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MOTORSPORT NEWS

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HAMILTON HAMMERS IT HOME

MERC MAN PEERLESS IN HUNGARY P4

WRC master urges M-Sport to push for more pace

Ogier

WE NEED MORE SPEED!

By David Evans

Sebastien Ogier says his M-Sport Ford team needs to find more pace from the Fiesta WRC if the Anglo-French alliance is to bag back-to-back world titles.

The Frenchman finished a disappointed fifth at last week's Rally Finland and he only made that place after the Cumbrian squad shuffled its other drivers Teemu Suninen and Elfyn Evans to elevate him.

Ogier told MN: "It's disappointing not to have any speed the whole weekend. It didn't work here, now we have to focus on the next one."

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TANAK UNTOUCHABLE IN FINLAND – ALL THE ACTION P20

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NEAL COLLECTS A DOUBLE DIAMOND AT SNETTERTON

BTCC STALWART WINS SPECIAL CELEBRATION RACE P24



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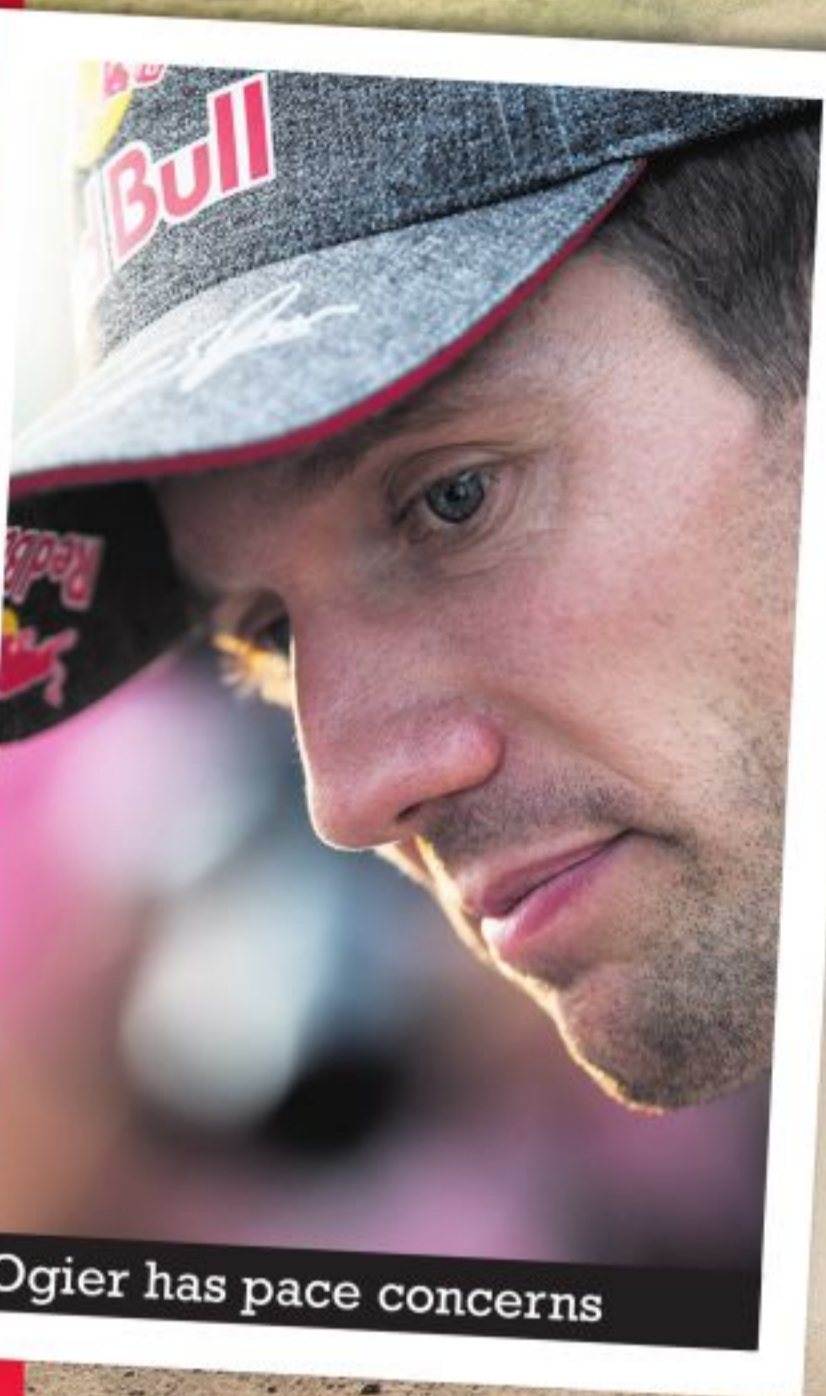
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Frenchman desperate for pace increase

CHAMPION OGIER FEARS UPHILL BATTLE



By David Evans

Sebastien Ogier and M-Sport Ford will ramp up their efforts to bridge a performance gap which developed at last week's Rally Finland.

The reigning world champion was, along with the majority of the other factory crews, blown away by Rally Finland winner Ott Tanak. But Ogier, who finished a distant fifth and failed to score a single fastest time on gravel, says it's the speed the other teams found which is of greater concern to him.

"It's not a little bit of struggle [for pace]," Ogier told MN. "Last

year all three cars – Elfyn [Evans] Teemu [Suninen] and me before I went out of the rally quite early – we had the pace to set fastest times, the car was good. We came here with the hope to fight not too far from Toyota, but we finished at the bottom of the list and not able to fight for anything."

Ogier said a lack of grip from the Fiesta was his primary concern. His car ran with an all-new suspension set-up in Finland with the Ford utilising Sachs dampers instead of the usual Reiger. Ogier instigated that change, feeling more comfortable with the German product after winning multiple world titles on them with Volkswagen.

"It's difficult, I guess this weekend we struggled mainly with grip," he said. "You have to fight a lot to keep the car on the road, so maybe we have to look to the grip. Look at the Toyota, it looks easier, more stable and [has] more grip in the corner."

Asked if bringing the new

dampers was the right move in Finland, especially when he was already running a revised aerodynamic set-up at the rear, he replied: "I can use whatever damper, that will not change anything – the problem we have is not coming from the damper. It doesn't look like the aero is helping that much; the whole team is slow this weekend, it doesn't matter who is having the evolution."

"I think there is probably a bit everywhere, even in the chassis it looks like we are not fantastic. Of course Toyota, we know about Toyota here, but Citroen as well was outpacing us this weekend. We expected to be closer, not that far from them."

Happy with Ford Performance's input into the development of the new aerodynamics on the car, Ogier said he would love the Blue Oval to bring even more to the team.

He added that he worried about M-Sport as a privateer battling



HEADLINE NEWS

Photos: Red Bull Content Pool, mcklein-imagedatabase.com

to keep up with rivals



against the manufacturer firms.

"Can M-Sport turn this around alone?" he said. "They can't turn this around – it's not a manufacturer team. We need support from Ford – we have had support from Ford Performance with the aero, but we need to test this more to get the potential."

"If you analyse only this weekend it looks like the others are progressing faster than us."

Despite his tough weekend, Ogier did manage to narrow the gap to 21 points, with M-Sport now 26 adrift of Hyundai in the manufacturers' race.

He added: "The most important thing from the weekend is that we close the gap. It's [been] a positive weekend, but with a lot of negativity."

Team principal Malcolm Wilson admitted he's ready to do whatever it takes.

"I'm disappointed with the weekend," he said. "But we have achieved the objective of closing the gap slightly. Hey, listen I'm

not under any illusions here, we want to be fighting at the sharp end and we're ready to work, we've got testing coming, we're ready. What we're not going to do is panic, there's absolutely no need for that at all."

"We look forward to the next event and we trust the work we're doing. Don't forget, we won in Germany many years and won quite comfortably with Ott. We need to keep this in context."

"I want to thank Elfyn and Teemu for what they did for the team and, like I say, we look forward."

The immediate future of both Finland upgrades to Ogier's car are under question ahead of September's Rally Turkey, the next gravel round of the series.

The Sachs dampers won't be used next time out in Germany and it's possible Ogier will revert back to the previous generation of rear aero as well.

M-Sport's head of rally engineering Massimo Carriero

said there was no evidence the new aero had been any slower, but he admitted the team was keen to gather more data on the new parts.

"Yes it's a performance gain," Carriero said. "But at the same time we understand there are areas where we need to improve our understanding. During the event we have been doing modifications on the aero area following the comments from Seb – this is about the balance in the car and we have been adjusting the set-up in terms of ride height and things like this."

Carriero said the team would test the parts for Germany, but added it was unlikely to be used, saying: "Tarmac, we are not ready yet. Tarmac will take longer time to see something like that, but we are already working in that direction."

"In [for] Germany we still have the chance to compare both, so I think it's fair to say we want to leave the window open to deliver

the best solution. For Finland we thought this was the best solution and we sign it off, for Germany we need to be open-minded [with] the new aero and decide if this is the direction we want to go."

Wilson confirmed the team had enough 2017-specification cars for Ogier to run the older set-up in Germany.

The Sachs dampers won't be fitted to the car in Germany, but Carriero admitted it would be unlikely to change direction again on gravel, so they will be used on gravel rallies moving forward.

Ogier's stage wins in 2018

WHEN	WHERE	WINS
Jan 25-28	Monte Carlo	4
Feb 15-18	Sweden	0
March 8-11	Mexico	5
April 5-8	France	3
April 26-28	Argentina	1
May 17-20	Portugal	2
June 7-10	Italy	4
July 26-29	Finland	0



Ogier's last triumph came back in France in April

HUNGARY GP REPORT



BY TONY DODGINS

Rain in qualifying gives Hamilton the advantage at a circuit that suited Ferrari

HAMILTON SAVED BY



The start was closest
Vettel got to Hamilton



Wet qualifying
helped Hamilton



Crucial moment:
Bottas jumps Vettel

Lewis Hamilton's wet weather prowess did it again. That might sound odd in view of Sunday's burning Hungaroring sun and track temperature of 60 degrees plus, but this race was won on Saturday afternoon.

Fortune smiled on Mercedes when Q3 required extreme wet Pirellis and facilitated Hamilton's sixth Budapest pole. Valtteri Bottas's performance was key too, the Finn locking out the front row and giving Ferrari a riddle which it couldn't solve on Sunday. For a second successive race, Hamilton grabbed 25 points that Sebastian Vettel will know he had the car to take.

Qualifying

Post-Germany, after that great win, Hamilton spoke of his prayers being answered and biblical storms washing away negativity. Predictably perhaps, it had prompted some mickey-taking.

"He portrays himself on social media like he's Jesus," said Jacques Villeneuve. "The way he knelt next to his car after problems in qualifying looked like the suffering of Christ. And what he said afterwards was the Sermon on the Mount."

Well, maybe, but you couldn't help start to think there just might be divine intervention involved when, right on cue for Mercedes at a track it figured could be a relative struggle versus Ferrari and Red Bull, we got forked lightning, booming thunder claps and a field-levelling wet qualifying session.

Conditions for Q1 were borderline, with everyone venturing out onto a wet but drying circuit on intermediate Pirellis before coming back in for ultras. All except Daniel Ricciardo. Red Bull was saving ultras in case the entire session was dry and thought Daniel would comfortably clear Q1 on the softs. But it wasn't comfortable at all, Ricciardo squeaking through by just a couple of tenths. Falling at the first hurdle were Stoffel Vandoorne, the two Force Indias (Esteban Ocon

had a brake issue), Sergey Sirotkin and, surprisingly, Charles Leclerc, who didn't get his timing right and exited in Q1 for the first time since China.

By Q2 the rain was back. Vettel got the tyre call spot-on. The only one to go straight out on intermediates, he enjoyed the best early track conditions and topped the session by more than two seconds.

Ricciardo was up against it again when Lance Stroll spun his Williams into the barrier right in front of him. Ricciardo had to abort his lap, missed the favourable conditions and faced a Hungaroring race from 12th on the grid. Nigel Mansell, of course, won from there back in 1989 and Smiley Dan knew his history: "I'll have to grow my moustache overnight!"

Nico Hulkenberg, always tremendous on a wet track, was another surprise Q2 casualty, a fuel bowser problem meaning there was insufficient fuel in the car at the start and Hulk was in the pits when he should have been on the track. Renault heroes thus became the sole preserve of team-mate Carlos Sainz Jr.

It all distilled down into a straight Q3 shoot-out on full wets as the rain turned serious. So, no surprise when Hamilton produced a 1m35.658s lap right at the death to take his sixth Hungaroring pole, just as it looked like Bottas (1m35.918s) might nail him for the second successive year in Budapest.

"The difference today was made by human factors, not the machines," smiled a delighted Toto Wolff, no doubt already contemplating the strategic options now unexpectedly open to him on Sunday after Ferrari had shown formidable dry pace.

Kimi Raikkonen, in fact, reckoned the red cars also felt better in the wet than he could remember and had the pace to have taken pole had he not encountered Romain Grosjean on his last lap. Meanwhile, Vettel's face spoke volumes as he contemplated fourth place, a lap 0.03s slower than his teammate and two Mercs on the front row...

Sainz, another who always excels in the wet, was delighted to put his Renault fifth. In the dry Renault had

been fractionally bested by Haas in the quest to be best-of-the-rest behind the big three teams and with Kevin Magnussen and Grosjean only ninth and 10th in the wet, this was a timely performance from Sainz.

Toro Rosso was on cloud nine too, as Pierre Gasly – whose Friday long-run pace was highly impressive – qualified sixth and Brendon Hartley, through to Q3 for the first time, lined up eighth.

Hold on a minute. We're talking about a full wet qualifying session and we haven't mentioned Max Verstappen? Sadly, on a deeply underwhelming day for Christian Horner's troops, the same benign tyre usage characteristics that allowed Verstappen to do such a quick, fast, long ultrasoft run in scorching conditions on Friday afternoon, worked against him now. On full wets on a cool, wet track, the RB14 was struggling to generate tyre temperature and grip. Even the most sublimely talented can't overcome physics. Seventh was the best that he could do.

Race

With wets used in qualifying, everyone had freedom of starting compound and all eyes were on the sidewalls as the tyre blankets came off. Both Mercedes drivers and Raikkonen had opted for ultrasofts while Vettel's Ferrari was on the yellow-walled softs. So right there you knew there would be strategic variation even within a single-stop race strategy that was predicted to be fastest. Sainz had also gone for softs with the remainder of the top 10 on ultras.

It was key for Mercedes to convert that all-important front row lock-out if it was going to subdue what was expected to be slightly superior Ferrari race pace. And the team did just that as the leaders got through the tight Turn 1 without incident. Further back, Leclerc found himself pincer by the Force Indias and was a first lap retirement. A disgruntled Verstappen joined him five laps later as he was told to switch off and pull over.

"We pay for a state of the art power unit and it's clearly some way short of

'Red Bull endured more engine misery'
Slowness and a failure, below



ROUND 12

Photos: LAT



THE RAIN



A vital win for Hamilton

that. Let Cyril [Abiteboul] come up with the excuses..." said an equally disenchanted Horner.

Once Raikkonen hadn't managed to get in among the Mercs into Turn 1, he didn't fight too hard when team-mate Vettel came around his outside at Turn 2. Conventional wisdom suggested that Hamilton would make good his escape at the front while Bottas would drop back to best conserve his rubber and make Vettel's task all the harder. That's the way it developed as Hamilton opened up a 3.5s lead over the first five laps. Behind the Mercs and Ferraris, Gasly ran an excellent fifth in the Toro Rosso, ahead of Magnussen's Haas, Sainz's Renault, Hartley's Toro Rosso, Hulkenberg's Renault, 37th birthday boy Fernando Alonso's McLaren, Grosjean's Haas and the recovering Ricciardo, who had taken a healthy thump from Marcus Ericsson's Sauber at Turn 1 on the opening lap.

The first significant move came from Ferrari when Raikkonen pitted early on lap 14 of 70 from fourth place, 4s behind Bottas. This forced Mercedes to respond to protect against the undercut, meaning 55 laps on a set of softs to the end if they were going to make it with just the one pit visit.

When Bottas pitted, Vettel's second-placed Ferrari was 8.7s behind Hamilton's leading Mercedes and on a clear track for the first time. It was on the harder tyre of course and the gap stayed pretty consistent. Vettel would obviously run a longer opening stint and be on the faster ultrasofts at the end. This was all building nicely.

Mercedes extended Hamilton's



Magnussen again beat Grosjean

opening stint for as long as his lap times were competitive and pitted him on lap 25 for fresh softs, emerging 13s behind Vettel's now-leading Ferrari. Bottas was a further 8s down with Raikkonen another 3s in arrears.

What was interesting was that Bottas was not going as quickly on his fresh softs as Vettel was on his starting set. This suggested two things: first, there was less degradation on the soft than might have been expected in the blistering heat. And second, it looked as if the Ferrari had about three tenths on the Merc around the Hungaroring. Well, on Bottas's Merc at any rate. Hamilton still looked like having a fight on his hands at this stage.

Vettel's pitstop was going to be key. Ideally, he wanted to get to around lap 40 to leave just 30 laps on ultras to try and close down Hamilton. On lap 30 he had a fairly comfortable pit window over Bottas's third-place Mercedes (23s against the necessary 21s), but then he hit traffic. The blue flags and backmarkers were not kind to him and on lap 37 the gap was down to 21.8s. Marginal. This was an unexpected bonus for Merc and the team got on the phone to Bottas and gave him the hurry-up.

Successive quick laps from Bottas meant this was going to be tighter than it should have been and when Vettel's front left did not locate properly and he was stationary for 4.2s, the Ferrari, crucially, came out behind the number 77 Mercedes. That kind of spoiled the race for the neutral even if it delighted the Mercedes pit!

Vettel at this stage was 9s behind Hamilton, who was on the slower soft tyre, with 30 of the 70 laps still to go and he needed to negotiate Bottas quickly, before the edge went off his ultrasofts. He couldn't. The extent to which he was being held up was illustrated by Ferrari deciding to pit Raikkonen a second time, for softs (he had no ultras left), and Kimi wiping out a 21s deficit to be back on Vettel's tail in another 20 laps.

"That's the best race so far from Valtteri at Mercedes," proclaimed Wolff after the race.

The man himself probably did not agree after he ended up fifth. As his tortured softs finally started to go away, Vettel accelerated alongside out of Turn 1 and chopped across into Turn 2. Bottas resisted for all his worth but couldn't get the car stopped on the dirty inside line and damaged his nose against the left rear of the Ferrari, fortunately without giving Vettel a puncture. Raikkonen followed his team-mate through and Bottas was left to try to fend off Ricciardo's charging Red Bull.

The Australian went around the outside into Turn 1 on lap 67, Bottas ran deep into the corner on the inside line once again but with his rooted tyres and damaged front wing, only succeeded in thumping the Red Bull's sidepod. The delayed Ricciardo finally made it by on the last lap and Bottas earned himself a 10s penalty for his trouble which, happily, did not demote him further. He deserved a lot more than fifth last Sunday.

Gasly took best-of-the-rest honours after a great race to sixth in the Toro Rosso, at one stage opening out an 11s advantage over Magnussen in seventh.

The McLarens benefited from a long opening stint on softs which jumped them ahead of the Renaults and Grosjean, but poor Vandoorne, who had stayed within a couple of seconds of his more illustrious team-mate, retired 20 laps from the end with no drive. Eighth was Alonso's birthday reward as Sainz and Grosjean completed the scorers.

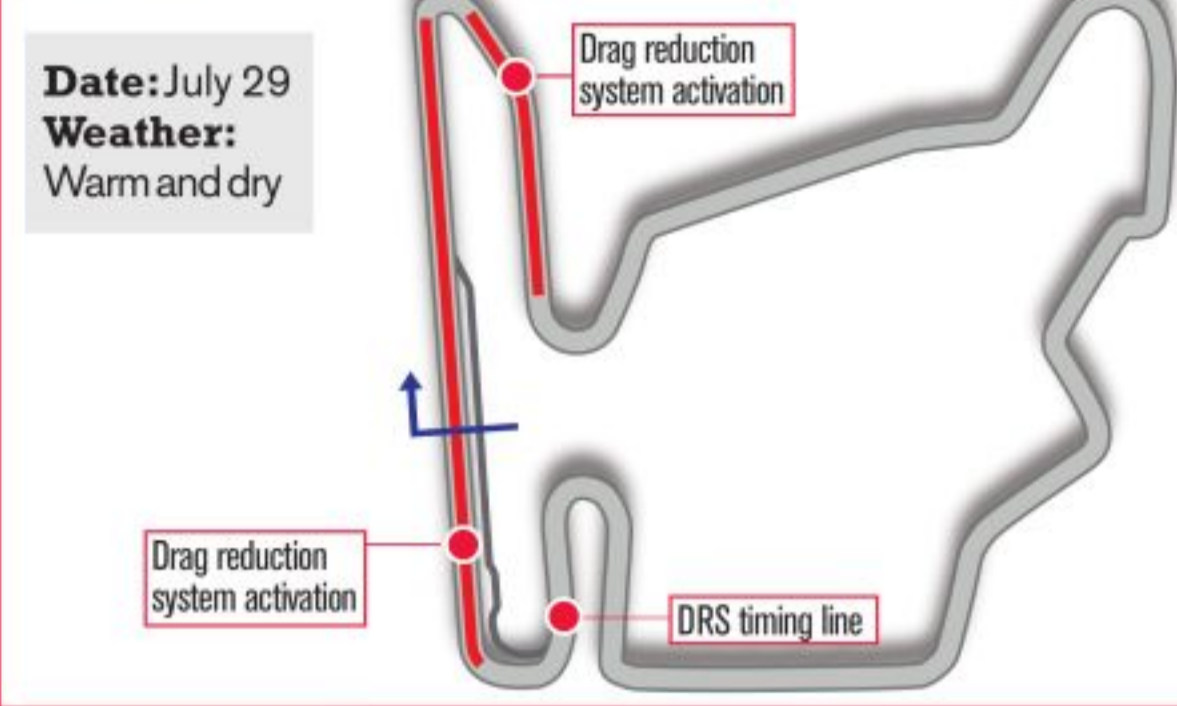
And so Lewis Hamilton beat Sebastian Vettel by 17s on a track that was expected to suit Ferrari and at which the red car was quickest. Would Vettel have caught him had he cleared Bottas at that pitstop? Neither Mercedes nor Ferrari was prepared to answer that. There is little doubt that Vettel would have caught him. Passing would have been another matter.

Make no mistake, the foundation of Hamilton taking 50 points against the head in the past week was his brilliance on a wet track. It was Lewis and nothing else making the difference.

RACE FACTS

Results © 2018 Formula One Administration Ltd

HUNGARIAN GRAND PRIX
Circuit: Hungaroring **Lap:** 2.722 miles
Race distance: 190.54 miles **Laps:** 70
Lap record: 1m19.071s (Michael Schumacher, 2004)
2017 winner: Sebastian Vettel (Ferrari)



Date: July 29
Weather: Warm and dry

TYRE CHOICE
 Option **ULTRA SOFT**
 Option **SOFT**
 Prime **MEDIUM**

RESULTS

FIA Formula 1 World Championship, round 12/21

POS	DRIVERS	NAT	CAR-ENGINE	TIME
1	Lewis Hamilton	GBR	Mercedes	1h37m16.427s
2	Sebastian Vettel	GER	Ferrari	+17.123s
3	Kimi Raikkonen	FIN	Ferrari	+20.101s
4	Daniel Ricciardo	AUS	Red Bull-Renault	+46.419s
5	Valtteri Bottas	FIN	Mercedes	+1m00.000s
6	Pierre Gasly	FRA	Toro Rosso-Honda	+1m13.273s
7	Kevin Magnussen	DEN	Haas-Ferrari	-1 lap
8	Fernando Alonso	ESP	McLaren-Renault	-1 lap
9	Carlos Sainz	ESP	Renault	-1 lap
10	Romain Grosjean	FRA	Haas-Ferrari	-1 lap
11	Brendon Hartley	NZL	Toro Rosso-Honda	-1 lap
12	Nico Hulkenberg	GER	Renault	-1 lap
13	Esteban Ocon	FRA	Force India-Mercedes	-1 lap
14	Sergio Perez	MEX	Force India-Mercedes	-1 lap
15	Marcus Ericsson	SWE	Sauber-Ferrari	-2 laps
16	Sergey Sirotkin	RUS	Williams-Mercedes	-2 laps
17	Lance Stroll	CAN	Williams-Mercedes	-2 laps
R	Stoffel Vandoorne	BEL	McLaren-Renault	L49/gearbox
R	Max Verstappen	NED	Red Bull-Renault	L5/power unit
R	Charles Leclerc	MON	Sauber-Ferrari	L0/collision

Winner's average speed: 117.522mph Lap leaders: Hamilton 1-25; Vettel 26-39; Hamilton 40-70

FASTEST LAP | DANIEL RICCIARDO 1m.20.012s ON LAP 46 (AVERAGE SPEED: 122.48mph)

QUALIFYING

POS	DRIVER	TIME	POS	DRIVER	TIME
1	Hamilton	1m35.658s	11	Alonso	1m35.214s
2	Bottas	1m35.918s	12	Ricciardo	1m36.442s
3	Raikkonen	1m36.186s	13	Hulkenberg	1m36.506s
4	Vettel	1m36.210s	14	Ericsson	1m37.075s
5	Sainz	1m36.743s	15	Stroll*	1m18.560s
6	Gasly	1m37.591s	16	Vandoorne	1m18.782s
7	Verstappen	1m38.032s	17	Leclerc	1m18.817s
8	Hartley	1m38.128s	18	Ocon	1m19.142s
9	Magnussen	1m39.858s	19	Perez	1m19.200s
10	Grosjean	1m40.593s	20	Sirotkin	1m19.301s

*started from the pitlane after changing wing specification between qualifying and the race due to a lack of spares



Gasly starred in sixth place

CHAMPIONSHIP POINTS

DRIVERS			CONSTRUCTORS		
POS	DRIVER	PTS	POS	CONSTRUCTOR	PTS
1	Lewis Hamilton	213	1	Mercedes	345
2	Sebastian Vettel	189	2	Ferrari	335
3	Kimi Raikkonen	146	3	Red Bull-TAG Heuer	223
4	Valtteri Bottas	132	4	Renault	82
5	Daniel Ricciardo	118	5	Haas-Ferrari	66
6	Max Verstappen	105	6	Force India-Mercedes	59
7	Nico Hulkenberg	52	7	McLaren-Renault	52
8	Kevin Magnussen	45	8	Toro Rosso-Honda	28
9	Fernando Alonso	44	9	Sauber-Ferrari	18
10	Sergio Perez	30	10	Williams-Mercedes	4

NEXT RACE: BELGIAN GRAND PRIX, AUGUST 26

RACING NEWS

F1 ROUND-UP

Bottas annoyed

Valtteri Bottas says he is hurt by comments from Mercedes Formula 1 boss Toto Wolff that he was a "sensational wingman" in the Hungarian Grand Prix. The Finn was forced to play a defending role in the second half of the race at the Hungaroring, with team-mate and race leader Lewis Hamilton's main title rival Sebastian Vettel stuck behind him. After holding off Vettel until just a few laps before the end, Bottas said: "First of all, wingman hurts. Second, I don't see any positives in this race for me. I wanted a better result."

Ocon talks

Renault has confirmed it is in talks to field Mercedes Formula 1 junior Esteban Ocon in 2019. Ocon has been linked with a move to Renault next season, replacing Carlos Sainz Jr alongside Nico Hulkenberg. "We have not made a decision, we have not signed anything," Renault boss Cyril Abiteboul told *Canal+*. "We've got a number of options, good options. Carlos staying with us is one of them, but things are in Red Bull's hands. Esteban joining us could be an option. Mercedes is running Esteban's career, it's a good thing, but it's also something we have to consider."

Key to success

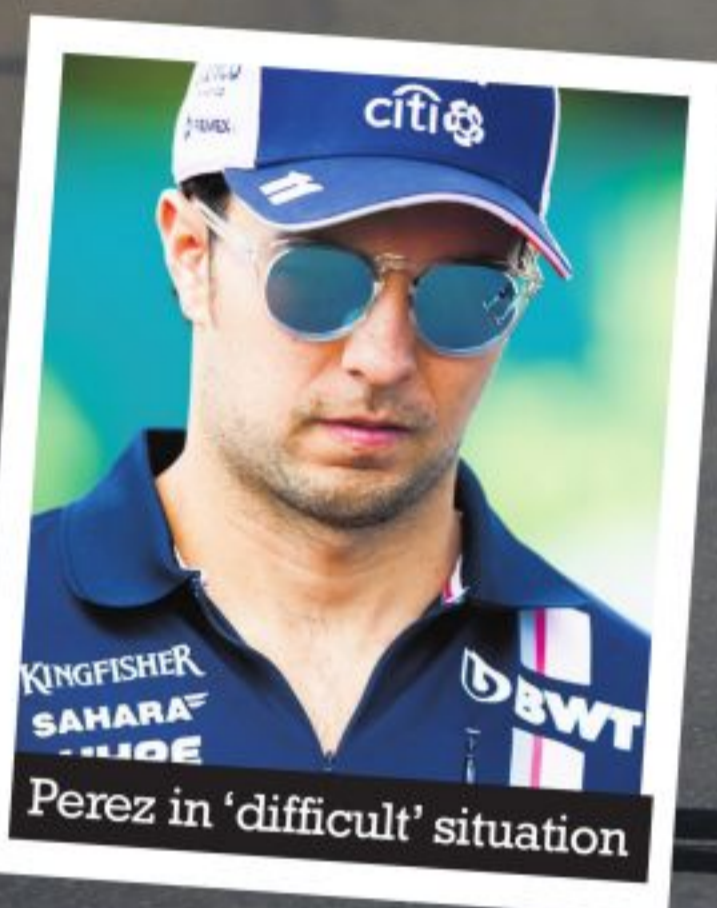
McLaren Formula 1 boss Zak Brown says the team has "a plan" as it works to finalise its hiring of James Key from Toro Rosso as technical director. On Friday Red Bull motorsport advisor Helmut Marko indicated his frustration that negotiations between the two teams over Key's release had been trumped by public confirmation from McLaren of his hiring. Marko hinted that Key would now not be available for a "very long time" as a result. He is understood to have a contract that runs to 2020. "We have hired James Key, he will become our technical director," said Brown. "We do not have a start date."

Stoffel's switch

McLaren changed Stoffel Vandoorne's chassis ahead of the Hungarian Grand Prix, but the team is yet to figure out the problem that wrecked his two previous weekends. Vandoorne struggled badly in the Silverstone and Hockenheim events, lapping substantially slower than Fernando Alonso and placing near the bottom or dead last in every representative session. "It's not a brand new one [chassis], it's one we've used before but that's not a problem at all," said Vandoorne. "I was pushing the team for it. We started to change a lot of parts and there came a point where [the chassis] was one of the last pieces remaining."

PEREZ SENDS FORCE INDIA TEAM INTO ADMINISTRATION

But team has no animosity towards him



Perez in 'difficult' situation



Force India has struggled for cash

By Adam Cooper

Force India deputy team principal Bob Fernley says there is no animosity towards Sergio Perez after his management company took action that put the team into administration.

Perez has a deal that brings substantial Mexican sponsorship to the team, where he has raced since 2014, while he is paid a salary.

It was a delay in those payments that amounted to several million pounds that eventually triggered his action,

which was conducted with the support of other creditors including Mercedes.

Perez took the action through his management company Brockstone, in conjunction with manager Julian Jakobi and the administrators are Geoff Rowley and his firm FRP Advisory, the same that handled Manor's demise.

"There can't be any animosity," Fernley said. "Whatever happens, like everybody else, Checo is entitled to be paid.

"Unfortunately we were not in a position to be able to pay him, and patience runs

out for everybody.

"I don't think we in any way look negatively at him."

Perez's action has been misinterpreted by some as an aggressive one.

In fact, the team believes the eventual outcome will be positive as it will help to bring new investment and owners.

The team faced a hearing on Wednesday last week on whether it would be 'wound up' over unpaid debts, but this was then overtaken by an administration hearing on Friday.

That was triggered by Brockstone Limited, a company

involving Perez, and included an offer from British company Rich Energy, which claimed it had pitched a £30million sponsorship agreement. This offer was dismissed and the team was put in administration.

"I ended up in a very difficult situation," Perez explained. "We got to a point where action had to be taken, to protect the 400 people that work in the team.

"I should not really like to be involved in this because I'm just a driver, but it got too much and I was asked by a couple of members of the team to go ahead and save the team.

"There was a winding up petition from another customer, which would have closed down the team completely.

"Therefore, I was asked to basically save the team - to pull the trigger and put the team into administration. It has nothing to do with my outstanding amounts. The only reason I've done it is to save the team."

Mercedes boss Toto Wolff says that many potential buyers "with deep pockets" are waiting to bid on Force India and administrators say they are working "urgently" to find a buyer.

Extra reporting by Scott Mitchell

OBITUARY

Sergio Marchionne 1952-2018

Tributes have poured in for the former Ferrari chairman and CEO Sergio Marchionne after he passed away last week at the age of 66, just days after the company announced a succession plan.

Marchionne had entered

hospital for a shoulder operation, but after surgery his condition deteriorated rapidly.

This led to Marchionne stepping down from the team with immediate effect and it was announced that John Elkann would become chairman, and Louis C Camilleri was named as CEO.

In a statement Elkann said: "Unfortunately, what we feared has come to pass. Sergio Marchionne, man and friend, is gone.

"I believe that the best way to honour his memory is to build on the legacy he left us, continuing to develop the human values of responsibility and openness of which he was the most ardent champion."

F1 CEO Chase Carey described Marchionne as "a great leader of not just Formula 1 and the automobile world, but the business world overall.

"He led with great passion, energy and insight, and inspired all around him.

"His contributions to Formula 1 are immeasurable. He was also a true friend to all of us and will be deeply missed."

Mercedes team boss Toto Wolff called Marchionne's death "a sad day for all of us in F1. We have lost a huge supporter of our sport, a fierce competitor, an ally and a friend".

The colourful and charismatic former Fiat boss became chairman of Ferrari in September 2014, replacing Luca di Montezemolo.



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'Coveney won on racing return'
Cadwell Park report, p19



Photos: LAT



British F3 might switch car in 2019

FUTURE OF BRITISH F3 STILL UNDECIDED

The future of the BRDC British F3 Championship is still undecided as discussions over whether to switch to a new car and become one of the FIA's Regional F3 championships are still ongoing. The sport's governing body has introduced a second 'regional' tier of Formula 3, with championships already formed in America and Asia that use a car fitted with the halo device. Should the current British F3 series, which is run by Jonathan Palmer's MotorSport Vision,

wish to become a Regional F3 championship in 2019 it would also need to adopt the new specification of car. If it didn't and kept the current Tatuus-Cosworth that was only introduced in 2016 it would likely lose its F3 status, which it was allowed to keep for this season despite not being acknowledged as a F3 Regional series. Giles Butterfield, group operations and engineering manager at MSV, said: "MSV has strong partnerships with Tatuus and Cosworth in the

existing championship. We are interested in learning more about what opportunities there may be for Regional F3 championships in Europe and are making enquires via the Motor Sports Association to the FIA." It is understood the championship could run the Tatuus chassis used in Asian F3, fitted with a Regional F3-spec Cosworth engine. Opinion between teams in the series remains mixed over British F3's future.

Renault applies for Regional F3 status

Renault is planning to scrap its current Eurocup single-seater cars and transfer under the FIA's new Regional Formula 3 umbrella for 2019. The move would mean the end of the Formula Renault Eurocup name after 28 years dating back to 1991. It is the latest development in a European single-seater scene that has been thrown into volatility at every level between Formula 2 and FIA Formula 4. Renault Sport Racing commercial director Benoit Nogier, who said that the new series could be called F3 by Renault, told MN that the company has put in a tender with the FIA to run a Regional F3 series in Europe. "The goal is to carry on Formula Renault after 47 years and take the opportunity of this new category - Regional F3 as the FIA call it - to carry on. "We already invest and make a lot of effort in the learning system for young drivers, and we have many in the Renault Sport Academy now. "We want to be a part of Regional F3."

F1 COLUMNIST

TONY DODGINS

"Hamilton has always had a Senna-like feel"



With a new Mercedes contract worth £40m a year you'd figure Lewis Hamilton wouldn't feel under-valued. Evidently though, he does.

Not by his team, but by ex-racing driver TV commentators who "could [not] find a good thing to say," about his fine German GP drive. He elaborated in Hungary. The difference he'd made, the different lines he was taking in the wet, hadn't been properly explained. Neither had Vettel's positioning of the Ferrari on the track before he crashed out. Former drivers, he thought, might have spotted those things. Hamilton has always had an instinctive Ayrton Senna-like feel for grip in wet conditions and used it to great effect to win that race in Germany. OK, he had more grip on the ultra softs with an off-set tyre strategy when it rained. Even so, he drove brilliantly to take chunks out of Vettel's lead. They might not have been together on track but Vettel knew he was in a race. He hadn't tip-toed off, he'd been pressured off.

There was a telling moment in Hungary when Lewis was asked if he thought he could win on a track expected to favour Ferrari, because "he was on a roll." "We're not on a roll!" he shot back, explaining that 2018 was the most intense battle and that Mercedes was racing a team faster than them. "I'm going to need absolutely everything if I want to be on top at the end of the year." Sub text: It's me making the difference. Can't you see that, you blind fools?! He proved it again with his wet pole in Hungary, half a second quicker than the Ferraris, which was the foundation of his second win in a week. And hats off to Damon Hill for a sense of humour with the following tweet: "Well, I dread saying anything for fear of being insufficiently lavish. But here goes: great driving by Lewis Hamilton showing them all who's boss in the wet."

If you're being harsh, you point out that Vettel turned second into fourth in Baku even if, admirably, he was trying to win the race. In France, Seb turned a long-shot win and likely second into fifth when he clouted Bottas at Turn 1. In Austria, the three-place grid penalty for impeding Sainz in Q2 meant that when Merc suffered its double DNF, Seb finished third instead of first. And then there was that 32-point championship swing at Hockenheim. Four errors in 11 races is a 36 per cent screw-up rate. Assuredly, it'll be close come the Abu Dhabi Grand Prix.

But, even in a quicker car, can you afford to throw that many points away when you are racing Hamilton, who barely ever drops it? Lewis doesn't want to have to spell out that he's The Man. He just wishes we'd all open our eyes and see it.

QUICK LAPS THE FASTEST NEWS ROUND-UP

Alexander Rossi took his second IndyCar win of the season at Mid-Ohio as the Andretti Autosport driver was the only one to implement a two-stop strategy. Championship leader Scott Dixon finished fifth as his lead in the standings was cut to 46 points by Rossi... Joe Gibbs Racing's Kyle Busch overcame a 28th-place start and overtime to seal the Pocono NASCAR Cup Series race victory. Busch was one of 13 drivers who failed post-qualifying car inspections and were excluded... **Yifei Ye extended his lead at the top of the Formula Renault Eurocup standings after**

claiming a second and third in the two races at Spa-Francorchamps. Christian Lundgaard and Victor Martins took the wins respectively... The Walkenhorst BMW driven by Philipp Eng, Tom Blomqvist and Christian Krognes won this year's Spa 24 Hours. The Nurburgring-Nordschleife specialist, which was fielding a pro class car in the Blancpain GT Series Endurance Cup for the first time this season, took the German manufacturer's third victory in four years in the classic Belgian event after prevailing over fellow BMW team Rowe Motorsport... **Techeetah has confirmed its**

partnership with DS Automobiles, with the team becoming a works manufacturer squad ahead of the 2018/19 Formula E season. The Chinese team, which won the 2017/18 FE drivers' championship with Jean-Eric Vergne, has been a Renault customer outfit for the last two seasons but will now take over from Virgin Racing as the DS works team. It is understood that Virgin will use Audi's powertrains as a customer outfit from next season, with the deal being announced in the coming weeks... A new category for high-



Rossi: Mid-Ohio winner

powered supercars that revives the GT2 name has been announced by the Stephane Ratel Organisation. The idea is for the new breed of car to become the basis of the amateur classes as a complement to GT3 in SRO's sprint series from 2020...



Ticktum had a mixed weekend at Spa

One point off top spot for Ticktum

Dan Ticktum sits just one point behind Marcus Armstrong at the top of the European Formula 3 Championship after securing a victory at Spa-Francorchamps. The Red Bull Junior driver stormed through from 10th on the grid in race two to win last weekend, defeating Motopark team-mate Fabio Scherer in a tight battle. The McLaren Autosport BRDC Award winner was

demoted from fourth to 13th in race one after receiving a 20 second penalty when he was held responsible for a first-corner collision. He rounded his weekend off with a fifth place finish in race three which was won by Mick Schumacher, son of seven-time Formula 1 champion Michael, who took his maiden F3 win. Race one victory went to Force India F1 protege Jehan Daruvala.

Gap closes between Brit's Russell and Norris in F2

Lando Norris eroded George Russell's Formula 2 title lead to 12 points in the battle for British supremacy, which has become as much about impressing Formula 1 teams as it has taking the F2 title. McLaren affiliated Norris was light years ahead of the field in the feature race in the wet, trying daring lines and executing tricky overtaking moves to climb from sixth to lead, where he built a 14-second advantage before the pitstop phase. All this was while Russell was in the pits having retired with clutch trouble. Only fellow McLaren F1 junior Nyck de Vries

was able to usurp Norris as the Brit's wet tyres on a drying track were no match for the dry tyres on his rival's car. Carlin driver Norris took fourth from seventh in Sunday's sprint race to further erode Mercedes junior Russell's advantage. "It's nice to get some points back, but the best way to do that is when you're racing, both on track," said Norris admirably. "But making the most out of it and taking advantage of that is good. It was a really good weekend for the team." Russell drove from 20th to take eighth on Sunday in the dry on one of the hardest tracks to

overtake on the calendar. He usurped his ART Grand Prix team-mate Jack Aitken - who had started fifth - to take the last points spot in eighth. ● Force India Formula 1 junior Nikita Mazepin scored a dominant victory in the first GP3 race in Hungary. He took the lead from poleman Anthoine Hubert at the start to win by more than 10 seconds. Dorian Boccia gave MP Motorsport its first win in the GP3 Series with a dominant victory in the second race, ahead of Callum Hogg and Hubert who remain second and first in the championship.

RACING NEWS

IN BRIEF

Giddings' debut

Sometime Clio Cup and 2014 British GT4 champion Jake Giddings endured a tricky debut in the Porsche Carrera Cup GB at Snetterton. He qualified ninth, before a mistake on the car weights left both Welch Motorsport cars having to start from the back. But more misfortune came his way when he suffered two punctures in the first race – both on the right rear tyre. He then made a storming drive from 22nd to 11th in the second race. Also making his debut was 2017 Ginetta GT4 Supercup Am driver Dan Kirby with the GT Marques squad.

Roche's wipers

Tom Roche put in a remarkable race two performance in the Ginetta GT4 Supercup in the Snetterton downpours last weekend to finish on the podium without any windscreen wipers. He said: "First lap my windscreen wipers stopped working. The car felt great if it was out of the spray but as soon as I got close I had the pace but couldn't see, so it's a bit frustrating really because the car was quick."

Burge's bonnet

Mazda MX-5 Championship driver Charlie Burge managed to finish fourth in the second A-race at Silverstone despite driving with his bonnet up for nearly two laps. Burge was battling John Langridge for third when rainwater got under the tape securing the bonnet, which in turn allowed air underneath and forced the catches open. Burge's lap times increased by only around two seconds as he held onto the place, earning a rousing reception from the BRDC grandstand for his efforts.

Christodoulou home

Adam Christodoulou has left hospital and is recovering at home after his Team ABBA Racing Mercedes-AMG GT3 caught fire in the recent British GT round at Spa. The AMG factory driver was taken to hospital in Liege for burns to his hands and feet and was advised to miss last weekend's Spa 24 Hours while he recuperates. Team owner Richard Neary confirmed that ABBA will not return for this week's British GT meeting at Brands Hatch and will assess the damage ahead of the Donington season finale in September.

Primrose to LMP3 Cup

Regular sportscar racer Neil Primrose will compete in the final two LMP3 Cup races of the season in a Norma M20FC after the series created a new invitational class for CN-spec cars. "I got the Norma in March of this year," said Primrose. "It's a 2017 car and the chassis is amazing. My passion has been in sports prototypes and it's been long overdue that there's an open event like this which lets all the cars compete in whatever class."

Marzorati's debut

Renault UK Clio Cup Junior race winner Max Marzorati made his Formula Ford debut in the Northern Championship's visit to Silverstone last weekend. Marzorati qualified 10th of the 26-car entry but was excluded from eighth in race one after contact with his Enigma Motorsport team-mate Henry Chart. He then retired from race two with brake failure. "I'm absolutely loving it," said Marzorati, who was driving a Firman chassis. "Our target is the ticket to Indy [from the Festival or Walter Hayes Trophy]. I love the idea of the American route and they're really helping us as young drivers to go out there."

New C1 format

The Citroen C1 Challenge will trial a new race format at Croft this weekend, with four lots of 20-minute heats followed by a 20-minute final featuring the fastest driver from each car. The organisers plan to gauge the popularity of the new concept and will then decide whether to implement it more regularly.

Photos: Jakob Ebrej



Hasse-Clot impressed on his GB Porsche debut

MOTORBASE PLANS THREE-CAR PORSCHE SQUAD

Team recruits French rookie champion for Snetterton and Knockhill

By Jason Noble

Motorbase team boss David Bartrum has not ruled out a third car joining the Porsche Carrera Cup GB squad later this year, with an eye to a full three-car effort next season.

The 2017 French Carrera Cup rookie champion Valentin Hasse-Clot joined team regular Dan Vaughan at last

weekend's Snetterton round to make his GB series debut.

"We want to get back to three cars," Bartrum said. "We had another car in the workshop and he [Hasse-Clot] has done really well in France."

Asked if he planned to run the second car for the remainder of the season with Hasse-Clot – who continues to contest the French series – Bartrum added: "There's

one clash so the main one we are looking at is Knockhill. He's a good little talent.

"But we may even have a third car later this year."

The squad competed with up to six cars between 2004 and 2011, and won the teams' title in 2010, with the outfit claiming 26 wins. This year marked its return to the championship for the first time in seven years.

Hasse-Clot said: "In France we only have six races so it's not enough miles when I need to get more experience.

"Carrera Cup GB is the most close series to the French one to continue my learning."

The 22-year-old made a mistake in the wet first race, crashing out at Riches, but made a superb drive in the dry second race, charging from 23rd to seventh in a handful of laps.

Carrera Cup left unable to check ride heights after bizarre equipment failure

Porsche Carrera Cup GB series bosses have said teams did not gain an advantage after a bizarre equipment failure left it unable to properly check ride heights at Snetterton last weekend.

Series chief James MacNaughton confirmed the high temperatures in the week had delaminated the pad that is used, and said it was the "only calibrated thing we are able to use".

But category chiefs said they were confident teams will not have used the opportunity to gain an unfair advantage because of a series of safeguards already in place.

"The good thing is we only found out before qualifying and because we had a Wednesday test and a Friday test, all the teams had come to a stage where they were happy with the set-up, so you would hope they don't go

and change it," MacNaughton said.

"Firstly in the spirit of competition but the fact that they won't have any data about those car changes means it would be a very, very brave thing to change it."

The regulations state that teams are also not permitted to change ride heights in the pitlane.

A proper solution is set to be sorted for the next round at Knockhill.

Hand targeting more races after surprise Clio return

Former Renault UK Clio Cup runner-up Ash Hand is targeting more outings this season after making a surprise return to the series at Snetterton last weekend.

Hand, who was second in the 2015 standings behind reigning British Touring Car champion Ash Sutton, received a last-minute call up to the Matrix Motorsport team after one of the squad's regular drivers, Andy Wilmot, fell unwell.

Hand finished an impressive second on the road in the opener before being handed a penalty for contact that demoted him to sixth post-race. He was ninth in race two, despite dropping down the order after getting caught up in an incident early on.

"I got shoved off but I still finished



ninth as I started nailing them!" said Hand. "I might get to do some more races this year – a couple of people have asked if I will do some more with

them. I got the call at 1000hrs on Friday, turned up with no testing – and I haven't driven at Snetterton for four years and not been in a Clio for over a year."

Podium finisher Shepherd struggling for GT4 budget

Adam Shepherd believes he has only got the funding to complete one more round of the Ginetta GT4 Supercup this season

The two-time M3 Cup and 2015 Civic Cup champion missed the Croft round as a result of budget restraints, returning for Snetterton last weekend and scoring another podium. The Team Hard driver is currently ninth in the standings.

"We'll get out when we can but we only have money for one more," he said.

"We are hoping to get out for one more at Silverstone or Brands Hatch and hopefully gear up for next year instead."

Another cash-strapped GT4 Supercup on the podium last weekend was Adam Higgins, as he celebrated his birthday in style. It was his first and likely only appearance in the series this year.

"I'm just getting the rust out of myself more than anything," said Higgins, who turned 32 on Sunday and took a third, sixth and 12th.

"It feels like we won the championship – everything we have got we put into this weekend and it's gone our way."



Shepherd has been a podium regular

Photos: Mick Walker, LAT, Gary Hawkins, Steve Jones

MGCC PLANS MORE MGF RACES



Races celebrate 20 years of the MGF

The MG Car Club will hold another race for MGF and TF models at its Oulton Park meeting in September, similar to one held earlier this year at Silverstone.

A dedicated race for the MGF and TF model, which is celebrating 20 years since the MGF Championship was first held, was run at the Northamptonshire circuit in June as part of MG Live.

Only 11 entries took part in that race, which was won by

Jonathan Harker, but hopes are high that more cars will be able to take part at the Oulton meeting.

John Hutchinson, race competition secretary for the MGCC, said: "There's a hell of a lot of them out there [cars] and if it becomes a series or championship in the future, it has to start somewhere."

"This year is the 20th anniversary of the original championship that was run."

"At Oulton Park there are

not so many clashes with other meetings like there was for MG Live [the MG Owners' Club were at a BARC Donington Park meeting].

"If the demand is there for something we'll put on another race and if we do get more interest we will look at doing something for next year."

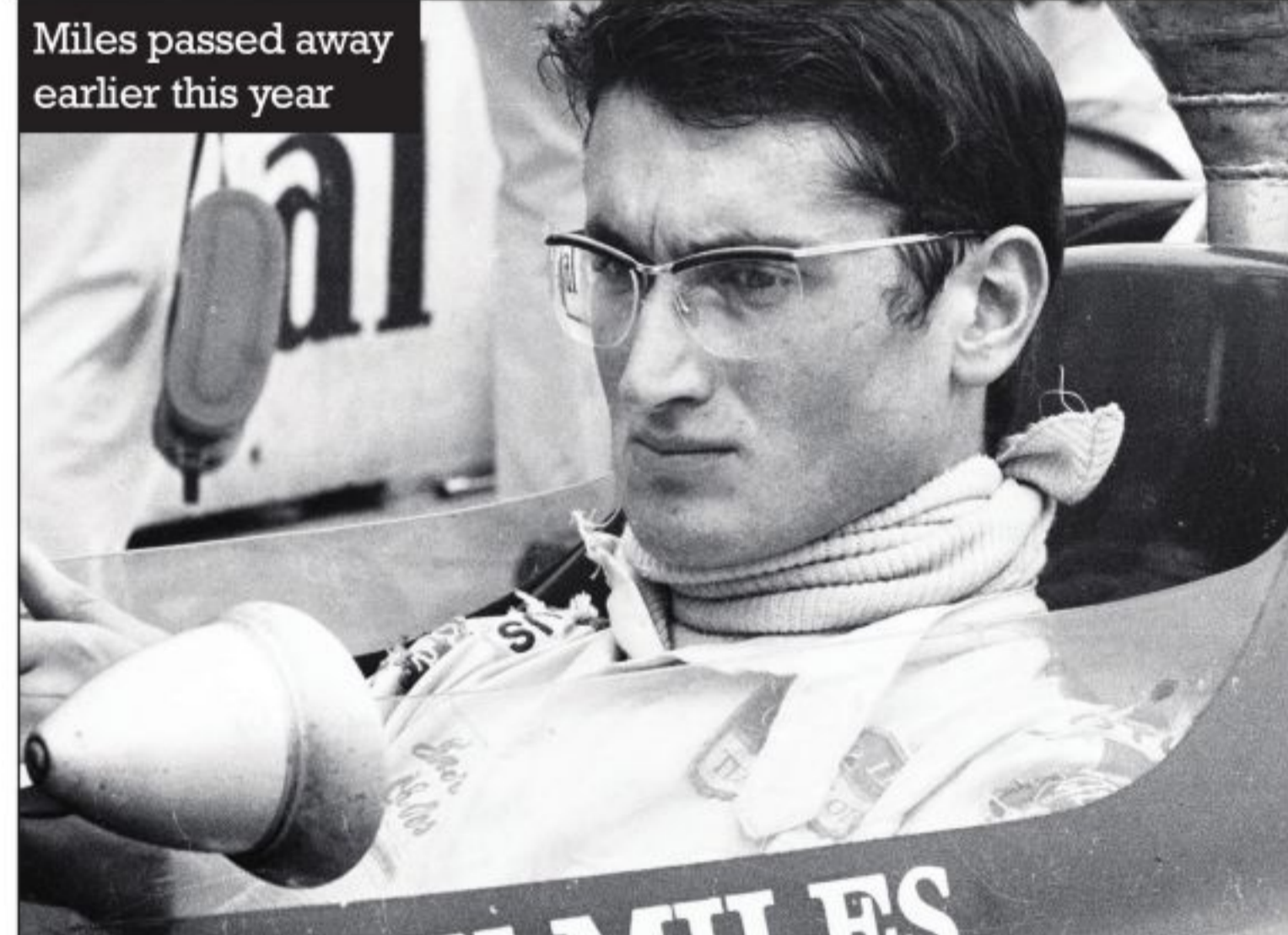
The MGCC also confirmed it would run a North West 100-mile race at the same meeting, split into two 50-mile races.

The North West 100 was

originally intended to be a single race potentially containing a pitstop for refueling or a driver change. But after potential drivers expressed concern about doing such things during the race, it will now be split into two legs with the overall result based on an aggregate.

It will be open to sportscars, GTs and Saloons run on moulded or treaded tyres and the race will be open to either one or two driver entries.

Miles passed away earlier this year



Donations secure John Miles Award's future

The 750 Motor Club intends to carry on the John Miles Award for at least the next four years after nearly £3,000 was raised in his memory.

Miles, who participated in 15 Formula 1 grands prix for Lotus between 1969-70, was a life-long member of the 750MC before his death in April this year, aged 74.

He had sponsored an award named in his honour for the past three seasons and this will continue for the foreseeable future after a crowdfunding page was set up.

"John used to give us £1,000 towards the award and we would match that with £1,000 in entry

fees," said Nicky Emmerson, assistant to the competition manager at the 750MC.

"It will be awarded for innovation or bringing on a new driver, I think initially it will be bringing on a new driver and give them a chance for the following year to progress.

"It's a fantastic award, John was so well-respected and he was an absolutely fantastic person.

"We may carry on [with the award] longer than that but the money allows us to continue for four more years."

The award will be presented at the club's annual awards dinner in January 2019.

Cowley disagrees with exclusion after collision

Bill Cowley was disqualified from the first 750 Formula race at Cadwell Park after a collision with his championship rival Ed Pither.

Cowley attempted to capitalise on Peter Bove passing Pither into The Mountain by drawing his Cowley MKIV alongside him on the run into Hall Bends, but the two made contact at the apex and pitched Pither's PRS 1b head-on into the barriers.

"We were both trying to have the same bit of Tarmac. As far as I'm concerned it's more of a racing incident, it's

more 50-50," said Cowley.

"The clerk seems to think it's more my fault. I'm accepting responsibility on my part and I think Ed should accept his as well."

Pither used a six-race winning streak to close the gap in the championship to two points to Cowley after a mechanical failure in the season opener, but he has now missed the three races at Cadwell as a result of this collision. Peter Bove (Darvi 88 P) won the race, while Cowley dominated the second (which was

DSQ: Cowley was unhappy



making up for the lost round from the abandoned Mallory Park meeting). Ex-Locost racer Mark Glover (Racekits Falcon)

took his maiden 750 Formula win in race three while Cowley came second from the back of the grid.

Return to racing for former Hot Hatch champion Neal at Cadwell Park after 12-year hiatus



Neal drove Peugeot 106 Rallye on return

Former Hot Hatch class champion Andrew Neal returned to the series at Cadwell Park last weekend after a 12-year hiatus from racing.

Having traded in his old Honda Integra for a Peugeot 106 Rallye, which he has spent two years building, Neal

scored third place in Class B in Hot Hatch and is looking to take part in more meetings for the rest of the year.

"I felt the kids are all grown up and it's time to go racing again. I've always loved the 750 Motor Club and it was the logical choice, especially Hot Hatch where it all started 20

years ago," Neal said.

"We've got a meeting at Mallory on September 2 with the French Car Championship, we're doing that and will probably do Hot Hatch at the end of September, and I think a Donington round with the Classic Touring Cars."

DRIVER COLUMN

NATIONAL DRIVER RANKINGS



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JOHN MICKEL

From: Horsham Car: Legend Ford Coupe

Position: 341/1,452 in the rankings



Mickel is a regular frontrunner in the Legends series

I started off in Junior Ministocks when I was 10 so it was a long while ago – Easter 1981 it was. I used to race on ovals a lot, then decided I wanted to do something else and have a go at some circuit racing.

I enjoyed the days in ASCAR and wanted to race V6 or V8 cars again, so Legends and the Eurocar package was where I could. Unfortunately, ASCAR soon went away and we had to dump that, so we focused on Legends and for spectacle and value for money, it has it all.

I was quite fortunate and it picked up from there. Once I actually got to drive one, it felt great. They've got bags of power, they're great to drive and the racing's mega.

Legends is a tightly-run operation and if you want to win, you need to put in the hard work and time to get the cars performing. Then it's all down to driving.

Everybody watches them at the weekend and they say "that must have been the best racing all day that", and it's true. I would rather watch a Legends race than a touring car race as there's more overtaking. You can't beat it really.

At Donington (recovering to second after a first-lap trip into the gravel) – another lap-and-a-half and it would have been different. Four years ago we were racing at Silverstone; there was a crash on the first bend, I got a puncture and came back to the pits under the safety car, then came back out and won it from the pitlane. One better than Donington, but I was further back on the restart this time!

I suppose I'm the one they want to beat. I get on with everybody really well and we try to help each other out down the pitlane and muck in when we can. I'd say there's not many competitors we haven't helped out over the years, so it's good to have that respect. I feel very proud to have maintained that over many years and brought in new talent.

My team-mate Paul Simmons had been trying to win for ages, so it's good for him and good for me to get some points back. I think we do very well for what we do. We must be one of the best-backed teams on the grid and we have the platform for it.

Once I feel that I'm not quick enough then the dreams may disappear, but that's not now. I always liked American racing, it's good fun. I'd like to get a full season in one of the NASCAR series before I hang my hat up really, whenever that may be.

See how John Mickel is doing on this week's National Driver Rankings: nationaldriverrankings.co.uk

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HISTORICS

'Drake takes front-engined Fjunior title'
World Tour winners, below



DOWN THE WORKSHOP

GUYSON SANDBLASTER SPECIAL

Current owner:
The Hepworth family



Car won hillclimb title

Andrew Hepworth looks after it

"It's a very special car and was built at the end of 1968 by our late father David. He ran it in 1969 and won the British Hillclimb Championship straight off. It was based very loosely on a Brabham chassis. He'd hoped to build a four-wheel-drive system into Jack Brabham's BT19 Formula 1 car but the chassis was too small."

It has a Ferguson 4WD system

"So he had to build a bespoke chassis to do it. It was built for comfort and speed as he wasn't a small guy. It used the Ferguson four-wheel-drive system first used on the Felday 5 hillclimb car of Peter Westbury. It did race at the Oulton Park Gold Cup and at Brands Hatch with Bev Bond and Tony Lanfranchi before 4WD was banned in Formula 5000."

The car had a lot of success

"Instead, David switched to the hills where it absolutely flew and he ran it for several seasons before moving on to the BRM Can-Am cars. It was powered by a Traco V8 engine and was first known as the Ferguson Four. After winning the 1969 title, Hepworth only missed the 1970 title by two points to Sir Nick Williamson. It was also the first car to break the 30s barrier at Shelsley Walsh. Sponsorship from Guyson led to the name change."

It was stored for 34 years

"Its last season on the hills was in 1971. But the Sandblaster always remained in the family and was tucked away in a corner for many years. It didn't run between 1972 and the Shelsley centenary meeting in 2006. We totally restored it for that event and it is the sort of car that should be out being seen and heard. It's great to get it out and everyone appreciates it. Dad died in 1992 so he last saw it in a million bits."

Rebuilding the gearbox was a challenge

"When it went into store, the gearbox was in bits and everything was in boxes. We had to figure out how to put it back together and it took about three months to build the gearbox. We're now in the process of building a replica gearbox for the Felday we're restoring. Motorsport has always been in the family and we've raced and run our own teams, so we've always had the engineering side of things."

Gearbox woes curtailed Silverstone Classic outing



Photos: Jakob Ebrey, Paul Lawrence

EX-GURNEY BRM BACK OUT ON TRACK

After nearly 50 years in storage, 1960 car returns to action

By Paul Lawrence

An ex-Dan Gurney BRM P48 recently returned to the track after nearly half a century in storage.

BRM's first rear-engined grand prix car was a hasty development from the front-engined P25 for the 1960 season and Gurney raced chassis 6. It was later used on the hills until the mid-1960s before

being acquired by veteran racer Robs Lamplough. Lamplough bought it in 1971 and used some of the mechanical parts to build up a P25 and put the P48 chassis into storage. Finally, about five years ago, the chassis went to marque experts Hall and Hall in Bourne, Lincolnshire, for a complete restoration. Like the P25, the P48 uses a 2.5-litre four-cylinder BRM engine.

The freshly finished car was entrusted to Ben Mitchell, who qualified an excellent seventh at the Silverstone Classic in a 50-car HGPCA field. However, gearbox issues left it a non-starter for the pair of races. It is expected to run again soon. "It's a fantastic honour to be asked to drive it and it is everything you'd want it to be," said Mitchell. Rob Hall, from Hall and

Hall, added: "It's great to have it back out. It's got the original engine and new magnesium bodywork." The BRM turned a wheel for the first time in nearly 50 years when Hall shook it down at Blyton in the week before the Classic. In 1960, three P48s debuted at the Monaco Grand Prix for Gurney, Graham Hill and Jo Bonnier.



Jackson to race Brabham

Jackson to make his Goodwood Revival debut in Formula Junior

Formula Junior race winner Cameron Jackson will make his Goodwood Revival debut in September in his ex-Tulip Stable Brabham BT2. Jackson will contest the Chichester Cup for Formula

Juniors. "It's the reason I bought the car," he said. "Events like the Silverstone Classic and Goodwood, that's what it's all about for me." However, the impending arrival of a first baby could impact upon plans as Cameron's wife is due to

give birth 10 days after the Revival. But he has a contingency plan. "I've got my brother Dominik lined up in the background to take over if I have to leave rapidly because Emily's gone into labour," Jackson added.

Davison adds rivals' Chevron to his stable

Successful Lotus Elan racer John Davison has added a Chevron B6 to his stable after acquiring the ex-Digby Martland car from his Historic Road Sports rival Kevin Kivlochan. He planned to race it for the first time in Masters Historic Sports Cars at the Silverstone Classic last month, but only completed three qualifying laps.

"I've loved the look of the B6 and B8 for a long time," said Davison, who plans to contest the dedicated B6/B8 50th anniversary race at the Oulton Park Gold Cup. If he can clinch the Guards Trophy title with his Elan 26R over the next two races at Croft and Oulton Park, he will also do the Guards Final at Silverstone in October in the Chevron.

Friend to tackle his first event in Belgium

British Historic Rally Championship contender Ben Friend will tackle his first event in Belgium on this weekend's Boucles De Chevroines in his Pinto-powered Ford Escort Mk2. "We've fancied going over the water for some time but never got round to it, so we are really looking forward to trying it out," said the Suffolk-based driver. "In fact it is shorter and quicker



Friend will compete in Escort

for us to go there than Wales." After a recce on the Saturday, the rally follows the usual Belgian format of three loops of four stages.

Coldplay bassist Berryman takes part in regularity rally through the Alps in Tuthill Porsche

Coldplay bassist Guy Berryman recently took his Tuthill-restored 1967 Porsche 911S to the Coupe des Alpes regularity rally. The three-day event covers some of the highest mountain passes in Europe in a 500-mile route before finishing at Cannes.

Berryman (right), who is currently competing in the Caterham Academy, bought the car in the USA several years ago and had it shipped to



Tuthill Porsche for inspection. Although complete, its overall condition left much to be desired, so the Banbury-based Porsche specialists carried out a complete

refurbishment while preserving as much originality as possible. "It was a pleasure to help bring his 911 back to life and it's great to see the car being used," said team boss Richard Tuthill. Berryman is a classic car fan and has an ambition to race at Le Mans.

IN BRIEF

HRDC's big grids

The Historic Racing Drivers' Club will resume its season at Mallory Park on September 2 after a summer break. Series promoter Julius Thurgood is aiming for two 30-car grids, one for the HRDC Academy and A-Series Challenge and one for the HRDC All Stars for pre '66 sports, GT and touring cars.

Haynes united

George Haynes joined his father Mark on the Formula Junior grid at the Silverstone Classic when he had his debut race in an Elva 200. While Mark raced his regular front-engined Nota, George ran the Elva a week after racing a modern BMW at Algarve.

Woodhouse's swap

Formula Junior regular Mark Woodhouse took over the Brabham BT6, sometimes driven by his son Jack, for the Silverstone Classic races, doubling up with his front-engined Elva 100. Jack used the John Truslove-owned Brabham at the Chateau Impney hillclimb but had to miss the Silverstone races while working as a race engineer at the Red Bull Ring.

Classic highlights

Highlights of the Silverstone Classic will be shown on ITV4 on August 12, straight after the British Touring Car Championship Rockingham live coverage. Meanwhile, the provisional date for the 2019 edition has been set for July 26-28. Event boss Nick Wigley said: "The dust hasn't yet settled but we are already planning an even more spectacular Classic next summer."

Massive F5000 field

A massive field of Formula 5000s will mark 50 years of the category during the annual Rolex Monterey Motorsports Reunion in California (August 23-26). Cars from Australia and New Zealand will join US-based cars in a 45-strong field. From the UK is Greg Thornton in his Chevron B24.

Fjunior winners

The major winners from the Formula Junior Diamond Jubilee World Tour have been confirmed and are topped by Chris Drake, the overall winner of the Howden Ganley Trophy. Jac Nellemann (Alfa Dana) won the front-engined division, Drake (Elva 300) headed the drum-braked group and Australian Marty Bullock (Lotus 27) won the disc-braked category.

VSCC to Prescott

A field of 250 Pre-War racing and sportscars will contest this weekend's annual Vintage Sports Car Club Prescott hillclimb. The event has its origins in the first year of the Gloucestershire venue in 1938 and will, as usual, run on the shorter 880-yard version of the hill. The VSCC also has a one-day event on the long course on September 29.

Belgian rally date

The 2019 edition of the Legend Boucles Bastogne in Belgium will run over the weekend of February 1-3. The biggest historic rally in Europe will again be based in the town of Bastogne. "By retaining the first weekend of February, we avoid clashing with the World Rally Championship, which is of major importance when it comes to drawing up our entry list," said organiser Pierre Delette.

RALLY NEWS

Photos: mcklein-imagedatabase.com

Mads Ostberg flew on Rally Finland



Norwegian driver is confident



OSTBERG SAYS PODIUM PROVES HIS WORTH

Citroen man sets out his claim for full-time seat

By David Evans

Mads Ostberg has staked his claim to a full-time return to the World Rally Championship with second place at last week's Rally Finland.

Ostberg was the only other driver to lead the Jyväskylä-based event apart from Toyota's eventual winner Ott Tänak. The Norwegian Citroën driver held on to the runners-up spot despite a spirited charge from Tänak's team-mate Jari-Matti Latvala, who had been chasing a Yaris WRC 1-2.

Ostberg talked of the journey he had been on in the last two years and admitted he feels he's a stronger force than ever in world rallying right now.

"I would say this is the most important thing I have done in my life," he told *MN*. "I hope this is me back, it's been a long way back and I have done a lot of work behind the scenes. To be honest, 2016 was the lowest point and it turned around from there. I was happy with my '17 season, this showed me the level we compete in and gave me new respect for this sport."

"Staying at home gave me that

respect and it showed me how much this sport means to me. When you have something and it's gone, it really hurts and that made me fight to get it back. I had some opportunities, I used them and I'm really proud of that. It feels natural to be back with Citroën, Citroën feels like my home."

Drafted back into the Citroën team to replace Kris Meeke, who was dropped after his Rally Portugal crash, Ostberg admitted his Finland result came from work completed on the first day of his pre-event test last month.

The C3 WRC ran with new geometry in Finland, but Ostberg said the biggest difference came from his transmission and suspension set-up. His more sideways driving style means the team has changed the philosophy of the car completely from when Meeke was leading the French squad.

"Kris drove the car with more understeer than me," he said. "He preferred a flat car on dive to have a stable car in the corner. I want a lot of movement [on dive] but no roll so I can feel the grip from the chassis side. For the

differentials, I want a strong front to give me a lot of traction and then let the rear follow. Essentially, I want a locked front and open rear differential. This was the complete opposite for the team.

"This is a direction I have been pushing for. The car was more for the other drivers before, but now I have more influence and I have pushed in another direction."

Talking specifically about the new geometry Citroën brought, Ostberg added: "I tried this for the first time before Sardinia and it made the front of the car much more sharp. This helped, this meant we could be soft [on the suspension], but we kept the reaction from the [front] axle. When the new rear geometry came [in Argentina] I didn't like it so much, because this gave more grip at the back of the car, you had to go softer at the front to cope with that and you lost that reaction."

"When we came to the Finland test, I told the team this was the best car I ever had for this rally."

Now Ostberg is focused on carrying that speed forward into the rest of the season, starting with Rally Germany later this month.

He said: "We know Citroën is extremely fast on Tarmac and it's more down to the driver to use that huge potential we have. It's down to me to use that potential. I have to keep up with the car."

Ostberg admitted second place was more than he expected – even after his fastest time at Thursday's shakedown stage.

"We came here to fight for fourth place," he said. "We expected Toyota to be so far ahead. They tested for something like 20 days and we were here for three. It's amazing to be able to fight with them and I drove some of the best stages in my life in that fight with Jari-Matti [Latvala]. I am so happy with this result. Honestly, a Toyota sandwich is the best sandwich you can get in Finland!"

Ostberg's team-mate Craig Breen also demonstrated the pace and potential of the Citroën, posting fastest time on the second run at Urriá and taking the final powerstage point. The Irishman's hopes of improving on his third place from two years ago were thwarted by a puncture on the event's opening gravel test.

Door open for Ogier's Citroen return

Citroën has confirmed it has begun negotiations with Sebastien Ogier in an effort to bring the five-time champion back to the French firm next season.

Ogier's preferred option is to remain with M-Sport Ford World Rally Team and he made clear to *MN* that it will take a "good offer" for Citroën to get him in a C3 WRC in 2019.

"I am thinking about the driver line-up for next year a lot right now," Citroën team principal Pierre Budar told *MN*. "We have many options and we're talking with several drivers – there could be changes for next year."

Asked directly about the potential for an Ogier return, he added: "I talk with Sebastien Ogier like I talk with other drivers. Of course we would be very happy to have such a driver in our team."

One of the sticking points



Ogier at Citroen, 2011

for a possible Ogier return for this year was the budget, with PSA Group CEO Carlos Tavares making it clear budgets had been cut for 2018 and, at the time, he was happy with the Craig Breen and Kris Meeke driver line-up.

On the subject of whether he had the cash to bring Ogier, Budar added: "I cannot answer the question of budget, I don't want to talk about this. We have a budget and the company trusts us to use."

Ogier wouldn't be drawn further on his future, beyond admitting he was considering options.

MN RATES THE DRIVERS AFTER EXCITING RALLY FINLAND

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The Strength of Experience

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'Villeneuve to make rallycross return'
Jacques on the attack, p29



Neuville wants team back up



NEUVILLE WANTS TEAM-MATE SUPPORT

World Rally Championship leader Thierry Neuville says he was missing the support of his Hyundai team-mate Andreas Mikkelsen at last week's Rally Finland. Neuville cited the way M-Sport manipulated Sebastien Ogier's result, tactically moving him ahead of Teemu Suninen and Elfyn Evans, and said he wished he could have counted on the same level of support. Ogier narrowed Neuville's lead by six points in Finland. Hayden Paddon was too far ahead of Neuville to help the Belgian's cause – if he had slowed down, he would have moved Ogier up a position as

well. Mikkelsen crashed on the opening day of the event and ultimately finished 10th overall, five minutes behind the series leader. "I would love to have that help," the Belgian told MN. "At least Craig [Breen] helped me in the powerstage by getting between me and Ogier. It's satisfying after the battle and considering the help he got. We limited the damage and we take 21 points to Germany. "M-Sport played their strategy. If they did not do this then he would be seventh and I would be ninth. This is part of the rally, it's completely OK to do that and we would do exactly the same. The

result we got here, it's not good – but it's not so bad either." Neuville said he was looking forward to Germany where running first on the road is near-certain to offer an advantage – particularly if it turns wet. If it rains in Saarland then Neuville will look to cut corners and dirty the road for those following. "Some rain would be good," he said, "but too much is not funny – greasy is best. It's good to have the lead going there, but then we go to Turkey where it can be tough and a place where you have no chance being first on the road. Where we have an advantage, we really have to maximise it."

Belgian fined for being on phone

World championship leader Thierry Neuville has been fined for using his mobile telephone while driving his Hyundai i20 Coupe WRC. The Belgian was bit with a £3560 (with £1280 suspended) fine for posting footage from his journey to SS20 on Rally Finland. Summoned by the stewards of the event, Neuville told them he, "wanted to take a video of this beautiful view without thinking further about the issue. He added that he did not post it to social media, but sent it to some friends." The stewards' decision added its reasoning: "Mr Neuville is an official Hyundai driver and winner of World Rally Championship events and hence a person of public interest in the field of motorsport. He should thus be specifically aware to always comply with traffic regulations."

IN THE SERVICE PARK

COLIN CLARK

"Who is it that is slowing the stages down?"



Rally Finland is a place of legend; a place of Gods. It's where those mythical machines that rule over the rally world take wing and fly with an ease, a grace and an elegance that almost seems beguilingly other worldly.

They skip, they jump, they dance, they fly, they turn mid-air in a way that seemingly defies the laws of the physics. But this year us mere mortals who wandered the forests of Finland hoping to witness first-hand the legend of the Rally God had to try just that little bit harder in our efforts for conformation. The legend of Rally Finland plays out in places with magical names: Ruuhimaki, Urria, Moksi Leutsu, and of course the mighty and untouchable Ouninpohja. Well, legends should be untouchable shouldn't they? This year they were touched, and touched in a fashion they stripped away their cloaks of invincibility, their God-like standings as the fastest, most challenging, most engaging and most enthralling of stages.

The God of Gods, Ouninpohja, was dethroned and banished, relegated to the role of bit part player as test road for our challenging warriors. Others such as Urria had their magnificent wings clipped and were handicapped in a way that made them almost impotent. And who was the Black Slayer that managed to wield such mighty power over this once proud and invincible place? Well I'm not sure, but I suspect the sporting elders who sit a-high with their wizened looks and sage offerings.

They gave our warriors more power, they gave them looks that intimidated the bravest of enemies, they made them faster and more nimble, and then when they sent them onto battle, they led them to a place where their super powers were all but unusable.

In order to explain this mystifying development, I'll jump right back to the present. Rally Finland's stages are all about fast, flowing wide roads with yumps and jumps that make this rally so special. But this year, in an effort to bring down the average speeds, the organisers introduced way too many kilometres of what the locals call "small roads". In general these "small roads" are narrow, soft, twisting forest roads that link summer houses and farms out in the Finnish countryside. Yes they slow things down, but are they any safer? I'm yet to be convinced.

When the 2017 technical regulations for this generation of World Rally Cars were first mooted, we all knew that the end result would be faster and more spectacular machinery. I'm struggling to understand why we would introduce such an exciting development and then decide to apply a handicap.

Rally Finland organisers do a magnificent job and it is unquestionably the greatest rally on the calendar. But please, this obsession with curtailing average speeds has to end.

Let rallies choose stages based on what is best for the spectacle and the challenge and allow our rally Gods to show us all their powers in all their glory.



Sordo will tackle the Czech stages

Sordo to sample Hyundai i20 R5 on Barum Rally Zlin

Dani Sordo will make his competitive debut in a Hyundai i20 R5 car when he tackles Barum Rally Zlin at the end of the month. The Spanish World Rally Championship star will take the Korean firm's customer car into the Skoda heartland to take on the Czech firm's Fabia R5 in its own backyard. Hyundai will be chasing its second

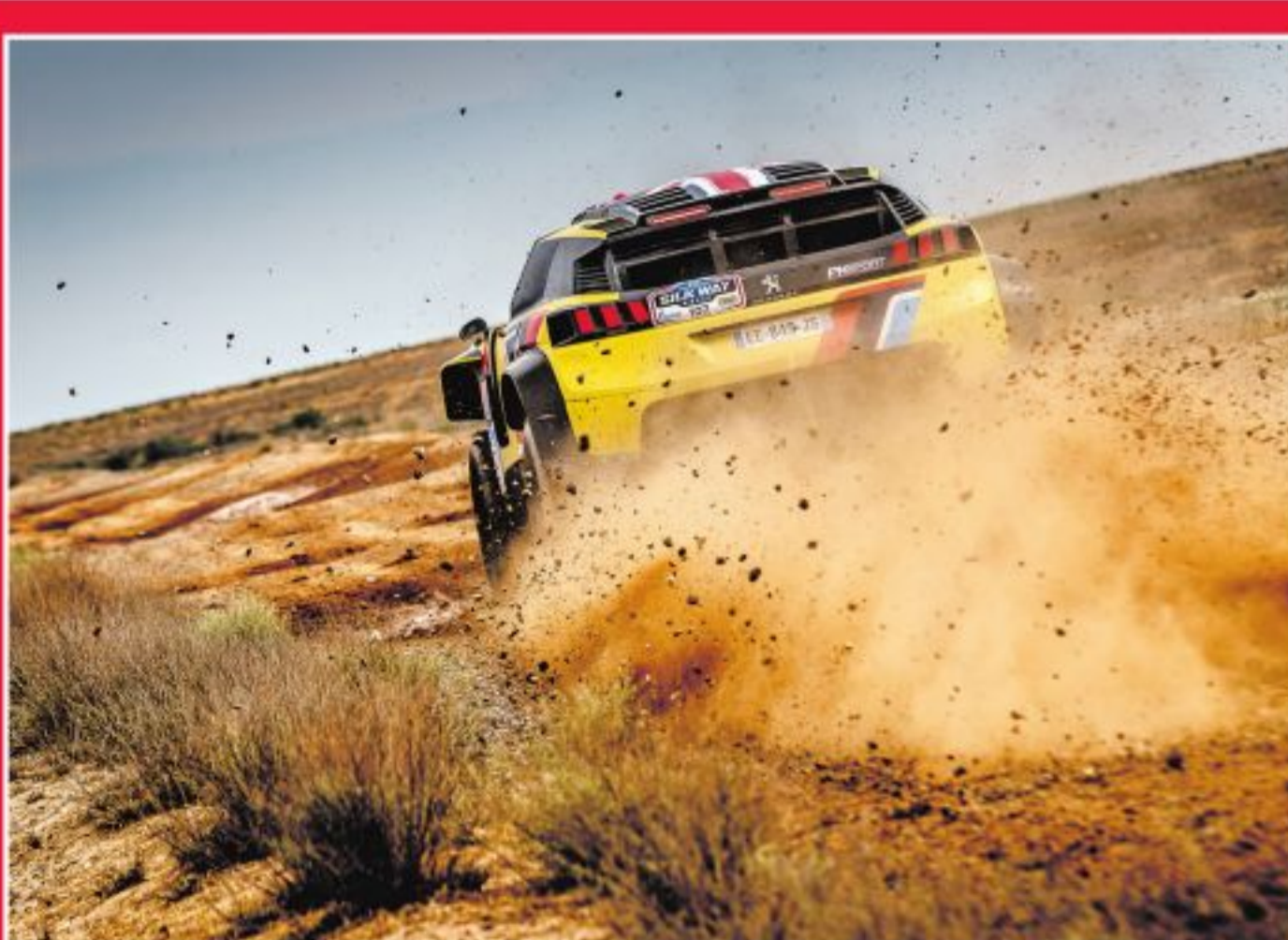
major R5 success outside of the WRC in Barum, with Thierry Neuville having won the Ypres Rally. Sordo said: "Barum Rally Zlin is a special event and I know it will be tough for me as I will compete there for the first time. There will be some fast drivers that are used to racing there, but we are up for the challenge and to do our best. The Hyundai

i20 R5 is a good car, we saw Thierry do a good result in Ypres when he won the event in June. I haven't driven the car so I look forward to testing it and getting some good speed. We will see after the test but I look forward to find a good rhythm with the car." Barum is the next round of the European Rally Championship.

Kris Meeke returns to competition

Five-time world rally winner Kris Meeke will return to competition this weekend – at the controls of a bicycle. The Dungannon driver is one of a handful of WRC stars riding Sunday's Purito Andorra Cycle Tour. The event comprises 90 miles and 5200 metres of climbing across six peaks in the Pyrenees. Meeke hasn't had any involvement in motorsport – apart from a passenger ride on a Ducati with Randy Mamola at Spain's Catalan MotoGP round last month – since Citroen's shock decision to drop him following Rally of Portugal in May. The Andorran resident will be joined at the bike event by former team-mates and now

neighbours Craig Breen and Scott Martin and WRC co-driver Seb Marshall. Marshall said: "The route is a stage from the Spanish tour event, so it's going to be pretty hard work. I'm going to enjoy myself; hopefully I can beat Breen, but Scotty's great going downhill – he's a demon descender and Kris is going to be really strong." Andreas Mikkelsen and co-driver Anders Jaeger will also be in action this weekend, when the Hyundai pair compete at the Norseman Xtreme Triathlon. Saturday's event, which runs around the Norwegian town of Eidfjord includes a 2.4-mile sea swim, 110-mile bike ride and a marathon to finish off.



Britain's Harry Hunt contested last week's Silk Way Rally (a seven-day, 1500-mile event running from Astrakhan to Moscow) in a Peugeot 3008DKR. Leading after day three, he slipped back after suspension, engine and gearbox problems in the following days. Yazeed Al-Rajhi won in a Mini.

RALLY NEWS

Photos: Chicane Media, NI:Media



Bird withdrew from the Nicky Grist event

BIRD FACING FRESH RALLY BAN

BTRDA title contender's licence suspended, he is appealing

By Jack Benyon

Motorsport News understands that BTRDA championship contender Paul Bird's recent withdrawal from the Nicky Grist stages was due to the suspension of his competition licence, related to an anti-doping matter.

Bird missed the Nicky Grist Stages – won by Matt Edwards – on July 14 after pulling his entry shortly before the event.

Bird allegedly declined to take a drugs test after finishing third on the Rallynuts Stages on April 14, the reason for which is unclear. *MN* also understands that Bird has appealed the suspension of his licence.

Bird was allowed to continue competing pending an investigation and went on to

compete in the Plains, where he finished third, and won the Carlisle Stages. He had taken a maximum score on the Cambrian Rally as the winner – Ollie Mellors – wasn't BTRDA registered.

He lies third in the BTRDA championship but on dropped scores he is second, behind Edwards. The series counts five scores for seven events. As per the World Anti-Doping Code, Bird's punishment would likely be a four-year ban, unless he can prove that evading the test wasn't intentional. He has the right to appeal.

In 2015, Bird was banned for two years after testing positive for diuretics – sometimes used to increase urine volume in a bid to fool drugs tests – and benzoylecgonine, the main metabolite of cocaine.

His ban started after the Nicky Grist Stages in 2015, which he won, and he returned for the Grampian Stages in August 2017.

MN contacted UK Anti-Doping (UKAD) for comment, to which a spokesperson said: "UKAD is unable to confirm or deny possible allegations into doping. We can only discuss cases at the conclusion of all processes."

A spokesperson for Paul Bird Motorsport Ltd said: "The matter is in the hands of Paul Bird's legal representatives, so we are unable to comment apart from strenuously denying that Paul refused the test. In front of witnesses, a document was presented by the UKAD representative which Paul understood to be a waiver of providing a urine specimen, which he signed in agreement."

Bird raises £10,000 for Down's charity

Paul Bird Motorsport presented a cheque to the Down's Syndrome Association last week, having helped to raise £10,000 for the charity.

Bird's team, the most successful in British Superbike history, has helped to raise awareness of Down's syndrome, as has Bird himself with his support of the Rallying for Down's Syndrome Awareness group. He carries their stickers on his Ford Focus WRC07.

Collecting the cheque at Brands Hatch, on behalf of the Cumbria Down's Syndrome Support Group,



Bird (middle left) and his team in fundraising effort

was Dave Leslie. "It was an honour to present Dave with a cheque for £10,000 for the Down's Syndrome Association at Brands Hatch and I'm incredibly proud to have been a part of

helping raise that money," said Bird.

"As an ambassador for such a worthwhile cause, we will continue to look towards other fundraising opportunities in future."

Charity co-driver's seat with Jones is sold

Rally2 driver Chris Shaw has won a charity auction to co-drive for former Nissan and Proton works driver Geoff Jones on the Gareth Hall Memorial Stages at Trawsfynydd Ranges, at the third time of asking.

The Welsh Air Ambulance will continue to receive money from Jones as part of his annual auction, but this year it will be 50 per cent as the other half goes to Geoff's wife's campaign for MS Society UK.

Moirra Jones – who has relapsing MS and is fortunate to lead a healthy active lifestyle – will climb Kilamanjaro this year on September 20.

"Bala Motor Club do other activities as well and what I do helps towards that. We presented a cheque to the Welsh Air Ambulance of £5000 recently," said Geoff Jones. "It's good to get back out and nice to get young people out."

Jones is as yet undecided on which car he will use on the August 12 event. "I'm edging more towards a Group 4 Escort for this year rather than the Subaru we've used in the past. It depends which of my cars are hired out," he added.

Moirra Jones is raising money for her hike. Contributions can be made at justgiving.com/moirra-jones3



Geoff Jones (r) is regularly raising money for charity

Youngest Lepley to make rally debut in Escort

The youngest member of the Lepley rallying family will make his debut this weekend on the Phoenix Stages at Fulbeck.

James is the son of rare rally car seller Jason and younger brother of freshly crowned BTRDA R2 Rallye Cup champion George.

James will make his debut on the Phoenix in a Ford Escort Mk2 he has helped to rebuild, having first worked on Escorts from the age of 14.

"We have done a lot of work to make it work properly and tidy it up," said James. "The basic spec is a two-litre Vauxhall 16-valve engine,

five-speed Quaife gearbox and an Atlas axle all in a very clean and straight shell. It's not a rally winning spec but something we can build on and add to at a later date."

James confirmed that while he is hoping to eventually contend for rally wins, he has a slightly different approach to George. "It's just for fun," he added. "I want to do my best but don't want it to rule my life. I am very competitive so let's just see how it goes."

"A finish is my goal, I suspect we will be seeded at the back, so dust will be a massive issue as the stages start and finish on gravel."

GARETH JAMES WINS, DAMIAN COLE BREAKS FLATTERS RECORD

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*'Mighty McKenna
reigns in Mallow'*
Jim Cork Forestry report, p18



OBITUARY

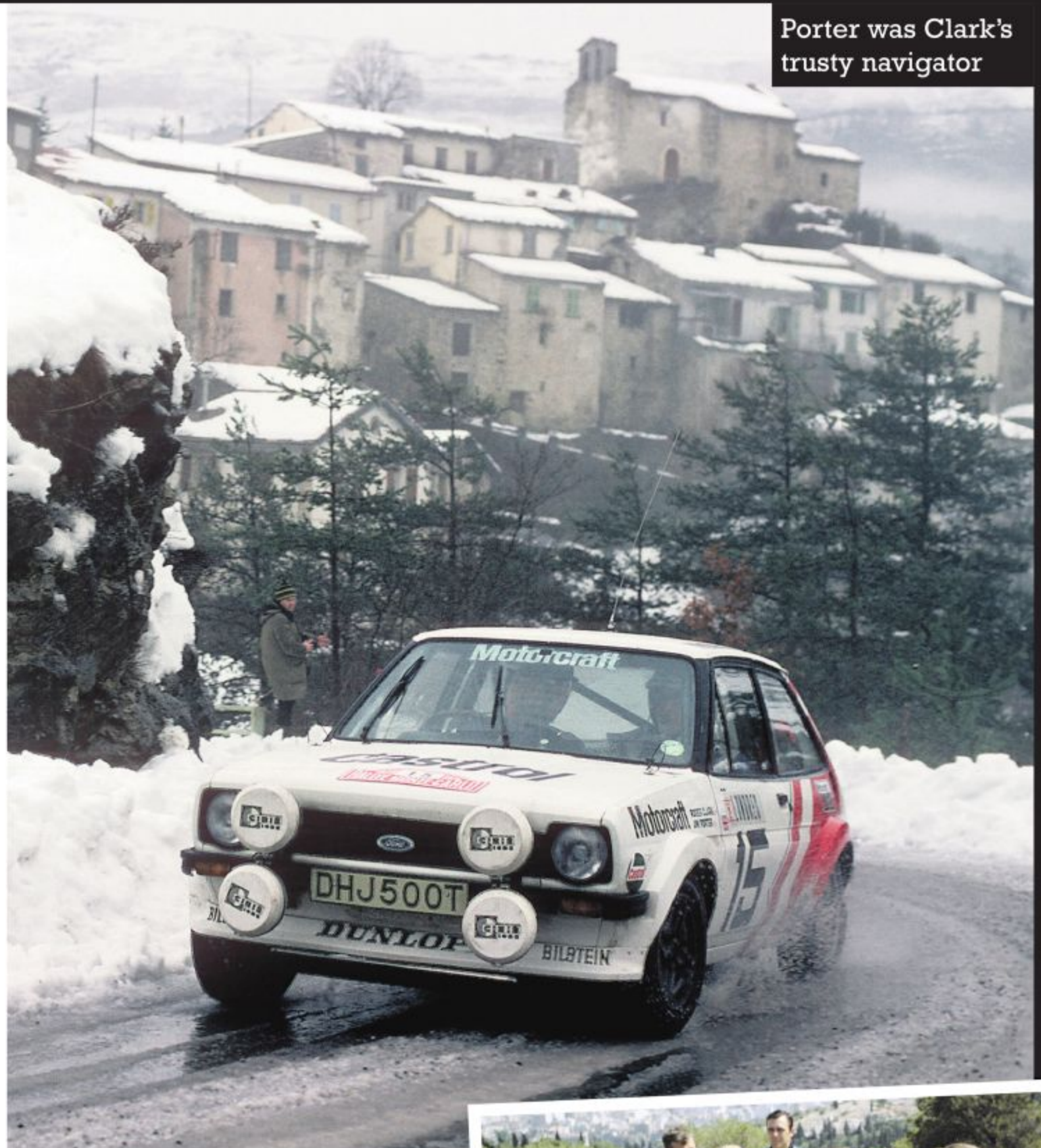
**Jim Porter
1939-2018**

MN is sorry to report the death of Jim Porter, who was Roger Clark's famous, but silent and modest, co-driver for many years. Not only that, but in the 1970s he was also the principal organiser of the RAC rally, and never lost his interest in classic motoring thereafter.

Born in Leicestershire in 1939, he soon met up with Roger Clark in the local motor club scene, where the two started rallying in cars as unsuitable as Renault Dauphines and 850 Minis. Since Roger's family owned a local garage business, it was then not long before the two moved up to using Cortina GTs. Once Ford saw how quick and successful they were, they were signed up, joining the 'works' team, and stayed with it until the end of the 1970s.

Although Roger was at the top of his game for so long, it was Jim's immaculate timekeeping, organisation and map reading skill, which kept the two winning. Roger and Jim not only won International rallies all round Britain and Europe, but Ford also hired Jim to run a Ford France programme for Jean-Francois Piot too.

In the 1960s, before Ford, Jim also worked for the Rover rally team for a period. After Roger reluctantly retired in the 1980s he moved into Boreham to act as the team's co-ordinator, of programmes including the RS200s, the Sierras and the first steps toward the running of Escort Cosworths. In the car as a co-driver, he was as silent and undemonstrative as was Roger, and the two loathed the whole idea of testing. Away from rallying, Jim was very happily married to Jo, and although she often accompanied him on events,



Porter was Clark's
trusty navigator

she kept well away from the action which he had to control. In later years, he proved that he had forgotten little about his chosen motorsport.

To Jo, his two daughters, and to all his friends and family, we send our deepest sympathy.

Graham Robson



Porter (r) and Clark (left) won '68 Acropolis

IN BRIEF

Taylor back for Tyneside
A threat for wins on any of his sporadic outings, Peter Taylor will lead the field away for this weekend's Tyneside Stages, formerly a round of the MSA Asphalt Championship. The event has over 60 entries for the blast over Otterburn, with Millington-engined Ford Fiesta driver John Stone returning for the first time in a month.

More Dog Leap miles

Dog Leap Rally organisers have increased the mileage by a third for the August 4 event, taking it up to 39 miles on the Ballykelly Airfield. Three Mini John Cooper Works WRCS will be tough to beat in the hands of Joe McGonigle, Alan Carmichael and Alan McGeehan. George Robinson and Marty McKenna (Ford Fiastas) also campaign World Rally Cars.

Maestro in title bid

The next round of the Scottish Tarmac Rally Championship takes place this weekend on the Solway Coast, with an unlikely leader hoping to keep his hold on the top of the standings. MG Maestro driver Ross McCallum is the leader, but will face competition from much more modern cars on the 68-mile event, which also has a junior and a historic section.

Rokland new co-driver

Pirelli International Rally Prestone Motorsport News Junior British Rally Championship winner Steve Rokland will swap co-drivers for the Ulster Rally. Dai Roberts will replace Tom Woodburn in the seat, with Roberts having previously competed with James Williams. Rokland got stuck in a ditch in Ypres and finished ninth, and is second in the class championship.

Sligo Stages finds new 2018 date and gets the go ahead

The Sligo Stages Rally – recently cancelled due to the recent heatwave sweeping Ireland and the consequent struggle to find a new date – has been given a new lease of life and will now go ahead on September 2.

The event is a round of the Irish National Rally Championship, Border Rally

Championship and the West Coast Rally Championship.

Now, the Connacht Motor Club has confirmed that the event has a new date after the Irish Motorsport Commission granted it permission.

A club statement read: "The club wish to thank everyone involved in making this alternative date possible,

your on-going support is much appreciated."

The event is always well supported by crews and is expected to fill entries quickly. Competitors are advised that they must submit a new entry form even if they had for the previous date. Refunds have already been issued for the July date.

McFadden is first Irish visually impaired rallying co-driver

Irish teenager Sara McFadden became the first visually impaired co-driver to start a rally in Ireland last month.

The 17-year-old from Castlebar, County Mayo, competed with her father Keith in a Renault Clio on the recent Imokilly Rally in east Cork.

Having successfully satisfied the criteria laid down by

Motorsport Ireland (MI) and the National Council for the Blind in Ireland (NCBI), McFadden received her competition licence from Motorsport Ireland allowing her to achieve her ambition.

She was born with albinism – a genetic disorder typified by the partial or complete absence of pigment in the skin, hair and eyes. She also suffers from

Nystagmus, a condition where her eyes move on a constant basis due to the fact that the muscles behind them didn't develop correctly.

Several visits to a kart track in Tynagh, County Galway provided the safe location allowing McFadden to hone her skills as a co-driver.

The shakedown stage at Imokilly dismissed any concerns from her father.

He said: "She is better than some of my former co-drivers."

They retired with a fuel pump issue but they plan to be out again soon, most likely on the re-scheduled Sligo Rally.

"It was a pure rush, I just want to keep going," she said.

McFadden even managed to bring her dad out of a five-year rally sabbatical – albeit with some help from her mum Sandra and sister Vanessa.



Sara and Keith
in their Clio

REVELLING IN HISTORIC RALLYING

PAUL LAWRENCE

**"New hillclimb
rally trials will
prove popular"**



In recent weeks I've been to the opening two events in the new Ralli22 series and I've come away very impressed. Timed competition for period rally cars at hillclimb venues has a lot of potential and I think the idea is really going to take off.

Ralli22 is the brainchild of Steve Davis and the first two events at Prescott and Chateau Impney proved very popular with competitors and spectators alike. An even bigger entry was due at Shelsley Walsh last weekend.

The 22 comes from the span of years for eligible cars: from 1982 to 2004, which is designed to take in Group B, Group A and early WRC cars. In most cases, these are cars largely consigned to demonstration events with little or no scope for competition on rallies. However, we are well blessed in the UK for hillclimb venues and Davis rightly recognised that some car owners wanted a bit more than simply demonstration sessions like the popular one around a makeshift stage in the car parks at Race Retro.

Sure, the hills are short, but they are technical and challenging and the results from Prescott and Chateau Impney make interesting reading, as some diverse cars proved remarkable evenly-matched. At Chateau Impney, it took a typically attacking drive from Dave Wright in his ex-Carlos Sainz Ford Focus WRC to wrest victory from the incredibly neat and committed run of Tony Shields in his Opel Astra.

Sensibly, Davis has taken a relaxed approach if people have car trouble. At Prescott, Jason Lepley had planned to run his Formula 2 Escort, but when that hit problems he made a late switch to a non-historic Mk2. It is rare at Prescott to see a competitor pitch a car into the tight Pardon hairpin with a tug on the handbrake, and the spectators and marshals were suitably impressed with Lepley's style.

After the condensed three-event schedule this summer, Davis is looking to extend the calendar in 2019 with a wider spread of dates by adding one or two more events. It is a great concept and is surely going to grow in popularity with owners of special cars who want a place to compete without, hopefully, doing any damage to these wonderful pieces of rallying history.

Of course, what we now really need in this country is a bold promoter and organiser to take advantage of closed road legislation and run a UK version of the awesome European events like the Eifel Rallye Festival in Germany, Rally Legend in Italy and Rally Trasmiera in Spain. Thousands of fans line the stages to see these cars put through their paces and it is little wonder that competitors and fans from the UK flock to these events. Imagine something like that in the Welsh Borders...

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

Driven does more, with less

Independent testing reveals Driven Racing Oils provides more horsepower with less wear

Detailed surface measurements and used oil analysis results all confirm the Driven system of lubricants reduces wear by 76%, provides 2% more horsepower and lowers temperatures by 11°C compared to conventional, high zinc racing oils.

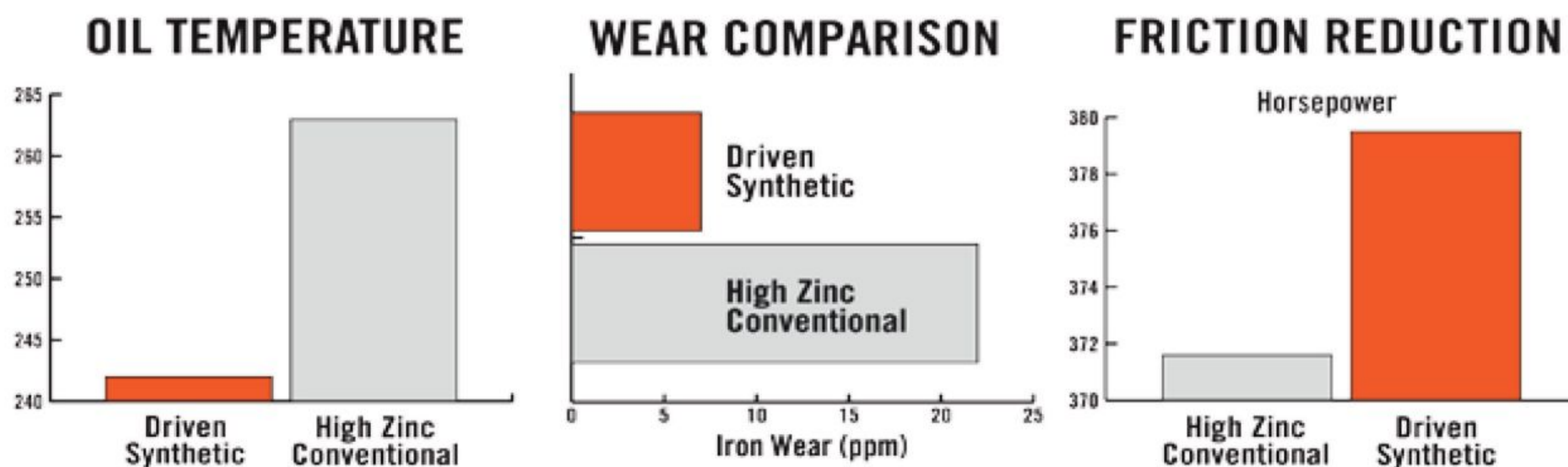
Developed for and used by NASCAR champions Joe Gibbs Racing, Driven Racing Oil provides bespoke products proven to outperform standard synthetic oils and even "high zinc" racing oils. Trusted by professional racing teams around the world for more than a decade, Driven delivers protection and performance you can count on.

The Driven XP range is available in: 0W, 0W-10, 0W-20, 5W-20, 10W-30, 10W-40 & 15W-50 viscosities



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BHRC REPORT: HARRY FLATTERS

Photos: JMS Photographic

James/Evans
beat Pryce to win

JAMES WINS ON EPYNT

Escort ace takes Historics win as Cole breaks a record. By **Simon Gronow**

Following the recent heatwave in the UK, there was a change of conditions as the British Historic Rally Championship returned to Wales for the tarmac stages over the Epynt Ranges for the Harry Flatters Rally.

Adapting best to the wet roads were Gareth James/Steffan Evans, who ended the day with a 25-second advantage in their Ford Escort Mk2 ahead of the similar car of Osian Pryce/Dale Furniss, with Neil Williams/Peter James rounding off the podium in another Escort.

Quickest out of the blocks were Nick Elliott/Dave Price (Ford Escort), who found more grip from the tyres than expected. They took five seconds out of the rest of the field on SS1. Third quickest times on the following two tests meant they arrived at first service in third.

James/Evans got their act together on the second test, setting their first fastest time despite finding the going

slippery and encountering a few sheep on the way. Second fastest time on the long stage three meant their Ford Escort Mk2 completed the first loop in first place.

James was fastest on each of the next three tests, despite outbraking himself at the Telephone Exchange on SS6 suffering a half-spin in the process. He had extended his lead to seven seconds as rival Elliott retired his Escort with a bad misfire.

A reverse run of the morning's stages followed and James/Evans showed their mastery of the event by taking another three fastest times, despite their tyres going off near the end. Changing to slicks on the rear of their Escort worked well over the final two long stages and, despite rain making the latter half of the final stage very slippery, they took a comfortable, well deserved win.

Driving his hired car for the first time on the way to SS1, Osian Pryce took a while to get used to his Ford Escort, and despite "doing some silly stuff" at times, which included overshooting a chicane, was acclimatising well to the car, setting

his first fastest time on SS3. Only out of the top three times on two stages, the pair maintained a day long challenge for the lead and although their Escort was "moving around a bit" on wets over the latter tests, they set fastest time on the final two long stages to secure the runners up spot.

Following an "OK start," with their Escort's tyres not at their best over the first loop, things went better for Neil Williams/Peter James over the second as they moved from sixth to third place. On stage 10, their tyres proved to be too soft for the drier conditions, but Williams admitted "it was good fun".

Unfortunately, a downpour made the final half of the last stage interesting on their harder tyres, but they were able to hold on for third place.

Barry Jones/Jade Phillips found the early going slippery in their Ford Escort Mk1, but from then on got into a good rhythm and following some good tyre choices rounded off the day in fourth place.

They were followed home by first-time Epynt visitor, Paul Barrett.

RESULTS

British Historic Rally Championship, round 5/8, Epynt, July 28

POS	DRIVER	CAR	TIME
1	Gareth James/Steffan Evans	Ford Escort Mk2	60m43s
2	Osian Pryce/Dale Furniss	Ford Escort Mk2	+24s
3	Neil Williams/Peter James	Ford Escort Mk 2	+1m42s
4	Barry Jones/Jade Phillips	Ford Escort Mk 1	+1m57s
5	Paul Barrett/Dai Roberts	Ford Escort Mk2	+2m06s
6	Dewi Bowen/David Owen	Ford Escort Mk2	+4m00s
7	Roger Moran/Keaton Williams	BMW M3	+4m09s
8	David Kynaston/Val Thompson	TR7 V8	+4m24s
9	Simon Webster/Jez Rogers	Ford Escort RS1800	+4m33s
10	Simon Tysoe/Paul Morris	Ford Escort RS1600	+4m33s

Class winners: Phillip Harris/Richard Jones (Mini); Malcolm Rich/Arwel Blainey (Ford Anglia 105e); Andrew McAlpine/Andy Bull (Lancia Fulvia); Dessie Nutt/Geraldine McBride (Porsche 911); Ken Graham/Rory McCann (Hillman Avenger); Mile Simpson/Dale Gibbons (Escort Mk 1); Tysoe/Morris; Malcolm Mounsey/Ronald Mounsey (Talbot Sunbeam Ti) Jones/Phillips; Kynaston/Thompson; Williams/James; James Crossland/Brian Commons (BMW E30 325i); Pryce/Furniss.

With Dai Roberts alongside, he found the soft set up on his Escort working well on the wet stages, holding an early fifth place. In the variable conditions, the pair dropped a position before returning to fifth at the end, gaining valuable championship points in the process.

The 1986 event winner Dewi Bowen returned in a Ford Escort Mk2, and with David Owen alongside finished sixth after finding the conditions

challenging at times, while Roger Moran/Keaton Williams were happy with their run to seventh in their BMW M3.

Simon Tysoe/Paul Morris from took Category C honours in their Escort RS 1600, as last stage steering problems slowed Rudi Lancaester/Guy Weaver.

In Category B, Dessie Nutt/Geraldine McBride had a pretty straightforward run to victory.

Cole takes his 20th win on the Epynt Ranges

After setting fastest, or equal fastest, time on seven of the 11 special stages, Damian Cole ended the day as the winner of the National B section of the Harry Flatters Rally.

Reunited with Craig Drew, the pair led the event from start to finish in their Ford Fiesta WRC, this being what Cole counts as his seventh victory on the event and 20th win on Epynt.

Fastest by a second on stage one, Cole emerged from the first loop of stages with a two second lead, which he increased by six seconds over the next three stages after softening the dampers on his Fiesta.

Things went really well on the long seventh stage, as Cole set another fastest time, before losing time on the following tests with an incorrect tyre choice. Fastest time on the penultimate test and equal fastest time on the last stage rounded off the day with another Harry Flatters win for Cole.

Second quickest behind Cole on stage one, Alex Laffey/Patrick

Walsh went one better on SS2 in their Fiesta R5, taking a second out of the leader, before setting another fastest time on SS5.

A wrong tyre choice over the next loop cost time, but with more suitable rubber fitted, Laffey was just three seconds behind Cole on the long penultimate test. He equalled the winner on the final stage, securing a best Epynt finish of second place.

It was a frustrating day for Rob Tout/Peredur Davies, as their Mitsubishi Lancer E10 suffered from event-long turbo boost problems. Despite the car being down on power, and losing the rear screen, the pair managed to take a podium position.

Jason Tauber-Pritchard/Phil Clarke retired their Fiesta S2000 with differential problems on SS7, while gearbox problems halted the Mitsubishi Lancer E9 of Phil Turner/Simon Anthony. Mark Jones/Jonathan Hawkins had an early scare when the steering wheel wouldn't fit on their BMW M3 before

Cole is the new
record holder

a misfire resulted in retirement from fourth position.

As a result, Tony Rees/Geraint Thomas took the position, despite having to push their Darrian GTR into service following gearbox issues, as a wheel bearing failure accounted for the GTR+ version of Ray Horton/Gwynfor Jones.

Some inspired tyre choices helped

Marcus Padgett/Rhys Stoneman finish in a class winning fifth overall in their Nissan Micra Kit Car, one place ahead of David Morgan/Richard Suter whose Darrian dropped time on slicks in the rain.

Results

1 Damian Cole/Craig Drew (Ford Fiesta RS WRC) 59m 36s; 2 Alex Laffey/Patrick Walsh (Fiesta R5) + 21s; 3 Rob Tout/Peredur Davies (Mitsubishi Lancer E10); 4 Tony Rees/Geraint Thomas

(Darrian GTR); 5 Marcus Padgett/Rhys Stoneman (Nissan Micra Kit Car); 6 David Morgan/Richard Suter (Darrian T90 GTR); 7 Mark Worley/Michael Stewart (Subaru Impreza); 8 Steve Hopewell/Mark Smith (Ford Escort Mk2); 9 Alex Moore/Ryan Jones (Impreza); 10 Lee Halfpenny/Chris Ridge (Escort Mk2).
Class winners: William Mains/Aled Edwards (Vauxhall Nova); Gareth Shanklin/Vince Mosley (Citroen Saxo Kit Car); Padgett/Stoneman; Leighton Smith/Mark Powell (Peugeot 205 GTI); Rees/Thomas; Laffey/Walsh; Lee Sparrowhawk/Samuel Myers (Subaru Impreza); Tony Stilling/Abi Haycock (Lancia Delta); Dick Mauer/Geno Gavaier (Ford Escort RS 1800).

RALLY R



Photo: Pdraig Foran

McKenna was top man overall

McKENNA WINS AS PURCELL TAKES POINTS

Jim Walsh Cork Forest Rally

By Martin Walsh

Organiser: Cork Motor Club When: July 28/29 Where: Mallow, County Mallow Championships: Irish Forest Rally Championship Stages: 12 Starters: 86

Barry McKenna's bid to win the Irish Forest Rally Championship remains in full flight after the Monaghan native jetted in from New York and won the two-day Cork Forest Rally that counted as two separate rounds of the series.

In championship terms, he netted two second places as his rivals Josh Moffett

and Andrew Purcell took a championship win and a third place apiece to ensure a three-way tussle for the title.

Both days consisted of six stages (three stages run twice) with Sunday's terrain of a faster variant. McKenna led initially – 4.2 seconds in front of Adrian Hetherington (Toyota Corolla WRC) with Moffett a fraction of a second further behind. Purcell was fourth and 5.7 seconds off the lead.

However, Purcell blasted through SS2 and into the lead ahead of McKenna, who stalled his Fiesta; Moffett had a huge moment and while he slipped 23.3 seconds further behind in third he admitted he was

extremely fortunate not to roll.

For the remainder of the day Purcell and McKenna traded places with Purcell ending the leg as leader albeit by 1.7 seconds and duly claiming maximum points for that leg. Moffett, who beat the bogey on SS5 along with McKenna, was 14.2 seconds behind in third followed by Hetherington and the Fiesta R5s of Stephen McCann and Cathan McCourt.

On Sunday's opener McKenna closed to within a fraction of Purcell and went ahead on SS8. Purcell felt his Fiesta didn't have the same top speed of either McKenna's and Moffett's car – both of

Results

1 Barry McKenna/Leon Jordan (Ford Fiesta R5) 1h02m57s; 2 Josh Moffett/Stephen Thornton (Fiesta R5) +12s; 3 Andrew Purcell/Mark Wiley (Fiesta R5); 4 Cathan McCourt/Barry McNulty (Fiesta R5); 5 Vivian Hamill/Andrew Grennan (Fiesta R5); 6 Stephen McCann/Kaine Treanor (Fiesta R5); 7 Philip Allen/Mark Kane (Hyundai i20 R5); 8 Niall Devine/Kieran McGrath (Mitsubishi Lancer); 9 Eoghain Rogers/Paddy McCrudden (Lancer); 10 Shane McGirr/Liam McIntyre (Ford Escort Mk2).

Class winners: Peter Beaton/Connor Boylan (Peugeot 107); Graham Kelly/Dean Kelly (Citroen C2R2); Dean Humphrey/Nigel Brennan (Vauxhall Corsa); Tom Murphy/Liam Dennehy (Escort); Stewart McClean/Jonny Holdsworth (Vauxhall Nova); Paul Fitzgerald/Marty McGarrity (Escort); Mikey Walsh/Killian O'Sullivan (Escort); Damien McGauran/Michaela McGinn (BMW 320); Shane McGirr/Liam McIntyre (Escort); Jordan Hone/Paul Hone (Opel Adam R2); Niall Devine/Kieran McGrath (Lancer); McCourt/McNulty; John Reid/Enda Shiels (Toyota Corolla WRC); Hamill/Grennan.

Carnegie/Bosdet win in Wales

116 Targa Rally

By Dave V Thomas

Organiser: 116 Car Club When: July 28 Where: North Wales Tests: 15 Starters: 100

Irishman Dermot Carnegie and Paul Bosdet narrowly took victory on the Targa Tracks Rally, just beating halfway leaders Alistair Dodd and Lewis Griffiths (Nissan Micra) and Eamonn Byrne/Anthony Preston (Toyota Starlet).

The annual event attracted a full entry for battle over 15 tests, where tidy driving gained results.

Mark Lennox/Ian Beamond dropped from the joint halfway lead due to hitting cones.

Dodd/Griffiths were top Semi-Experts, while Novice winners Ken Rowlands and Nick Meredith (Subaru Impreza) took a top 10.

Results

1 Dermot Carnegie/Paul Bosdet (Ford Escort RS2000 Mk1) 1h12m56s; 2 Alistair Dodd/Lewis Griffiths (Nissan Micra) +4s; 3 Eamonn Byrne/Anthony Preston (Toyota Starlet); 4 Simon Summers/Robbie Pugh (Escort RS2000 Mk2); 5 Paul Morgan/Sam Stafford (Honda Civic); 6 Ashley Furlong/Craig Williams (BMW Compact). **Classes:** Byrne/Preston; Dodd/Griffiths; Ken Rowlands/Nick Meredith (Subaru Impreza); Carnegie/Bosdet; Kevin Peacock/Barry Jones (Escort Mk2).

PROMOTIONAL FEATURE

HRX CO-DRIVER GLOVES

The best protection for all rally navigators



Co-drivers are the life-blood of rallying. When a crew wins, they are often forgotten about. If they make a mistake, they are completely to blame. But without them, no driver or team wins a rally. Period.

Obviously, the key role of a co-driver is reading pacenotes, and for that reason they have rarely worn gloves, to avoid any issue with turning pages in their notebook. But this offers a different problem, it means their hands are exposed.

"I truly believe if I was wearing gloves in the fire in May 2014 I would not have sustained the hand burns I did," says international co-driver Rhianon Gelsomino, after a terrifying fire gave her

horrendous burns – particularly on her arms and face – while competing in America.

"After that, David Higgins brought me back some co-drivers gloves for the next rally when I was returning after 4 weeks.

"I didn't know co-driver gloves even existed until then and I have not competed in a rally since without them.

"Then unfortunately the manufacturer which produced them did not continue the product, so I was starting to promote the fact that we need another person to produce them."

Step forward HRX Racewear.

The Italian company specialises in FIA-approved bespoke racewear, and has quickly become one of the go-to brands for items like overalls, gloves, underwear and even the items like racing and rally seats.

Now, with the help of another international co-driver, Brynmor Pierce, HRX is the place to go for co-driver gloves.

The gloves allow the fingers to protrude in order for co-drivers to still be able to turn pages effectively, and have been tested successfully on events by Pierce and Gelsomino.

Fire is a constant threat in any motorsport, and soon, co-driver gloves could become as common as overalls or fireproof underwear in an important bid to protect.

HRX

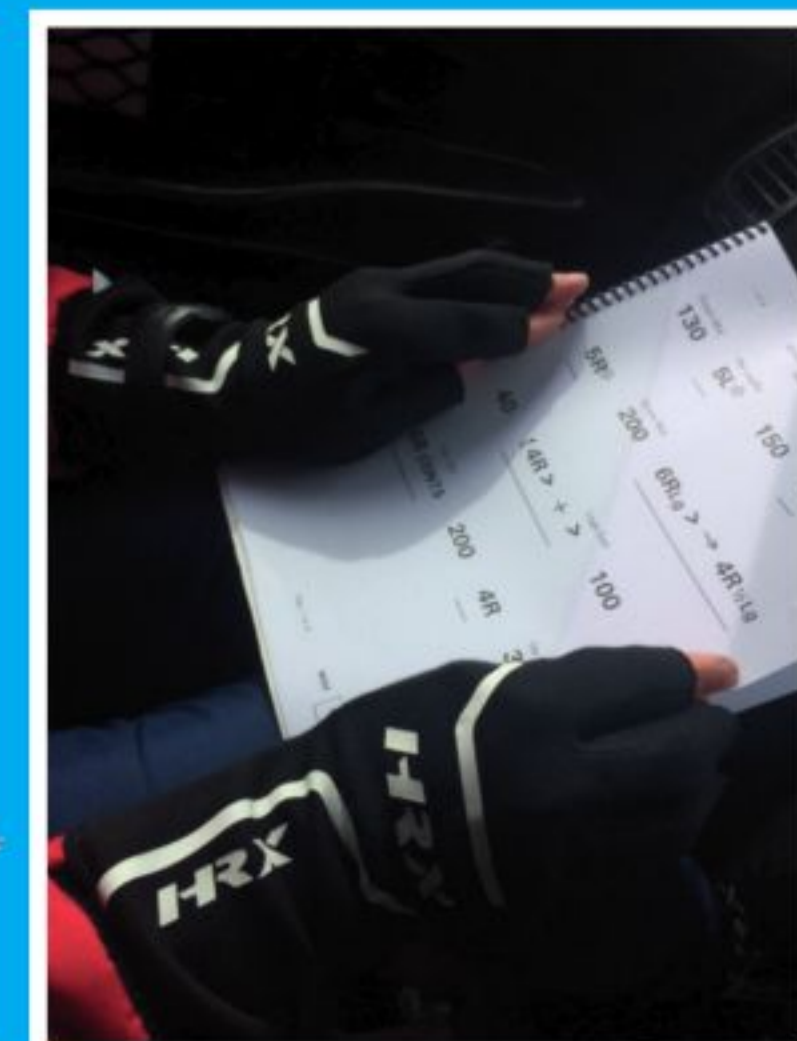
The new HRX gloves are available now from lightninghouse.net

Price: RRP £94.95

Features:

- Aramid Fibre construction giving flame resistant capability
- Pull tabs on the fingers to ease taking gloves off
- High grip palm and finger coating to stop notes slipping on the glove
- High level gauntlet to cover lower arm area
- Sewn finger area to prevent fraying

Visit the Lightning House HRX stand at Rallyday, Castle Combe, on September 22 where the new co-driver gloves will be available.



RACING REPORTS

CADWELL PARK: 750MC BY CHRIS STEVENS

JULY 28/29

Photos: Steve Jones



Victory at Cadwell for Coveney on return



Albone (1) took victory in both RGB Sports 1000 races, ahead of Smith (14)

WINNERS	
Locost	(Darvi 88 P)
Race 1: Jack Coveney	Race 2: Bill Cowley
Race 2: Mark Burton	(Cowley MKIV)
Race 3: Dominik Jackson	Race 3: Mark Glover
	(Racekits Flacon)
Classic Stock Hatch	Hot Hatch
Race 1: Pip Hammond	Race 1: Ben Rushworth
(Vauxhall Nova GTE)	(Honda Integra DC2)
Race 2: Peter Morgan	Race 2: Steve Sawley
(Ford Fiesta XR2i)	(Honda Civic)
RGB	Sport Specials
Race 1: Billy Albone	Race 1: Darren Berris
(Spire GT3)	(Westfield V8)
Race 2: Billy Albone	Race 2: Darren Berris
(Spire GT3)	(Westfield V8)
Clio 182	Historic 750 Formula
Race 1: Mark Balmer	Race 1: Christian Pedersen
Race 2: Patrick Fletcher	(Austin 7)
MR2	Race 2: Christian Pedersen
Race 1: Ben Rowe	(Austin 7)
Race 2: Shaun Traynor	Roadsports
Race 3: Shaun Traynor	Wayne Rothwell
750 Formula	(Vauxhall VX220)
Race 1: Peter Bove	

Jack Coveney returned to Locost action at Cadwell Park after missing the previous round at Pembrey with victory in the first of three races.

From third on the grid he led by The Mountain chicane, but had to battle title contender Ben Powney until the flag. Powney retook the lead into Coppice on the final lap but Coveney fought back at The Mountain, and defied his rival's slipstream along the pit straight to win by just 0.03 seconds.

Championship leader Mark Burton beat his nearest rival Martin West to the win in race two. Radical racer Dominik Jackson had fought Burton for the lead until he spun at The Mountain as rain began to fall.

Jackson, who was making a wildcard appearance in the championship, made up for his error with victory in the final race. He dived with Tim Neat throughout, but as the conditions worsened Neat struggled and ran off the circuit at the crest of The Mountain. That promoted Coveney to second while Tom Gadd scored his first podium.

Pip Hammond in his unballasted Vauxhall Nova GTE took a dominant win from pole in **Classic Stock Hatch**, ending the four-race winning streak of Marcus Ward (Ford Fiesta XR2i). Double champions Matt Rozier (Peugeot 205 GTi) and Lee Scott (Ford Fiesta XR2i) battled for second in the opening stages before Pete Morgan's Fiesta XR2i came through, firstly dispatching Rozier into Coppice and then going around the outside of Scott at Park.

New front tyres on Morgan's car allowed him to carve his way past Hammond, who got excessive wheelspin away from the line, Rozier and Scott in one lap in race two. Rozier made a move on reigning champion Scott at Park to take second but later ran off the circuit at Charlies, which would leave him in eighth by the finish.

Billy Albone (Spire GT3) got back to winning ways in RGB with a double victory, defeating double Pembrey winner Paul Smith (Mittel MC-53) in both races. Smith beat Albone to the first corner in a wet race two, but Albone immediately came back at him a lap later through Coppice, with Smith running wide as they both struggled to get through the corner.

John Cutmore beat touring car ace and Le Mans podium finisher Anthony Reid in a similar Spire GT3-S to the podium in race one, and a spin for Reid at Park in race two limited him to sixth. Cutmore's race ended when car racing rookie Chippy Wesemael, who had a fuel starvation issue which put him out of race one, rear-ended the Spire at Park in the battle for third and brought out the red flags.

Title contender Mark Balmer won the first **Clio 182** race after taking the lead away from polesitter Andy Tibbs which he held until the flag to deny Tibbs a third consecutive win. Championship leader Patrick Fletcher, who scored a podium in race one, pounced on Balmer on the opening lap of a restarted race two, after Stephen Langton and Scott Edgar had crashes, to win.

Series leader Ben Rowe won the first of three **MR2** races, but reigning champion Shaun Traynor took the remaining two in dominant fashion. Chris Thomas was the victor of a three-way battle for second in race two after passing Graham Malings at The Mountain.



Hammond won in Vauxhall Nova GTE

SILVERSTONE: BRSCC BY MARK PAULSON

JULY 28/29

Photos: Mick Walker

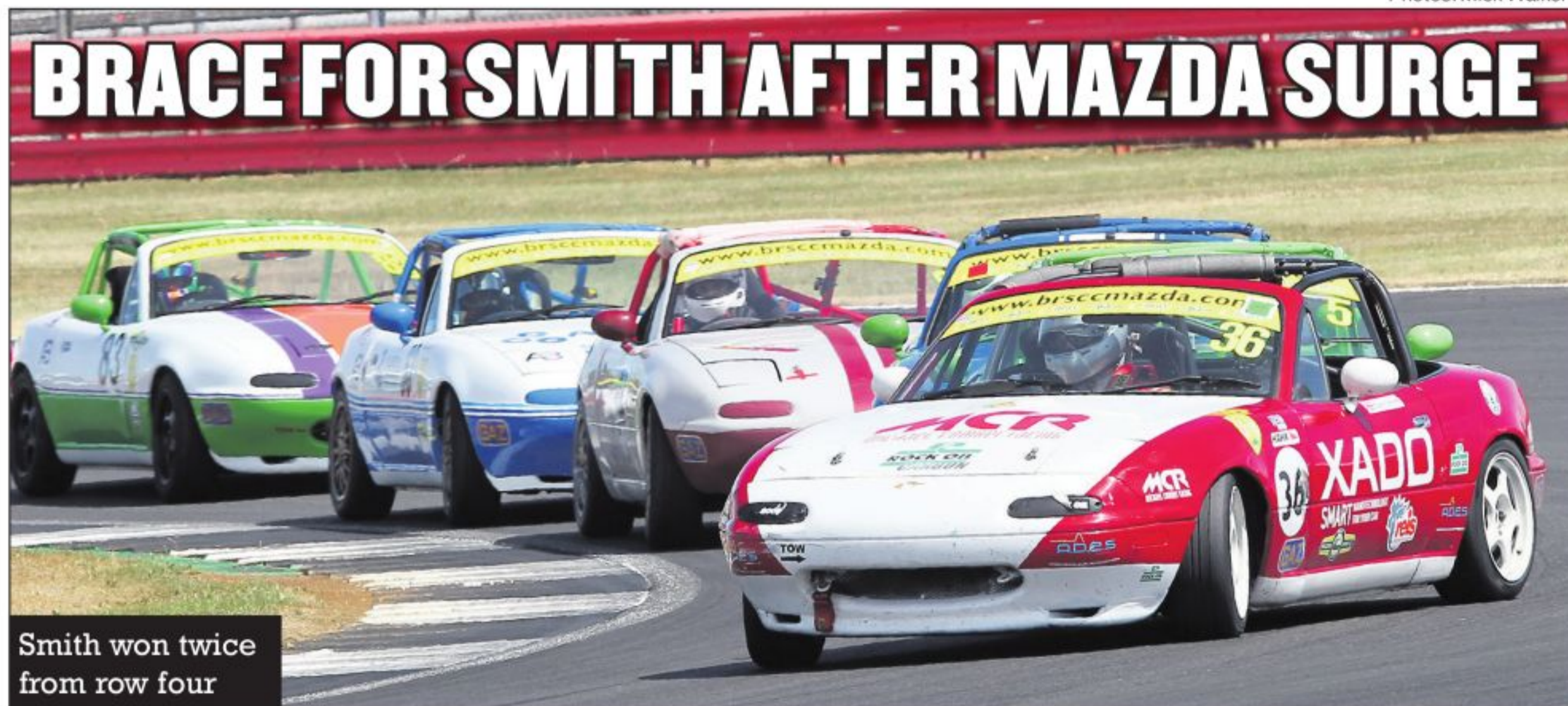
Sam Smith kept himself in contention for the **Mazda MX-5 Championship** by twice winning from row four of the grid at Silverstone.

Smith picked his way through to lead the opener, then worked with teammate Will Blackwell-Chambers to eke out a margin over the rest. That was eroded as Smith's tyres started to go off, and championship leader Blackwell-Chambers dived past at Copse on the penultimate lap. But Smith hit back on the exit, with a four-car train headed by polesitter John Langridge also relegating Blackwell-Chambers, who could only recover to fifth.

It was a similar story in race three, Smith engaging in battle with Blackwell-Chambers over the final quarter. He fended off Blackwell-Chambers' challenges at Brooklands for three laps, twice losing the lead before retaliating on the exit.

In between times, in the wettest race, Blackwell-Chambers used his smooth style to prove his prowess in low-grip conditions, while Smith went off at Brooklands on the opening lap and struggled to eighth. Brian Trott was catching Blackwell-Chambers in the closing stages and, with third in each of the other races, was the weekend's top scorer, lifting him to third in the points.

The **Mazda MX-5 Super Series'** 21-car field was its largest to date, but three drivers shared the podiums evenly. Jake Bailey fought off the attentions of Ben Short, deputising for his customer Nick Riley who was ill, to win the opener. Short then turned the



Smith won twice from row four

tables in race two, before Josh Jackson took the third. On-the-road victor Bailey, who had caught and passed Jackson at Becketts, dropped to second after being penalised for earlier contact with Short at Brooklands.

Michael Eastwell celebrated a maiden **Formula Ford** win in the first Northern Championship race by adding another later on. Nervous tension made Eastwell sick before race one, but he looked at ease as he performed faultless displays. Matt Rivett rose from seventh to second in the opener, beating Jonathan Browne and Rory Smith with passes at Copse. Rivett might have scored a second

podium, but for contact with Nico Gruber that left him in the barriers at Becketts – and Gruber excluded from third. Browne inherited the podium position, while Smith set fastest lap on his way to second, recovering well from an early off at Brooklands.

The **Alfa Romeo** races brought two relatively routine wins for Graham Seager's GTV, the only Modified class runner, despite an excursion at Brooklands in race two. Scott Austin's quick-starting 155 looked set to challenge in race one, but he threw away the lead by skating off on the first lap, before recovering to second. In race two, Austin was beaten to second by Ray

Foley (147 GTA), another victim of Brooklands in the opener. Tom Hill twice dominated the Twin Spark Cup to take the overall championship lead from the absent Paul Webster.

Team Racelogic took its first **Fun Cup** win for three years by a convincing margin from Team 7 Fun:Bikes 2 and Team Honeywell, for whom Neil Plimmer snatched third from Track Torque 2Rent in the closing stages. It looked like Sherardize had been gifted victory by a second-hour safety car allowed it to extend its lead to over a lap, but the Peter Belshaw/Marcus Clutton car then suffered a broken upright, costing it 10 laps in the pits.

RACE WINNERS

Mazda MX-5 Championship
 Race 1A: Sam Smith
 Race 2A: Will Blackwell-Chambers
 Race 3A: Sam Smith
 Race 1B: Jon Petrick
 Race 2B: Paul Tucker
 Race 3B: Scott Leach

Mazda MX-5 Super Series
 Race 1: Jake Bailey
 Race 2: Ben Short
 Race 3: Josh Jackson

FF1600 Northern Championship
 Race 1: Michael Eastwell (Spectrum 011C)
 Race 2: Michael Eastwell (Spectrum 011C)

Alfa Romeo Championship
 Race 1: Graham Seager (GTV)
 Race 2: Graham Seager (GTV)

Fun Cup
 Team Racelogic (Julian Thomas/David Denyer/Jon Tomlinson)

Nippon Challenge, Tricolore Trophy & Multi Marques
 Race 1: Will Di Claudio (Peugeot 106 GTI)
 Race 2: Will Di Claudio (Peugeot 106 GTI)



Fun Cup winners: Team Racelogic

RALLY FINLAND



BY DAVID EVANS

There have been many great drives on Rally Finland, but Tanak's was one of the best

Ivan Drago. Remember him? I'll jog your memory: Rocky IV, scary big Russian whose sole aim in life was to challenge America's grip on heavyweight boxing. A man of few words, having swept aside Apollo Creed, he uttered the classic line: "I cannot be defeated."

Ott Tanak's blonde hair, blue eyes and square jaw are similar to actor Dolph Lundgren, so it wasn't too much of a stretch to imagine him standing over his Rally Finland rivals last weekend and running the same line past them. Maybe even adding another Drago masterpiece: "I defeat all men."

Toyota's speed was telegraphed in Finland. We knew it was coming after watching Esapekka Lappi's brilliant maiden World Rally Championship victory at home 12 months ago. But who would it be this year? Could Lappi do it again, or would fellow Finn Jari-Matti Latvala score a most memorable win for the team based around the corner in Puuppola?

On paper, Tanak's chance was the slimmest. He had to start third on the road on one of the hottest, driest and loosest Rally Finland's in history, so few gave the Estonian much of a hope. At least not on Friday. *Maybe* if he could cling to the coattails of those further down the order – those finding grip on a road swept clear of the ball-bearing gravel – then *maybe* he could do something at the weekend.

Sensibly, that was the best he could hope for.

A fortnight earlier, Tanak revealed in the sort of home support a driver can only dream of when he won Rally Estonia as part of his preparation for the trip across the Baltic Sea. The Tartu-based event was partly Tanak giving something back to the hardcore support, which follows him to the Earth's four corners, but it was also a better than expected warm-up.

First on the road at home, Tanak was confronted by deep, loose gravel of the sort he would face in Finland. And jumps? There were plenty. The organisers had installed 28 manmade leaps into their toweringly quick roads. The data gained was real and very, very worthwhile – not least in terms of tuning the damper to precisely what he wanted from a flying and very fast Yaris WRC.

After Estonia, Tanak talked of his desire to "make life difficult for the locals". Last Thursday night, he was ready.

"They know the roads," he said on the eve of the event. "But I won't complain, I can't complain. I have the same tools. I just need to be quicker. It's up to me now..."

To battle. To Moksi. Shortly after eight on Friday morning and it was hot and getting hotter. Any hope that a layer of damp just beneath the surface might offer the opening cars a touch more traction was dashed.

Championship leader Thierry Neuville was first in. Sending up a huge cloud of dust, the i20 Coupe WRC

searched in vain for somewhere, some way to put down almost 400bhp. No chance. Beneath each corner a Michelin spun helplessly; there was nothing to hold on to.

The Belgian's plight was confirmed when, second into the stage, Sebastien Ogier completed the first 1.8 miles of gravel 1.1 seconds faster than his championship rival.

Then Tanak. The first split was good. The second was good as well; the third, simply outstanding.

The blue touch paper had been lit; the scene set. A forest full of fans were torn, he's Estonian, but the car's Finnish-born.

Back at base, that tension built with every metre, every split. Later that morning Toyota's sporting director Kaj Lindstrom admitted surprise had bordered concern briefly.

"We saw the first split and he was a second a kilometre ahead," Lindstrom said. "OK... second split another second per kilometre. Third? Same, he was 10.6s up after 10km. This is not looking good, maybe he's going too fast!"

Tanak was cool as you like at the stop line. "That was close to the perfect run," he offered. No grin, no smile, no emotion. Just fact.

He'd been on it though. The front left aero on his Toyota was tattered and torn. Corners had been cut, the fastest line found.

And that was just the start. He won half of Friday's gravel stages. Ogier, the man directly in front of him and with a very similar level of grip beneath him, was half a minute down by lunchtime. His appraisal of his former team-mate was forthright: "He's on another planet."

A rider pondering whether the Frenchman could come back at him in the afternoon drew the sort of withering that required no words.

Latvala's feedback was even more telling: "I don't know how he's doing it," said the Toyota driver. Pushing his cap up and rubbing an already furrowed brow only served to add to the effect of apparent bewilderment at just what a Yaris was capable of.

Clearly, in car terms, Tanak had dialed the Toyota into the demands of the route better than anybody.

Team principal Tommi Makinen offered insight into the technical side.

"Ott's driving style is so smooth; smooth and sure. His braking and throttle is always under control. Look at EP [Lappi], he is wild style, it's his style: he controls the car with the front wheels and rear is just coming. But when the tyre is wearing or the grip is coming less then the car is sometimes snapping.

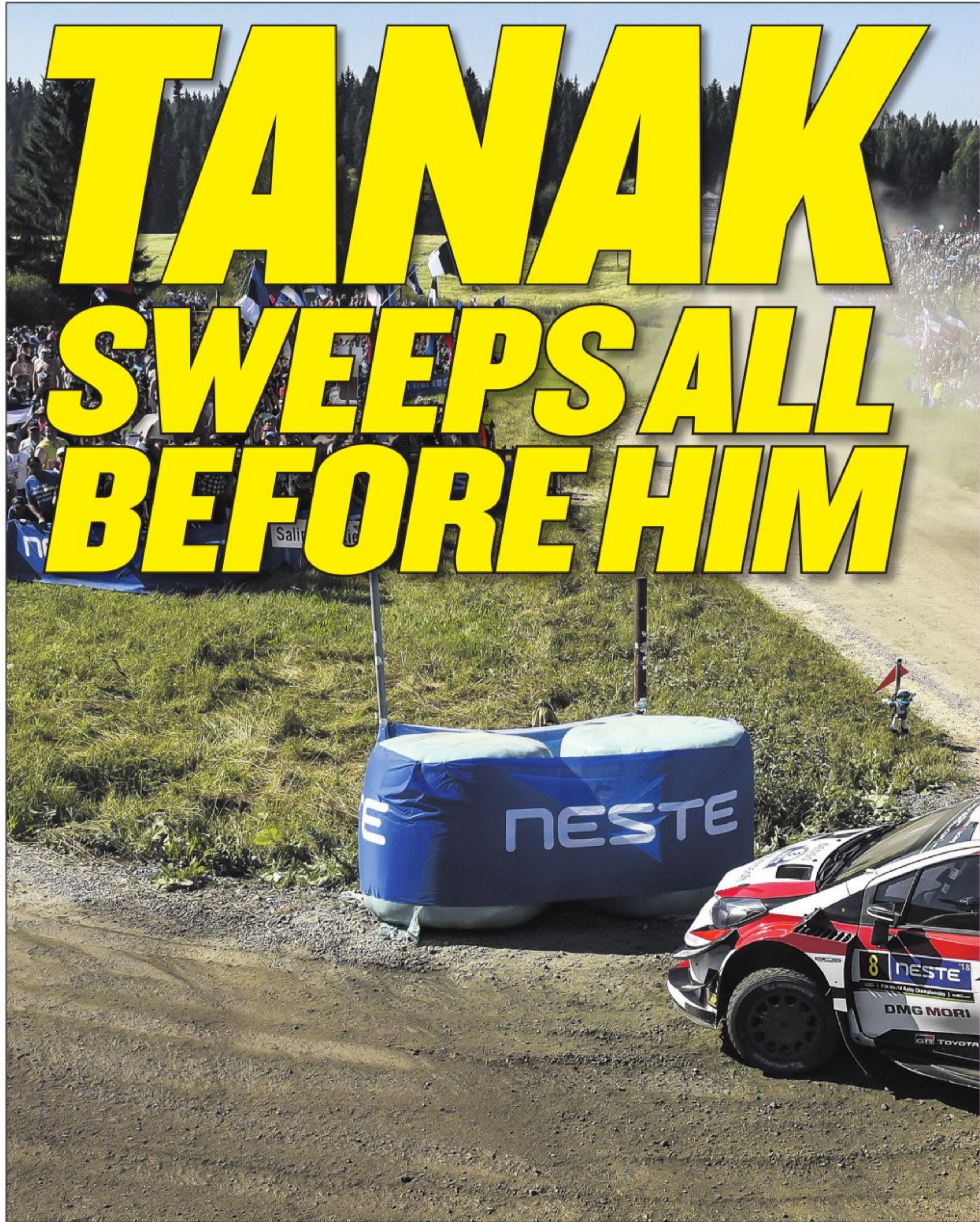
"Ott drives the car with the rear wheels and it's always so sure, so nice and never any problems whatever the condition – it's a different driving style."

A style tailored to the fastest roads in the world. But still. From third on the road, how had he done that?

"I think the others were sleeping a little bit in the morning," he said. "In the afternoon, it was not quite the same – I lost the feeling a little bit with the car, but I made some changes and it came back. Then I could make a little bit the gap on [Mads] Ostberg."

Ostberg had been the only driver able to come close to Tanak. And, for four stages, the Citroen driver led Tanak. But he was doing that from six cars further back; through the morning at least, the C3 had a different road under it.

Tanak led by 5.8s on Friday night,



TANAK SWEEPS ALL BEFORE HIM

when he said: "Tomorrow the conditions will be more fair, we are in a more level playground."

The next morning, he took away all the toys. And made the playground his own. He won every stage and built a lead of 39s with one day remaining.

The service park was silenced. Apart from the tens of thousands of Estonians, who were making more than enough noise to make up for the slightly subdued locals.

Some incredible stories have been told on this rally down the years, but few can compare with Tanak's. George Donaldson is a man who saw plenty of those incredible stories first hand. As the mastermind behind Toyota, Mitsubishi and finally Subaru's WRC campaigns, the Scot had seen it all. But only once had he seen anything like Tanak's performance.

"Remember when Juha Kankkunen crashed early in the event, damaged the car, but came back and set fastest time after fastest time?" he said.

"That was the only time I've seen a driver in the same place Ott's been in

on this rally.

"At a time when everybody else is in a wave and riding it out, Juha was and Ott is on top of that wave and not showing any sign of coming off. Where he is now, Ott can do anything. He's a driver full of confidence and when you're in a place like that, nothing's a problem."

Kankkunen, 1994 is a classic 1000 Lakes tale. One worthy of a few paragraphs. Let's go there with the man on the other side of the Celica Turbo 4WD: Nicky Grist.

To set the scene, the pair led after the opening stage in Valkola and were now bound for Lankamaa, a stage included on the 1000 Lakes itinerary under the name 'Kankkunen'. But familiarity bred contempt.

Grist: "We went wide over a crest, dropped into a ditch and whacked a boulder that spun us around and we rolled. The car was a mess. We got out the stage and the boys worked on the rear wheel, got it almost straight, but we only had front-wheel drive.

"After the one after that, we did a bit more work and got the rear diff

changed at the side of the road.

While the boys were working a police motorbike turned up; Juha started talking to him and then the policeman said, 'Boys, you've got another five minutes'."

"When we left, we drove flat-out down the road following this policeman and went into Myhinpaa. The car still had five degrees of camber on that one rear wheel, but it felt OK. I asked Juha what he thought. 'It's oversteering on left-handers, but it's OK.' We were fastest.

"And then we were fastest again. Taking away all of the emotion of winning rallies, that was one of the best results of my whole career. To come back from last to ninth overall on a fast rally was incredible. To sit next to Juha and read notes to a driver doing what he was doing on that rally was something I'll never forget."

And Tanak won't forget what he did last week. Not least because of what happened 15 years ago, when his friend and mentor Markko Martin became the first Estonian to come over the water and win this rally.

That made last weekend extra special,



Ogier could only manage fifth place

"The perfect score for Tanak"
Driver ratings, p23

ROUND 08



Photos: mcklein-imagedatabase.com

Home win: Toyota Gazoo Racing is based in Finland

Tanak was sublime during day one on loose gravel

the pair of them. Martin's seen his through thick and thin. With a Martin recalls some choice conversations with Malcolm Wilson rates than among his finest talents. "Not many people can talk calm into giving a driver a second chance. I did that. Twice!" Markko knew, like Malcolm knew, that Ott was worth it. They knew he'd come good. And he did just that in Finland. "This is a nice one," said the typically understated Tanak. "I never won a Rally Finland before, so that's as well. But to be here, in front of any Estonian fans is incredible – more of my flags than Finnish ones, I think the Finns have been a bit crazy!" Three months ago Tanak delivered an outstanding drive to win Rally Finland. But that was a slightly different story. Having spun and ended 24s on the first gravel test, Tanak's tale in South America was of a frustration-fueled fight back. A week was simple supremacy. Nobody came close.



Ostberg led early on for Citroen but faded to second at the finish

STAGE TIMES

- **SS1 Harju 1 (1.44 miles)**
Fastest Tanak 1m49.2s **Leader**
Tanak **Second** Neuville +0.7s
- **SS2 Moksi 1 (12.45 miles)**
Fastest Tanak 9m56.1s **Leader**
Tanak **Second** Ostberg +3.1s
- **SS3 Urria 1 (7.63 miles)**
Fastest Latvala 6m09.8s **Leader**
Tanak **Second** Ostberg +4.3s
- **SS4 Assamaki 1 (7.66 miles)**
Fastest Ostberg 5m49.1s **Leader**
Ostberg **Second** Tanak +0.5s
- **SS5 Aankoski 1 (4.79 miles)**
Fastest Tanak 3m32.1s **Leader**
Tanak **Second** Ostberg +1.1s
- **SS6 Oittila (12.02 miles)**
Fastest Ostberg 9m45.3s **Leader**
Ostberg **Second** Tanak +0.1s
- **SS7 Moksi 2 (12.45 miles)**
Fastest Tanak 9m49.3s **Leader**
Ostberg **Second** Tanak +0.1s
- **SS8 Urria 2 (7.63 miles)**
Fastest Breen 6m07.0s **Leader**
Ostberg **Second** Tanak +1.9s
- **SS9 Assamaki 2 (7.66 miles)**
Fastest Tanak 5m47.0s **Leader**
Tanak **Second** Ostberg +1.0s
- **SS10 Aankoski 2 (4.79 miles)**
Fastest Tanak 3m29.1s **Leader**
Tanak **Second** Ostberg +4.3s
- **SS11 Harju 2 (1.44 miles)**
Fastest Ougier 1m48.7s **Leader**
Tanak **Second** Ostberg +5.8s
- **SS12 Pajjala 1 (14.86 miles)**
Fastest Tanak 11m36.4s **Leader**
Tanak **Second** Ostberg +14.3s
- **SS13 Pihlajakoski 1 (9.26 miles)**
Fastest Tanak 6m50.8s **Leader**
Tanak **Second** Ostberg +19.0s
- **SS14 Kakaristo 1 (14.70 miles)**
Fastest Tanak 11m40.4s **Leader**
Tanak **Second** Ostberg +22.7s
- **SS15 Tuohikotanen 1 (5.56 miles)**
Fastest Tanak 4m31.5s **Leader**
Tanak **Second** Ostberg +23.7s
- **SS16 Tuohikotanen 2 (5.56 miles)**
Fastest Latvala 4m26.0s **Leader**
Tanak **Second** Ostberg +27.0s
- **SS17 Kakaristo 2 (14.70 miles)**
Fastest Lappi 11m26.3s **Leader**
Tanak **Second** Ostberg +32.4s
- **SS18 Pajjala 2 (14.86 miles)**
Fastest Lappi 11m31.1s **Leader**
Tanak **Second** Ostberg +34.4s
- **SS19 Pihlajakoski 2 (9.26 miles)**
Fastest Lappi 6m50.4s **Leader**
Tanak **Second** Ostberg +39.0s
- **SS20 Laukaa 1 (7.29 miles)**
Fastest Ostberg 5m28.4s **Leader**
Tanak **Second** Ostberg +36.1s
- **SS21 Ruuhimäki 1 (6.91 miles)**
Fastest Latvala 5m32.9s **Leader**
Tanak **Second** Ostberg +33.3s
- **SS22 Laukaa 2 (7.29 miles)**
Fastest Latvala 5m21.8s **Leader**
Tanak **Second** Ostberg +32.2s
- **SS23 Ruuhimäki 2 (Power Stage) (6.91 miles)**
Fastest Tanak 5m26.2s **Leader**
Tanak **Second** Ostberg +32.7s

DAVID EVANS

"What I saw bore no resemblance to the picture I'd built"



You know that thing where you stand on a corner and build a mental picture of what's coming. I was doing that in Kakaristo last Saturday morning.

Standing well up and in the trees, I'd bagged myself a spot which offered a view of the cars coming down a hill into what looked to be a medium-speed left-hander. The corner was short, but the angle sufficient that the cars would have to scrub some speed. But here was the good bit: beyond the corner was a long straight.

Being brave would pay serious dividends in terms of speed carried. But what to expect?

Trust me, what I saw bore no resemblance to the picture I'd built. The most spectacular was Hayden Paddon, hitting the apex with slightly more attitude in the car. Nobody scrubbed anything like the speed I thought they would and most took the corner in fourth. But it was what came afterwards that left me lost for words, the way the cars lifted once the steering was straight and just rocketed away. Clearly, the corner was little more than a lift, a quick check for grip and then ping, they were gone.

As a demonstration of what these current cars are capable of, it was mind-blowing. And it made me think about that column I wrote a couple of weeks ago, remember that one about R5 cars taking over as the main formula?

Could we just pretend that one didn't happen?

I love Rally Finland, it's one of my favourites and I love it when I find a new place on the recce and it completely delivers.

Markko Martin knows what I'm talking about. His first visit to this event came in the very early nineties, about the time Estonia was released from a Soviet grip.

"Tallinn was on television with tanks in main square," he said, but incredibly, that wasn't his lasting memory.

"We watched for the first time and just stood there and stared," he said. "Don't forget, all we'd seen for years had been Ladas. There was no national rallying with a Toyota Celica or anything like that. We went straight from Ladas at home to the world championship and cars flying through the air here. It was fantastic.

"When we came back, some of my father's friends came and they were exactly the same. They just stood and stared."

You never forget your first Finland. Or your last.

That certainly holds for Kalle Rovanpera. Son of Harri was one of the stories of the rally. His pace in WRC2 was out of this world. Don't forget, as a 17-year-old, he's still not supposed to be allowed to drive on the road – he's only there because the Finnish government gave him dispensation to take his test a year early.

Now, 17 he might be, but he's been driving for a decade already and he knows his way around the Finnish roads, but the way he dealt with the pressure and weight of expectation was superb last week. And the way he dealt with the car failure on Saturday afternoon demonstrated maturity of a driver twice his age.

He should have won, but a departing damper confined him to fourth.

Disappointed, yes. Devastated? Far from it. He's got another 20 or so home WRC rounds to come.

Most of which, going from his pace last week, he'll win.

NOW TURN OVER TO READ MN'S DRIVER RATINGS

RALLY FINLAND



BY DAVID
EVANS

RALLY ESSENTIALS

Day one: 79.96 miles; 11 stages

Weather: sunny 26-32 celsius

- Ott Tanak is fastest or joint fastest on half of Friday's gravel roads to ease his way clear at the front of the field. Fellow Toyota drivers struggle to match the Estonian's pace. Jari-Matti Latvala is third after an undramatic day while Esapekka Lappi is suffering centre diff issues in the morning; he drops more time with a spin and stall in the morning Moksi run.
- Mads Ostberg is the only other man to lead Rally Finland on day one and he does so for four stages. Backing off in the second run through Assamaki and Aaneoski means he avoids the rocks and saves his tyres. Ostberg's team-mate Craig Breen is bang on the pace and quickest through Urria 2, but a puncture on SS2 leaves the Irishman ninth and 1m34s off the lead.
- Hayden Paddon will hit a couple of top-three times on his way to fourth overnight with M-Sport Ford trio Teemu Suninen, Sebastien Ogier and Elfyn Evans behind him.
- Suninen is setting the Fiesta pace through the day as second-on-the-road Ogier is struggling for grip. Evans is instructed to slow for Ogier on the final gravel stage of the day, this will allow the Frenchman a marginally better start position on day two.
- And what of the champion? Series leader Thierry Neuville will be sacrificed as a road-sweeper. He then makes a mistake in stage five and drops more time to leave him 10th. Team-mate Andreas Mikkelsen rolls on Assamaki dropping more than three minutes.

End of day one: 1 Tanak/Jarveoja 1h04m14.9s; 2 Ostberg/Eriksen +5.8s; 3 Latvala/Anttila +23.1s; 4 Paddon/Marshall +36.4s; 5 Suninen/Marckkula +46.1s; 6 Ogier/Ingrassia +58.9s.

Day two: 88.77 miles; 8 stages

Weather: overcast then sunny 19 - 30 celsius

- Tanak wins every stage through the morning to move clear of Ostberg.
- Concerned by tyre wear, the Citroen driver will take two spares through the afternoon loop. That extra weight slightly upsets the balance of the C3 WRC and he looks increasingly like a man settling for second. Latvala remains third throughout the day, but Lappi makes it three Yaris WRCs in the top four when he edges Paddon for fourth on the second run through Pajjala.
- Paddon's under orders to bring the top Hyundai home in one piece and, with Lappi no threat for team points, the Kiwi's not about to risk all and return fire.
- The trio of M-Sport Ford Fiestas remain locked together in a mid-table train with Suninen sixth ahead of Ogier and Evans on Saturday night.

End of day two: 1 Tanak/Jarveoja 2h13m18.2s; 2 Ostberg/Eriksen +39.0s; 3 Latvala/Anttila +44.4s; 4 Lappi/Ferm +1m20.6s; 5 Paddon/Marshall +1m29.6s; 6 Suninen/Marckkula +1m45.1s.

Day three: 28.41 miles; 4 stages

Weather: sunny 18 - 29 celsius

- The perfect rally ends with the perfect powerstage result for Tanak, who dominates the Ruuhimaki finale in the same way he's dominated the previous three days.
- Ostberg does just enough to hold Latvala at bay and claim second place for Citroen.
- The only major casualty in the top 10 through the final day is Lappi. Last year's winner crashes off the road on the final morning, allowing Paddon back into a worthy fourth place.



Pipped to second: Latvala ended up third

Continued from page 21

Citroen and Ostberg were closest. Drafted in to replace sacked 2016 Rally Finland winner Kris Meeke, the Norwegian openly admitted he expected to be fighting for fourth place and first non-Toyota.

Instead, he was a thorn in the side of the Yaris drivers from the very start. Set-up changes allied to new front geometry on the C3 WRC ahead of the start had left him happier than he'd ever been with a car in Finland. And he put it to good use and took the fight to Tanak on day one and only slipped back when he found his more aggressive approach used the Michelin tyres too much and cost him vital seconds.

Latvala whittled the gap between him and Ostberg down to 2.5s ahead of the final stage. For those two, the powerstage was about position as well as points. And Ostberg delivered, beating his rival and local hero by 0.3s.

"Those were some of the best stages I've driven in my life," smiled a delighted Ostberg at the finish. Typically, Latvala was magnanimous, putting his disappointment to one side to congratulate a rival on a great fight. Not for the first time it was left to



Breen was three minutes off lead



Neuville struggled to ninth

Hayden Paddon to demonstrate Hyundais do work in Finland as he edged all three Ford Fiesta WRCs to fourth. "I've never felt as comfortable in this car as I did here," said the Kiwi, who had been under strict instructions not to even consider pushing for the podium and risking points for the team.

Despite Paddon's best effort, M-Sport narrowed the gap to Hyundai in the makes race, while Ogier took six points out of Neuville's 27-point lead coming into the event. The Belgian finished ninth, never recovering from running first on the

road on Friday.

And it will take a while for the rallying world to recover from what it saw in Jyvaskyla last week. Tanak delivered a driving masterclass, banging in a five-point powerstage just to underline his pace and prowess in Finland.

Typically, he wasn't about to get carried away and talk titles. "I said it's rally-by-rally now," he said. "This is a great result, but it doesn't change that."

Maybe that's where Tanak and Drago differ; the Toyota star didn't say: "Soon I defeat real champion."

No lucky charm for Finn Rovannerpa

Never before has a spring been so unpopular. When the front-left suspension on Kalle Rovannerpa's Skoda Fabia R5 let go on Saturday's second run of the Pajjala stage, hearts were broken right across Finland.

The front page of Finnish newspaper Keski-Suomalainen put the 17-year-old on its front page on Saturday morning declaring: "Rovannerpa hurmasi rallikansan". Rovannerpa charms rallying.

It was absolutely right. Son of Harri had driven a brilliant rally. He hadn't put a foot wrong and he'd shown the best of the rest of a competent if not ultra-competitive WRC2 field a clean pair of heels.

What he didn't deserve was the sight of his Skoda's suspension making a bid for freedom. Kalle left the second shot at the Kakaristo stage – a place he'd waited his whole career to drive – in the best of moods. His lead was building towards the minute mark and all was well.

Not far into the next one, everything fell apart as the damper stopped damping and the spring sprung through the bonnet.

Rovannerpa said: "I didn't really understand what happened, I was braking in a straight line when I

felt something [break]. It's so disappointing. We showed some speed and we came close to taking third place, but we came here for the win, so third or fourth... it doesn't matter."

Victory was passed to fellow Fabia driver Eerik Pietarinen, who led countryman Jari Huttunen in second. Gus Greensmith's event was ruined by suspension issues on the first morning; whenever the Briton got on the brakes, the direction of the Ford Fiesta R5 was anybody's guess.

"The dampers worked at the test," he said, "I just don't know what's happened between then and the first morning. It didn't work. It felt like the car was floating, everything was so vague."

Suspension changed and Greensmith's times improved, but by then the fight was gone from the event and he was in no-man's land. The bottom step of the podium and first non-Finn was, however, a worthwhile result – and one that keeps him in the chase for this year's championship.

The Junior WRC delivered a typically fascinating fight, with Ken Torn making it a double celebration for Estonia in the all-Fiesta R2 series.

Finland first-timer Torn led after



SUPPORTS

Rovannerpa was dominating WRC2 in Finland until problems

Thursday's run around Jyvaskyla city centre, but was forced to give best to rival Denis Radstrom on Friday morning. A puncture cost the Swede 20 seconds and the lead later on day one proper and, with his nose out front for the second time, Torn wasn't about to let it slip. He built his advantage and had sufficient time in hand that he escaped a puncture scare on SS18. Bergkvist smelled blood, but

Torn responded and held a 9.9s advantage to the finish.

"This is awesome," said the delighted Torn at the finish. Jean-Baptiste Franceschi was third with Julius Tannert fourth. Irishman Callum Devine had been running fourth until a puncture dropped him a place. Briton Tom Williams rounded out the top six with a trouble-free run on roads he loved.

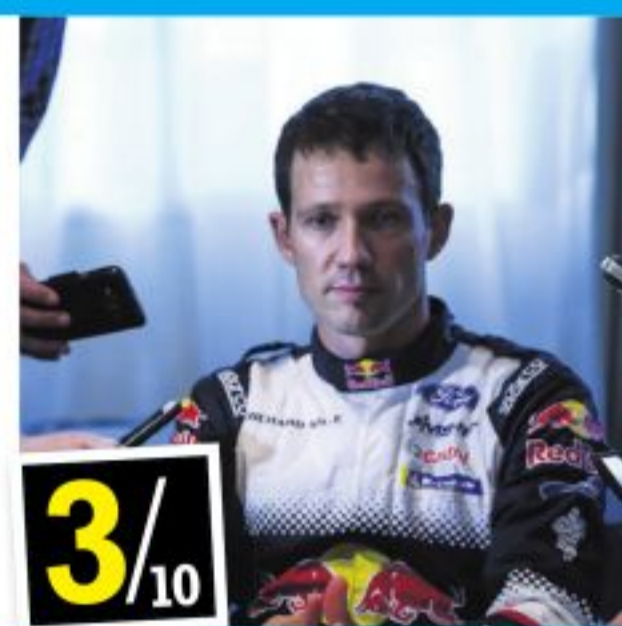
ROUND 08

DRIVER ANALYSIS BY DAVID EVANS



SEBASTIEN OGIER M-SPORT FORD FIESTA

Nothing would work for the champ last week. Looked all at sea as he changed, changed and changed again the Fiesta's set-up through Saturday. Relied on his team-mates being sacrificed for fifth. One to forget.



3/10

ELFYN EVANS M-SPORT FORD FIESTA

Fared a little better than Ogier, but from Friday afternoon onwards he knew his ability to progress in a fight with the Frenchman would be limited. Ultimately drove sensibly on an event where he could only lose.



5/10

TEEMU SUNINEN M-SPORT FORD FIESTA

Generally the quickest of the M-Sport Ford cars, but arguably should have got more out of his battle with Lappi and Paddon. Renamed Houdini after his astonishing escape from a ditch at the finish of Aankoski.



5/10

THIERRY NEUVILLE HYUNDAI MOTORSPORT HYUNDAI i20

Talking to Jari-Matti Latvala on the eve of the event, the Toyota man mentioned a long-left that slotted deceptively right in Aankoski. It would indeed catch somebody out: Neuville. Never at the races after being first in on Friday.



3/10

ANDREAS MIKKELSEN HYUNDAI MOTORSPORT HYUNDAI i20

Rolled in Assamaki and spent the rest of the time running at the front of the field in what was little more than a high-speed race. That gave him more time to think about the triathlon he's dreading this weekend.



2/10

HAYDEN PADDON HYUNDAI MOTORSPORT HYUNDAI i20

Comfortably the best of the Hyundai runners, Paddon's potential to push on and go for the full 10 out of 10 was limited by the fact he was told to bring the car to finish and forget just about everything else by the team.



7/10

KHALID AL QASSIMI TOTAL ABU DHABI CITROEN C3WRC

Only his sixth start in a C3 WRC and second this year, so full marks for coming to Finland and giving it a crack. Suffered the same fuel issue as Breen in Harju and then went off in Pajala first thing Saturday.



4/10

CRAIG BREEN TOTAL ABU DHABI CITROEN C3WRC

Another event of highs and lows. Dropped time with a puncture in Moksi, but that was overtaken by a stupid fuel valve issue in Harju on Saturday night. Fastest in Urria was scant consolation for the 2016 podium finisher.



6/10

JARI-MATTI LATVALA TOYOTA YARISWRC

Fastest in Urria on Friday morning was a good start, but this one just never really got going for the Finn. And then he lost out in a final-stage shoot-out to Ostberg. At least he his own-brand coffee was selling well.



6/10

ESAPEKKA LAPPI TOYOTA YARISWRC

Centre 'diff problems made every corner an adventure on Friday morning, he recovered brilliantly with fastest on the last three Saturday stages. Then crashed out in Laukaa on Sunday morning.



3/10

OTT TANAK TOYOTA YARISWRC

Had no business setting the times he did on Friday morning. When the playing field levelled on Saturday and the lead bunch were all running in similar positions on the road, he destroyed everyone.



10/10

MADS OSTBERG TOTAL ABU DHABI CITROEN C3WRC

We saw shakedown speed from Ostberg in Sweden. It came to nought. Not this time. He was utterly brilliant in Finland. Admittedly, he loves these roads, but he drove the C3 well.



10/10

MOTORSPORT NEWS STAR DRIVER

OTT TANAK

In the words of world champion Sebastien Ogier, Tanak was on another planet in Finland. Who are we to argue? The Estonian's driving and ability to find grip where none existed on Friday morning was quite extraordinary. Finland found itself a new hero on Sunday.



MOTORSPORT NEWS SECOND STAR



MADS OSTBERG

Mads Ostberg's been down and pretty much out in the last couple of years and to bounce back and recover to take second on Sunday in Finland was quite brilliant – and that's why he's a second star and not the recipient of a wooden spoon.

RESULTS

Round 8/13, 68. Neste Rally Finland 2018, July 26-29

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Ott Tanak (EST)/Martin Jarveoja (EST)	Toyota Yaris WRC	2h35m18.1s
2	Mads Ostberg (NOR)/Torstein Eriksen (NOR)	Citroen C3 WRC	+32.7s
3	Jari-Matti Latvala (FIN)/Miikka Anttila (FIN)	Toyota Yaris WRC	+35.5s
4	Hayden Paddon (NZL)/Sebastian Marshall (GBR)	Hyundai i20 Coupe WRC	+1m35.6s
5	Sebastien Ogier (FRA)/Julien Ingrassia (FRA)	Ford Fiesta WRC	+2m15.0s
6	Teemu Suninen (FIN)/Mikko Markkula (FIN)	Ford Fiesta WRC	+2m19.2s
7	Elfyn Evans (GBR)/Daniel Barritt (GBR)	Ford Fiesta WRC	+2m29.5s
8	Craig Breen (IRL)/Scott Martin (GBR)	Citroen C3 WRC	+3m08.4s
9	Thierry Neuville (BEL)/Nicolas Gilsoul (BEL)	Hyundai i20 Coupe WRC	+3m51.8s
10	Andreas Mikkelsen (NOR)/Anders Jager (NOR)	Hyundai i20 Coupe WRC	+8m37.4s
37	Khalid Al-Qassimi (UAE)/Chris Patterson (GBR)	Citroen C3 WRC	+1h06m10.2s
R	Esapekka Lappi (FIN)/Janne Ferm (FIN)	Toyota Yaris WRC	Accident

CHAMPIONSHIP POINTS

DRIVERS			MANUFACTURERS		
POS	DRIVERS	PTS	POS	TEAMS	PTS
1	Thierry Neuville	153	1	Hyundai Shell Mobis WRT	228
2	Sebastien Ogier	132	2	M-Sport Ford WRT	202
3	Ott Tanak	109	3	Toyota Gazoo Racing WRT	201
4	Esapekka Lappi	70	4	Citroen Total	153
5	Dani Sordo	60			
6	Andreas Mikkelsen	57			
7	Jari-Matti Latvala	55			
8	Elfyn Evans	52			
9	Mads Ostberg	48			
10	Kris Meeke	43			

RALLYE DEUTSCHLAND AUGUST 16-19

NEXT RALLY

Will Ogier be able to respond on Rally Germany?

SNETTERTON BTCC REPORT

BY MATT JAMES

Goff was the big winner as Neal stole the celebration headlines



Goff has put himself firmly in the title picture with race one win

GOFF TURNS UP



Turkington's race two was ruined by damage at the first corner



Matt Neal was the big winner in the final long-distance race of the day



Tom Ingram (r) dashed for the line in race two to grab third position

There were big points on offer at a crucial stage of the fight for this year's British Touring Car Championship – with a double points event giving the chance for those who are out of the hunt with a chance to regain ground.

Jack Goff (Eurotech Racing Honda Civic) won a brilliant opener with a last-gasp pass of Ash Sutton (Team BMR Subaru Levorg), while Sutton got revenge in race two with a victory over Josh Cook (Power Maxed Vauxhall Astra).

In the big one, the 21-lap showdown, factory Honda man Matt Neal rolled back the years with a supreme under-pressure win to land the triumph.

Race one

Goff took his first win at Snetterton in the BTCC in 2015. He took pole position at the Norfolk track in 2017 too. His pole for race one was achieved in what he said was a less-than-perfect hatchback, but he would take it anyway it came.

When Sunday morning dawned wet, it was something for him to relish because his older-spec Civic Type R is renowned in the wet, while the newer version of fellow front-row starter Dan Cammish is an untried product on the sodden Tarmac.

Cammish wobbled wide at the Wilson on the opening lap – as did third-placed starter Matt Simpson later on. All of that opened the way for Sutton to perform miracles and reach the third corner in second place, inside Cammish.

The rear-wheel-drive Levorg is always good away from the line but even so, it was one heck of a couple of corners for the reigning champion, who had started ninth.

It seemed like the top two would remain in that order, as Goff was able to pull away at will. At the end of five laps, the Honda man was three seconds clear, but then things started to change. There was no significant difference in success ballast between the pair (only 9kg), but

the tyres were crucial. "I pushed hard to start with because I knew I had to make as much of a break as I could," said Goff. "I was pretty disappointed when I saw it was Ash in my rear-view mirror on lap one, because I knew he would come for me."

It all looked like it would be too late. With Goff clear up the road, Sutton's chase was rapid but would it be enough? There was only 0.5s between the two on the penultimate lap, and it was game on.

Going on to the last lap, Goff clearly struggled with his rubber. "I knew where Ash was faster, and he was taking chunks out of me in the last sector," said Goff.

That was where the action happened. Sutton pounced when Goff slithered wide at the Bombhole, but rather than go for the traditional inside move, he decided to tip-toe his estate-shaped car around the outside of the Honda. Despite a small rub, it worked too and it was a truly mesmerizing move – but one that put him on the wrong line for the final turn, Murrays. Sutton came out of the corner first but, with a better line, Goff was able to get the power down a fraction earlier and pulled alongside his rival to gain the victory he had seemed assured of just minutes before by just 0.152s.

"I think Ash might have put a wheel on the kerb coming out of the corner and that just gave me the momentum I needed to dash for the line," said Goff. "What a race that was."

Sutton was slightly less diplomatic about things: "It was a race for the line and it was the power that showed. I lost that race in a straight line, and there is very little I can actually do about that. It was enjoyable though."

Cammish hung on gamely to third place in the Team Dynamics car, but was ruing the fact that there was little in the databank to refine the Civic in slippery weather. He was nevertheless pleased with the result as he led the Power Maxed Racing Vauxhall Astra of Cook across the line.

Following them should have been Tom Ingram in the Speedworks Motorsport Toyota Avensis, which had lugged 66kg

of ballast to an impressive fifth position on the grid.

"I knew from the start I was in trouble," said Ingram. "From the first lap, the battery light came on and I knew the alternator had gone. I was having to get my guns out and race without power steering – but I knew I was a sitting duck."

It was only three laps before the alternator gave up for good, and he parked up at the Esses.

That gifted the place to a lonely Sam Tordoff in the Motorbase Performance Ford Focus, while there was a great battle to his rear as Rob Austin (HMS Alfa Romeo Giulietta) was forced to defend from Adam Morgan's Ciceley Motorsport Mercedes-Benz A-Class over the latter stages.

When Morgan skittered wide at Riches after locking his brakes on the penultimate lap, Austin still wasn't free as he was forced to look to his mirrors to hold off the charging BTC Norlin Honda Civic Type R of Chris Smiley, up from 21st on the grid. The Alfa held on to sixth place.

Tom Oliphant (Ciceley Motorsport Mercedes-Benz A-Class), BTC's Daniel Lloyd and the recovering Morgan rounded out the top 10.

Championship leader Colin Turkington brought his WSR BMW 125i M Sport home in 15th place after lugging 75kg around in the less-than-favourable conditions – and he had been directly in the wheeltracks of Neal with his 57kg. Although Turkington had only scored a single mark, it pushed him further ahead of the luckless Ingram in the points.

Race two

The drying weather made tyre choice a real dilemma for the drivers going to the grid and several pondered too long. Disastrously, Goff's team had timing woes and he missed his slot to join the grid as the team was finishing off its preparations on the car. He had to start from the back, leaving Sutton alone on the front of the grid.

And that was all the invitation the reigning champion needed to reach

'Sutton's pass was sublime'
Driver ratings, p26

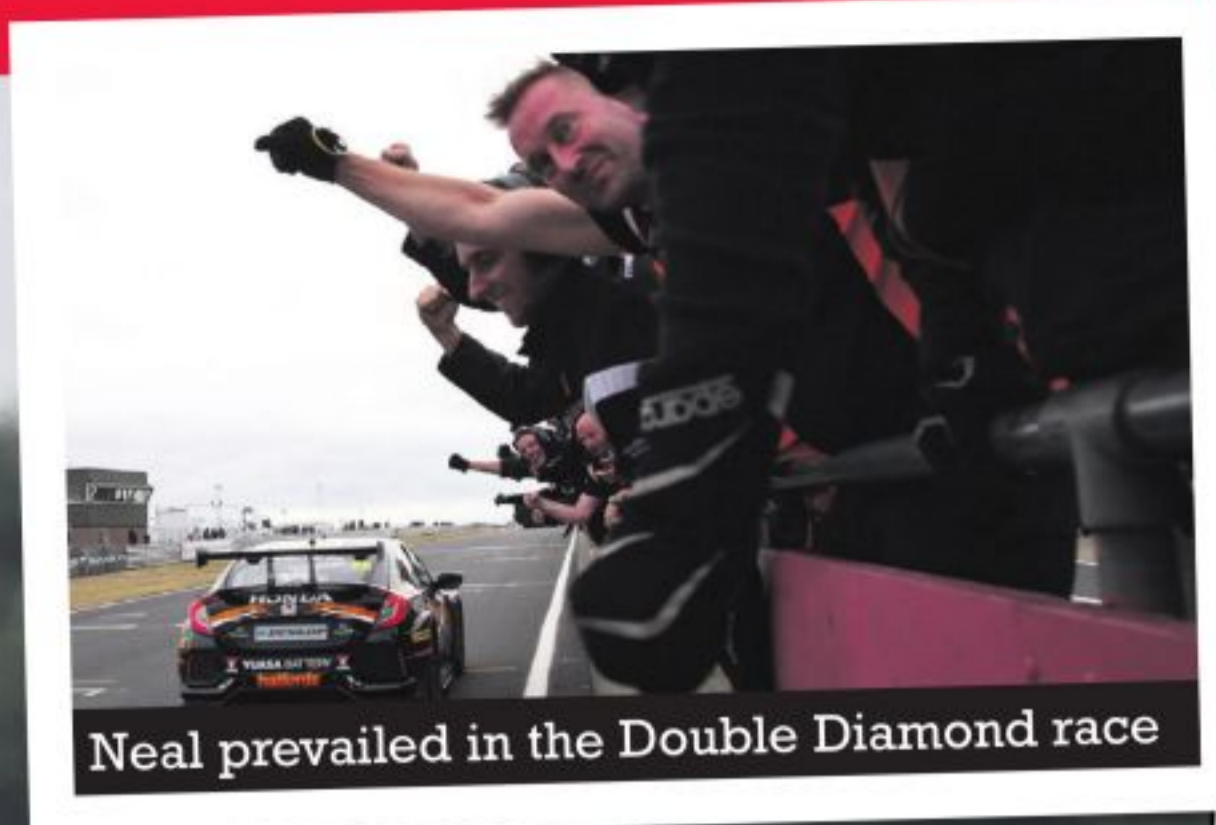


ROUNDS



Photos: Jakob Ebrex

THE HEAT



Goff had to work hard for glory

Riches first. In truth, the Levorg driver was perfectly happy with the wetter track and was not looking forward to the grip returning, feeling that cars with more power could overhaul him.

In the end no one could, but his path to victory was made even more difficult by the condition of the Tarmac and a potentially disastrous safety car on lap 10 to clear up the errant WSR BMW of Rob Collard, which had gone off at Riches.

Cook had grabbed second spot from Cammish by powering ahead of his foe along the Bentley Straight almost at the very moment the safety car appeared. The Vauxhall driver decided to hand the spot back during the caution period just to be on the safe side.

"I had been unsighted as I passed Cammish, and I wasn't sure if I had passed an SC board or not," said Cook. "At that stage, I was only going for a potential win, so I handed the place back. It wasn't worth risking a penalty. I am here for the long game..."

Once the cars were released for a two-lap dash to the flag, Cook made short work of retaking second place after a strong exit from Williams. He set off after the leader and the two went nose-to-tail around Coram, prompting a dash for the line similar to race one. This time, Sutton held on by 0.2s.

Behind them was one of the most unlikely stories of the race. Ingram had been consigned to start 27th after his race one drama, but was helped by dramas for those ahead (including some starting from the back) to run an incredible 12th at the end of the opening lap.

"I just thought that I was going to go for as many points as I could manage," said the Toyota man. "The safety car really helped, but I will take it any way it comes."

He was another to take part in a drag race to the line out of the final corner, just edging ahead of Cammish on the sprint down the Senna Straight to the chequered flag.

Smiley had capitalised in the traffic jam at Wilson on lap one to grab an

immediate third place, and he hung on gamely until his tyres started to fade. He managed to cross the line in fifth at the front of a huge queue which comprised Tordoff, Senna Proctor (Power Maxed Vauxhall Astra), Oliphant, Andrew Jordan (WSR BMW) and series returnee Ant Whorton-Eales (AmDTuning.com MG6).

Tordoff had produced a pass on lap three to overhaul Austin's Alfa, but when Oliphant tried to follow him through, there was contact which ruled the Alfa out with suspension damage.

Goff hauled his 75kg through the pack to an eventual 17th, and that was four places in front of Neal. The Honda man had been attacked early on and had a badly damaged car, which led to a very wild ride.

They had both fared better than Turkington. Although he escaped the round still at the top of the points, his advantage had been slashed to just four points after another miserable event. He was innocently tapped at the opening corner as three tried to go into two and then was smashed into as he tried to rejoin the Tarmac, breaking the rear suspension on the 125i M Sport. He returned to the pits for repairs and rejoined the race briefly just to check systems ahead of race three – the event where his weekend could turn around with double points on offer. Indeed, it was a race that a number of people had targeted for a comeback...

Race three

Neal is so often the master of the big occasion, and so it proved in the celebration race. A superb qualifying had set him up as he lined up on the front row, but there was still a major obstacle to overcome: Goff.

The Eurotech man led the field away and zoomed to a two-second advantage, but that was eroded when the safety car appeared following a collision in the bottom end of the top 15 between Brett Smith (Eurotech Honda) and Oliphant.

Still, Goff seemed like he was in command at the restart. He powered away and had things under control.

The only thing he couldn't control was what was above.

Spots of rain began to fall as the cars started lap nine, causing grief. "The team were on the radio to me telling me about the conditions," said Goff. "I was trying to take in the radio message when I got to Riches, and I was in it."

Goff went wide, and that gave Neal the chance to get up the inside coming out of the corner. It was the only invitation the three-time champion needed.

"Jack was very fair," said Neal. "Once I was in front, I was the one gauging the conditions. The team were telling me to take it easy, but if I did that for two corners, Jack was back on me. It was a tough race."

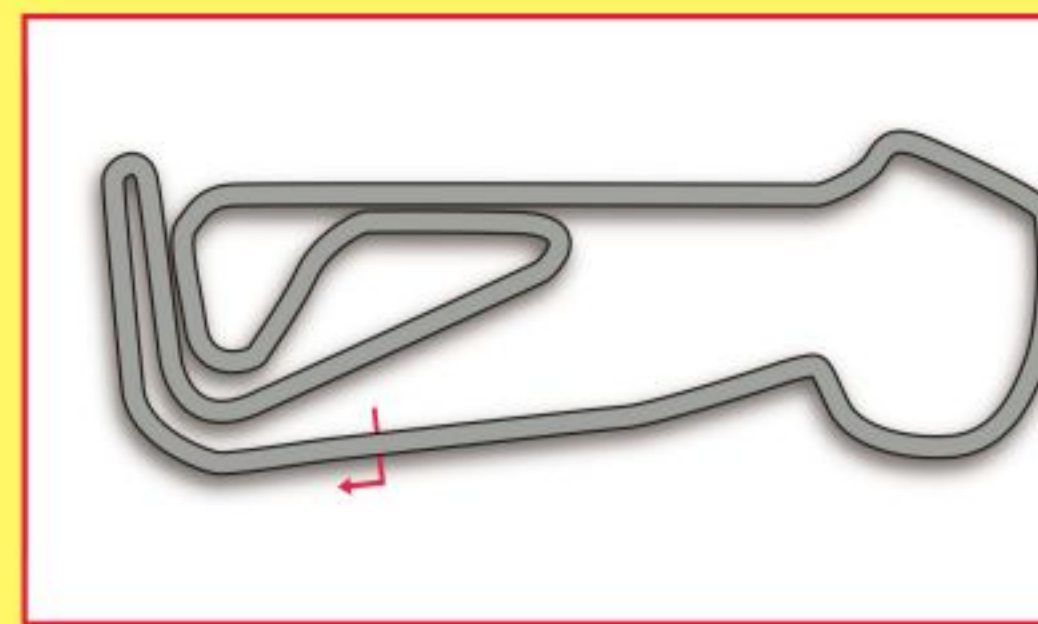
Goff had problems of his own as Ingram was looming large in his mirrors. The Toyota man was keen to bank the points which would take him to the top of the title race, but that didn't stop him having several strong looks at the duo ahead.

"I was faster at certain parts of the track, while they were quicker on others, so we would concertina up a bit," said Ingram. "But, after what happened to me in race one, I wasn't going to throw anything away."

Jordan was fourth after fending off a mid-race charge from Chilton. Halfway through, the conditions had caught out a competitive Morgan and Cammish, which meant Smiley was next up in sixth. He held off a queue of cars behind, which contained Turkington. The two Northern Irishmen battled and eventually the BMW man took his battle-scarred car ahead. Smiley was destined for retirement with damage, which left Cook in seventh from Simpson, with Lloyd and Proctor in the top 10.

The weekend had a sting in the tail for Sutton. He was starting 15th, but was destined to serve a 30s stop and go penalty early on because his car was still being worked on when the three-minute board was shown. He came in to serve the penalty and left prematurely, which meant he had to come in again.

RACE FACTS



SNETTERTON

Where: Norfolk
First BTCC round: 1959
Lap length: 2.99 miles
Qualifying lap record: Jack Goff 1m55.171s (92.80mph) (2018)
Race lap record: Rob Collard 1m56.362s (2016)

RESULTS

Round: 16 Laps: 12				Weather: wet
POS	Q	DRIVER	CAR	TIME
1	1	Jack Goff	Eurotech Racing Honda Civic Type R ⁷	28m07.346s
2	9	Ash Sutton	Team BMR Subaru Levorg ⁸	+0.152s
3	2	Dan Cammish	Team Dynamics Honda Civic Type R	+9.659s
4	6	Josh Cook	Power Maxed Racing Vauxhall Astra ⁹	+13.619s
5	8	Sam Tordoff	Motorbase Performance Ford Focus RS	+15.023s
6	7	Rob Austin	HMS Racing Alfa Romeo Giulietta	+27.772s
7	21	Chris Smiley	BTC Norlin Honda Civic Type R	+28.082s
8	10	Tom Oliphant	Ciceley Motorsport Mercedes-Benz A-Class	+30.690s
9	23	Daniel Lloyd	BTC Norlin Honda Civic Type R	+31.116s
10	13	Adam Morgan	Ciceley Motorsport Mercedes-Benz A-Class ⁶	+37.164s

11 (4) Brett Smith (Eurotech Racing Honda Civic Type R) +37.214s; 12 (11) Andrew Jordan (WSR BMW 125i M Sport) (48kg) +41.086s; 13 (16) Tom Chilton (Motorbase Performance Ford Focus RS) (39kg) +41.856s; 14 (12) Matt Neal (Team Dynamics Honda Civic Type R) (57kg) +43.115s; 15 (15) Colin Turkington (WSR BMW 125i M Sport) (75kg) +43.265s; 16 (26) Aiden Moffat (Laser Tools Mercedes-Benz A-Class) +44.947s; 17 (24) James Cole (Motorbase Performance Ford Focus RS) +46.141s; 18 (20) Bobby Thompson (Team Hard Volkswagen CC) +50.407s; 19 (27) Michael Caine (Team Hard Volkswagen CC) +53.040s; 20 (28) Stephen Jelley (Team Parker Racing BMW 125i M Sport) +1m04.086s; 21 (31) Daniel Welch (Team Hard Volkswagen CC) (45kg) +1m08.664s; 22 (29) Sam Smelt (AmD Tuning Audi S3 Saloon) +1m12.613s; 23 (30) Ant Whorton-Eales (AmD Tuning MG6) (45kg) +1m47.039s; 24 (25) Jason Plato (Team BMR Subaru Levorg) -1 lap; NC (19) Senna Proctor (Power Maxed Racing Vauxhall Astra) 9 laps/damage; R (3) Matt Simpson (Eurotech Racing Honda Civic Type R) 4 laps/damage; R (5) Tom Ingram (Speedworks Toyota Avensis) (66kg) 2 laps/alternator; R (18) Rory Butcher (AmD Tuning MG6) 2 laps/alternator; R (14) Mike Bushell (Team Hard Volkswagen CC) 2 laps/overheating; R (17) Rob Collard (WSR BMW 125i M Sport) 0 laps/damage; R (22) Ollie Jackson (AmD Tuning Audi S3 Saloon) 0 laps/accident. Pole position: Goff 1m55.556s (92.49mph). Winner's average speed: 76.01mph. Fastest lap: Sutton 2m18.290s (77.29mph). Lap leaders: Goff 1-12

Round: 17 Laps: 14

Weather: dry but slippery

POS	Q	DRIVER	TIME
1	2	Sutton ² (S)	31m41.033s
2	4	Cook ⁴ (S)	+0.221s
3	27	Ingram (S)	+2.799s
4	3	Cammish ³ (S)	+2.841s
5	7	Smiley ⁷ (S)	+4.683s
6	5	Tordoff ⁵ (S)	+5.151s
7	25	Proctor (S)	+5.420s
8	8	Oliphant ⁸ (S)	+6.039s
9	12	Jordan (S)	+6.225s
10	23	Whorton-Eales (S)	+6.844s

11 (13) Chilton (S) +7.055s; 12 (11) Smith (S) +7.426s; 13 (16) Moffat (S) +10.831s; 14 (18) Thompson (S) +11.041s; 15 (9) Lloyd (S) (15kg) +11.498s; 16 (29) Bushell (S) +11.717s; 17 (1) Goff (S) (75kg) +12.115s; 18 (17) Cole (S) +13.349s; 19 (26) Simpson (S) +14.467s; 20 (22) Smelt (S) +14.887s; 21 (14) Neal (S) +15.302s; 22 (20) Jelley (S) +15.601s; 23 (28) Butcher (S) -2 laps; R (21) Welch (S) 12 laps/gearbox; R (30) Collard (S) 9 laps/crash; R (24) Plato (S) 6 laps/damage; R (15) Turkington (S) 6 laps/damage; R (31) Jackson (S) 3 laps/damage; R (6) Austin (S) (33kg) 2 laps/damage; R (19) Caine (S) 2 laps/gearbox; R (10) Morgan (S) (9kg) 0 laps/damage. Winner's average speed: 78.71mph. Fastest lap: Ingram 2m00.227s (88.90mph). Lap leaders: Sutton 1-14.

RACE SUCCESS BALLAST

75kg ¹	66kg ²	57kg ³	48kg ⁴	39kg ⁵
33kg ⁶	27kg ⁷	21kg ⁸	15kg ⁹	9kg ¹⁰

CHAMPIONSHIP POINTS

DRIVERS

POS	DRIVER	PTS
1	Tom Ingram	189
2	Colin Turkington	183
3	Matt Neal	173
4	Jack Goff	172
5	Josh Cook	157
6	Andrew Jordan	157
7	Ash Sutton	150
8	Tom Chilton	148
9	Adam Morgan	122
10	Sam Tordoff	115

11 Dan Cammish 112; 12 Senna Proctor 111; 13 Rob Collard 86; 14 Chris Smiley 80; 15 Matt Simpson 70; 16 Rob Austin 67; 17 Daniel Lloyd 59; 18 James Cole 59; 19 Aiden Moffat 50; 20 Rory Butcher 46; 21 Brett Smith 43; 22 Ollie Jackson 42; 23 Tom Oliphant 35; 24 Jake Hill 29; 25 Mike Bushell 29, etc.

JACK SEARSTROPHY

POS	DRIVER	PTS
1	Cammish	264
2	Smiley	208
3	Simpson	198
4	Jackson	184
5	Butcher	182
6	Oliphant	165
7	Smith	149
8	Hill	147
9	Thompson	140
10	Bushell	136

11 Lloyd 133; 12 Smelt 113; 13 Caine 93; 14 Josh Price 71; 15 Whorton-Eales 39; 16 Welch 24.

Round: 18 Laps: 21

Weather: damp but drying

POS	Q	DRIVER	TIME
1	2	Neal	43m09.041s
2	1	Goff	+0.243s
3	4	Ingram	+0.611s
4	6	Jordan	+4.372s
5	3	Chilton	+5.389s
6	8	Turkington	+24.111s
7	11	Cook	+24.824s
8	13	Simpson	+28.191s
9	17	Lloyd	+28.472s
10	19	Proctor	+31.304s

11 (26) Thompson +31.337s; 12 (18) Jackson +31.369s; 13 (24) Austin +33.911s; 14 (5) Cammish +34.211s; 15 (22) Plato +34.335s; 16 (27) Whorton-Eales +34.874s; 17 (25) Jelley +35.723s; 18 (29) Smelt +36.098s; 19 (28) Welch +51.616s; 20 (15) Sutton +1m34.899s; R (14) Smiley 17 laps/damage; NC (23) Moffat 17 laps/damage; R (7) Morgan 14 laps/damage; R (16) Tordoff 12 laps/handling; R (21) Bushell 8 laps/damage; R (12) Cole 4 laps/steering; R (10) Oliphant 2 laps/accident; R (9) Smith 2 laps/accident; R (20) Butcher 0 laps/accident; W (-) Collard 0 laps/damage; W (-) Caine 0 laps/gearbox. Pole position: Goff 1m55.171s (92.80mph). Winner's average speed: 86.69mph. Fastest lap: Neal 1m58.142s (90.47mph). Lap leaders: Goff 1-8; Neal 9-21.



Bobby Thompson scored in two rounds

BTCC REPORT: SNETTERTON



MOTORSPORT NEWS STAR DRIVER

ASH SUTTON

In a car that still lacks straight-line speed, Ash Sutton's performance in the wet in race one was superb as he chopped down the gap to leader Jack Goff and oh-so-narrowly lost out on a dash to the line. His overtake around the outside at Coram was worth the entrance money at Snetterton alone.

MOTORSPORT NEWS WOODEN SPOON

EUROTECH RACING

With a separate qualifying session for race three (and no reversed grid draw), Jack Goff was going to make history by being the first driver to start all three rounds at one meeting from pole position. However, a timing mix-up by his team meant he was late on parade for race two and had to start from the very back.



DRIVER ANALYSIS BY MATT JAMES

MATT NEAL

8/10

Dynamics Honda Civic

Another to come with weight, Neal struggled through race one with his 57kg and picked up two points for 14th. He is still learning about the car and wasn't looking forward to a tough race two, which left him with a battered car and no points. Race three was superb, showing all of his verve.



DAN CAMMISH

6/10

Dynamics Honda Civic

Having the advantage of a test at the track beforehand helped Dan Cammish, who qualified second and finished third in race one and took an unfamiliar wet set-up to a creditable fourth place in race two. He skittered off and was spun in race three, but still scored two championship points.



TOM INGRAM

8/10

Speedworks Toyota

Tom Ingram's bad luck returned with a vengeance in race one. He qualified fifth with 66kg and should have finished well but for an alternator failure. His climb from 27th to third in race two rescued his weekend. Third in race three underlined his step forward and he showed maturity to bank the points.



COLIN TURKINGTON

7/10

WSR BMW 125i M Sport

A full load of 75kg put him 15th on the grid for race one, and he finished there too after having to roll his sleeves up to stay there. Race two should have been a fightback, but he was clattered into at Turn 1, prompting retirement. Fought mightily for sixth position in the finale to rescue a decent haul of points.



JACK GOFF

8/10

Eurotech Honda Civic

After a majestic race one victory, Jack Goff's weekend was scuppered by being late on parade for race two, which forced him to start from the back with 75kg. He could only manage 17th. He should have won race three but for a minor error on the wet track, but second was a strong reward.



ANDREW JORDAN

7/10

WSR BMW 125i M Sport

It was another under-the-radar weekend for Andrew Jordan in the BMW. He was laden with 48kg coming in to the weekend, which was a frustration, but then turned it into 12th and ninth in the opening two events. A halfway set-up between wet and dry for race three left him fourth.



SAM TORDOFF

5/10

Motorbase Ford Focus

Having missed the recent test day, the weekend was more of a journey for the Motorbase driver Sam Tordoff than most. Eventually found his way to two solid points positions in races one and two with a fifth and sixth. He retired in race three after contact, which was a disappointment.

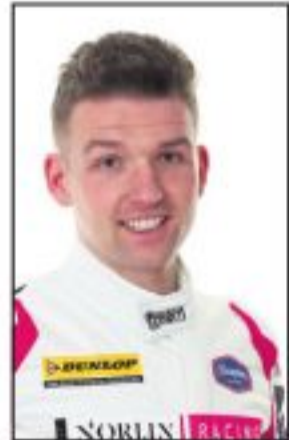


CHRIS SMILEY

5/10

BTC Norlin Honda Civic

The older-spec Honda Civic is a good weapon at Snetterton, and Smiley used it well. After seventh place in race one, he ran in third position in race two until the rubber cried enough and he fell to fifth. Damage ruled him out of race three, and he felt he hadn't got the results that his pace had deserved.



JOSH COOK

7/10

Power Maxed Vauxhall

Race one was a lonely event for Josh Cook, who built on solid pace from qualifying for fourth. Race two was superb, and he tracked leader Ash Sutton and only just failed to capitalise on the final lap. A feisty seventh in race three was his sign off after a strong weekend and he says that he is playing the longer game. He is doing that very well.



ASH SUTTON

8/10

Team BMR Subaru Levorg

A rocket-like start in race one pushed Ash Sutton from ninth place to second on the opening lap of race one, and his last-gasp move on leader Jack Goff at the quick Coram turn was unlucky not to work. However, he controlled race two from the front despite a late attack. A team error meant he had to serve a drivethrough in race three.



ROB AUSTIN

5/10

HMS Racing Alfa Romeo

Searching for luck, Austin qualified seventh and raced to sixth in the opener and looked set for a repeat in the second encounter until contact broke the suspension of the Giulietta. He was roughed up in race three, and finished 13th.

ROB COLLARD

3/10

WSR BMW 125i M Sport

The most relieved man driving away from Snetterton. Rob Collard retired with damage after a start-line accident in race one and then the job was done comprehensively in race two, putting his BMW out for the third race.

TOM CHILTON

5/10

Motorbase Ford Focus

After two lacklustre performances in the opening two races with a 13th and an 11th, Chilton got his chance to shine in race three. A superb qualifying position put him third, and he drove sensibly to follow Andrew Jordan over the line for fifth.

JASON PLATO

4/10

Team BMR Subaru Levorg

Another weekend of huge frustration for Plato. He was taken out in a start-line crash in race one. A shunt in race two left him with a battered car. He scored a point in race three with 15th, but his demeanour showed it hurt.

TOM OLIPHANT

5/10

Ciceley Racing Mercedes

It is hard to remember sometimes that Oliphant is a rookie. He was the leading Merc with two eighths in the openers – although he brushed with Rob Austin's Alfa in the second – and showed the progress. Austin got revenge in race three.

SUPPORTS

'Coates extends title lead with a win'
Clio Cup, below



Photos: Jakob Ebrey

Browning, Smalley in control again

Ginetta Junior

By Stephen Lickorish

The third Ginetta Junior race at Snetterton proved to be a microcosm of the season. Title rivals Adam Smalley and Luke Browning highlighted their superiority by finishing 27 seconds clear of the rest, while Louis Foster again impressed behind.

Smalley and Browning were inseparable with Smalley taking the win, but Browning twice got ahead. Both moves were at Brundle, both times the pair made slight contact and both times Smalley cut the corner to keep the place.

"He was all over me the whole race and it was hard to hold on," explained Smalley. "There was a little bit of contact but I didn't deliberately go on the grass."

Foster was a very distant third – still a great result after starting 13th following a grid penalty.

The two earlier races were demolition derbies, both won by Browning. He capitalised when Smalley hit his Elite team-mate Foster in the opener at Agostini, while he grabbed the race two advantage as Smalley and Ruben Del Sarte tussled for the lead.

ROOKIES WIN AT SNETTERTON IN F4 WARS OF ATTRITION

Simmons takes a chunk out of Jewiss's points lead as Double R driver struggles



One of the many, many collisions

Doohan was one of the three rookies who won overall

British F4

By Stephen Lickorish

A B-17 Flying Fortress bomber flew over Snetterton during the opening British Formula 4 race – and it was the perfect metaphor for what was happening on track as the F4 drivers were at war, with numerous collisions and questionable overtakes.

That Dennis Hauger won from Seb Priaulx and Ayrton Simmons tells a miniscule proportion of the story. Simmons was the early leader but Hauger was the man on a mission. Kiern Jewiss had attempted a move on Simmons out of Agostini but was delayed and Hauger saw his opportunity. But he succeeded in only

spinning championship leader Jewiss out at Hamilton and letting Paavo Tonteri through.

Tonteri was next to attempt to pass Simmons but ended up divebombing down the inside at Agostini and spinning off. Then it was Hauger's turn but his life was made easier by Simmons catching dust on the track at Turn 1 and running wide, allowing Hauger and Priaulx to squeeze ahead at Wilson.

"It was really hectic, there was lots of stuff going on and I had to keep my head calm," said Hauger. Of the Jewiss, collision, he added: "He went a bit wide as he had tried to pass Simmons and I was on the inside and kept my wheel straight." But officials disagreed and he was handed a grid penalty.

The third race was another thriller – and this time there were fewer questionable overtakes.

Patrik Pasma cut right across the fast-starting Jewiss as the lights went out, delaying the Double R driver. He then damaged his front-wing at Wilson when trying to recover to cap off a truly miserable weekend.

Pasma then threw away his good position by running wide at Riches and spinning off, before new leader Johnathan Hoggard bizarrely did exactly the same just three laps later. This gave Jack Doohan a comfortable lead but Hauger was closing fast and was right behind his fellow Red Bull driver by the flag.

"I'm delighted," said Doohan, who was unconcerned by the

troublesome Riches. "I knew if I kept my markers the same I wasn't going to go off and I didn't want to push too much."

The middle race was the calmest at the front, with Tonteri surging into the lead at the start to take his maiden win from Priaulx and Simmons. The latter was happy to have closed Jewiss's points advantage from 57 to 29 by the end of the weekend.

"We got two thirds and a fifth – I never thought that was going to happen," he admitted. "I only did seven laps on Friday [testing] because the car broke but it shows you should never give up."

If he continues to put in such determined drives, there's a chance he can still triumph in his title war with Jewiss.

Zamparelli has the pace in the changing conditions

Porsche Carrera Cup GB

By Jason Noble

Light rain peppering a drying track – conditions at Snetterton on Sunday sounded like a contradiction in itself.

But the changeable weather needed the kind of feel and handling experienced hands like Dino Zamparelli have amassed over three and a half years in the Porsche Carrera Cup GB.

An apology to the Redline Racing team for failing to get pole was how Zamparelli started his weekend, but he more than made up for it with a race one win.

A better start allowed him to pass Tio Ellinas for the lead, followed by Lewis Plato through the inside line at Wilson.

Debutant Valentin Hasse-Clot was the

one early on who looked set to challenge Zamparelli's lead until an off, but once again it was the experience that shone through.

"I got a good start but that was only the first element – there were two or three elements after that – keeping the tyres cool and not making any mistakes," Zamparelli said.

Hasse-Clot's off put Dan Harper in the challenger seat, and a series of fastest laps from the Irishman looked to set him up for a game of cat and mouse.

But as the track dried and Zamparelli's tyre management proved its worth, Harper's pace dropped and he settled for second.

Drying conditions characterised the weekend's second race, but this time it was Tom Wrigley who won from out front.

"Great race, what more can you ask for? Leading from the front on a grid this good



Zamparelli retakes the points lead

in wet, horrible conditions, it doesn't get any better," he said.

Plato was on a charge at the start, using the outside line to go side-by-side into Riches.

But Wrigley was hungry to add another win to his Oulton Park silverware, and held him off to romp to an otherwise unchallenged win, with Zamparelli third.

Rowbottom on top as he finally takes first Clio Cup win while Coates extends lead

Ginetta GT4 Supercup

By Jason Noble

It's only taken 39 attempts with plenty of bad luck but Dan Rowbottom is finally now a Renault UK Clio Cup race winner after triumphing in a crazy wet race opener at Snetterton.

He had a tremendous fight with James Dorlin over the first four of the 10 laps – that was until Dorlin went straight on at Wilson and lost a handful of places.

"I went from ninth to third by Turn 1," said a delighted Rowbottom, who won from Bradley Burns and Mike

Epps, after series returnee Ash Hand was demoted from second for contact.

Dorlin was also in the thick of the action in race two but again wasn't able to hold on to an early lead. Coates – who admitted to locking up on a greasy part of the track at Wilson in race one causing

him to plummet down the order – got ahead by going down the inside at Nelson having run side-by-side through Brundle.

Coates now has a healthy points lead after an unwell Paul Rivett had a weekend to forget as contact with Bradley Burns dropped him to 19th after taking seventh in the opener.

A contrasting event for Supercup stars

Ginetta GT4 Supercup

By Jason Noble

For two drivers struggling for pace at the beginning of the weekend, Harry King and Charlie Ladell emerged from the GT4 Supercup races at Snetterton the happiest.

King admitted testing on Friday hadn't gone well, while fifth in qualifying for Ladell left him lamenting his pace.

Indeed, stripped of a race three win at the last round at Croft, King had a point to prove – and prove it he did, easing clear to two emphatic victories from pole. Winning by 6.213s in a first race "cruise" did no harm to his confidence before he then followed it up by controlling a treacherously tricky wet second encounter from the front.

"To be honest, they were the races we dreamed of. It really was about consistency," said King.

But it was the third race where the weekend turned upside down.

Ladell started down in ninth as a result of a tough second race plagued by a second-gear issue, rev problems and a temperature sensor failure.

But a gamble on slicks for Ladell, Adam Shepherd and Adam Higgins enabled them onto the podium after a handful of laps when the drying track switched in favour of the slicks.

"We really needed that," Ladell said. "From ninth I wasn't expecting it but we took a risk on tyres and it paid off."

RESULTS

British Formula 4 (11 laps)
1 Dennis Hauger (Arden); 2 Seb Priaulx (Arden) +1.413s; 3 Ayrton Simmons (JHR Developments); 4 Jack Doohan (Arden); 5 Paavo Tonteri (Double R); 6 Sebastian Alvarez (Double R). FL Kiern Jewiss (Double R). 1m52.053s (95.38mph). P Simmons. S 13.
Race 2 (11 laps) 1 Tonteri; 2 Priaulx +0.780s; 3 Simmons; 4 Jewiss; 5 Patrik Pasma (Arden); 6 Hauger. FL Hauger 1m52.773s (94.77mph). P Alvarez. S 14.
Race 3 (11 laps) 1 Doohan; 2 Hauger +0.869s; 3 Tonteri; 4 Johnathan Hoggard (Fortec); 5 Simmons; 6 Pasma. FL Tonteri 1m54.392s (93.43mph). P Pasma. S 14.
Points (after 18/30 rounds)
1 Jewiss 279; 2 Simmons 250; 3 Hauger 233; 4 Doohan 201; 5 Tonteri 199; 6 Priaulx 160.

Ginetta Junior (7 laps) 1 Luke Browning (Richardson Racing); 2 Patrick Kibble (TCR) +2.585s; 3 Ruben del Sarte (TCR); 4 Adam Smalley (Elite); 5 Jonny Wilkinson (Elite); 6 Louis Foster (Elite Motorsport). FL Browning 2m22.080s (75.22mph). P Foster. S 20.
Race 2 (9 laps) 1 Browning; 2 Smalley +3.786s; 3 Foster; 4 Matt Luff (Richardson); 5 James Taylor (Richardson); 6 Greg Johnson (Elite). FL Browning 2m21.882s (75.33mph). P Smalley. S 20.
Race 3 (8 laps) 1 Smalley; 2 Browning +5.875s; 3 Foster; 4 Taylor; 5 Johnson; 6 James Hedley (Elite). FL Smalley 2m40.766s (68.48mph). P Browning. S 20.
Points (after 15/26 rounds) 1 Smalley 411; 2 Browning 375; 3 Foster 356; 4 Kibble 283; 5 del Sarte 280; 6 Johnson 229.

Ginetta GT4 Supercup (7 laps)
1 Harry King (Elite); 2 Charles Ladell (Rob Boston Racing) +6.213s; 3 Carl Boardley (Team Harb); 4 Jac Constable (Fix Auto Racing); 5 Tom Roche (Rob Boston); 6 Reece Somerfield (Privateer). FL King 1m56.337s (91.87mph). P King. S 18.
Race 2 (11 laps) 1 King; 2 Constable +5.682s; 3 Roche; 4 Boardley; 5 Angus Fender (Century); 6 Adam Higgins (Privateer). FL Roche 2m18.507s (77.16mph). P King. S 18.
Race 3 (10 laps) 1 Ladell; 2 Adam Shepherd (Rob Boston) +2.814s; 3 Higgins; 4 Colin White (CWS 4x4 Spares); 5 Roche; 6 King. FL Shepherd 1m58.293s (90.35mph). P Boardley. S 18.
Points (after 14/23 rounds)
1 Ladell 428; 2 Boardley 408; 3 Roche 271; 4 King 268; 5 Constable 251; 6 Carl Shield (AK Automotive) 217.

Porsche Carrera Cup GB (14 laps) 1 Dino Zamparelli (Redline); 2 Daniel Harper (JTR) +7.152s; 3 Tio Ellinas (Slidesports); 4 Lewis Plato (JTR); 5 Tom Wrigley (JTR); 6 George Gamble (Parker). FL Gamble 2m02.335s (87.36mph). P Ellinas. S 23.
Race 2 (14 laps) 1 Wrigley; 2 Plato +0.874s; 3 Zamparelli; 4 Harper; 5 Ellinas; 6 Gamble. FL Harper 1m52.739s (94.80mph). P Wrigley. S 23.
Points (after 10/16 rounds)
1 Zamparelli 76; 2 Ellinas 72; 3 Wrigley 64; 4 Plato 60; 5 Gamble 42; 6 Harper 40.

Renault UK Clio Cup (10 laps)
1 Daniel Rowbottom (DRM); 2 Bradley Burns (Team Pyro) +1.595s; 3 Michael Eggs (Matrix); 4 Lee Pattison (WDE); 5 Dan Zelos (WDE); 6 Ash Hand (Matrix). FL Nicholas Reeve (Specialized) 2m25.911s (73.25mph). P James Dorlin (Westbourne). S 23.
Race 2 (9 laps) 1 Max Coates (Pyro); 2 Dorlin +1.237s; 3 Pattison; 4 Zelos; 5 Zak Fulk (Pyro); 6 Jack McCarthy (Pyro). FL Fulk 2m25.618s (73.39mph). P Coates. S 23.
Points (after 12/18 rounds)
1 Coates 239; 2 Paul Rivett 212 (WDE); 3 Dorlin 209; 4 Rowbottom 169; 5 Pattison 151; 6 Epps 145.



Congratulations

to Adam Higgins for taking a brilliant maiden podium in the Ginetta GT4 Supercup last weekend as he raced in the series for the first time this year. Adam made a special effort to get onto the grid for Snetterton and celebrated his birthday in style by finishing third in race three.



Adam Higgins Motorsport

SPORTING SCENE

Photos: Hal Ridge, Colin Casserley

Heathcote ready for Canada RX2

British Rallycross champion Nathan Heathcote will compete in his first long haul event this weekend in the fifth round of the RX2 International Series in Canada, the support category to World RX.

Heathcote had his best RX2 showing in Sweden last month where he set the fastest time in Q4 and made the semi-finals. He is hoping less circuit experience for his rivals will help him get up to speed this weekend. "At most of the tracks this year everyone else except us have been there before," said Heathcote, who is 16th in the points. "We've tested at Loheac [France] so I'm looking forward to going there later in the year. For both Canada and South Africa at the end of the season people have only been there once or twice, so it will make it more of a level playing field. We showed on a track full of Swedes and Norwegians at Holjes that we can compete up the front. I'm looking forward to the coming races."



Villeneuve joins ARX



Villeneuve will drive a Subaru

VILLENEUVE RE-JOINS RALLYCROSS

F1 champion set to line up in Americas series at Trois-Rivieres this weekend

By Hal Ridge

Formula 1 world champion and former World Rallycross Championship racer Jacques Villeneuve will compete in the third round of the Americas Rallycross Championship this weekend at Trois-Rivieres in Canada.

Villeneuve will drive a Subaru WRX STI for the Subaru Rally Team USA squad, operated by Vermont SportsCar. He will join regular drivers Chris Atkinson and

Patrik Sandell in a three-car line-up.

The 47-year-old, who won the F1 world championship in 1997, will race the car campaigned in the opening two ARX rounds by British driver David Higgins and X Games star Travis Pastrana, in which the American driver finished fourth in round two at the Circuit of the Americas last month.

Villeneuve said: "Trois-Rivieres has always felt like my motorsports home, so it's once again a pleasure to be back. "Rallycross has grown exponentially

since I've last raced these amazing cars, so it's good to be part of a sport on the rise. I am grateful for the opportunity to be racing a works Subaru and will do everything in my power to help the team in its Americas Rallycross endeavour."

Villeneuve drove a Peugeot 208 for Albatec Racing in World RX in 2014 but in seven appearances he failed to qualify for the semi-finals.

The Trois-Rivieres circuit is most famous for being the venue where Villeneuve's father Gilles was first

discovered in 1976, when he beat James Hunt in a Formula Atlantic race and was subsequently signed by McLaren in F1.

Rallycross has visited the street-based circuit annually since gaining World Championship status in 2014.

Joining Villeneuve on the ARX start list in Canada will be World RX regular Brit Oliver Bennett, who made his ARX debut at COTA last month with his Mini Cooper SX1. Blighted by electrical issues in qualifying, Bennett just missed a place in the final.

Testing development work for Peugeot gives Hansen hope for the remainder of WRX

Works Peugeot driver Timmy Hansen believes the French team can challenge Volkswagen's Polo R Supercar in the coming World Rallycross Championship rounds starting this weekend in Canada.

Peugeot introduced a new 208 WRX Supercar at round six in Sweden last month,

where Hansen appeared set for a podium finish until last-lap contact with Mattias Ekstrom. The squad took part in the in-season test at Riga in Latvia recently, where Sebastien Loeb and Hansen both drove.

"We had a lot to do after Holjes. We were a bit surprised there how much work needed

to be done, but we managed a good race there even though we knew a lot of things that we needed to improve," Hansen said. "We did some big steps in Riga, we were super busy and the car will be better now."

Johan Kristoffersson leads the drivers' championship by 40 points.



Test work: Peugeot has been refined



Heathcote is off to Canada

BRITISH RALLYCROSS CHAMPIONSHIP

Godfrey hits the front with victory at Croft

Croft

By Hal Ridge

Organiser: BARC/LHRC When: July 29 Where: Croft, North Yorkshire Starters: 66.

Of the three title contenders in British Rallycross this season, Julian Godfrey was the only driver not to have crossed the finish line of a final first before round six at Croft Circuit last weekend.

He had taken maximum points in round one at Silverstone as guest driver Sebastien Loeb claimed victory. Godfrey made it count on Sunday to take his first outright win of the campaign to move into the points lead.

The opening qualifying sessions were hit by heavy rain but, as the track began to dry ahead of the final, the majority of teams swapped their wet tyres for dries. Twice setting the fastest time in Q1 and Q3 at his home circuit, Kevin Procter qualified on pole for the final. He was joined by Godfrey, who had been top in Q2. Mark Higgins, who'd been passed by Procter for victory in Q1 then was forced out of Q3 by broken wipers on his Albatec Racing Peugeot 208, also started on the front row.

Ollie O'Donovan was slowed by electrical problems with his Ford Focus in Q1 and Q2 that forced him to miss Q3. He lined up on the second row of the grid for the final, alongside Steve Hill.

As the lights went green, with rain starting to spit again, it was Godfrey and Higgins that ran neck-and-neck



Godfrey is leading the BRX points chase

towards the first corner. Procter - who had been late getting his Ford Fiesta into gear, fractionally missing the lights - joined O'Donovan in hot pursuit.

As the field dived into Turn 1 behind Godfrey, Procter moved to second as Higgins was forced wide.

As rain got heavier during the opening lap, Hill had visibility issues that lost him time at the entry to the hairpin, Higgins finding a way by.

As the conditions got worse, Godfrey's Spencer Sport Mitsubishi Mirage maintained the advantage, fending off a strong challenge from Procter in the latter stages. O'Donovan dropped back with broken front right suspension in the final two laps, eventually finishing sixth. Higgins completed the podium.

Supernational championship leader Tristan Ovenden won the two-wheel-drive final from Paige Bellerby as title-contender Jack Thorne retired in the semi-finals with engine problems.

The Junior RX racers delivered one of the races of the day, Patrick O'Donovan initially taking the lead

of the final in the start of a six-lap battle with Luke Constantine and Marius Solberg Hansen. The latter eventually claimed the win.

Single-make class points leaders Morgan Bailey (Suzuki Swift) and David Bell (BMW Mini) delivered solid performances to claim victories in their respective categories.

Results

British Rallycross: 1 Julian Godfrey (Mitsubishi Mirage) 4m58.685s; 2 Kevin Procter (Ford Fiesta) +4.041s; 3 Mark Higgins (Peugeot 208); 4 Steve Hill (Mitsubishi Evo); 5 Liam Manning (Subaru Impreza); 6 Ollie O'Donovan (Ford Focus).

Supernational: 1 Tristan Ovenden (Renault Clio) 5m18.215s; 2 Paige Bellerby (Lotus Exige) +5.266s; 3 Paul Coney (Vauxhall Corsa); 4 Darren Scott (Citroen C2); 5 Craig Lomax (Citroen C2); 6 Kirk Twyman (Renault Clio).

Junior (All 1.3 Suzuki Swift): 1 Marius Solberg Hansen 6m02.671s; 2 Patrick O'Donovan +1.135s; 3 Ben Sayer; 4 Kristiane Hval Eng; 5 Luke Constantine; 6 Morgan Wroot.

Suzuki Swift: 1 Morgan Bailey 6m08.105s; 2 Tom Llewellyn +0.855s; 3 Simon Ovenden; 4 Dominic Flitney; 5 Rob Maynard; 6 Christopher Scott.

BMW Mini: 1 David Bell 6m32.657s; 2 Andrew Hawkes +2.677s; 3 Drew Bellerby; 4 Bradley Durdin; 5 Martin Hawkes; 6 Sarah Upton.

Retro: 1 Gary Dixon (Vauxhall Astra) 3m17.689s; 2 Ian Biagi (Mini Clubman) +3.722s; 3 James Harrold (VW Beetle); 4 Ray Morgan (Ford Fiesta); 5 Mark Finch (Ford Fiesta); 6 Gary Simpson (BMW E30).

BRISCA F1

Europeans cancelled but the BriSCA F1 show goes on

Northampton

By Colin Casserley

Organiser: Spedeworth/Incarace When: July 29 Where: Northampton International Raceway Starters: 43.

Heavy overnight rain followed by continuous showers on Sunday led to adverse track conditions and it was decided to postpone the BriSCA F1 European Championship until September 16, the date of the next meeting at Northampton.

A spokesman said: "Most drivers were consulted, including the Dutch drivers who were invited to discuss their feelings with the promoter. The idea was to move the European date. This was discussed with as many people as possible to try and come to the best outcome. Many drivers were not keen to race on the surface as it was. It was decided for to run on a different day."

A normal format meeting was held and Will Hunter chalked up his first ever BriSCA F1 final win.

Neil Scriven and

Jack France swapped the lead several times before a partial track blockage brought out the yellows and bunched up the field. Scriven was forced to retire with a flat tyre on the restart and France lost ground in the heavy shale surface on the outside of the racing line.

Lee Fairhurst assumed the lead with Hunter in pursuit, but Fairhurst retired with mechanical problems allowing Hunter to claim victory.

Hunter said: "I thought about loading up [going home], but we came here to race."

"I have had some bad luck this season, so this makes up for it. And I have now scored enough points to put me in the National Series Shootout."

Billy Johnson was awarded second with Dutchman Koen Maris in third. "I didn't know where I was, so I am pleased with second," said Johnson.

Maris said: "I am happy with third, the track was more like a Dutch track, so that was good for me."

Results

1 Will Hunter; 2 Billy Johnson; 3 Koen Maris; 4 John Dowson, Jr; 5 Jack France; 6 Jelle Tesselar; 7 Paul Hines; no other finishers



Hunter took a final victory

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MN does not always agree with opinions expressed in letters

MN SAYS...

Time for a shake-up in the top flight

Engine rows and teams going to the brink: what is *really* needed to save F1?

Lewis Hamilton's victory in the Hungarian Grand Prix was vital, and it once again showcased all that the champion is good at. There have been some stunning races and performances this season, but the on-track action alone doesn't bring in the big bucks. Just look at the cars on the grand prix grid in the modern era – where are the sponsors?

Even 15 years ago, after the ban on tobacco advertising, big companies used F1 as a vehicle to spread their message. Now, they have disappeared in their droves as F1 no longer provides value for money. Simple. That should ring alarm bells. Even teams which do a good job in recruiting backers, like Force India, are facing an uncertain future. The ongoing rows about the shape of powerplants to come are also ugly and seem tied up in vested interests. F1's new boss Liberty needs to take a firm hand here. It should split the money generated by the series evenly – it is as simple as that – and take a firm lead in technical rules. Manufacturers don't have to sign up if they don't want to. The dog needs to start wagging its own tail again for the good of grand prix racing going forward.

Matt James, Editor (Twitter: @MattJMNews)



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



Geoff Bengough's top shot from the Nicky Grist Stages

ART EDITOR MIKE STOKOE'S
FAVOURITE OF THE WEEK!



Williams machines were some of the stars of the Silverstone Classic, by Ian Sprott



Gerallt Price stood well back for this...



James Lomax's hillclimbing photo



Silverstone Classic, by Peter Atkins



Big rigs at Donington, by Rich Cranston



Nicky Grist Stages, by Richard Salisbury



Nigel Cole enjoyed a Goodwood visit



Jon Gibbs saw some varied machinery at the recent Eifel Historic Rallye Festival



Peter Hamilton captured BTCC star Rob Collard's moment in a Mini at Oulton Park

GOT AN OPINION?

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

TV GUIDE 

Daniel Lloyd's unbeaten run of six straight wins in TCR UK came to an end at the latest round from Castle Combe. But who upped their game and took the top step of the podium in his place? Tune in on Thursday (1030-1100hrs) to find out.

Watch highlights from the latest round of the BRDC British Formula 3 Championship from Spa-Francorchamps as Linus Lundqvist moved another step closer to the title with an impressive weekend, while Britain's Tom Gamble kept him honest (Friday, 1300-1400hrs).

Also racing at Spa was British GT, with the best thrills and spills – including some fiery moments – being shown on Thursday (0700-0800hrs) as the championship was turned on its head.



Lloyd was beaten in TCR at Combe

And enjoy the latest round of the Porsche Supercup championship from Budapest in Hungary (Saturday, 1400-1430hrs). Nick Yelloly took his second win of the season last time out in Germany to close the gap to points leader Michael Ammermuller.

TV GUIDE

Catch highlights of all three European Formula 3 Championship races from Spa-Francorchamps (Thursday, 1100-1315hrs, BT Sport 2). Could Britain's Dan Ticktum and Enaam Ahmed close the gap to championship leader Marcus Armstrong?

Take a trip back in time with Classic F1 and the 1986 British Grand Prix from Brands Hatch (Thursday,

2100-2145hrs, Sky Sports F1). Home hero Nigel Mansell battled Williams team-mate Nelson Piquet for the win, a year after taking his maiden F1 win at the same track.

And finally, Scott Dixon holds a commanding lead in the IndyCar Series, with the latest stop coming from Mid-Ohio for round 13. Catch highlights on Sunday (0630-0730hrs, BT Sport ESPN).

LIVE TV

NASCAR: Watkins Glen

■ Race: Sunday, 1800-2230hrs, Premier Sports



Harvick: Six wins



Ticktum sat fourth in the European F3 standings prior to Spa-Francorchamps meeting

LISTINGS

RACING SATURDAY

■ **Oulton Park, Cheshire**
BRSCC meeting: TCR, FF1600, VW Cup, Mazda MX-5, BMW Compact Starts racing from 1140hrs (qualifying from 0830hrs) Admission adult £16, under 13 free Web msv.com Contact 0843 453 9000

■ **Silverstone, Northants**
BDC meeting: Bentleys, Morgans, FISCAR, Aston Martins, Allcomers Starts racing from 1300hrs (qualifying from 0900hrs) Admission £15 Web silverstone.co.uk Contact 08704 588260

■ **Rockingham, Northants**
BARC meeting: Pickups, Intermarque, Clubmans, Hyundai Coupe Starts racing from 1600hrs (qualifying from 1200hrs) Admission £16 Web rockingham.co.uk Contact 0870 1660438

SATURDAY/SUNDAY

■ **Brands Hatch, Kent**
British F3/GT meeting: GT, F3, Ginetta G40, Caterham 420R, Ginetta Racing Drivers Club, Modified Saloons, Tin Tops, Equipe GTS Starts Saturday, racing from 1445hrs (qualifying from 0900hrs) Sunday, racing from 1050hrs (qualifying from 1000hrs) Admission adult £25, under 13 free Web msv.com Contact 0843 453 9000

■ **Croft, N Yorks**
Nostalgia Festival: Historic Formula 3, Historic FF2000, Historic FF1600, Historic Touring Cars, Guards Trophy,

Classic Clubmans, Historic Road Sports, '70s Road Sports, Classic FF2000, Formula Junior, Midgets/ Sprites Starts Saturday, racing from 1325hrs (qualifying from 0930hrs) Sunday, racing from 1050hrs (qualifying from 0930hrs) Admission adult £20, under 15 free Web croftcircuit.co.uk Contact 01325 721815

■ **Snetterton, Norfolk**
BARC meeting: Caterham Graduate, Kumho BMW, Clio Cup, Citroen C1, Pre '66 Touring Cars, Pre '83 Group 1 Touring Cars, Pre '93 Touring Cars, Pre '03 Touring Cars, Pre '05 Touring Cars, Blue Oval Saloons, Classic and Historic Thunder Saloons Starts Saturday, racing from 1240hrs (qualifying from 0900hrs) Sunday, racing from 1040hrs (qualifying from 0900hrs) Admission adult £16, under 13 free Web msv.com Contact 0843 453 9000

■ **Knockhill, Fife**
SMRC meeting: Super Touring, Mini Cooper, Fiesta and Hot Hatch, FF1600, Classic Sports and Saloons, Legends Cars, Sport and Saloon, BMW Starts Saturday, racing from 1530hrs (qualifying from 1330hrs) Sunday, racing from 0945hrs (qualifying from 0830hrs) Admission adult £15, under 12 free Web knockhill.co.uk Contact 01383 723337

SUNDAY

■ **Mallory Park, Leics**
BARC meeting: Classic FF1600, Mazda MX-5, Racing Fords Starts racing from 1345hrs (qualifying from 0930hrs) Admission adult £13, under 13 free

Web mallorypark.co.uk Contact 01455 502214

RALLY SATURDAY

■ **Shackleton, County Derry**
Dogleap Rally Starts 1000hrs Admission TBC Web maidencitymotorclub.com

SATURDAY/SUNDAY

■ **Girdstingwood, Dundrennan**
Usedcarparts.co.uk Solway Coast Rally Starts 0900hrs Admission TBC Web solwaycarclub.co.uk

SUNDAY

■ **Otterburn Training Area, Northumberland**
Tyneside Stages Starts 0831hrs Admission TBC Web alnwickmotorclub.co.uk

■ **Fulbeck Airfield, Lincs**
The Phoenix Stages Rally Starts 0900hrs Admission TBC Web eastwoodmotorclub.co.uk

SPORTING SCENE SATURDAY

■ **King's Lynn, Norfolk**
Brisca F1 Starts 1700hrs Admission TBC Web brisca.com

SATURDAY/SUNDAY

■ **Hednesford, Staffs**
National Hot Rods Starts 1300hrs Admission TBC Web nationalhotrod.com

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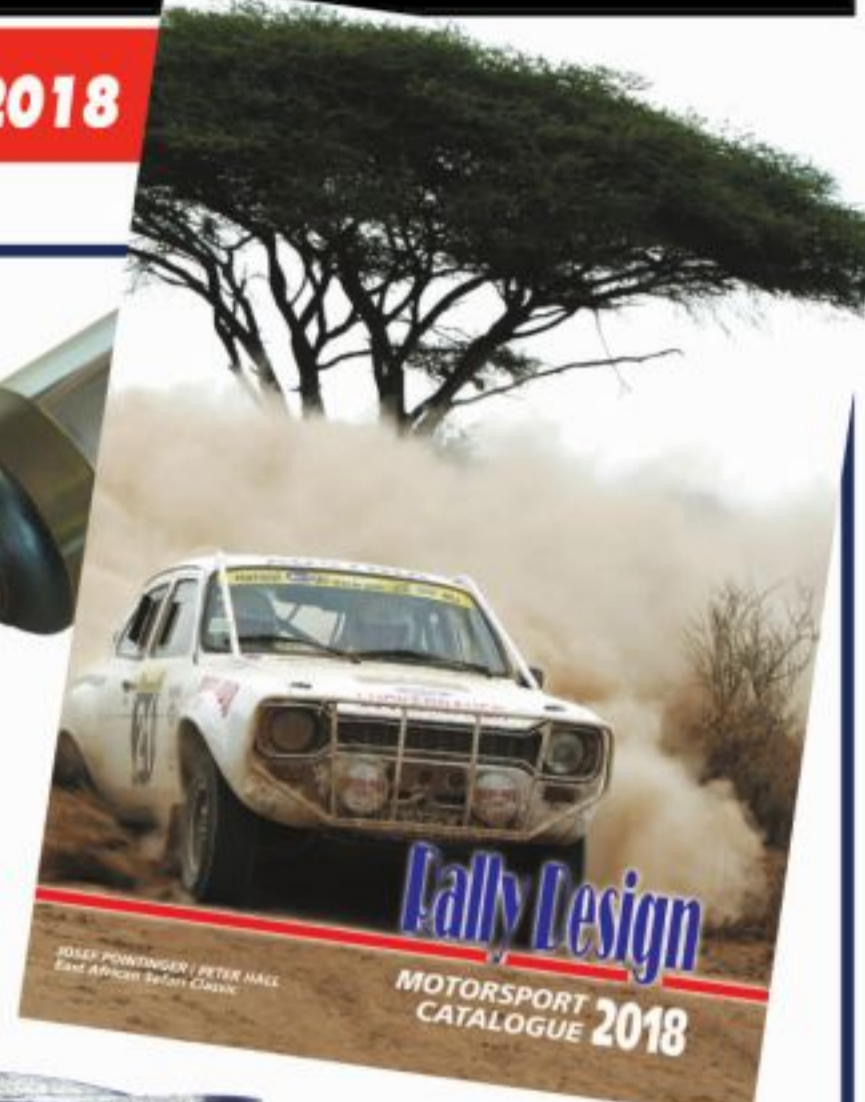
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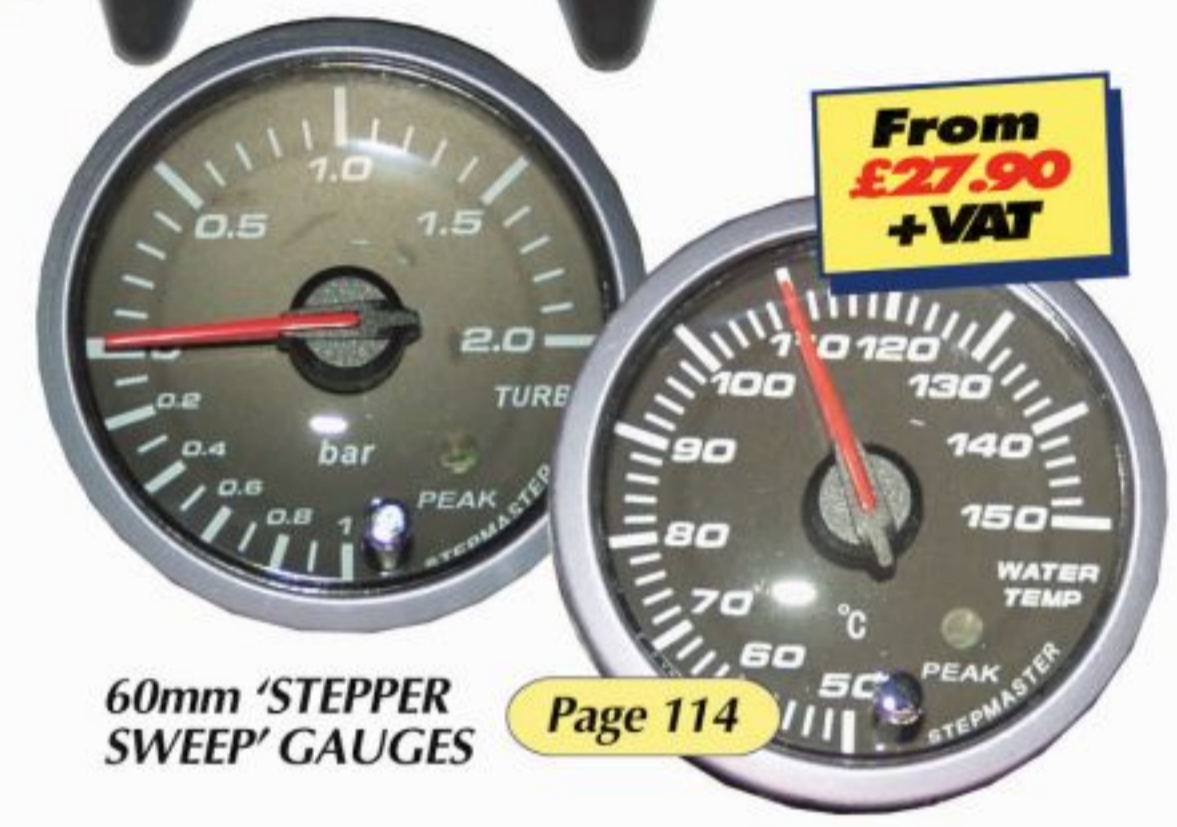
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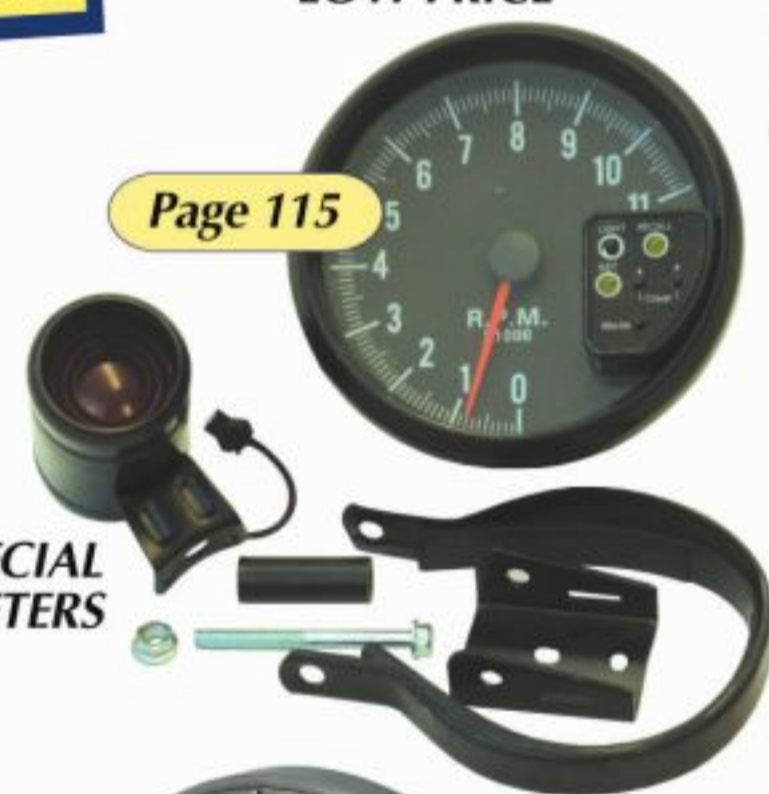
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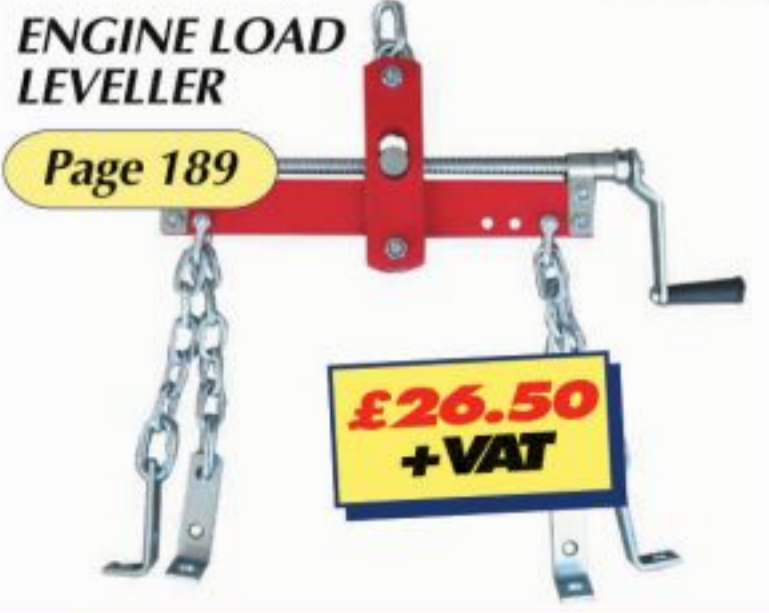
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