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WORLD CHAMPION ON HIS SUCCESS P20-21



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EXCLUSIVE

WRC TO LAUNCH AT AUTOSPORT INTERNATIONAL SHOW

UK fans get a chance to meet world rallying's heroes

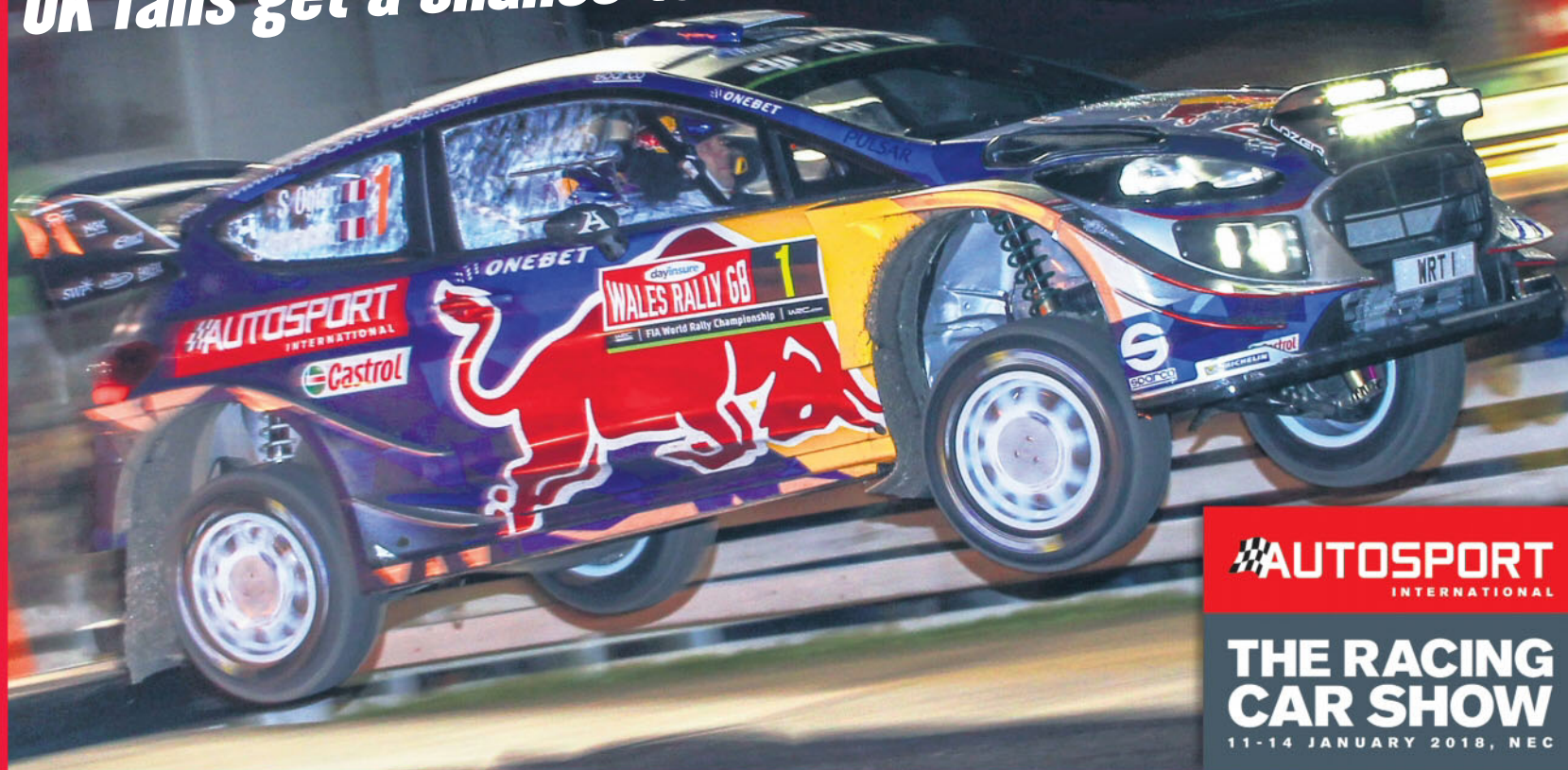
By David Evans

British rally fans will be offered unique access to the stars of the World Rally Championship when the 2018 series is launched at Autosport International in January.

The Birmingham show will play host to world champions Sebastien Ogier and M-Sport along with all the other drivers, co-drivers and teams competing in next season's WRC.

Malcolm Wilson, whose M-Sport team was recently crowned manufacturers' champion, said: "Autosport International is always an exciting time of the year, but next January it'll be even more exciting than ever. What a fantastic opportunity for the sport, the series, the show and, of course, the fans."

Full story, p2-3



AUTOSPORT
INTERNATIONAL

THE RACING CAR SHOW

11-14 JANUARY 2018, NEC

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A WEEK IN THE LIFE OF A

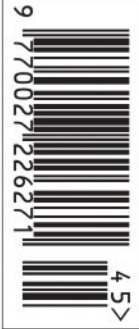
GB WINNER

ELFYN EVANS OPENS HIS DIARY P26



MOYERS LIFTS WALTER HAYES TROPHY

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MOTORSPORT NEWS ISSUE **MJ3103** NOVEMBER 8 2017

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Fans will get the chance to see the sport's

EXCLUSIVE



Champ on hand:
Ogier will be at ASI



Sign of the times: Fans
can get autographs

By David Evans

Next year's World Rally Championship will be launched at January's Autosport International in Birmingham.

As well as the formal launch of WRC 2018, the teams will use the show to parade their new-season liveries ahead of round one, the Monte Carlo Rally, which will start a fortnight after the launch on Thursday January 11.

Next year's Autosport International (ASI) – which is part of Motorsport Network's UK title Autosport – will be a landmark event, with a top-tier FIA world

championship opening there for the first time in the 27-year history of the NEC-based show.

Show director Kate Woodley said: "We really are writing history for Autosport International and the World Rally Championship in January. What a privilege to have arguably motorsport's most exciting series in the world launched under our roof."

"For the first time ever, all of the best rally drivers, co-drivers and cars in the world will be in one place and that place is Autosport International. This is a brilliant opportunity for all of us here at ASI, the World Rally Championship and fans of rallying around the world. For a big part of the WRC's history, Britain had the final say in the championship with, first the RAC, and then Rally GB, but this is the first time we've ever had the opportunity to open proceedings. We understand the significance of what's coming and we fully intend to do it justice."

Beyond Thursday's day-long

event, which will be attended by all manufacturer drivers, co-drivers and team principals, factory drivers will take part in the remaining three days of the show. The drivers will also play a role in the Live Action element of ASI, but precise details of that participation are still under discussion.

Recent Wales Rally GB winner Elfyn Evans supported the launch at Autosport, outlining the benefits to fans as well as those inside the industry.

Evans said: "The Autosport show is something that, certainly the likes of Kris [Meeke], Craig [Breen] and all of our co-drivers, have grown up with and it's a good show in its own right. There's a bit of everything from across all aspects of motorsport and for the World Rally Championship to be right at the heart of that is very good news."

"I'm looking forward to it. It'll be good to do something a bit different and it's a great chance for the fans to come over and have a look – it's good for Britain to have



Rallying is well represented

HEADLINE NEWS

Photos: mcklein-imagedatabase.com, LAT

hottest names in Birmingham

WRC LAUNCH

AUTOSPORT
INTERNATIONAL

**THE RACING
CAR SHOW**

11-14 JANUARY 2018, NEC

TO REACH OUT TO UK FANS AT AUTOSPORT INTERNATIONAL

ASI: HOW TO BUY TICKETS

Weekend days (January 13/14, 2018)

New for 2018, child ticket prices for those under 16 have been reduced. Full ticket weekend prices are as follows:

Standard: Adult £35, children (6-15yrs) £17

Ticket includes entry into Autosport International, the Live Action Arena and Performance Car Show (children under five years of age go for free). Ticket price includes £2 booking fee per ticket.

Paddock Pass: Adult £46, children (6-15yrs) £27.50

Ticket includes entry into Autosport International, the Live Action Arena and Performance Car Show (children under five years of age go for free). Access to backstage Paddock area in the Live Action Arena, Paddock Guide and access to driver autograph sessions.

Family Pass: £87 (2 x adult and 2 x children of 6-15yrs).

Ticket includes entry into Autosport International, the Live Action Arena and Performance Car Show (children under five years of age go for free). Valid for standard tickets only. The price includes booking fee charges.

VIP Club: £127 (no VIP child ticket available). Ticket includes entry into Autosport International, the Live Action Arena and Performance Car Show. In addition VIP Club includes free parking, seat at VIP enclosure in the Live Action Arena, complimentary drinks and canapes, VIP gift bag and much more.

To order tickets, head to the Autosport International website at: autosportinternational.com.



Autosport-branded Ogier on Rally GB

a second major event in the WRC season.”

Evans' team M-Sport has a long-standing relationship with Autosport International, running the show livery on its cars for Wales Rally GB for the last three years. Team principal Malcolm Wilson is delighted to see the series being given a high-profile boost ahead of the opening round. In addition to the show elements on offer in Birmingham, WRC launch day will be televised live on Motorsport.tv.

Wilson said: “I've been going to Autosport International since it began and it really is seen, industry-wide, as the start of the season, so to have an event with this sort of global reach is fantastic for the World Rally Championship. Coming at it from the other side, I've always championed more rally content at Autosport International and next year we're going to have more than ever!”

“We've seen, first-hand, the sort of interest running the Autosport International livery on our cars at Wales Rally GB generates.

“Autosport [International] provides a great infrastructure for the WRC and the world championship will provide some fantastic content for the show. Autosport's always an exciting time of the year, but in January it'll be more exciting than ever.”

“For the championship, this is a great step forward in terms of promotion.”

The Wales Rally GB stand will also form a significant part of next year's WRC effort at the show, with cars and drivers from both the world and British Rally Championships on display and interviewed.

The WRC arrives at ASI on the back of better-than-ever spectator numbers, with more than four million people watching the cars on the stages for the first time. WRC Promoter's Oliver Ciesla sees next year's Autosport International as an opportunity to take those figures further.

“WRC spectator numbers have shown a steady positive development since 2013,” said Ciesla. “We expect the final 2017

figures to reveal an increase of nearly 30 per cent against those from just five seasons ago. Fans have loved the appeal of more powerful and spectacular World Rally Cars that have produced such great action, as well as the most exciting and unpredictable drivers' title fight in a decade.

“And what better occasion to kick-off next year's FIA World Rally Championship than at the fantastic Autosport International, which is rightly regarded as the start of the new motorsport season?”

“It provides a wonderful opportunity to showcase the 2018 WRC, featuring the impressive World Rally Cars which have proved such a massive attraction to fans this year, and all the leading drivers from our manufacturer teams. Thursday at the show will truly be a WRC takeover, but fans attending later in the weekend will still have the opportunity to whet their appetite for the season ahead as the cars will remain on display and there will be plenty of driver appearances.”

Star turns already signed up for ASI

What is the first car confirmed for January's Autosport International Show? It is a Ferrari 488 Challenge, which will be just one element of the Scuderia's main stand for the four days in January.

The 488 Challenge is part of the Corse Clienti programme, which takes Ferrari owners on a racing journey from the Challenge through GT and all the way to Formula 1.

As well as the usual strength and depth of Formula 1 presence, there will be plenty to keep race fans happy at ASI, including the launch of Ginetta's first ever LMP1 car. The Yorkshire firm already has two confirmed orders for the car which will be seen at the 24

Hour of Le Mans while contesting next season's World Endurance Championship.

As well as the newest Ginetta, there will be plenty examples of the company's strong racing history – including a Ginetta Racing Drivers' Club race in Live Action.

As usual, Sky F1's David Croft will conduct Live Action proceedings for all 13 shows in the 5000-seater arena across the Autosport International weekend.

Tickets for ASI are available and on sale now at autosportinternational.com. Entrance to the hour-long Live Action is included with each general show weekend admission ticket purchased.



David Croft will watch over Live Action

RACING NEWS

F1 ROUND-UP

Radical Renault

Renault has revealed it is working on a "completely new" Formula 1 car for next season despite the technical rules remaining largely the same. There are a few relatively minor changes such as the introduction of the Halo, but despite this Renault has decided to adopt a radical approach. "It's a completely new car despite a relatively low number of regulation changes," said technical director Nick Chester. "We've learned a lot on the aerodynamic package and the balance of a car built to 2017 regulations, so the car should represent a strong step forward. We'll be doing some aero runs in practice in Brazil with a variety of aero instrumentation to help prepare the 2018 package."

Bottas surprised

Valtteri Bottas has revealed he was surprised by how hard Lewis Hamilton works when he joined the Mercedes team this year. Bottas has been able to see first hand how the four-time world champion works. "I always knew he was a good driver, but I never knew how much he works," said Bottas. "He works hard, he spends a lot of time with the guys, at the race weekends and visits the factory quite a bit."

McLaren giggling

McLaren has said it is "giggling" with excitement ahead of the 2018 Formula 1 season after recent progress it has made with its chassis and the new engine deal with Renault it has in place. Executive director Zak Brown said: "Almost everything that we have developed over the year in the factory corresponds to the car, so we have a high strike rate of success. Our GPS says we are right near Red Bull: maybe a little better at some tracks and a little worse at other circuits. But they have won a couple of races, so we are cautiously optimistic [for 2018]. We almost have a few giggles getting ready for next year. We are excited."

Ferrari pain

Ferrari president Sergio Marchionne has described missing out on the title this year as "painful" but believes the year was important in highlighting the areas the team is struggling with. "I don't believe in bad luck," he said. "Ultimately it's a reflection on the way in which we manage the businesses. It was a combination, especially in the second half of the season, between technical issues and driver error... or driver misjudgement. I think we have learned a lot, and it's a painful way of learning it."

NEW ENGINE RULES ARE CRITICISED

Ferrari threatens to quit F1 if it's unhappy with final 2021 regulations

New engines will be based on current units

By Stephen Lickorish

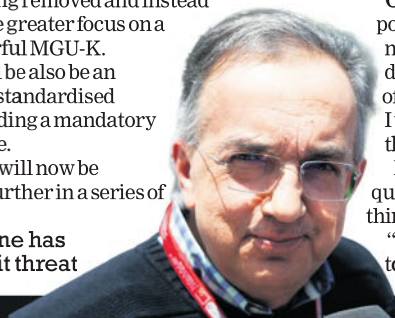
Formula 1's three main engine manufacturers have all criticised the proposed new engine rules for 2021, with Ferrari again threatening to pull out of the series.

Details of the planned new regulations were revealed last week and they feature a number of changes. Although the current 1.6-litre turbo hybrid motors will be kept, they will run at 3000rpm higher to "improve the sound". The engines will also be simplified with the MGU-H being removed and instead there will be greater focus on a more powerful MGU-K.

There will be also be an increase in standardised parts, including a mandatory energy store.

The rules will now be discussed further in a series of

Marchionne has issued quit threat



meetings over the coming year before they are finalised.

But they have drawn an angry reaction from manufacturers, especially from Ferrari. President Sergio Marchionne has said that if Ferrari is unhappy with the final version of the rules it will walk away from F1 after 2020.

"Liberty has got a couple of good intentions in all of this, one of which is to reduce the cost of execution for the team, which I think is good," said Marchionne. "[But] there are a couple of things we don't necessarily agree with.

"One is the fact that somehow powertrain uniqueness is not going to be one of the drivers of distinctiveness of the participants' line-up. I would not countenance this going forward."

Marchionne even said that quitting F1 could be a good thing for Ferrari.

"It would be totally beneficial to the P&L [profits and

losses]," he said. "We would be celebrating here until the cows come home.

"What I do know is that it [F1] has been part of our DNA since the day we were born. It's not as though we can define ourselves differently. But if we change the sandbox to the point where it becomes an unrecognisable sandbox, I don't want to play any more."

Renault chief Cyril Abiteboul said the rules risk starting an unnecessary arms race between manufacturers.

"Despite maybe what FOM and FIA would say - what is put forward is a new engine," Abiteboul said. "We need to be extremely careful because each time we come up with a new regulation that will come up with a new product; we all know the impact. It's going to open an arms race again, and it will open up the field."

Mercedes boss Toto Wolff added: "We are not learning from our past historic experiences. It should be about optimising the deficits we have with the current engines.

"If you tackle those deficits and have a convergence over the next 24 months there's not a lot wrong. The costs have been spent."

But Aston Martin, which is considering building an engine for the new rules, has welcomed the proposals.

"We are encouraged by the directions being taken and continue to study a potential Aston Martin solution for 2021," said CEO Andy Palmer. "The key will be how development costs are controlled to make participation by independent engine suppliers a viable possibility."

However, Williams technical chief Paddy Lowe believes that F1 is focusing on the wrong areas by looking at the engines.

"When you look at F1, although there's a lot of discussion about problems with engines, it's not really the biggest problem in the sport," said Lowe. "The biggest problem at the moment is the huge disparity to the remainder of the teams. It's not around engine choice."

Massa to retire again from Formula 1 at the end of the 2017 season

Williams driver Felipe Massa has announced he will retire from Formula 1 at the end of this season.

It is the second time in a little over a year the Brazilian has revealed he is retiring, after initially planning to walk away last season only to be quickly drafted back into the Williams fold to replace the departing Valtteri Bottas, following Nico Rosberg's shock retirement.

Massa has now decided to retire again after falling down the list of

candidates for a Williams drive alongside Lance Stroll next year.

Massa - who made his F1 debut in 2002 and has contested 267 races, taking 11 wins - is now expected to switch to Formula E.

"As everyone knows, after announcing my retirement from Formula 1 last year, I agreed to return this season to help Williams when the call came," said Massa.

"I have now enjoyed four great years with the team, but my career

in Formula 1 will finally come to an end this season.

"I take so many great memories with me as I prepare for my final two races in Brazil and Abu Dhabi, and although they will be emotional, I am looking forward to ending on a high note and preparing for a new chapter in my career."

Williams test driver Paul di Resta and Robert Kubica are now believed to be the favourites to secure a drive with the team next season.



Massa will end 15-season F1 career in 2017

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Photos: LAT

Porsche's title-winning crew finished second

PORSCHE CREW SNATCHES WEC CHAMPIONSHIP GLORY

Porsche wrapped up both the drivers' and manufacturers' World Endurance Championship crowns at Shanghai last weekend as a number of titles were decided early.

Toyota continued its good recent form and won the race with Sebastien Buemi, Kazuki Nakajima and Anthony Davidson but Porsche was celebrating the biggest prize.

Second place for Brendon Hartley, Timo Bernhard and Earl Bamber was enough for them to clinch the title with a race still remaining.

The Porsches were some way behind the Toyotas, which featured new updates as the Japanese manufacturer has

restarted development work on its 2017 car. However, that didn't prevent the Porsche trio from triumphing.

"Taking the world championship title after winning Le Mans – it might take a while until it all sinks in," said Hartley. "I had a few busy weeks but sharing this moment with Earl and Timo I will not forget for the rest of my life."

Toyota had looked on course to take a 1-2 but the second car had two collisions with backmarkers as Jose Maria Lopez was at the wheel. The second of these meant it had to pit for lengthy repairs and finished fourth, behind the second Porsche 919 Hybrid.

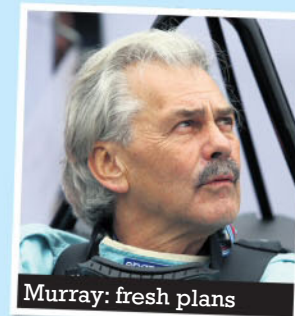
LMP2 race honours for the Rebellion

ORECA-Gibson crew of Bruno Senna, Julien Canal and Nicolas Prost mean they have taken the points lead ahead of the season finale in Bahrain on November 18.

Ferrari was also celebrating in China as third place in GTE Pro for Alessandro Pier Guidi and James Calado was enough for the firm to clinch the GT manufacturers' title. The race itself was won by British drivers Andy Priaulx and Harry Tincknell for Ford after a close fight with Porsche duo Richard Lietz and Frederic Makowiecki. Pedro Lamy, Mathias Lauda and Paul Dalla Lana (Aston Martin) took a straightforward win in GTE Am.



L-r: Hartley, Bernhard and Bamber



Murray: fresh plans

Icon Murray to pen a new sportscar

Legendary Formula 1 designer Gordon Murray is plotting a return to motorsport with a new sportscar.

The as-yet-unnamed project will be the first produced by Gordon Murray Automotive under the IGM brand and will follow the same principles for Murray's McLaren F1.

"It will be a driver's car, with attention to detail and focus on light weight," said Murray. "The industry is slowly losing the plot on driving involvement and it's getting harder to exploit power on the road. We want to do something more usable."

Although primarily designed for road use, Murray said he would be happy to see it in motorsport.

"I haven't looked at the current GT regulations yet," he said. "We'd love there to be a motorsport application, we'll just see what the rules are when we are ready. I'd like to go racing again."

Work is scheduled to begin in the New Year, though there is no timeframe set for its completion.



Norris has already impressed McLaren bosses

Rising Brit Norris lands dream role as test and reserve driver for McLaren for 2018 campaign

European Formula 3 champion Lando Norris will become McLaren's F1 test and reserve driver next season.

The McLaren Autosport BRDC Award winner impressed when he had his first run in a contemporary F1 car during the mid-season test at the Hungaroring and will now get a chance to play an active role in the team with both

on-track testing and in the simulator.

Norris said: "The last 12 months have been an incredible journey for me – I've enjoyed every single minute – and this is just an amazing way to bring the year to an end.

"I'm really looking forward to helping the team, starting next week with the tyre test at Interlagos and I will work harder than ever to learn and develop across the next year.

"I have two excellent teachers in Fernando [Alonso] and Stoffel [Vandoorne], and I will do my best to help with the team's efforts to get back to the front.

"I'm still working hard to finalise my own racing programme for 2018 – we're close on a number of different fronts, but not quite there yet."

Norris says he will either be racing in F2 or Super Formula next season.

McLaren racing director Eric Boullier added: "Lando is somebody who arrives with a very high level of ability, ambition and application. There will be plenty of opportunity to observe, learn and participate throughout 2018, and we want to make sure Lando is fully prepared, if needed, to step into Fernando or Stoffel's shoes at a moment's notice."

Manor commits to LMP1 World Endurance future with Ginetta racer

Manor has been confirmed as the first privateer team to run the new Ginetta LMP1 car in the World Endurance Championship next year.

The team first entered the category in the LMP2 division last season and is now graduating to the top-tier of the series. It could run as many as two cars in LMP1 as well as retaining a presence in LMP2.

Manor had been strongly linked to working with Ginetta ever since the British firm announced it was building an LMP1 car at the start of the year. It is yet to specify which engines it will run.

"We are very happy to be entering the LMP1 category of the FIA World Endurance Championship," said Manor team principal John Booth.

"We have been learning this championship for the last two years and we are confident that the time is now right for us to step up to the LMP1 category.

"We have known the people at Ginetta for many years and we believe that, working together,



Manor will field a P1 Ginetta

we will be able to develop a competitive LMP1 package."

Team sporting director Graeme Lowdon added that the team is in talks with drivers to field an all-Pro line-up in the WEC 2018/19 superseason.

The Ginetta LMP1 car will be revealed at the Autosport International Show in January. ● The DragonSpeed squad has announced it will compete in LMP1 next year. The team won the LMP2 title in the European Le Mans Series this year but has yet to announce what car it will run. One car it won't be able to enter is the planned Perrinn LMP1 machine as the company has now shelved the project in favour of building a new electric sportscar.

THE FASTEST NEWS ROUND-UP



Kevin Harvick sealed a place in the last round of the NASCAR Cup playoffs after taking victory at Texas last weekend. He capitalised on a rare error from points leader Martin Truex Jr late on. Second place for Truex was enough to secure his place in the playoffs, alongside Kyle Busch leaving just one place up for grabs. Elsewhere, 2003 champion Matt Kenseth has announced he won't be

competing in the series next year after struggling to find a drive... Formula 2 will run an expanded 12-round calendar in 2018 with all of its races being part of F1 Grands Prix weekends. The series will not retain its standalone round at Jerez and will instead add F1-supporting races at Sochi and Paul Ricard – for the returning French Grand Prix... Tom Blomqvist has taken the final remaining 2017-18 Formula E seat after replacing Robin Frijns at the Andretti squad. The Anglo-Swede is a factory BMW driver in the DTM and Alexander Sims may need to be drafted in if there is any calendar clashes when the DTM schedule is revealed... Strakka Racing has decided to



F2 will have more races

ditch its McLaren 650S GT3 cars for next season and will instead run Mercedes machinery in the Intercontinental GT Challenge. After quitting the World Endurance Championship to enter Blancpain with the McLarens this year, the team has had a disappointing season...

RACING NEWS

IN BRIEF

GT Cup's new class

A new category, GTH, has been created for the 2018 GT Cup and will provide a dedicated group for drivers who have raced in GTA this year aboard GT4 machinery. "Due to the continued growth and popularity of the GT4 as a category, we felt it right to provide a specific group for these cars to compete," said Chris Haynes, managing director at Bute Motorsport, organisers of the championship.

Jeansonne back?

Team USA Scholarship 2017 winner Aaron Jeansonne may race full-time in the British Racing and Sports Car Club Formula Ford 1600 National Championship next year. The 19-year-old raced in the Walter Hayes Trophy and Brands Hatch Festival and will take part in the Mazda Road to Indy Shootout later this year. He said: "If I don't win [the MRTI Shootout], then I would like to come back here for a season."

MRF for Amendola

Michelangelo Amendola will contest the MRF Challenge having only made two single-seater appearances in his career. The Belgian karting star made his debut in the Champion of Brands earlier this month and finished 18th last weekend in the Walter Hayes Trophy. MRF runs a slicks and wings package with a two-litre Renault engine, and was won by Brit Harrison Newey last year.

Fores to reckon with

Seventeen-year-old Alex Fores made his debut in the Walter Hayes Trophy at the weekend with an eye to competing full-time in single-seaters next year. The youngster, who has raced Formula Ford 2000s, classic 1600s and Monoposto F3 in the last year, finished 22nd in his semi final at Silverstone. He said "It's all budget dependent but the ultimate goal would be British Formula 4 next year."

Smith to Europe

Newly-crowned British Truck Racing champion Ryan Smith is eyeing a full-time switch to the FIA European series for 2018. "The time has come. We've reached the maximum in the UK. It's time to sit with the sponsors, with the partners and challenge for the European championship," said the double BTRC champion, who took part in three rounds of the European series this year.

Correction

MSVR Trackday Trophy winner John Lyne was driving a BMW E36 and not a VW Golf as listed in the results of the Oulton Park report in last week's *Motorsport News*. The event took place on October 28.

Photos: Jakob Ebrey

INGRAM TO RACE ASTON IN CREVENTIC 24 HOURS

BTCC star to tackle US race this weekend as part of Speedworks squad



Speedworks has run an Aston in Britcar 24 Hours



Ingram will head to the USA

By Matt James

British Touring Car Independents Trophy winner Tom Ingram has secured a late deal to race in the Creventic 24 Hour race at the Circuit of the Americas this weekend, and hopes that his first race outside Europe will lead to more opportunities.

He will join a line-up from the Speedworks Motorsport crew, which

runs his regular Toyota Avensis, team boss Christian Dick, car owner John Gilbert and William Phillips in an Aston Martin Vantage GT4 for the two-part race. The opening period will run for 14 hours on Saturday, before an overnight halt and a further 10 hours of racing on Sunday.

"John Gilbert had entered the car, but a driver had to back out and there was a space in the line up," explained Ingram. "I didn't need to be asked twice. There are a number of events that you would really

want to do over the winter, and this is one of them.

"We have a simulator at Speedworks, so we have all been practising there to get ourselves ready. It is going to be a challenge, but hopefully I can do a good enough job that I get asked to do more things like this."

The Speedworks driving crew will be joined by 20 other British racers on the grid in Texas including *Great British Bake Off* judge Paul Hollywood.

Thompson secures BTCC drive

Reigning Volkswagen Racing Cup champion Bobby Thompson will graduate to the British Touring Car Championship next season in a Team Hard-run VW CC.

Thompson won six times this year in a Team Hard-prepared Golf, and is the first to commit to the Kent team's BTCC line-up for 2018. Looking ahead, team boss Tony Gilham said he is hopeful of expanding from the three machines he ran in 2017.

Gilham said: "It [Thompson's deal] is testament to the whole team and the unique concept that we have

created, that enables us to be able to work with our drivers in this way and provide what is now the complete ladder all the way to the top level of British motorsport.

"In what is a very tough industry, what we have makes it possible for racing drivers like Bobby to achieve their life long ambitions and more importantly with the same team.

"Bobby has already proved to us that he has what it takes to compete at the very top and it's great to have got this deal done very early to give us the maximum amount of time to prepare over the winter."



Sean Walkinshaw Racing has begun testing its new Honda Civic TCR car ahead of its planned entry into TCR UK next season. The team has taken delivery of the first of its two Civics and was testing at Donington Park last week. Drivers to get behind the wheel of the car included ex-British Touring Car racer Howard Fuller, GT4 Northern Europe Cup race winner Charlie Fagg and former Renault UK Clio Cup drivers Kyle Hornby and Alex Sedgwick.

VW Cup to join three TCR races

The Volkswagen Racing Cup will support the new TCR UK series at three of its events next season as part of a number of changes for 2018.

The category has announced an eight-event calendar and will team up with TCR UK at its Silverstone, Oulton Park and Croft rounds. It will retain its place on the British GT undercard for the other five rounds.

As well as the reshuffled calendar, the series will introduce a new Class B division for lower-specification VW group cars next year. It is also set to merge with sister series, the VAG Trophy.

A new prize has been added, with next year's champion winning a test in a Maximum



VW changes for 2018

Motorsport-run SEAT Leon Cupra TCR car.

Maximum boss and series director Stewart Lines said: "I'm very pleased with our 2018 calendar and look forward to supporting TCR UK in its inaugural season. Incorporating the Class B cars onto the VW grid will place that field on a very high profile package which they wouldn't have access to elsewhere.

"I think we've created a fantastic package for 2018 and I'm excited to see the young talent that will grace the field fighting for the TCR test prize."



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'Rewriting the record books in his own style'

How Hamilton has dominated F1, p20



Photos: Oliver Reid, Steve Jones, LAT



Moyers and Fisher have battled all year

MOYERS EYES NATIONAL FF1600 SERIES FOR 2018

The winner of last weekend's Walter Hayes Trophy, Michael Moyers, is looking to compete in the British Racing and Sports Car Club Formula Ford 1600 National Championship next season.

Moyers, who took his first Hayes win at Silverstone last weekend, has competed fulltime in the Castle Combe FF1600 championship for the last three seasons.

But after failing to win the championship, finishing second twice and third in '17, the 32-year-old is looking to race at other venues across the UK.

"I don't think there's a more competitive series in the UK, the driving level is really high and it's relatively affordable," said Moyers of the national series, which has grown in popularity in recent seasons and will support the new TCR UK Championship next year.

"I've been looking at other things, it's the enjoyment factor as well.

"I want to compete in something I have a realistic chance of winning at."

Moyers has decided not to compete in the Combe FF1600 championship next

season due to issues with how the series is run. Drivers racing in the Carnival – which Moyers went on to win – at Combe got out of their cars on the grid in protest after a number of time penalties were issued for track limits infringements in an earlier race. At the time, club director Steve Weston said: "As a club we will have a debrief on this event and the season as a whole and then we can make a proper assessment and comment."

Josh Fisher, who won the Wiltshire circuit's FF1600 title this year, will also

race away from Castle Combe in 2018. He will return to the BRSCC FF1600 Northern Championship which he last did in 2015.

"He's got enough [speed] to beat any of them [in the National championship]," said Wayne Poole, who runs Fisher. "We tried the Triple Crown this year [National Championship races at Brands, Donington and Silverstone] but we were smashed off and we don't want to get involved in that. We don't want to go up against that kind of crowd."

Orgee and Cooper look beyond Combe

Double Castle Combe Formula Ford 1600 champion Roger Orgee Jr is another Kevin Mills Racing driver looking to compete on the National stage next season.

Orgee, who took the Wiltshire circuit's single-seater title in 2015 and '16, claimed runner-up spot this year while getting to grips with a new Ray GR17 and has set his sights further afield – but hasn't ruled out racing at Combe completely.

"We're going to visit different tracks. That's our ultimate goal, to compete at the Nationals but it comes down to budget," he said.

Luke Cooper, a local to the Combe circuit, will also return to the National series after taking third in the standings and three wins.

He said: "Because my sponsors are based close to Castle Combe we will do a few rounds but my main focus will definitely be the National."



Orgee: Winner at Combe

Late call-up for Jardine at Hayes

Jamie Jardine was given the latest of call-ups to race in the Walter Hayes Trophy in place of the injured Rick Morris at the weekend.

The 30-year-old, who claimed the Pre-'90 Triple Crown and National title in 2014, raced a Ray GR09 at the Silverstone event.

He replaced Morris who pulled out of the event after testing, due to injuries sustained in a crash at Brands Hatch two weeks earlier.

"I got a call about 1600hrs on Friday when Rick had decided not to do it," said Jardine.

"The last Hayes I did was about three years ago. It's probably one of the most enjoyable meetings I've had, I'm just relaxed.

"I'm looking at doing a full year in a Reynard FF84 next year, doing the Northern and some of the National rounds."

Jardine finished eighth in his heat before finishing 28th in his semi final.

Scholarship revived by JSCC for next year

The revived Junior Saloon Car Championship scholarship has attracted a strong interest, despite entries only being open for a short period of time.

The series for 14-17-year-olds didn't run a scholarship for the 2017 season but has decided to bring the initiative back for next year. An assessment day will take place at Silverstone on February 24 and the winner will receive a fully-funded season in the category in 2018 – a prize estimated at £30,000.

Drivers could enter the scholarship from the middle of October and half of the

places had already been filled within days.

"It's going really well," said series coordinator Dave Beecroft. "We will assess their driving skills, reaction skills and media skills. We're not necessarily looking for the fastest driver; we want someone we feel has the most potential and can represent the charities in the right manner."

The series has entered a partnership with three charities – the Teenage Cancer Trust, Blood Bikers and National Autistic Society – and the scholar will act as an ambassador for them.



Interest has been high in scholarship which will award one driver £30,000 to race in series



Chadwick had never driven a Formula Ford car before Hayes

Hayes 'some of the best fun all year', says British F3's Chadwick

BRDC British Formula 3 racer Jamie Chadwick believes all drivers should compete in Formula Ford 1600 at some stage in their career after taking part in the Walter Hayes Trophy.

The 19-year-old competed in a Graham Brunton Racing Ray GR15 at Silverstone after agreeing a deal only days before the event.

"It's always been in the back of my mind [to do it], I said on Twitter and social media I wanted to do it and through

Jonny Adam, my old driving coach, he put me in touch with Graham Brunton," she said.

"I've said so many times that the first test session is some of the most fun I have had all year.

"It's just a really great event, I'm going to have to encourage some of the other British F3 drivers to do it.

"I thought it would be hard, I came in expecting to get my backside kicked.

"A lot of the drivers I have

raced against competed in FF1600 in the early stages of their career. Just because they haven't gone up the career ladder doesn't mean they aren't quick."

After finishing third in her heat Chadwick claimed 12th in one of the semi finals and qualified 23rd for the final.

A problem with the engine on the grid meant she was forced to start from the pitlane and finished 25th and last after struggling with car troubles.



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CONGRATULATIONS



Bolton-le-Moors Car Club and Graham Coffey Solicitors would like to congratulate Kevin Procter and Derek Fawcett on winning this year's Neil Howard Stages Rally in association with Graham Coffey Solicitors at Oulton Park

The club would also like to congratulate Chris West and Keith Hounslow for taking maximum points in the Motorsport News Circuit Rally Championship. Josh and Tamsyn Davey scored maximum points in the Michelin Cup and the Protyre Challenge, while Sam Johnson wins a set of Michelin tyres as a class winner drawn out of a hat. The event featured debuts for British Touring Car Championship stars Paul O'Neill and Adam Morgan, who both enjoyed a switch to rallying and finished the event..

And a big thanks to all the volunteers that made the event possible

Photo credit: SMJ Photography



RACING NEWS



Hancock gave car a shakedown test

Ditting tests Aston DBR9 ahead of Masters Legends

German classic sportscar racer Nik Ditting had a first outing in his recently purchased Aston Martin DBR9 at Donington Park last week.

Ditting, who has previously raced an Alfa Romeo GTA, Ford GT40 and Chevron B16, is planning to race the car in next season's new Masters Endurance Legends series.

Experienced sportscar racer Sam Hancock gave the GT1 car its shakedown, before Ditting took over.

The car is being run by Tim Samways, who has also tended it during its stay in a private collection over the last few years. "It had been in Brazil and hardly raced – I believe its last race was in 2006 at Interlagos," said Samways.

Rally driver Anderson makes trucks switch

British Rally Championship frontrunner Jamie Anderson is targeting a full season in the British Truck Racing Championship in 2018 with Dave Jenkins Motorsport.

Anderson is currently away on his honeymoon and missed last weekend's truck finale at Brands Hatch, after making his debut with a podium in the previous round at Pembrey in October.

The opportunity came about through Dave Jenkins – who competes in rallying – and Digraph, a sponsor in the series with which Anderson deals with in his commercials business.

"It's a massive change from being the in the forest," said Anderson. "When you pull the gear and you've got 4000nm of torque and it wants to throw you off, it's a bit different to a [Ford] Fiesta R5!"

"It was a good adrenaline rush. It was a mega thing to do. "Dave Jenkins lent me his truck. He's stuck by me and I wouldn't have been able to do it without him."

Anderson isn't abandoning rallying, but will compete in select rounds of the BTRDA championship in his Mitsubishi Lancer WRC05.

Scottish Mini racer Shand to graduate to UK series for 2018

Scottish Mini Cooper racer Taelor Shand will make the step up to the Mini Challenge JCW class for 2018, teaming up with Excelr8 Motorsport.

The Aberdeenshire local, who got her first taste of the two-litre F56 earlier this year at Donington Park, will take part in a full-season campaign in 2018.

Shand claimed a career best fifth place at the SMRC away round at Rockingham in the summer, en route to 15th place in the standings.

A further points finish in the final round at the start of last month leaves the 21-year-old relishing the move down south.

"It's a massive, massive

step up for me," said Shand. "Moving up from a 1.6-litre Cooper S to a two-litre JCW with 265bhp is going to be a challenge but one I'm looking forward to.

"It'll definitely be a learning curve but my aim is to be competitive and get used to the car, which I feel I can do."



Shand took a best result of fifth in Scottish series this year

Photos: Jim Moir, Jakob Ebrey, David Stallard



Photo: Gary Hawkins

JORDAN STARS ON PICKUP DEBUT

Andrew Jordan made a successful debut in the Pickup Truck Racing Championship at Brands Hatch last weekend. The 2013 British Touring Car champion competed in a Pirtek-liveried Matt Roach Racing-run truck. Jordan was able to storm through the field to take second in the opening race before he then claimed victory in race two – managing to keep his rivals at bay despite suffering a misfire.

CSCC adds supercharged class to new Turbo Tin Tops series

The Classic Sports Car Club has announced that it will add an additional class to its new Turbo Tin Tops series in response to high interest levels from entrants with supercharged cars.

Following the release of the provisional regulations for the new-for-2018 series ahead of next season, the club has received 'a large number of enquiries' about permitting entry to supercharged cars.

In response, the CSCC has

added an extra class for 1500 to 1899cc cars, predominantly catering for R53 Mini Cooper S models – although its inclusion is not expected to be high on account of rarity of the model. The Toyota Corolla Compressor, Yaris, Volkswagen Golf and Corrado G60 will also be accepted.

"We have been very encouraged by the high level of interest shown in our newest race series," the club said in an announcement.

"[The new class] is to cater predominantly for the many Mini Cooper S which race with us at present, as well as those who wish to sign up for next season."

Paul Anderton has also been appointed as the series' driver representative, a role he also holds for the CSCC's Modern Classic series.

The final draft of the regulations are still to be confirmed by the Motor Sports Association, with the calendar yet to be announced.



Extra class for the new series will feature cars like R53 Minis

GT3 and GT4 cars will carry on racing together



British GT decides to stick with current format and not split grids

British GT organisers have decided against splitting the GT3 and GT4 classes for next year.

Series promoter SRO had suggested back in July that GT4 could split away from the main GT3 series for 2018 and also have its own standalone race at Thruxton.

Some teams strongly disliked the split grid idea, with Century Motorsport boss Nathan Freke saying

that it would make GT4 "a real B class".

After consulting teams, it has now been confirmed that GT3 and GT4 will continue to feature on the same grid next year and that the proposed Thruxton event has been dropped.

Championship manager Benjamin Franassovici said: "July's announcement about the possibility of running separate GT3 and GT4 races

resulted in much discussion in and outside of British GT's paddock. There are pros and cons to both but after consultation with teams, and also taking into consideration the opinions of our fans, we believe a single multi-class championship remains the overwhelmingly best and strongest option for our championship in the foreseeable future."

PREVIEW: R.A.C. RALLY

Photos: Paul Lawrence

Paul Lawrence looks ahead to the toughest special stage rally in Britain for more than 20 years

THE BIG ONE IS BACK



McCormack will be a frontrunner



Steve Perez will be a crowd-pleaser



The classics will wow the spectators

Around 100 crews will compete over four days and over 280 stage miles in the forests of Wales, Northumberland and Scotland before the jubilant, and weary, survivors reach the finish in Kielder forest on Monday afternoon.

After a two-year sabbatical, this epic event is back and it returns in some style. Rally manager Colin Heppenstall did his research and resolved that crews wanted a real challenge that brought back the sense of adventure and endurance of the RAC Rallies of the 1970s. In an era when most forest rallies cover little more than 40 stage miles and are done in half a day, he has put together an event that equates to nearly a full season of forest events, in one intense rallying fix.

This is not just an adventure for the crews. For the fans it is a throwback to another era when it was possible to follow the rally around the country and a legion of hardy spectators will be out over four days, some of them sleeping in cars and vans. The early morning smell of bacon being cooked and the bark of BDG engines in the forests will make for a truly memorable experience.

The competitor response has been overwhelmingly positive and the biggest entry in the event's 12 editions will line up at the start in the rural Herefordshire town of Leominster. In total, over 140 crews initially lodged deposits but the cost and logistics of such an event has whittled that down to around 95 starters.

WHEN AND WHERE

Friday November 10

Stages at Shelsley Walsh, Radnor and Epynt followed by end of leg service at Brightwells of Leominster.

Saturday November 11

Restart from Carlisle for stages in Kielder and Northumberland. A long, tough day with the first crew not due back into Carlisle until after 2200hrs: the main service area will be at Kielder Waterside.

More information

Full spectator information is on the event website at racrally.org The best way to follow the rally from afar is via the event's Facebook page. The definitive event report will be in *MN* next Wednesday.

Sunday November 12

Restart from Carlisle for a full day of stages in Southern Scotland taking in classics like Twiglees and Castle O'Er. The main service area will be at Lockerbie Lorry Park.

Monday November 13

An early restart from Carlisle for a tough final leg in the central block of Kielder. The main service area and finish will be at Kielder Waterside.

For the first time, the Roger Albert will run special stages in Wales but the competitive action starts in England at the historic setting of Shelsley Walsh for two short, sharp stages at the Worcestershire speed hillclimb venue. The action then moves into the Welsh forests for a day of classic stages including two runs at a mighty 14-mile stage in Radnor.

For the first time in British rallying, a transport section will allow the crews to load the cars onto trailers at the end of Friday for the trip north to Carlisle, where the rally will be based for three days.

Saturday is a long, tough day with stages in the southern block of Kielder and then eastwards across to the mighty tests of Ogre Hill and Harwood. Sunday is all about southern Scotland, taking in famous stages like Ae, Twiglees and Castle O'Er. However the Roger Albert Clark Rally has a real sting in the tail as Monday's route moves into the central block of Kielder for another tough leg including two 19-mile stages in Caplestone Fell.

Just reaching the finish will be a mighty achievement.

Three former winners top the entry, led by 2014 victors Matthew Robinson and Sam Collis. Though the Fiat 131 has been their focus for two seasons, their trusty Ford Escort Mk2 will be wheeled out for this event. Right behind them will be Northern Irish ace and recent BRC contender Marty McCormack and co-driver Liam Moynihan. The ever-spectacular McCormack will be a major contender back at the wheel of his beloved Escort.

When McCormack won in 2012 it was after an epic contest with Yorkshire legend, and 2007 and 2013 winner, Steve Bannister and 'Banner' is back this year after winning an entry for his success in the Northern Historic Rally Championship. Bannister will visit the Welsh forests for the first time in many years, but his big push will come once he's on more familiar territory in Kielder and Scotland.

The final crew in the big four is the pairing of triple MSA British

Historic Rally champions Jason Pritchard and Phil Clarke. While Pritchard has only tackled the event once before, and rolled out in Kielder, Clarke was the winning co-driver with McCormack five years ago and they will both be on very familiar ground on Friday.

The quality in the field is astonishing and strong crews are seeded down into the 40s. Stars like Steve Perez and the Lancia Stratos and 2006 winner Jimmy McRae in the Chevrolet-powered Firenza will be real crowd-pleasers, while a couple of 4x4s from the new historic category J2 will add spice, including the Mitsubishi Galant of Tom Coughtrie. Heading the oldest cars in Category 1, for pre-1968 cars, is the evergreen Bob Bean, four months short of his 80th birthday, in his freshly prepared Lotus Cortina.

Running alongside the historic element of the event is the Roger Albert Clark Open Rally for all other two-wheel-drive cars and the pack is headed by Ludlow's Henri Grehan and Chris Ridge. Grehan is back rallying this year after taking time out with a young family and he will be immediately quick on home ground on Friday. His rivals include David Hutchinson / Jeff Garnett and the redoubtable Dave Hemingway and Simon Ashton. Hemingway, who celebrates his 50th birthday during the rally, is one of a very select group to have contested every edition of the Roger Albert Clark Rally and won the Open Rally back in 2008.

In an uncertain world for British special stage rallying, the Roger Albert Clark is a shining beacon of light. Go and watch it if you possibly can: you will not be disappointed. ■

MN'S DARK HORSES



Roger Chilman

Chilman (above) has four-wheel-drive experience to spare, but was new to historics this year. His pace was immediately strong and he could be there by Monday afternoon.

Rudi Lancaster

On the back of a very strong BHRG season, Lancaster and co-driver Guy Weaver are match fit and Weaver knows the event well from his time alongside David Stokes.



Alan Walker

Walker's (above) not driven a rally car competitively for three years but he has bags of pace and if he can temper that speed with an endurance approach he could be a contender.



Adam Milner

On paper a 1600cc Escort Mk1 has no place at the top table, but Milner (above) is a super talent. He needs to pace himself and not throw it off.

Callum Guy

Here's someone not well known on the domestic historic scene. However he's competed at a high level in Europe and could be there at the finish.

FIVE TOP THINGS ABOUT THE RALLY



Dark in the forests

The sound of rally cars approaching in a dark forest is magical. Lots of stages will run in darkness, notably on Saturday and Sunday.



The overseas crews

The visiting crews are a welcome element of the Roger Albert Clark, adding great car variety. Christophe Jacob (above) leads the European entries in his Mk2.



Shelsley Walsh

The rally gets off to an impressive start running both up and down the Shelsley Walsh hillclimb, above. There is great viewing for just £5 per adult.

Service areas at night

Generators humming as mechanics work wonders to keep cars running; service areas have a special atmosphere after darkness falls.

The spirit

This rally has a unique spirit and camaraderie. Competitors, spectators and marshals are all part of the adventure.

HISTORICS

'Besley is in his dad's wheeltracks'
Second generation, below



Photos: Paul Lawrence

DOWN THE PUB WITH

PETER DE LA ROCHE

Formula Junior champion
Age: 20 Lives: Sandbach, Cheshire

He's Formula Junior champion

"The Formula Junior Championship has been our main thing this year with the BMC. It's a bit odd thinking that I've not won many races but I've won my class. My car uses drum brakes so I'm never going to be able to compete with the fastest disc-braked cars."

He followed his dad into racing

"Back in the day my dad Richard was very good in Minis and he still loves it. I did some karting and then moved into 500cc Formula 3. It's a pretty unique way into racing but it was a good start and it got me into places where people started noticing me. Racing and winning at Goodwood was pretty amazing on my first time there in the 500. I won at Goodwood in 2015 and was second to Stuart Roach in the Juniors this year."

It is a self-run effort

"We look after everything ourselves including building the engine. It's all done by the family. Dad is very hands-on with all of it and I couldn't do it without him. I've not really had a bad race this season. I raced Pat Barford's Lola Mk3 at the Oulton Park Gold Cup and his front-engined Lola Mk2 at Mallory Park and won that race."

They have another car

"Next year we're going to rest our BMC as we've got another one to build. It's another rear-engined BMC but it's a disc-braked car. They were built in America and I think we've got the only two in the UK and they weren't very common."

He works in the family business

"When I'm not racing I do a mix of things and I do some mechanicing for my dad and I do a bit of farming sometimes, which is a bit weird. The family business is working on road cars and doing MOTs and then preparing the race cars in our spare time."

He was on the overall podium

"It's good to have won Formula Junior this year. I won the class in eight of the 11 races we did. I was on the overall podium at Croft in our car and at Oulton in the Lola. At Castle Combe in October I was second overall to Benn Tilley with our drum-braked car, which was a good result. It's a pretty significant title in historic racing."



De La Roche: Junior title



Mallock shook down DB4 GT

CONTINUATION ASTON DB4 HITS THE CIRCUITS

Factory-blessed machine begins testing programme

By Paul Lawrence

The first of the Aston Martin DB4 GT continuation cars took to the track for the first time last week when Michael Mallock shook the development car down at Snetterton.

A total of 25 continuation cars are being built by Aston Martin for track use, based around a two-year programme of track days at high-profile tracks across the world including the

Yas Marina track in Abu Dhabi. Aston Martin works racer Darren Turner will head up the instructor team but there are no plans for the cars to race.

The DB4 GT, launched in 1959, had a debut win at Silverstone with Stirling Moss. Just 75 DB4 GTs were built and values of the surviving examples of the eight special lightweight cars are now around £3 million. The 25 continuation cars have a price tag of around £1.5 million and all are sold.

The team at Ray Mallock Ltd has strong ties with Aston Martin and Michael Mallock was doing the shakedown work.

"They are being built as track cars to absolute period specification," said Mallock. "They are not being built as race cars but as a great fun period car. It was really good fun to drive

and it does look beautiful."

With a shorter wheelbase than the standard DB4, the GT quickly established itself as a competitive GT racing car in period with a more powerful version of the 3.7-litre straight-six engine used in the road-going model. In its day, it was Britain's fastest passenger sports car.



Instructor Turner



Wills has Mercury Cyclone

Muscle cars set for a comeback to the Silverstone Classic

Period American muscle cars will return to the Silverstone Classic next July in the Trans-Atlantic Touring Car Trophy for pre-1966 saloon cars.

Recreating the successful 2016 race, V8 Ford Mustangs and Ford Falcons will take on rarer racing

saloons like the Mercury Cyclone Comet, Plymouth Barracuda and the simply vast Ford Galaxies.

The event promoters will hope to attract as many as 40 American V8s to the grid, which will be topped up by

smaller-engined European models including Ford Lotus Cortinas. In 2016, the 40-minute race was won by the Ford Mustang of Craig Davies from Russian-based New Zealander Roger Wills in his 1965 Mercury Cyclone Comet.



Bankhurst: Big Mallock links

Bankhurst wins on Mallock Mk21 debut

Seasoned historic racer Ian Bankhurst sampled a front-running Mallock Mk21 for the first time at the Walter Hayes Trophy at Silverstone on Saturday and came away with an Allcomers victory.

Bankhurst has connections to the Mallock family as his grandfather Bryan Small raced against founder Arthur Mallock in the early 1960s. His father Alan owns a Mallock Mk8 and Arthur Mallock once raced the one-litre F3 Alexis that Bankhurst now races in Historic F3.

"I've wanted to drive one of these for a long time," said Bankhurst before his race-winning run in the Classic Clubmans car.

Crichton in a 'new' Lola T644E at Hayes

After 20 years sitting in kit form in the workshops of Advent Motorsport, the Lola T644E of Tim Crichton was finally rebuilt in time for the Walter Hayes Trophy.

"We bought it as a kit of parts in 1997 and it had not run for at least five years before that," said Crichton of the 1984 car. When new, it

was run by Chris Fox for Gary Ward in the Esso series at Silverstone. "We only began work on it three months ago," said Crichton. "But we had to run it at the Walter Hayes Trophy in the 50th year of Fford."

He finished second in the progression race, but didn't make it any further.



Tim Crichton's car was built up from bits after 20 years

New festival planned to highlight Scotland

Scotland's place in motorsport history will be marked in a new static event to be held on June 2/3 at Inveraray Castle in Argyll.

The Argyll Festival of Performance will show cars and drivers from Formula 1, Le Mans, IndyCars, Touring Cars as well as rallying.

Event director Bill Telford said: "Scotland has an enviable reputation in motorsport but, as yet, there has never been an event that celebrates this. In year one F1 will be the theme and Scotland boasts some of the biggest names including Jim Clark, Jackie Stewart and David Coulthard. The Jim Clark Trust will be our chosen charity in 2018."

Cars confirmed include the Lotus 18 raced by Innes Ireland, Scotland's first GP winner, the Lotus 32B Clark raced in the 1965 Tasman Series and Tyrrell 001, raced by Stewart in late 1970 and 1971.

IN BRIEF

Rich back to Anglia
Brecon-based Malcolm Rich will switch back to his Ford Anglia for next year's British Historic Rally Championship. Encouraged by the Rally 2WD initiative, Rich is rebuilding the Category 1 Anglia and is now offering his Escort Mk2 for sale. Arwel Blainey will co-drive.

HSCC on the move

The HSCC is moving offices this week to take up residence in the Historic Air Traffic Control Tower Office, one of the most historic buildings on the Silverstone site. All contact details remain the same and the move should be complete by the end of the week. The club has been based at Silverstone for more than 20 years.

Pomeroy ready

Entries are now open for the 66th running of the VSCC Pomeroy Trophy, which includes high-speed trials on the Silverstone GP circuit on Saturday, February 24. The 2017 entry was a massive 135 cars and the club is hoping to better that mark next season. New for 2018 is a sports-libre class.

Mitton in Elan

Former Clubmans racer Malcolm Mitton raced his Lotus Elan for only the third time this season in the Allcomers race at the Walter Hayes Trophy. His season was interrupted by a comprehensive engine failure at Snetterton in April and was only ready to run again in August. "I'll do a few races again next year," said the racing pensioner. He retired on lap one.

Bugattis on show

The Bugatti Owners Club, with the support of the Bugatti Trust, will have a unique collection of nine original Grand Prix Bugattis at the Classic Motor Show this weekend at the Birmingham NEC. The cars will include a Type 35B, the ex-Richard Shuttleworth Type 51 and a Type 59.

Chevron wins DBT

Mike Bletsoe-Brown has been confirmed as series winner in the HSCC Derek Bell Trophy after an excellent season in his Formula 2 Chevron B27. The Northamptonshire racer saw off the joint Formula 5000 class victors Neil Glover (Chevron B37) and Jamie Brashaw (March 73A).

Warren is champ

Matt Warren has been confirmed as the champion driver in the HRCR Clubmans Road Rally Championship following the final round, the Devils Own Rally. It was the second title for the Ford Escort driver while Ryan Pickering secured the navigator's crown after guiding Guy Woodcock to victory on the Lake District event.

Besley on track

Charlie Besley, the 18-year-old son of Formula Junior racer Crispian, made his historic racing debut at Silverstone last month at the wheel of his father's front-engined Elva 100 and claimed a podium finish. He'd made his car debut a week earlier in a Mazda MX-5 and is hoping to step up to Renault Clio's next year with Westbourne Motorsport.

RALLY NEWS

Photos: mcklein-imagetdatabase.com



EVANS: I WANT TO PARTNER OGIER IN 2018

Welshman sends plea to his world champion team-mate



Ogier has helped M-Sport partners

By David Evans

Wales Rally GB winner Elfyn Evans has urged five-time World Rally Champion Sebastien Ogier to stay with the M-Sport team next season.

MN understands Ogier remains on the brink of a decision, with a further season at M-Sport reckoned to be the most likely option. That's an option Evans says would make perfect sense for him.

"I don't know what his plans are," said Evans, "but I really hope he doesn't go. I've enjoyed working with him and Julien [Ingrassia, co-driver] and I've really learned from them this season. This team has achieved so much this season, but moving forward I think there's even more that we could do together."

"It would be such a shame to change the team too much, I'd love the chance to pick up next season where we finish at the end of this year if he's still with the team."

Those feelings go both ways with

Ogier talking in the warmest terms about his M-Sport team-mates this year.

On hearing how much both Evans and the now Toyota-bound Ott Tanak felt they had learned from him, Ogier told *MN*: "That's really nice to hear and it's good to work with these guys as well. I've been so happy that, from the start of the season, we have had a really open relationship in the team – we shared everything. This is something we did when I was in Volkswagen and it was great to continue like this in M-Sport. I got to know Ott and Elfyn better this year and they're good guys. The atmosphere in the team is really nice, it's like the big family."

If Ogier does leave M-Sport, Evans would be left leading the team – a task he undertook in 2015 when he and Tanak spearheaded the Cumbrian squad's attack. That season ended with Evans being dropped from the frontline M-Sport squad. He admits he's learned a great deal since then.

"Leading the team's really not something I've even thought



Evans (c) and Ogier (r) shared the Wales Rally GB podium

about next year," said Evans. "Ott and I did it in 2015, when we were both at a similar level and relatively inexperienced. But now it's a different situation. I wouldn't say I have more confidence now, I'd say I have a different type of confidence. I wouldn't see it as being a big problem [if Ogier departed], but like I said, I really hope he doesn't."

Evans admitted he would miss Tanak, who will be driving a Yaris WRC next year.

"I've always enjoyed working with him," said the Welshman.

"We went through a bit together and we've always got on really well. For sure, I'm going to miss him."

Ogier's future is not expected to be decided until after next week's Rally Australia.

Malcolm Wilson updated *MN* on negotiations on Monday, saying: "There's still nothing to report I'm afraid. I know what we have to do, I know where we have to get to and that's what I'm working on now. I've got more meetings this week, but I can't see things being sorted before Rally Australia [Nov 16-19]."

Evans cautious on repeat success bid

Wales Rally GB winner Elfyn Evans says only a monsoon in Australia will be enough for him to clinch the first back-to-back World Rally Championship success for a Brit since 2002.

Evans is well aware that the DMACK tyres which helped him take his maiden WRC win in Wales last month could well handicap him if the Australian summer delivers its usual hot, dry conditions.

"We had to make a choice for the last three rounds of the championship," said Evans, "and I don't think it was any secret that we targeted Rally GB with the soft tyre. Rally Australia could be about gathering more data from the tyre, getting through it and doing the best job we

can. I'd expect the performance level to be reasonably similar to Spain, so in certain areas we won't be a million miles away."

Asked what he thought about his chances of landing back-to-back wins, Evans replied: "It might make it easier if there was a monsoon in the area. As we saw in Wales, our tyre works so well in those wet or damp and slippery conditions."

A long-range forecast for the Coffs Harbour area does indicate showers and thunderstorms in the area during the event, but temperatures in the high 20s would likely be enough to dry roads out quickly.

Elfyn has slim win hopes in Oz



FORMER WRC MAN STOHL WINS IN ELECTRIC RALLYCROSS CAR

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'Greer took Northern Irish title win in Antrim'
Sunset Stages report, p19



WILSON TIPPED FOR HONOURS

M-Sport team principal Malcolm Wilson admits he has been 'humbled' by a campaign to place him on the New Year Honours list for a Knighthood and his team in the running for the BBC's Sports Personality of the Year.

Wilson's local member of parliament Sue Hayman told *Motorsport News* she was backing local support to achieve greater recognition for Wilson and his Cumbrian firm.

Hayman said: "Malcolm is so well known in the area and what he has achieved is quite extraordinary [winning the two world titles]. To set up a very, very successful business and team in west Cumbria is something everybody at M-Sport can be proud of. But what Malcolm has done is shown that there's more to Cumbria than just the Lake District; he has shown we're about innovation, extraordinary ability and tremendous skill sets. I understand there is local support for Malcolm's name being put forward to the honours list and that's something I will be supporting wholeheartedly."



Wilson: humbled man

"On top of that we are also pushing the BBC to ensure M-Sport's inclusion in Sports Personality of the Year for team of the year. Motorsport doesn't get the recognition it deserves and Malcolm and M-Sport really do deserve it."

Wilson, who was awarded an OBE in 2009, said: "I've been amazed at the stuff that's been going on locally. You know how I feel about this sport and this area, they are both very close to my heart. It's so important to me to be able to go around the world and show off what we can do here in beautiful Cumbria."

"I'm flattered by what's going on and, it goes without saying that it would be an incredible honour to be recognised in that way. But that's not why I do it. Like everybody in the team, I'm driven by competition and the desire to succeed."



M-Sport team has stunned the WRC

Volkswagen ready to unleash R5 weapon

Volkswagen's return to the World Rally Championship remains on course for the second half of next season, with its Polo GTI R5.

The firm has issued an impression of what the car will look like when it is unveiled later this year. Development of the car began in January and testing should begin soon.

There's significant expectation for the Polo GTI R5 given the success of its Volkswagen's Polo R WRC, which dominated the sport from 2013-2016. The Hannover team has utilised the experience from the World Rally Car programme with Sebastien Ogier's rally engineer Gerard-

Jan de Jongh working as senior project engineer and technical director Francois-Xavier Demaison taking overall responsibility for the R5 car.

VW Motorsport director Sven Smeets said: "With the Polo GTI R5 we are hoping to transfer our expertise from four WRC titles to customer racing, and offer a first-class racing machine for championships from national series to the WRC. Before the first outing next year, we will subject the R5 to rigorous testing."

Volkswagen has already confirmed it won't be running a factory team in the same style as Volkswagen Group stablemates Skoda.



Volkswagen is preparing a WRC return in 2018 with Polo

Matton says Australia win is realistic

Yves Matton wants to end Citroën's season on a high with a win in Australia next week.

The French firm's return to the WRC has offered a mixed bag through 2017, but Matton insists the car is moving in the right direction and will be at the sharp end of the leaderboard in New South Wales.

Matton has challenged team leader Kris Meeke to turn his undoubted Rally Australia speed into a result in Coffs Harbour.

The Northern Irishman stunned the establishment when he posted fastest time in qualifying for the 2013 event - only his second start in a DS3 WRC.

Since then he finished

fourth in 2014 and third in 2015, but led both rallies. Australia wasn't part of his limited programme last season.

"I think it's possible to do something down there," said Matton. "We know Kris is always fast there and he has always been able to find the pace on those kind of roads. He will have a good position on the road for the first day, so let's see."

Matton has also pushed Craig Breen and Stephane Lefebvre to take their speed up a level down under.

"For the junior drivers, I would like to see a bit more pace and maybe a bit more risk on this rally," he added. "That way I think we can end the season in a positive way."

Makinen: Toyota looking hard at an R5 car

Toyota principal Tommi Makinen has admitted a Yaris R5 remains on the cards, but its development is on hold due to the absence of a suitable engine for the car.

The Japanese giant is the only make competing at the pinnacle of the World Rally Championship without an R5 car, but Makinen admits both he and Toyota can see the benefits of a commercial side to the rally operation. Makinen knows the market for second-tier WRC machinery, having sold Group N Subarus for 10 years through Tommi Makinen Racing.

"We're looking at it but it's not confirmed yet," Makinen told *MN*. "I'm pretty sure Toyota wants the R5 car. The question is that there is no suitable engine at the moment, this is one of the biggest reasons we haven't done anything yet. The R5 regulations say

we cannot do that much modification; it has to be standard. We have nothing confirmed for this to change [in base engines from Toyota]."

Makinen admitted the competition in WRC2 made it an interesting proposition for Toyota, adding: "We can see so many manufacturers there, with Skoda and Volkswagen as well as the others and it would make that competition even better to have Toyota in there."

Makinen admitted it was unlikely that Toyota would sell its Yaris WRC, but he admitted a rental operation out of Toyota Gazoo Racing's Puuppola's factory could work. "There will be a time when we want to run young Japanese drivers in the [WRC] and maybe we could rent a car out, but at the moment we are busy with the main programme," he said.

Makinen: R5 plan



GROUP RALLYING EDITOR

DAVID EVANS

"Our woods in GB still cut the mustard"



Britain's round of the World Rally Championship is a walk in the park. Compared with the challenge it provided all those years ago, you remember the one? The run up and down the country with only 10 minutes sleep and a packet of Polos to keep you going. These days? Like I said, walk in the park.

Regardless of your chosen field of play, you'll find the old boys (and girls) did it faster, further and harder than today. But I'd like to point out, as a final word on last month's Wales Rally GB, that Britain's round of the world championship remains just as much of a test as it ever did. Granted, it might offer more sleep and less stages, but the roads, well, the roads remain a significant conundrum for inbound first-time Finns.

Last year Esapekka Lappi came to Britain for the first time and backed his Skoda Fabia R5 into a Myherin tree almost immediately. He did go on to win WRC2, but this time around the now-Toyota driver was lost.

"I simply don't understand the grip," he said. "It looks OK and the last corner was good, but this one is like ice."

It was the same for his much-fancied and enormously hyped (I might have added a little fuel to this particular fire...) countryman Kalle Rovanpera. The 17-year-old knew GB would be tough because his father Harri had told him so. But Kalle's been driving cars on the limit on snow and ice for the last nine years, so limited grip is no bother to him.

Inconsistent grip, however, is another matter entirely. Friday lunchtime and Rovanpera looked lost. The car set-up was all wrong, but he didn't really have much of a clue how to make it all right. Before you know what you want from the car, you have to have an idea of what you're going to get from the road. And that was where the Finns fell down.

I put these points to Sebastien Ogier and he smiled a wry smile.

"I was afraid of this event for a long time," he said. "I didn't understand it. You have to learn and that's experience."

I feel reassured that, despite a decline in the need for ProPlus, our woods still cut the mustard and test the mettle.

One driver who definitely cut the mustard, despite not being in Wales for five years, or a rally car for 12 months was John MacCrone. The Mull man's experience of four-wheel drive is limited to a couple of hundred miles and he drove his first WRC round in more than two years with a £20,000 insurance excess at the forefront of his mind. MacCrone's 10th in class might not catch the eye, but as with all of these things, it's worth having a peak beneath the result to see the story that lies behind. John's got pace, determination and, from some of his times on Rally GB, a pretty good grasp of what it takes to make a car work in Wales.

RALLY NEWS

Photos:Red Bull Content Pool, FIA/ERC

R4 SET FOR RALLY DU VAR DEBUT

Sarrazin will drive new car in anger for the first time in competitive bow



Toyota-shelled machine has tested

By David Evans

ORECA's new R4 rally car will run in public for the first time at the Rallye du Var in France at the end of the month with Stephane Sarrazin behind the wheel.

The R4 kit, which is fitted to a Toyota Etios – a car only sold in South America and India – has completed an initial test programme of close to 1500 miles on gravel in Italy and asphalt in the south of France.

The FIA confirmed ORECA as the

sole supplier of the R4 kits last year and the French team has two orders already.

ORECA technical chief Matthieu Bassou told *MN*: “We want to take the car to the Rallye du Var to show people where we are with it and what the car can do.”

Bassou is also keen to disarm people of the opinion that the R4 is meant as a budget R5 car. “It’s not that at all,” he said. “The kit for R4 will cost €108,000 (£95,500) and if you work with a tuner who is building a number of

R4 cars, we think it will be possible to have the complete car for around €160,000 (£141,500).

“We know that this will be the price of some second-hand R5 cars, this is not where the aim is for the R4. The R4 car is aimed at the FIA’s Regional Rally Championships and at national series around the world.

“If you want to make an R4 car and run it in Monte Carlo, you can’t – the car is only allowed on WRC rounds outside of Europe next season. I don’t think we will see it regularly in the

WRC until 2020, but, like I said, the priority is for the regions like South America – we’ve already had strong interest from there.”

ORECA’s R4 kit includes an engine, gearbox, running gear, some suspension and a fuel tank.

“There’s a very wide variety of cars which will take the kit,” said Bassou, “the smallest we have imagined is the Fiat 500 and the biggest is the Subaru [Impreza]. We have the Etios as our car, but it really doesn’t matter what it is.”

Sarrazin has undertaken much of the development testing and will drive the R4 in Var.

“It’s a great car to drive,” said Sarrazin. “It’s very reactive and so efficient on gravel and asphalt. OK, the engine is a bit down, but it’s a standard Peugeot 308 GTI engine. Because of that, it will be slower than the R5, we know this, but this is a good compromise because this is cheaper to buy and to run for the guys making the step from R2. We’ll know more about where the car is after Var.”

Peugeot out of Dakar after 2018 victory bid

Peugeot has confirmed the 2018 Dakar Rally will conclude its off-road programme.

The French firm’s decision is understood to be mainly budgetary, but it is also aware of the potential for a rule change which could mitigate the advantage its 3008 DKR enjoys running a rear-wheel-drive buggy-style car.

Peugeot Sport director Bruno Famin said: “As this will be the last Dakar for Peugeot, we would like to finish our amazing campaign on a high note. But as I always say, you can’t count on anything in advance. The most difficult thing, after winning, is to do it again.”

Thirteen-time Dakar winner Stephane Peterhansel says his future remains unclear after January.

“Who knows if it’s going to be my last one or not, that is still to be seen,” he said. “This year it will be even more



Sebastien Loeb is hopeful of winning the Dakar Rally at his third attempt

special, with the 40th edition and my 29th participation. The problem is that the more you win, the more you want to keep on doing it.”

Nine-time World Rally champion Sebastien Loeb, also driving a 3008 DKR, is aware January could be his final opportunity to win Dakar, but he’s increasingly confident having

led the two he’s started so far.

Loeb said: “The car has evolved and myself and Daniel [Elena, co-driver] have made progress as well. We’re better in every way. But, we’ve only got a total of six rally raids behind us, which means we’re always going to be lacking in experience compared to the others.”

Rally Estonia bids for WRC calendar spot

Former Junior World Rally Championship frontrunner Urmo Aava is leading a bid for an Estonian round of the WRC.

Director of Rally Estonia Aava has met with WRC Promoter through this year and has set the event a series of targets to reach the sport’s highest level. Estonia’s fast stages are popular among the drivers who have competed there in the past. The event is also well known to the FIA, having been included as a round of the European Rally Championship.

Aava said: “We want to bring this rally to the next level. It won’t be easy, but we have made a long-term agreement with the Estonian Motor Sports Association with a view to our goal of achieving WRC [status]. The



Estonia has been on ERC calendar

WRC series promoter values our ideas very highly. If we want to join the WRC series, we have to come up with new solutions and ideas.”

Aava will lead the effort to gain support and exposure for Rally Estonia, which runs as a round of the Estonian and Latvian series in July. The Tartu-based event includes roads mainly in the south of the country.

*'Charlie Payne is
the man in Malton'*
Malton Stages, p19



Photos: Kevin Money, Jakob Ebrey, Andrew Bushe



Ollie Mellors
drove the car

PROTON IRIZ DEBUTS WITH A PODIUM RUN

Ollie Mellors gave the brand new Proton Iriz R5 its competition debut on the Malton Forest Rally, finishing third.

Mellors Elliot Motorsport team has tested the car extensively, including with Marcus Gronholm behind the wheel, with the target of competing in WRC2. The company has won championships in the WRC before with its Proton Satria S2000.

"I had only driven this current-spec car for half a day prior to the rally," said Mellors. "The aim was to just get around today and see if we had any issues."

"There were no early teething problems and apart from scaring myself in Langdale's first run and then losing a boost pipe on the second, it was faultless and finishing third behind two WRC cars was a bonus," he said.

"It's the biggest project we have undertaken as a company, but obviously having done the S2000 with Proton that helped," said Ollie's father Chris, himself a Mintex Rally champion in the 1990s. "Now we've run the car, the homologation is being looked at. We have other cars in build and expect to target the

Asia Pacific Rally Championship first."

The team has an entry in for the car on the Grizedale Stages next month.

● Le Mans winner Guy Smith had his first gravel rally outing for two years when he tackled the Malton Forest Rally in father Peter's Ford Fiesta R5 driven by Matt Edwards in the British Rally Championship this year. "It's the newest and fastest rally car I have tried on the loose, but what an experience," he said after finishing seventh. Smith will look to defend his Christmas Stages win at Croft in December.

Welsh road rally titles are wrapped up for 'GT' Roberts as Jenkins celebrates at 30,000ft

By finishing in sixth place on the Powys Lanes Rally on Saturday night, Mark 'GT' Roberts secured his second Welsh Road Rally Championship title, 10 years after his first.

The Welsh Border Car Club driver had missed the previous

three rounds while recovering from a gallstone operation. His task had been made easier as Kevin Davies, who has taken maximum championship points on six rounds, was unable to contest the whole series.

The Navigators' title was also

decided on the Powys Lanes, the penultimate round of the series. Dylan Jenkins, who has topped the table for most of the year, was declared champion despite not starting the rally. He was flying back from Las Vegas while the rally was taking place. An elated

Jenkins declared that "not many people can say that they won the Welsh at 39,000 feet!"

He headed Dafydd Sion Lloyd – who needed to finish third but managed only fifth – and Michael Gilbey who retired with clutch failure.

Black targets Welsh Championship prize

Callum Black will look to make up for losing out on the BTRDA Rally Series title by winning this weekend's Welsh Rally Championship on the Wydean Rally.

The November 11 event, with stages around the Forest of Dean, is the title decider for the Welsh series. A finish for Black – who is seeded first on the road – should be enough to secure him the title. Group N exponent Andy Davies is the only person capable of altering the course of the trophy. Davies has already won the

Group N class for the year.

Black had intended to finish the year with his Wales Rally GB debut in his Ford Fiesta R5, but maximum points on all Welsh rounds has changed his mind.

"I entered the event last year and finished second overall so I'm confident of our overall chances as well next weekend," said Black. "I thought ending the year with Wales Rally GB would be perfect, but a title or rally win would be better still."

The BMWs of Colin Griffiths and Andy Fox will be joined by the Escorts of Rob Dennis and Tony Williams, along with Chris Powell's Sunbeam, in a fight for the two-wheel-drive title honours.

Black: on form
in Welsh events



Formula 1000 cars will receive vouchers towards entry fees

New M-Sport prize for Junior 1000 Ireland

The Junior 1000 Ireland Championship has launched a new prize structure for next year's six-round series.

The first Nissan Micra driver in the championship will get a trip to M-Sport for a tour of the facilities. Along with that, the series is investing £3000 worth of entry fee vouchers, which will be split between the top five crews on each event to encourage crews to take part in all or a majority of the rounds of the championship.

The National Construction Skills Academy backs the series. The NCSA's Brendan Crealey, a former Peugeot Challenge and

Mitsubishi Evo Challenge winner, said: "I strongly believe in the Junior 1000 series, and indeed initiated this one back in 2012. I'd like to see more competitors in the series. Structured rallying from the age of 14 is a positive thing.

"I'd like to see more of the young talent out there getting into rally cars, and that's the reason I decided to help the forth-coming challenge."

Series co-ordinator Andrew Bushe added: "It has been difficult to get new blood over the past year or two in Northern Ireland so the prize scheme will provide very welcome encouragement."

GROUP NATIONAL EDITOR

JACK BENYON

"Evans' win is the spark grassroots rallying needed"



Evans win could attract new grass roots volunteers

You won't catch me writing about World Championship events too often, it just isn't in my realm. But for Wales Rally GB it's a different story and one that could impact national rallying in the UK more than any of us can estimate or know at this time.

One thing is for certain, Britain and Ireland has been struggling in recent years for enough heroes at the top of the sport.

It's been great to chart the progress of the likes of Kris Meeke and Craig Breen, but going back a few years before they established themselves in the WRC, there weren't a lot of British and Irish drivers competing at the highest levels in Europe or indeed the world. Last month's Wales Rally GB could change all that.

There's no doubt Elyn Evans and M-Sport's performance boosted spectator numbers, of which my colleague didn't exaggerate in *MN* last week. It was astounding. Even with a media pass I did a fair bit of walking to see the best the National event had to offer. The queues were enormous.

And that's the spark national rallying needs.

Two of the biggest problems national rallying is facing right now is the lack of enough volunteers to organise the discipline, and a current slump in entries.

While GB isn't going to solve the problem that rallying is expensive, it will help open it up to more motorsport fans. Evans was on Radio 2 after all. National rallying really needs more figureheads at the top to drum up excitement in the UK. GB has certainly done that.

If you really can't afford to get into motorsport, and you want to get up close and personal to it, what better way than to organise it yourself.

The guys and gals out marshaling on the event didn't have to queue for miles to get in. Nor did they miss any action. In return they provide a service and still get the views the spectators do. National rallying dearly needs a boost in the number of volunteers out on the stages but also in the offices. It was good to see young clerk of the course David Town entrusted with the national section of the event and rallies need more like him putting themselves forward.

Away from GB, I had the pleasure of competing in the Motorsport News Circuit Rally Championship opener, the Neil Howard Stages Rally, at Oulton Park last weekend. I can not overestimate how nice the marshals, organisers and other crews were in giving advice and making sure the event ran smoothly. It was unbelievable to see a single-venue event attract over £1 million worth of machinery. The event certainly gave them a challenge and persuaded two roundy-roundy touring car fellas that rallying is the way forward.



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RALLY NEWS

Photos: Jakob Ebrey, SMJ Photography

ULSTER MOVES TO ANTRIM FOR 2018 EVENT

Rumours of ERC status have been quashed



Ulster is departing Londonderry in '18



Dai Roberts is rapid in a 205



Dale Furniss: new to driving

BRC co-drivers go driving on the Manx

Frontrunning British Rally Championship co-drivers Dale Furniss and Dai Roberts will both drive on this weekend's Pokerstars Rally on the Isle of Man, with Furniss making his full stage rally driving debut.

Furniss – who partners Osian Pryce in the BRC and World Championship – is a multiple road rally winner in his VW Golf. He has adapted the car ready for the November 10/11 event and it was expected to be log-booked this week. He will be co-driven by respected young navigator Keaton Williams.

"I'm excited but it's going to be a hell of a challenge," said Furniss. "It's quite a long rally. I'm going to make notes from scratch. It might help me listen more. It's going to be weird taking instructions instead of giving them."

Roberts is a regular class winner on his sporadic outings in his Peugeot 205 GTI. He will be joined on this event by Nathan Davies.

Reigning Manx champion Dan Harper is the first seeded entry in his Mini John Cooper Works WRC. He'll be followed by Paul Bird (Ford Focus WRC07) and regular winner on the island, Nigel Cannell in his Mitsubishi.

By Jack Benyon

The Ulster Rally will move to the County Antrim area for 2018, although it will not form part of the European Rally Championship as reported by some local media.

The event – which is a round of the British and Irish Tarmac Rally Championships and FIA Celtic Rally Trophy – has been based in Londonderry for the past two seasons, and will now move into a congested location for rallies next season. The Ulster Automobile Club will run its Easter Stages Rally in the area.

"It's time for us to move again, it's part of the history of the rally," said event director Robert Harkness. "I'm not sure people appreciated the stages

in the Sperrins [near Londonderry], yet they were always taken as good stages before this last couple of years, but the weather was better [previously]. A lot of people were fed up with the stages."

The event is set to run in August, with the usual two-day format to be retained. It will run after the Easter Stages Rally in April, with the Ulster provisionally pencilled in for August 17/18.

"We've had a number of meetings about trying to sort out who will run what stages where," said Harkness. "We might run variations of similar stages, but there's enough variation there at least for one year, until we get our heads around it."

"We plan to run north and really north. Glendun and Torr Head [stages]."

Harkness confirmed that the event wouldn't try to combine Glendun and Torr Head as the Circuit of Ireland did in 2016, for fear of losing too much mileage if the stage was cancelled.

ITRC frontrunner Alastair Fisher said: "It'll maybe be too close together [the Easter Stages and the Ulster], but the clubs and sponsors have had to do it for a reason. It's good to see the Easter Stages coming back out again as well."

His fellow competitor Joe McGonigle added: "The stages in Antrim are great and when the rally was last up in Antrim, it was a fantastic rally. The service area is one of the best and you know what kind of challenge you'll get out of the stages."

Confusion arose from council documents which mentioned the rally

would be a round of a "European regional championship". This was mistaken as the ERC, which has run in that area as recently as 2016 with the Circuit of Ireland. That event isn't running in 2017 or '18.

"Of course we're more than aware of the Ulster Rally's popularity and strong level of organisation and heritage but we've never actually had any discussions with the event organisers about an ERC round or otherwise," said ERC co-ordinator Jean-Baptiste Ley. "But it seems there was some confusion between ERC and ERT as the Ulster Rally will be part of the FIA European [Celtic] Rally Trophy next season. We will be announcing the provisional calendar for the 2018 FIA European Rally Championship shortly."

Ulster will visit Antrim stages

British Touring Car race winners Morgan and O'Neill go rallying

British Touring Car Championship race winners Adam Morgan and Paul O'Neill are considering more rallying outings after squaring off on the opening round of the Motorsport News Circuit Rally Championship.

Both drivers, along with reputable circuit racer Nigel Greensall, raced Paul Sheard-prepared Mazda MX-5s. Morgan confirmed he would consider another round of the championship. His father Russell is a regular rally competitor and also did the event in a 2.5-litre Millington Ford Escort Mk2.

"This is the way forward," said Morgan, who finished 34th after a puncture. "It's been a proper good laugh. I think I've lost five wing mirrors and took the front end off the car. I've thoroughly enjoyed it. It's going back to my routes, where I started out, and it would be nice to do some more. I'd like to do it again and persuade my old man to come out and we'll do a father-son thing."

"Or maybe I can persuade him to let me out in the Escort. That'll need a lot of persuading."

O'Neill – now an ITV BTCC pundit –

took second in Class B and 24th overall after a clean run, following a retirement on the first stage on the same event the previous year, which was his rally debut.

"It's one of the best single days of motorsport I've ever had," said O'Neill. "All day it's gone great, there was no pressure and I really enjoyed it. I would do this again and I'd recommend it to anyone."

O'Neill drove a Mk1 1600cc car while Morgan piloted a Mk3 2000cc. Sheard is renting the cars for other rounds of the championship.



Morgan (l) and O'Neill (r) both agreed on the fun to be had from rallying

MN CIRCUIT RALLY CHAMPIONSHIP

Photos: SMJ Photography

CLASS ROUND-UP



Cunningham/Fowler starred

Joe Cunningham and Marc Fowler's Vauxhall Corsa had built up a 12-second lead in **Class A** after two stages, but a gear selection problem on stage three left them with a 40-second deficit to ANWCC Championship leaders Gethin Jones/Tomos Williams' Vauxhall Nova.

Jones held onto the lead until stage seven. "Then we went the wrong way," he explained, which left them 35 seconds down and handed Cunningham – the 2015/16 Class A champ – the spoils.

Mark Annon/Ian Humphrey's Puma was third all day, with Aaron Rix/Rob Cook's Ford Ka ousting Sam/Liam Johnson's SEAT Arosa when they spun on stage two. Johnson was fifth with Craig Aston/Nick Baker's Peugeot 205 GTI sixth.

Diff failure put pay to Stevie Irwin/Ian Middleton's hopes in **Class B** in their Vauxhall Nova. By the end of stage three they were 42 seconds clear of Ryan Burns/Steve Hallmark's Corsa. "We just lost drive," said Irwin. "It started on stage two and just worsened and was almost pulling us off the track. It's the second successive year it's happened too."

Burns had moved into second from stage three, demoting the Peugeot 106s of Chris Phillips/Rhys Hughes' and Barry Grant/Emyr Hall.

After leading the class for a couple of stages, Burns was out too with gearbox and clutch problems. Ben and Andrew Wilkinson's Citroen Saxo became the third class leader but they held on to take the spoils.

A strong finish from ex-BTCC man Paul O'Neill not only netted him second in a Paul Sheard-run Mazda MX-5, but brought them to within two seconds of snatching a class win.

Chris Platt/Mick Robinson's Vauxhall Tigra was robbed of a class podium when their engine seized on stage six, leaving Phillips/Hughes a clear third, from Jack Leese/Tom Bowen's Peugeot 208, Grant/Hall and Dave Johnstone/Bruce Lindsay's Peugeot 205 GTI Kit Car.

Starting on slicks when everyone else went for wets was brave, but in the end it paid off for Joshua and Tamsyn Davey's Darrian T90.

They led **Class C** all day, despite having spins on each of the first two stages. "We ended up on the grass on stage four too," he added.

Despite a 10-second penalty for a chicane indiscretion on the last stage, he still took the class by almost three minutes from Eric Roberts/Merfyn Williams' Escort. "We didn't have any power steering for the first two stages," said Roberts, but was still second in class from stage two.

Although Mike English/Andy Robinson's Escort started well, their unexplained loss of pace left them with fourth in class. Benjamin and Steven Smith managed to overcome gearbox problems in their Peugeot 205 GTI and retained third from stage three.

Eighth in Class C was another British Touring Car Championship ace Adam Morgan, while versatile circuit racer Nigel Greensall was 15th in class. Both had swapped their regular mounts for Paul Sheard-run Mazda MX-5s.

Event winner Procter took the **D2** class, Chris West won **D1**.

Peter Scherer

TWO NEIL HOWARD WINS IN A ROW FOR PROCTER

Fiesta driver dominates as West takes maximum MN points. By Jack Benyon



Procter was a class apart

Kevin Procter started the Neil Howard Stages in the back foot after the engraver spelt his name wrong on the event's trophy in honour of his 2016 victory. But despite a massive final-stage moment, he destroyed the opposition on the Motorsport News Circuit Rally Championship season opener at Oulton Park.

The day started badly for Procter as the cold and wet conditions suited the two-wheel-drive machines, and it was the Ford Escort Mk2s of Paul Swift/Cat Lund and Mark Kelly/Andy Baker who topped Procter on stage one.

But that was it. That was all Procter was up for giving his cohorts. On the second stage he went 18 seconds quicker than anyone else, which put him into a commanding lead which he went on to supplement by winning five of nine stages on the tricky event, which blew mild and cold, wind and rain, sun and mud.

But on the final stage in the pitch black, he had a big moment.

"Exiting the rally school the track was really dirty and we locked up," he said. "We nearly threw it all away!"

Instead, a neat piece of driving from the British and European Rallycross regular meant his Ford Fiesta S2000 – with a turbo engine – lived up to the number one on the door from last year despite even sterner competition. Let's hope the engraver gets it correct for the trophy next time around.

Behind, an epic fight for second broke out with one of the strongest entries the event has ever seen responsible for producing the action. *MN* conservatively valued the machinery in the top 10 on the entry list at £1 million.

Seeded at car number two, Stephen Simpson – 2015 winner – felt he had an uphill task after switching from his usual Subaru Impreza S12B WRC to a Ford Fiesta R5 for this year, with the car lacking the power and outright speed of

the Japanese machine. Nevertheless he took up battle with an intense fight for the spots in the top five. Second to seventh in the final order was separated by just 36 seconds.

Chris West was another driver caught out on the first stage as he lay down in eighth in his Peugeot 306 Maxi, but he steadily worked his way back into contention. In the end, he was just four seconds off Simpson in the fight for second, but still took maximum points in the MN Championship with Procter and Simpson not registered. West has won before in the series, at Brands Hatch, and will be a threat for the title. He took D1 Class honours to supplement his overall podium.

Just 10 seconds separated fourth and seventh with Kelly continuing his brilliant 2017 form by securing the position, but only by a solitary second.

Event sponsor and two-time NH Stages winner Graham Coffey, partnered by Victoria Myers, just missed out as they switched from their Impreza S12B to a Fiesta RS WRC for the event.

They in turn were marginally ahead of the surprise of the event, Joshua Davey/Tamsyn Davey. They were seeded at car 45, and keeping in mind seeding is done on anticipated performance, they did more than cause a stir with two fastest stage times in their Darrian T90. Sixth was the reward on their first finish in the car.

Just four seconds behind were last year's champions Ian Woodhouse and Paul Rowland; they spent the day trying to recoup time after an incorrect tyre choice in the morning. Their Ford Escort Mk2 didn't start at the same pace as last year's title rival Swift, but Woodhouse was stronger after Oulton Park last year and will surely play into the fight for the title once more.

Swift started by going fastest on stage one, but the conditions grew to suit the four-wheel-drive cars over the likes of the Escorts. He was down in eighth when he retired on the last stage because of gearbox trouble.

He did, at least, get to hoon around and entertain spectators alongside a



West was the top registered MN Championship runner

RESULTS

Neil Howard Stages, MN Circuit Rally Championship, round 1/7, Nov 4

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Kevin Procter/Derek Fawcett	Ford Fiesta S2000 Turbo	1h01m48s
2	Steve Simpson/Patrick Walsh	Ford Fiesta R5	+1m32s
3	Chris West/Keith Hounslow	Peugeot 306 Maxi	+1m36s
4	Mark Kelly/Andy Baker	Ford Escort MK2	+1m58s
5	Graham Coffey/Victoria Myers	Ford Fiesta RS WRC	+1m59s
6	Josh Davey/Tamsyn Davey	Darrian T90	+2m04s
7	Ian Woodhouse/Paul Rowland	Ford Escort Mk2	+2m08s
8	John Stone/Sarah Hughes	Ford Fiesta S2500	+2m42s
9	John Griffiths/Nigel Wetton	Subaru Impreza	+2m43s
10	John Marshall/Scott Crawford	Subaru Impreza	+3m46s

Class winners Procter/Fawcett; West/Hounslow; Davey/Davey; Joe Cunningham/Marc Fowler (Vauxhall Corsa); Ben Wilkinson/Andrew Wilkinson (Citroen Saxo). Points: 1 West 55; 2 Davey 52; 3 Kelly 50; 4 Stone 50; 5 Woodhouse 46; 6 Griffiths 46. Prototype Challenge: Davey/Davey. Michelin Cup: Davey/Davey

firework display at the end of the day.

John Stone struggled to switch on his tyres aboard his Ford Fiesta S2500 Millington, but was happy to finish after three retirements in the last five rallies, replacing the ailing Swift in eighth.

Last year's D2 class champion John Griffiths steered his Subaru to ninth, one of his better results in the championship so far, while John Marshall made the long trip from Scotland worthwhile with 10th.

Competitors credited the event organisers for another well-run event, this one of the premier single-venue rallies in the UK. The value of the cars on the entry, and the standard of driver, only go to back that up. The fact that the watersplash was made shallower after concerns last year only helped to cement the organising team's reputation as one that works with competitors and looks to improve year on year.

RALLY REPORTS



Photo: Kevin Money

Payne knows Malton well after six wins

PAYNE IS THE MALTON MASTER WITH THIRD WIN IN A ROW

Malton Stages

By Peter Scherer

Organiser: Malton MC & Clitheroe & DMC **When:** November 5
Where: Malton, North Yorkshire **Championships:** ANCC, ANECCC, ANWCC, ANEMMC, English Rally Championship, Northern Historic
Starters: 72 **Stages:** 6

Charlie Payne took his sixth win on the Malton Forest Rally and his third event win in succession. With Carl Williamson on the notes, their Ford Fiesta RS WRC was never headed over the six stages in tricky conditions.

On the opening Cropton stage the brand new Proton Iriz R5 – making its competition debut – of Ollie Mellors/Ian Windress was able to match Payne's time, with Stephen Petch/Michael Wilkinson's Fiesta RS WRC a further two seconds down in third.

After runs through Gale Rigg and Langdale, Payne's lead had grown to six seconds, with Petch second, one

second up on Mellors. "After the first one and a half miles of each stage it goes flat, so we are losing time," said Petch.

"I scared myself a little in Gale Rigg, arriving at a corner about three gears too high," Mellors added.

Phil and Simon Pickard had established their Impreza in a clear fourth, with Steve Bannister/Callum Atkinson's Ford Escort Mk2 demoting Daniel Mennell/Heather Grisedale's Subaru Impreza from fifth after Langdale. Early casualties had been Peter Stephenson/Patrick Walsh's Ford Focus WRC off in Cropton, Steve Petch/John Richardson's Ford Fiesta with a damaged radiator in Cropton and Peter Smith/John Millington with a broken oil cooler.

Although Payne increased his lead again through the second Cropton and Gale Rigg stages, the final stage in a wet and slippery Langdale proved to be the

hardest of the day. "There were a few scary moments but we didn't take any risks," he said after taking victory by seven seconds.

"We had kissed the bank flat in sixth on the first Langdale, but this was one of the toughest stages I have ever done," Petch added, after taking three seconds off Payne's lead to consolidate second.

Mellors held onto third but had his last stage drama. "We lost the boost pipe and with no heated screen we couldn't see," he explained.

Pickard overcame a recurring electrical fault to retain fourth and Mennell managed to reclaim fifth on the second Cropton stage. When asked by *Motorsport News* how Mennell did this he said he "dropped the clutch and pulled the car's pants down". It was a brilliant result in his second multi-venue rally.

With Mat Smith/Derek Cornforth's Proton Satria puncturing only yards

into the first stage, Chris Lawson/Richard Wardle's Nova led Class 1 all day. Smith fought back to second on the last stage despite a spin, when Chris Row/David Auden's MG ZR retired.

Barry Lindsay/Caroline Lodge's Peugeot 206 headed Ben Cree/Andy Brown's 205 in Class 2, while Nick Dobson/Steve Pugh's Escort and Mike Wolff/Mike Twiname's BMW E30 were unbeatable in Classes 3 and 4, despite Wolff losing his gearstick mid-rally.

Results

1 Charlie Payne/Carl Williamson (Ford Fiesta RS WRC) 38m45s; 2 Stephen Petch/Michael Wilkinson (Fiesta RS WRC) +7s; 3 Ollie Mellors/Ian Windress (Proton Iriz R5); 4 Phil Pickard/Simon Pickard (Subaru Impreza); 5 Daniel Mennell/Heather Grisedale (Impreza); 6 Steve Bannister/Callum Atkinson (Ford Escort Mk2); 7 Guy Smith/Matt Edwards (Fiesta R5); 8 Nick Dobson/Steve Pugh (Ford Escort Mk2); 9 Peter Sights/Ash Sights (Escort Mk2); 10 Stuart Boyes/Nigel Hutchinson (Escort Mk2).
Class winners: Chris Lawson/Richard Wardle (Vauxhall Nova); Barry Lindsay/Caroline Lodge (Peugeot 206); Dobson/Pugh; Wolff/Twiname; Michael Thornton/Dave Scrimmour (Escort Mexico); Bannister/Atkinson.

McGarrity wins but Greer takes the title

Sunset Stages Rally

By William Neill

Organiser: Magherafelt and District MC **When:** November 4 **Where:** Nutts Corner, County Antrim **Championships:** Northern Ireland Rally Championship
Starters: 57 **Stages:** 10

Despite winning the Sunset Stages Rally by 3.1s and overturning his title rival on the last stage, it wasn't enough to give Derek McGarrity the Northern Ireland Rally Championship title, which went to second place man Jonny Greer.

A single point, after dropped scores, decided Skoda Fabia R5 driver McGarrity would not take an historic eighth title with Greer becoming the first new champion since Stuart Biggerstaff in 2010.

Initial forest plans were scuppered due to rain damage so the Tour of the Sperrins, rebranded Sunset Stages, moved to Nutts Corner – a sprint and karting track – with nearby Superdrive Centre adding mileage.

Greer and Kirsty Riddick were fastest on the 1.7-mile opening stage by 0.5s in their Citroen DS3 R5. But on the slightly shorter SS2, with a gravel section, McGarrity and James O'Reilly

Photo: William Neill



Jonny Greer gave up the lead on the final stage but won title

were faster by 3.7s to go into service with a 3.2s advantage.

The format went unchanged for loop two and three. Greer mastered the circuit while McGarrity was in charge of Superdrive's tests.

On SS9 Greer moved briefly into the lead but with the championship at stake a 10th fastest final stage time highlighted the importance of a finish. The Carryduff man noted rain as the sun set at the stage start so backed off.

Event sponsor Derek McGeehan was third all day with well-travelled co-driver Gary McElhinney, 27.4s from Greer but the Mini John Cooper Works WRC was 15.1s ahead of Spamout winner, Gareth Sayers and Gareth Gilchrist.

Alan Carmichael's field following a measured start, before breaking into the top 10 on the second loop.

Conor McCrossan was sixth and Niall Henry followed, while on her rally return Amy Cox and Caron McCormack impressed with eighth despite getting caught in the worst of the rain and catching cars. The latter pairing's Skoda Fabia S2000 was a mere 0.3s from Henry.

Results

1 Derek McGarrity/James O'Reilly (Skoda Fabia R5) 20m31s; 2 Jonathan Greer/Kirsty Riddick (Citroen DS 3 R5) +3s; 3 Derek McGeehan/Gary McElhinney (Mini John Cooper Works WRC); 4 Gareth Sayers/Gareth Gilchrist (Ford Fiesta); 5 Alan Carmichael/Ivor Lamont (Subaru Impreza S14 WRC); 6 Conor McCrossan/Conor Murphy (Skoda Fabia S2000); 7 Niall Henry/Aaron Johnston (Mitsubishi Lancer E10); 8 Amy Cox/Caron McCormack (Fabia S2000); 9 James Kennedy/Heather Kennedy (Ford Escort Mk2); 10 Joe Hegarty/David Turkington (Mitsubishi Lancer E6).
Class winners: Michael Nutt/David Nutt (Honda Civic); Philip White/Ben Falls (Nissan Micra); Kyle White/Sean Topping (Peugeot 208 R2); David Christie/Sam Adams (Escort Mk2); Kennedy/Kennedy; Stephen Whitford/Jonny Whitford (Toyota GT86); Sayers/Gilchrist; McGarrity/O'Reilly; Greer/Riddick; John Adams/Noel Watt (Escort Mk2); Greg McCormack/Gabriel Clendinning (Escort Mk2).

Nova crew take strong Builth victory

Builth Showground Stages

By Simon Cronow

Organiser: Herefordshire Motor Club Ltd **When:** November 4 **Where:** Builth Showground, Powys **Starters:** 55 **Stages:** 14

After taking the lead with fastest time on the first two stages, Sam Davies/Martin Lasper built on their early advantage and went on take a dominant first win on the Builth Showground Stages in their 1600cc Vauxhall Nova.

Last year's winners John Perrott/Keaton Williams pushed hard and set quickest times on stages five and six to close to within four seconds of the lead, before Davies responded with fastest times on the next two tests to build a 12 second advantage. When Perrott and third placed Len Jones/Don James retired their Ford Escorts as both left the road, Davies had a commanding lead and went on to win by over a minute.

There was another class win for Dan Evans/Jessica Hockly, who followed up their recent Pembrey class

success, finishing an excellent second overall in their Suzuki Swift, as class rivals Ieuan Evans/Lewis Morgan rounded off the podium in their Nova.

Fourth placed, father-and-daughter pairing Christian and Carys Prynne repeated their 2016 class win in their Peugeot 205 GTI.

Eryl Pritchard/Iwan Williams, who set a number of quick times had to be content with a category win and seventh place in their Subaru Impreza, once the 3s-per-mile four-wheel-drive penalty was applied.

Results

1 Sam Davies/Martin Lasper (Vauxhall Nova) 50m58s; 2 Dan Evans/Jessica Hockly (Suzuki Swift) +1m10s; 3 Ieuan Evans/Lewis Morgan (Nova); 4 Christian Prynne/Carys Prynne (Peugeot 205 GTI); 5 James Young/Heather Phelps (Peugeot 306 GTI); 6 Conrad Law/Sophie Law (Ford Escort Mk1); 7 Eryl Pritchard/Iwan Williams (Subaru Impreza); 8 Hywel Davies/Rhodri Evans (Escort Mk2); 9 Alun Horn/Kate Horn (Impreza); 10 David McMullan/Jamie Elston (Nova).
Class winners: Evans/Hockly; Nigel Mee/Reg Davies (Nova); Young/Phelps; Prynne/Prynne; David Ginn/Mike Timms (Ford Focus ST); Davies/Young; Arwel Lloyd Jones/Harold Jones (Escort Mk2); Pritchard/Williams.

ROAD RALLY ROUND-UP

George Williams followed up his debut win on the recent Rali Mon with victory on Saturday night's **Powys Lanes Rally**. He and navigator Jon Hawkins emerged from a close battle for the lead to take a deceptively decisive winning margin of almost a minute and a half.

At Petrol the pair held a 5s lead over Will Arrowsmith/Daniel Stone, with top seeds Kevin Davies/Dale Bowen a further 10s in arrears. The final test proved critical; Arrowsmith/Stone lost two minutes with a wrong slot, while Davies/Bowen hit a bank and lost 10s but held on to second.

Third place was taken by Mark Lennox/Ian Beamond, although they were almost three minutes behind the winners. Kevin 'Penclaw' Jones/Alan James put in another impressive performance taking fourth overall and the Expert Class win.

Mark 'GT' Roberts/Cadog Davies finished sixth, which was enough for the driver to secure the Welsh Championship for the second time (see rally news).

Ian Mills

Results

Organiser: Epynt MC **Date:** November 4/5 **Where:** Mid-Wales **Championships:** WAMC, ANWCC & AWMMC **Route:** 110 miles **Starters:** 82.
1 George Williams/Jon Hawkins (Ford Escort) 3m15s; 2 Kevin Davies/Dale Bowen (Escort) +1m26s; 3 Mark Lennox/Ian Beamond (Escort); 4 Kevin 'Penclaw' Jones/Alan James (Toyota Corolla GTI); 5 Craig Judd/Dafydd Evans (Peugeot 306 GTI); 6 Mark 'GT' Roberts/Cadog Davies (VW Golf GTI); 7 Steven John Williams/Dafydd-Sion Lloyd (Escort); 8 Steve Knibbs/Gerwyn Barry (Proton Satria); 9 Matt Barker/John Connor (Peugeot 206 GTI); 10 Martin Curzon/Rob Thomas (Escort).
Class winners: Jones/James; Ben Ruff/Ryan Griffiths (Vauxhall Corsa); Owain Morgans/Daniel Reid (Ford Fiesta ST).

INSIGHT: HAMILTON'S HEROICS



Lewis was crowned after Mexican charge

LEWIS REWRITING THE RECORD BOOKS IN HIS OWN STYLE

How the new world champi

Lewis Hamilton is the greatest British Formula 1 driver of all time in terms of titles. Those are the bare facts, but the phenomenon shows no signs of slowing down. Already people are asking whether he could become the greatest of all time.

For the 32-year-old, that is something he dismisses. It is all about the here and now, although wrapping up his fourth world championship in Mexico with a ninth place finish in his Mercedes gave him reason to reflect on the path that he had already taken.

There have been 62 wins, a record number of 72 pole positions and those four crowns. But along the way, there have been difficult times, including his switch away from McLaren to join Mercedes in 2013.

"Moving to this team at Mercedes, people thought it was a big risk and gamble, but I had every belief in my heart, 100 per cent belief in my heart, that it was the right thing to do," says Hamilton. "Even if in the beginning it may have been difficult, I knew at some stage we would have this kind of success. And then just to see the team grow. It's trickled down from the top, with great bosses, great board members who support the team one hundred per cent.

"I wonder how many people thought it was the worst move to go to Mercedes?"

Of course, the opinions have changed now – but isn't it cool? Isn't it cool to see someone take a risk like I did and it to come out the way it has? I'm really, really happy about it and proud of all the people that have helped me achieve it and looking forward to the future."

This year has not been plain sailing, and one of the most painful moments of the season was after the F1 Live event in London in July.

While the entire F1 field turned up to demo cars in front of fans lining the street, Hamilton was missing, and there was a huge backlash.

The fans began to turn on Lewis, who had said he needed some rest and recuperation before the British Grand Prix. If you look at the facts, he then went on a run of six wins in eight races which ultimately led him to the position he is in now.

"When you're going through difficult times or even good times, you wonder how much further to push," says Hamilton. "Do you stop, do you turn around, do you turn left or right and go a different direction? When you eventually get there, you realise it was all worth it.

"The way I've prepared this year [has been different], contrary to what people may think. [I have] just doing it my own way. When you win a championship, in front of so many people, it just solidifies your belief in yourself and your family's belief in you. So, I'm proud of all my family and it's crazy to think that I'm continuing to stamp the

Hamilton name in the history books.

"Beyond my time there will be kids that will know the name and that's probably what I'm most proud of. I can't even tell you what my dad did to help me get where I am today. No matter how many wins I get, no matter how successful I am, I can never pay that back, but I just try and grab it with both hands. I know also that there's a lot of kids, a lot of people around the world, that are watching me, whether it's for inspiration or for guidance, and so I'm trying to be the brightest light I can to shine that in their direction."

For Hamilton himself, that journey to reach his full potential means that he takes pleasure in showing those who didn't believe in him in the early days. That is something he is keen to point out too.

"When I was growing up, there's a couple of teachers that said 'you're never going to amount to anything,' so I wonder what they're thinking now when they watch me today?" asks Hamilton. "For sure, they're probably watching or at least they'll read the news. I wonder if they're thinking 'I helped that young lad,' or are they thinking 'you know what, I regret what I said and I've grown from it.' I hope that's really the case. I hope they've grown though it. I hope that whoever's kids they are teaching today, they're encouraging them, rather than pulling them down."

While he has been vindicated by claiming his record-breaking

benchmark, there are always things to look forward to. More titles, and more records to be broken. There are comparisons to be made of course. While a fourth title elevates Lewis above all other British drivers to have competed at the highest level, there are other benchmarks. Michael Schumacher's seven titles, for example, or the German's 91 wins. He has already eclipsed his hero Ayrton Senna's wins and titles, but Lewis is determined to do things in his own fashion.

"It's a lot harder, I think, to stand out today in this world, because it's all been done before," says Lewis. "To do something different as a Formula 1 driver, not only be the greatest you can be as a racing driver but also do other things. Things like preparing your afterlife to be just as great, not as good because Formula 1 is just the pinnacle of

the sport. You arrive on the biggest wave and afterwards there are going to be much smaller waves but that doesn't mean you still can't do great things.

So doing something different that helps you stand out, that really highlights your individuality I think is really important and that's really something I'm working on, so I'll continue to race while I love it. As I've said, I've enjoyed it this year more than ever. I do think it would be so nice at some stage just to live in one place, a lot more socialising, walking your dogs every day or surfing, whatever it is, but staying in one place for a period of time.

"But then I'm thinking there's a lot of life to live beyond 40, there's a lot to go and so the balance is: I can't come back to Formula 1, so there's going to be a point in which OK, I've had enough. I've already been blessed and had such a wonderful time here in these 10 years.



Ferrari's Sebastian Vettel has been a thorn in Hamilton's side during the campaign

Photos: LAT



Puncture nearly ruined hopes

The Mercedes man holds his flag aloft

on is keen to put his personal stamp on his career. By **Matt James**

Hopefully I have my place here and I'm going to continue to – whilst I'm at my best – continue to try. I want to go out on top so that's my goal. Obviously each year, I could do the easy thing like obviously Nico did which is just stop and retreat with these four titles, but I think there's more in me, I think there's more to come, more of a challenge, as there's harder times ahead and I like that, I love that, that's challenging.

"I don't ever really compare myself to Ayrton Senna. I think it's very hard to compare oneself to previous eras, you know? The cars are always different. What I would say is that ultimately us racing drivers, what we're great at is getting in a car and exploiting its strengths and weaknesses and putting it to the limit. All the drivers back to Juan Manuel Fangio, no matter what vehicle you put them in, whether it's a

car, jetski, whatever, we will take it to the limit because we have this certain sense of awareness and higher limits than others, I guess. I do feel very proud to be in and amongst those legendary drivers and we're in a different era where safety is so much further ahead but technology also is too."

So while he can't measure himself up against drivers from a bygone period of the sport, there are others who are alongside him on the grid who are more direct rivals. The fight between Ferrari and Mercedes this year promised a lot, but ultimately failed to spark into life. However, Sebastian Vettel has proved to be a strong marker for Hamilton, and he says he has enjoyed the scrap.

"It's kind of cool to be in this battle with him," says Hamilton. "He got 50 poles in Mexico and I don't want to give him any more poles because he gets closer to me.

That's inspiration to keep pushing, you know? Then the same with wins, same with championships and so then I see him sign for another three years with Ferrari and Ferrari are not going to like me for the next couple of years.

"But it's OK, because we're going to make it as hard as it can possibly be for them to win championships but I really am looking forward to that battle with them. They've been such a great team this year, it's been great to see Ferrari back on form and as I said, I really hope others join that battle. Red Bull have been great too, big congratulations to Max, he's really the brightest young star that we've seen for some time. There will be many more [battles] to come and I hope that in his early era that I can be a good force and a good battle for him."

The Mercedes F1 W08 gave Lewis the chance to fight for his landmark victory,

but even the world champion himself thinks that the car has not been the perfect weapon – despite what other people might have said.

"It's been a great year of course, because we've really sat down in these debriefs, places like after Malaysia, when we sat down and had the longest debrief with the guys," says Hamilton. "What's amazing is to have guys who really listen to every single thing – feedback – you give back about the car. They're just wanting more information. These engineers, they love that stuff: more numbers, more information the better. So me and [team-mate] Valtteri [Bottas] have really been working hard to give the best feedback. These engineers come from Harvard and Cambridge and Oxford so they're on another level to us drivers so to be able to convey what

you're feeling is not the easiest. But I'm proud of its flaws because she's not been perfect. Whilst people have written that we've had the best car, I don't believe we've had the best car. I think we've been the best team, we've done the best job but there have been times when we've not had the best car, particularly on race weekends we've done a great job. And times when we've – Singapore for example – like we're not going to do so well this weekend but we've come out with more than we had hoped for."

And it was those rescue missions which have been part of the building blocks that have given Hamilton the platform to make history and to write his name among the stars. The worrying thing for his rivals is that this could just be a staging post on the way to even more amazing things. ■



Hamilton wants to claim F1 success his way, and not copy Michael Schumacher



The team celebrate with Lewis Hamilton



No go: Hamilton missed F1 Live

WALTER HAYES TROPHY

Moyers takes Hayes win with last-lap pass. By **Stefan Mackley**

VICTORY FOR MOYERS AT LAST



Hayes trophy finally with Moyers



Moyers defeated Combe rival Fisher

The saying goes that if at first you don't succeed, try and then try again. For Michael Moyers, those words have never held truer meaning as on three occasions the 32-year-old has led the Walter Hayes Trophy finale and each time bad luck or a blip in concentration has cost him the prize he craved the most.

But a last-lap pass on his Castle Combe Formula Ford rival, Josh Fisher, in a dramatic and heated 2017 final secured an emotional and popular win.

"It feels like the weight of the world is off my shoulders. It's not going to get any better than this and I'm going to let this sink in," said Moyers.

"I think it has helped to be honest [not thinking about winning] it's been kind of in the back of my head, I wanted to win the race but it was more of a subconscious thought. My primary objective was to enjoy myself and race hard."

The 2017 edition of the Hayes looked like it might follow a similar fashion to previous failed attempts for Moyers, excelling on the Saturday with pole for his heat on a wet but drying Silverstone

National circuit before dominating the race to win by more than four seconds – the biggest margin of victory across all six heats.

The Kevin Mills Racing Spectrum 011C driver didn't have everything his own way in the semi-final however, enduring a race-long duel with 2017 Formula Ford Festival winner, Joey Foster.

Victory for Moyers slipped through his fingers on the last lap as he misjudged his braking and ran slightly wide through Brooklands, handing the win to Foster.

The loss of victory would have further implications as pole position for the final turned into third place, with Foster on pole and Fisher in second.

It was Fisher who got the jump off the line and led the field through the opening tour as poleman Foster dropped to fourth, falling behind Oliver White and Moyers, the former storming to the lead on the second lap with a pass around the outside into Brooklands.

For the next 11 laps of the 15-lap final White, who has twice finished runner-up in the Hayes, held the chasing pack led by Fisher and Moyers at bay and was aided by yellow flags at Brooklands for three laps. The warning flags were the legacy of a spin for Stuart Gough aboard another Kevin Mills Spectrum,

with the avoidance from those behind triggering a crash between Cameron Jackson and brothers David and Thomas McArthur, the latter sent into a spectacular barrel roll which caused significant damage to his Van Diemen LA10 but no injury to the driver.

As the yellows were brought in on lap 10 Foster's charge in fourth ended, a disintegrating distributor on his Ray GR08 forcing him into the pits and retirement.

For two laps in succession Fisher tried unsuccessfully to sweep around the outside of White at Brooklands, their roles reversed from the semi-final where Fisher had kept White at bay.

But with so much at stake, the inevitable happened on the penultimate lap. Fisher went to the outside at the end of the Wellington Straight, the rear-left of his Van Diemen RF99 making contact with the front-right of White's Medina Sport JL17.

Moyers took his chance to move into second, behind Fisher, while chaos ensued behind.

White's damaged car slowed into Luffield and was hit from behind by James Raven with Josh Smith collecting the Medina and both he and White retiring.

But all eyes were on the front of the

field heading on to the last lap and with a great run onto the back straight, Moyers took the lead just before the waved yellows at Brooklands, allowing him to secure a long overdue victory at the Hayes.

"When I saw the three cars had broken away I thought I'm going to watch this for a few laps because I could see contact happening," said Moyers.

"I nearly got drawn into it myself and then I saw my pit board said one lap to go and I thought 'right, this is the lap'. I got a really good run out of Becketts and I was already ahead before the yellows."

By contrast to Moyers' joy, there was bitter disappointment for Fisher, who has now finished on the Hayes podium four times, but not on the coveted first step.

An appeal against Moyers' overtake failed and the 2017 Castle Combe FF1600 champion was left to rue what could have been.

"Michael got the tow on me on the last lap and for me there was yellow flags out, he was pulling alongside but I wouldn't say he was ahead [before then]," said the Wayne Poole Racing driver. "I didn't even know it was the last lap. But I spoke to Michael after the race, shook his hand, agreed it was a cracking race

and said what will be will be."

Raven managed to hold onto third place – ahead of Kevin O'Hara and Chris Middlehurst – and was rewarded with a Mazda Road to Indy Shootout ticket as a result of being the first eligible driver across the line.

Sixth went to American scholarship driver Jonathan Kotyk, ahead of Luke Cooper who was battling a misfire all weekend.

Matt Round-Garrido, winner of heat one, took eighth aboard his Medina Sport JL17, while Kevin Mills Racing team-mates Roger Orgee and Michael Eastwell completed the top 10.

While most of the pre-event favourites comfortably made it into the final, others weren't so lucky. Last year's winner Niall Murray was involved in a crash with Sebastian Melrose in semi final one while 2017 National FF1600 champion Luke Williams finished eighth in heat five but pulled out of the event citing engine problems in his Firman.

But for Moyers, such problems never plagued him for once on an almost perfect weekend. The delighted winner said: "I had a feeling that this was going to be our time. I got my head down and did my job."



Last year's Hayes winner Murray was wiped out in semi final by Melrose



Foster started from pole in final

'A week in the life of WRC winner Evans'

How life has changed after win, p26

Photos: Steve Jones, Jakob Ebrely



Tarling and Blijleven seal Historic and Pre-'93 Formula Ford honours at Silverstone

Richard Tarling won a thrilling **Historic** final in his Jamun T2, edging out Michael Mallock in his Mallock U2 and Ben Mitchell in Marcus Pye's smart Merlyn Mk20.

It was a supremely close, enthralling race that any of the top four could have won deservedly. Less than one second separated them.

Tarling displaced polesitter Mitchell at the first corner, before Mitchell fought back at Brooklands. So began a race-long battle between a leading group of Mitchell, Tarling, Mallock and Callum Grant in his distinctive orange Merlyn. All took turns at the front of the four-man pack; the lead changed at least once a lap for much of the race. Tarling, who had finished third in his heat against modern machinery, prevailed right at the end, having timed his final passes perfectly. "Being in the lead on the last lap" was his simple explanation of his tactics.

Grant lost touch slightly with the leaders after a small lap 10 excursion onto the Brooklands grass. He was uncomfortable with a move made by Crosse driver Mike Gardner, who was fifth, but no action was taken.

The 'Non Historic' consolation race for

Pre-'93 cars was almost as thrilling with a three-way tussle between Northern Pre-'90 champion Jaap Blijleven, David Cobbold and Ben Tinkler. UCLAN Reynard driver Blijleven charged up the order from sixth on the grid to join Cobbold and Tinkler's lead dice, then hit the front when Cobbold's attempt to regain first place from Tinkler cost both momentum. Tinkler chased Blijleven to the flag but fell 0.273s short.

Richard Neary was victorious in the **Britcar** Sprint race that finished in the night at Silverstone, ahead of the FF Corse Ferrari of Calum Lockie and David Mason.

Neary overtook Lockie at Brooklands on the opening lap for second overall, which allowed him to build up a gap in his Mercedes GT3 before being the first of the Sprint race runners to pit.

Despite his pitstop handicap of 105 seconds Neary emerged in seventh, but worked his way past the Class 3 cars to fourth halfway through the Sprint race. By this stage Lockie pitted to hand over to Mason, but staying out for the extra laps put them down in seventh behind the Ginetta of Tom Knight, who was battling

with Tom Barley in the Endurance race.

Mason's pace was compromised as he had to find a way past the two Class 3 cars, but in the end Neary was able to take the Sprint race victory ahead of the pair.

Ross Wylie and Witt Gamski won the Endurance race after Stefano Leaney and Rob Wheldon had to make two pitstops due to their Radical GT3 being short on fuel during the second stint.

Myles Castaldini was denied a great comeback victory in **Allcomers Pre-'70** race, allowing Bruce Chambers a lights-to-flag win. Castaldini put his Davrian Mk8 on pole, but started from the back after a clutch change, and retired within sight of Chambers due to overheating.

Ian Bankhurst took advantage of a spin by polesitter Robert Beebee to win in **Allcomers Post-'69**. Chevron B8 driver Beebee was then excluded from third for causing Tony Bianchi's retirement.

Martin Short dominated **Silverstone Allcomers** with his Dallara SP1 by over half a minute, heading a Le Mans Prototype trio of two Dallaras and a Creation CA07. Sarah Moore was similarly unstoppable in the **Ladies** race.

Rachel Harris-Gardiner, Rory Mitchell and Alasdair Lindsay

SUPPORTS



Tarling (centre) took Historic win after four-car lead battle



Short won Allcomers race in Dallara SP1 ahead of two LMPs

STAR OF THE MEETING



Oliver White (94) looked like he would finally take his first Walter Hayes Trophy win having already claimed two runner-up spots in the past five years. The Medina Sport J117 driver hit peak form at the right moment, finishing third in heat six and second in semi final one after charging through from seventh on the grid. And up until the penultimate lap of the final he had been in the right place at the right time, leading before contact with first Josh Fisher, then James Raven and finally Josh Smith ended his race. He said: "I understand why he [Fisher] did what he did because it's the final of the Hayes. It's just so disappointing."

Murray and Williams fail to make final

A last-lap mistake at Brooklands by James Raven gifted Matt Round-Garrido victory in heat one on a wet track, with polesitter Jake Byrne finishing third after a spin on the opening lap.

Ross Martin secured a lights-to-flag victory in heat two as Kevin O'Hara took second with Luke Cooper, who started eighth after suffering damage in qualifying when he collided with Sebastian Melrose coming out of the assembly area, finishing third.

The front three of Joey Foster, Jordan Dempsey and British F3 driver Jamie Chadwick stayed unchanged from start-to-finish in heat three.

Keith Donegan lost on-the-road victory and was demoted to fifth after last-lap contact at Luffield with last year's event winner, Niall Murray, in heat four.

American scholarship driver Jonathan Kotyk inherited the win, with Murray second.

Michael Moyers comfortably won heat five from Kevin Mills Racing team-mate Roger Orgee, but National champion Luke Williams finished



Donegan (31) was penalised and lost win for this overtake on Murray in heats

eighth with engine problems and pulled out of the event. Josh Fisher took victory in heat six, the fastest of the day on a dry circuit after earlier rain, from Stuart Gough and Oliver White.

Wesley Mitchell won the Progression race after starting 14th while Kotyk's fellow scholar, Aaron Jeansonne, was eliminated after finishing seventh.

David McCullough took a lights-to-flag win in the Last Chance race.

Fisher held off White for the first semi final win, which was red-flagged when Murray spun at Brooklands and was collected by Melrose.

A mistake by Moyers at Brooklands allowed Foster to win the second semi and start the final from pole.

HEATS

RESULTS

Walter Hayes Trophy Heat 1 (8 laps) 1 Matt Round-Garrido (Medina Sport J117); 2 James Raven (Ray GR 08/09) +0.566s; 3 Jake Byrne (Ray GR14); 4 James Roe Jr (Van Diemen RF99); 5 Thomas Capezzone (Swift SC16); 6 Rob Hall (Van Diemen JL12). Class winners Ed Thurston (Jamun M89); Philip Hart (Mallock MK9). Fastest lap Roe Jr 1m12.076s (81.86mph). Pole Byrne. Starters 18.

Heat 2 (8 laps) 1 Ross Martin (Ray GR17); 2 Kevin O'Hara (Van Diemen RF01) +0.923s; 3 Luke Cooper (Swift SC16); 4 David McArthur (Van Diemen Mk20A); 5 Callum Grant (Merlyn Mk20A); 6 Sebastian Melrose (Ray GR14). CW Grant; Jaap Blijleven (Reynard 88FF). FL O'Hara 1m11.311s (82.74mph). P Martin. S 20.

Heat 3 (8 laps) 1 Joey Foster (Ray GR08); 2 Jordan Dempsey (Spectrum 011) +0.660s; 3 Jamie Chadwick (Ray GR15); 4 Jack Wolfenden (Firman RFR 17); 5 Michael Mallock (Mallock U2 Mk9); 6 Mike Gardner (Crosse 32F). CW Mallock; Paul Barnes (Swift SC92F). FL Dempsey 1m09.982s (84.31mph). P Foster. S 14.

Heat 4 (8 laps) 1 Jonathan Kotyk (Ray GR11); 2 Niall Murray (Van Diemen LA10) +0.185s; 3 Josh Smith (Van Diemen JL16); 4 Chris Middlehurst (Van Diemen LA10); 5 Keith Donegan (Van Diemen JL13K); 6 Luciano Carvalho (Van Diemen RF05). CW George McDonald (Swift SC92F); Gislain Genevand (Crosse 25F). FL Murray 1m06.609s (88.58mph). P Murray. S 19.

Heat 5 (8 laps) 1 Michael Moyers (Spectrum 011C); 2 Roger Orgee (Ray GR17) +4.284s; 3 Ivor McCullough (Van Diemen RF00); 4 Michael Eastwell (Spectrum 011C); 5 Rory Smith (Van Diemen JL15K); 6 Thomas McArthur (Van Diemen LA10). CW Ben Mitchell (Merlyn Mk20); Ben Tinkler (Reynard 89FF). FL Eastwell 1m05.777s (89.70mph). P Moyers. S 19.

Heat 6 (8 laps) 1 Josh Fisher (Van Diemen RF99); 2 Stuart Gough (Spectrum 011) +0.288s; 3 Oliver White (Medina Sport J117); 4 Abdul Ahmed (Ray GR09); 5 Robert Barrable (Van Diemen RF02); 6 Jamie Thorburn (Ray GR15). CW David Cobbold (Van Diemen RF89); Xavier Michel (Crosse 32F). FL Gough 1m02.844s (93.89mph). P Fisher. S 18.

Progression (10 laps) 1 Westie Mitchell (Merlyn Mk20); 2 Tim Crighton (Lola T644E) +4.916s; 3 Laurent Poncin (Van Diemen RF81); 4 Chris Davison (Reynard 89FF); 5 Jon Davis (Van Diemen RF92); 6 James Harvey (Ray GR07). FL Aaron Jeansonne (Ray GR15) 1m03.472s (92.96mph). P Lorna Vickers (Van Diemen RF90). S 24.

Last Chance (10 laps) 1 David McCullough (Van Diemen RF00); 2 Michelangelo Amendola (Mygale SJB08) +2.720s; 3 Blijleven; 4 Tinkler; 5 Nigel Dolan (Van Diemen JL012K); 6 Adam Quartermaine (Van Diemen RF99). FL Tinkler 1m03.606s (92.70mph). P McCullough. S 36.

Semi Final 1 (7 laps) 1 Fisher; 2 White +0.027s; 3 Gough; 4 J Smith; 5 Kotyk; 6 Martin. CW Cobbold; Grant. FL Chris Middlehurst (Van Diemen LA10) 1m02.424s (94.52mph). P Fisher. S 33.

Semi Final 2 (12 laps) 1 Foster; 2 Moyers +0.150s; 3 Orgee; 4 Raven; 5 Round-Garrido; 6 Eastwell. CW Tinkler; Mitchell. FL Raven 1m02.345s (94.64mph). P Moyers. S 36.

Final (15 laps) 1 Moyers; 2 Fisher +0.256s; 3 Raven; 4 O'Hara; 5 Middlehurst; 6 Kotyk. CW Tinkler. FL Fisher 1m02.326s (94.67mph). P Foster. S 36.

Historic Formula Ford Final (12 laps) 1 Richard Tarling (Jamun T2); 2 Michael Mallock (Mallock U2) +0.174s; 3 Ben Mitchell (Merlyn Mk20); 4 Callum Grant (Merlyn Mk20A); 5 Mike Gardner (Crosse 32F); 6 Mark Armstrong (Van Diemen RF80). FL Mallock 1m03.860s (92.40 mph). P B Mitchell. S 19.

Non Historic Formula Ford Consolation Race (12 laps) 1 Jaap Blijleven (Reynard 88FF); 2 Ben Tinkler (Reynard 89FF) +0.273s; 3 David Cobbold (Van Diemen RF89); 4 Richard Davison (Van Diemen RF89); 5 George McDonald (Swift SC92); 6 Lewis Fox (Van Diemen RF92). FL Blijleven 1m03.854s (92.40mph). P Cobbold. S 24.

Moore/Lucas Nanetti (Ginetta G50). CW Benett/Fothergill; Platt/Bird; Sarah Moore/Rob Baker. FL Neary 55.438s (106.43mph). P Neary. S 8.

Britcar Endurance Race (124 laps) 1 Ross Wylie/Witt Gamski (Ferrari 458 GTE); 2 Stefano Leaney/Rob Wheldon (Radical RXC GT3 Coupe) +2m05.739s; 3 Tom Barley/Adam Hatfield (Ginetta G55); 4 Tom Knight/Darron Lewis (Ginetta G55 GT4); 5 Angus Dudley/Callum Hawkins-Row (G55); 6 Mal Sandford/Ben Seyfried (Aston Martin Vantage GT4). CW Barley/Hatfield. FL Gamski/Wylie 55.551s (108.16mph). P Leaney/Wheldon. S 7.

HSCC Closed Wheel Allcomers Pre '70 (20 laps) 1 Bruce Chambers (Elva Courier); 2 Iain McBay (Davrian Mk8) +28.738s; 3 Mike Gardiner (Ford Falcon); 4 Nick Paddy (Austin Cooper S); 5 Roger Godfrey (Austin Cooper S); 6 Gary Fletcher (Vauxhall Fireza Droup Snoot). CW Chambers; Gardiner; Paddy. FL Myles Castaldini (Davrian Mk8) 1m15.416s (78.24mph). P Castaldini. S 23.

HSCC Closed Wheel Allcomers Post '69 (20 laps) 1 Ian Bankhurst (Mallock Mk21); 2 Mark Smith (BMW E30 M3) +1.618s; 3 Vic Nutter (Lola 296/7); 4 Keith Butcher (Audi A4 ST); 5 George Douglas (Martin BM9); 6 David Axisa (Tiga SC79). CW Smith; Nutter; Axisa; Graham Turner (Porsche 917 Kurz Replica). FL Turner 1m03.352s (93.14mph). P Robert Beebee (Chevron B8). S 14.

Silverstone Allcomers Closed Wheel (28 laps) 1 Martin Short (Dallara SP1); 2 James Cottingham (Dallara LMP900 SP1) +32.829s; 3 Jack Dex (Creation CA07); 4 Richard Neary (Mercedes AMG GT3); 5 David Porter (Radical SR3 RS); 6 Tony Bennett (Caterham R300). CW Neary; Porter; Russell Hird (Honda Integra DC5); Alan Davenport (Mallock Mk18). FL Short 51.023s (115.64mph). P Short. S 23.

BWRDC Ladies Allcomers Closed Wheel Sealed Handicap (20 laps) 1 Sarah Moore (Ginetta G50); 2 Katie Milner (Ginetta G40) +1 lap; 3 Nathalie McGloin (Porsche Cayman S); 4 Bridgette Smart (Silva Phoenix); 5 Gail Hill (Jaguar XJS); 6 Sharlie Goddard (Morgan +8). CW Milner; Sue Harris (Davi 597); Tina Cooper (Rover Mini). FL Moore 1m01.125s (96.53mph). P Moore. S 20.



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Smith needed just a point to take crown

SMITH WINS THE OPENING TRUCK RACE TO SEAL THE TITLE IN STYLE

Coming into the season finale Ryan Smith only needed a single point to claim his second British Truck Racing Championship title in as many years.

Rival Stuart Oliver was mathematically in contention but his chances were extremely slim as he needed to win all four races, with Smith failing to score at all, to claim the title. Come race one Smith made it clear that he was not going to play it safe and, starting from second on the grid, he went around the outside of polesitter Shane Brereton as the pack stormed through Paddock Hill Bend and began to open up the gap in an effort to secure the title as early as possible. His strategy worked out perfectly and a win in the first of four races scheduled for the weekend allowed the Mansfield-based driver to celebrate the title on Saturday.

Despite being crowned champion, Smith's take-no-prisoners' attitude didn't change on Sunday and the 36-year-old produced a stellar drive from the back of the grid to second with a late coming together with Mat Summerfield resulting in the latter burying his truck in the

gravel on the outside of Druids, with race win going to Luke Taylor. Oliver claimed a win in race three of the weekend, with Smith claiming the last race of the meeting as well as of the BTRC season – the Grand Final featuring a grid comprised of trucks belonging to both divisions.

“Two-time champion now, it feels great,” said the delighted Smith. “I have all my sponsors, all my family and friends here. The spectators have been brilliant. Brands Hatch put on a good event. I'm very, very happy – it's fantastic.”

In **Division 2** Mika Makinen secured his title prior to the season finale, but put his Sisu truck on pole adding to his dominance this season. The Finn was in control in the race that was red-flagged twice but ultimately lost out on the second restart and came third, behind race winner Luke Garrett and Tony Smith. Makinen however won in the second of the **Division 2** races held on Sunday with the remaining two wins going to Paul McCumisky and Luke Garrett (winner in the combined class race).

Three races a day and grid sizes exceeding 30 cars is a recipe for a

thrilling spectacle and such was the case with the **Legends Championship**. Stephen Whitelegg won twice while Guy Fastres, Will Gibson, Sebastien Kluyskens and Connor Mills all took a win each, but it was John Mickel who, thanks to a streak of consistent results over the course of the weekend (10th, 11th, 10th, fourth, sixth, eighth respectively), secured the title.

Mills' drive in the third final of Saturday's races caught the most attention. The former Formula Ford racer was the class of the field in damp conditions and, following a start from the back end of the grid, made it all the way up to seventh by lap four and had a sniff of a victory until a trip through the gravel at Clearways put him on the back foot. The 20-year-old ultimately finished fourth.

The one-off appearance of British Touring Car Championship regular Andrew Jordan was the big talking point of the **Pickup Truck Racing Championship** and indeed the 2013 BTCC champion stole the show. In race one Jordan came home second following a start from the very back, pressurising

his former BTCC rival Lea Wood for the win in the closing stages. In race two Jordan took a lights-to-flag victory producing a brilliant display of defensive driving, keeping his rivals at bay while dealing with engine issues. “It was really hard, I had a misfire from lap two,” said Jordan, who didn't put a wheel wrong in all weekend, despite never raced a pickup before. “I was very vulnerable, I was having a misfire in the corners so I was just trying to get off the corners well and defend where I needed to. It was some good, hard racing. I loved it.”

It was a bitter weekend for Rod Birley who came into the weekend with a prospect of beating or at least equalling the record of 625 race wins in club racing. It started not too bad with a third place and win in **Tin Tops**.

In **Modified Saloons**, Birley won race one but then had a coming together with Graham Crowhurst after the chequered flag and was kept overnight in hospital for observation. Andy Banham took the glory in race two. A second place and a win in was enough for Malcolm Blackman to secure the **Intermarque** title.

RESULTS

British Truck Racing Championship (11 laps) 1 Ryan Smith (MAN TGA); 2 David Jenkins (MAN TGX) +2.205s; 3 Shane Brereton (MAN TGX); 4 Stuart Oliver (Volvo VN); 5 Simon Reid (Iveco Stralis); 6 Mat Summerfield (MAN TGS). Fastest lap Smith 1m07.757s (64.17mph). Pole Brereton. Starters 12. **Race 2 (15 laps)** 1 Luke Taylor (MAN TGX); 2 Smith +0.792s; 3 Richard Collett (MAN TGX); 4 Ray Coleman (MAN TG); 5 Brereton; 6 Michael Oliver (Scania Truck). FL Brereton 1m00.661s (71.68mph). P Terry Gibbon (MAN TGS). S 12. **Race 3 (12 laps)** 1 S Oliver; 2 Smith +4.903s; 3 Coleman; 4 Collett; 5 Taylor; 6 Gibbon. FL Smith 59.081s (73.60mph). P Frans Smit (Scania T124). S 12.

Division 2 (5 Laps) 1 Luke Garrett (MAN TGA); 2 Tony Smith (Sisu SL250) +3.456s; 3 Mika Makinen (Sisu SL250); 4 Steve Powell (ERF EC1); 5 Adam Bint (Volvo White); 6 John Bowler (Foden 4x2 M11 Cummins). FL Garrett 1m10.645s (61.55mph). P Makinen. S 18. **Race 2 (9 laps)** 1 Makinen; 2 Simon Cole (Mercedes 1625) +3.706s; 3 Bowler; 4 Garrett; 5 Bint; 6 Powell. FL Makinen 1m02.738s (69.31mph). P Erik Forsstrom (Iveco Stralis). S 18. **Race 3 (5 laps)** 1 Paul McCumisky (Volvo FM12); 2 Makinen +2.152s; 3 Smith; 4 Brad Smith (DAF CF); 5 James Aitkenhead (Sisu SL250); 6 Trevor Martin (Scania P Series). FL Makinen 1m03.078s (68.93mph). P McCumisky. S 18.

Divisions 1 & 2 (14 Laps) 1 R Smith; 2 Gibbon + 4.315s; 3 Summerfield; 4 S Oliver; 5 Coleman; 6 Jenkins. Class winner Garrett. FL Taylor 1m02.121s (70.00mph). P Reid. S 20.

Legends (10 laps) 1 Guy Fastres (Legend Chevy Sedan); 2 Jack Parker (Legend Ford Coupe) +0.645s; 3 Sean Smith (Legend Ford Coupe); 4 Connor Mills (Legend Ford Coupe); 5 Robert King (Legend Ford Coupe); 6 Stephen Whitelegg (Legend Coupe). FL Smith 1m07.753s (64.18mph). P Dan McKay (Legend Coupe). S 32. **Race 2 (10 laps)** 1 Mills; 2 King +4.610s; 3 Whitelegg; 4 Ben Power (Legend Ford Coupe); 5 Sebastien Kluyskens (Legend Coupe); 6 Will Gibson (Legend Ford Coupe). FL Smith 1m08.403s (63.57mph). P Kluyskens. S 32. **Race 3 (10 laps)** 1 Whitelegg; 2 Kluyskens +0.200s; 3 King; 4 Mills; 5 Paul Simmons (Legend Ford Coupe); 6 Fastres. FL King 1m05.657s (66.23mph). P Dan Budd (Legend Ford Coupe). S 32. **Race 4 (12 laps)** 1 S Whitelegg; 2 Mills +0.446s; 3 Miles Rudman (Legend Ford Coupe); 4 John Mickel (Legend Ford Coupe); 5 Power; 6 Gary Whitelegg (Legend Ford Coupe). FL

Power 55.911s (77.77mph). P McKay. S 31. **Race 5 (7 laps)** 1 Kluyskens; 2 Simmons + 0.060s; 3 Power; 4 Parker; 5 Smith; 6 Mickel. FL S Whitelegg 55.627s (78.17mph). P Rickie Leggatt (Legend Ford Coupe). S 31. **Race 6 (12 laps)** 1 Gibson; 2 Smith +0.416s; 3 Nathan Anthony (Legend Sevan); 4 Rickie Leggatt (Legend Ford Coupe); 5 Rudman; 6 Power. FL Smith 55.842s (77.87mph). P Paul Simkiss (Legend Ford Coupe). S 31.

Pickup Trucks (18 laps) 1 Lea Wood; 2 Andrew Jordan + 0.202s; 3 Scott Bourne; 4 Lee Rogers; 5 David O'Regan; 6 Mel Collins. FL Wood 52.116s (83.44mph). P Bourne. S 14. **Race 2 (16 laps)** 1 Jordan; 2 Wood +2.160s; 3 Rogers; 4 Paul Tompkins; 5 Bourne; 6 Collins. FL Bourne 51.873s (83.83mph). P John Shorter. S 14.

Tin Tops (14 laps) 1 Daniel Fisher (Honda Civic Type R); 2 JJ Ross (Vauxhall Astra VXR) +2.885s; 3 Rod Birley (Honda Integra); 4 Kamran Tunio (Honda Civic); 5 David Hutchins (Honda Civic); 6 Alfie Brooker (BMW Mini Cooper S). CW Ross; Tunio; Gideon September (Ford Puma). FL Fisher 1m05.017s (66.88mph). P Tunio. S 25. **Race 2 (9 laps)** 1 Birley; 2 Fisher +0.917s; 3 Ross; 4 Bradley Lane (Peugeot 206 GTi 180); 5 Brooker; 6 Mikey Day (Citroen Saxo). CW Ross; Day; September. FL Fisher 1m05.733s (66.15mph). P Fisher. S 23.

Modified Saloon Cars (6 laps) 1 Rod Birley (Ford Escort WRC); 2 Graham Crowhurst (BMW E46 M3) +4.288s; 3 Matthew Turner (BMW M3 E36); 4 Andy Banham (Subaru Impreza); 5 Michael Eustace (BMW M3 E46); 6 Paul Adams (Ford Focus RS). CW Crowhurst; Adams; Tyler Lidsey (Renault Clio Cup); Sean Fairweather (Ford Sierra); Daniel Fisher (Honda Civic Type R). FL Birley 53.043s (81.98mph). P Adams. S 23. **Race 2 (11 laps)** 1 Banham; 2 Crowhurst +3.914s; 3 Turner; 4 Eustace; 5 Lidsey; 6 Paul Restall (Ford Sierra RS Cosworth). CW Crowhurst; Lidsey; Fisher; Fairweather; Martyn Scott (BMW E30). FL Tony Skelton (Renault Clio) 53.957s (80.59mph). P Crowhurst. S 20.

Intermarque (11 laps) 1 Lewis Smith (Vauxhall Tigra); 2 Malcolm Blackman (Vauxhall Tigra) +1.086s; 3 Matt Simpson (Vauxhall Tigra); 4 Steve Burrows (Peugeot 206cc); 5 Daniel Smith (Mercedes SLK); 6 Jason Hunn (Peugeot 205). FL Blackman 59.767s (72.75mph). P Blackman. S 21. **Race 2 (8 laps)** 1 Blackman; 2 Simpson +7.757s; 3 Smith; 4 Burrows; 5 Ben Taylor (Vauxhall Tigra); 6 Hunn. FL Blackman 58.654s (74.13mph). P Reuben Taylor (Peugeot 206cc). S 20.



Blackman (1) scored two podiums to clinch Intermarque glory



Mark Willis suffered this spin during Brands Pickup Truck race



Whitelegg won twice, but Mickel still claimed title



Fisher leads the hotly-contested Tin Tops field

INSIGHT: DIARY OF ELFYN EVANS

It has been a whirlwind seven days for Britain's latest World rally winner Elfn Evans



Rally GB boss Ben Taylor shares the glory

A WEEK IN THE WRC

After a history-making win on his home round of the World Rally Championship, what did Elfn Evans get up to in the week that followed? Read on. Elfn's opened his diary and revealed all to *Motorsport News*.

Sunday, October 29

I'm still finding it quite incredible to think what's just happened at Brenig; there were so many people there, it was unbelievable. The support we've had on this event has just been outstanding, I've really never seen or felt anything like it before. The people were everywhere, so many Welsh flags.

Driving from Brenig to Llandudno, the feeling in the car is just brilliant. Dan and I had worked really hard to make sure this felt like just another rally and we'd done a good job – but once we'd stood on the top of that podium and heard the national anthem, it was pretty clear this was no ordinary rally!

Into Llandudno and there were more people, the crowd were great in the town. But I think I knew what they wanted... and I was very happy to oblige – that's definitely the first time I've done donuts in front of Marks and Spencer!

Once we got back down to Deeside and through the press conference it was really quite late, so the team cancelled the post-event debrief. I had more interviews to do and it was gone 2000hrs by the time we walked back into the hotel.

It was time for a few beers with the lads and the team. It was a bit of shame, some of the guys had already left to get back up to M-Sport. We're already planning a bit of a celebration after the final round.

Monday, October 30

For the first time in ages, I sleep in a little bit longer and don't wake up thinking through the strategy for the day ahead. This time I wake up with a pretty good feeling. We won! And there's a small headache to remind me we won!

I was straight back to Deeside to the temporary S4C studio, where I did a longer interview with Ralio. It was really nice, my dad and Howard [Davies, Gwynnaf's co-driver and now Ralio presenter] were there on the sofa. Then there was a BBC thing to do finally another S4C show, but

they wanted to do that in the [car] dealership in Dolgellau.

Finally, there was a bit of work to do with the Rally GB organisers. I was really surprised at how much interest there was in what we'd done. It took pretty much all day to get through the media stuff. Then it was time to go home. Driving back down the road was really surreal. This was the same road I've driven our Ford Fiesta WRC down just the day before, but everything was back to normal. The crowds had gone and taken all the cars from the side of the road and the atmosphere was really nothing like what it had been. Saturday's road section on our round of the world championship was my road home today.

After a fairly late night, I was completely ready for my bed when I walked in the door.

Tuesday, October 31

More interviews, this time on the phone and there were loads of them. Yesterday had been so busy, I really hadn't had much time to look at the phone, so I was pretty surprised to see so many messages. The afternoon was largely taken up with replying to those messages. They were really special, with some coming from some very special people.

Later in the day, I talked to some of the engineers from M-Sport and started the debriefing process from the event. I was kind of ready to get back to normal...

Wednesday, November 1

The best way to get back to normal for me is to be in the gym at seven in the morning, so that's what I did today. I worked really hard for an hour and a bit, but then had to get home for another interview.

This time it was Radio 2 for Chris Evans' show. I'm always aware with these kind of interviews that you have to be careful not to go into too much detail – it's probably fair to think that the average listener didn't want to know the ins and outs of our tyre compound or centre diff setting.

The interview was done and it was only when I got a text from somebody asking how it felt to talk to nine million people live that I started to think about what I'd said!

Today's the first time I've had a minute to sit down at home, relax and just think about what we did. I must admit, there were a couple of moments when I had a smile to myself. I still can't believe the event went so smoothly for us. And not just



Evans was on stages that he knew well



Claiming the spoils: Evans and Dan Barritt

LIFE OF A WINNER



At the heart of a media storm...

us, for Sebastien [Ogier] to take his fifth title and, of course, for the team to win the manufacturers' that was so special – an amazing weekend.

Thursday, November 2

There's more work to do with M-Sport today, going over more detail from the weekend, essentially more debriefing. After that I remembered there was the television coverage of the event to watch.

The coverage was great and to see all of those people at Brenig again was fantastic. Good as the television was, it didn't bring the real feeling of that moment or the atmosphere when we got out of the car. That was something Dan and I will remember for a very long time.

Friday, November 3

It really is back to work today. Been on the telephone to Dan for a while talking about Rally Australia and what we've got coming. Both of us are back at it today. Wales and Rally GB is put to one side now, it's time to crack on with watching the onboard and going through our pace notes for the next one. I didn't do Australia last year, so it's even more important for me to get this preparation done.

As well as watching all the onboard, I also start working on a tyre strategy for the event. Obviously I work closely with the engineers and DMACK on this, but I want to look at what we've got and where it's going to be best to use the tyres – this is everything: what compound we take on the car; what we have in the boot, when we swap them. This kind of detail is so necessary for getting the best out of what you've got.

Really feeling back to normal today, I like to get back to the routine of being in the gym at seven in the morning as quickly as possible. I'm ready to move onto the next challenge now.

Saturday, November 4

It's fair to say we're in for a very different weekend this time around to last week. It's a pretty steady start to Saturday and then off on the bike for a long ride. I'm asked a lot of the time if I ever ride through Dyfi – the Athertons are making a really good mountain bike trail in there, so it would be good – but I must admit I haven't been in there for years. I don't think I've done Dyfi on my bike since I was in school. The rules are a fairly grey area regarding what constitutes an illegal recce and I definitely don't want to get caught somewhere where

I shouldn't be. Fortunately, Wales isn't short of great forests and forest tracks and Coed-Y-Brenin is one of the best. So, it's onto the bike for the long road section out of town and up to the Tarw Du, the Black Bull. Coed-Y-Brenin used to be a stage used on the RAC Rally regularly – my dad's certainly driven it a few times – but I'm safe... there hasn't been a rally car in there for years. And this is a pretty hard ride.

It's great to get back between the trees again, working hard on the hills and going quickly on the downhill is a great way to clear everything out of your mind. It's a great day.

Sunday, November 5

A week on. I do a fair bit of thinking back to a week ago today. Such a special time. There's a bit more training to do on the bike before I'm back to getting ready for Australia. It's only a few days before Dan and I are on the plane and heading for the longest trip of the year, so it's really important that we get through as much of the preparation as early as possible.

I must admit, after a week out of the car, I'm really itching to get back in it again. These 2017 World Rally Cars really are pretty amazing to drive, they're everything we hoped they would be. And I must admit, I think there's going to be something even more special when Dan and I get back in the car for the first time since we climbed out in Deeside.

Sunday afternoon's a good time to relax and for relaxing means being busy doing some of the odd jobs around my new place – I'm still in the process of finishing the garage at home before winter and the really bad weather arrives.

I also quite like the process of washing the bikes down after we've been for a ride – this sort of thing takes my mind off the rally prep which I need to do.

To be honest, I can't believe a week has passed already since we won.

But even in that week, I've really got the feeling that I want more of that. Winning a round of the World Rally Championship was as big a thrill as I ever hoped it would be. And to take my first win at home – and really at home, with so many of those people who supported me from a really young age around me was just perfect.

Still... wouldn't mind rewinding a week, just to the start of the powerstage one more time! ■



The week was full of in-depth interviews



Evans showed off to the crowd after success



The entire M-Sport team had reason to celebrate

SPORTING SCENE

Photos: mkpics.net

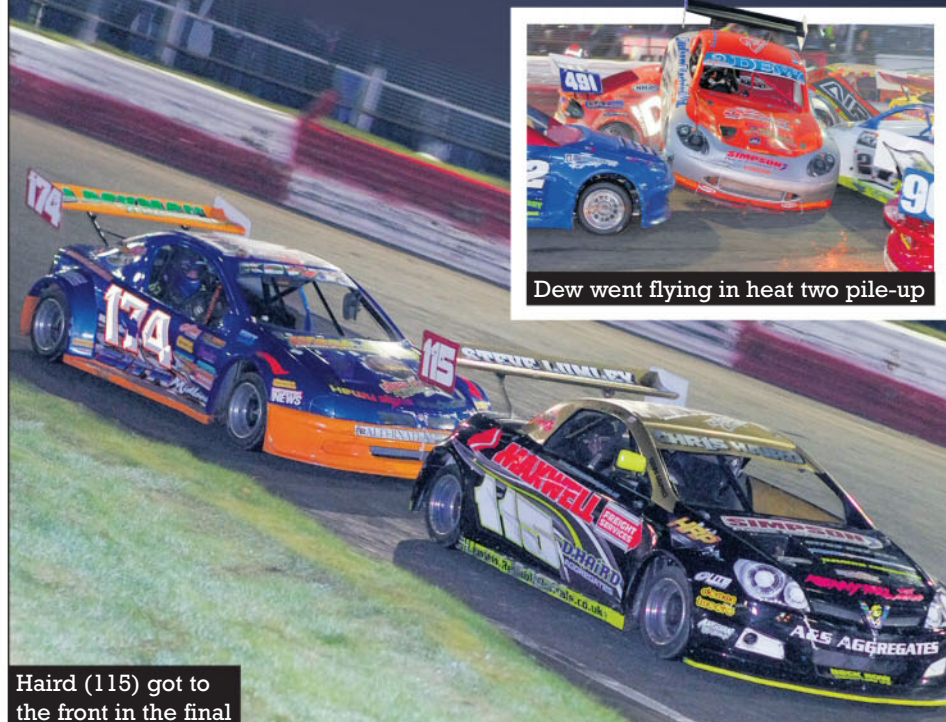
NATIONAL HOT RODS

HAIRD STILL HOT IN THE HILLS

World champ on the pace in Staffordshire. By Graham Brown



Dew went flying in heat two pile-up



Haird (115) got to the front in the final

National Hot Rods: Hednesford

By Graham Brown

Organiser: Incarace When: November 5 Where: Hednesford Hills Raceway Starters: 28

Chris Haird dominated the feature race to take the top honours, repeating his victory at the same track just three weeks earlier. The world champion was able to swiftly subdue some early opposition, with even a mid-race caution failing to derail his charge.

The opening heat kicked off in frenetic fashion with returnee Jason Cooper tangling with Shaun Taylor, while Carl Waller-Barrett and Billy Wood performed synchronised spins at the West Bend.

It was Nigel Beardsmore who grabbed the lead, hotly pursued by Colin Hitch and Steve Dudman. Dudman moved up to second and started closing on the leader, who showed that there wasn't a lot of grip on offer when he exited the East Bend completely sideways at one point.

Once Dudman got on terms the pair commenced an entertaining dice for the lead, with Dudman zooming repeatedly up the outside without being able to make a pass stick. This ended with Beardsmore getting punted into a spin. Dudman pressed on to the flag but was disqualified, handing the win

to the fast-finishing Bradley Dynes in his Ginetta.

Hitch got a great heat two start, blitzing through from the second rank into the lead. Front row man Ken Marriott was soon into his stride though and went ahead as Hitch fell back to dice with Beardsmore and Lee Pepper. That continued until Hitch clattered the wall and slid to a stop, but this relatively minor incident faded into insignificance when Mikey Godfrey went spinning, sparking off a nine-car shunt which saw Aaron Dew's Ginetta airborne before it landed on the back of Colin Smith's car.

Following a clear up, Marriott resumed leading but with Beardsmore and Rich Adams keeping close company. With the finish coming up, Adams, moved up to second and began pressing the leader hard. The pair traded places twice in the last lap and a half but it was Adams who was ahead when they took the flag.

Marriott and Dynes ended up sharing the front row for the final but with Haird and Jason Kew on row two, nobody was betting against another Haird final. Well, except possibly Kew, who pulled off a demon start to cut ahead of Haird and immediately attack Dynes' lead, Marriott having been swamped the moment the green flag came out.

Dynes did his best to stem the tide but Haird and Kew eventually

went past one on either side, with Haird the one to hit the front and immediately commence pulling clear. Then the leader lost a bit of time with some backmarkers, enabling Kew to get back within touching distance just before Taylor and Beardsmore ended up in the wall, prompting a yellow flag.

Haird was immediately off and running again once the track went green, leaving Kew and Dynes trailing once more, while an interesting battle formed up for the minor places between Billy Bonnar, Jack Blood, Northern Irish interloper Adam Maxwell and Gavin Murray. This lasted until four laps from the scheduled finish when Blood's motor appeared to let go in the East Bend. With the track plastered in oil and water, several cars having already spun and the curfew fast approaching, the stewards were left with no option but to put out the red flags and end the race.

Results

Heat one: 1 Bradley Dynes (Ginetta G40R); 2 Colin Hitch (Peugeot 206); 3 Lee Pepper (Peugeot 206CC); 4 Ken Marriott (Vauxhall Tigra); 5 Terry Hunn (Mazda RX-8); 6 Mikey Godfrey (Vauxhall Tigra); 7 Kym Weaver (Vauxhall Tigra); 8 Jason Kew (Vauxhall Tigra). **Heat two:** 1 Rich Adams (Ginetta G40R); 2 Marriott; 3 Carl Waller-Barrett (Vauxhall Tigra); 4 Chris Haird (Vauxhall Tigra); 5 Nigel Beardsmore (Vauxhall Tigra); 6 Paul Gomm (Vauxhall Tigra); 7 Steve Dudman (Vauxhall Tigra); 8 Kew. **Final:** 1 Haird; 2 Kew; 3 Dynes; 4 Billy Bonnar (Vauxhall Tigra); 5 Hunn; 6 Adams; 7 Pepper; 8 Aaron Dew (Ginetta G40R); 9 Adam Maxwell (Vauxhall Tigra); 10 Ivan Grayson (Vauxhall Tigra). **Points (after 7/14 rounds):** 1 Haird 279; 2 Billy Wood (Vauxhall Tigra) 252; 3 Waller-Barrett 232; 4 Weaver 212; 5 Bonnar 204; 6 Stuart McLaird (Ginetta G40R) 196.

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ROUND-UP

John Fack made the trip from Cornwall to Kent to win the latest addition to the BTRDA Sporting Trials championship, the Tulleys Trial.

Fack won the trial on the last round of runs from venue owner Stuart Beare. Beare took the lead on the first round and tied at lunch. He eventually finished second just three points back, with Peter McKinney completing the podium.

Arthur Carroll surprised many with a fabulous fourth place in his live-axle Sherpa and he was also the best blue-class driver. Paul Price finished fifth in a three-way tie with George Watson and Mark Howse, who was top clubman.

Keith Sanders won the 70th running of the Bodmin Trial which attracted nearly 40 entries. Sanders, in his Reliant SS1, took the win after heavy overnight rain made conditions slippery. With two hills left, last year's victor Martyn Harry's differential broke, which handed the class win and very nearly the overall win to Duncan Stephens in his Dutton Melos.

Stephens beat fellow Melos driver Philip Thomas by a slender three points for the class. Tris White beat Ryan Tonkin on a tie break in the specials class having dropped the same points on the hills. Matt Facey won the front-engined saloon car class in his freshly built BMW Compact.

Duncan Stephens

Results

Tulleys Sporting Trial

Organiser: Kentish Border Car Club When: November 5

Where: Turners Hill, West Sussex Starters: 30.
1 John Fack (MSR) 33 marks; 2 Stuart Beare (Sherpa Indy) 36 marks; 3 Peter McKinney (Crosle); 4 Arthur Carroll (Sherpa); 5 Paul Price (CAP); 6 George Watson (Hamilton); 7 Mark Howse (Facksimile); 8 Ross Bruce (Concord); 9 Richard Sharp (Cartwright); 10 John Cole (Crosle).

Bodmin Trial

Organiser: Camel Vale Motor Club When: November 5

Where: Cardinham Woods, Bodmin Starters: 39.
1 Keith Sanders (Reliant SS1) 56.9 per cent; 2 Duncan Stephens (Dutton Melos) 57.5 per cent; 3 Craig Allen (VW Beetle); 4 Philip Thomas (Dutton Melos); 5 Tris White (Trail); 6 Ryan Tonkin (VW Buggy); 7 Matt Facey (BMW Compact); 8 Martyn Harry (Hillman Imp); 9 Dan Keat (Fugitive); 10 Roger Teagle (VW Beetle).



Photos: Hal Ridge

Sutton drove champ's car

BTCC ACE SUTTON IN RALLYCROSS TEST RUN

Tin-top champ tries BRX winner Nathan Heathcote's car

By Hal Ridge

British Touring Car champion Ash Sutton tested a rallycross Supercar for the first time on Saturday at Lydden Hill and is targeting an outing in the discipline in the future.

The 23-year-old drove the Citroen DS3 Supercar that Team BMR boss Warren Scott has campaigned in the British Rallycross Championship this season, his maiden year in the sport, run by Liam Doran's LD Motorsports team.

Sutton also drove Nathan Heathcote's British RX title-winning DS3, first

running on Lydden Hill's Tarmac circuit before also experiencing the unsealed loose surface sections in the 600bhp machines.

"I'd definitely love to give racing in rallycross a go, it's something I've always looked at doing on the side and we'll wait and see," he told *Motorsport News*. "I was actually really, really shocked by the power."

"The touring car is just under 400bhp and that's enough for when you're racing up close, but to suddenly have another 200bhp plus was definitely an eye opener. It would be nice to get at least half a day behind

the wheel so you can nip away and see how you progress.

"The gravel was a bit different to what I'm used to, you have to preempt what's coming more. Obviously it's loose so everything underneath you is moving around and you've got to add that into the inputs. You've got to turn a little bit earlier to allow that to all come into effect by the time you actually get to the corner."

Sutton also drove his championship-winning Subaru Levorg BTCC car at the Kent venue, and took part in a race against fellow British champion Heathcote in his DS3.

Stohl makes history with first electric rallycross win

Manfred Stohl piloted the world's first electric rallycross car to a maiden victory in the Race of Austrian Champions event at Greinbach on Sunday.

Stohl drove STARD's fully-electric, twin-motor vehicle – based on a Peugeot 207 Super2000 chassis – to victory a year after the machine's first public appearance at the same event.

Boasting the equivalent of 544

horsepower, Stohl used the four-wheel-drive machine that has undergone recent developments to beat Mitsubishi Lancer E6 driver Gerwald Grossing. "I didn't get the best start, but from there the car went well and I qualified for the final," said Stohl. "In the final I had two good runs, the car went as well as I expected. Not only did we win, but our time (1m03.31s), we set a new course record."



Stohl: a new benchmark in his Peugeot

Rallycross dates for 2018 include Silverstone

The 2018 calendars for the MSA British Rallycross Championship and BTRDA Clubmans Rallycross Championship have been released by their respective organisers, with nine rounds set to make up each series.

British RX will begin the domestic season on the new rallycross track at Silverstone on Saturday, March 17, one week before the opening round of the BTRDA series at Blyton on March 25.

Lydden Hill maintains its Easter and August Bank Holiday Monday slots in the British series, while Croft, which has recently book-ended the year, will host events in May and July. A double-header will take place at Pembrey in June, with a single event at the Welsh circuit in September. BRX returns to Silverstone for the season finale on November 3.

The BTRDA will visit Blyton twice after the opening round, with weekends at Pembrey and the season finale at Croft. Subject to confirmation, the series expects to return to Lydden Hill too.

CALENDAR

2018 British Rallycross Championship

RD	CIRCUIT	DATE
1	Silverstone	March 17
2	Lydden Hill	April 2
3	Croft	May 6
4	Pembrey	June 23
5	Pembrey	June 24
6	Croft	July 29
7	Lydden Hill	August 28
8	Pembrey	September 23
9	Silverstone	November 3

CALENDAR

2018 BTRDA Clubmans Rallycross Championship

RD	CIRCUIT	DATE
1	Blyton Park	March 25
2	Pembrey	May 12
3	Pembrey	May 13
4	Blyton Park	June 17
5	Pembrey	July 14
6	Pembrey	July 15
7	Lydden Hill	September 8*
8	Blyton Park	October 14
9	Croft	October 27

* = provisional

BTRDA RALLYCROSS

HOPE-DAVIES OVERTURNS THE DEFICIT FOR TITLE

BTRDA Rallycross: Croft

By Hal Ridge

Organiser: DDMC/BTRDA When: November 5 Where: Croft Circuit, North Yorkshire Starters: 79.

Welshman Jeff Hope-Davies overhauled title rival Brian Hardman to secure the overall BTRDA Clubmans Rallycross Championship crown in the season finale at Croft.

Hardman entered the final round at the head of the overall points, as he had been for much of the season.

But, as Hope-Davies qualified on pole position for the Production A final in his Citroen Saxo and finished the race second, a Q3 crash in the Historic class resulted in damage to the front of Hardman's Ford Escort and he could only finish the final in eighth place.

SuperModified victory in the last domestic rallycross event of the season went the way of Croft local Guy Corner. He passed Belgian veteran Jos Sterkens on the second lap for second, and then passed fast-starter Allan Tapscott for the lead. Vauxhall Corsa driver Tapscott then spun out of contention as a result.

Super1600 racer Michael Boak qualified his Citroen C2 on pole position but dropped to fifth on the opening lap. The Geordie driver passed B final winner Slawomir Woloch on lap two, before gaining another position when Tapscott spun.

As Sterkens hit a course marker right

at the finish line, Boak climbed to second and Sterkens finished the race backwards with broken suspension, with the rest of the field forced to take avoiding action. Boak's team-mate Phil Chicken finished eighth and claimed the SuperModified crown.

Renault Clio racer Eddie Gibbs took the lead of the Production final at the start and headed champion-elect Hope-Davies throughout. John Gaskin started on the outside of the front row and challenged for the lead at turn one but spun. He climbed back up the order but removed both himself and Juozas Meskauskas from contention with an exuberant first-corner move on the penultimate tour. Driving a borrowed Citroen Saxo, Dave Martin completed the podium. With Hope-Davies taking overall BTRDA honours, sixth for Graham Rumsey was enough for the Saxo racer to take the class title.

British Championship Supercar racer Andy Grant won the Clubman 4x4 (Supercar) final ahead of Roger Thomas, the second-place man making his first appearance in a Ford Focus Supercar and he secured the class title. Mike Manning dived down the inside at turn one to climb to third, but retired with technical problems after being passed by Mad Mark Watson.

Dan Beattie took top Production 4x4 honours in the same race after a frantic battle, as Paul Davis took the title.

As his father had in Clubman 4x4, Michael Grant dominated the Historic final, leading from lights-to-flag with

his Ford Fiesta. David Ewin finished second in a rear-wheel-drive version of Ford's hatchback and celebrated with a spin over the finish line, while 205 campaigner Ryan Stutchbury moved to third when Darren Grimston retired on the loose section with a lap to run. While he missed out on the overall Clubmans title, eighth in the finale was enough for Hardman to take the class crown.

Jaidon Bennett led the Junior final on the opening lap, fending off pressure from James Constantine, but Tom Constantine overhauled the pair to claim victory and the title as Morgan Wroot finished second and James Constantine completed the podium. Steven Bell won the Autocross final.

Results

A finals (all five laps)

Super Modified: 1 Guy Corner (Peugeot 206); 2 Michael Boak (Citroen C2) +2.355s; 3 Jos Sterkens (Ford Escort); 4 Mike Dresser (Lotus Exige); 5 Slawomir Woloch (Ford Fiesta); 6 Allan Tapscott (Vauxhall Corsa).

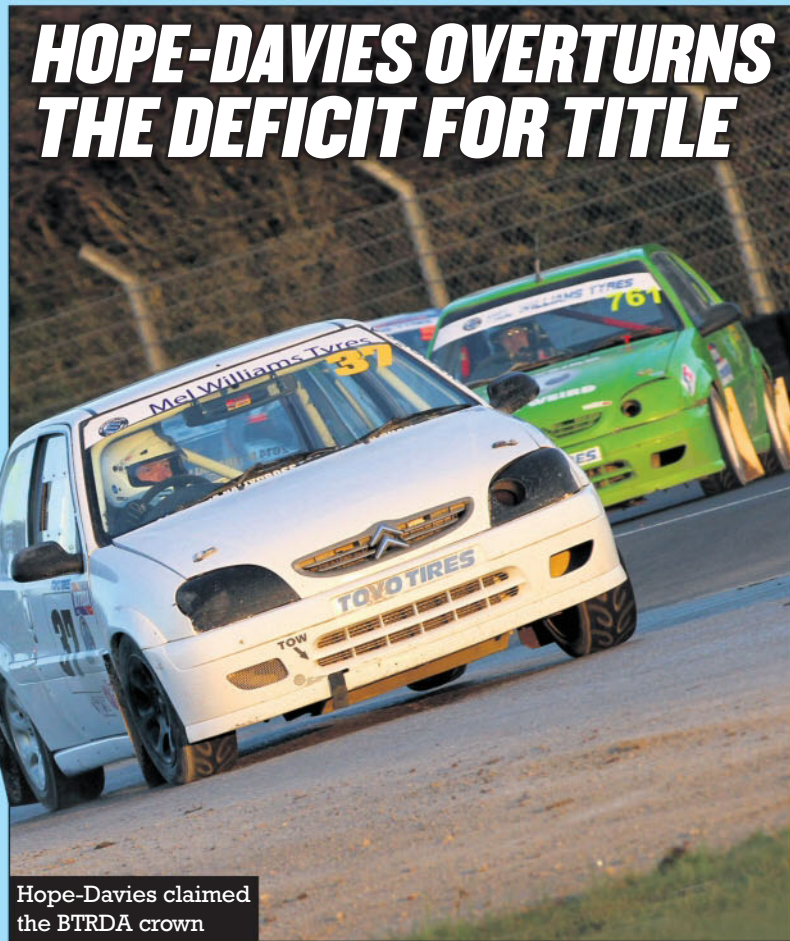
Production: 1 Eddie Gibbs (Renault Clio); 2 Jeff Hope-Davies (Citroen Saxo) +2.202s; 3 Dave Martin (Citroen Saxo); 4 Peter Hamlett (Peugeot 306); 5 Sue Lane (Honda Civic); 6 Graham Rumsey (Citroen Saxo).

Clubman/Production 4x4: 1 Andy Grant (Ford Focus); 2 Roger Thomas (Ford Focus) +2.755s; 3 Mad Mark Watson (Citroen Xsara); 4 Simon Horton (Subaru Impreza); 5 Dan Beattie (Subaru Impreza); 6 Nigel Burke (Subaru Impreza).

Historic: 1 Michael Grant (Ford Fiesta); 2 David Ewin (Ford Fiesta) +1.620s; 3 Ryan Stutchbury (Peugeot 205); 4 Nigel Murray (Vauxhall Nova); 5 Dave Black (Vauxhall Astra); 6 Martin Peel (Peugeot 205).

Junior: 1 Tom Constantine (Suzuki Swift); 2 Morgan Wroot (Suzuki Swift) +1.654s; 3 James Constantine (Suzuki Swift); 4 Jaidon Bennett (SEAT Arosa); 5 Matilda Procter (Suzuki Swift); 6 Eleanor Corner (Suzuki Swift).

Autocross: 1 Steven Bell (Peugeot 205); 2 Ian Horn (Vauxhall Nova) +4.637s; 3 Mark Pearson (Ford Fiesta); 4 Megan Francis (Vauxhall Corsa); 5 Brian Stranger-Leathes (Citroen Saxo); 6 Peter Wharton (Peugeot 206).



Hope-Davies claimed the BTRDA crown

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MN does not always agree with opinions expressed in letters

MN SAYS...

Your chance to get up close

World Rally Championship launch in the UK is a masterstroke

So the news is out: the wraps will come off the new World Rally Championship season at the Autosport International Show in Birmingham next season. What a proactive step this is.

The way to create a buzz and attention surrounding a series is not to launch to a select group of media who have been ferried to some exclusive part of the world. The way to do it is to put it slap bang in front of thousands of pairs of eyes, and that is exactly what will happen in 2018.

Sure, the media work will be done during the show's trade days, but the stars and the cars will hang around for the remainder of the weekend for the fans to meet and share their excitement with. It is just the sort of forward-looking attitude from the promoters that will do nothing but benefit the series, and it has the spin-off of keeping the fans at the heart of the anticipation and excitement. You never really need an excuse to go to the Autosport International Show, but now there is an utterly compelling reason.

Matt James, Editor (Twitter: @MattJMNews)



LETTERS



Motorsport News, November 1

Thanks from the MSA

The weekend before last, the sun shone down on British rallying, showing the world that this country remains right at the forefront of the sport.

The stages were challenging; the weather amazing. The spectators came out in their droves, not just in the stages but also in the towns and villages along the rally route.

Malcolm Wilson's M-Sport team and Sebastien Ogier claimed their world titles as the fastest ever WRC cars put on a tremendous show for everyone. And then to top it all, Elfyn Evans goes and wins the event on home soil – a first ever Welsh winner and the first Brit to lift that famous trophy since 2000.

As ever with an event of this scale, there is a huge team of people that puts it all together. I would like to thank all of the volunteers, marshals and officials that contributed to one of the best events of recent years. Their professionalism, dedication and expertise ensured that the whole rally passed off without any major incident and meant that we were able to cope (for the most part) with the massive influx of people trying to see the action.

To everyone involved: a sincere thanks for playing your part.

Ben Taylor
Managing Director
Dayinsure Wales Rally GB

Pallets aren't good

Having returned from Wales Rally GB I feel the need to write to you about my experience.

After seeing all the write ups about viewing opportunities I went to Myherin, I was very disappointed to find a very small viewing area and a very muddy track leading to it – in fact it was that muddy they had to put pallets down to walk on.

Come on Wales Rally GB bosses, for £30 I expect more than this.

John Buckingham
Cornwall

Where was the rally?

If you are not a dedicated fan, don't subscribe to MN and cannot afford BT Sport, how would you know that the multi-million pound WRC Championship exists?

Two days later one may have noticed that the highlights of Wales Rally GB were on TV Channel 5. When did the motoring enthusiast last see an advert in their national newspaper telling of the fact that their favourite make of car had won a round of the WRC? Why are the manufacturers spending millions but not shouting about their successes?

In the 60s the Monday morning nationals would often have a full-page advert highlighting the maker's successes. Perhaps it is time to go back to showroom models with which the buying public can identify?

Bill Price
Via email

Editor's note: Channel 5 did run nightly highlights for Rally GB

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ART EDITOR MIKE STOKOE'S
FAVOURITE OF THE WEEK!



James Lomax went to Cholmondeley Castle on Rally GB and caught this Chevette



Rhys Owen's Elfyn Evans photograph



Juho Hanninen's woe, by Philip Tarren



WRC celebrations, taken by Adrian Durnell



Josh Jones went out in the darkness for this shot



Peter Atkins snapped Brit Kris Meeke



Richard Salisbury caught GB winner



Paul Trueman found this Ford Escort in service

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TV GUIDE



Find out if Ammermuller was able to seal the Porsche Supercup title

We may be getting towards the end of the motorsport season now, but there is still plenty of action to catch up on.

One championship that recently drew to a close was the **Porsche Supercup**. The season finale was in Mexico at the end of last month and tune in to find out if Michael Ammermuller was finally able to seal the title at the sixth attempt as well as how the Brits got on (Thursday, 2245-2305hrs, Motorsport.tv).

Another series that has now

reached its conclusion is **British Rallycross**. Croft may be a world away from Mexico but there was plenty of action in the season finale including a new champion being crowned. Catch the best of the Yorkshire action on Sunday (1300-1400hrs, Motorsport.tv).

But if more traditional rallying is more your cup of tea then be sure to watch a double bill of highlights from recent Irish events on Friday night. First up is the

Bushwhacker Rally held in the Omagh forests (2200-2235hrs, Motorsport.tv). This was the final round of the Irish Forest Rally Championship so find out who ended their season on a high.

Immediately after that comes the best of the **Donegal Harvest Rally** (2235-2305hrs, Motorsport.tv). This event marked the end of the Border Rally Championship year and proved crucial in the closely-fought title battle.

LIVE F1

Brazilian Grand Prix Sky Sports F1 HD coverage

- **Drivers' press conference:** Thursday, 1630-1730hrs
- **FP1:** Friday, 1145-1400hrs
- **FP2:** Friday, 1545-1800hrs
- **Team principals' press conference:** Friday, 1800-1900hrs
- **The F1 Show:** Friday, 1900-1930hrs
- **FP3:** Saturday, 1245-1415hrs
- **Qualifying:** Saturday, 1500-1740hrs
- **Race:** Sunday, 1530-1830hrs
- **Highlights:** Monday, 0015-0115hrs

Channel 4 HD highlights

- **Qualifying:** Saturday, 1930-2100hrs
- **Race:** Sunday, 2230-0045hrs



Hamilton won in Brazil

LISTINGS

Photo: Rachel Bourne, LAT



Poignant Race of Remembrance is this weekend

RACING SATURDAY/SUNDAY

■ **Brands Hatch, Kent**
CSCC meeting: Jaguar Saloon/GT, Tin Tops, Swinging Sixties, Future Classics, Magnificent 7s, Modern Classics, New Millennium, Open Series

Starts Saturday, racing from 1215hrs (qualifying from 0900hrs) Sunday, racing from 1305hrs (qualifying from 1000hrs) **Admission** adult £15, under 13 free **Web** msv.com **Contact** 0843 453 9000

■ **Anglesey, N Wales**
BARC Race of Remembrance

Starts Friday, qualifying from 0900hrs Saturday, racing from 1500hrs Sunday, racing from 0900hrs **Admission** Adult £15 child free **Web** angleseycircuit.com **Contact** 01407 811400

RALLYING FRIDAY/SATURDAY

■ **Jurby, Isle of Man**
Pokerstars Rally
Starts 1900hrs **Admission** free **Web** manxautosport.org

FRIDAY-MONDAY

■ **Roger Albert Clark Rally**
For locations, see R.A.C. preview, page 10
Starts 0945hrs **Admission** free **Web** racrally.org/

SATURDAY

■ **Crail Airfield, Fife**
Crail Stages Rally
Starts 0830hrs **Admission** TBC

Web glenrothes-msc.com
 ■ **Forest of Dean, Gloucestershire**
Winner Garage Skoda Wydean Stages Rally
Starts 0931hrs **Admission** free **Web** wydeanstages.co.uk

SUNDAY

■ **Tralee, County Kerry**
Banna Beach Resorts Kerry Winter Stages Rally
Starts 0900hrs **Admission** free **Web** kerrymotorclub.com

Details correct at time of press but check before travelling

LIVE TV

NASCAR: Phoenix

■ **Race:** Sunday 1900-2300hrs, Premier Sports



NASCAR action

WORLD RALLYCROSS: SOUTH AFRICA Sunday, 1400hrs

World Rallycross finale is in South Africa on Sunday

NEXT WEEK

OUT WEDNESDAY, NOVEMBER 15

ROGER ALBERT CLARK RALLY FULL REPORT



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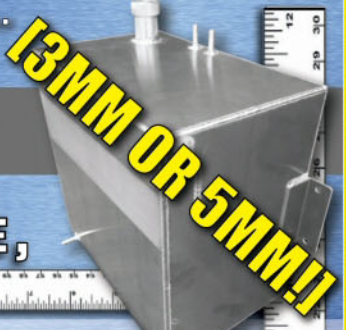
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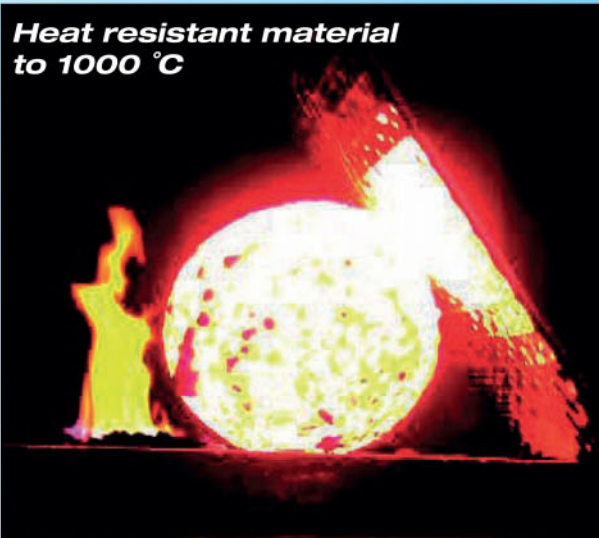
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