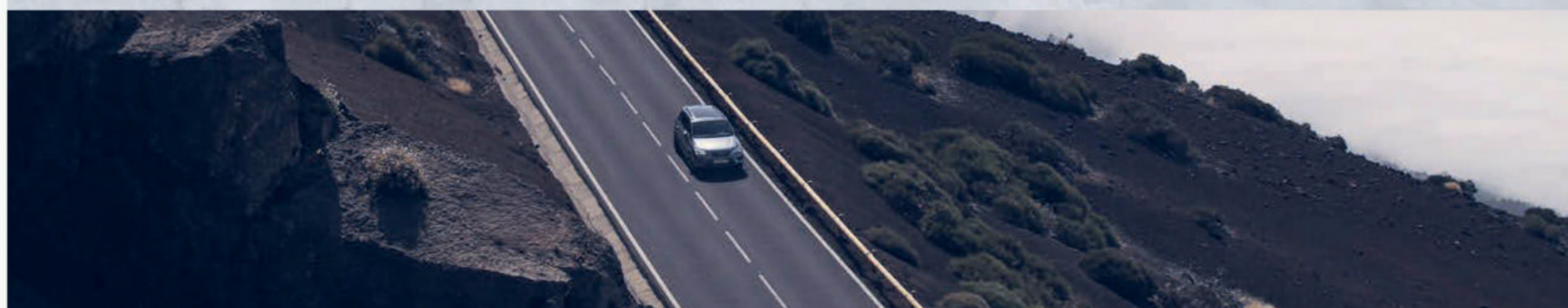


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MARK BLUNDELL:

THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

'I achieved the impossible Formula 1 dream'



British motorsport hero tackles the readers' questions P12

■ JULY 8 2020 ■ EVERY WEDNESDAY ■ £3.60 ■ FORMERLY MOTORING NEWS

New event headlines reworked World Rally Championship roster for the conclusion of 2020

ESTONIA'S FIRST WRC ROUND TO OPEN REFRESHED SCHEDULE



Estonia will restart World Rally Championship 2020

By Graham Lister

This season's World Rally Championship will restart in Estonia on September 4 and have a minimum of eight rounds.

The high-speed gravel event, a former European championship counter, is scheduled to get underway 174 days after Rally Mexico was curtailed on March 14 and means 33 countries will have hosted a WRC round.

Rally Turkey remains on its original September 24-27 slot on the restart calendar issued by the FIA last week.

It needs to move if the Ypres Rally in Belgium is to be included. Otherwise, Rally Italy – on Wales Rally GB's original October 29-November 1 date – and Rally Japan will complete the truncated schedule.

But with question marks remaining over Japan, Motorsport News understands teams are already lobbying the Turkish organisers to run their rally a week earlier than planned.

That would allow Ypres to slot in on October 2-4 and maintain the eight-event plan should Japan be axed.

Full story pages 7-8

THE VOICE OF BRITISH MOTORSPORT
MOTORSPORT NEWS

REPORT

NATIONAL RACING IS BACK!

How British motorsport has coped with the Covid-19 restrictions P20



FORMULA 1

BOTTAS STRIKES FIRST AS MCLAREN ACE NORRIS STARS



Penalty drama for Hamilton leads to joy for home-grown protege P4



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COMMENT

Photo: Paul Lawrence



Castle Combe was one of those tracks to echo to the sound of race engines once more

GOING RACING IN THE RIGHT WAY

This week, we not only welcome the return of Formula 1 but of national racing too. It has been a long four months since we should have begun, but UK motorsport is back. The landscape looks very different, and we sent Paul Lawrence to Castle Combe on Saturday to explore.

It seems the grids are healthy, the measures put in place work and the volunteers and clubs are just as enthusiastic as ever. MN hopes that national rallying can find a solution to get itself back into action again soon too.

For those who had avoided the temptation to head to the nearest pub, there was also the grand prix to enjoy on Sunday. While it looked, initially, like it would be a walkover for the Mercedes-Benz team, it made hard work of it. A scrappy race for Lewis Hamilton and reliability concerns for both cars made it tense, but the superiority of the Mercedes looks daunting for its rivals for the remainder of the season, however long that might be. Our congratulations also go to Lando Norris on his maiden Formula 1 podium, and we hope it is the first of many.

Our question-and-answer target this week is Mark Blundell, himself no stranger to the grand prix podium. The British ace, a winner at Le Mans and in IndyCar, is taking a step back from front-line competition this year to take up a new role as head of the Mark Blundell Motorsport British Touring Car Championship team and he reflects on his career and tackles the posers set for him by you.

Elsewhere, deputy editor Graham Keilloh looks into the history of the prolific Cliff Dempsey Racing team, a single-seater stalwart on these shores and in Ireland. The national racing perennial has been sold with its ebullient team boss taking a backseat role. But the portents under its new stewardship are encouraging, as Dempsey himself tells us.

We also look at the varied role of the team manager in the British Touring Car Championship, which is as busy as it is varied up and down the grid. We talk to some of the top men who make the action happen and find out what they do when they are not perched on the pitwall. In more BTCC news, our columnist, 2013 title winner Andrew Jordan, explains to us the reasons behind his shock decision to withdraw from the 2020 competition in the wake of the recent turbulent times. His column is on page 11.

Matt James

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MOTORSPORT NEWS

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Finn puts one over on penalised Hamilton in Austrian F1 opener



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MN columnist gives us the inside track on his withdrawal from the BTCC



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Blundell: Taming a Le Mans monster

Our Q&A subject, Mark Blundell, reflects on his career

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Cliff Dempsey Racing at the cutting edge

Legendary national racing single-seater team adopts a new identity for 2020



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Putting in the BTCC groundwork

RACING NEWS

IN BRIEF

All change in FE

The FIA has outlined Formula E cost-saving regulations with teams' race garage staff cut from 20 to 17 and tyre allocations by 25%. Hankook will replace Michelin as FE's tyre supplier from the 2022-23 season. Daniel Abt, who recently split from Audi after a sim racer replaced him in an Esports race, has signed for NIO for the rest of this FE season.

Williams appointed FE battery supplier

Williams Advanced Engineering has won the FIA contract to supply the forthcoming Gen3 Formula E battery systems. The firm produced the Gen1 batteries used from FE's 2014 inception until 2018; McLaren Applied Technologies got the current Gen2 deal. The 350kW Gen3 car will be introduced for FE's 2022-23 season.

Silverstone Experience reopening

The Silverstone Experience will reopen on July 20, having been closed in March, just a week after its official opening, due to coronavirus. The motorsport-based family-friendly educational attraction's new safety measures got it Visit England's 'We're Good to Go' consumer mark. CEO Sally Reynolds said: "We have worked tirelessly to ensure all our visitors can enjoy a safe and exciting visit."

Pirelli 18-inch tyres make F2 debut

Pirelli's 18-inch tyres made their debut in Austria's Formula 2 round last weekend. Pirelli boss Mario Isola said: "We were pleased with [their] performance, both in terms of their speed and durability. The pioneering work being done in Formula 2 is a good sign for the switch to 18-inch tyres in Formula 1, scheduled now for 2022." Brit Callum Hogg and rookie Felipe Drugovich took the wins in Austria last weekend.

FIA pledges support for Covid study

The FIA is supporting a new Paris Brain Institute study to discover the impact of Covid-19 on the nervous system, with the FIA Foundation pledging a €400,000 grant. The study aims to assess all potential impacts of Covid-19 on patients, in turn improving patient management, follow-up and rehabilitation.

Dixon at the double

Ganassi's Scott Dixon made it two IndyCar wins from two in 2020 by triumphing in the Indianapolis road course race. Dixon won comfortably, beating Graham Rahal by nearly 20 seconds, after Penske's polesitter and long-time leader Will Power had his race ruined by a mid-race caution.

NORRIS LANDS FIRST PODIUM AS FORMULA 1 KICKS OFF IN AUSTRIA

Young Briton pips penalised champion Hamilton for maiden rostrum finish

Photos: Motorsport Images, Jakob Ebrey

By Matt James

McLaren racer Lando Norris said he feared he had messed up in the Austrian Grand Prix but recovered his composure to earn his first podium in Formula 1.

The 20-year-old Briton joined Mercedes-Benz driver Valtteri Bottas and Ferrari's Charles Leclerc on the podium at the Red Bull Ring. World champion Lewis Hamilton was penalised for a collision with Red Bull racer Alex Albon which dropped him to fourth in the results.

"I'm speechless," said Norris after the race. "I think there was a few points in the race where I thought I fudged it up quite bit. I dropped to fifth with a few laps to go, Carlos [Sainz] was almost getting past me. I managed to get past [Sergio] Perez, and I ended up on the podium.

"It was a long race but I kept going, I was trying to give it my all, [it was] a pretty cool last few laps having to push as much as I can," he added.

"I'm so happy, I'm proud of the team. Considering where we were a few years ago, from



Bottas was uncatchable

last year to now, it's a pretty cool achievement and I'm proud to be part of it all."

Mercedes had dominated the race in terms of pace, but both pole-winner Bottas and Hamilton were being warned over the pits-to-car radio of potential reliability problems, but both cars survived.

There was a scare for Mercedes earlier in the week when rival team Red Bull protested the legality of the Dual Axis Steering system on the Merc.

The system, which alters the alignment of the wheels when the drivers pull on the steering wheel to aid the usage of the rubber, was declared legal by the FIA.

The next grand prix is at the same venue this weekend.



Norris celebrated best F1 result yet



A limited number of fans will be welcomed at La Sarthe

LE MANS TO HAVE LIMITED 2020 CROWD

Spectators will be allowed at this year's rescheduled Le Mans 24 Hour race, though only those who have already purchased a ticket or are an Automobile Club de l'Ouest member.

Le Mans organiser ACO confirmed last week it has suspended further ticket sales for the 2020 endurance classic, scheduled for September 19-20,

pending improvements in the Covid-19 situation and restrictions on large crowds being lifted. Those who have already booked grandstand tickets, camping areas, parking spaces or ACO member hospitality areas also can purchase corresponding race tickets. The ACO did not specify an expected crowd

figure, though a cap of 50,000 has been reported.

ACO president Pierre Fillon said: "At the 24 Hours of Le Mans this year, solidarity and responsibility will be more than mere words. We will not be breaking any attendance records this year. However, all the magic of the race will remain intact."

Jordan forced to stand down from BTCC commitments

British Touring Car Championship star Andrew Jordan says he is in no rush to return to the series after announcing that he would not be taking up his place with the WSR BMW team for the 2020 competition.

The 2013 champion's deal to take part in the contest with the title-winning team fell apart last week, and he will take a sabbatical from the series (see column, page 11).

Jordan said: "The circumstances that we had

in place at the start of the year just weren't the same after the turbulent times we have all been through. We just couldn't get the deal to add up, so I have had to stand down.

"It was a very tough decision, but I am busy and I have had lots of offers since the news was made public. I will keep a very close eye on the British Touring Car Championship – it is a series I love – but I will just take a bit of time out now and see what the future brings."



Jordan will stand down

WSR has three entries into the BTCC for 2020 and will be looking to field a replacement driver alongside four-time champion Colin Turkington and team-mate Tom Oliphant.

Ousted racer to help hybrid trials

BTCC refugee Andrew Jordan will sample the development Toyota Corolla machine that is being used to test the new hybrid systems for the series.

The Speedworks Motorsport-built car undertook a shakedown last week in the hands of official test driver Darren Turner, and it will take to the track at Snetterton this week as part of the BTCC's official two-day tyre test.

Jordan will drive the car in Norfolk for a third day after

the group running has been completed.

Jordan said: "It's nice to [have] some really positive news. I am so grateful for everyone's support and pleased to be asked to get some experience of the BTCC hybrid car – I'm really looking forward to it."

The Cosworth/TOCA Hybrid car will continue to undertake an extensive test and development programme before its full introduction into the series in 2022.

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Photo: Jakob Ebrej, Paul Lawrence



Circuits looking at crowd return

UK CIRCUITS LOOK TO READMIT SPECTATORS

Visitors allowed back at MotorSport Vision circuits this weekend as other UK venues plan to reopen in coming weeks

By Graham Keillon

UK circuits are exploring letting spectators back into race meetings, following MotorSport Vision allowing visitors at its venues from this weekend.

National motorsport resumed after lockdown last weekend with events behind closed doors. MSV however announced last week that from

July 11 it will reopen Brands Hatch, Donington Park, Oulton Park, Snetterton and Cadwell Park with reduced capacities and safety measures in place.

The British Automobile Racing Club, which runs Thruxton, Pembrey and Croft, told Motorsport News its July meetings will remain behind closed doors but it is currently planning for potentially having spectators at venues from

August. BARC group CEO Ben Taylor told MN: "We've got [from August] a fair number of what you would call strong spectator events. We'll take a view probably later in July."

Silverstone is exploring having spectators at events that follow its early-September British Superbikes meeting. Managing director Stuart Pringle told MN that "for other [non-BSB] events from

September onwards, we're reviewing our plans and are working closely with DCMS [Department for Culture, Media and Sport]. Some of our customers are planning for their events to be with spectators, for example Trax/Japfest and Ford Fair." Knockhill bosses told MN they are working on proposals hoping to allow visitors at some point, though it would only be

after council consultations and in line with government guidelines. Castle Combe Racing Club chairman Ken Davies told MN on the possibility of visitors at its August 1 event "we will be looking at it very carefully to see what develops".

Anglesey told MN the matter of readmitting spectators was not being considered while the circuit remains closed.



Jonny Adam's British GT TF entry has been withdrawn

ONE-OFF GT3 OUTINGS POSSIBLE FOR ADAM AND TF

Defending British GT champion Jonny Adam and TF Sport have said one-off appearances are possible this season, despite the team withdrawing its GT3 cars for the 2020 campaign.

Multiple champion TF confirmed last week its pair of GT3 Aston Martin Vantages will not compete as planned in British GT this year due to Covid-19 impacting financing as well as creating travel restrictions for Omani driver Ahmad Al Harthy,

who was set to partner four-time champion Adam. TF will still run two GT4 Vantages.

TF boss Tom Ferrier told Motorsport News: "We are talking to some people about some one-off races so I wouldn't be surprised if something happens. Nothing's definite yet. We've not lost these customers." Adam told MN: "I would love to try and do a potential one-off race this year." Adam and TF are both

determined to resume their British GT efforts as normal in 2021. Adam said: "I've been involved with it for so long now, it works for me massively. Definitely I would love to come back and try and achieve a fifth championship potentially next year."

Ferrier added: "I don't see why we wouldn't go back to running four cars. We've got all the equipment, got the entries, so 100% that is our aim."

SILVERSTONE CLASSIC CROWDFUNDING LAUNCHED

Silverstone Classic's promoter has launched a crowdfunding campaign, with a target of £50,000, to help secure the event's future amid Covid-19 disruption.

Goose Live Events has been heavily impacted by cancelling the 2020 edition of the Classic, the world's largest historic racing festival, and is now seeking financial support to deliver its 30th anniversary event in 2021.

Nick Wigley, Goose CEO, said: "We have been hugely challenged financially by the need to cancel the 2020 Silverstone Classic. The events' industry has been particularly hard hit [by Covid]. Any support you feel able to provide during this time of great need would be hugely appreciated."

"With 10 months' work already done by the team [for the 2020 event] and costs

incurred for an event that isn't now happening, coupled with the fact that we have no income attributable to the 2020 event, Covid-19 has set us back by 10 years or so. We will survive it, but we'd really appreciate your help."

Ten per cent of the funds received will go to the event's charity partner Alzheimer's Research UK, which is expecting a drop in support of up to 45% due to Covid-19.



Silverstone Classic hit by 2020 event cancellation

IN BRIEF

Gurston hillclimb cancels 2020 events

British Automobile Racing Club venue Gurston Down Speed Hill Climb has cancelled its remaining scheduled 2020 events. BARC group CEO Ben Taylor told MN: "It's a real shame, it's got a very limited seasonal window, the landlord is the farmer and the season has to finish in time for the shooting season." BARC meanwhile has published post-lockdown calendars for Thruxton and Pembrey.

BRSCC live streaming

The British Racing and Sports Car Club will provide full live streaming for several events in 2020. These start with its July 18 Oulton Park meeting and the Formula Ford Festival on October 24-25 is also among those included. The club also has published its Covid-19 race meeting safety guidelines.

Combe coincidence

Castle Combe's race meeting last weekend had remarkable 70th-anniversary parallels with the circuit's first-ever meeting on July 8 1950. Both had no spectators, club members only racing and eight races in total covering saloons, sportscars and single-seaters - though in 1950 there was also a motorcycle race! Club chairman Ken Davies told MN: "That was really spooky. The only thing we haven't got, that first meeting they actually got a double-decker bus to use as race control!"



Hollamby will be on track

BTCC boss Hollamby going historic racing

Experienced racer and British Touring Car Championship boss Shaun Hollamby will this season race a Ford Anglia in Historic Touring Cars and a 1971 Jamun T3 in Historic Formula Ford.

Hollamby, boss of the MB Motorsport BTCC team, will make his debut with the Anglia this weekend at Brands Hatch and hopes to also race the Jamun if it is ready. He intends to tackle four or five historic race weekends each season.

Hollamby's dad Olly was twice a Formula SuperVee champion in the late 1970s and Shaun's lengthy racing career has included karting as a youngster as well as single-seaters and later the VW Cup, BTCC and British GT.

Hollamby told MN: "I've always wanted to do something in historic racing. I bought the Anglia because my dad Olly drove one when he was a youngster. I've always fancied having a Cosworth DFV-powered Formula 1 car, but I've not raced in single-seaters for a while so I've decided to start a bit lower down. Peter Alexander is building a 1971 Jamun for me."

Hollamby's next planned event with the Anglia is Oulton Park's Gold Cup on August's Bank Holiday Monday.



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RALLY NEWS

Photos: mcklein-imagedatabase.com

FIVE EVENTS TO FORM THE RUN-IN FOR 2020 WORLD RALLY CHAMPIONSHIP

September start for the resumption of top-flight competition

CALENDAR

WRC 2020 remaining dates

DATE	COUNTRY
Sep 4-6	Estonia
Sep 24-27	Turkey
Oct 15-18	Germany
Oct 29-Nov 1	Italy (Sardinia)
Nov 19-22	Japan

Reserve events: Ypres Rally (Oct 2-4) and Croatia (date TBA)



WRC cars will run in anger in September

By Graham Lister

The World Rally Championship is “back in business” with confirmation of a restart schedule creating a minimum of eight total events.

Following months of toil to save the season amid the coronavirus pandemic, the FIA and WRC Promoter announced their “restart” calendar last week with newcomer Estonia the first event from September 4-6.

Likely to be run over two days only as the WRC embraces a new, cost-saving normal, inclusion of the rally provides a welcome boost for a championship on hold since Rally Mexico ended on March 14, one day earlier than scheduled as Covid-19 began to take hold.

Clear signal sent

Oliver Ciesla, who delayed his exit from WRC Promoter to oversee the company’s response to the calendar crisis, said the “restart announcement sends a clear signal the 2020 WRC is back in business”.

He added: “WRC Promoter has worked tirelessly with the FIA, our competitors, teams and potential rallies, in exceptional circumstances, to revise the calendar. [Today’s] news allows the WRC to restart at an appropriate time and ensure a season worthy of world championship status. The expectation across the sport will build rapidly from now ahead of September’s restart.”

Confident for eight

FIA rally director Yves Matton said: “I am confident we will secure a minimum of eight events this year and this is thanks to the great commitment and work from organisers. As one of the newly proposed rounds, Rally Estonia will be reopening the season from an already solid foundation. Also, extensive work was made with [Italian federation] ACI and organisers of Rally Italia Sardegna to reschedule the event and I am happy that they could find a workable slot at the end of October.”

Italy on, Argentina off

Although the WRC’s restart calendar confirmed the rescheduling of Rally Italy to

what would have been Wales Rally GB’s October 29-November 1 slot, Argentina is, as expected, officially off.

While organisers had proposed a double-header to WRC Promoter, the logistics and costs, plus the impracticalities of bringing the world championship to a country still deep in lockdown, combined to force the rally’s cancellation (see page eight).

Still hope for Ypres

Along with the Croatia Rally, the Ypres Rally remains one of two “calendar options” with its hopes of inclusion dependent on Rally Turkey taking place a week earlier than its September 24-27 date due to the time it will take to travel to Belgium

from Marmaris on Turkey’s Mediterranean coast.

Planning issues mean Ypres is locked into its October 2-4 slot and teams are understood to be lobbying organisers in Turkey to attempt to move their event forward to September 17-20. Motorsport News has contacted Rally Turkey for comment which has yet to be forthcoming.

If Rally Turkey is rescheduled and Belgium handed its WRC debut and should Japan follow the country’s bike and car grands prix by being axed due to Covid-19, then the preferred eight-round schedule will be maintained. If Japan does survive, then a nine-round calendar would certainly appeal to a WRC Promoter keen on maximising revenue.



Ciesla: high expectations

Excitement ramps up as Estonia finally achieves its objective of joining the top table in world rallying

July 2 will go down in history as the day Estonia became the 33rd country to be handed the honour of hosting a round of the World Rally Championship.

In the excitement, social distancing was forgotten as handshakes – minus face masks – signalled the culmination of a decade of hard graft.

At Stenbock House, the building in capital city Tallinn

where Estonian prime minister Juri Ratas does his big deals, the country’s biggest motorsport agreement was made public.

With promises that the Covid-19 measures missing from last week’s press conference, they will take centre stage when Rally Estonia runs out of the eastern university city of Tartu from 4-6 September. The event organising team, led by ex-WRC driver Urmo

Aava, Tarmo Hobe and Silver Kutt, could be forgiven for this health and safety oversight.

They are the three people who got this event off the ground with government support, earned European Rally Championship event of the year status at their first attempt in 2014, then showed rallying’s top teams and WRC bosses how things could be done.

Aava, the event’s figurehead, had always harboured WRC ambitions. Following the rally’s three-year ERC stint in 2016, he took the event off the international calendar to focus on achieving his dream.

After securing factory entries from Citroen, Hyundai and Toyota for 2018, the event secured official WRC Promotional Event status for 2019. With Ott

Tanak winning the world title that season, prospects of a WRC round increased.

Then a dispute with Estonia’s governing body, the Estonian Autosport Union, over a 5000% hike in permit fee charges, led to the axing of what was set to be a second WRC Promotional Event from July 24-26.

But with WRC Promoter in need of rallies due to coronavirus-

enforced cancellations, Aava and his team and the EAU patched up their differences and have achieved what had been unthinkable just a few months ago.

The WRC gets a Rally Finland-style event after all that’s just as well run and promoted as the real thing and Aava, Hobe and Kutt will get the recognition they richly deserve.



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RALLY NEWS



Czech rally under threat

FRESH SPIKE CAUSES WOE FOR RALLY ZLIN'S ANNIVERSARY

Barum Czech Rally Zlin organisers will have to wait until 2021 to celebrate their European championship event's half-century.

A press conference last week was intended to report the £130,000 organisers had been short of to run the rally had been found, only for a spike in Covid-19 cases in Czech Republic to force the event to be called off on the day the final preparations were supposed to begin.

While the development represents a considerable blow to the ERC – the event is the championship's best attended in terms of competitors, spectators and media – promoter Eurosport Events hasn't ruled out securing a replacement for the Tarmac round due to run from August 28-30.

ERC boss Jean-Baptiste Ley said: "We are open to replacing Zlin but only with a suitable event that works logistically and meets the high organisational and promotional standards we would expect. We must also consider what is realistic and achievable given the restrictions and economic impact resulting from the pandemic."

If Zlin cannot be replaced then the ERC will total six events rather than the originally planned eight.

MORGAN COLLECTS EBRC INVITATIONAL TITLE BUT UK SERIES IS THE BIG WINNER

Series bosses say virtual competition has been a huge success

Photos: mcklein-imagedatabase.com

By Luke Barry

British Rally Championship manager Iain Campbell has hailed the boost in profile the Esports contest has given the BRC in what has otherwise been a difficult year.

BRC organisers launched the eBRC Invitational series for its competitors during lockdown. Two 30-minute highlight programmes were created and streamed per rally and bosses have reported a bigger audience than the Channel 4 broadcasts previously earned. While the BRC has been without a title sponsor since 2019, the Esports series attracted one after just its second round.

"We have thoroughly enjoyed this competition," Campbell said. "Esports as a discipline is growing all the time and I think what we achieved in a short space of time with this series has really turned some heads. We have had over 400,000 views and to have people watching around the world is exciting to see, as we continue to take the BRC to new audiences."

Rhys Yates' co-driver James Morgan was the star of the show, taking a clean sweep of the rounds with Josh McErlean and Matt Edwards completing the championship podium. "I am over the moon with that result; four from four, absolutely delighted," Morgan said. "I would like to thank the BRC for putting it all on, it was a great way to pass the time in lockdown and hopefully we will see more BRC Esports competitions in the future."

The adjacent eBRC series for all Motorsport UK members – the first Esports competition to award a Motorsport UK title – will receive a real-life test in an EDSL Sport Ford Fiesta R2. Alan Scott was poised to win the prize when MN went to press.



The eBRC series has been heralded as a hit



The lower rungs of the WRC should round off 2020 season

WRC SUPPORT CLASSES REVAMP

Although last week's World Rally Championship calendar announcement confirmed that all remaining events would be open to WRC 2 and WRC 3 crews, it stopped short of revealing the make-up of this season's Junior WRC.

On hold since Rally Sweden

in February, M-Sport Poland, the company behind the series, is still aiming to secure a five-round calendar to round off the 2020 campaign.

It is understood events in Estonia, Germany or Ypres, plus Sardinia will form part of the calendar, while Rally

Liepaja – which had been in line to host upgrade from a European to a World Rally Championship event – remains a possibility.

Britons Jon Armstrong, Ruairi Bell and Catie Munnings are registered for the JWRC.

CALENDAR SQUEEZE FOR 2021 COULD HALT ARGENTINIAN HOPES

Rally Argentina bosses are "working hard" to squeeze their event into what is set to be a 10-round championship in 2021.

Like Wales Rally GB, the South American round was not among the nine events voted for by the FIA World Motor Sport Council when it met online last month.

Last Thursday, Rally

Argentina organisers finally accepted defeat in their efforts to reschedule the event by confirming its cancellation due to "logistical limitations".

It had been due to take place for a 40th time as the fourth round of the season from April 23-26 until the Covid-19 pandemic forced its postponement.

"We did our best to keep the rally," said Rally Argentina's David Eli. "We are already working hard for the 2021 edition."

Carlos Garcia Remohi, president of Argentina's governing body ACA, backed the event: "Rally Argentina is very important to us. We hope to have a rematch in 2021."

Doubts raised over Argentina's 2021 event



Bosses determined Rally Germany is go

GERMANY WORLD ROUND BATTLING FOR PLACE ON NEW-LOOK ROSTER

Rally Germany can still take place this season, despite the ban on major events in the country being extended to the end of October.

That's the view of event organiser ADAC, which is continuing to work towards running the asphalt counter from October 15-18.

A statement from the rally in response to the German government's recent decision read:

"Managers have been working

with the authorities to decide what measures would need to be put in place to ensure that the round of the WRC can go ahead in the presence of spectators. All possible options are being looked into and ideas developed [to] enable the rally to take place while respecting social distancing and complying with hygiene regulations."

Motorsport News understands one possibility is to base the event entirely within the Baumholder military ranges,

which traditionally host one full day of action.

Although securing extra usage is known to be a complex procedure for security and operational reasons, the facility offers vast mileage and the added advantage of giving organisers better control of spectator access.

Rally Germany is due to host round six of the delayed WRC season and the second of three asphalt events according to the restart calendar.

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RALLY NEWS

CREIGHTON ENTERS RALLY DI ROMA AND EUROPEAN CHAMPIONSHIP

Photos: Eddie Kelly, Paul Lawrence, Jakob Ebrej

Ford Fiesta man aims to kickstart 2020 campaign with Rome outing

By Graham Lister

William Creighton has chosen the European Rally Championship for salvation after Covid-19 ended his British Junior title dreams.

The 22-year-old has registered for ERC3 Junior points on Rally di Roma Capitale from July 24-26, which will mark his third start in a Ford Fiesta R2T.

Creighton had planned a British Rally Championship Junior title tilt in 2020 after finishing runner-up last year. He began his season with a class victory on the Cambrian Rally in February and then finished runner-up in his category on Ireland's Mayo Stages Rally in March – his first try-out on asphalt with his Fiesta and what remains

his last outing to date.

“At the start of the year our plan was 100% the Junior BRC,” Creighton told MN “It was a good start but then everything was hit on the head, unfortunately. But we’ve had a good break and now we’re busting to get back at it. Rome came up and we just thought why not? It’s a bit of an opportunity and an adventure. We’ve entered the ERC Junior championship because if you’re going to Rome you may as well be a part of the whole thing. The ERC is obviously up there with the world championship but it’s hard to know what to expect until I see the entry.”

Jonny Greer, a frontrunner on British and Irish events, will manage Creighton's Rome outing with Liam Regan co-driving.



Creighton has a new vision

DAVIES: NEVER SAY NEVER ON RALLYING RETURN

Junior British Rally Championship round winner Cameron Davies has admitted he has “never stopped looking” for a way to return to rallying despite a two-year absence from competition.

Davies' last rally was behind the wheel of an electric Renault Zoe which followed a partial Peugeot Rally Cup Iberica season.

“I always look,” he said. “I never stop and trying to figure out a way of doing so [returning] but then you have to put your sensible head on sometimes and I think it looks more and more impossible as each year goes by just because of the cost of rallying nowadays.”

The JBRC – which Davies last contested in 2017 – would be the most feasible option for a return.

“It would take me a lot of testing and a bit of getting up to speed but you’d like to think you could challenge,” he added.



Davies wants a rally return



Kirkaldy will return to the wheel in Knockhill testing

KNOCKHILL TEST TO HELP RECREATE SOME BUZZ

Ford Fiesta R5 pilot Alan Kirkaldy is one of several drivers who will be back behind the wheel next month after organising a group test session at Knockhill.

Held on Saturday August 8, 50 competitors will be permitted to test their cars at the Scottish circuit, utilising the hillside rally

stage, the circuit perimeter roads and the circuit itself. Kirkaldy said it's the ideal chance for drivers to get reacquainted with cars.

“There’s a lot of guys out there that haven’t been able to drive their car that was built over the winter yet,” he told MN. “It was just to try and get a bit of buzz going

again rather than everybody being a bit down about it.”

Greg McKnight will be one of the 50 attendees: “[It will be my] first time in a car for two years so I’m looking forward to it,” he said.

“I’ve just built a complete new Tarmac Escort so can’t wait to get a few miles behind the wheel again.”

FENWICK ENTICED BACK INTO RALLYING WITH DS3 R5

Andy Fenwick has been tempted back into rallying with a Citroen DS3 R5, a car he’s always had an “itch” for.

Fenwick finished seventh on last year’s Jim Clark Rally in a Ford Fiesta R5 and then stepped back from competition as his electric motorcycle businesses, Super Soco, continued to take off and branched out into a racing programme.

Fenwick said: “When rallying’s in your blood, you can’t [ever completely walk away].”

“I always like something different. The Citroen DS has always been, in my eyes, the most aggressive and loudest car. I bought an ex-Daniel Barry car that’s had a new engine done, a new gearbox, and I thought I’ve really got to try one because I’ve had an itch for one for three or four years.”

Fenwick’s first event will be Rallye Le Bethunois in France this September; a rally he’s done every year since 2011. He will be co-driven by Harry Marchbank.



Fenwick has Citroen DS3

HISTORIC RALLYING SERIES CANCELLED BUT CARLISLE STAGES EVENT WILL STILL RUN



The British Historic Rally Championship has fallen in 2020

The British Historic Rally Championship has been cancelled following the demise of Trackrod Rally Yorkshire.

The decision was confirmed just after MN went to press last week. Until then, BHRC championship manager Colin Heppenstall had hoped to run a three-event late season schedule.

He told MN: “We had looked at adding one more event to the BHRC schedule along with the Trackrod and the Carlisle Stages, but this has left us

with no option but to cancel the 2020 championship.

“We’re very disappointed over the cancellation of the Trackrod but fully understand and support the decision.”

The Trackrod was the seventh of eight BHRC rounds to be lost to the Covid-19 pandemic. Plans are however being pushing ahead for the eighth event, the Carlisle Stages, on Saturday October 24. It will now be a non-championship rally with a maximum field of 80 cars.

Mull headlines further cancellations

The confirmation that the Mull, Pokertars and Mewla rallies were also cancelled last week has left the 2020 rallying calendar looking incredibly thin.

The loss of the Mull Rally, which was set for October 8-11, is a major blow given its popularity and its important return last year after a three year-

absence from the schedule.

Clerk of the course Andy Jardine said: “This year’s been unprecedented in the way we’ve seen our sport simply stopped in its tracks. But we have to remember that an awful lot of people have been – and continue to be – affected in the most tragic way by coronavirus.”

COLUMN

ANDREW JORDAN



MN's man at the controls tells us about a turbulent 10 days

Photos: Jakob Ebrey



On track: Jordan leads in 2019



The BMW man has options

The news that I will not be taking part in the British Touring Car Championship this season was released last week, but things had been going on in the background almost since lockdown started. It put a big question mark over a lot of things, and it ultimately led to the fact I won't be taking up my slot on the grid in the Team BMW WSR 330i M Sport.

Various elements of the deal I originally had in place were not able to operate in the way that we had all expected at the start of the season, and it turned out that the shortfall meant I would have had to put myself on the line in terms of budget. If it was a small amount, I might have taken a chance and done some networking to find some extra money, but I am not prepared to take a risk myself when the outlook for everyone is so fluid at the moment.

At the end of the day, the package that was going to work pre-Covid just wouldn't work now for me. Although the deal is off, there is no bad feeling between anyone. We are all still on good terms.

I have done the BTCC for 12 years now, and I am just not going to put myself in jeopardy. It is bloody hard to earn a living from touring cars as it is. People from the outside have the perception that 'ah, well, you have a factory drive now and you just turn up and get paid to drive'. Everyone on that grid, whether it is Jason Plato or anyone, will take money to their drive and work sponsorship to then make an income from that. That is how things have been for the last few years for everyone. I didn't want to see all that fall apart.

What I have tried to do with touring cars is use it to grow other things, like our business the [preparations firm] Jordan Racing Team. Has the BTCC had a massive impact on our business? Probably not because it is a different clientele, but I have had things like Goodwood, and the BTCC has given me a platform. I have used that platform to build relationships so that when, inevitably, the BTCC stops for me, I had stuff that I still had going on and it put me

in a good position for that. It has done that, so I am not going to put it all on the line just to do one more season in the BTCC.

I think it will be even tougher for people to be back on the grid next year. Currently, you are spreading a budget over three and a half months, which is pretty much a full budget for nine rounds rather than 10, and then in February you are going to be going back to these people and asking for a full budget again. I just don't see it working. That was in my thinking too, because there was a good chance that the deal for me would only be for one more year.

I just thought why chance it to do just one more year? Some people might say it is risk and reward, and that I could win the title in 2020. Sure, but is that going to suddenly propel you into international stardom? There is a very slim chance that it would and it is a big question mark. Colin Turkington is a four-time champion. If he stopped, would he suddenly go and get a top-line drive in the World Endurance Championship? No, he wouldn't because there are good people in every branch of the sport.

I genuinely have got nothing lined up [to drive], although I am busy with work. Also, though, it is not like it is February and I have to wait a whole season before I can get going again. It is a few months.

Straight away, the day after the announcement was made public last week, there were phone calls asking me about a Porsche Carrera Cup GB programme and a European Le Mans programme including Le Mans. These are things I would probably never have thought of. It is nice just to have the



Jordan will not be driving the BMW 330i M Sport

phone ring and I have got plenty of things to think about now. There are opportunities out there, and I think that proves the groundwork I have put in by me getting out there, doing all sorts of racing and trying to be versatile. There is one offer where I could pretty much announce something now, but I don't want to rush into anything, I just want to let the dust settle a little bit first.

All my personal sponsors have been good as gold through this and that just goes to show the strength of the relationships we have between us. One of them called me: it took just 90 minutes from the announcement for another BTCC driver to get on to them and try to poach them for themselves. That makes you smile. I am not going to mention names. What I find amusing is that some people think that a deal is just branding on a touring car, but that is not only what I offer: it is the whole association with me. All the other stuff I do is part of it. I find it funny and perhaps a little bit uneducated on other peoples' behalf that they think within an hour and a half, they can just steam in and take a backer from me.

This year will either make me miss the BTCC and be desperate to be back, or it might make me realise that I don't miss it so much and I can go and look elsewhere. This situation will make things interesting. I am really chilled with it, and it is not like I have got nothing to do and I am stuck at home. I have loads to do.

It's just life, I am not stressed about it, and much, much worse has happened in the world at large and my heart goes out to them. I still know I am a very lucky person.



Jordan experienced the ultimate high in 2013

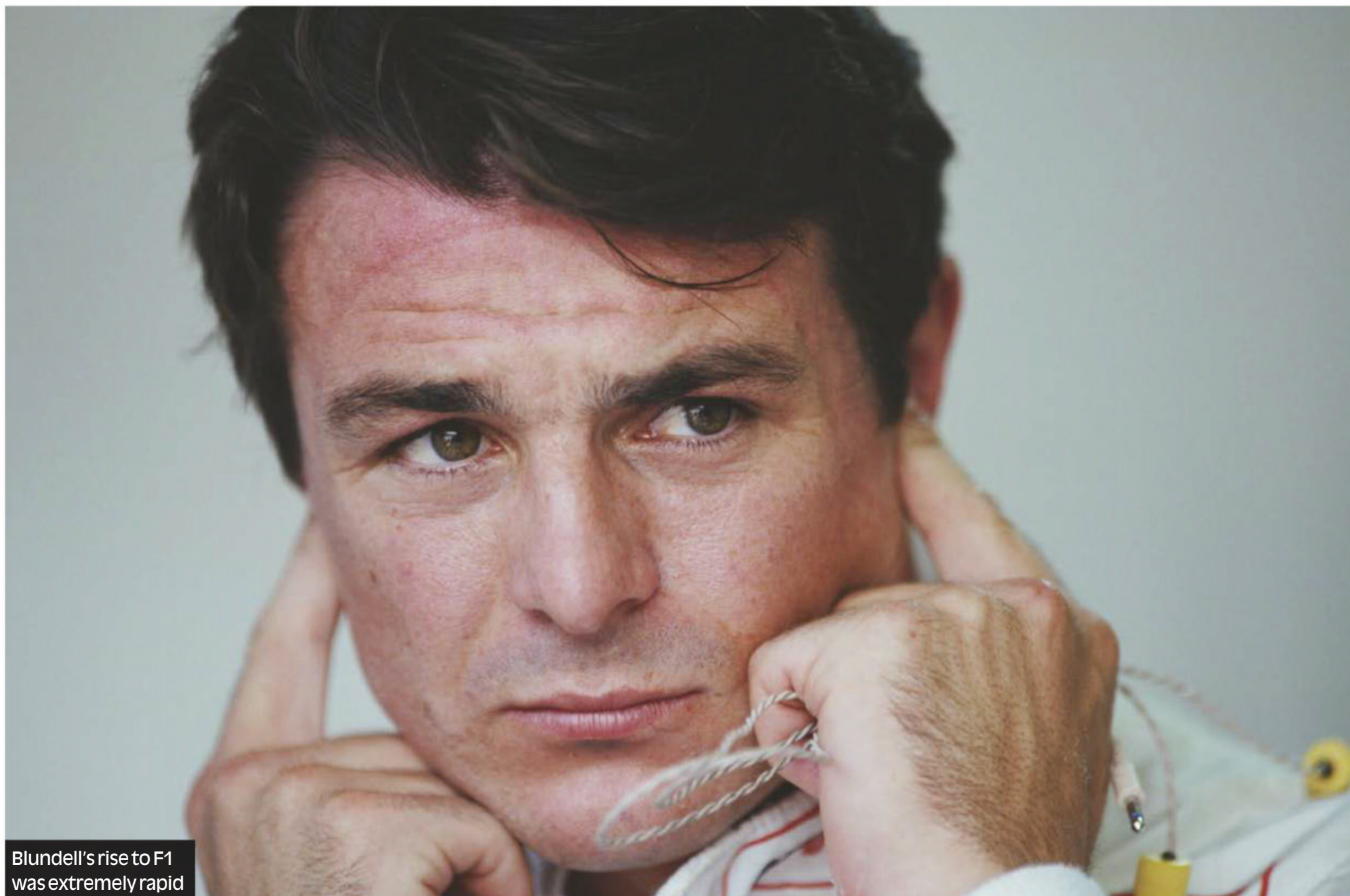
"I think it will be even tougher for people to be back on the grid next year"

FEATURE

MARK BLUNDELL:

"I WAS PART OF A GOLDEN GENERATION OF BRITISH TALENT"

Matt James poses the MN readers' questions to the Le Mans winner and F1 podium finisher who has a new challenge



Blundell's rise to F1 was extremely rapid

Famously, the motto *The Will to Win* is emblazoned on Mark Blundell's crash helmet. But there are many, many other things it would have said. His courage is unquestioned, his determination well known and his pace remarkable.

He has been on the F1 podium, claimed triumph at Le Mans in 1992 and conquered the IndyCar scene.

The checklist of teams that he has driven for in Formula 1 – including the likes of Brabham, McLaren and Tyrrell – is allied to other manufacturer programmes like Nissan, Peugeot, Bentley and MG in sportscars.

That is enough of a CV for any driver, but Blundell is still going strong. He has a highly successful sports management company which is now guiding the futures of a lot of up-and-coming talents and, for 2020, he will be stepping onto the pitwall as the boss of British Touring Car Championship team Mark Blundell Motorsport.

In between spinning the many plates that he has on the go, Blundell took time out of his schedule to tackle the MN readers' questions.

Question: "At the time, people said that Kimi Raikkonen going straight from Formula Renault to Formula 1 in 2001 was a step too far. You went from Formula Ford 2000 (via a few F3 races) to Formula 3000 – why did you make that leap?"

Dave Partington

Via email

Mark Blundell: "I think I had my first test in Formula 3000 at the end of 1986.

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Photos: Motorsport Images, Jakob Ebrey



Blundell drove for Tyrrell back in 1994

[The jump] was very much unheard of in those days. I guess it is just part of the pathway we took all along my early career. We did change the dynamics of how a young driver progressed a little bit. Back then, people only did one race a day at a Formula Ford 1600 meeting even though there were three being held on the day. We decided to do all three of them. We just wanted mileage. Then, going from FF2000 to F3000: we looked at it and we didn't really see what the issue was. If you can drive, you can drive – and I think that is no different to Kimi Raikkonen as well. Yes, it takes time to understand the level of machinery and yes, it takes time to understand the dynamics of that car and the formula, but it doesn't take any time to understand what a steering wheel and some pedals do or understand what is underneath your backside. Those are still the same parameters you work with whether it is a go-kart or a Formula 1 car.

“Also, there was the situation that we had some money, but not a great deal. The budget that we had wasn't going to get us a good Formula 3 seat. But what we could do was run our own little Formula 3000 team on a shoestring and go and get some international experience. We had been talking about F3, but it was only British F3. Although that was a hugely competitive series back then, it was still only doing domestic circuits. For us, if we were going to get education, then we thought it would be better to go and get it in the big wide world.

“[F3000 squad Fleetray Racing] was my team, and that is something else that I think a lot of people don't understand. I was 21 years old, racing and running a team at the same time. I had some support but it was very much hands on on a day-to-day basis.”

Question: “In your early career, it really seemed hand-to-mouth for you. Was there ever a time where you thought you would have to give up before you made it to Formula 1?”

**Paul Jones
Via email**

MB: “There was a very tough time for me because my father [Danny] and I had a massive falling out. The fall out was because we were two peas in a pod, very alike and both as stubborn as each other. We didn't set eyes on each other for six months. At that point, I was getting support from my family, as is the case with most young racing drivers. Dad cut that out of the system, and I had to go and fend for myself: that was in FF1600 days. I had to pull down on relationships and pull some heartstrings to try and muddle my way through, and I did.

“What came out of that was a change in the relationship between my father and I at the end of it. It was all for the better, really, but there was an understanding on my part that if I was going to do this sport, it was pretty much going to have to be done the hard way and I was going to have to grind it out. It was thin ice at that point.

“I was at the start of my motorsport journey, but back then I didn't know that there was a career there. When you are 17 years old doing Formula Ford 1600, you don't really have your sights set on getting to Formula 1. In those very early stages, you don't think about it. Yes, you have a desire that you would love to be there, but the reality of it is quite different. The reality of doing a Champion of Brands FF1600 race or a Champion of Snetterton race on a Sunday afternoon and then, within four years' time, getting into a Formula 1 car for the first time and doing your first test, you simply couldn't map it

out. It was impossible. Yes, there is a desire to get to the top and a dream, but if you actually realistically tried to map out that pathway, you could see how difficult it could be. Bear in mind, even for me, I started racing in 1984 and by 1989, I was testing a Formula 1 car. That was incredibly fast. Back then, everything was a two-year programme. You would have a learning year in a formula, and then get the job done the next, and on you went. If you were looking at the stepping stones and the traditional path, that would be eight years at least before you got anywhere, but we halved it.”

Question: “How did the connection with the works-supported TOM'S Toyota come about? You raced for them in a handful of Formula 3 races in 1987...”

Adam Binnie

Via email

MB: “That was through [team manager] John Wickham. He was running it, and he had looked at what we had done with our own organisation and he had seen what I had done in the lower formulae up to F3000. The TOM'S programme was purely about development. I had already started to make a little bit of a name for myself in terms of feedback and developing a car. John came to me and asked if I would like to run in this little programme. It was only limited, because it was for engine development and he said he would pay me. I put that towards my F3000 budget, and that is purely the reason why I did it. There were a couple of races where we didn't even get to start because the bloody thing wouldn't fire up.”

Question: “Did the Le Mans Nissan R90CK sportscar really have 1000bhp in

1990? Pole position at Le Mans must have been a real special feeling...

Simon Crowther

Via email

MB: “Oh boy, yes! It had more, actually. There is an onboard video of that lap, and you only need to watch that to realise. Still probably to this day, it is one of the best laps I have ever done in my life because it was the most reactive lap ever. Up until that stage, that car hadn't turned a full lap at any pace. Every time it had gone out, it kept overboosting and we would have to abort the lap. The car was on hard tyres when I set that time, and there was zero reference for me. Nothing on car balance, grip, tyre life, power delivery: there was nothing at all. What you see when you watch that lap is exactly what I saw for the first time when I took to the track for the very first time.

“I didn't really understand what I had done until I came back to the pits. I knew it was a good lap and I knew it was bloody quick but I didn't realise how quick it was in comparison to the others. I had unplugged my radio at the beginning of the lap because I had been told to bring the car in and I didn't want to! I went against team orders. It was the last opportunity to do a lap, and there was a story behind that too.

“Myself and Julian Bailey, who I was sharing the car with, we had tossed a coin to determine who would do qualifying – it was taken as a qualifying car – and who would start the race. I won the toss and decided I would go for the pole position glory. But, of course, I was thinking all the way through the week that I had made a mistake because the car wouldn't run. I thought ‘shit, I am not going to get to do this’. So when it was working, I just went for it.”

Question: “How come you clicked with Spa-Francorchamps in Belgium so well in Formula 1? You did four GPs there and you scored in three of them...”

James Hilton

Via email

MB: “Actually, I should have won my first F3000 race there too in 1987. If they hadn't taken the results from the lap before [due to a crash], I would have won it.

“I have always loved the circuit. It is one of those tracks that is full of commitment and challenge, and it has always been rewarding to me. Not only that, it is one of those tracks, if you look back career-wise, I have always been very competitive in the wet, even in bad cars. In changeable conditions, I have always been at the cutting edge of the pace. I just had this little knack of getting the most out of it and understanding what the car can do when the conditions are uncertain even when the tyres were right on the edge.

“That comes at Spa quite a lot. It was the same when I won the IndyCar race at Portland [in 1997 in the rain]. I made the decision to take the tyres I did despite the weather and I was able to hang on to it.

“I still put that feel down to my time in motocross. If you do a lap on a motocross bike, every lap is different because the course changes so much. It is all about reading the terrain. When I used to do Formula Ford and I was doing it in the wet, my lines would be very different to most because most people were still taking a race line. They were taking it a bit wider or a little bit off-apex, whereas I would arrive and turn it into a 90-degree corner or make a different angle out of it. People would wonder what the hell I was doing. Then they would see a lap time and they would go ‘ah, OK!’ I had found a little bit of camber that was less wet than the rest or

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FEATURE



Blundell drove a works F3000 Lola in 1988



Damon Hill leads Mark Blundell, Gary Ward, John Village and Johnny Herbert in 1985



Blundell took the 1000bhp Nissan RC90K to Le Mans pole in 1990

there was no laying water and I was able to get a bit more traction. It was things like that.”

MN: Is Eau Rouge the biggest challenge on that track? Some people say it isn't...

MB: “I don't think it is, actually. There is Pouhon and Blanchimont, they are challenging too. Not only that, there was lots of time to be gained at the Bus Stop Chicane at the end of the lap. You come in from a couple of hundred miles an hour and get down to very very low speed, and the amount of time you can knock off there if you get sideways or get it wrong is quite considerable. People never used to factor that in as much as they would the faster stuff just because the circuit led you to believe that speed was all it was about.”

Question: “[Legendary team boss] Ken Tyrrell was notable for being hard on his drivers. How did you get on with him?”

Alex Francis

Via email

MB: “Ken was as straightforward as they came, but always surrounded in fairness. That is the best way I could describe him.

He was never one to discuss anything unless it was warranted.

“I was just at the end of Ken's leadership days and through my season [in 1994], he started to stand back a little bit. He was an incredibly passionate guy, and along with his wife Nora, beautiful people. Along with someone like [Williams guru] Patrick Head, they are the last of the true racers.”

Question: “Did you think the [1995] McLaren MP4/10 was ugly too? What was it like to be a McLaren driver? What was [team principal] Ron Dennis like towards you? There are some horror stories...”

Ed Bailey

Via email

MB: “It certainly was not a particularly pretty car – and I have been on record to say that before. For me, it was probably one of the worst cars that McLaren ever put on the circuit. In saying that, we actually had a few better results lined up for us but we had a few engine troubles because it was the first year of McLaren-

Mercedes. Even in Australia, the last grand prix of the year where I finished fourth, there should have been a better result for me there but the floor stay had come away and I was having a battle with some really unstable aerodynamics. We could have had a podium there.

“The McLaren environment I loved, I loved the way that they operated. I already knew the guys there because I had been a test driver with McLaren in 1992 when I was there as test and reserve driver alongside Gerhard Berger and Ayrton Senna.

“My relationship with Ron was not that easy. I say that and I mean I wish my name had have been Blundelli or Blundello because I think being a foreigner in the team would have been a lot easier – there would have been a bit more mystery surrounding me. There was also a disconnect between me and Ron in terms of what he felt was right for me and what I knew was right for me. They were completely opposite.”

MN: Why would he be demanding in that way if it wasn't getting the

most out of you at that stage?

MB: “In his mind, he thought he was right and in my mind I thought I was right. I think it was a case of him not understanding the requirements that I needed as a driver. That probably, if you analyse it, that has been an area where there has always been a little bit of confrontation with Ron. It would be fair to say he could only really have one golden boy within the team: there was always a choice in his mind. When I was there in 1995, [my deal] was on a race-by-race basis. It was always hanging over my head. I was always turning around to the team and telling them that if they wanted to get the best out of me, they needed to give me security. I needed something to work for and understand that I was there until the end of the year. He thought I worked better under pressure, but that was not true. I had a young family and I was a grand prix driver that needed security – no different to any other human being. And also, I wanted it to be shown that McLaren had made the commitment towards me from its side.

That would have been the best for everyone, but he never agreed to it.”

Question: “What is the race that got away in Formula 1? Was there one where you felt you didn't get the result you wanted?”

Penny Clarke

Via email

MB: “There are a number of them. I would say one race that niggles me was at the Japanese Grand Prix at Suzuka in 1995 in the McLaren. I came from last on the grid [24th] to seventh. Just outside the points. I would have been in the points, and the reason I wasn't was because I was asked to back out of it to help the cause of [team-mate] Mika Hakkinen [who eventually finished second]. That altered the whole dynamic of the energy that had gone into that weekend. I wasn't allowed to get the rewards I think I deserved there. It was always tough for a driver to be on the receiving end of that.”

Question: “Did you think twice about going to race in IndyCar? Some drivers



The first IndyCar success in Portland in 1997 with the PacWest team



'The will to win' is a trademark



Left to right, the Rat Pack: 'Secret Squirrel', 'Mega', 'Mad Dog', 'Yer Man', 'Grumpy' and Aussie David Brabham line up at Brands Hatch



Blundell shared the 1992 Le Mans winner

shied away from it because of the danger involved on the fast ovals...

Matthew Weatherley
Via email

MB: "No, I didn't think twice about it in terms of the circumstances I was in. I was due to go to Sauber in 1996 in F1: I had signed a heads of agreement with them. I was ready to go. At the last moment, Dieter Mateschitz [Red Bull boss] came in and took a stake in the team. One of the things he wanted was a call on a driver, and he wanted someone who had won a grand prix. The only guy that was available was Johnny Herbert, and he got the seat and I was told it was no longer available for me."

"After what I had done at McLaren and it being very late in the day, I got disillusioned with Formula 1. Mercedes, as a gesture and as a thank you, because, if you looked at the McLaren results compared to Mika Hakkinen and what performance level of engine I had compared to my team-mate on occasions, they turned around and said thanks and told me that if I did want to go to America,

they would supply me with an engine deal to put in my rucksack and take over there. That is how I went over there."

"It wasn't a Mercedes engine to start with in the US. Because of my rapport with the guys at Reynard back then, they pointed me in the direction of the Pac West team and they said that they thought I should go and have a chat with them. I had got to understand [team owner] Bruce McCaw at that stage. We did what we did in year one [with a Cosworth] but knowing we would switch to Mercedes the year after."

Question: "Is there too much technology in modern F1? Do you think it is easier in F1 drivers today than it was in your day? It seems to me that Lewis [Hamilton] is where he is largely because of the car and the performance gap between Mercedes and Williams is too big..."

Simon Palmer
Via Twitter

MB: "Formula 1 has always been the cutting edge of technology and I don't think you should ever change that. As a driver it is the pinnacle and it is the ultimate in high tech, high performance racing car. In saying that, I do feel there are times when technology overrides the human factor and the human input and the car/driver split has always leaned towards the car more than the driver, which is why I have always said from day one that you could be the best horse racing jockey in the world, but if you are sitting on an old nag, you are never going to win. Formula 1 is no different."

"That split is bigger now than it was in my generation, and the car is now probably even more led down the line in terms of performance to the point now

that they turn up at tracks and the car is pretty much already set up. There is not so much need now for testing pre-race and working on set-ups, etc. But the modern generation of drivers are much more technically and engineering-led than we used to be and that is a skill in its own right. Think of the pace they are running and the speed they are going, and they have to have inputs into the car maybe every lap with changes on the steering wheel, changes on the diff lock, engine performance and so on. I can't say one era is better than the other, but you are still seeing the cream of the crop."

"Lewis would have got to the top anyway. He is like a bit of software. He is like racing driver version 8.1 – the best developed piece of software you can find in the country. He is an incredible driver, and you don't get to the success he has had unless you are a bit special. Let's not forget, it is not just the driver, there is an incredible amount of work behind that."

Question: "What was your favourite British Touring Car Championship track and why?"

Just Tanner
Via Twitter

MB: "There were some tracks I had never been to, like Croft and Knockhill, and Snetterton was a lot different to how I remember. My favourite would be Brands Hatch, on the Grand Prix circuit. Just because that circuit is so unique. I know we have Silverstone and it is the jewel in the crown because of the grand prix, but I still think Brands Hatch as a UK circuit is one of the class tracks in the world. Places like Paddock Hill Bend – they don't make tracks like that anymore. If you have every been on Brands, you



The McLaren was ugly, unreliable and a tough relationship didn't help



Michael Schumacher, Alain Prost and Blundell on the podium in '93



Blundell's break in Formula 1 came with Brabham-Yamaha in 1991

would have the utmost respect for it and love and passion for it, because it is something very special."

Question: "When you look back, what was the favourite period of your career? And what was the best car you've ever driven?"

Joseph McLennan
Via email

MB: "My favourite period would be those days of Formula Ford 1600. They were just brilliant days. When you reflect on it now and you look at the calibre of drivers that were around when I was racing, it is stunning. So many from that generation made it to Formula 1, it was a golden generation. Look at some of the races that went on there and it was just the purest form of motor racing I have ever done. None of us knew, back then, where we were heading. We all went there thinking we were the best thing since sliced bread and every weekend would throw up a challenge to try to knock you off that perch. It was just very, very special."

"Probably the best racing car I have driven was one that I never raced. I was a tester for Williams and I drove the FW14B grand prix car. It was amazing. Then it would be between the Peugeot 905 I won Le Mans with in 1992, and the Bentley Speed 8 I raced. They were just two fantastic sportscars."

Question: "Apart from yourself, who is the best driver from the Rat Pack [the emerging single-seater talents in the 1980s, a collective name for Mark Blundell, Perry McCarthy, Julian Bailey, Damon Hill, Johnny Herbert and Martin Donnelly]? And are you really Mega [Blundell's

nickname within the group]?"

Chris Curtis
Via email

MB: "Mega is my nickname because when I was younger, apparently, I used to say it all the time! I got labelled with that, and Billy which is my other nickname. Within the Rat Pack we all have nicknames. Who was best? That is an incredibly tough question. Who did I feel had the most natural talent behind the wheel, I would probably say Johnny. He was naturally gifted. No disrespect because some of them have gone on to be much more successful than me – or even Johnny – but as a pure talent, Johnny was it. They are all good though – you can't take that away because we all made the grade."

Question: "You keep saying that things you do – racing in the British Touring Car Championship and now BTCC team management – are the 'next chapter in your book'. When will you get around to writing it – and can I have a signed copy please?"

Cathy Wythe
Via email

MB: "I think there will be one, but I am not quite sure how it is going to be directed. Maybe I want to do something different, which has always been my style. Maybe it might be more business linked because of what I did and what I learned and how I took that into the business side of my life. There are not many sports people who transfer life into business, so that could be something to look at. It is something I have been considering for the last 18 months. So at one point, it probably will happen. And yes, Cathy, you can have a copy." ■



The BTCC in 2019 was a struggle

FEATURE

CLIFF DEMPSEY RACING: FF1600'S 30-YEAR WARRIORS

After 30 years the Cliff Dempsey Racing name will not in 2020 be present in UK racing. **Graham Keilloh** tells the team's amazing tale, which grew from helping a competitor run a car to helping Josef Newgarden on his way...



Browne dominated '19 Festival with Dempsey



Hot US talent on show in Team USA Scholarship



Wayne Douglas of F3's Douglas Motorsport drove with Dempsey



Newgarden won 2008 Festival

As this UK national racing season gets underway, a prestigious name in Formula Ford racing will not be there. Not in its entirety anyway. As Cliff Dempsey after three decades has decided to move his eponymous team to new hands.

Long-serving mechanic Andy Low is the new owner, and the team is rebranded Low Dempsey Racing. Cliff Dempsey Racing though is worthy of our reflection. It has won six Walter Hayes Trophies and four Formula Ford Festivals. The team's potency didn't decline over time either, as there were three Cliff Dempsey cars in the top five of last year's National FF1600 table and Jonathan Browne dominated the Festival.

Dempsey notes: "Between big races, championships, both in Ireland and here [the UK], we've won in excess of 35 championships. And I don't know of another team that's won that amount. And they're all across different series." Indeed, as well as Formula Ford, the team has raced in Formula Renault, Irish Formula Opel and Dunlop Supercars.

Cliff Dempsey Racing's beginning was humble: "I was racing myself in '89 and one of my competitors asked me would I look after his car for him," Dempsey recalls. "That was end of '89, then in 1990 I ran Michael Edgar and a couple of other drivers for the whole season, and we went to the Festival and Michael Edgar put it on pole for the final. That was probably our first major achievement, it was the first non-works car on pole since 1978.

Family commitments meant Dempsey raced primarily in Ireland during the 1990s. "The motor racing was quite

strong in Ireland at that point so I was quite happy to stay there," Dempsey says. "Formula Opel, that was our main category in southern Ireland at the time and we were very fortunate to pick up sponsorship from Castrol which helped us a lot. The series ran for 10 years and we won it six times.

"Two championships were won by Michael Edgar and then another two were won by a guy who I maintain would have been one of the best drivers to come out of Ireland if he had started a bit earlier, called Donal Loughrey. He was the best test driver that I've ever had sit in a race car, he was absolutely amazing. And in 1993 in Formula Opel Wayne Douglas of Douglas Motorsport, a Formula 3 team, he ran with us then and won the championship."

So what does Dempsey think is behind his team's success? "That I raced myself was a big advantage," he reckons. "The fact of understanding the cars and understanding the feelings and the nerves and everything else that the driver goes through.

"Also the fact that it was based around our family, we always had our family with us, my wife helped with the hospitality side as her mother did when she was alive when we were in Ireland, so that created a really good atmosphere."

Cliff's sons Keith and Peter indeed both worked with the team from a young age and later raced with it, Peter claiming three Walter Hayes Trophies and Keith won the Festival in 2007.

Peter also dominated Formula Ford in 2005. Cliff notes: "We did 45 races that year, that included heats and semi-finals and finals, and he won 33 of them and that was a big hit rate back then." As recently as last year Peter returned to the Festival to race with the team.

Peter Dempsey's astonishing Indy 100 victory

"I've been asked about it a lot," Peter Dempsey tells Motorsport News. Little wonder, as the subject is his 2013 Indy Lights win at Indianapolis. He prevailed via a breath-taking four-abreast run to the finishing line.

"I remember all of it, it was a very emotional race," Dempsey adds.

For literally until the last corner a win didn't look on for him though. Sage Karam and Carlos Munoz, later joined by Gabby Chaves, contested first place; Dempsey was apparently scarcely clinging to their coattails.

"I had to just sit there the whole race and be very patient about it," Dempsey recalls. "Sixth gear in the car was slightly short, so we could never really pass the guys because I was stuck on the rev limiter."

On the final lap the trio ahead became three-wide in their victory scrap. Then on the run to the line

Dempsey found his short sixth gear suddenly was a bonus.

"With the start-finish line being closer to the last corner the sixth gear actually pulled me probably to the line ahead of them. And when they did go three-wide they were scrubbing a lot of speed and I had the freedom to position the car where I wanted and still get the draught."

"I had the momentum and if there's room for a car width I'm going to send it in there as I tended to have done my whole career. Fortunately we were able to pull it off." He won by a mere 0.0026 seconds. Literally not even a nose.

It was Dempsey's only Indy Lights win, one he describes as "my last heroic as a driver". He added: "I was hoping that it was going to spring on to an IndyCar driver test after that but unfortunately it just never materialised due to budget restrictions."



Peter Dempsey claimed Indy Lights win in four-wide finish

Peter moved to the USA in 2008, where he would become an Indy Lights race winner, and he now runs his own Turn 3 Motorsport team, where he applies what he learned from his dad. And Peter reckons there's another element to his dad's success.

"Hard work," he suggests to MN. "Dad worked his ass off for every year he ran the team, [it was] the only thing he liked to do, being able to have a business in something that's your hobby, he really enjoyed working and getting the best out of the cars and seeing the drivers progress."

Even with all this we haven't yet got to likely Cliff Dempsey Racing's crowning glory. Peter moving to the USA to race helped facilitate the team partnering with Jeremy Shaw's Team USA Scholarship, wherein two promising American drivers compete with Dempsey in UK Formula Ford's end-of-year showpieces, the Festival and Walter Hayes.

And in that opening 2008 year the team struck it lucky in more than one sense. Cliff recalls: "That was a difficult year for us, we lost two drivers, we just had invested in a new transporter." Yet the two drivers on the American conveyor belt were none other than Josef Newgarden, later a multiple IndyCar champion, and Conor Daly. Newgarden immediately won the Festival and Daly the Walter Hayes. "They took to everything like a duck to water, it was incredible," Peter reminisces.

Cliff adds: "For me that's the stand-out year, because it was such a difficult year and then when you end it on such a high it was unbelievable."

There was a further bonus too, as Peter recalls: "There was a very cool moment for Dad and the race team, it was the first Indy Lights race in 2011 at St Petersburg.

Josef Newgarden won it, Conor Daly was second and I was third, so two and a half years after the Walter Hayes Trophy of '08 the three of us were standing on the podium at one step below IndyCar."

The US tie-up has endured, and the prestigious names have continued to pass through. Tristan Nunez and Connor De Phillippi also won the Walter Hayes Trophy with the team, while Oliver Askew and Spencer Pigot, both now in IndyCar, are also among the alumni.

Peter says: "They get to really learn racecraft and throw themselves in the deep end where they're out of their comfort zones in a different country with a new team, and perhaps they're going to sink or swim and that's where Dad's team being a family environment allowed the kids to settle in and enjoy the weekends."

Cliff adds: "Jeremy Shaw has got a very very good eye for picking out some serious talent and it's been one of the highlights of my time running a race team to get that programme to run. You can see it [their talent] straight away."

"It was a great help to give them a chance at topline motorsport and that's one thing the States has done really well and in a very small way I'm very glad to have been part of that."

The team also since 2009 partnered with the Team Canada Scholarship, which also got rapid success. "Xavier Coupal was on pole for the [Festival] final," Cliff recalls, "so what a brilliant start to that programme. It seems to run hand in hand with us when we get something new it seems to fall in place!"

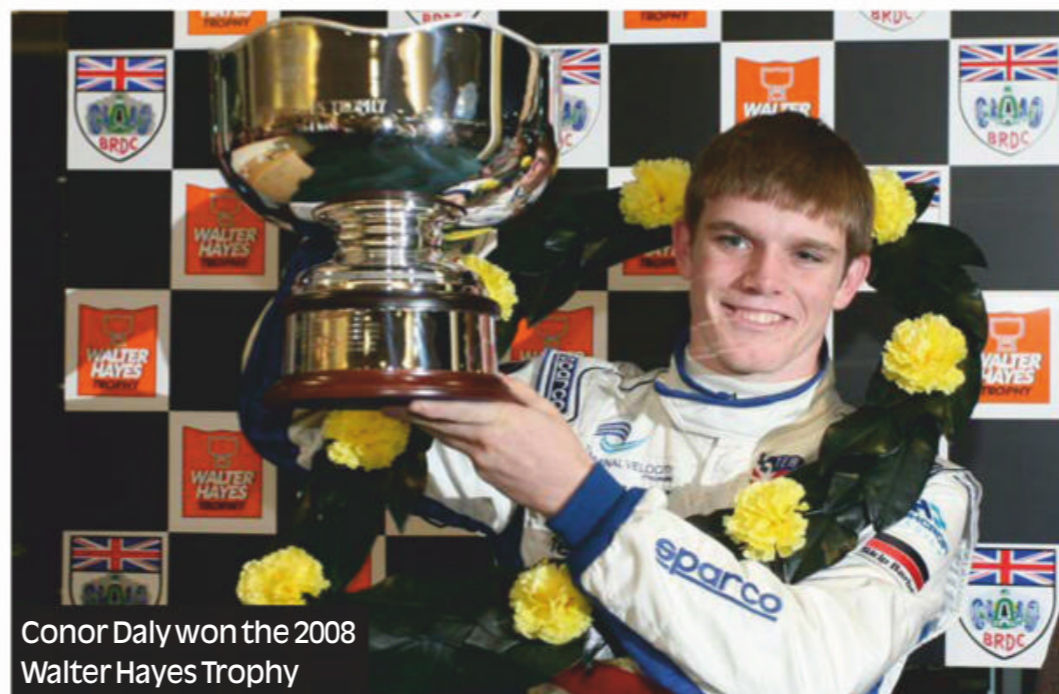
As noted, after three decades Cliff has elected to pass the team on. And he's delighted with the new custodian Andy Low, someone familiar to the team. "He



Team boss Cliff Dempsey with a young Josef Newgarden in 2008



Cliff Dempsey took six titles from 10 seasons of Irish Formula Opel



Conor Daly won the 2008 Walter Hayes Trophy

was the first guy to run the car for Team Canada Scholarship and has worked on their car nearly every year at the Festival since then," Cliff notes.

"Keith and Peter were the first consideration [to sell to] and if they couldn't do it Andy Low was always my next one and if he didn't take it I was going to just split it up and sell it off in sections. But thank goodness, it did happen."

Low notes to MN: "It was something we'd joked about for years but there was always a serious undertone to it. About a year and a half ago we had a serious conversation and it was an offer I couldn't refuse, considering how Cliff's built the team up over the last 30 years and the reputation he has. I've always loved working with the team and [it's] given me a massive passion for Formula Ford and developing young drivers."

So what made Low stand out for Cliff? "The experience that he has across the board is unbelievable for a guy of 27 years of age," Cliff says. Low indeed

has also worked with the team in BARC Formula Renault, has extensive endurance racing experience including at several Le Mans and has worked in Superleague Formula and Formula 3.

Cliff continues: "The only bit he needed some help with was how a team worked with budgets, looking after the customers etc etc. I'm going to be here with the team until the end of this year minimum but only to help the transition. One thing I'm very sure of, he is 100% the right guy to do this and I'm over the moon."

Low also is not planning on changing a winning formula. "No, especially not for this first year," he says when asked, "considering the situation of the world, it's let sleeping dogs lie."

Dempsey reflects of the last 30 years: "There's so many highlights! And we've had great fun along the way, we've always done it with a bit of fun and a bit of laughter and I'm delighted to say that Andy Low is taking that mantle and he's running with that." ■

Photos: Rachel Bourne, Jakob Ebrey,

New name, same aim for Low Dempsey Racing in 2020

The team's name may be changed, becoming Low Dempsey Racing in reflection of its new



Aron: US recruit

ownership, yet the team enters another Formula Ford campaign still looking formidable. Jonathan Browne continues in its driver line-up, fresh from dominating 2019's Formula Ford Festival, and he's joined by the latest two promising Americans, Bryce Aron and Grant Palmer.

Cliff Dempsey tells Motorsport News: "The reason Jonathan stayed on having won the Festival was he is part of a three-year programme. We said in two years you can learn a lot; three years you can complete the learning curve."

It's something Browne agrees with: "I respect Cliff enough and I trust his opinion," he tells MN, "and his opinion was he thinks I need another year and I was like 'you know more than I do!'"

Dempsey continues: "Bryce Aron, who I'd noticed in the Festival [last year] and he looked pretty quick, he was talking with Jeremy Shaw and looking around [for a team] and he came and asked us and I'm delighted that we've got him. He's a 16-year-old and he has a lot of talent, he certainly has the pace. Whether he has the racing skills, we don't know, we have to wait and see."

"And then we have Grant Palmer, who hasn't done an awful lot, certainly not in 1600, he's done a little bit of F4 Regional and a few other bits and pieces, but he's come here to learn as has Bryce. There's no better place in the world to learn about motor racing than the UK and especially in Formula Ford 1600."

New boss Andy Low is similarly bullish: "Jonathan's a proven race winner now and he was untouchable at the Festival. Bryce has shown some really good form in testing and Grant, everything he's done so far in America looks really promising so he'll go well as well. Definitely we can achieve the National championship."



The team has new name for '20

FEATURE

THE LIFE OF A BRITISH TOURING CAR CHAMPIONSHIP TEAM MANAGER

It's not just about taking the glory from the pitwall. Matt James finds out the intricacies of the important job



Team managers run the show on race weekends

There are numerous photos of team members climbing the fence when their British Touring Car Championship driver crosses the line first. The staff members are enjoying their moment in the spotlight, but rarely will the team manager be among them.

Instead, the managers are busy plotting and planning the next success. For them, a trophy is a job done, and it is the stepping stone to the next result. There is no time to bask in the triumph, it is merely a validation of the work they have done away from the circuits.

In the British Touring Car Championship, the team manager job differs across the different operations. There are the team owner-managers, and then there are those who are in the role specifically who report to the squad's patron.

Ian Harrison has a foot in both camps. He was the owner and team manager of the hugely successful Triple Eight Race Engineering team, latterly Triple Eight Racing, which ran Vauxhall's programme in the early part of the century. More recently he was drafted in by BMR Racing to manage its Subaru operations.

From his days as team owner, Harrison

says the job is extremely complicated with many different elements.

"The first thing you do as a team owner is to get the money together to do the job, so you spend a lot of time getting sponsorship," he explains. "You are trying to find the resources to then go on to step two, which is to employ the right people to do the job. That then gives you the ability to do step three, which is go and win as many f**king races as you can. If you haven't got the first two in place, step three can't happen."

The staff recruitment is a tricky topic, but Triple Eight was a magnet to top talent as it was the most successful team on the grid. Gathering those brains is vital to the desire to win races.

Harrison says: "There is this misconception among the public that all of the cars are the same because of the control parts. They are not. All the parts are identical, but it is how you use them that makes the difference. You can see the teams with the good engineers and the ones without the good engineers. You have so little to work with now: it is not like the old days, where you could go and redesign the front suspension if it wasn't working. Now, you have got what you have got and you have to do what you need to do to the nth degree, because the operating window is so small. There are teams out there that are all

show and never win a championship"

Speedworks Motorsport is unique in that it is run by two people: husband-and-wife crew Amy and Christian Dick. The works Toyota team, which runs Tom Ingram's Corolla, is a regular race winner, but the groundwork that goes into that success never stops.

Christian Dick says: "Amy and I are doing everything from a management side and the organisational role. You are making sure that everything on the truck that was used up is replaced and replenished. You organise vehicle movements for the next weekend's racing and make sure that is working properly.



Good or bad cop? Christian Dick

We have a movement schedule that everyone has to see and you have to organise meetings between drivers and engineers and make sure that all of the information you have collated over the weekend goes into the right place. If something went wrong on a race weekend, you are trying to make sure that it doesn't happen again. [And] all the logistics are sorted: tyre orders, brakes, hotels booked, all of that kind of thing."

Oly Collins is the team manager for Motorbase Performance, which is owned by David Bartrum. He works part-time with the team, and this is where the responsibility is split.

Collins says: "David takes on the organising role of the headquarters. Him and his wife Barbara run the workshop and the staff, I run the race weekends. I am just the gelling piece for everybody, I bring together the engineers, drivers, mechanics and the boss and everything else in between. I help David almost in an advisory role.

"I do all the mileages and lifing on the parts of the car. I put the systems in place at the start of the year and it should pretty much run itself after that. I get all the set-down information after each race and I distribute that. I work through the set-ups with the engineers and communicate them to mechanics. I go through the stocks and organise that and the reordering too."

Away from the tracks, the roles are very different, but it is at the track where the real focus is. That is where the team manager's role comes into its own.

Harrison says keeping a clear channel of communication is important. Briefings are where the black magic happens, but engineers and drivers aren't allowed to have things all their own way and that is for the benefit of everyone involved.

"I used to run all the briefings," Harrison explains. "I don't know if that is how other teams do it. We would have a list of topics, and we would go around the room and everyone would chip in. It was all open, so there was no secret squirrel bollocks and we just got on with the job. After that, it is down to your crew chief to make sure that all the jobs decided upon are done and the cars are being prepped in the way that the drivers and the engineers want.

"Then, when the race starts, I am not there talking to the drivers. That is the engineers' job. That is the key relationship, I only get involved when you have got a driver who is acting like a spoilt brat in the car and the engineer doesn't really know what to say. Then it is my job as his employer to step up and tell them how it is, including giving them a rocket. You sometimes have to do a bit of a Top Gun on them: you have to remind them that they don't own the f**king cars, I own the f**king cars."

Photos: Jakob Ebrey



Ian Harrison says that being an owner is a multifaceted job role



Oly Collins (left) takes charge of a Motorbase test session debrief



Keeping a strong image is essential in the BTCC



Organisation comes from team members who are on the pitwall

Martin Broadhurst is the team manager of Adam Weaver's Power Maxed Racing crew, and he is another who takes a leading role in the debriefs.

He says: "Nine times out of 10 you have to pull everybody together [geographically] because drivers tend to go off on tangents and do other things. You have to drag them all together in the same room, and some drivers are terrible. In the debrief, I keep an overview. I have a good steer on what direction they are going with their cars. If I think they are going to put a set-up on that is wild, I will pull on the reins a little bit.

"I try not to override anyone in that room, because we are employing engineers to do that role and you have to let them do it. If I feel it is getting too far out of control then we need to have a reset and I will make that happen."

That is part of the job at a race track, but there is even more work to do when the final chequered flag falls. That is when the job list is at its height.

Broadhurst says that the work begins after the weekend. "We have a running list across the meeting of things we need to do and issues with the cars that we rectify as the year goes on, and then we renew it at the end of the year," he says. "Some of those are things we can develop and upgrade over the winter and work out what needs to be done.

"[But] there is a constant flow of keeping it going, but we do put a lot of effort into developing what we can during the year. There is work behind the scenes, even if it is just small bits that don't include a lot of budget and we can do it in-house. Where I am different from a lot of other team managers is that I do all the work on the dampers myself. I spend a lot of time between races doing that, as well as the organisational side of things. There is never a dull moment really because there is always so much going on and no teams these days have the luxury of having too many people."

The job list in the early part of the week after a race event can be big, and the team manager is in the middle of that.

Collins explains: "I work somewhere else on a Monday, but by the time I come in on Tuesday I go through what we have to buy, repair and paint and we go through the fall-out of the weekend. You get a report from your driver and engineer, decide what went right and what went wrong and how we are going to fix it. Normally, you get two weeks [between races]. [On a Tuesday] you should only really be evaluating race three, because you do it as the weekend goes on, but often we look at the event as a whole."

That is the car side of things taken care of. But there is another very important part

of the job which often gets overlooked: the man management side. A crew can include up to 40 people, depending on how many cars it is running, and each of those staff members has to be cared for and encouraged.

Christian Dick, whose squad runs just a single car, says the tight group of people involved makes that part of the job more intimate.

"We are such a close-knit team that you know all of the individuals and you know if someone has got something going on in their personal lives. If they need a break or less pressure, you can switch them out of a job or try to take the pressure off them a bit. You are doing that role too," he says. "There has definitely been times when we have had a bit of good cop, bad cop going on with myself and Amy, but I am not telling you which one is which though! She runs the hospitality with up to 100 guests over a weekend, but the dynamic between us works really well. If I am having a stressful day and everyone can sense that, they will take any problems to Amy rather than make me worse, and vice versa: it operates very well like that."

Broadhurst says it is part of the role which can be hard work. "Most people would rather just be getting on with the job of racing because man management can prove to be the most difficult bit. It can be a bit political at times," he admits.

"People just want to get on, so that aspect of it is outside of everybody's natural instinct and not something that people are always cut out for. You do have to put the arm around the shoulder a bit sometimes, and the driver can get a bit volatile and you have to manage that situation well, otherwise the thing just breaks down."

So the hardware has been taken care of, and the cars have taken to the track with contented staff and with motivated drivers. But there is another important issue that each team manager has to take care of: the presentation of the team. In the high-profile world of the BTCC it is crucial, particularly if the team is a works squad.

Christian Dick explains: "It isn't just a question of going out and getting the job done. You have got to look at the commercial aspects and the way you present yourself. It did take me a while to click on to that. We spent a lot of time with our heads down trying to get results. It wasn't that presentation wasn't important, it is just that we focused on other areas."

"The pitlane is a shop window and you have to make sure that the thing looks right and the team is slick going about what it is doing. If your team members are doing cartwheels down the pitlane every time you get a good result, it doesn't work. Everyone has to be well trained in their role and need to work

well together to make it look slick."

Harrison agrees, but also says that his ears and eyes are open to other members of the squad to help lead the direction.

"People have to buy into that vision that you have," he says. "But you also have to be not egoistical enough that if someone comes up with a better idea than you, you have to go with it. You jump on it. We did lots of that – you have to employ people who are better than you at the job you employ them to do. That should be the reason they are there."

Collins too knows that preparation can lead to the right image being portrayed. "David Bartrum prides himself on the appearance of the garage more than most," he says. "I have to be the person who keeps his standards up and make sure everyone works in the Motorbase way. We have got a good group of people that have been with us for a long time. You don't need to reinvent things, be that how you do a diagonal wheel change or whether that is how you put the bullshit boards up at the weekend and how you keep them clean. There is a system for everything as long as we adhere to that, it is fine."

It is all about systems, and making sure that everyone is on the same page. Doing that among a group of highly creative and motivated individuals is not easy. That is what makes the role so demanding. ■

FEATURE

Photos: Paul Lawrence



It's lights out... and away we go

HOW THE NEW NORMAL FOR RACING IS OVERCOMING THE NEW RESTRICTIONS

As British motorsport ended a 16-week hiatus, Castle Combe hosted one of the first events under Covid-19 restrictions and behind closed doors. **Paul Lawrence** donned his mask and headed trackside

The Castle Combe Racing Club ran one of the three UK race meetings held on the first weekend following the lifting of the ban on motorsport, and it was judged a resounding success despite some unavoidable timetable delays and persistent drizzle at the Wiltshire track.

This was a socially-distanced race meeting and both the club and the venue had gone to great lengths, and expense, to provide a safe environment for 90 competitors and around 120 officials. Across the paddock were hand sanitisers, face masks and controls on building access, but once on track it was business as usual as most drivers raced for the first time in nine months. "I'm very pleased to be back racing. What we're doing in motorsport is very good," says GT race winner Lucky Khera.

The circuit's sales and marketing director Tom Davis says: "It has taken a lot of time for a small team. We're the first ones out of the box and it is very, very different. We have a responsibility to look after everyone."

For the circuit's opening race meeting of 2020, the Castle Combe Racing Club kept it simple by running double-headers for each of its four home categories. As

a result, the paddock was far less crowded than usual and that helped on the social distancing front.

The timetable was deliberately more relaxed than normal to allow more free time for dealing with unexpected issues and details like sanitising ambulances after drivers involved in incidents had been transferred to the medical centre.

With fewer marshals on post under the new guidelines, there is a higher probability of red flags – estimated at 15-20% – and two incidents punched big holes in Saturday's programme. GT racer Jordan Billinton managed to drop his Lamborghini Gallardo leaving the pitlane for qualifying and took out four barrier posts, while a long tyre wall rebuild at Quarry after the first Hot Hatch race meant a total of around 75 minutes of downtime. On a typical event timetable, that would have been tough to recover.

Saturday's race meeting ran behind closed doors, which engendered an eerily quiet feeling at what is usually one of Britain's best-attended race tracks. However, in a remarkable piece of synchronicity, this was not the first crowd-less race meeting at the Wiltshire track as it opened its 70th anniversary season. Remarkably, 70 years ago today (Wednesday), Castle Combe hosted its inaugural race meeting on July 8, 1950, and that event also ran behind closed doors as a requirement of the then-governing

body, the RAC. Until Saturday, no other Castle Combe race meeting had since run without the usual enthusiastic local fans.

Ken Davies, chairman of the Castle Combe Racing Club, says: "When the motorsport embargo was ending on June 30, we discussed very carefully what we were going to do as we had this date for an event on July 4. We had a unanimous decision to run the meeting. Steve Weston, our competitions secretary, is also the track manager and they started track days here in June so that was a preview into the things we'd need to do."

"Sue Smith, our chief medical officer, has been in the frontline of the virus and was the right person for the job and steered us in the right direction with the code of practice. We put together a video to give competitors advice on what to expect. Today was a voyage of discovery for all of us but we were determined to do everything we could to move this ahead. Spectator admission for future events will now be reviewed and we're looking to be a bit more adventurous at our next meeting on August 1. This has been a very good start."

Hugh Chambers, chief executive of governing body Motorsport UK, was on hand to see the implementation of the return to competition plan put together by national motorsport bosses.

"It is so exciting to be here. The curtain has just been lifted," he says as the first qualifying session started at 0900hrs. "It is a real testament to the enthusiasm of the club and the circuit and it is the result of a collaboration by so many people. Motorsport is about innovation and adaptability and the ingenuity of the community has found a way through this."

One of the biggest changes for competitors was the lack of pre-event scrutineering. Instead, racers signed a declaration that their cars complied to the regulations and that their safety equipment was up to date. However, the scrutineers carried out spot checks during the day. Pre-event signing-on for drivers and officials was also done electronically but the noise test was conducted as normal.



Only two marshals were allowed per post on the quieter stations



Keeping a distance extended to the pre-race assembly area too

Formula Ford team owner Kevin Mills was glad to be back with a squad of four cars. "As a race team we've had no income since March so it's good to be back earning. The self-certified scrutineering was a positive and the online signing on worked well," he explains.

Formula Ford racer Felix Fisher also reckons that the new scrutineering and signing-on process was a good move. He says: "It was all pretty straightforward and it made the morning less of a rush."

It was a learning experience for the marshals, who had given the event enthusiastic support and were pleased to resume their hobby. Marshals' secretary Richard Beard says: "We looked at Motorsport UK's guidelines on two

marshals per post but asked for an amendment to have incident marshals in key positions. We had around 50 marshals on track and around 120 officials in total. For a normal meeting, that total is up around 200. The electronic signing-on worked very well and could be used on a permanent basis."

The final word goes to multiple Castle Combe Saloon Car champion Simon Thornton-Norris. He says: "It was lovely to be back and it felt quite normal. The major difference was the lack of spectators. I was quite apprehensive before qualifying as I've been using a simulator and crashing a lot! As long as people are sensible, activities like this are fine." ■



Keeping clean: on-site sanitiser



Chambers: Castle Combe visitor

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Photos: Paull Lawrence, Richard Styles

CASTLE COMBE: CCRC BY PAUL LAWRENCE

ANNIVERSARY CELEBRATIONS KICK OFF COMBE'S RACING RETURN



Cooper and Fisher battle

Three months later than planned, Castle Combe's 70th anniversary season got underway as motorsport started to emerge from the pandemic lockdown. There was no crowd admitted and the weather was grim, but for most people it was just good to be racing again.

Regular Combe frontrunners Luke Cooper and Felix Fisher served notice that the condensed 2020 Castle Combe Formula Ford Championship could be a two-way contest. The first race got the best of the track conditions and the second race got the worst, but in both races Cooper and Fisher quickly escaped from some ferocious battling in their wake.

Though Fisher led into the first corner of the opener, he was soon deposed by Cooper and it was wheel-to-wheel action for much of the race until Cooper eked out a small margin as rain started to fall in the closing laps. Fisher really wanted a win to honour the memory of his father Brian, who died last November, and duly dominated later on a soaking track as Cooper dropped six seconds away. Bryce Aron and David Vivian



Southcott was untouchable in the Hot Hatch division

were the best of the rest.

With four double-headers for the local categories, the only double winner was Chris Southcott in his potent Hot Hatch Peugeot 205 GTi. First time out he held Dan Brown's Honda Civic at arm's length, but Southcott had a tougher time at the end of the afternoon. The grid for race two was formed by second best qualifying times and Southcott only managed four timed laps, leaving him seventh on the grid. He made swift progress through the spray to win by a slightly bigger margin.

Lucky Khera won the opening

GT thrash in his latest Ferrari F488 as Oliver Bull gave valiant chase in his Vauxhall Tigra Silhouette. Khera elected to miss the second race in order to save wet tyres for a Silverstone Grand Prix track day on Sunday and so Bull splashed home for a resounding win.

Adam Prebble blitzed the Saloon opener in his prodigiously powerful Vauxhall Astra turbo but his gearbox was failing over the closing laps and he missed the later race, which allowed reigning champion Simon Thornton-Norris a clear win in his Mitsubishi Colt.

RACE WINNERS

Castle Combe Saloons

Race 1: Adam Prebble (Vauxhall Astra); **Race 2:** Simon Thornton-Norris (Mitsubishi Colt)

Castle Combe FF1600

Race 1: Luke Cooper (Swift SC18); **Race 2:** Felix Fisher (Ray GR06)

Castle Combe GT

Race 1: Lucky Khera (Ferrari F488); **Race 2:** Oliver Bull (Vauxhall Tigra Silhouette)

Castle Combe Hot Hatches

Race 1: Chris Southcott (Peugeot 205GTi); **Race 2:** Southcott.

SNETTERTON: MSVR BY ROB HANSFORD

CLUB RACING KEEPS COOL IN 12 HEURES DU NORFOLK

The Club Racing UK team secured victory in the 12 Heures du Norfolk round of the EnduroKa series at Snetterton.

Frugal Racing took an early lead with Jim McDougall at the wheel. He settled in for a battle with the Peak Performance Reviews car of Lewis Kent for the opening hour, with the pair regularly exchanging the lead position, but both cars fell away during the opening pitstops.

The order was then changed up considerably when the safety car was sent out with nine hours remaining after the Al-Most Racers car spectacularly rolled at Murrays after clipping a kerb.

The IP Racing Ford Ka took the lead six hours into the race but their engine expired two and a half hours later, while running seventh, forcing

them to retire from the race.

With IP Racing out of action, the lead swapped between Frugal Racing and Club Racing UK, but it was the latter that took control in the final two hours after a pitstop when the safety car sent out with 90 minutes remaining was timed perfectly. That gave it enough time to reemerge with its lead, and it was extended further when Mike Marais in the Frugal Racing Ka spun out of the race with 45 minutes left.

That incident promoted S&N Racing to second place, with Barwell Autosport moving up to round out the top three. The positions at the front remained the same from then on, with Club Racing UK driver Stefan Marsh finishing a lap ahead of Reece Jones in the S&N Racing Ford Ka. Peak Performance Reviews

ended up crossing the line 13th, while the Al-Most Racers car, featuring ex-McLaren boss Eric Boullier, finished 15th.

The BMW 130i of Luke Reade inherited victory in the MSVT Trackday championship round on Saturday, after the BDS Motorsport car of James Foard and Callum Tuckett and Renault Clio of Simon Harrison were penalised after the race.

BDS Motorsport had started seventh, but pitted early and a safety car period had appeared to give them an advantage as they found themselves in the lead after the rest of the field pitted, but it was later confirmed that they had stopped too early and were given a 30 second penalty as a result.

The Renault Clio of Rentune Motorsport driver, Simon Harrison was the biggest loser

from the safety car period, dropping from the lead to 16th but, after the pit window closed, he was back up to third. On lap 28 of 29, he eventually managed to pass Reade, but he too was later penalised, and was given a two-second penalty for contact, demoting him to second.

James Pinkerton won the opening Radical SR1 Cup championship race in commanding style, completing a lights-to-flag victory, but failed to repeat that feat in the second race, after making a mistake at the midway point.

He recovered to fifth, but it was Dean Warriner who was the eventual victor. He passed Nick Zapolski, who struggled for pace when the rain began to fall, for the lead in the closing stages of the race.



The EnduroKa season got underway with 12-hour race

RACE WINNERS

Radical SR1 Cup Championship

Race 1: James Pinkerton; **Race 2:** Dean Warriner

MSVT Trackday Championship

Luke Reade (BMW 130i);

Track Attack Race Club

Race 1: Steve Simpson (Peugeot 206 RC); **Race 2:** Clive Haynsford (Mazda RX-8)

Z Cars, Toyo Tires Production BMW & Racing Saloons

Race 1: Nigel Innes (BMW M3); **Race 2:** Innes

MSVT Supercup

NJM Racing - Nick Jackson/Ollie Pidgley (Seat Supercopa Gen2)

EnduroKa

Matthew Hibberd/Nick Holmes/Stefan Marsh - Club Racing UK

CADWELL PARK: BARC BY PETER SCHERER

ROSE TAKES SPORTS/SALOONS OPENER, BUT IS THEN LEFT WITH NO GEARS

Paul Rose's Saker had overcome an early exchange with Paul Dobson's Locost Mazda to win the first CNC Heads Sports/Saloons encounter. He left Dobson to fight off a challenge from the Spires of Jon Woolfitt and Danny Bird for third.

Having led from the start of race two, Rose retired with no gears. Dobson went on to take the win from Woolfitt and Bird.

Former champion Lewis Saunders edged out Charlie Hand

through Coppice to win their first Junior Saloons race of the weekend after Alex Solley had earlier run wide at the Gooseneck to surrender his lead. Ben Greenhill completed the podium. Saunders was never headed in the second race, with Hand and Solley well-spaced in second and third.

In the 2CVs, Alec Graham had a penultimate-lap exchange with Sandro Proietti at Barn, before snatching back his advantage and victory through Coppice.

Lien Davies looked on in third.

Graham had dominated again in race two until Luca Proietti dived ahead at the Gooseneck on the last lap. Mick Storey just held off Davies for third.

Some of the highlights from a plethora of Classic Touring Cars were ex-Le Mans 24 hours winner Guy Smith bringing home his Lotus Cortina to a double win over Roger Stanford and Guy's father Peter.

In the Classic Thunder & Boss

Series Michael Pensavalle's BMW snatched the spoils on the last lap in race one after taking to the grass to beat Andy Robinson's Falcon. Despite leading race two throughout, Pensavalle's jump-start handed Robinson the win.

There were double wins too for Alexander Owen's Honda Civic Type R in the Pre '93 and '03 races and Stephen Primett's Escort in Pre '83 Group 1 Touring. Liam Morley took a treble in the British Superkart series.

RACE WINNERS

2CVparts.com Classic Racing

Race 1: Alec Graham; **Race 2:** Luca Proietti

British Superkart

Race 1: Liam Morley; **Race 2:** Morley; **Race 3:** Morely

CNC Heads Sports/Saloons

Race 1: Paul Rose (Saker); **Race 2:** Paul Dobson (Locost)

Junior Saloons

Race 1: Lewis Saunders; **Race 2:** Saunders

Pre '66 Touring Cars:

Race 1: Guy Smith (Lotus Cortina); **Race 2:** Smith

Pre '83 Group 1 Touring Cars

Race 1: Stephen Primett (Ford Escort Mk1); **Race 2:** Primett

Pre '93 and Pre '03 Touring Cars

Race 1: Alexander Owen (Honda Civic Type R); **Race 2:** Owen

ThunderSaloons and Blue Oval

Race 1: Michael Pensavalle (BMW M3 E46); **Race 2:** Andy Robinson (Ford Falcon)

COLUMNIST

DAVID ADDISON



Our columnist-at-large doesn't drive a Kia, but he likes truck racing



Fans flock to see trucks in Germany



Trucks look ready to topple

There are things in life that people stood at the bar of a local pub and of a certain age are loathe to admit: they listen to Phil Collins. They drive a Kia. That they have recently started wearing slip-on shoes. Or that they like truck racing.

Since it burst on to the British stage in 1984, motor racing's heavyweights have brought drama and characters to the circuits, both here and in Europe. Yes, it has evolved, changed, struggled at times, but it largely remains a crowd-puller especially on the continent where some of the FIA European Truck Racing Championship events garner massive attendances.

So, what's so good about it? Well, there is the racing. It isn't crash and bash but it can be physical, especially as most of the trucks are defying gravity. A 10-tonne truck isn't designed to go over kerbs sideways, and although a modern-day race truck is a far stiffer beast than those early road-going rig days, they still look prone to toppling over at any moment.

There is tyre squeal aplenty, occasional smoke although that is tightly monitored by officialdom, and behind the wheel are real characters. When Andrew Marriott championed the first British Truck Grand Prix at Donington in 1984 the entry came from enthusiastic hauliers and plenty of ringers. Marriott put Martin Brundle, Barry Sheene and Steve Parrish on the grid among others and it gave Parrish a whole new career as he went on to storm to European titles.

Marriott also worked hard at making the events a family day out. Initially it was all truck racing but in later years in the UK cars were added to the point where, as the British Truck Racing Association series struggled, the truck races were slotted in to car race events. But in the discipline's pomp there were often 12 races over two days with stunt shows thrown in for good measure. Gilbert Bataille, a French truck stuntman whose two-wheeling antics appear in most movies where a truck is

involved, was a regular attempting a lap on two-wheels, and for that first event Marriott found some loony motorcycle stuntman called Arto Nyquist who performed his display with his leg in plaster...

That fan-friendly element remains to this day. The German event, at the Nurburgring has been going for over 30 years and Tom Astor, a German country and Western singer, has performed at all of them. His crowd is almost as big as the race crowd and indeed many fans at the ADAC's event go for the concerts as much of the racing. The concours competition is another hit in Germany and so is the Go-Stop competition on the Friday and Saturday nights – it isn't rocket science: accelerate from here to there and knock down one of three cones in a triangle, but the fans love it.

And, especially in Germany, the fans are well looked after. Partly through the manufacturers who have endless giveaways or the many trade sites that allow you to buy everything from USB charger to a cowboy hat, and plenty of beer. If I have one guilty pleasure about truck racing, especially the German Grand Prix at which I have done the English TV commentary for the last three years, it is



Go and stop: surely it can't be that simple?



Truck racing has its roots in Great Britain

people-watching! In the Nurburgring Boulevard, our commentary room nestles alongside bars and shops and spectacular people. Seldom have I seen quite so many drunken, beer-gutted tattooed folk in one place. And the men are no better... Indeed, thanks to the Nurburgring piping pop music into the gents' loo, I have a vivid memory of a gang of drunken Germans enacting Jump by Van Halen while urinating. I consider keeping dry to be one of my finest achievements...

It is on-track action that is ultimately what counts. And it delivers. With experienced veterans like Jochen Hahn, Norbert Kiss and Antonio Albacete in the ETRC, Ryan Smith blitzing the opposition in the British events and up-and-coming youngsters Lukas Hahn and Teo Calvet, third and second generation racers, plying their trade in Europe, it has some very competitive entry lists. The shape has changed, with more cab-over rigs than bonneted trucks these days, but the Czech Buggyra Racing team operating a trio of Freightliners in Europe maintains the bonneted trucks on the grid, just as the Volvo White Road Boss was dominant in the late 80s/early 90s in the hands of Slim Borgudd against bonneted Volvos of Curt Goransson, for example.

The ETRC's reverse grid races, top eight from race one's result, ensures drama and different winners. One thing it has always focused on, though, are entertainers: drivers who know how to put on a show, be it on track or in the autograph sessions that are a feature of the Fan Village in the ETRC. As the FIA ETRC has grown again in popularity, the British and French series are perfect places for the amateur racer to ply their trade, as is the Mittelrhein Cup at the German GP, which brings German and Dutch squads to take on the Brits. Older trucks and smaller budgets still have a place and can be competitive.

Despite being kickstarted by the Brits, truck racing has ultimately found its foundations in mainland Europe but wherever you watch it, truck racing is a massively spectacular form of motorsport.

My advice? Just be careful whom you stand next to in the loo...

"Truck racing ultimately delivers on-track, and that is important"

THERE'S MORE!

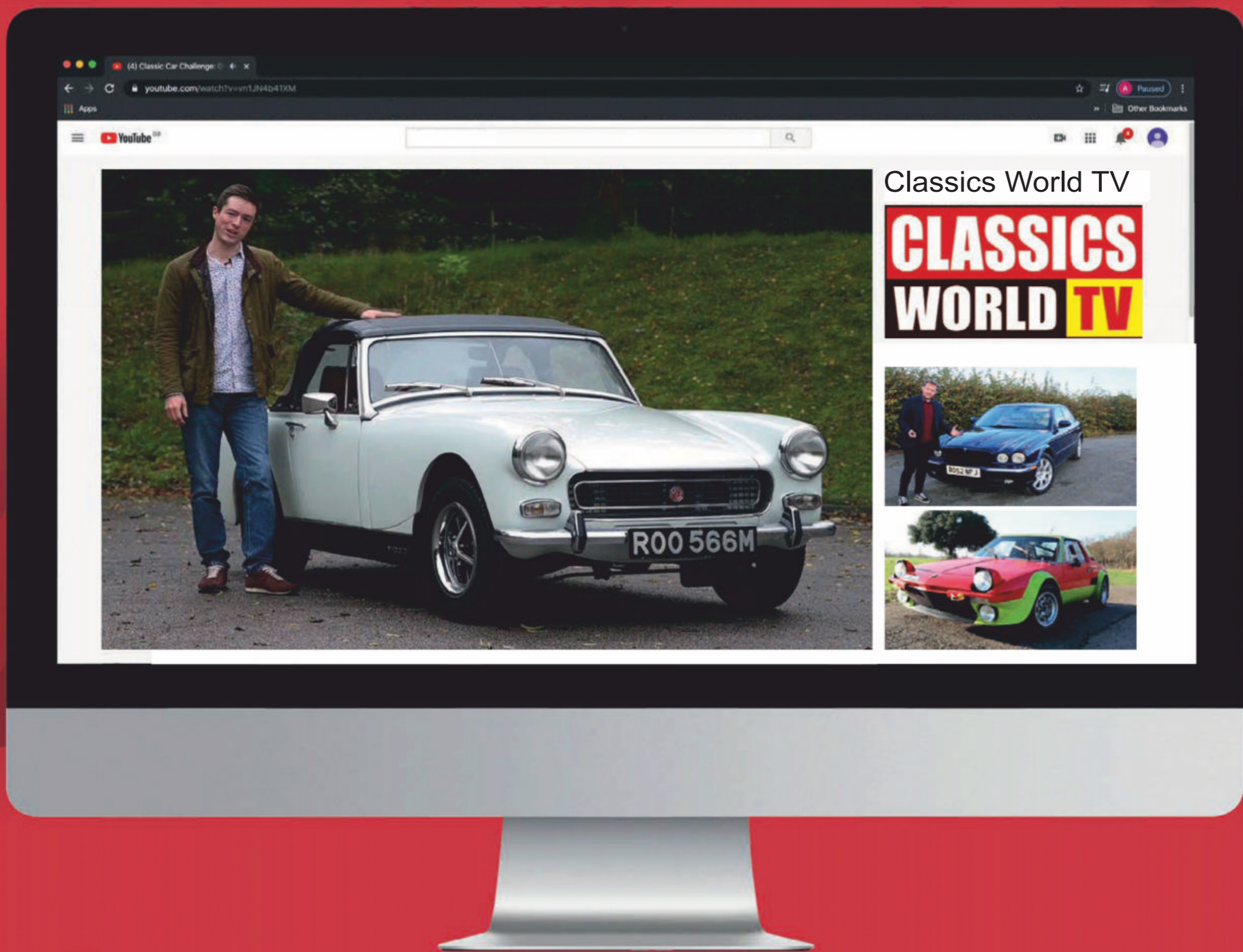
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WHAT'S ON

WHAT'S ON YOUTUBE

Something described as "the best finish ever at Indianapolis Motor Speedway" has to be worthy of your attention. The 2013 Indy Lights race at the venue got just that praise. And it was Peter Dempsey, who has a prominent role in the Cliff Dempsey Racing tale that we tell in week's Motorsport News, taking the astonishing win. It is a finale that quite simply has to be seen to be believed.

The race was gripping enough even before that, as Sage Karam and Carlos Munoz, with Gabby Chaves later joining the party, battled for first. Dempsey was near behind throughout the race but apparently not challenging.

That was until not even the last lap, but until the exit of the last corner. Karam, Munoz and Chaves's victory fight became even more frantic and they get three-abreast. But in the run to the line Dempsey, swooping from nowhere, somehow clawed past four-abreast to pip his foes by roughly an inch. IMS is far from full, yet the exasperated and thrilled crowd shrieks are audible above the engines.

And you can watch the amazing short and sharp 40-lap race in full on YouTube by going to [youtube.com/watch?v=niFlbtmQzIY](https://www.youtube.com/watch?v=niFlbtmQzIY) or by searching for '2013 Indy Lights Freedom 100'.

Graham Keilloh



Peter Dempsey wins by the smallest margin

LIVE TV



F1 will be back in action in Austria this weekend

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- Practice 2: Friday, 1345hrs-1545hrs, Sky Sports F1
- Practice 3: Saturday, 1045hrs-1210hrs, Sky Sports F1
- Qualifying: Saturday, 1330hrs-1535hrs, Sky Sports F1
- Race: Sunday, 1300hrs-1700hrs, Sky Sports F1

FORMULA 2 STEIERMARK GP

- Practice: Friday, 1150hrs-1240hrs, Sky Sports F1
- Qualifying: Friday, 1555hrs-1630hrs, Sky Sports F1
- Race 1: Saturday, 1535hrs-

- 1655hrs, Sky Sports F1
- Race 2: Sunday, 1000hrs-1105hrs, Sky Sports F1

FORMULA 3 STEIERMARK GP

- Practice: Friday, 0830hrs-0920hrs, Sky Sports F1
- Qualifying: Friday, 1300hrs-1340hrs, Sky Sports F1
- Race 1: Saturday, 0920hrs-1010hrs, Sky Sports F1
- Race 2: Sunday, 0835hrs-0935hrs, Sky Sports F1

INDYCAR ROAD AMERICA

- Race 1: Saturday, 2200hrs-0030hrs, Sky Sports F1
- Race 2: Sunday, 1800hrs-2100hrs, Sky Sports F1

LISTINGS

SATURDAY/SUNDAY

■ **Snetterton, Norfolk**
MSVR meeting: GT Cup, Porsche Club, Sports 2000, F3 Cup, 7 Race Series, Elise Trophy, FF1600/Heritage FF1600 Starts Saturday, racing from 1150hrs (qualifying from 0900hrs) Sunday, racing from 1020hrs (qualifying from 0900hrs)

■ **Brands Hatch, Kent**
Legends of Brands Super Prix: Historic F2, Thundersports, Aurora Trophy, Classic Formula 3, Historic Formula 3, Historic FF2000, Classic FF2000, Historic FF1600, Classic FF1600, Historic Touring Cars, Guards Trophy, Historic Road Sports, HSCC '70s Road Sports, Formula Junior Starts Saturday, racing from 1305hrs (qualifying from 0900hrs) Sunday, racing from 1210hrs (qualifying from 1000hrs)

■ **Donington Park, Leics**
MGCC meeting: Morgans, MG Cup, MG Metro Cup, Midget and Sprite Challenge, BCV8, MG Trophy, Cockshoot Cup, Equipe GTS, Equipe Three-Hour Relay, Mini Challenge Starts Saturday, racing from 1130hrs (qualifying from 0905hrs) Sunday, racing from 1045hrs (qualifying from 0905hrs)

■ **Croft, N Yorks**
BARC meeting: Britcar, Mighty Minis, Legends, Caterham Graduates, MaX5, Junior Saloons Starts Saturday, racing from 1150hrs (qualifying from 0930hrs) Sunday, racing from 1205hrs

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 Rubber boot kit inner CV pot joint **£5**

Wheel Bearings

Front drum brake **£12**
 Front disc brake **£13**
 Rear **£13**
 TIMKEN front disc brake **£53**
 TIMKEN rear **£49**

Swivel Hubs

Fully built standard hubs with...
 ball joints & bearings **Each £122**
 Standard front hub **Each £58**
 Standard rear hub **Each £38**

Drive Flanges

Drum brake type **Each £29**
 7.5" Disc type **Each £21**
 8.4" Disc type **Each £28**

Suspension

ADJUSTA RIDE

Quick & Easy height adjustment. Replaces original trumpet & knuckle joint, without modification.

Front set **£48**
 Rear set **£66**
 Full Mini kit **£98**

Shock Absorber Kits

Car set of Adjusta Rides & 4 shock absorbers.

Gmax shocker kit **£192** KYB gas shocker kit **£184**
 KYB Oil shocker kit **£147** Bilstein B4 shocker kit **£169**

Shock Absorbers

KYB Oil shock absorbers **Each £18**
 KYB Gas shock absorbers **Each £35**
 Bilstein B4 Gas **Each £22**
 GMAX shock absorbers **Each £26**

Suspension Parts

The ONLY genuine rubber cone

Rubber cone, genuine **£44**
 Top arm RH **£65**
 Top arm repair kit **£14**
 Bottom arm LH or RH **£41**
 Bottom arm bush **Each £2**
 Tie rod with bushes **Each £14**
 Tie rod bush, standard **£1**
 Radius arm, exchange **£139**
 Radius arm repair kit **£10**
 Top shocker mount RH or LH **£15**
 Ball joint kit (1 side) **£9**
 Knuckle joint **£5**
 Bump stops **From £4**
 Rebound buffer, front **£3**

Brake Parts

Calipers - Each (RH/LH)

Caliper Cooper 'S' - 7.5" **£76**
 Caliper Mini '84on - 8.4" **£90**
 Caliper piston - Cooper 'S' **£8**
 Caliper piston - Mini '84on **£13**
 Caliper seal kit - Cooper 'S' **£6**
 Caliper seal kit - Mini '84on **£5**

Master Cylinders

Cooper 'S'/GT - plastic reservoir **£48**
 Cooper 'S'/GT - tin reservoir **£81**
 Yellow tag Mini '85on **£78**
 Green tag Mini '89on servo **£89**
 Wheel cylinder **From £9**
 Brake hoses **From £5**
 Handbrake cables **From £6**
 Handbrake quadrant **Each £17**

Brake Pads & Shoes

Mintex road 7.5" Cooper S **£21**
 EBC Green stuff pads 7.5" Cooper S **£39**
 Mintex road 8.4" discs **£12**
 EBC Green stuff 8.4" discs **£32**
 Mintex road 4 pot calipers **£15**
 EBC Green pads 4 pot calipers **£46**
 Mintex rear shoes **£14**
 Mintex front shoes **£15**

Brake Disc & Drum

Disc Cooper S - 7.5" **Each £29**
 Disc Mini '84 on - 8.4" **Each £15**
 Drum standard **Each £13**
 Drum spacer type **Each £19**

Std. Disc Brake Assemblies

7.5" Cooper S Disc brake assembly **£713**
 8.4" '84on Disc brake assembly **£683**
 12" to 10" Disc brake conversion kit **£189**

Cooling

Radiators

Alloy 2 core **From £115**
 Standard 3 core **£71**
 Mini SPI radiator **£130**
 Mini MPI radiator **£94**
 Expansion tank & cap - MPI **£84**
 Thermostats **From £3**
 Radiator caps (7-15lbs) **From £4**

Fans/Belts

11 Blade plastic fan **£17**
 6 Blade steel fan, yellow **£46**
 Fan belts **From £4**

Water Pumps

High capacity **£17**
 MPI water pump **£17**

Heater Valves

Cylinder head mounted valve **£20**
 Inline valve ('90-'96) **£30**
 Inline valve MPI ('97on) **£30**

Heater Matrix

Mk1 & 2 '59-'69 **£82**
 Mk3 '70-'84 **£59**
 Mk4 '84-'90 **£52**
 Mk5 '91-'01 **£65**

Fuelling

Single SU Carbs
 HS2, HS4, HIF44 **Fr.£355**

Twin SU Carbs Kits
 1 1/4" HS2 **£1048**
 1 1/2" HS4 **£1051**

Service Kits

HS2/HS4 **£38** **Inlet Manifolds**
 HIF44 **£40** Alloy water heated **£46**
 Twin HS2/HS4 **£59** Twin HS2 or HS4 **£107**

Fuel Pumps

Mechanical **£30**
 Electrical **£73**
 Injection **£178**

Oil & Filters

Castrol 4.5 ltr **£34** Castrol 1 ltr **£8**
 Millers classic 5 ltr **£26**
 Spin-on oil filter **From £5**
 Early oil filter element **£8**
 Standard air filter **£5**
 Injection air filter **£7**

Standard Exhaust

Catalytic converter **£77**
 Single downpipe **£39**
 Injection downpipe **£53**
 998/1098/1275 Twin silencer **£66**
 Estate/Van/Pick-up Twin silencer **£72**

Gaskets, Sets & Seals

Engine full set **From £11**
 Gearbox set - all Minis **£10**
 Head full set **From £11**
 Copper head gasket **From £11**
 Manifold gaskets **From £2**

Reconditioned Engines

Over 50 years Mini Sport have been producing a range of remanufactured engines built on a long established commitment to engineering and customer satisfaction.

Engines	Engine	+ Gearbox
998cc - A series, A+ & Cooper	£2718	£4089
1275cc - A series, A+	£2546	£3992
1275cc - Cooper Carb	£2621	£4078
1275cc - SPI and MPI	£2479	£3937
Surcharge from	£1260	£1800

+ = Engine and Gearbox
 (all prices are exchange, we need your old units)

Reconditioned Gearbox

Reconditioned in our own workshops. The casing is chemically cleaned and then fully rebuilt with new bearings, shafts and baulk rings.

Rod type gear change - 850cc to 1275cc A series **£873**
 Rod type gear change - 998cc to 1275cc A+ **£881**
 Remote type gear change - 850cc to 1275cc **£852**

(all prices are exchange, we need your old gearbox)

Gearbox Repair Kits

Bearing Kits
 Full set of Top Quality gearbox bearings manufactured for Mini Sport, perfect for reconditioning.

A series rod & remote type gear change **£102**
 A+ rod type gear change **£103**

Reconditioning Kits

Completely matched set of Mini Sport top quality products for reconditioning Mini Gearboxes.

A series rod and remote **£258**
 A+ rod change **£253**

Crankshafts

Precision reground by Mini Sport.

Reground **From £299**
 New 1275cc **£480**
 (all prices are EXCHANGE, we need your old Crankshaft)

Pistons

Set of 4.

998cc Dished - Circlip fit **From £305**
 1275cc Slipper Standard Compression **£186**
 1275cc Slipper High Compression **£243**

Engine Timing

Simplex set **£26**
 Duplex set **£35**
 Simplex chain only **£4**
 Duplex chain only **£7**
 Chain tensioner **£10**
 Tensioner bracket **£7**

Oil Pumps

Slot drive 998cc or 1275cc **£17**
 Peg Drive 998cc **£17**
 Slot drive turbo **£41**
 Spider drive 1275 **£17**

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MOTORSPORT NEWS

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