germany or Spain later this year, with Hyundai likely to retain the Neuville-Loeb-Sordo line-up.

"I'm motivated to come back," said Mikkelsen, "but the problem I've got is that I can't show what I can do on Tarmac when I'm driving on gravel."

"I'm disappointed, really disappointed not to be in Corsica – I want to fight for the championship and that's not possible when you are not driving all the rallies. OK my results were terrible on Tarmac last season, but it was also while I was understanding how the car works. I tried to make it like a [Volkswagen] Polo [R WRC]. I made the car

reactive, but then I lost the grip. But I understood that now. Before Monte Carlo at the start of the year, I said: 'OK I will drive like the last five years and I will show I am fast I can be...' and we were on third position when I crashed. Now I'm afraid I will not get that chance to show we have the speed on Tarmac. It's very disappointing."

Mikkelsen said he remained confident in his own abilities, adding: "I didn't change as a driver. For three years at Volkswagen we were top three in the championship and I felt, in the end, we were the only one that could challenge [Volkswagen team leader Sebastien] Ogier in 2016. I am the same driver, but when you're not 100% with the car, it's different."

Mikkelsen felt the team made a breakthrough, finding a much more stable set-up ahead of Rally Mexico earlier this month. There was less understeer from the i20 Coupe WRC, but the Korean firm's lack of pace in North America shows there's still work to do.

"The car is better," he said. "I like more precision from the front of the car than Thierry, I like to drive more with the front. I've had to get used to the car sliding more. But we're all working on it."

Hyundai's progress on asphalt this week could be tough. As one team source pointed out: "Look at the dry stages in Monte: Seb was pushing hard and [Jari-Matti] Latvala, who admitted he was driving badly, was still able to take time out of him in that Toyota..."



Loeb and Sordo ready to be reunited at Hyundai

Dani Sordo says he welcomes the chance to share a team with Sebastien Loeb for the first time in six years at this week's Tour of Corsica.

The Hyundai pair spent five seasons working together at Citroen before Sordo moved to Mini. Back in the French squad for 2013, Sordo was team-mate for Loeb's three DS3 WRC outings which were then reckoned to be his WRC farewell tour. Loeb has always rated Sordo as his best – and most compliant – team-mate and was among the first to congratulate the likeable Spaniard when he broke his WRC duck in Germany in 2013.

"It's funny to be working with Loeb again," he said. "It's been a long time, but I hope we can do a nice job together. It's a nice rally and this is a nice chance."

This week will only be Loeb's second Corsican start in 11 years. He returned to the island with Citroen last season and, while he went off the road early in the rally, he returned under Rally2 regulations to post three fastest times across the weekend.

"Corsica's a beautiful event," said Loeb. "It's a great place for rallying and as the French round of the championship it is a special atmosphere. It's a technical rally, there are many different types of road with some bumpy places and some fast sections. In fact, it seems to get faster each year. It is tricky to find the right rhythm throughout each stage, and the weather can also play an influential factor – sometimes raining in the mountains but drier close to the coast. Not an easy one, but fun!"



European Rally Championship battler Chris Ingram (inset) scored a podium



Briton Ingram boosted with podium finish on first European Championship round

Despite missing a maiden European Rally Championship win in the Azores last weekend, Chris Ingram has vowed to fight on and keep his 2019 title challenge alive.

Ingram, who is looking to become Britain's first European Rally champion in more than half a century, finished the island event

third, but crucially won the ERC1 Junior class. The Junior competition runs for the next five ERC rounds, with the winning driver receiving €100,000 for their participation on final two European rounds of the season in Cyprus and Hungary.

"I came here to win this rally and I haven't done that," said the Tokport Skoda Fabia R5

driver. "I'm disappointed with the result, especially after the effort and help CarFinance 247 and Andrews Heat for Hire have given me to get here. The conditions were tricky and tough with the rain coming, but that's not an excuse. To be honest, my mind was pretty full of the need to find more money to get to the next round. "I'm not going to beat myself

up about this. I'm going to clear my head and get on the phone to find what's needed to be in the Canary Islands [for round two] in May. It's more than five months since I was in the car last and I've won ERC1, which is a result very much worth having. I'll focus on the positives and stick at it."

The Canary Islands Rally starts on May 2.

Comprehensive motorsport insurance products to keep you on track;

- ✔ Rally damage On Event
- ✔ Accident damage On Track
- ✔ Storage and Transit
- ✔ Liability
- ✔ Personal Accident
- ✔ Track day

Log on to www.ryanmi.com to obtain your online quote

Email – info@ryanmi.com Tel – +44 (0) 1799 524202

Ryan Motorsport Insurance Limited is an appointed representative (557405) of Independent Broking Solutions Limited who are authorised and regulated by the Financial Conduct Authority. Its Financial Services Register number is 312026



*'From FF1600 driver
to team owner'*
Bernard Dolan, p22



Photos: Jakob Ebrey, Martin Walsh

BOGIE: PRESSURE ON CAVE AFTER USING DROPPED SCORE



Cave (r) and James Morgan took the win on West Cork

Former British Rally champion David Bogie believes there is "more pressure" on title rival Tom Cave in the remaining rounds of the British Rally Championship because he has already used his dropped score.

Cave won the latest round of the championship, the West Cork Rally, earlier this month – his first BRC victory since the Rally of Yorkshire in 2012.

His success followed the Cambrian Rally where he retired with three punctured

tyres and as a result he sits fourth in the standings.

Bogie is third in the championship, one point ahead of Cave but 17 points behind leader Matt Edwards.

"There's probably more pressure on Tom now," Bogie said.

"Tom has used his dropped score on the Cambrian so he needs to have strong, consistent scores for the rest of the championship whereas a sixth that we got on West Cork, we can

still afford to drop a round.

"Sixth in the points is something that you can really carry towards the end of the year, anything below sixth is hardly worth counting."

Bogie took second on the Cambrian but had a "difficult" West Cork Rally, losing five minutes on stage six after spinning his Skoda Fabia R5 into a ditch and being given a penalty.

"What had actually happened was when we had spun off the road, Donagh Kelly had come

round and clipped us, and then blocked the road," Bogie explained.

"It was very innocent, he had seen the OK board, and I think it was just the slippery conditions, it was quite narrow passing the car. Obviously I couldn't get by, so that was why the penalty was given.

"They gave me a five-minute penalty from the fastest car, and obviously that dropped me right down to 10th, but we managed to fight our way back up to sixth."

'No more excuses' for McCormack in BRC

Marty McCormack believes he has "got no more excuses" for the remainder of the British Rally Championship season after completing his first rally with a 2018-spec engine in his Skoda Fabia R5.

The Northern Irishman was without the newer engine en route to a podium finish at the opening BRC round on the Cambrian, but managed to fit it in time for West Cork.

McCormack finished fourth in the latest round, despite suffering from differential and suspension issues throughout the rally, and sits second in the BRC standings.

"I've got no more excuses now," McCormack told Motorsport News.

"The new engine has more torque and more horsepower, so overall it's a lot better than the older one. The differences are very small, but to me there is a noticeable change.

"When you look at the season so far, I'm second in the championship but realistically I'm going to need to go flat-out for the rest of the year if I'm to fight for the title. A third and a fourth is not going to be good enough in this championship."

McCormack believes the issues he suffered on West



McCormack is 16 points behind Matt Edwards in standings

Cork are not exclusively Tarmac-related but instead bespoke to Irish roads.

"I think it's specific to Ireland, particularly on the muddy roads with different camber," McCormack added.

"Some stages were a nightmare and then on others like Ardfield, it was as smooth as a race track. It's not something we fully understand but we don't anticipate a similar issue on the Pirelli."



Gass drove Skoda Fabia R5

t R5 outing for Gass on Midland Rally with more events possible

er Irish Tarmac champion n Gass experienced his aste of an R5 car when he eted on last weekend's nd Moto Rally. Gass drover the same koda Fabia R5 which obert Barrable used on e West Cork Rally the before.

ngside co-driver Enda Sherry, Gass managed to finish

the event in sixth place and won his class.

In comparison with the many World Rally Cars he has driven, he said: "You have to try in this car, it will not do it for you but it's unreal.

"You will always be slow on the first loop in any new car, but we got better as the day went on.

"The car is perfect, we changed the front and back differentials during the week and did a

bit with the dampers too. I really wasn't interested in the times, I just wanted to get on and drive it."

Gass confirmed he was looking to do further outings in the car if the opportunity arose, possibly including the Easter Rally.

"If there are any free slots then we will get out," he said. "If nobody rents the car then we will go [to the Easter Rally]."

HISTORICS EDITOR

PAUL LAWRENCE

"Head for the Welsh forests on Saturday"



It has been a full six months since we stood in the sunshine of Ffiley sea front and applauded the winners of the final round of last year's British Historic Rally Championship. Now the waiting is over and the new season starts on Saturday on the opposite side of the country.

And what a way to start the new season! Rally North Wales will send crews into classic Welsh forests and a stellar historic entry will gather in Dolgellau on Friday afternoon ahead of the first of seven BHRC events with a quality-packed historic top 20.

Last car on the road of the 2WD element, for Rally North Wales is reverse-seeding the 2WDs, will be 2018 winners Nick Elliott and Dave Price. They've been BHRC pacesetters for the better part of a decade, but the title has so far eluded them. I have a hunch that this could finally be their year, for they are very hard to beat on gravel and need only to add the Harry Flatters on Epynt to their schedule to fit in six scoring rounds. Elliott has never been a big fan of sealed surfaces but has now done enough on Epynt to chalk up a decent score to go with what should be big scores on the five gravel events.

On Saturday, Elliott will have Osian Pryce leading the attack, though he's unlikely to be registered for BHRC points on this home-ground one-off. Pryce was mighty in a couple of Escort outings last year and this is the event he wants to win. But the same could be said of Marty McCormack who hops from his R5 back to the old faithful Mk2 for a big Welsh skid.

Joe Price is due another strong BHRC result, while back in the fray is Rob Smith after a couple of quiet seasons. He got his gravel eye back in on the Malcolm Wilson and will relish the fast and flowing Welsh stages. Alan Walker, Steve Bennett, Simon Webster and Rudi Lancaster are next up and are all very quick, but a special watch will be kept on young Ben Friend. He's been rattling BDG cages for several seasons with only Pinto power and has now joined the 240bhp club for the new campaign.

Then there is Hugh Hunter, who enjoyed his one-off Escort Mk2 run on the Cambrian so much that he's coming back for more. The pace of the highly-experienced 4WD driver against the BHRC hot-shots will be another talking point. James Slaughter and Irish visitor Adrian Hetherington add more quality, while back after sabbaticals to head up Category 2 are Stanley Orr and John Perrott in the best of the Escort Mk1s.

Of course, the quality runs well beyond the top 20 and there will be battles in Category 1 and in the 1600cc classes. So, if you want to see some epic sideways action, head for the Welsh forests on Saturday.

AGREE/DISAGREE?
letters@motorsport-news.co.uk

SPECIALIST ENGINE BUILDING SERVICES
DESIGN & DEVELOPMENT
ENGINEERING
TESTING



UNIT 8 SAND RD IND EST
 GREAT GRANDSEN
 BEDFORDSHIRE
 SG19 3AH



SHERWOOD ENGINES



E: sherwoodengines@gmail.com T: +44(0)1353-864888 M: +44(0)7801-455202



THE MASTERPIXEL MEDIA MANX NATIONAL RALLY 2019

ICONIC STAGES

The MANX NATIONAL RALLY is a closed road special stage event covering some of the most iconic stages in Europe - fast and challenging for both man and machine.

EVENT TRAVEL OFFERS

FANTASTIC OFFERS ARE AVAILABLE FOR 3 NIGHTS' ACCOMMODATION STARTING FROM £88 PER PERSON.

Travel and 2 nights' accommodation rates are available on request from Isle of Man Event Services, the official travel partner of the 2019 Masterpixel Media Manx National Rally.

3 NIGHTS - SAVING 40%

Ferry travel and accommodation from
FOOT PASSENGER - £88PP
CAR PLUS 4 - £100 PP
CAR PLUS 2 - £114 PP

To book or to enquire about this offer, please contact Isle of Man Event Services.

VOLUNTEERS WANTED

BE A PART OF TEAM 2019

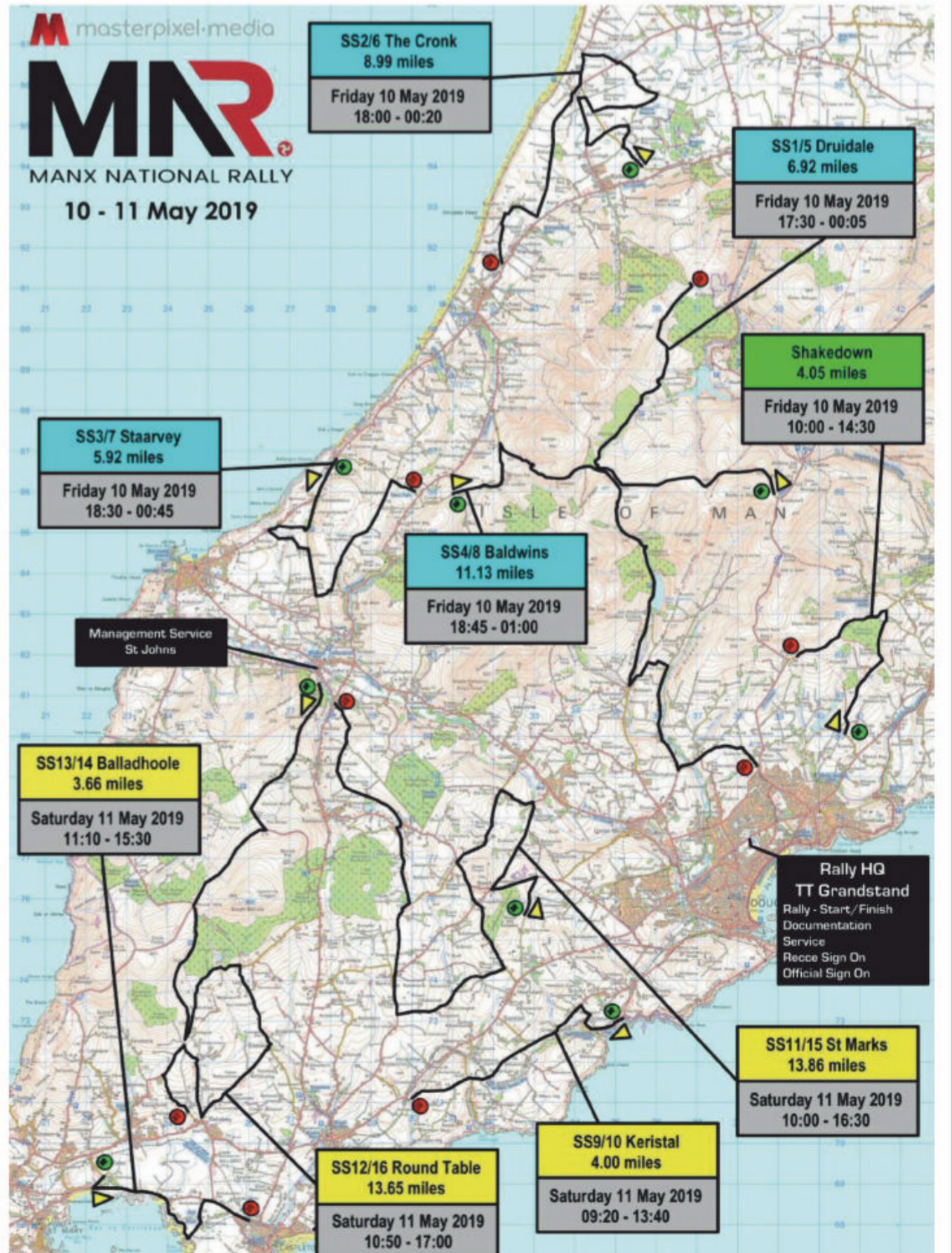
RADIO OPERATORS

TIMEKEEPERS

MARSHALS

SIGN UP NOW

To register your interest in helping out this iconic event, please contact our Volunteers Liaison Officer on: +44 (0)7624 287178 or email: manxautosport@gmail.com



T: 01624 664460

E: INFO@IOMEVENTS.COM

IOMEVENTS.COM

RALLY NEWS

Photos: Jakob Ebrey, pro-rally.co.uk, Eddie Kelly

Photos: Dave Queen



MG DAM 4100 crashed on third stage of Border Counties (1-4). David Ross and Kyle MacKintosh were lucky to escape from the car before it became fully submerged (5).

MG DAM MAKES A SPLASH

Repair job underway after rare car suffers water damage on Border Counties

By Stefan Mackley

David Ross is attempting to fix his rare MG DAM 4100 after making a splash, literally, on the Border Counties Rally earlier this month, and is eyeing

a possible outing on the Mull Rally.

The crash (above) took place on the third stage of the event after heavy rain and snow had caused flooding.

Coming into a right-hander, Ross and co-driver Kyle

MacKintosh aquaplaned into a bog where the MG quickly sank.

The pair were able to extract themselves from the machine without any serious injuries.

"We've been on fire, upside down and in the trees but we've never been in water," said Ross.

"It was a bit of a shock as it was quite deep. I flagged down the next four or five cars, slowing them right down and then eventually they red-flagged the stage completely. Kyle was quite sick afterwards, he was not feeling great."

Ross is unsure to the extent of the damage to the car but is already trying to fix it with a view to competing on the stages again this year.

"I think so [quite a bit of damage], looking at the [Nissan V6] engine it was full of water

and the electrical components have been damaged too," he said.

"I didn't anticipate on doing much this year but I may be out on Mull if I can repair the car. They only built six and mine's the only one in existence that runs the old shape."

Closed roads for Maiden City Stages

The third round of the Northern Ireland Rally Championship will use closed public roads at the start of next month, bosses of the Maiden City Motor Club have announced.

The Maiden City Stages is set to comprise two Tarmac tests, with these repeated three times on April 6 to give a total distance of 42 miles.

Both of these will be based around the Dunamanagh area in the north west of the country, while the central service and rally HQ are going to be based in Strabane.

Two seasons ago it was used as a town centre regroup for competitors taking part in the Ulster International Rally.

Entries for the Maiden City Stages have been open for a few weeks and the clerk of the course, Declan McCay, has said the feedback from crews has already been very positive.

"We're expecting a high level of interest from the championship contenders, with many of the top drivers and cars expected to take part," he said.

"We're extremely lucky to have excellent roads in the area, and there has been a great response from the residents along the main route so far. We have received lots of support in the run up to the event."

Rallying return for MacCrone on DCC Stages in Ford Fiesta R2T

Mull Rally winner John MacCrone will contest his first rally in almost 18 months on this weekend's DCC Stages.

MacCrone's last event was Wales Rally GB in 2017, where he finished 21st overall in a Ford Fiesta R5. That was the only one he contested that year, his 2016 Mull Rally win being the previous outing.

He will drive the same Fiesta R2T that Finlay Retson is using in the British Rally Championship this year as the two drivers share the same sponsor.

"We are really just doing the event as a bit of fun but I'm sure the competitive part will come out," MacCrone told MN.

"I was offered the chance to do an event and this fits around Finlay [Retson]'s BRC calendar. The car is already in Tarmac-spec after the West Cork so it works quite well.

"The car is a bit of an unknown to me but with the one-litre turbo producing around 200hp, it should be a good little package."

MacCrone has nothing confirmed beyond the DCC

Stages but says he is working on a return to stage rallying.

"My heart lies in stage events and I'm trying to get out on a few rallies," he said.

"I attended the North West Stages at the weekend and really liked the look of the event, so would love to be doing rallies like that.

"Hopefully the Jim Clark Rally and Mull will be back this year. I would like to be out on them in a more powerful car."

The DCC Stages is the second round of the Scottish Tarmac Championship.



MacCrone's last event was on Wales Rally GB in 2017 in Fiesta



MacBeth managed to finish sixth on the Border Counties

Season's first SRC John Horton Star Driver Award goes to MacBeth

Scott MacBeth has been awarded the first SRC John Horton Star Driver Award of the season after taking sixth place on the second round of the Scottish Rally Championship.

MacBeth and co-driver Daniel Forsyth were making their first outing in the Mitsubishi Lancer E8 on the

Border Counties rally, but were lucky to make the finish after damaging the ECU and gearbox in the car.

"We were very lucky to get to the end looking at the car now," said MacBeth.

"If there was another stage in the rally we probably wouldn't have made it."

The award means MacBeth will enter a shootout at the end of the season for the title of 2019 SRC John Horton Star Driver.

"It's great recognition," he said. "Obviously we've had a lot of bad luck in the past with our rallying so hopefully this means it'll be behind us now."

Options for 2020 closed-road North West Stages being considered

Organisers of the North West Stages believe this year's event was not perfect but was "90% there", after it was held on closed-roads for the first time.

The rally did not take place last year as plans were made to hold the event on closed roads this year following new legislation, which was passed in 2017.

Competitors praised the event (see report, page 19), which

was well attended by fans and organisers are already considering new stages for 2020.

Rally director Dave Read said: "If we want new stages next year then planning has almost got to start now and we've got to be talking to the councils about it within the next month or two.

"Given the six month application process with

Motorsport UK we should be aiming to submit an application by July / August time.

"We're not saying it was perfect this year but it was 90% there. Let's have a good think about it, get feedback off all the interested parties. We'll have to see if the organising team actually want to do all the work again next year. Let's see what transpires."



Large crowds watched the event, including ceremonial start

RALLY REPORTS

Photos: ERC Media

HABAJ PROFITS FROM LUKYANUK PROBLEMS

Dramatic lead change on penultimate stage. By **Graham Lister**



Flying high: Win for Habaj's Fabia



Habaj leads points

RESULTS

European Rally Championship, Azores, round 1/8, March 21-23

POS	DRIVER	CAR	TIME
1	Lukasz Habaj/Daniel Dymurski	Skoda Fabia R5	2h50m55.4s
2	Ricardo Moura/Antonio Costa	Skoda Fabia R5	+8.4s
3	Chris Ingram/Ross Whittock	Skoda Fabia R5	+42.2s
4	Bruno Magalhaes/Hugo Magalhaes	Hyundai i20 R5	+1m29s
5	Ricardo Teodosio/José Teixeira	Skoda Fabia R5	+1m46.1s
6	Marijan Griebel/Stefan Koczyk	VW Polo GTI R5	+2m12.5s
7	Alexandros Tsouloftas/Antonis Chrysostomou	Skoda Fabia R5	+4m34.7s
8	Bernardo Sousa/Victor Calado	Citroen C3 R5	+6m44s
9	Vojtech Stajf/Veronika Havelkova	Skoda Fabia R5	+10m10.7s
10	Paulo Nobre/Gabriel Morales	Skoda Fabia R5	+11m40.9s

ERC1 Junior: Ingram/Whittock; ERC3 Junior: Efrén Llarena/Sara Fernández (Peugeot 208 R2); ERC2: Juan Carlos Alonso/Juan Pablo Monasterolo (Mitsubishi Lancer E10); ERC3: Llarena/Fernandez

Lukasz Habaj emerged as the unlikely winner in the mid-Atlantic as the new European Rally Championship season began with a big bang for defending champion Alexey Lukyanuk on the Azores.

Starting the penultimate stage, Lukyanuk was clear out front and heading for a second straight victory on the Sao Miguel island, and his first in his new-for-2019 Citroen C3 R5.

But a puncture dictated otherwise, delaying the Russian by 1m30s through Graminhais and dropping him to third, 5.2s ahead of Brit Chris Ingram, with just the jungle-like Tronqueira test remaining.

While Habaj held his nerve through the event-closing stage to keep local hero Ricardo Moura at bay and bag a fine maiden victory at ERC level, Lukyanuk failed to get beyond the first corner.

A damaged brake pipe, the legacy of the front-right puncture he'd nursed for 15 miles, left him with no stopping power for a sharp left-hander.

Instinctively taking a tighter line in an attempt to scrub off speed and make the turn, the Sainteloc Racing entry clipped a wall, which launched the French machine into a series of rolls and destruction. Driver and co-driver Alexey Arnautov were fortunate to emerge unscathed.

Running ahead of Lukyanuk on the road, the first Ingram knew of his rival's demise was via a text to co-driver Ross Whittock, which effectively confirmed the British pair's capture of the final podium place at the end of a difficult rally for Ingram.



Ingram managed to salvage third and ERC1 Junior win

A frantic search for backing pre-event had taken its toll on the 24-year-old, who conceded he was stressed, ill-prepared and low on confidence. And it showed on the opening leg, which he completed 9.9s down on Lukyanuk in fourth. Ingram was unable to restore his usual pace and precision, a low-speed spin on Sete Cidades – which circles a volcanic crater lake to the west of the Sao Miguel – not helping matters, especially when it took more than 30s for the Toksport Skoda Fabia R5 to re-fire.

The delay cost him dear in his bid to win the ERC1 Junior classification with Pierre-Louis Loubet in front by 21.4s with Saturday's five stages remaining.

Although Loubet – mounting an ERC campaign 30 years after his father Yves won the title – had made mistakes, the water pump failure that stopped his Fabia at the end of the first run through Tronqueira on Saturday morning was a cruel blow to the Corsican. But it was his misfortune that gifted Ingram first in class and ensured he began his bid to

become the first Briton since Vic Elford in 1967 to take the European crown with 21 potentially crucial overall points.

Double ERC Junior champion Marijan Griebel joined Norbert Herczig in giving the Volkswagen Polo GTI R5 its ERC debut, but both Raimund Baumschlager-run drivers suffered steering issues. Griebel was a frustrated sixth, while Herczig retired on Friday afternoon.

Having been hampered by a broken clutch through Thursday's trio of stages, Catie Munnings was setting stage times comparable with Peugeot Rally Academy team-mate Yohan Rossel – the French Peugeot 208 one-make champion – when she got caught out in Saturday morning's torrential conditions. Her vision momentarily impaired by an impromptu watersplash, Munnings cut a left-hander too tightly with the resulting contact tipping her Peugeot onto its side. With no spectators close at hand to roll it back onto its wheels, the Kent driver would go no further.

Carr and Phippen battle through for victory

Tour of Caerwent

By Simon Gronow

Organiser: Forrester's Car Club When: March 24 Where: Caerwent Training Area Championships: WAMC Welsh National Tarmacadam Championship; CMSG Stage Rally Championship; ASWMC Stage Rally Championship; FMP Rally Challenge Stages: 6 Starters 71.

Following a problem-free run, Kev Carr/Chris Phippen won the Tour of Caerwent in their Ford Escort RS. They started steadily before setting the first of three fastest times in a row on stage three, which moved them into a lead they would never lose.

After setting the quickest time on SS1, James Self/Ian Davis lost time on SS2, dropping from the lead in the process, but were soon back on the pace and secured second place after setting

another fastest time on the final stage in their Ford Fiesta R5.

Phil Turner/Simon Anthony had a good run to finish third in their Mitsubishi Lancer E9. Richard Merriman/Kath Curzon usurped the Nissan Micra of Marcus Pagett/Rhys Stoneman for fourth position and the class win despite suffering gearbox issues in their Darrian T90. Electrical gremlins in their Escort Mk2 accounted for early leaders Mark Jasper/Don Whyatt, and Llyr Jones dropped back following an overshoot in his Escort.

Results

1 Kev Carr/Chris Phippen (Ford Escort RS) 1h 07m 53s; 2 James Self/Ian Davis (Ford Fiesta R5) +25s; 3 Phil Turner/Simon Anthony (Mitsubishi Lancer E9); 4 Richard Merriman/Kath Curzon (Darrian T90); 5

Kerr and Manion win by over a minute from Williams and Jones

Rali Llyn

By Ian Mills

Organiser: Harlech & District Motor Club When: March 23-24 Where: North West Wales Championships: SWAMC; ANWCC Stages: 110 Miles Starters 90.

The Rali Llyn was won in convincing style by Kevin Kerr/Huw Rhys Manion, who finished over a minute ahead of Steven John Williams/Iwan Jones.

In turn, Williams just held off last year's winners, Carwyn Evans/Dylan John Williams. This made it a Ford Escort top three.

Behind them, the first

non-Ford was the Peugeot 205 of Dewi Williams and co-driver Llion Williams.

There were a number of significant retirements in what was a punishing event.

The Escort of Gavin Wyn Edwards/Michael Gilbey succumbed to fuel pump problems in the first half, while Mark 'GT' Roberts/Dafydd Sion Lloyd ended their rally against a wall in the second half. Meanwhile Andrew Jones/Steven Roberts became stuck in a field after overshooting a

Photo: EDP Photo



Ford Escort crew won

Marcus Pagett/Rhys Stoneman (Nissan Micra Kit Car); 6 Damian Cole/Steve Durbin (Escort Mk2); 7 Thomas Cooper/Sarah Edwards (Lancer E9); 8 Alex Allingham/Rob Weir (Escort Mk2); 9 Ian Sutton/Karen Phelps (Darrian T90); 10 Tony/Lisa Rendell (Escort Mk1). Class winners: William Mains/Claire Williams (Vauxhall Nova); Rendell/Rendell; Merriman/Curzon; Michael/Ben Jowers (Escort Mk2); Cole/Durbin; Self/Davis; Wyn Owens/Jenny Evans (Escort Mk2); Allingham/Weir.

corner on a white. George Williams/Cadog Davies made the finish but had to cut the route after suffering alternator and throttle issues.

Results

1 Kevin Kerr/Huw Rhys Manion (Ford Escort Mk2) 4m52s; 2 Steven John Williams/Iwan Jones (Escort Mk2) +1m10s; 3 Carwyn Evans/Dylan John Williams (Escort Mk2); 4 Dewi Williams/Llion Williams (Peugeot 205); 5 Gruffydd Jones/Daniel Jones (Vauxhall Nova); 6 Lewis Morgan/Dihwyn John (Escort Mk2); 7 Kevin 'Penclawdd' Jones/Dafydd Evans (Toyota Corolla); 8 Mark Lennox/Ian Beamon (Escort Mk2); 9 Paul Morgan/Jamie Mills (Honda Civic); 10 Aled Roberts/Sion Tomos Tegid (Escort). Class winners: Morgan/Mills; Iolo Edwards/Robin Harvey Evans (Peugeot 206 GTI); Deio Glyn Jones/Harry Wyn Jones (Peugeot 206).

TWO OUT OF TWO FOR MOFFETT

Midland Moto Rally

By Martin Walsh

Organiser: Midland Motor Club When: March 24 Where: Co Longford Championships: Triton Showers National Rally; Sligo Pallets Border Rally & Hugo Loonam Motors Midlands East Rally. Stages: 9 Starters 151.

Monaghan's Josh Moffett (Ford Fiesta WRC) made it two from two as he swept to victory in the Midland Moto Rally, the second round of the Irish National Stage Rally Championship.

Leading throughout, he netted a winning margin of 1m12s over Clonmel's Roy White with Warrenpoint's Peadar Hurson 48.9 seconds further adrift in third to complete an all-Ford Fiesta WRC top three.

On the opening loop of three stages Donegal's Declan Boyle (Fiesta WRC) was in pursuit and was only 5.3s behind Moffett as both complained of tyre degradation through the 11.6-mile third stage. White reeled in Wexford's James Stafford (Darrian T90 GTR) in the chase for third with Joe McGonigle, Padraig Egan and Darren Gass completing the top six. Egan was onboard a McKinstry Subaru Impreza WRC while Gass debuted a Skoda Fabia R5.

Boyle's title bid hit an early season glitch when he clipped a bale, spun and collided with another bale that damaged the front wheel of his Fiesta

bringing instant retirement.

Not surprisingly, Moffett eased off and took the spoils ahead of White, who spun on the sixth stage. Hurson, with a more astute tyre choice for the second and third loops and having changed the settings, recovered to take third.

Stafford dominated the two-wheel drive category to claim fourth. Strabane's Niall Devine (Mitsubishi Lancer E8) won the Motorsport Safety Team Group N category after early pacesetter Michael Boyle (Mitsubishi) retired with differential trouble.

Results

1 Josh Moffett/Andy Hayes (Ford Fiesta WRC) 57m58.4s; 2 Roy White/O'Brien (Fiesta WRC) +1m12.0s; 3 Peadar Hurson/Damien Connolly (Fiesta WRC); 4 James Stafford/Jeff Case (Darrian T90 GTR); 5 Joe McGonigle/Ciaran Geaney (Mini Cooper WRC); 6 Darren Gass/Enda Sherry (Skoda Fabia R5); 7 Padraig Egan/Brian Hassett (Subaru Impreza WRC); 8 Kevin Eves/Chris Melly (Toyota Corolla); 9 Chris Armstrong/Gavin Doherty (Ford Escort Mk2); 10 Stuart Darcy/JJ Cremin (Escort Mk2).

Class winners: Desmond Roche/Dan Browne (Honda Civic); Nick Barnett/Martin Brady (Ford Fiesta); John Hayes/Richard Cleary (Honda Civic); Niall Devine/Liam McIntyre (Mitsubishi Lancer E8); Gass/Sherry; McGonigle/Geaney; Brendan Friel/Jason McCahill (Nissan Micra); Peter Farrell/Shane Farrell (Toyota Corolla); Brian Lavelle/Shane Corcoran (Honda Civic); Jason Black/Karl Egan (Toyota Starlet); Brian Armstrong/Aodhan Gallagher (Ford Escort); David Moffett/Martin Connolly (Toyota Starlet); Stafford/Case; Gavin Gallagher/Fintan Monaghan (Lancer E8); Tom Holton/Ger Leach (Mitsubishi E9); Alan Fleming/Paul Tierney (Ford Escort); Stephen Reynolds/Derek McCarthy (Honda Civic); David Kelly/Kenny Bustard (Toyota Starlet).



Moffett and Hayes took a convincing win in Ford Fiesta

Photo: Martin Walsh

NORTH WEST STAGES

Photos: pro-rally.co.uk

TAYLOR LEAVES IT LATE TO WIN

Just five seconds covered the top three crews. By **Phil James**



Victory went to Taylor's Fiesta

The first closed-road North West Stages produced one of the rally's closest finishes, with only five seconds separating the top three crews as Peter Taylor and Andrew Roughead took the victory in their Ford Fiesta RS WRC.

Contested over three legs, with each comprising four stages, it was the Subaru Impreza WRC S11 of Simon Bowen/Richard Robinson that was quickest from the off. Fastest stage times through Nicky Nook, Hawthornthwaite and Staynall meant they started SS4, Weeton, with a 13-second advantage over the Ford Fiesta R5 of Alex Laffey and Stuart Loudon. But things began to go wrong for the 2016 winners when a rear differential broke, forcing Bowen to cruise around the five-mile stage.

By the time crews arrived at first service Taylor – who was 15 seconds behind in third prior to the stage – had now secured a nine-second lead. Trailing him were the tying Fiesta R5s of Laffey, his car bearing evidence of an incident with a Weeton shed, and five-time winner Stephen Simpson/Patrick Walsh. Neil Simpson and Michael Gibson were fourth in their Skoda Fabia R5 with Paul MacKinnon and Paul Beaton completing the top five in their hired Fiesta RS WRC.

Bowen started the second leg just as he'd began the first: fastest through Nicky Nook 2 and Hawthornthwaite 2 and only a second slower than MacKinnon. The latter had been quickest through Staynall 2 and he was back up to sixth but, as on the first leg, Weeton proved his nemesis. This time it was the clutch that failed and his rally was over.

Taylor had retained his lead despite the car's flat-shift failing, adding to an

ongoing handbrake issue. By the end of the loop, Neil Simpson was ahead of Laffey but Stephen Simpson's challenge had all but ended when his engine expired within sight of the Staynall 2 finish. He dropped over half a minute and slipped to seventh in the standings. As crews arrived at the final Myerscough service, MacKinnon was fourth with Arron Newby/Andrew Leech now fifth, their Impreza needing nothing more than fuel and fresh tyres.

Neil Simpson and Laffey started the final leg by sharing fastest time through Nick Nook 3 and that sufficed to give the Fabia pilot a two-second lead over Taylor, with third-placed Laffey a further two seconds behind. Laffey was quickest through Hawthornthwaite 3 to match Taylor's accumulative time – the Fiesta duo now a solitary second behind Neil Simpson's Fabia. The penultimate stage, Staynall 3, proved decisive as Taylor recaptured the lead with a blistering time to move four seconds ahead of Laffey, who had three seconds in hand on Neil Simpson.

That left Weeton 3, where Taylor did enough to add a second to his winning margin. Neil Simpson's fastest effort put him on matching times with Laffey, leaving the Fiesta pilot to rely on the tie-break rule to secure him the runners-up spot. Fourth place for MacKinnon in an unfamiliar car and first time competing with Beaton was no mean feat. However, with both crew members not familiar with the vagaries of single-venue rally stages they pointed to Weeton as being their biggest handicap.

Newby finished a solid fifth, only losing out to the more modern cars on the fast-flowing moorland Hawthornthwaite stages, while Stephen Simpson settled for sixth ahead of the Fabia R5 of Thomas Preston and Carl Williamson.



Closed-road rally was popular

RESULTS

North West Stages, Garstang, March 23

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Peter Taylor/Andrew Roughead	Ford Fiesta RS WRC	54m00s
2	Alex Laffey/Stuart Loudon	Ford Fiesta R5	+5s
3	Neil Simpson/Michael Gibson	Skoda Fabia R5	+5s
4	Paul MacKinnon/Paul Beaton	Ford Fiesta WRC	+41s
5	Arron Newby/Andrew Leech	Subaru Impreza	+57s
6	Stephen Simpson/Patrick Walsh	Ford Fiesta R5	+1m12s
7	Thomas Preston/Carl Williamson	Skoda Fabia R5	+1m37s
8	Wayne Sisson/Jamie Edwards	Mitsubishi Lancer E10	+2m00s
9	Gordon Morrison/Calum MacPherson	Subaru Impreza	+2m00s
10	Darren Atkinson/Phil Sandham	Ford Escort Mk2	+2m03s

Class winners: Stephen Bethwaite/Ann Forster (Vauxhall Nova); Angus Lawrie/Paul Gribben (Citroen C2 R2 Max); Kev Dunn/Gary White (Honda Civic); Atkinson/Sandham; MacKinnon/Beaton; Graham Butler/Chris O'Connor (Ford Escort RS1800).

Wayne Sisson and Jamie Edwards brought their Mitsubishi Lancer E10 home eighth, their only problem a start-line stall at Hawthornthwaite 3. Having made a cautious start, Gordon Morrison and Calum MacPherson upped their pace to finish ninth. Class D winners Darren Atkinson and Phil Sandham completed the top 10 in their Ford Escort Mk2, finishing a second ahead of John Stone and Jack Morton, who struggled with suspension settings

on their Fiesta WRC.

Stephen Bethwaite and Ann Forster took a comfortable class A victory in their Vauxhall Nova. Angus Lawrie and Paul Gribben were the class B victors in their Citroen C2 R2 Max after reeling in the Hyundai i20 of Neil Wearden and Callum Cross. Kev Dunn and Gary White debuted their Honda Civic to best effect, winning class C, while Escort RS1800 crew Graham Butler and Chris O'Connor claimed the historic prizes.

How the rally came together



Big crowds attended

Planning for the closed-road event first began as early as 2014, with organisers privately consulting with local motor clubs to seek advice on potential routes for stages. Discussions also took place at this early juncture with Wyre & Preston North MP Ben Wallace, who recognised the financial benefits closed-road motorsport could bring to his constituency.

While waiting for the Government to pass the relevant legislation, the rally organising team maintained dialogue with all relevant authorities to ensure that they were ready to go once Westminster gave the green light.

Running a single venue-based event in 2018 was deemed counter-productive given the time and effort involved, and all energies were focused on this year's closed-road rally.

As the winning crews sprayed the champagne on Saturday evening at the Myerscough College International Arena, delighted rally director Dave Read said: "We did it! The day has been absolutely fantastic. This morning I was so nervous about what was going to happen on the closed-roads stages but we did it. There's been an unbelievable amount of work gone into this but we've shown what can be done by a dedicated team of volunteers."

John Stone of Legend Fires, the rally's long-term main sponsors, said: "It was incredible. It couldn't have been better from a sponsor's view and from a driver's view the first two stages were as good as any I've ever done. The problem now for the organisers is how do they top that?"

Neil Simpson, who's company Simpsons Skoda was an associate sponsor, was equally full of praise.

"It's been absolutely brilliant, so much engagement, just fabulous, yeah really, really enjoyed it," he said.

"The stages have been great. We've enjoyed every kilometre, it's been fabulous."

Runner-up Alex Laffey said: "It's a great event, great to see so many people out. I'll definitely be back to do it again, hopefully to win!"

Arron Newby, who won the rally the last time it ran in 2017, said: "It was amazing to see all those spectators in Garstang on Friday night and seemingly after every corner of Saturday's stages. In parts of Nicky Nook it was like there was a wall of spectators."

Five times North West Stages winner Stephen Simpson echoed Newby's comments, saying: "I've never seen anything like Garstang high street on Friday night in 20 years of rallying. The rally itself was superb, brilliant, a massive achievement, something we've been waiting for a long, long time."

grove & dean
MOTORSPORT INSURANCE

+44 (0)1708 606768

www.grove-dean-motorsport.com

EXPERT, ENTHUSIAST INSURERS

The premier on-track insurer for professional GT, Sports Car, Historic and Single Seater Racing Teams.

*Subject to underwriting criteria. Grove & Dean Motorsport Insurance is a trading name of Grove & Dean Motorsport Ltd. Grove & Dean Motorsport Ltd are an appointed representative of Grove & Dean Ltd. Grove & Dean Ltd are an independent intermediary who are authorised and regulated by the Financial Conduct Authority (FCA). For your security calls may be recorded.

Race / On-Track Cover

Track / Test Day Cover

Storage & Transit Cover

Personal Accident Cover

Discounts for multi-event and annual policies*

WE'LL KEEP YOU ON TRACK

INSIGHT

Will this week's event be the last on the French island? **David Evans** investigates

No point going to Corsica this week. There's not going to be a round of the World Rally Championship. It's not possible. It can't be – not after last year's news of the French island's departure from the 2019 calendar.

That was the word *before* the October meeting of the FIA's World Motor Sport Council.

That Paris meeting demonstrated how even seemingly gilt-edged intel can be well wide of the mark. So much for the Bastia event standing aside for Rally Japan. That was the WRC Promoter's intention. That was what everybody expected.

Then things changed. Corsica stayed. Japan, despite its investment and intentions, was knocked back until next year. Post-2020 summer Olympics in Tokyo, the World Rally Championship will arrive in Honshu. And, once again, the theory is that Corsica will be sacrificed for Asia and the Far East.

Not for the first time, we wonder if this week will be the last time the WRC packs its bags aboard Air Corsica.

As regular readers of these pages will be well aware, I have something of a soft spot for the founding rounds of the World Rally Championship and that policy absolutely extends to Corsica – even if the 1973 event ran hideously out of season... in December.

Corsica is an exceptional challenge to car and crew. Co-drivers simply don't stop talking, calling corner after corner after corner, filling the brain and rigorously testing the processing power of the person sitting alongside.

And a car which offers anything other than the perfect balance will be found out within just a couple of those corners.

For the tyres, Corsica provides one of the most complicated asphalt rallies in the world. Abrasive and aggressive, it offers plenty of grip but can also cook a cover in record time. And once the rain comes, it's anybody's guess what might be on offer in terms of traction. Corsica is the conundrum's conundrum in more ways than one.

It polarises opinion among drivers almost like no other event. I remember talking to Carlos Sainz after Colin McRae's terrifying crash just south of Corte in 2000.

I put it to the Spaniard that these roads were just too dangerous in the sport's more safety-conscious times.

"And what about Australia," Sainz said, referring to the then Perth-based Western Australian event. "You think driving in sixth gear down roads where the trees are right at the edge, you think that is safer?"

Corsica's history does, however, have more tragedy than most, including the high-profile fatalities of Lancia men Attilio Bettega, Henri Toivonen and Sergio Cresto in 1985 and 1986.

More than three decades on, what happened in the Group B days can't be forgotten, but its relevance to the series today is questionable.

So why does it feel like the world's gunning for Corsica?

It's a very simple case of supply and demand. The WRC can supply 14 calendar slots for the 2020 series and two of those will be taken by Japan and Kenya, pending the latter's successful candidate rally in July.

Given the accepted directive of making the WRC more global, it'll be two European rounds that make way for Honshu and Nairobi.

France is at the top of the list to be subbed – mainly because the perception (and reality) is that it has two rounds of the championship in Corsica and Monte Carlo. The Monte is Monte in little more than name and a Sunday afternoon spray of champagne outside the palace. It starts in Gap and runs 100% of its competitive route on the French side of national boundaries.

But, the WRC season starting with anything other than Monte Carlo? Unlikely these days. It has happened as recently as 2011, but the Automobile Club de Monaco and WRC Promoter have found the comfort of common ground in recent years.

Beyond that, Corsica's case for remaining is further weakened on two more fronts.

For five years, French motorsport's own governing body – the FFSA – turned its back on Corsica in favour of a rally based in Sebastien Loeb's Alsace backyard.

In terms of competitive challenge, Alsace offered nothing like the island roads: it was a French Rally Germany. But in terms of profile, it blew Corsica clean out of the Mediterranean water.

Standing alongside then Citroen team principal Olivier Quesnel watching fans 10-deep screaming for Loeb, Quesnel observed: "Sebastien is no longer a rally driver. He's a rock star."

And it was moving France's round to Alsace that made him a rock star.

But where did that leave France's WRC round when Loeb went racing? With few workable options on the mainland, it was cap in hand and back to Corsica. Understandably, Corsica welcomed the WRC back – but the warmth of that welcome was definitely debatable.

And when it did come back in 2015, some of the worst storms in recent memory threatened to turn it into a damp squib. Ultimately, flooding on the island cost two stages, but organisers coped well with a difficult situation.

I mentioned two fronts, the second of which is the Corsican's inability to follow guidelines on what the FIA and WRC Promoter would like to see from a route. A central service with stages looping out and back twice a day for three days is the absolute ideal.

Next week, crews will shakedown at Sorbo Orcagnano close to Bastia on the island's north-east coast. After that, the whole WRC heads south, the length of the coastline to Porto Vecchio for the ceremonial start and a Friday loop of three repeated stages between there and Propriano. The teams will watch from afar in Bastia with no service and only a remote tyre zone splitting the 75 competitive miles.

Once the crews have completed the second run of Alta-Rocca, they're faced with one of the season's longest road sections on a near-100-mile journey which has a target time of 3h20m and has the crews landing back at the service park alongside Bastia airport at 1938hrs.

The weekend is far more palatable for the promoter with Saturday spent around Bastia and Sunday's closer to Calvi on the north-west.

You can, however, already hear the

THE CORSICA CONUNDRUM



Corsica has been a WRC regular, but is suffering an uncertain future

grumbles from the manufacturers and you can see their beef: what's the point in investing in these impressive service park structures when there's nobody there to see them or use them?

The problem for Corsica is one of funding. The reason the event is running from region to region is because there's no central pot of cash to draw on and base the rally within a stone's throw of Bastia or Ajaccio. Like so many events these days, it's a matter of pulling the cash together from all over the island.

Being brutal, none of the above is what the promoter wants to hear. The promoter, as you'd expect, is interested in stable, long-term investment.

So, let's put the question to the man at the top of the promoter's tree.

Oliver Ciesla, will this be the last year we go to Corsica?

After a lengthy pause for thought, Ciesla says: "I really don't know.

I have to say... I really don't know.

"This is an issue that's on the agenda every year and there are different opinions for the two French rounds on the calendar – one in Corsica and one in Gap.

"In this period I don't want to make any judgements on any European rounds that can be misinterpreted – it's a tedious discussion. You can pick out any European event and we can make a list of pros and cons, but this is not the decisive criteria. We need to see the bigger picture and we need to talk about where we want to see this championship in five years and then ask the question of how do we get there?"

Ciesla's desire to drive the discussion to a wider calendar question is born entirely out of frustration.

It should be pointed out at this juncture, Motorsport News did offer FFSA president Nicolas Deschaux the opportunity to put his point of view

across. Unfortunately, we didn't hear back from him in time to include his views – look out for those in next week's issue.

When Jean Todt took over the presidency of the FIA a decade ago, one of the first things he talked about was a desire to put the 'world' back into the World Rally Championship. In 2010, Todt's first full season in charge, the series was still visiting the Middle East (Rally Jordan) and Asia (Rally Japan) and the much-loved Rally New Zealand was still on the roster.

Since then we've lost the Middle East and Asia and we haven't been back to the North Island for seven years.

Hardly putting the 'world' back into the World Rally Championship is it?

Talking to Ciesla earlier in the season, he was entirely frank about the geographical balance, telling MN: "We have 32 countries which have been in the WRC. They come,

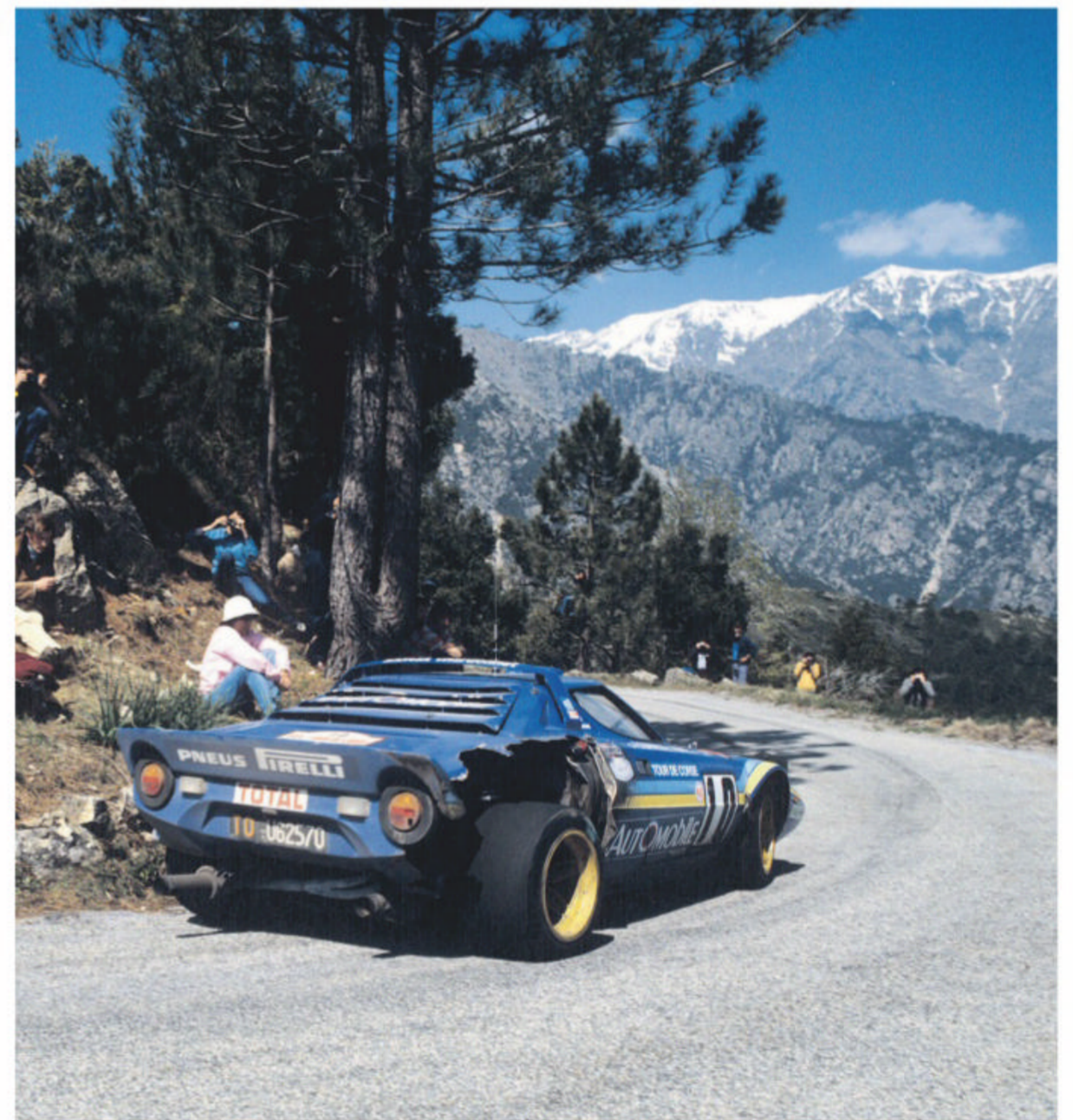


Corsica is one of two French rounds

AMERICAN RUM



Will 2019 be the end of Corsica's WRC road?



Lack of funding hurts Corsica and it's a prime target to be replaced by an Asian event



McRae suffered horrific crash on the island when driving for Ford back in 2000

go, the championship survives so does the country. If Corsica if Italy or Germany goes then, the moment, of course it will be news – but let's not forget Monte Carlo has been off the calendar and back. But these are the wrong questions. You can ask them 10 times and the answer will remain the same. The question is not about Corsica, about China, it's about the US and about us making this championship interesting for the car makers. Which European countries we are making a difference to them. The right question is why it's so difficult to get the Chinese market and how long it will take. The lack of China is a bigger threat to this championship than whether or not we go to Corsica." It's impossible to argue with that. How come Corsica got the nod over Japan this year? Todt is quick to point out that the calendar is the

domain of the promoter, but there are plenty who would point to a skewed process which allowed the French island back in for 2019. Asked directly about France having two rounds of the WRC at the expense of Japan, Todt told MN: "This is something that needs to be addressed by the promoter because, as the commercial rights holder, they have responsibility of proposing the calendar. Historically there has been one WRC round in France and one in Monte Carlo. As you know, Monte Carlo is not France, it's quite a small country [and in] hosting the rally they have to go to France or even Italy [for the stages]. "Personally, I love Corsica. It's not a question of being French – I think it's one of the best events ever. You think about the island, it's so twisty. As a rally, I will not accept anybody telling me I don't like the rally. I like the rally. It's a great place and I have some

nostalgia for competing there between 1966 and '81. So, I like Corsica. "Saying that as president of the FIA, I want a global championship. I want rallies in Europe where the history of rallying started, but I want to go to every part of the world. I want to go to Latin America, Asia. I feel bad we don't have a rally in China, India, Indonesia or Thailand – it's just a question of time for Japan. I want to go back to Africa and the Middle East. Of course, we cannot host 20 rallies. We need to find some criteria and I leave this to the experts." As with Ciesla, it's hard to argue with Todt. I like Corsica as well – for all the same reasons he does. But its survival into 2020 looks decidedly difficult. There's no room for nostalgia and romanticism won't pay the bills. Unfortunately for Corsica, its magic and its history, the writing's on the wall. And it's in Japanese. ■



Todt enjoyed competing in Corsica, his last event was in 1981 alongside Guy Frequelin

INSIGHT

Bernard Dolan had success in Formula Ford as a driver, and now as a team owner. By **Stefan Mackley**

Bernard Dolan was one of the hottest young prospects in junior single-seaters 30 years ago.

He'd secured a coveted UK Formula Ford title and was almost unbeatable in that season's Formula Ford Festival, only to be denied in the final.

But, less than four years later, the Irishman had all but turned his back on motorsport.

Three decades on from arguably his greatest triumph and most hurtful failure, Dolan explains the highs and lows of his career and why he's now returned to motorsport as a team owner.

Humble beginnings

"Watching Formula 1 on the TV when I was a kid, that gave me an interest in motorsport. My family weren't interested in it, it just came from me," recalls Dolan, when he explains how he got bitten by the racing bug.

Inevitably, the thrill to compete soon followed and Dolan spent four seasons learning his craft in Ireland, racing Formula Ford 1600. He claimed the country's B Championship in 1985 and A Championship in '87 before travelling across to the UK with the works Mondiale team for '88.

"It was basically like starting all over again in the sense that, you think you're top dog in Ireland and then all of a sudden you realise when you come over here you're not," says Dolan.

"I spent probably half the year involved in incidents."

A strong showing towards the end of the season in the two UK Formula Ford championships was capped at Brands Hatch in the Festival, where he ran as high as second in the final before retiring after a collision with Rick Morris.

His performances hadn't gone unnoticed though, and for 1989 he was offered works drives from Swift, Van Diemen and Reynard.

"The thing you have to remember is a lot of these works teams had a say on the engines as well, so it was a little bit of an engine warfare," remembers Dolan.

"And those top engines were never sold, they were kept for basically the top drivers.

"To get those engines you had to prove yourself, and the problem we had with Mondiale was because it was new we couldn't break into that position to have top engines from the various different engine builders and that was one of the reasons I reluctantly had to move from Mondiale.

"I kept a little notebook. I don't have it now, but I kept a log of all the engine numbers and I could see who had what engines.

BACK TO WINNING WAYS

Dolan was unbeatable in 1989 Festival until the rain-hit final

"I knew the Reynard as a car was probably the best car to have, but also the fact it was backed up with the right engine deal as well."

At the wheel of a Reynard 89FF with an Auriga engine, Dolan would go on to claim the RAC British Formula Ford Championship in 1989. He took three wins, including victory at the opening round of the season at Brands Hatch and two further triumphs at Donington Park and Cadwell Park.

His consistency was crucial, securing a further six podiums and only retiring from two of the 14 races during the campaign.

The season wasn't without drama though, as he clinched the title at the final round at Donington after a collision with title rival and Van Diemen driver Niko Palhares.

"Niko had to win that race and me

to be in trouble so he made his intentions clear from the very get go, every opportunity to hit me or push me he was doing that," says Dolan.

"So I thought, 'well two of us can play that game, and if you go for me one more time I'm not getting out of the way'. So we came together and that was it."

There were even more incidents in the Esso Championship – the second UK FF1600 championship – with Dolan ending up in hospital twice.

A crash at Brands Hatch was the first after trying to make it three-wide into Paddock Hill Bend didn't go to plan.

The second was at Silverstone, where he was pushed into a spin along the Club Straight and collided head-on with the barrier. He was lucky to escape with just concussion after a front upright cracked his helmet open.

Team-mate troubles

As if these incidents weren't enough cause for a headache, Dolan also had to contend with a threat from within his own team. Brazilian Gil de Ferran, a future two-time CART champion and Indianapolis 500 winner, was alongside him at Reynard and was proving just as quick as the Irishman.

As Motorsport News reported in a review of the season: "If there was a reason why Reynards didn't finish 1-2 in both championships then it was the fact Dolan and de Ferran were sometimes more interested in defeating each other than their rivals."

Dolan recalls that the pair initially

worked well together and would often supply tows to each other in qualifying. But it didn't last.

"We had a rule that we would never race one another until the last couple of laps of the race," says the Irishman. "But unfortunately that rule was broken, I think about three-quarters of the way through the year at Castle Combe.

"On the opening lap he made a mistake, ran wide, and I just pulled out to go by him.

"Gil came across but I wasn't expecting it because we had that rule, we didn't race one another, we worked together.

"After the race I let Gil know in no uncertain terms how I felt about it.

"We didn't work together for qualifying after that, I knew that OK it was every man for themselves.

"It made it difficult because you're having to fight two fronts, obviously the works Van Diemen drivers and obviously your own team-mate as well, having to keep him at bay."

Dolan would only manage to finish fourth overall in the Esso standings, with Palhares winning and de Ferran third. But it was the season-closing Festival, which could make or perhaps even break a young driver's career, that was the main focus for all the Formula Ford drivers.

The one that got away

"Back in those days the Festival was probably the most important race to win, a lot of drivers got breaks from

winning the Festival," says Dolan.

"It was the one you really wanted to win. I know it sounds strange but I put it above the championship really."

Dolan would be racing against the brightest Formula Ford talent from across the globe, including de Ferran, future Formula 1 driver David Coulthard and FF1600 stalwart David Coyne among more than 150 others.

Throughout the weekend he was not only beating them but crushing them, winning his heat, quarter-final and semi-final, as well as smashing the lap record and setting the first sub-48s lap of the Brands Hatch Indy circuit.

He lined up on pole position for the final and seemed almost assured of victory. But then it started to rain.

Instead of switching to softer springs and shock absorbers on his car, Dolan claims the Reynard team were focused on moving de Ferran's engine into another driver's car, after the Brazilian had failed to make it through his semi-final. "The team didn't have enough time to change my car to a wet set-up basically," laments Dolan.

"I remember Silverstone – the race I got knocked unconscious – qualifying was in the wet the day before and I think I was on pole by three-quarters of a second, so I knew I was strong in the wet.

"When I was getting bolted in the car we ran through a few things with the mechanic and they said it hadn't been done, so I knew there and then that we weren't on the correct set-up.

"The traction was so bad in fourth



Dolan started racing in the UK with the works Mondiale team in 1988





Leading the pack: Dolan heads Palhares and Coyne at Silverstone



Team Dolan: Drivers and crew with team boss Dolan (front, centre)

The rising stars who missed out on the big time

The late 1980s were arguably the heyday for Formula Ford. The multiple manufacturers, fierce battles between the engine tuners and no-holds-barred on the track.

It was a period I enjoyed, and it was impossible not to have favourites. And my favourites were the Mondiale drivers Jonathan McGall and Bernard Dolan. Both were imports from the Emerald Isle, and both were only a handful of years older than me when we first met, which meant we struck up an immediate rapport.

McGall and Dolan were the Mondiale package and both were overachieving in Dennis McGall's cars.

It was a neat little chassis and

had two excellent drivers. McGall continued with Mondiale while Dolan was picked by Reynard, and things looked ready for take off in 1989.

As you have read here, neither of them made the cut when it came to climbing up the motor racing ladder. Both got to Formula 3 level but that was it.

It was almost a byproduct of how competitive FF1600 was in those years that some of the deserving talents would not be able to carry the momentum further up the motorsport food chain. Now Dolan is back, there is no better mentor for a young driver in UK paddocks. He's been there and done it.

Matt James

gear I was getting wheelspin along the straights, it was that bad. The traction was the biggest issue and I got left for dead off the start-line."

From pole Dolan dropped down several spots before even reaching Paddock Hill. Any chance of victory was gone, and after an excursion through the gravel, he eventually managed to salvage sixth place, but couldn't match Palhares who went on to win despite a quick spin.

"That really hurt, that's probably the biggest one that got away considering where I was an hour before that. The pace that we had an hour before no one could live with us," says Dolan.

"It was a hard one to take. Those opportunities only come once in a lifetime realistically and it was gone. I knew that if we won the championship

and the Festival the likelihood is you would get picked up by somebody."

Walking away

Perhaps unsurprisingly given how things ended at the Festival, his attempts at graduating into British Formula 3 the following season failed. The closest he came was with Eddie Jordan's outfit, but the squad was already making plans to break into F1 in 1991 and the required sponsorship for Dolan didn't materialise.

Instead he moved into the Opel Lotus Euroseries with new team PTM, where he showed sporadic flashes of pace, securing several podiums and got as high as third in the standings.

But Dolan was sacked before the end of the year after discussing options with rival team Draco Racing – who

won the 1990 title with Rubens Barrichello – for the following season.

"The rule was that if you finished in the top three [in the standings] you weren't allowed to stay in the championship [the following season]," says Dolan.

"The team [PTM] thought because I'd had discussions with another team I wasn't putting the effort in but that wasn't the case at all."

For 1991 he finally got his break in British F3 with Racefax, which was using a Reynard chassis powered by a Mazda engine. Dolan was never able to challenge at the front – where the likes of Coulthard, de Ferran and Barrichello were fighting for wins – due to the down-on-power engine and even persuaded the team to try different manufacturers in order

to get on terms with his opponents. "In testing [at Silverstone, with a different engine manufacturer] coming out of Luffield, Barrichello pulled out to pass me and he missed a gear so he had to tuck back in behind me and by the time we'd got to the start-line bridge he was back out and past me before Copse," says Dolan.

Downbeat with the performance of the car and not able to show his true potential, Dolan walked away there and then.

Despite attempts at raising funds for the following year, and even considering racing in Japan, Dolan decided against returning.

He says: "I couldn't raise the necessary finances to continue in it, I didn't have the contacts to do it and it was going to frustrate me if I tried to hang around and try to pick up drives here and there, not try to progress.

"It would just basically kill me, so I just walked away from it."

Return to racing

There was one more race at the Festival in 1993 with Swift, where he took 10th place, but after that Dolan returned to Ireland and shut himself off from racing.

It wasn't until the early 2000s, when a friend asked him to help his son in Formula Ford, that Dolan began to show an interest in motorsport again.

Over the following years he became more involved in the sport, helping to run cars including the Motorsport Ireland Young Driver of the Year

programme for three years. Last year he moved his Team Dolan squad to the UK and it's now based at Snetterton in the old Van Diemen factory.

It ran three cars in the BRSCC's National Formula Ford Championship with Niall Murray taking the 2018 title, and Dolan explains that he still has the same passion for running a team as he did driving.

"I do get a kick out of that [managing a team], even though I'm not racing the car. I do get a kick out of it and it gives me a drive to win," he explains.

"It's the same thing, you still get that craving to win. You get that passion to win and you try and get the team to have that drive and passion. It's a hard thing to explain until you've experienced it."

Thirty years on from his greatest triumph, Dolan is firmly back in the thick of Formula Fords. The category is better for it and don't be surprised to see the Irishman continue his winning ways both in Fords and other series in the not-so-distant future.

"I'm going to take it one season at a time, I would like to develop into other categories but I don't know what those categories are going to be at the moment," he says.

"I am looking to get involved in other things but I still won't get away from Fords, [they] have been such a part of my life at an early stage and now it's been a part of my life getting back involved in it.

"I'd never turn my back on Formula Ford, I'll always have a soft spot for the category." ■



British F3 chance finally came in '91, but Mazda engine lacked grunt



Dolan (r) had success with Murray

HISTORIC RALLY REPORT

Photos: Tony North



STANIFORTHS GO FORTH IN NORTH YORKSHIRE

Mini partnership in the hunt from the start



The Staniforths prevailed finally

The North Yorkshire Classic Rally

By Martin Phaff

Organiser: York Motor Club When: March 23/24 Where: North Yorkshire. Starters: 48

Father and daughter Darel and Nicky Staniforth (Mini Cooper S) claimed victory in the North Yorkshire Classic, 21s ahead of the Opel Kadett of John Haygarth and Bob Hargreaves as the Porsche 911 of Howard Warren and Iain Tullie completed the podium.

The event organised by Roger Burkill and his team from York Motor Club broke new ground for the Motorsport News HRCR Clubmans Championship as it ran over two days from the Hawkhill Convention Centre near York. The new format,

which included reverse seeding, to assist novices in the dark, received a positive reception from crews at the finish.

Saturday's schedule of seven tests and two regularity sections to the tea halt had the Staniforths contesting the lead with Thomas and Roger Bricknell (VW Golf GTi) and separated by just six seconds. The Expert class was fiercely contested between Peter and Dougie Humphrey (Mini Cooper S) and Harvey Steele/Martin Pitt (Volvo 144) in sixth and seventh overall and split by just eight seconds, while the Novices were being steamrollered by Ken and Sarah Binstead (MGB) in eighth.

The day closed with regularity three, a 70-minute section containing nine timing points in the dark: Warren/Tullie won this on 24s with Richard

Isherwood and Ian Canavan (Golf GTi) and the Binsteads joint second on 26s.

Sunday dawned to bright sunshine for the crews and immediate action with four tests on the bounce, including a totally new venue at Argrain, where the common denominators were Haygarth/Hargreaves and the charging Ford Escort Sport of Clive and Anji Martin always with the quickest times.

The pace dropped but not the pressure as these tests were followed by four regularities, the first around Byland Abbey then north to Sutton Bank. MN guest driver, British Touring Car Championship regular Adam Morgan (with Martin Phaff) in the Lancia Fulvia had a challenging first day getting used to the car but all came good here as the crew won on 13s. Morgan thoroughly enjoyed his

weekend ahead of the start of the BTCC season.

Regularity five, a devious jogularity called 'Yorkshirearity', cost erstwhile leaders the Bricknells. They picked up a code board penalty which would drop them to 13th. The final two regularities around Rye Dale and then Castle Howard brought crews back to the final two tests around Eastmoor, with Haygarth/Hargreaves taking both from Martyn Taylor and Amy Henchoz (Vauxhall Astra).

Back at the finish Haygarth/Hargreaves took the tests by 21s from the Staniforths with the Bricknells 11s further back. The regularities were much tighter as Isherwood/Canavan took the honours just one second from Warren/Tullie and Mark Turner/Matt Vokes (Talbot Sunbeam).

However, the Staniforths took

overall victory, which moves them to the top of the championship.

BTCC man Morgan, meanwhile, was enthused about his experience. "I had a fantastic weekend," he said afterwards. "There was a lot to learn in a short amount of time. I made a few mistakes on the tests on the first day but improved on Sunday. I made up 11 places on Sunday to finish 14th overall but my competitive side wanted to do better. I learned a lot though."

Results

North Yorkshire Classic

1 Darel Staniforth/Nicky Staniforth (Mini Cooper S) 20.06s; 2 John Haygarth/Bob Hargreaves (Opel Kadett) 20.27s; 3 Howard Warren/Iain Tullie (Porsche 911) 21.09s; 4 Peter Humphrey/Dougie Humphrey (Mini Cooper S) 21.56s; 5 Richard Isherwood/Ian Canavan (VW Golf GTi) 22.05s; 6 Mark Turner/Matt Vokes (Talbot Sunbeam) 22.23s; 7 Harvey Steele/Martin Pitt (Volvo 144) 23.29s; 8 Martyn Taylor/Amy Henchoz (Vauxhall Astra) 24.09s; 9 Les McGuffon/Nick Cooper (VW Golf GTi) 24.55s; 10 Stephen Owens/Ian Mitchell (Porsche 356B) 25.28s.



BTCC regular Adam Morgan pushed hard for 14th position overall



Haygarth and Hargreaves were in second place

TRY 6 ISSUES OF MOTORSPORT NEWS FOR £6

SUBSCRIBE ONLINE
WWW.AUTOSPORTMEDIA/OFFER/MN2019

OR CALL 0344 848 8834
QUOTE OFFER CODE PMSN19GEN

OVERSEAS RATES AVAILABLE ON
+44 (0)1604 251 457

Terms and conditions: Offer valid for new UK subscriptions by Direct Debit only. After your first 6 weeks, your subscription will continue at £30.99 every 13 issues for the print and digital bundle. Digital magazines only available on iPhone and iPad. You can cancel your subscription at any time. Savings based on the standard UK cover price. **Offer ends 10 April 2019.**

RACING REPORTS

BRANDS HATCH: BRSCC BY MARK PAULSON

MARCH 23-24

Photos: Gary Hawkins

LATE ENTRANT IS NOT SHORT ON SUCCESS



Short (1) took two MX-5 victories



Jones twice topped the massive Compact Cup entry in a good start to his season

RESULTS

Mazda MX-5 Championship	Alfa Romeo Championship
Race 1A: Brian Trott	Race 1&2: Barry McMahon (156)
Race 2A: Ben Short	
Race 3A: Ben Short	Fun Cup
Race 1B: Tom Smith	JPR UVio (Fabio Randaccio/Scott Fitzgerald)
Race 2B: William Hayden	
Race 3B: John Langridge	Porsche Championship
	Race 1&2: Rick Styrin (Boxster)
Mazda MX-5 Super Series	Nippon Challenge/Tricolore Trophy & Multi Marques
Race 1: James Kell	Race 1: Nerijus Zabotka (Subaru Impreza)
Race 2: Joe Marshall-Birks	Race 2: Tony Hunter (Renault Clio)
Race 3: Nathan Heathcote	
BMW Compact Cup	
Race 1&3: Ian Jones	
Race 2: Steven Dailly	

Late entrant Ben Short swept to a double success in the Mazda MX-5 Championship opener at Brands Hatch. Having only decided to race after a customer withdrew during the week, Short will now seek to juggle his future commitments in order to continue in the championship.

Brian Trott won race one after diving inside polesitter John Langridge at Paddock Hill Bend mid-race, completing the move at Druids. Short advanced to third from seventh on the grid, despite his car losing balance after an early knock. He then formed a two-pronged attack with champion Will Blackwell-Chambers on leader Langridge in race two. As Langridge covered the inside line at Paddock just after half-distance, contact with Blackwell-Chambers pitched him into the gravel and promoted the chasing duo. A lap after the resulting safety-car period, Short sealed victory around the outside into Paddock. A later B-race win was scant consolation for Langridge.

Short led race three from lights to flag, despite constant pressure from Trott. Impressive debutant Joe Wiggin, the 2016 BMW Compact Cup runner-up before two years spent largely on the sidelines, beat a down-on-power Blackwell-Chambers to his second podium of the weekend, with the top five covered by less than a second.

Racing for fun before the serious business of the Ginetta GT4 Supercup starts, James Kell took a dominant maiden win in Saturday's MX-5 Super Series race. He was brought back to earth when caught out by a slippery surface early in race two, running wide and crashing at the bottom of Paddock Hill. That opened the door for Joe Marshall-Birks to claim his own first win in just his fourth race meeting.

British Rallycross champion Nathan Heathcote went one better by winning the finale at only his third meeting. After competing at Oulton Park on Saturday, Heathcote finished fifth in race two from the back of the grid, then jumped to third at the start of race three before passing Sam Bailey and Marshall-Birks to lead within two laps.

Bouncing back from losing third in the 2018 championship to a technical infringement, Ian Jones made clear his intentions for 2019 with two wins in the Compact Cup. He edged double champion Steven Dailly in an opener with little green-flag running, then defeated Ben Huntley by hanging on around the outside of Paddock and Druids in race three. Debuting a new car, Dailly headed Huntley in race two of the two-from-three format.

Barry McMahon took a pair of Alfa Romeo wins but debutant Richard Thurbin's Lancia Delta HF Integrale kept him honest. More suited to the rolling starts of Britcar, McMahon's Modified 156 was slow away, while Thurbin's four-wheel drive yielded two electric starts. Thurbin's superior traction helped delay the inevitable, but McMahon was ahead by half-distance in both races.

JPR UVio won the Fun Cup race by over a lap, the championship's biggest margin for a decade. Fabio Randaccio and Scott Fitzgerald overcame an early stop/go penalty for Randaccio's out-of-position start, overtaking long-time leader DespatchBay.com, which was then delayed by wheelbearing failure, after the penultimate round of pitstops. JPR PLR's Neil Plimmer/Ben Pitch finished second as several frontrunners hit trouble.

After only a couple outings last year, triple Porsche champion Rick Styrin claimed a brace of six-second wins over Garry Lawrence, from whom he had borrowed his car.

OULTON PARK: BARC BY STEPHEN BRUNSDON

MARCH 23

Photo: Steve Jones

Mark Osborne claimed a pair of closely-fought Pre '83 wins in his Triumph Dolomite Sprint as the Classic Touring Car Championship season kicked off in style at Oulton Park last weekend. Sharing its grid with the Pre '66 class, a near-capacity entry of 33 cars ensured action aplenty as Osborne discovered during a frenetic opening encounter in which any one of six cars could have won.

A poor start from pole dropped 2018 champion Stephen Primett's Ford Escort Mk2 to fifth by Old Hall as David Howard's Jaguar XJ12 took an early lead. Primett re-took the lead after slight contact with Howard at Hislops on the penultimate lap. Osborne then closed and snatched the win with an assertive final-lap move on the inside of Cascades. Primett was fourth as Michael Luck and Philip House completed the podium.

Osborne couldn't escape a thrilling four-car squabble for race two honours as Luck, Primett and Mark Cholerton's Mk2 Escort were split by just 1.551s at the flag. Luck pushed Osborne all the way but resolute defence from the latter meant Luck (BMW E21 320) had to settle for second once again.

In the Pre '66s, it was a more straightforward day for the Ford Falcon of Alan Greenhalgh who dominated both races, claiming an impressive pair of top 10 overall finishes.

Had it not been for a botched start from pole position in a safety car interrupted first race, Scott McIntyre may well have left Oulton Park with a pair of Junior Saloon Car Championship wins to his name.



Two hard-fought Pre '83 wins for Osborne

The 2018 Scholarship winner dropped to fourth on the opening lap before inheriting the final place on the podium following contact between Tom Ward and Jemma Moore. Ward finished second behind eventual race-winner Lewis Saunders but copped a two-place grid penalty ahead of race two for assisting Moore – sister of fellow drivers Sarah and Nigel – into the Cascades gravel.

McIntyre made amends second time

around and headed points leader Saunders to the flag by just under a second, with Ward beating Moore to take third.

A multi-car startline incident preceded a farcical safety car mix-up in the CNC Heads Sports and Saloons race, resulting in just three racing laps being completed. Eight cars were ruled out of the restarted affair which was delayed further after course workers were unable to retrieve Piers Grange's

stricken Ford Escort Mk1 from the Lodge gravel trap on the opening lap. The safety car then inexplicably failed to pick up race-leader Jon Woolfitt (MK Indy), resulting in a frustrating five-lap parade to the flag. Woolfitt won the "race" from David Harvey's Locosaki, Danny Bird's Spire and Paul Dobson (Locost).

A pair of superb race-long battles for second behind dominant winner Garrie Whittaker were the highlight

of the Kumho BMW action. Lucky Khera (M3) held off the hard-charging BMW M3 E46 of Jason West in the first race before a badly flat-spotted tyre reversed the positions in race two.

AJ Owen took his Honda Civic Type R to two comfortable victories in the Pre '03 Touring Car Championship, despite being challenged more seriously in the second race from the BMW M3 of Ian Bowers. Ross Craig claimed a second and third in his similar Civic Type R.

RACE WINNERS

Classic Touring Car Championship Pre '83/66
Race 1&2: Mark Osborne (Triumph Dolomite Sprint)

Junior Saloon Car Championship
Race 1: Lewis Saunders
Race 2: Scott McIntyre

CNC Heads Sports and Saloons
Jon Woolfitt (MK Indy)

Kumho BMW Championship
Race 1&2: Garrie Whittaker (E36 M3)

Classic Touring Car Championship Pre '93/03/05
Race 1&2: AJ Owen (Honda Civic Type R)

Blue Oval Saloons and Classic Thunder Championship
Race 1: Ric Wood (Holden Commodore)
Race 2: Andy Wilson (Holden Monaro)

TRY 6 ISSUES OF MOTORSPORT NEWS FOR £6



IN EVERY ISSUE

LATEST

news from the race
and rally scene

UNRIVALLED

coverage of
high-profile events

IN-DEPTH

race and rally reports

SUBSCRIBE ONLINE

WWW.AUTOSPORTMEDIA.COM/OFFER/MN2019

OR CALL

0344 848 8834

QUOTE PROMO CODE

PMSN19GEN

FOR OVERSEAS RATES CALL

+44(0)1604 251 457

WHY SUBSCRIBE?

SAVE UP TO 60%

on the cover price

ACCESS CONTENT

anywhere, anytime

FREE DELIVERY

direct to your door

Terms and conditions: Offer valid for new UK subscriptions by Direct Debit only. After your first 6 weeks, your subscription will continue at £30.99 every 13 issues for the print and digital bundle. Digital magazines only available on iPhone and iPad. Direct Debit rates are valid for one year after which they are subject to change. Should you wish to cancel your subscription it will be cancelled on expiry of the current term. You will be emailed instructions of how to gain access to your digital subscription. Savings based on the standard UK cover price. **Offer ends 10 April 2019.**

SPORTING SCENE

Photos: MKpics.net, Hal Ridge

NATIONAL HOT RODS

McDONALD ROMPS IT AT HEDNESFORD HILLS



McDonald held his nerve throughout

National Hot Rods

By Graham Brown

Organiser: Incarace When: March 24 Where: Hednesford Hills Raceway Starters: 28.

Rob McDonald made his long journey from Scotland worthwhile by taking the final honours at Hednesford, the former Stock Rod ace putting two lacklustre heats firmly behind him as he won the feature race going away.

Dave York and Perry Cooke took the heat wins, although newcomer Cooke could easily have had both but for a last-lap incident in the first race.

Peter Elliott took command at the start of the opening heat and managed to stay clear of the squabbling pack, even surviving a caution and restart after Dick Hillard had a hub shear and launched a loose wheel into the pack.

Elliott was still on point until a misjudged change of line by Nigel Beardsmore entering the East bend sparked a huge crash involving at least six cars, provoking another yellow flag and a lengthy clear up. Beardsmore himself was somewhat knocked about in the incident, as indeed was his badly damaged car. Gavin Murray's, which had hit Beardsmore head on, needed a lot of work before it could race again and the incident also put Chris Haird out of the race along with several others.

At the restart, Elliott was jumped by all the place men, Cooke went to the front



McDonald is now second in the Hot Rod points table

but was under the cosh from Stuart McLaird and Jack Blood. Blood moved up to second and piled pressure on the leader. But Cooke proved equal to the task and was still in front for a very late yellow thrown when Shaun Taylor hit the home straight wall.

That gave rise to a one-lap sprint finish but the drama still wasn't over, with Cooke spinning at Turn 1 and Blood getting disqualified for causing it, thus handing the win to York.

Heat two was a good deal less frenetic. Alistair Lowe led them away with Cooke sniffing his back bumper for a couple of

laps before driving around the leader's outside exiting the West Bend. Cooke had a few tours to enjoy the luxury of running on his own before York eventually hunted him down. York nearly made a pass as they went around the backmarking Stefan Lloyd car but Cooke escaped the trap with a very slick manoeuvre and remained out front, even pulling clear again in the dying laps.

Outside pole man McLaird made a great start to lead the final away but was soon having to square up to a two-pronged attack from Billy Wood and McDonald. It quickly became clear that

the world champ's car wasn't handling at its best while, by contrast McDonald's was looking well dialled in compared to earlier in the day. The Scotsman slipped by and then ducked under McLaird as well to take a lead he was not to lose.

While McDonald simply pulled further and further clear, attention centred on the places fight between Wood, Shane Bland, Haird and Murray – this quartet trading places throughout the race as first one and then another fell foul of oil being laid by someone.

McDonald was almost half a lap to the good by flag fall, the others crossing the

line still in a bunch with Bland heading home Wood, Murray and Haird. McLaird was next up in the barely raced Ginetta used by Carl Boardley at the tail end of last year.

Results

Heat one: 1 Dave York (Vauxhall Tigra); 2 Billy Wood (Vauxhall Tigra); 3 Shane Bland (Vauxhall Tigra); 4 Andy Lane (Ginetta G40R); 5 Stuart McLaird (Ginetta G40R); 6 Rob McDonald (Vauxhall Tigra); 7 Kym Weaver (Vauxhall Tigra); 8 Aaron Dew (Ginetta G40R). **Heat two:** 1 Perry Cooke (Vauxhall Tigra); 2 York; 3 McLaird; 4 Dew; 5 Chris Haird (Vauxhall Tigra); 6 Alistair Lowe (Vauxhall Tigra); 7 Wood; 8 Gavin Murray (Vauxhall Tigra). **Final:** 1 McDonald; 2 Bland; 3 Wood; 4 Murray; 5 Haird; 6 McLaird; 7 Dew; 8 Lane; 9 Cooke; 10 Ivan Grayson (Vauxhall Tigra). **Points:** 1 Haird 347; 2 McDonald 331; 3 Wood 326; 4 Murray 309; 5 Jason Kew 303; 6 Weaver 269.

BRITISH RALLYCROSS CHAMPIONSHIP

GODFREY IS NEAR-PERFECT FOR BRITISH RX WIN



Julian Godfrey took the early advantage at Silverstone with a dominant victory

British Rallycross Championship

By Hal Ridge

Organiser: BARC/LHMC When: March 24 Where: Silverstone Circuit Starters: 65.

For only two laps of the entire day in the opening round of the British Rallycross Championship did Julian Godfrey not lead the order. And on both occasions, the five-time champion and renowned engineer only relinquished track position with an early joker lap, once in Q3 to Steve Hill and the other to closest challenger Derek Tohill in the final.

Other than that, Godfrey dominated proceedings at Silverstone with an accomplished drive. Fastest in free practice, Tohill won the first race of the day in Q1 but was pipped to fastest time in the session by Godfrey, who won race two in Spencer Sport's Mitsubishi Mirage and bettered Tohill's target time by almost two seconds.

Thereafter, starting in the second position grid slot for the rest of the day, double European champion Tohill, driving his OlsbergsMSE-built Ford Fiesta, could find no way by Godfrey and settled for a solid runner-up spot in the final on his return to the series.

Mitsubishi Lancer E10 campaigner Hill brought a number of suspension upgrades for the opening round and was third in the times for the opening two qualifiers but dropped to fourth behind Pat Doran on the opening lap of the final and had to settle for fourth at

the finish. Doran picked up where he finished in a one-off outing at Silverstone last November: on the podium. The four-time champion had entered a Citroen DS3 for the 2019 opener but due to engine issues reverted back to the C4 in the days leading up to the event.

Mike Manning, who will contest a full European Championship campaign this season, shot out of the blocks on Sunday morning at Silverstone with his revised Ford Fiesta and challenged Doran for track position in Q1 but a steering problem forced him to pull off and effectively ended his challenge. He finished fifth in the final, one place ahead of rallycross stalwart Steve Mundy with another Fiesta.

Manning's son Liam retired his Subaru Impreza from the final after the first lap, while both Ollie O'Donovan and Oliver Bennett retired after practice. O'Donovan stopped due to an engine problem with his Ford Fiesta and Bennett's team discovered a driveshaft clearance issue with its Mini and, with the car due to fly to Abu Dhabi this week for the opening round of World RX, they stopped to avoid potential damage.

Renault Clio V6 racer Tristan Ovenden broke his Silverstone duck in the **Supernational** category to claim the two-wheel-drive win, ahead of Super1600 racer Jack Thorne and Irish visitor Peter McGarry, racing Tohill's double European Championship-winning Fiesta TouringCar.

Reigning BTRDA Rallycross champion Luke Constantine won the **Junior Rallycross** final by just 0.04s in a race to the line with Patrick O'Donovan, as O'Donovan exited the joker on the final tour. Latvian Roberts Vitols completed the podium positions.

Reigning champion David Bell won the **BMW Mini** final and Dominic Flitney came out on top of a battle with reigning Junior RX champion Tom Constantine for victory in the single-make **Swift Sport** class. Marc Scott ended Chrissy Palmer's run of domination in the **RX150** buggy category and RS200 driver Steve Harris claimed victory in a strong entry for the **Retro Rallycross Championship**.

Results

British Rallycross: 1 Julian Godfrey (Mitsubishi Mirage) 4m26.577s; 2 Derek Tohill (Ford Fiesta) +2.587s; 3 Pat Doran (Citroen C4); 4 Steve Hill (Mitsubishi Evo); 5 Mike Manning (Ford Fiesta); 6 Steve Mundy (Ford Fiesta). **Supernational:** 1 Tristan Ovenden (Renault Clio) 4m47.878s; 2 Jack Thorne (Renault Twingo) +3.986s; 3 Peter McGarry (Ford Fiesta); 4 Paige Bellerby (Lotus Exige); 5 Craig Lomax (Citroen C2); 6 Paul Johnson (BMW M3). **Junior Rallycross:** 1 Luke Constantine 5m25.469s; 2 Patrick O'Donovan +0.038s; 3 Roberts Vitols; 4 James Constantine; 5 Ben Sayer; 6 Archie Thomas. **BMW Mini:** 1 David Bell 5m04.563s; 2 Drew Bellerby +2.437s; 3 Martin Hawkes; 4 Andrew Hawkes; 5 James Osbourne; 6 Gareth Wood. **Suzuki Swift:** 1 Dominic Flitney 5m07.925s; 2 Tom Constantine +0.652s; 3 Max Weatherley; 4 Christopher Scott; 5 Will Layton; 6 James Chisman. **RX150:** 1 Marc Scott 4m46.469s; 2 Stephen Jones +1.945s; 3 Chrissy Palmer; 4 Brett Harris; 5 Kevin Feeney. **Retro Rallycross:** 1 Steve Harris (Ford RS200) 4m02.085s; 2 Derrick Jobb +3.706s; 3 Steve Cozens (Citroen AX); 4 Gary Simpson (BMW E30); 5 David Halford (Audi Quattro); 6 John Cross (Lancia Stratos).



RACING

BALANCED BRAKING PERFORMANCE

All the way to the APEX

BITE

DECELERATION

MODULATION

RELEASE

THE DRIVER'S
PAD

FERODO RACING BRAKE PADS

developed and engineered to perform in all four phases of the braking event.

In addition to the bite and deceleration expected from a world class race pad, Ferodo pads offer the superior modulation and instantaneous release for maximum exit speeds.



www.ferodoracing.com

Circuit Supplies (UK) Ltd, Unit 8, Eden Court,
Eden Way, Leighton Buzzard, Beds LU7 4FY
Tel: 01525 385 888 • Fax: 01525 385 898
info@circuitsupplies.com
www.circuitsupplies.com

SELECTED RANGE NOW AVAILABLE
THERMALLY BEDDED

SPORTING SCENE

Photos: Hal Ridge, Trevor Coulson

TOHILL CONSIDERS FULL BRITISH RX BID AFTER SILVERSTONE SECOND

European champion now looking at options for a domestic campaign in 2019

By Hal Ridge

Double European Rallycross champion Derek Tohill could compete in further rounds of the British Rallycross Championship this season.

Tohill took his PFCRX team's Olsbergs MSE Ford Fiesta Supercar to second in the opening round of the series at Silverstone last weekend, and is yet to confirm concrete plans for 2019.

Tohill has raced full-time in the European Championship with the car for the last three years, but says he is still assessing where he will compete regularly this year.

"Julian [Godfrey] drove very

well at Silverstone, he had us off the line all day," said Tohill. "I gave it everything I had, tried to keep him honest and hoped he'd maybe make a mistake but Julian's a five-time British champion so he tends not to make too many mistakes.

"We enjoyed our first run at this track and at least we know our way around here now; I'd like to come back, maybe for the European round in May. We'll try and reverse it next time out."

The next round of the British RX series takes place at Lydden Hill on Easter Monday.

"I love Lydden Hill, it's absolutely my favourite circuit in the UK, and it's been a long time since I've raced

there," added Tohill. "I've some happy memories there, some good times in the European Championship, so yeah there's a good chance we might be there."

With three of the remaining rounds taking place in South Wales, within easy reach of the ferries from Ireland, Tohill isn't ruling out a full British Championship campaign.

"I've been trotting around Europe for a long time, so it kind of feels good to be heading home tonight and it's time friendly," he said after the final at Silverstone. "We're happy, so coming back for more sounds like a good plan."



Tohill could tackle more British RX



Sebastian Eriksson took two wins from the three events held in Sweden

Eriksson fights back from race two woe to claim RallyX title

Global Rallycross Championship race winner and RallyX Nordic title winner Sebastian Eriksson took two wins from three in the RallyX on Ice series at Are in Sweden to claim the winter crown.

The other victory in the series, which is held over a single week on Are's frozen lake, was claimed by reigning RX2 International Series champion Oliver Eriksson. He just pipped brother Kevin to victory in the encounter, but

his title challenge faded when he got stuck in a snow bank in the semi-finals of the final.

Kevin finished second in the series, while Norwegian Ben-Philip Gundersen climbed up to the final podium spot in the last race of the winter season.

"To take a clean sweep from the first qualifying race through to the final is fantastic," said Sebastian. "After winning on the Monday, Wednesday did not go so well; I lost too much ground during the semi-final,

and you really need to start towards the front in the final in these conditions. Other than that, I really can't complain."

World Rallycross drivers Kevin and Timmy Hansen claimed victory with their new Yellow Squad by Hansen Cross Car team and driver Julius Ljungdahl. The Swede won the final round to take the title, while Timmy Hansen drove the new FIA TN5 XC Cross Car developed by World Rally star Thierry Neuville.

World RX live on UK television

British fans will be able to watch the World Rallycross Championship live on BT Sport and FreeSports in 2019.

BT Sport will broadcast the 10-round series and include a weekly highlights show.

Qualifying races will continue to be broadcast online and, for the first time, will include coverage of the European Rallycross Championship.

"To have a broadcast partner of the calibre of BT Sport is great for the FIA World Rallycross Championship," said newly appointed World Rallycross managing director Torben Olsen. "BT Sport has established a benchmark in televised sport, particularly motorsport, and we are delighted that World RX is now an integral component of the portfolio."

Godfrey unsure of which machinery to use for remaining British RX dates

British Rallycross Championship leader Julian Godfrey could revert to his title-winning Ford Fiesta Supercar for the remainder of the 2019 season.

Godfrey raced the Spencer Sport-run Mitsubishi Mirage that he campaigned last season to victory in the season opener at Silverstone last weekend, but says he is yet to

confirm which car he will use in the second round at Lydden on April 22.

Godfrey said: "Spencer Sport were able to do me a really good deal on the car last year because we were working on its development and there has been some good interest from people in racing it.

"We have made some really good progress with the chassis and the

engine, it's a very good car now but I might be in the Fiesta at Lydden.

"We'll have to have a little talk now [after Silverstone] and see what we come up with, but if not we'll be in the Fiesta for Lydden."

Godfrey won five consecutive titles with the Fiesta before switching to the Mirage last year. "I'm confident that the Fiesta is still a good car too."



Godfrey won the opener in the Mirage, but might swap car

BTRDA RALLYCROSS

CROOKS ROBS HIS RIVALS OF TOP SPOT AT BLYTON



Dream BMW Mini debut for Crooks

BTRDA Rallycross

By Hal Ridge

Organiser: MDA/BTRDA When: March 24 Where: Blyton Park Starters: 44.

BMW Mini racer Todd Crooks gave his freshly-built Super Modified rallycross machine a dream debut in the opening round of the BTRDA Clubmans Rallycross Championship at Blyton Park with victory.

Crooks qualified on the second row of the grid for the A final, but was elevated a position when top qualifier Fred Ling was forced out with driveline problems in Q3. BTRDA newcomer Alan Crockett initially took the lead

of the race and headed Crooks, who had been struggling with a misfire throughout the day, until Crooks found a way ahead of the Northern Irishman's Vauxhall Corsa to claim the win.

Experienced rallycross campaigner Allan Tapscott completed the podium with his rear-wheel drive Corsa, while William Stewart came home fourth in the Ford Escort previously campaigned by Tommy Graham.

Production champion James Orton was forced out of the running after practice on his return to the series, leaving Dale Ford to dominate proceedings and lead the A final from lights to

flag in his Citroen Saxo. Nathan Jones and Sue Lane finished second and third with a brace of Honda Civics, while Juozas Meskauskas was fourth, and second of the 1600cc runners.

The Classic category was won by Marc Jones in his former Super Modified Toyota MR2, while ex-British Touring Car Championship racer Harry Vaulkhard finished second in a Vauxhall Corsa and David Martin, previously a racer in Stock Hatch completed the podium.

In the Junior class, Amy Baines won all three qualifying races and comfortably led the final but rolled her Vauxhall

Corsa and caused a red flag.

Despite the best efforts of her team she was unable to take the restart of the race, which was won by rallycross newcomer Alfie Jenkins in a Nissan Micra. Making it a podium lockout for new drivers, Charlie Titcombe finished second in the sole Suzuki Swift and Abbie McGuinness was third with a Volkswagen Lupo.

Christopher Baker's challenge in the Production 4x4 class finished before it had properly begun, the engine in his Subaru Impreza expiring at the end of the first qualifying run. That left James Phillips as the only four-wheel-drive runner and,

by making it to the end of the event, he was awarded victory.

Result

Super Modified: 1 Todd Crooks (BMW Mini) +1.750s; 2 Alan Crockett (Vauxhall Corsa) +1.750s; 3 Allan Tapscott (Vauxhall Corsa); 4 William Stewart (Ford Escort); 5 Leonardo Lyon (Peugeot 206); 6 Gary Mitchell (Ford Puma).

Production: 1 Dale Ford (Citroen Saxo) 5m41.953s; 2 Nathan Jones (Honda Civic) +8.110s; 3 Sue Lane (Honda Civic); 4 Juozas Meskauskas (Citroen C2); 5 Bradley Simpson (Peugeot 206); 6 Lee Keeler (Citroen Saxo).

Classic: 1 Marc Jones (Toyota MR2) 5m58.037s; 2 Harry Vaulkhard (Vauxhall Corsa) +3.512s; 2 David Martin (Peugeot 205); 4 Vincent Bristow (BMW 318); 5 Brian Hardman (Ford Escort).

Junior: 1 Alfie Jenkins (Nissan Micra) 6m06.397s; 2 Charlie Titcombe (Suzuki Swift) +12.060s; 3 Abbie McGuinness (Volkswagen Lupo); 4 Max Langmaid (Vauxhall Corsa); 5 Amy Baines (Vauxhall Corsa).

Production 4x4: 1 James Phillips (Subaru Impreza) 5m38.033s; No other starters.

HAVE YOUR SAY

WE NEED YOU! GET INVOLVED WITH MN



EMAIL
letters@
motorsport-
news.co.uk



TWITTER
Updates:
@MNMotorsport



FACEBOOK
Search for
'Motorsport News'



DIGITAL ISSUE
See motorsport-
news.co.uk



WRITE TO US
Motorsport News
1 Eton Street,
Richmond,
TW9 1AG

MN does not always agree with opinions expressed in letters

MN SAYS...

Wraps come off to raise the anticipation

Two new British Touring Car Championship racers have whetted the appetite

In the earlier pages of this issue of Motorsport News, two of the most talked about machines of the 2019 British Touring Car Championship line-up share the same page. WSR is putting the finishing touches to its 330i M Sport, which will be driven by reigning title holder Colin Turkington, and Speedworks Motorsport has revealed the backing for its Team Toyota GB Corolla.

Both will be at the sharp end, but in a championship as competitive as the BTCC, both teams will need to get to grips with their cars as soon as possible. Others are in more proven products and, with the races coming thick and fast over the opening part of the season, they will both be hoping that they are able hit the ground running.

The first (and only pre-season) group test takes place at Brands Hatch this week, so we will finally be able to get an idea of exactly how good these new cars are. The questions keep being asked in the BTCC, and Motorsport News will continue to provide as many answers as it can.

Matt James, Editor (Twitter: @MattJMNews)



YOUR PICS



LETTERS@MOTORSPORT-NEWS.CO.UK

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



Chris West on the Lee Holland, from Ian Sprott



Martin Cooper braved the weather to take this shot from Donington Park recently

ART EDITOR MIKE STOKOE'S FAVOURITE OF THE WEEK!



Martin Hailey's HERO Rally snapshot



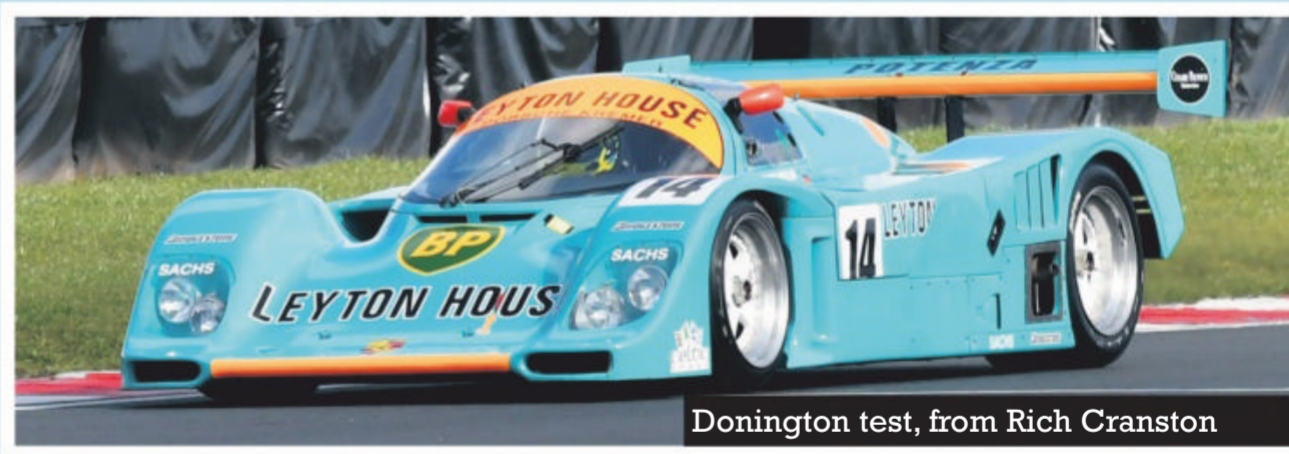
Mike Bouts's Tour of Epynt photograph



Trialling effort, from Mike Griffin



Knockhill test, taken by Alex Ireland



Donington test, from Rich Cranston



Malcolm Wilson Rally, from Richard Salisbury



James Lomax went onto the stages to take this Ford Cortina on the Cambrian Rally

GOT AN OPINION?

LET US KNOW: LETTERS@MOTORSPORT-NEWS.CO.UK

TV GUIDE



Watch 2013 Bahrain F1 race

Head Down Under for the second round of the **Australian Supercars Championship**, where you can see the best action from all four races from Melbourne (Wednesday, 2100-2300hrs, BT Sport 3).

Formula E is becoming one of the most unpredictable racing series in the world and that continued at the latest round from Sanya in China. For the sixth race in a row

there was a different winner in a contest that was full of drama and controversy. Tune in on Thursday to find out what happened (1130-1230hrs, BT Sport 1).

Can't wait for the Bahrain Grand Prix this weekend? Then fear not, as Sky Sports F1 has you covered with **F1 Classic Races**. Sit back and relive the 2013 Bahrain Grand Prix (Thursday, 2100-2315hrs).

LIVE TV

Formula 2: Bahrain

■ **Race 1:** Saturday, 1000-1130hrs, Sky Sports F1
 ■ **Race 2:** Sunday, 1210-1315hrs, Sky Sports F1

NASCAR: Texas

■ **Race:** Sunday, 1930-0030hrs, Premier Sports 1



Schumacher in F2

LIVE WRC: TOUR DE CORSE

BT Sport Friday

■ **End of day 1 review:** Friday, 2145-2215hrs, BT Sport 3

Saturday

■ **SS11:** Saturday, 1500-1600hrs, BT Sport ESPN

■ **End of day 2 review:** Saturday, 2230-2300hrs, BT Sport 1

Sunday

■ **SS14:** Sunday, 1100-1230hrs, BT Sport 2
 ■ **End of day 3 review:** Sunday,

2115-2145hrs, BT Sport 3

Red Bull TV

■ **End of day review:** Saturday, 2100-2130hrs
 ■ **SS11:** Saturday, 1450hrs

■ **End of day review:** Sunday,

2100-2130hrs

End of day review:

Monday, 2100-2130hrs

5Spike

■ **Highlights:** Monday, 1900-2000hrs

LIVE F1 BAHRAIN GRAND PRIX



Bottas won in Oz

Sky Sports F1 HD

■ **Drivers' press conference:** Thursday, 1200-1230hrs
 ■ **Welcome to the weekend:** Thursday, 1600-1630hrs
 ■ **FP1:** Friday,

1045-1245hrs

FP2:

Friday, 1445-1645hrs

FP3:

Saturday, 1145-1310hrs

Qualifying:

Saturday, 1400-1630hrs

Race:

Sunday, 1430-1900hrs

Highlights:

Sunday, 2130-2230hrs

Sunday, 2130-2230hrs

Channel 4 HD

highlights

■ **Qualifying:** Saturday, 1900-2030hrs

Race:

Sunday, 2100-2300hrs

FAVOURITE LIVERIES 1980s MATT JAMES' TOP THREE PICKS



Mampe Maurer MM83

Willy Maurer was an ambitious team owner with links to the spirit firm Mampe, and had started out as a sponsor before creating his own F2 team. It began fielding cars in European F2 in 1979 with Armin Hahne driving, but it was when Stefan Bellof came onboard for '82 and '83 that the cars became ingrained in the memory. The gorgeous black cars never won the title, but they won admiring glances. Sadly, the team folded in '83.

Cellnet Ralt RT31

This was a great time for British F3 with an abundance of homegrown talent on the grid and 18 non-stop rounds throughout the season. Although 1987 title winner Johnny Herbert was always my personal favourite, the Cellnet-backed Intersport Ralts of Damon Hill and Martin Donnelly were sponsored by an exciting new thing called a cell phone – we wondered if they would catch on. The livery looked pretty good too.



Q8 Reynard 88D

Another appealing paint job was on the Eddie Jordan Racing Reynard 88D of Martin Donnelly in the latter part of 1988. In truth, they were colours carried over from the Madgwick Motorsport car of Thomas Danielsson from British F3 in 1987 but they fitted the lines of the chassis perfectly. Donnelly was drafted into the EJF fold after Danielsson suffered eye damage and finished fourth in the points despite contesting less than half a year.



LISTINGS

RACING SATURDAY

Donington Park, Leics

HSCC meeting: 70s Road Sports, Historic Road Sports, Historic FF1600, Historic FF2000, Guards Trophy, Classic F3/Classic FF2000, Formula Junior, Historic Touring Cars **Starts** racing from 1315hrs (qualifying from 0910hrs) **Admission** adult £16, under 13 free **Web** msv.com **Contact** 0843 453 9000
 ■ **Silverstone National, Northants**
MGCC meeting: MG Cup, MG Metro Cup, BCV8, MG Trophy, Cockshoot Cup, Equipe GTS, Equipe Pre '63 **Starts** racing from 1200hrs (qualifying from 0900hrs) **Admission** adults £15, under 15 free **Web** silverstone.co.uk **Contact** 08704 588260
 ■ **Kirkistown, N Ireland**
500MRCI meeting: Road Sports, Ford Fiesta Zetec/ Mazda MX-5, FF1600, Saloon/GT, Formula Vee, Irish Touring Car **Starts** racing from 1300hrs (qualifying from 0900hrs) **Admission** adult Euro 15, child free **Web** kirkistown.com

SATURDAY/SUNDAY

■ **Silverstone International, Northants**
BARC meeting: Britcar Endurance, Classic FF1600, Caterham Graduates, Clio Cup, 2CV, MGOC **Starts** Saturday, racing from 1325hrs (qualifying from 0900hrs) Sunday, racing from 1035hrs (qualifying from 0930hrs) **Admission** adult £15, under 15 free **Web** silverstone.co.uk **Contact** 08704 588260

RALLY SATURDAY

■ **Dolgellau, NWales**
Starts 0801hrs
Admission free (£10 parking)
Web rallynorthwales.co.uk

RALLY SATURDAY

■ **Dolgellau, NWales**
Starts 0801hrs
Admission free (£10 parking)
Web rallynorthwales.co.uk

Listings correct at time of press, but please check before travel

THE VOICE OF BRITISH MOTORSPORT MOTORSPORT NEWS

Autosport Media UK Limited, 1 Eton Street, Richmond, TW9 1AG, UK

EDITORIAL

Tel: +44 (0) 20 3 405 8149

Like us on Facebook: search 'Motorsport News'

Twitter: @MNMotorsport

Web: www.motorsport-news.co.uk

Editor Matt James

matt.james@motorsport-news.co.uk

Deputy Editor Stephen Lickorish

stephen.lickorish@motorsport-news.co.uk

Group National Editor Jack Benyon

jack.benyon@motorsport.com

Reporter Stefan Mackley

stefan.mackley@motorsport-news.co.uk

Group Rallying Editor David Evans

david.evans@autosport.com

Art Editor Mike Stokoe

mike.stokoe@motorsport-news.co.uk

Office Manager Joanne Grove

joanne.grove@motorsport.com

CONTRIBUTING EDITORS

Historics editor Paul Lawrence

Rallycross editor Hal Ridge

Grand Prix columnists James Roberts, Stuart Codling

Origination/Repro Dave Sternberg

Photography LAT Images: Steven Tee, Glenn Dunbar, Sam Bloxham, Zak Mauer

SUBSCRIPTIONS/BACK ISSUES

Motorsport News, FREEPOST, 3 Queensbridge, Northampton NN4 7BF

UK 0344 848 8834

Overseas +44 (0)1604 251 457

Email help@asm.secureorder.co.uk

ADVERTISING

Tel: +44 (0) 203 405 8110 (Display) or

+44 (0) 203 405 8109 (Classified)

Advertising deadline Monday 12 noon

Sales Director James Robinson

Display Sales Christian Plucknett, Jamie Brooker and Karen Reilly

Classified Sales Ben Kavanagh, Joel Marcus, Edward Sanderson and Caroline Kimber

Creative Solutions Don Rupal

PUBLISHING

Group Publishing Manager Sunita Davies

Production Controller Ben Webster

MANAGEMENT

Editor-in-chief Autosport Media UK

Andrew van de Burgt

EMEA President James Allen

© 2019 Autosport Media UK Limited

Reproduction in whole or in part of any text, photograph or illustration without written permission from the publisher is strictly prohibited. While due care is taken to ensure the contents of Motorsport News are accurate, the publishers and printers cannot accept liability for omissions and errors.

Advertisements are accepted for publication in Motorsport News only upon Autosport Media UK Limited's Standard Terms of Acceptance of Advertising, copies of which are available from the Motorsport News advertising sales department.

Registered as a Newspaper with Consignia

Printed by Sheffield Web

Distributed by Seymour, 2 Poultry Avenue, London, EC1A 9PT

Published every Wednesday by Autosport Media UK Limited, 1 Eton Street, Richmond, Surrey, TW9 1AG, UK

Autosport Media UK Limited is a division of Motorsport Network LLC

motorsport
NETWORK

NEXT WEEK

OUT WEDNESDAY, APRIL 3

BAHRAIN GRAND PRIX REPORT



WRC

TOUR DE CORSE

WHO WILL WIN ON THE TARMAC?



BTCC SEASON PREVIEW

ALL THE DRIVERS, TEAMS AND CARS FOR 2019

PLUS: ALL THE USUAL NEWS, VIEWS AND REPORTS

SEASON ESSENTIALS - INSURANCE

On Track for your 2019 season.

New for 2019, our On Track insurance products can support your season by protecting your asset from unforeseen On Track damage. Flexible applications and competitive rates with personal service from some of the most experienced people in motorsport insurance.

We can quote and place insurance for most of your motorsport requirements – from but not limited to:

- **Circuit Racing • Trackdays • Clubmen**
- **Classics • Historics • Tin Tops • Open Wheelers**
- **Professional and amateur teams.**

SPORTS INSURE

an Aon company

Call Phil, Alison or Jason on 07515 994481 to discuss your requirements.

Sports-Insure, Office 6, 1 Bridgewater Road, Worsley M28 3JE



sports-insure.co.uk/ontrack



0161 790 7000



info@sports-insure.co.uk

Sports Insure is a trading name of Henderson Insurance Brokers Limited. Henderson Insurance Brokers Limited is authorised and regulated by the Financial Conduct Authority. Henderson Insurance Brokers Limited is a subsidiary of Aon UK Limited. Aon UK Limited is authorised and regulated by the Financial Conduct Authority. FPNAT417

**“THE TRACK IS MY CANVAS,
THE CAR IS MY BRUSH”** GRAHAM HILL



SOMETIMES ALL YOU NEED IS A GOOD QUOTE.

Track Day Cover - Laid-up Cover Including in Transit,
Trailer/Transporter Insurance - In-between Events Road Cover

We're in pole position when it comes to motorsport insurance cover,
call us today for a great personalised rate... **0800 085 6186** or visit adrianflux.co.uk/motorsport

ADRIAN FLUX
MOTORSPORT

Authorised and regulated
by the Financial Conduct Authority

SEASON ESSENTIALS - RACEWEAR

freem Racewear .CO.UK

The Winning Choice.

For style, quality and service that is second to none.
Suppliers to leading teams and individuals.
UK based design team can work with you to
create your unique custom design.
Full range of boots, gloves, underwear,
helmets and accessories.
Contact us for further information.

www.freemracewear.co.uk
Call: 01233 740 615
Email: aaron@freemracewear.co.uk

@racewearfreem racewearfreem racewearfreem



Nomex™ Motorsport badges for Race & Rally

Sponsors Race Numbers
Championship Name
Team Blood Groups Nationality Club



HOT-STITCH MOTORSPORT BADGES

- No Minimum Order Charge
- Nomex Sewing Kit Included
- Easy Online Ordering
- Quick Turnaround
- UK Manufactured
- No Set-Up Fees

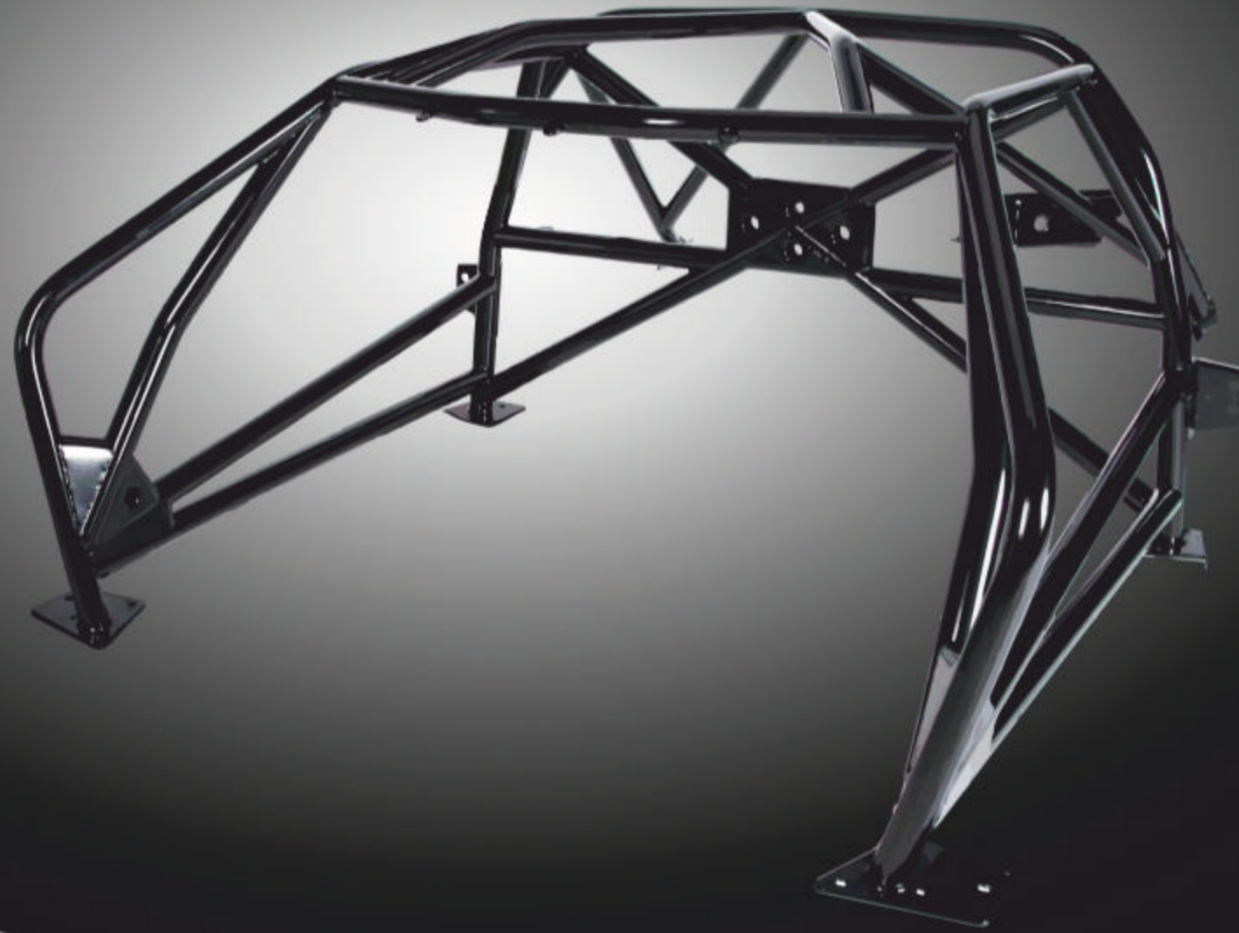


WWW.HOT-STITCH.COM 01559 372 356

SEASON ESSENTIALS - RACE PREP

CAGED LASER ENGINEERING

Automotive Engineering & Fabrication Specialists
Bespoke & Standard Roll Cages



ROLL CAGE FABRICATION



CHASSIS FABRICATION



RACE CAR PREP



PIT EQUIPMENT



POWDER COATING



MACHINING



SHEET METAL WORK



CNC FOLDING



LASER CUTTING



DESIGN

Unit 12
Ash Farm
Business Park
Holcombe
Radstock
BA3 5EX

+44 (0) 1761 239133
info@cagedlaser.co.uk
www.cagedlaser.co.uk



The Motorsports School



ARDS RACE LICENCE COURSES £300

ADVANCED ARDS COURSES £600

JUNIOR ARDS COURSES 14-16 YEAR OLDS £600

ARDS INSTRUCTOR TRAINING COURSE £650

1-2-1 RACE TUITION PER DAY FROM £300

TRACK DAY TUITION PER DAY FROM £300



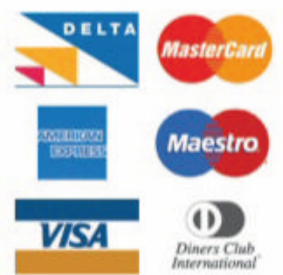
WWW.THEMOTORSPORTSSCHOOL.CO.UK

THEMOTORSPORTSCHOOL@HOTMAIL.CO.UK / 01455 502412

Book your advert before 12pm Monday and see it in print first thing Wednesday



Classified



Telephone: 0203 405 8109 Email: mnads@motorsport.com

Motorsport News Classified offers a fantastic opportunity to advertise to a uniquely motorsport based audience. Advertising with us puts your advert right in front of a very hands on and involved motorsport market.

Brand New Private Seller Rates Lineage:
 25 words = £25 (£30 inc vat)
 25 words + Picture = £35 (£42inc vat)
 Extra 10 words = £5 (£6 inc vat)
Full Colour 4x1 Box Advert
 £50 (£60 inc vat)
 £10 per extra column cm (£12 inc vat)
Private seller Offer
 25% off when you book for 4 weeks

If you wish to advertise in the Motorsport News Classified please **call 0203 405 8109** or **email mnads@motorsport.com**
Deadline: Mondays at 12noon (subject to change on Bank Holiday weeks)
Payment: Cheques and postal orders should be made payable to Autosport Media UK Ltd

Address for advertising
Motorsport News Advertising
 1 Eton Street,
 Richmond,
 TW9 1AG

Important
 The publishers reserve the right to refuse advertisements and do not accept liability for clerical or printers errors.
 Terms for approved accounts strictly net within 30 days. The advertiser's name and address must accompany all advertisements, whether for publication or not.
 Any advertisement received too late for publication and any advertisement received too late for inclusion in the current issue will automatically be inserted in the next available issue.

If you are a trade advertiser this must be indicated in your advertisement. Advertisers are also reminded that they are responsible for complying with legal requirements currently in force.
Six weeks notice prior to issue date required for cancellation of any advertisement. All Verbal confirmation taken on the phone is binding.
Cancellation and refunds not guaranteed. Terms of acceptance of advertising are available on request.

SPARES AND ACCESSORIES



INSURANCE



POLICIES FOR
 ✓ COMPETITION CARS
 ✓ RALLY & RACE CARS
 ✓ SERVICE VEHICLES

PHONE: 0161 440 7590
 quote form on rallycar-insurance.co.uk

Authorised and regulated by the Financial Services Authority

QED
 Full range of engine components for:
LOTUS FORD TWIN-CAM
LOTUS 900-SERIES
VAUXHALL XE
VAUXHALL ECOTEC
ROVER K-SERIES
 Call or buy online!
QEDMOTORSPORT.CO.UK
01509 412 317

SIMPSON
Race Exhausts
 The Stainless Steel Rally Exhaust Specialists ...
 Follow Us
twitter.com/SimpsonExhausts
 Like Us
facebook.com/SimpsonRaceExhausts
01753 532 222 // www.SimpsonRaceExhausts.com



TO ADVERTISE YOUR PRODUCTS AND SERVICES IN OUR NEXT ISSUE CALL 0203 405 8109

ONLINE AUCTION

By order of the Joint Administrators Richard Beard, Mark Firmin and Richard Fleming of Alvarez & Marsal Europe LLP re: JD Classics Holdings Limited & JD Classics Limited.

OVER 30 HIGHLY DESIRABLE CHERISHED REGISTRATION NUMBERS AND TRANSPORTER

(All Subject to Availability)

120	8 LLE
140	3 SNB
19 J	RGC 2
61 E	46 TE
2 XK	J146 UAR
150J	82 JD

2010 Mercedes Axor 1843LS 6x2 double sleeper cab chassis fitted **Conestoga** Type CDS **two car race transporter** with office/twin bunk accommodation and side awning; 270,899 kms recorded; Cherished number excluded from sale.



Registration Numbers (on retention & entitlement certificates) including those above and many others.

TO BID VISIT. BidSpotter.co.uk

VIEW. By Appointment Only
 AT. Maldon, Essex
BIDDING ENDS.
 Tuesday 30th April 2019, from 3.00pm

CONTACT.

Jenni Pearce | t +44 (0)7788 394 330 | e jpearce@gordonbrothers.com
GORDONBROTHERS.CO.UK

- ✓ VALUATIONS
- ✓ DISPOSITIONS
- ✓ OPERATIONS
- ✓ INVESTMENTS



BMWCCR BMW Car Club Racing **BMWcup**

BMW Car Club Racing Events 2019

Trackdays are open to all makes and models and non members

22 April (Mon)	Donington Park GP (Race)
23 April (Tue)	Cadwell Park (Trackday)
27 May (Mon)	Castle Combe (Race)
22 June (Sat)	Silverstone National (Race TBC)
6 July (Sat)	Brands Hatch (Race) Deutsche Fest
12 July (Fri) (Sat E)	Castle Combe (Trackday)
10 August (Sat)	Silverstone International (Race)
11 August (Sun)	BMW Festival (Event) Gaydon
14 September (Sat)	Oulton Park (Race)
30 September (Mon)	Snetterton 300 (Trackday)
13 October (Sun)	Snetterton 300 (Race)
26 October (Sat)	Birkett 6hr Team Relay
	Silverstone GP (Relay Race - 4 teams)
1 & 2 November (Sat/Sun)	Motorsportdays Live Show Silverstone (Event)
8 Nov (Fri)	Oulton Park (Trackday)

www.bmwclubgb.co.uk [/BMWCCR](https://facebook.com/BMWCCR) [@BMWCCR](https://instagram.com/BMWCCR)

MARKETPLACE

Malpassi **GLENCOE**
U.K. Concessionaires

FILTER KING

Used professionally in:

- Off Roothing Sports
- Historic Racing
- Historic Rallying

BENEFITS

- Fuel Filtering
- Fuel Pressure Control
- High Flow (optional)
- Cleanable Chamber
- Clear or Metal Bowl
- Robust Design
- Proven High Quality

FULL RANGE OF MODELS

ALWAYS BUY ORIGINAL EQUIPMENT

Malpassi Historically original equipment with
ALFA ROMEO • BENTLEY • BRITISH LEYLAND • LOTUS

RETAIL & TRADE ENQUIRIES WELCOME
TEL: 01784 493 555
Email: sales@glencoeltd.co.uk
www.glencoeltd.co.uk



Facet
FUEL PUMPS

Glencoeltd - Facet UK Concessionaire

Military standard: MIL-STD-461F
Test life cycle: 6,000 hrs

Made in the USA

Tel: 01784 493 555
Email: sales@glencoeltd.co.uk
www.glencoeltd.co.uk

MARDI GRAS MOTORSPORT



Mardi Gras Motorsport
DISTRIBUTORS & AGENTS FOR

Valvoline
HELIX AUTOSPORT
Setrab Oil Coolers
RACELOGIC
Elbach SPRINGS
K&N THE WORLD'S BEST AIR FILTER


VDO Performance Instruments
SCHRICK
lifeline Fire & Safety Systems Ltd
VARLEY RED TOP™ THE ORIGINAL RACING BATTERIES
AP RACING **SPA** DESIGN **Castrol**

FERODO RACING

CALL FOR MORE INFO
01327 858 006

2A BRUNEL CLOSE
DRAYTON FIELDS INDUSTRIAL ESTATE
DAVENTRY, NN11 8RB

Email: info@mardigras.co.uk
www.mardigras.co.uk
www.performanceclutch.co.uk



CBR
CRAIG BECK RACING

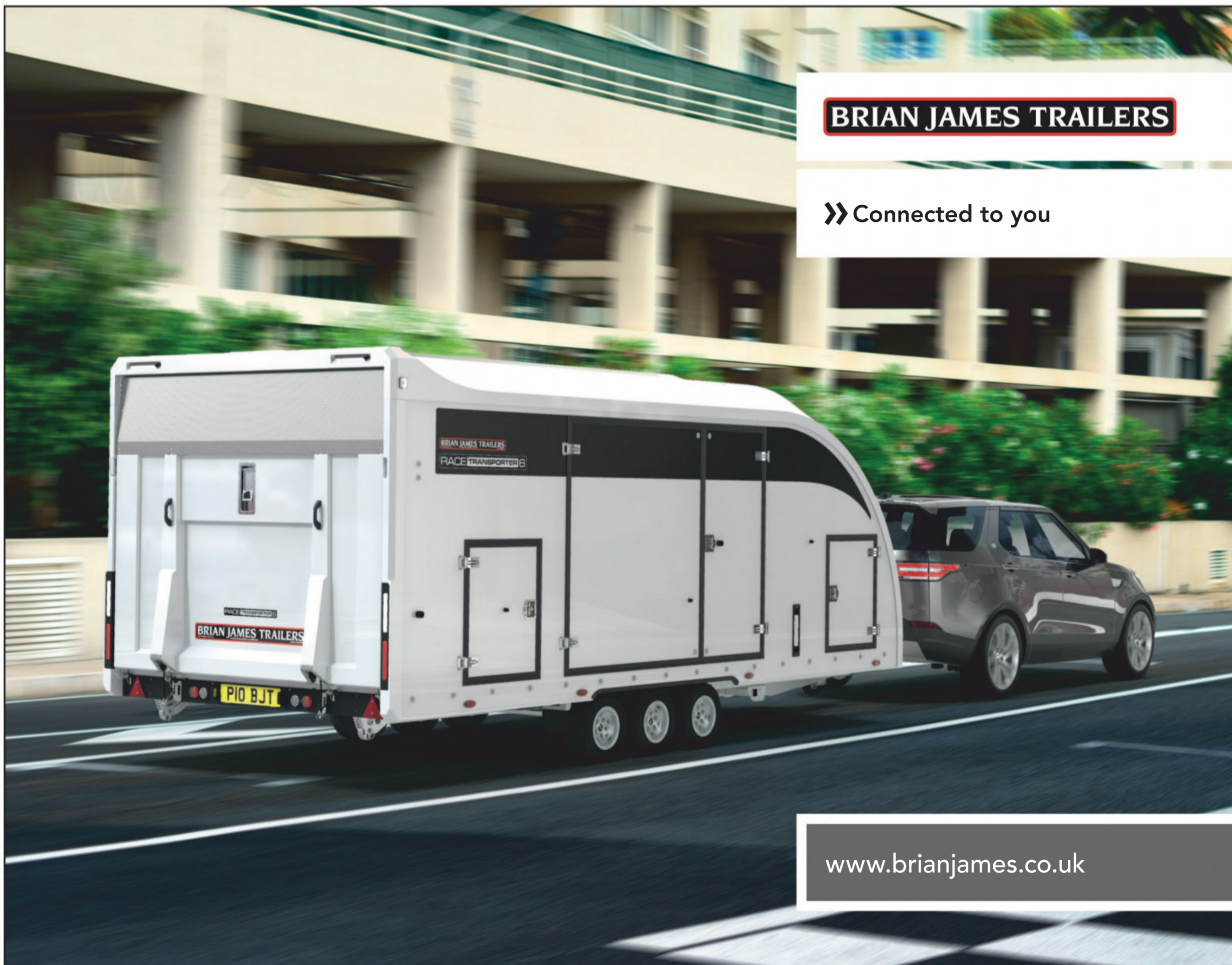
Historic Engine Specialists
Ford Cosworth BDA/BDG,
Lotus Twin Cam, BMW M10

Craig Beck Racing Ltd
T: **07876 221 932**
E: craig@craigbeckracing.co.uk
www.craigbeckracing.co.uk

TRAILERS & TRANSPORTERS

BRIAN JAMES TRAILERS

» Connected to you



www.brianjames.co.uk

Style and Substance

Introducing the new Race Transporter 6 by Brian James Trailers. An even more stylish and capable enclosed trailer specifically suited to car transportation.

New features include a standard automatic tilt-operation, invaluable for all professional motorsport or transport operations. An extra side access hatch door provides the ability to easily reach in for securing the standard equipment 'over wheel' strap system.

In addition, many new optional features are now available, all designed to offer the latest technology and improved convenience to all operators.

Race Transporter trailers are available from £ 7,699 + vat

Race Transporters are available ex-stock at many UK dealers.
Please visit our website or call us for further details.



T +44 (0)1327 308 833

For more information and details on the Brian James Trailers range, please contact our head office

RACE TRANSPORTER 6

TRAILERS & TRANSPORTERS



www.**WOODFORDTRAILERS**.com

HIGH QUALITY TRAILERS
FOR CLUB, PRIVATE AND
PRO MOTORSPORTS

Woodford covered trailers **Superior in design, quality and finish**



WEB DIRECTORY

ELECTRONICS



Authorised stockists for:
OSRAM PHILIPS RING and many more...
01527 908676 | www.phoenixautobulbs.co.uk

GEARBOXES


Gearboxman.com
COMPETITION TRANSMISSION SERVICES
 Gearboxes and Axles for Road // Race // Rally // & more
 Telephone: 01582 840 008 Fax: 01582 840 007

RACEWEAR



Silverstone
 The best of racewear & kartwear
www.gprdirect.com

ENGINES



01933 411 993
jondelrace@aol.com

RACE CARS

www.mcracecars.co.uk
 phone: 07771 762145
 MCR's for sale
 arrive & drive packages

RACEWEAR

Passionate About Motorsport

www.jjcraceandrally.com

ENGINES

D.T.W. ENGINES LTD.
BDG RACE & RALLY SPECIALISTS
 FOR OVER 40 YEARS
 TOYOTA, VAUXHALL, MISTUBISHI, SUBARU AND ALL FORD
 ENGINES CATERED FOR. ENGINE DYNO TESTING & MAPPING.
 CYLINDER HEAD MODIFICATIONS,
 PRECISION SURFACE GRINDING.
WWW.DTWENGINES.COM | TEL. +44 (0)1279-422128

RACE & RALLY PARTS



**MARDI GRAS
 MOTORSPORT**
www.mardigras.co.uk

RACEWEAR



demon-tweeks.com

ENGINES

JAPANESE PERFORMANCE SPECIALIST
GroupB Motorsport are the ROTARY ENGINE SPECIALISTS
 We have engines available for Track day cars, Saloon racing and our NEW! GPB Spec for historic rallying Talk to us about your requirements and we will put together the best package with engines producing 250bhp up to 550bhp
 For more information email: sales@groupbmotorsport.com
 call Mark on: 01244 822 327 or visit: groupbmotorsport.com

RACE & RALLY PARTS

SBD Motorsport
 Specialists in the design & manufacture of management systems, engine kits & components for use in all types of motorsport worldwide.
 W: sbdev.co.uk E: sbdmotorsport@btconnect.com T: +44 (0) 208 391 0121

RACEWEAR

Teamwear Specialists - LOGOMEUP
 • Embroidery
 • Print
 • Quick Turnaround
 • Min Order Only 4
 • No Logo Set Up Fees
www.logomeup.co.uk - 01158 712973

ENGINES



• Performance Tuning Specialists
 • 2WD Superflow Rolling Road, 1200 bhp and 220 mph capacity
 • Life Racing and Omex Engine Management
 • Weber, Dell'Orto and SU Carburettor Agents
 Plus much more, Contact us on
01604 766624

RACE & RALLY PARTS



PartBOX
 Performance and Tuning Parts
Leading performance brands online
www.part-box.com

TRAILERS & TRANSPORTERS

BRIAN JAMES TRAILERS
 >> Connected to you
www.brianjames.co.uk

GEARBOXES

Avanti Motorsport Transmissions
 84 West End Street, Somerset, BA16 0LP
 +44 (01458) 446517
avantimotors@btconnect.com
 - Rally and Race Gearboxes
 - 6 Speed Sequential Gearboxes
 - 5 & 6 speed Gearkits
 - Limited Slip Differentials etc.

RACE & RALLY PARTS

Autoparts and Hydraulics

sales@LMAautoparts.com

TRAILERS & TRANSPORTERS

www.EMPIRE RV.co.uk
 Living the high life
 Tel: +44 (0) 1761 300 489
www.EmpireRV.co.uk ■ info@EmpireRV.co.uk

GEARBOXES



*Rally & Race Gearboxes,
 GearKits, LSD's and Driveshafts*
 T: 01782 280 136 F: 01782 269 913
 E: sales@eliteracingtransmissions.com
 visit: EliteRacingTransmissions.com

RACE & RALLY PARTS

Stock and custom made
 FiA Fuel Cells.
 Short lead times.
01527 521050

www.classicworldracing.co.uk

WHEELS & TYRES



Winning all over the world since 1973...
 Heat treated alloy wheels now back in production.
 Including CXR, ML and MO
WWW.COMPOMOTIVE.COM
 Tel. 00 44 1952 850618 sales@comp.co.uk



THIS CLASSIFIED SECTION WAS BROUGHT TO YOU BY:

Ben Kavanagh
 Classified Advertising
 T: +44 (0) 20 3405 8109
 E: ben.kavanagh@motorsport.com

Ben Webster
 Senior Production Controller
 T: +44 (0) 20 3405 8131
 E: ben.webster@motorsport.com