

# GERMAN GRAND PRIX

THE VOICE OF BRITISH MOTORSPORT

# MOTORSPORT NEWS

JULY 25 2018 ■ EVERY WEDNESDAY £3.60

## VETTEL THROWS IT AWAY



# LEWIS

## REIGNS IN GERMANY

Brit bounces back with supreme Hockenheim victory



Scheme will allow young drivers to compete between the trees

# JUNIOR DRIVERS TO TACKLE FOREST STAGES

By Jack Benyon

A new gravel event has been created which will allow junior competitors to rally in the forests for the first time.

Motor Sports Association chairman David Richards and the Rally4Wales campaign have backed the initiative. It would offer an entry-level formula which is not currently available.



The event would be restricted to lower powered cars and will permit drivers aged between 14 and 17 years old.

"We're looking at ways we can open up forest rallying to more grassroots competitors," said Richards (below).

Jamie Edwards of Rally4Wales added: "What we'd like to see is a really stripped down clubman rally, a single-venue for the woods in terms of the mentality."

Full story, p2-3

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## CARS ARE THE STARS

SILVERSTONE CLASSIC ACTION P20



## ASTON RULES AT SPA

BRITISH GT REPORT P22



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**IN THIS ISSUE**



**Vettel throws away home win**

**P4**

**MERCEDES KEEPS DRIVER LINE-UP**

**P6**



**SILVERSTONE CLASSIC**



**P20**

**BRITISH GT TO DAVIDSON/MARTIN**

**P22**



**ERC: LUKYANUK CONQUERS IN ROME**



**P27**

German Grand Prix report	4	Sporting Scene	29
Racing news	6	Letters/Comment/What's On	30
Historic race and rally news	13	Classifieds	32
Rally news	14	Wanted: A strategist who can make the right decision. Apply: Mercedes F1 team	
Silverstone Classic report	20		
British GT Spa report	22		
Racing reports	24		
Rally reports	26		

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**FOR MOTORSPORT NEWS STAFF CONTACT DETAILS PLEASE SEE P31**

**New cost-effective event idea targets**

**RALLY JUNIORS**



Welsh roads are in good condition thanks to R4W

**By Jack Benyon**

**A proposal to get junior and grassroots rally competitors into forest rallying with low cost and low mileage events is being backed by Motor Sports Association chairman David Richards and the Rally4Wales campaign.**

The plan involves Rally4Wales using its expertise as the company tasked with repairing gravel roads after rallying has taken place in Welsh forests. It would identify stretches of road that would be cost effective to repair.

R4W would outline a route and look for a motor club to step in and organise the event.

The initial plan is to host an event of around 30 miles with a low number of stages used multiple times.

The route will be identified by R4W, close to where it is already doing repair work. That means the price of restoring the roads afterwards would be less with equipment already in the area, leading to a decreased entry fee. A shorter and more compact

rally would help keep running costs down for competitors.

No junior rally championship has run in a forest before, so this would give 14-17-year-old competitors the chance to taste gravel rallying before stepping up to senior events.

"We've been looking at rallies to see how we can improve access to the forests in Wales and how we can help grassroots motorsport participate in forest rallying," Richards told *Motorsport News*.

"We're starting to see a bit of a divide here; road rallying is still strong, Targa rallying is extremely popular but, with the costs associated with forest rallying, we've seen a decline in entries and a difficulty there.

"What we're looking at is finding ways that we can open up forest rallying to more grassroots competitors. That might mean limiting the class of cars that could participate in certain events to get the costs down.

"We're looking at a whole range of ideas but the fundamental one is looking at how we can support grassroots events, not just in

rallying but across the board."

One of the directors of R4W is Jamie Edwards, an experienced and highly-rated Welsh co-driver.

Edwards spearheaded the campaign for R4W to take over stage repairs in Wales in 2016, when it looked like the deal Natural Resources Wales – responsible for looking after Welsh government-owned forests – were asking for would price rallying out of the forests.

Since taking over the repairs in Wales, R4W has lobbied for a renewed system to allocate forestry roads for events as

**"There is no entry level for forest rallying"**

**JAMIE EDWARDS**



grassroots forest rallying

## SET FOR GRAVEL COMPETITION



Richards: Backing grassroots help

Juniors could take part in forest events for first time

increased logging in Welsh forests is causing more disruption than ever to rally organisers and their routes.

The new event is something Edwards and Richards held a meeting about earlier this month at the MSA headquarters in Colnbrook, and both are pushing for organisers to adopt the idea and run with it.

"What we'd like to see is a really stripped down clubman rally, a single-venue for the woods in terms of the mentality," explained Edwards. "We want to present some real genuine cost savings for that route and to bring the entry fee down.

"The question we have is, would anybody want to take that on? We're presenting an idea and we can do our bit to come up with a really cost effective model. Now we need to see if there's a market for it.

"It would be ideal for people with 1600cc front-wheel-drive cars, up to two-litre road rally class cars, the juniors, 1400s and Category 1 historics.

"We'd particularly like to see

the opportunities for juniors to try and do it to get them into forest rallying because I think that would be perfectly suited to them," Edwards added.

"It's a great opportunity for a motor club that doesn't currently run a gravel event to get some experience of what they're like to run, as well."

Three junior championships currently operate in the UK, the Junior Formula 1000 championship, the Northern Irish-based Junior 1000 Rally Challenge and the Junior Ecosse Challenge, based in Scotland. All three use one-litre powerplants with near-standard cars fitted with a few aftermarket parts (see sidebar).

With between 50 to 70 cars targeted for these new events, roads are likely to stay in good condition longer than a normal national gravel event, which would suit the juniors.

Now that Richards' campaign to change the running order on rallies has been successful, the juniors could also run at the front or further forward in a group if a change to the

regulations can be made. Before June this year, the running order was determined with the fastest cars first, but now the field can be split into two, and reversed.

This has been done to combat the falling number of entries from historics and front-wheel-drive cars, which suffered running near the back in ruts created by more powerful cars.

Edwards agrees with Richards that this is a key step for gravel rallying, which is currently without a low-cost option for competitors.

"There is no entry level category for forest rallying," said Edwards. "If you and I decided we wanted to go and do a forest rally and we'd never done one before, we'd have to go and do a national event of 45 miles because that is the only option. There are very few real entry-level forest events now."

Richards added that his campaigning for a rethink on the lifespan of seats and safety belts in rallying, which is far more stringent than in other areas of motorsport, was still very much high on his priority list.

## What is 'junior rallying', and is it ready for the forests of Wales?

Junior rallying regulations were introduced in 2009 with the aim of getting drivers aged between 14 to 17 into rallying before they pass their driving test and are allowed to compete on multi-venue stage rallying.

Junior rallies take place on single-venue events, such as race circuits, airfields and showgrounds, without the use of pacenotes.

The car must be no greater than 1200cc.

The engine and transmissions must remain unmodified. Co-drivers must be over 21 and Child Protection accredited, and must not be the parent or guardian of the competing driver.

The three junior

championships currently take place, in England-Wales, Scotland and Northern Ireland, all stipulate 1000cc cars.

The only struggle to permit juniors on these new grassroots gravel events could be down to the single-venue status.

To be defined as a single venue, there must be no road mileage on public roads, and the stages must be run four times in each direction.

The process of getting juniors into the forests must be scrutinised thoroughly, albeit they carry the same safety equipment as senior competitors.

It is unlikely the MSA would change the necessity of junior

rallies being single venue, so it is important that the new events adhere to that if juniors are to enter the forests for the first time.

The event could be a round of one of the Junior 1000 Championships, but is unlikely to spawn a new gravel-based junior championship.

In the Republic of Ireland, juniors start at 16 and only in gravel rallying, but this is in part because Ireland's asphalt events are very quick, whereas the single venues used in UK single-venue rallies are of a much lower speed. Motorsport Ireland does offer a permit for its crews wanting to do Junior 1000 series.

# GERMAN GP REPORT

BY ANTHONY ROWLINSON

As Ferrari felt the pain, Hamilton took full advantage

## HAMILTON WALKS ON WATER



From 14th, Hamilton took an unlikely win



Vettel trudges way from his wrecked Ferrari after a mid-race slip up



A surging drive from Daniel Ricciardo went unrewarded with retirement



Brendon Hartley scored points for only the second time this season

**T**his was one of Lewis's greatest performances, although it was helped by a huge Sebastian Vettel error. Mercedes man Hamilton battled back from a truly dreadful qualifying where his car gave up the ghost to show a never-say-die attitude. Vettel's Ferrari had been in command until he slipped up – and off the track – in the treacherous conditions. The championship is now very much advantage Lewis.

### Qualifying

It wasn't the pyrotechnic eruption that would greet a Michael Schumacher-steered Ferrari entering the stadium amphitheatre of the Hockenheimring. But the cheers that rewarded Seb Vettel's 1m11.212s pole lap for the German GP carried more than an echo of those heady days when a German multiple world champion driving a Ferrari ruled the F1 world.

They went up like a football roar around a circuit that had suddenly regained its racing soul. Recent biennial visits to this patch of Rhineland turf have been curiously muted, despite the relentless success of Mercedes and the achievements of Nico Rosberg – Germany's most recent world champion. Last Saturday at Hockenheim in 2018, however, there was no mistaking the collective passion and – perhaps – a shift in the popular perception of Seb Vettel, who has never captured hearts like his vaunted predecessor.

"It means a lot to get the support of the German tifosi here," beamed Seb moments after taking his 55th pole position. "That's what counts and that's what I'm feeling now."

As so often with Vettel's scene-stealing performances, his P1 time resulted from an uncanny knack of being able to deliver when it mattered. His team-mate Kimi Raikkonen had been quick throughout the session, but while Vettel's final flyer was seemingly

error-free, Kimi's P3 time had been compromised by a mistake at Turn 12 and a subsequent slight inhibition in his driving.

Vettel, though, said his SF71H, benefiting here from aero-enhancing tweaks to its exhaust layout, and recent manifest Ferrari power gains, had given him confidence throughout: "Some days you feel when you do your first flying lap that you have something in your hands you can play with – and that's what I had today. I knew in Q3 that I could get quite a lot out of the car and myself and both laps were on the limit – and they felt so quick. And to do it here just minutes from where I was born and grew up means a lot."

The expected challenge from Mercedes never quite materialised, despite a strong effort from Valtteri Bottas that resulted in P2. His 1m11.416s momentarily put him on provisional pole, before Vettel slam-dunked top spot. Hamilton was never a factor, owing to a dramatic Q1 moment at Turn 1. Hamilton ran wide on the exit of the corner (one he'd earlier described as "insanely fast in these cars"), bouncing hard over the kerbs and launching his W09 into the air. Soon after thumping down he reported the car to be stuck in fourth gear, whereupon he was ordered to stop the engine and hitch a ride home. Hamilton, in adrenalin-fuelled denial, briefly tried to push his 750kg steed back to the pits in the hope of rejoining qualifying, but loss of hydraulic pressure had put his power unit at risk, he was told, and he would progress no further. Lewis later said he'd experienced gearbox trouble before the corner, though team boss Toto Wolff attributed the pressure loss to kerb-strike. "The car's 'jumping' moments seen on TV were a consequence of the hydraulic failure, rather than the cause of it," was Mercedes' eventual position, but regardless, Hamilton would start 14th, once again facing a fight through the field.

"I'll try to give it everything but it's not going to be like Silverstone," remarked a jaded Lewis. "I have no

idea. I'm sure I'll be able to get through to [score] some points, but let's see where I am..."

Forecasts for Sunday, which predicted mid-race showers and potentially even a downpour, offered Hamilton hope of being able to profit from others' rain-induced misfortune and any repeat of the brief storms that washed out FP3 would surely bring chaos.

Red Bull's qualifying was lacklustre, given the session-topping performances of Dan Ricciardo then Max Verstappen in first and second practice. Verstappen took P4, six tenths from pole and hamstrung by the power deficit of his Renault motor through Hockenheim's second sector (Turns 4 through 11). In the infield section, however, the RB14 was mighty, clearly able to carry huge corner-entry speed – not that this would help Ricciardo, who was penalised with a back-of-the-grid starting position, after a third MGU-K, energy store and control electronics were fitted to his power unit.

"If there's not much happening at the front there should be something happening behind," quipped Ricciardo, in reference to his and Hamilton's out-of-position grid slots.

Haas locking out row three (Kevin Magnussen-Romain Grosjean) was both exceptional and unexceptional, now that this paradigm-shifting Ferrari customer team have better worked out how to set up the VF18. Their 'IKEA car' approach to F1 may not be universally popular, but there's no doubt it's effective.

Renault were next up (Nico Hulkenberg and Carlos Sainz annexing row four), ahead of the now routinely impressive Charles Leclerc (P9), who once again maxed out on the potential of his C37. As Sauber indicated development of their '18 chassis was about to be put on hold, Leclerc's ability to make the most of the opportunity presented him stood in contrast to his team-mate Marcus Ericsson's Q2 over-exuberance at T12, which resulted in a spin, a ride through the gravel and a red flag as marshals swept up the debris.

**'Hulkenberg took a solid fifth'**  
Renault man's form, below



# ROUND 11

Photos: LAT



Hamilton used all of his guile to claw his way to the head of the pack and take an emphatic victory

Sergio Perez brought a splash of pink into the top 10, while Fernando Alonso's P11 marked another triumph of man over mediocrity. His team-mate Stoffel Vandoorne languished in P20 in a car which, according to Fernando, has less downforce than his own supposedly identical McLaren.

### Race

After landing his ever swifter Ferrari SF71H on pole with Hamilton languishing in 14th place, the German Grand Prix was surely Vettel's to lose... And lose it he did, in rather pitiful fashion, on lap 51, during a mid-race cloudburst that rained chaos from above. Entering Turn 12 Vettel tip-toed into the circuit's stadium section, but caught a twitch of oversteer as he attempted to turn in. He held the slide, but still veered wide and into the gravel, unable to slow any further. His Ferrari nerfed the barriers right in front of a grandstand more crammed with 'home' fans than at any time in the post-Schumi years.

Game over – and perhaps not just in Germany, for Vettel's pointless exit, combined with Hamilton's unforgettable surge to victory, netted Lewis a 17-point drivers' title advantage. Arriving in Germany he was eight points down on his Ferrari rival; leaving, he was once again at the top of the table, as the title race continues to see-saw between these two four-time champions. After Bahrain, Vettel was two points up; three rounds later, in Spain, Hamilton was 17 to the good. Vettel clawed the margin back, now it's advantage Hamilton once again.

Ferrari's recent apparent power gains – worth up to 0.3s per lap on Hockenheim's straights, according to Wolff – had looked to be telling at a circuit comprised essentially of three straights, a fast corner and a couple of twiddly sections. But that was reckoning without a Hamilton touched by some kind of divine inspiration on this giddy day.

The foundation of his 66th victory was a relentless sequence of opening

laps during which he made good the disadvantage of his mid-grid starting position. Twelfth after lap one, he was up to fifth by lap 13 and ahead of him now were only a sequence of top-tier cars: Vettel, Bottas, Verstappen and Raikkonen. At the tail of this speedy gaggle he seemed set for a podium finish at best, as Vettel out front was looking comfortable and confident, able to pull away from Bottas at around 0.5s per lap, with times in the 1m17s and a lead deficit of around four seconds.

All the top runners started on Pirelli ultrasofts and had calculated that two stops (one for another set of ultras, the other for softs) would garner the best result. Hamilton's lowly starting position foisted upon him a counter-strategy that relied on a 42-lap opening stint on softs. And it was about to play into his favour.

Kimi stopped first – as per Ferrari's schedule – on lap 14; then Vettel on lap 25, Bottas on lap 28 and Verstappen a lap later. Hamilton, though, stayed out on softs until lap 42, by which time he was running third, having brought himself into the same pitstop sequence as those around him. His one-stopper would play out against the planned two-stoppers and even at this stage he looked like a podium contender at best. But just a couple of laps later threatened rain scrambled every algorithm and swept the decks for sheer driving virtuosity to come to the fore.

On a half-wet-half-dry track Leclerc and Alonso came straight in for inters, hoping the drizzle would become a deluge and vault them up the order. Those up front with more to lose were less convinced of the need to change. "It's still ok... the rest of the track is clear," reported Vettel. "I'll stay out for now..." How he'd come to rue that call, for on lap 51 he sailed gripless into the barriers, thumping his steering wheel and turning the air waves blue after his prang, which prompted a safety car.

It was this intervention which finally gave Hamilton the platform he'd need to win.

The pack closed up and both Bottas

(lap 52), then Raikkonen (lap 53) pitted for their ultras. Lewis also steered for the pits on lap 52, presumably for a final, fresh set of ultras. But just as he'd been called in and crossed the pit entry line, he was immediately ordered out – then 14 times the word fired over the radio: "IN." Too late – fortunately for Hamilton – as he'd already dived over the grass and back onto the track from the pit entry. He inherited the lead as Raikkonen pitted under the safety car.

"It was so confusing," he said. "I came around Turn 16 and Kimi turned in and they had asked me to box. I said 'Kimi is pitting'. Then they said 'stay out!'. I was already in the lane and then they said 'stay in!' But I was already back on track. There are times to do the opposite to the car in front and I really felt there was an opportunity. And ultimately it turned out to be the right thing. They were all panicking on the pitwall and I was the only relaxed one."

A late-race top-three shoot-out then, with a sketchy track underfoot. Team orders would surely quell Bottas (which they did, via a direct 'hold position' command from Mercedes strategy chief James Vowles to Valtteri) and Kimi is no longer the man to sprint for the line. There was only ever going to be one winner.

Pushing to the end and setting fastest lap on his penultimate tour, Hamilton recorded one of his most remarkable victories. His joy was unbounded: "I've never had a race like this. I prayed as I always did before the race and my prayers were really answered. And to see the biblical storm after... It washed away all the negativity."

Post-race there would be a stewards' enquiry into Hamilton's crossing and recrossing of the entry line, which constituted a breach of 'Appendix L Chapter IV Article 4 (d)' of the FIA's sporting code. When they declared Hamilton would receive only a reprimand and that the race result stood, it felt like the right outcome for the sport.

This may stand as Hamilton's day of days.

### RACE FACTS

Results © 2018 Formula One Administration Ltd

**GERMANY**  
Circuit: Hockenheim Lap: 2.842 miles  
Race distance: 190.433 miles Laps: 67  
Lap record: 1m 13.780s, Kimi Raikkonen, 2004  
2016 winner: Lewis Hamilton

Date: July 22  
Weather: Warm, showers

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### RESULTS

#### FIA Formula 1 World Championship, round 11/21

POS	DRIVERS	NAT	CAR-ENGINE	TIME
1	Lewis Hamilton	GBR	Mercedes	1h32m29.845s
2	Valtteri Bottas	FIN	Mercedes	+4.535s
3	Kimi Raikkonen	FIN	Ferrari	+6.732s
4	Max Verstappen	NED	Red Bull-Renault	+7.654s
5	Nico Hulkenberg	GER	Renault	+26.609s
6	Romain Grosjean	FRA	Haas-Ferrari	+28.871s
7	Sergio Perez	MEX	Force India-Mercedes	+30.556s
8	Esteban Ocon	FRA	Force India-Mercedes	+31.750s
9	Marcus Ericsson	SWE	Sauber-Ferrari	+32.362s
10	Brendon Hartley	NZL	Toro Rosso-Honda	+34.197s
11	Kevin Magnussen	DEN	Haas-Ferrari	+34.919s
12	Carlos Sainz	ESP	Renault	+43.069s*
13	Stoffel Vandoorne	BEL	McLaren-Renault	+46.617s
14	Pierre Gasly	FRA	Toro Rosso-Honda	-1 lap
15	Charles Leclerc	MON	Sauber-Ferrari	-1 lap
16	Fernando Alonso	ESP	McLaren-Renault	L65/gearbox
R	Lance Stroll	CAN	Williams-Mercedes	L53/brakes
R	Sebastian Vettel	GER	Ferrari	L51/spun off
R	Sergiy Sirotkin	RUS	Williams-Mercedes	L51/oil leak
R	Daniel Ricciardo	AUS	Red Bull-Renault	L27/power unit

Winner's average speed 123.521mph Lap leaders: Vettel 1-25; Bottas 26-28; Raikkonen 29-38; Vettel 39-51; Bottas 52; Hamilton 53-67  
\* = 10s penalty for overtaking under the safety car

**FASTEST LAP | LEWIS HAMILTON 1M 15.545S** ON LAP 66 (AVERAGE SPEED: 135.445mph)

### QUALIFYING

POS	DRIVER	TIME	POS	DRIVER	TIME
1	Vettel	1m11.212s	11	Alonso	1m13.657s
2	Bottas	1m11.416s	12	Sirotkin	1m13.702s
3	Raikkonen	1m11.547s	13	Ericsson	1m13.736s
4	Verstappen	1m11.822s	14	Hamilton	1m13.012s
5	Magnussen	1m12.200s	15	Ocon	1m13.720s
6	Grosjean	1m12.544s	16	Hartley	1m14.045s
7	Hulkenberg	1m12.560s	17	Stroll	1m14.206s
8	Sainz	1m12.692s	18	Vandoorne	1m14.401s
9	Leclerc	1m12.717s	19	Ricciardo	1m13.318s*
10	Perez	1m12.774s	20	Gasly	1m13.749s*

\* = required to start from the back after additional power unit elements



Grosjean scored points

### CHAMPIONSHIP POINTS

DRIVERS			CONSTRUCTORS		
POS	DRIVER	PTS	POS	CONSTRUCTOR	PTS
1	Lewis Hamilton	188	1	Mercedes	310
2	Sebastian Vettel	171	2	Ferrari	302
3	Kimi Raikkonen	131	3	Red Bull-TAG Heuer	211
4	Valtteri Bottas	122	4	Renault	80
5	Daniel Ricciardo	106	5	Force India-Mercedes	59
6	Max Verstappen	105	6	Haas-Ferrari	59
7	Nico Hulkenberg	52	7	McLaren-Renault	48
8	Fernando Alonso	40	8	Toro Rosso-Honda	20
9	Kevin Magnussen	39	9	Sauber-Ferrari	18
10	Sergio Perez	30	10	Williams-Mercedes	4

**NEXT RACE: HUNGARIAN GRAND PRIX, JULY 29**

# RACING NEWS

## F1 ROUND-UP

### Ferrari CEO out

Sergio Marchionne has left his role as Fiat and Ferrari CEO with immediate effect, as unexpected complications from shoulder surgery have left him unable to return to work. A plan has been put forward for Mike Manley, head of the Jeep company, to be proposed as the new Fiat CEO at the next shareholder's meeting. At Ferrari, Fiat heir John Elkann has been named as the new chairman and the Maranello company has said he will propose to shareholders that former Philip Morris chairman Louis Carey Camilleri becomes the new CEO.

### Problem solved

Williams has traced the aerodynamic stall problem that ruined its British Grand Prix qualifying to modified diffuser fences. Both Lance Stroll and Sergey Sirotkin went off during Silverstone qualifying after suffering from the intermittent stall, which sometimes occurred when closing the DRS. "The problem we had in Silverstone was primarily the result of some changes we made to the floor in the diffuser area," said technical chief Paddy Lowe. "We made a step on Friday with modifications to the diffuser but they had a side-effect of putting the car intermittently into stall in the use of DRS. It was something that was entirely unexpected as a side-effect. We understand that now and we're not running those parts anymore."

### Tyre rules

Formula 1 will drop tyre warmers and move to low-profile 18-inch wheels for 2021, having opened the tender process for the next tyre supply contract. Front tyres will also be narrower, dropping by 35mm to 270mm. The rears will stay the same, at 405mm, while diameters will increase from the current 670mm to "700-720mm". The next single-supplier contract will cover the four seasons from 2020-23, the first of which will be run with current tyre sizes and blankets. That means if anyone other than Pirelli wins the bid they will have to develop tyres from scratch that will be used for only one year.

### Sauber's target

Sauber Formula 1 team chairman Pascal Picci says the outfit can target fourth place in the championship next year. Sauber has made huge progress this season under team principal Frederic Vasseur, and has regularly made the points. However it still lies ninth in the constructors' table, on 16 points while Renault has 70 in fourth place. "The [car] concept was fantastic, and you will be seeing that there will be improvements more and more frequently, regularly," Picci said. "It is our ambition next year to be the fourth team. I know I exaggerate, Fred is telling me that I am! But if you don't have dreams, you don't succeed very often."

# HAMILTON AND BOTTAS DEALS KICK DRIVER MARKET INTO LIFE

Ricciardo expected to commit to Red Bull, with Sainz and Ocon's futures unclear



Renault is one of the keys to driver market



Hamilton and Bottas have been confirmed at Mercedes for next year



Ricciardo could now sign a new Red Bull deal as soon as this week



Raikkonen could make a return to Sauber

By Stephen Lickorish

The Formula 1 driver market is expected to kick into life now that both Lewis Hamilton and Valtteri Bottas have been handed new deals with the Mercedes squad for next season.

Reigning champion Hamilton had been expected to sign a new contract for months but this was finally confirmed last week. The four-time title-winner has pledged to extend his Mercedes spell until at least the end of the 2020 season. Meanwhile, his team-mate Bottas has been given another one-year deal.

"This contract extension has basically been a formality since Toto [Wolff, team boss] and I sat down during the winter, so it's good to put pen to paper, announce it and then get on with business as usual," said Hamilton.

"I have been part of the Mercedes racing family for 20 years and I have never been happier inside a team than I am right now."

The Briton did admit, however, that he was approached by another top team but didn't give the offer "any air".

Bottas' deal covers 2019 and also has an option for him to remain at the team for a fourth season in '20 too.

"I love working with this team, I love the team spirit, the atmosphere in the team and everyone is pushing so hard for the results," said Bottas.

With the Mercedes seats now officially full, Daniel Ricciardo is expected to imminently agree a deal to stay at Red Bull for next year.

"It's getting more realistic, I'd say," he said, when asked about his future ahead of the German Grand Prix. "The picture with everyone else is starting to be pretty clear, so I'll focus on [this race] and then I guess probably early next week I'll try and get everything done."

Further down the grid, the future of Mercedes-supported Esteban Ocon has also been subject to speculation. The Frenchman has a contract with Force India for next year but Mercedes

retains an option to decide his future.

Renault has reportedly shown interest in Ocon, with current driver Carlos Sainz saying he wants his next F1 contract to be for two years.

Sainz is contracted to Red Bull and loaned to Renault but it's unclear if that arrangement will continue.

"Every year since 2016 they have been talking about my future halfway through the year and that's why I want to at last sign a stable, two-year contract with a team," he said.

"I think that's no secret, so at least next year no one will talk about me and my future."

"It doesn't distract me in the car. Outside of the car I'm fully confident that Red Bull, Renault and my management will agree on something and everything will work out quickly."

With Stoffel Vandoorne's future unclear, Sainz could be an option for McLaren, but team boss Zak Brown says Fernando Alonso's 2019 plans need to be decided first.

"As Fernando said, he is not yet sure what he wants to do, what he wants to drive, so those are scenarios that we are working through and talking to a variety of drivers," Brown said, also describing Sainz as a "very good race driver".

Sauber is another team possibly in search of a new driver, with Charles Leclerc rumoured to be replacing Kimi Raikkonen at Ferrari. The team has refused to rule out a move to sign 2007 champion Raikkonen – who began his F1 career with the Swiss squad in 2001.

"I want to have the best guys into the car, this is the most important for the team, and no sacrifice with performance," said Sauber team boss Fred Vasseur. "It is much better to have a world champion than someone who won nothing."

"I am just focused on performance. The most important for me is to have the best line-up for next year and the future. That is my only concern."

Ferrari junior Antonio Giovinazzi is another option for Sauber.

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**'Lundqvist takes Spa double'**  
British F3 report, p24



Photos: LAT

# ASTON LINKED TO DTM ENTRY WITH RED BULL



Christian Horner (l) with dad Garry

Aston Martin could be represented in the DTM from 2020 with a four-car team. R-Motorsport, the Swiss company that operates an Aston Martin team in the Blancpain GT Endurance Cup run by Arden International and Jota Sport, is weighing up taking on incumbent manufacturers Audi and BMW in the German series. Paddock sources suggest the project could come with

backing from Red Bull, and that HWA Team – which will have spare capacity after Mercedes leaves the DTM at the end of this season – would build the cars. The team would be run by Arden, as CEO Garry Horner is the father of Red Bull F1 team boss Christian Horner, and has a long history running Red Bull junior drivers in his single-seater operations. Red Bull-backed Formula E star Sebastien Buemi and Toro

Rosso F1 racer Brendon Hartley, together with current R-Motorsport Aston factory pilots Nicki Thiim and Maxime Martin, have been linked with the programme. Although the DTM's new four-cylinder, two-litre turbo engine regulations do not appear to fit Aston Martin's philosophy, speculation suggests that the cars could be powered by the Honda unit used in Japan's Super GT

series, which has identical engine rules to those that will be adopted by the DTM. R-Motorsport team principal Florian Kamelger told *MN*: "We are a motorsport brand that's growing fast and are certainly looking at different series as we search for new opportunities. "The DTM certainly would be of interest. There is certainly potential, but nothing is concrete."

**F1 RACING EDITOR**

# ANTHONY ROWLINSON

**"Sometimes, maybe, you can squeeze the fear"**



**F**or a moment Lewis Hamilton could have been Nigel Mansell at the 1984 Dallas GP. There, those with long memories might recall, 'our Nige' hopped out of his damaged Lotus 95T (he'd clipped a wall and broken the gearbox) and attempted to push his coasting car across the finish line. Alas, in dry Texas heat of more than 40°C, and after more than 60 laps of racing on a rough track, crumbling in the sun-bake, it was all a bit too much, even for the aggressively fit Brummie.

He collapsed, eventually being classified sixth, having started from a career-first pole. It was a failed-heroic moment, laced with the twist of theatricality that came to characterise Mansell's F1 exploits. But it was also authentic and spoke of a burning competitiveness that even Mansell's detractors could never call into question. We saw something of that spirit with Hamilton's Q1 Hockenheim exit, brought on by hydraulic failure. It was remarkable to watch him attempting to push his 750kg W09 back to the pits in the belief that his car could be quickly fixed, the session saved. Before pulling up, he'd tried to convince his team that there was enough 'go' in his PU to complete the lap – "it's trundling" he insisted – but his team were emphatic: "Negative Lewis, there's a PU risk." He had to switch off.

The circumstances may have been rather different from those attaching to Mansell's attempt to 'push it home' – Lewis' eminence as a four-time world champion is beyond question, whereas Mansell was still struggling to make his mark in F1 – but the incident revealed an aspect of Hamilton's character less talked about than most: his sheer competitiveness.

Later on Saturday evening, he posted an explanation for his brave-though-futile actions: "Why didn't I pull over when asked? Simple, it's qualifying, the car was still going and I hoped with all my heart that I might make it back.

"In my heart I never give up," he continued, "so it is the hardest thing to give in and accept the car will not make it back. I turned the car off and thought perhaps I can even push it back as crazy as it sounds. That's just me being passionate."

We saw in Silverstone, after Lewis had delivered a pole position lap that left him quivering with adrenalin and nervous excitement, how much it can take from a driver to urge himself and his machine to the skittery edge of performance. "Sometimes, maybe, you can squeeze the fear," Gilles Villeneuve once remarked and it would seem similar reserves are now being called upon by Hamilton and Mercedes to answer the threat from a Ferrari team enjoying a slight mid-season performance advantage.

Drivers' naked human emotion isn't always easy to spot, clothed as they are in fireproof overalls, helmeted and now partially shrouded from view by their halos,

But there it was, being played out at just a few miles per hour, down at Hockenheim's Turn 10. And there it was again on Sunday as Lewis kept his head, while all around him lost theirs.

## QUICK LAPS THE FASTEST NEWS ROUND-UP

**Laguna Seca will return to the IndyCar calendar in 2019, replacing Sonoma as the season finale for at least the next three years. It is contingent on several track upgrades, including revised kerbs, smoother gravel traps, better barriers and extra catch fencing. Both Sonoma and Phoenix have been dropped for 2019, while the Texas Motor Speedway is interested in moving its IndyCar round to the weekend after the Indianapolis 500...** Dale Coyne Racing's Pietro Fittipaldi returned to the cockpit of an IndyCar at Mid-

Ohio last week and completed around 100 laps ahead of his comeback this weekend. Fittipaldi suffered fractures on his left leg and a broken right ankle after a power steering problem led to a crash at Eau Rouge in the World Endurance Championship's season opener at Spa earlier this year... **Kevin Harvick won the NASCAR Cup series race at New Hampshire, making an aggressive pass with just seven laps remaining on title rival Kyle Busch to take his sixth win of the year...** Title contenders Scott McLaughlin and Shane van Gisbergen took a win

each from the Queensland Raceway Supercars round of Australian Supercars. Points leader McLaughlin took a comfortable lights-to-flag win in Saturday's race. On Sunday, van Gisbergen equalised the points gap, jumping McLaughlin at the start... **The World Endurance Championship has moved to level the playing field between Toyota and the non-hybrid LMP1 entries by making changes to the controversial Equivalence of Technology rules. The 0.25 percent lap time advantage promised to Toyota**

**over its privateer opponents, worth half a second round one lap at Le Mans, has been eliminated. In addition, the fuel flow for the non-hybrids has been upped to 115kg/h – up from 108kg/h at Le Mans – while the diameter of the fuel rig restrictor has also been increased...** Victor Martins took his first win in the Formula Renault Eurocup series at the Red Bull Ring for R-ace GP in the weekend's second race. Max Fewtrell took victory in race one but Yifei Ye still leads the standings.

## Ticktum won't replace Ferrucci in Formula 2

Red Bull has confirmed Formula 1 hopeful Dan Ticktum will not replace the banned Santino Ferrucci at Trident Racing in Formula 2.



Ticktum (pictured) has been earmarked as a possible replacement for Brendon Hartley at Toro Rosso in F1 next season, but even if Ticktum wins the European Formula 3 Championship he won't earn enough superlicence points for F1.

Even a successful partial campaign in F2 would be unlikely to yield enough points to make up the difference regardless. Haas F1 junior driver Ferrucci

is banned for the Hungary and Spa rounds of F2 after crashing into his team-mate Arjun Maini on the cool down lap after the Silverstone sprint race. He was also fined for driving while holding a mobile phone between paddocks and was dropped by Trident last week.

On seeing this news, the reigning McLaren Autosport BRDC Award winner and Macau Grand Prix victor, said: "It came to mind that I could do a few races but we'll see. There's been nothing from Red Bull."

Helmut Marko, Red Bull motorsports advisor, however quashed the rumours.

## Patrese to return to race seat at Spa 24H

Ex-Formula 1 driver Riccardo Patrese will make a return to international motorsport in this month's Spa 24 Hours, aged 64.

The winner of six grands prix will race a Honda NSX GT3 run by JAS Motorsport in the blue-riband Endurance Cup round of the Blancpain GT Series on July 28/29. It will be Patrese's first international race since he competed in Grand Prix Masters in 2006.

The Italian, who started 256 grands prix between 1977 and '93, has been brought in to race the NSX entered under the Castrol Honda Racing banner together with Loic Depailler, son of the late Patrick. Patrese said: "Spa has been one



Patrese: Back to racing

of my favourite circuits for a long, long time and I thought I'd raced there for the last time 25 years ago, so when I was given the opportunity to join Castrol Honda Racing and drive such an exciting car as the NSX GT3, I couldn't say no."

**AGREE/DISAGREE?**  
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# RACING NEWS

Photos: Jakob Ebrey



## FARMER'S FIRE THREATENS TO SEND TITLE BID UP IN SMOKE

TF Sport driver and team-mate Thiim face disruption after Aston gutted at Spa

By James Newbold

**British GT championship contender Mark Farmer faces a race against time to be ready for the next round at Brands Hatch in two weeks' time after his TF Sport Aston Martin was eliminated in a first lap accident at Spa.**

Farmer, the pre-event championship leader with co-driver Nicki Thiim, was hit by Remon Vos on the run to Eau Rouge when the guest driver's RAM Motorsport Mercedes-AMG aimed

for a gap between Graham Davidson's Aston Martin and Ian Loggie's Bentley, pushing Farmer into the wall and resulting in an oil fire that caused his immediate retirement.

"The car is a mess. I don't think we can get it out for Brands because it's such a big job," Farmer told MN.

"There was a tiny bit of contact between the Aston and the Bentley in front of us and he saw his opportunity to overtake, so he just pulled left and hit me square on straight into the wall. That was it, I just ran down the wall

and then flames out the front, flames out the back."

TF Sport boss Tom Ferrier was unsure whether the damage would be repairable for Brands Hatch when approached for comment as MN went to press, but Farmer was optimistic of being able to source another chassis if the damage proves too great.

With the Optimum Motorsport Aston Martin of Flick Haigh/Jonny Adam promoted to the podium and new points leaders Jon Minshaw/Phil Keen to fifth in the Barwell

Motorsport Huracan after the sister TF Aston of Derek Johnston/Marco Sorensen lost its third place to a 30-second penalty for avoidable contact, Farmer/Thiim have fallen to third in the standings, 17.5 points behind.

"It's going to go down to the wire, Brands and Donington are going to be really important," Farmer said. "We were gutted because we had the pace here to score a lot of points and it just got finished in the first corner of the first lap."



Farmer (l) and Thiim's hopes hit

### IN BRIEF

#### Unlucky rabbit

Moss Motorsport pairing Kristian Prosser and Jon Watt survived a brush with wildlife on their way to fourth place in the opening Britcar race at Donington Park. "All of a sudden I was going through Craner Curves and I see a rabbit come across the track," said BMW M3 E46 driver Prosser. "I couldn't do anything and hit it." A power loss early in the second race dented any chance of another good result, Watt adding: "I said they should have given us the rabbit's foot for good luck – maybe that's our punishment!"

#### New Code 60 lights

The Puma Cup became the first Classic Sports Car Club series to introduce a new initiative which will help to avoid future breaches of Code 60 rulings. The cars at Brands Hatch earlier this month were fitted with a new LED light on the rear which illuminates different signals to help stewards determine if a driver has slowed down to 60kph. The CSCC is the only club to still use Code 60 which neutralises a race rather than using a safety car.

#### Defourny's impact

Formula Renault Eurocup driver Max Defourny made his BRDC British Formula 3 debut at the weekend at Spa-Francorchamps. The 19-year-old replaced Jordan Cane, who announced his retirement from racing earlier this month, at Douglas Motorsport. The Belgian crashed heavily at the top of Raidillon in the opening race and subsequent damage prevented him from competing in the other two.



Merc driver suffered burns

### Christodoulou hospitalised after Mercedes catches alight in British GT Spa race

Two-time McLaren Autosport BRDC Award finalist Adam Christodoulou was admitted to hospital after his Team ABBA Racing Mercedes-AMG caught fire in British GT's overseas round at Spa last weekend.

The AMG factory driver, making his second appearance of the season, was on his out lap after taking over from team owner Richard Neary when the fire suddenly took hold on the approach to the Bruxelles hairpin.

Christodoulou was sent to receive treatment for smoke inhalation, as well as burns on his hands and feet.

He is expected to miss the Spa 24 Hours this weekend, which he was due to contest with a Black Falcon Mercedes.

An AMG spokesperson confirmed that its engineers are in close contact with Team ABBA Racing to establish the cause of the fire. As MN went to press, it was unknown whether the team will return at Brands Hatch on August 4/5.

Meanwhile, Invictus Games Racing is optimistic of returning with its full complement of Jaguar F-Type SVR GT4s at Brands Hatch after a free practice one crash for Basil Rawlinson at Eau Rouge forced the withdrawal of

its second car. The chassis will be taken to JLR's Castle Bromwich facility to see if the bodyshell can be repaired, or if a new shell will be required.

Team principal James Appleby said: "We'll try to get it out to Brands but we know we're going to have quite a few late nights to get it out there. We're waiting on word from Jaguar."

Tolman Motorsport completed an overnight repair after David Pattison crashed his McLaren at Eau Rouge in qualifying, but it came to naught when the car overheated and couldn't select gears.

### Strandberg skips VW Cup round but still targets title

Dennis Strandberg has vowed that his Volkswagen Racing Cup title challenge is not over, despite missing the most recent round at Spa with budget problems.

The Swede, who won both the opening rounds at Silverstone with Maximum Motorsport before switching to Team Hard for Brands Hatch, was second in the points heading into the weekend but his cause was helped by points leader Chris Panayiotou failing to finish the first race and finishing a lapped 13th in the second, as JWB Motorsport driver Ruaridh Clark swept the weekend.

"I'm optimistic that we can come back, finish off the season strong and

win it," said Strandberg. "We'll keep fighting, everything can happen."

Meanwhile in the Ginetta GT5 Challenge, wins were split between Shane Stoney and 2015 champion James Kellett, who ambushed Stoney on the final lap to take the spoils in race two.

Stoney (Quattro Motorsport) held off a fast-starting Geri Nicosia to win the opener, while Century driver Kellett rose from ninth on the grid to fifth. He gained two places on the opening lap of race two, passed Nicosia for second on lap two and then set about catching Stoney after a safety car interruption, going on to win by just 0.057s in a dash for the line.



Strandberg was helped by Panayiotou having a difficult Spa weekend





Hawkins got to drive Sauber F1 car

## Sauber F1 demo run for Hawkins at Silverstone

Volkswagen Racing Cup driver Jessica Hawkins got her first taste of Formula 1 machinery when she undertook high-speed demonstration laps at the Silverstone Classic in a 2011 Sauber.

The 23-year-old was running in the 'Legends of Formula One' display as the circuit celebrates 70 years since it first hosted the British Grand Prix.

It was the first time she had driven a single-seater since competing in British Formula 4 and the MRF Challenge back in 2015.

"This is wicked, it's just completely blown my mind," she told *Motorsport News*. "The most impressive thing is the braking, I've never felt anything else like that. Crazy!"

Owned by Heritage F1, who surprised Billy Monger with an F1 test at Rockingham last month, the Sauber C30 was without a driver when European Le Mans Series champion Oli Webb was unavailable. But Hawkins relished her late call up.

"One of my friends knows the guys here [at Heritage F1] but he didn't have a race licence. So he said, 'I can't do it but I know someone who can'."

"They didn't say so, but I'm sure they checked out what I've done before and came back and told me I could do it."



Sutton only managed seven laps

## Super Touring debut blows for BTCC's Sutton

Reigning British Touring Car champion Ashley Sutton was unable to make his competitive Super Touring debut after his engine blew after only seven laps of testing.

He had been due to race an ex-David Leslie Honda Accord, the 1996 car now owned by Paul Whight, in the brace of star-studded Super Touring Trophy races at the Silverstone Classic.

But during testing on the Formula 1 circuit, the engine blew and mechanics later discovered that one of the valves had made its way into the air box.

"I only got to do about seven laps in the car and then it went bang: to say I am gutted is an understatement," Sutton told *Motorsport News*. "I didn't really get much of an opportunity to get a feel for the car, but hopefully I will get a chance to drive it again in the future."

## Roberts hopes to return before end of season after Combe crash dents challenge

Mazda MX-5 Supercup front-runner Steve Roberts says he is desperate to compete again this season, after a race-winning weekend ended with his car being written off at Castle Combe.

The 37-year-old multiple Compact Cup champion had struggled earlier in the season with straightline speed, but after a new engine

was installed at Rockingham in June everything was falling into place in the British Racing and Sports Car Club series as he won race one at Combe.

But after contact in race two with title-rival James Blake-Baldwin, who was penalised for his role in the incident at Tower, Rob Boston Racing driver Roberts faces a spell on the sideline with a bent chassis.

"We'll get the car back out as fast as we can, we're hoping to get the car out before the end of the season," said Roberts, who debuted in the championship last year. "We're so desperate to get back out, it's taken a season and we feel like everything is sorted and we have the momentum now so we're desperate to get back out and try and show

everyone what we can do.

"It's like back in the old days, with my brother, mum and dad all contributing to get me back out as soon as possible.

"I'm 37, my mum and dad shouldn't be paying for my racing again, but they just want to see me back out winning races!"

On adjusted scores, Roberts is fifth in the standings.

# END OF THE LINE FOR CLIO JUNIOR SERIES

The ailing Renault UK Clio Cup Junior series has been cancelled – less than a year after the category's first race.

The series was due to have its next races at the British Automobile Racing Club meeting at Donington Park last weekend but Renault decided to pull the plug after a number of the five drivers that started the season joined other categories.

Clio Junior had been troubled from its birth with the series originally postponed from a June start to September last year and it never had more than nine cars.

Matthew Bendall, head of press & PR, Groupe Renault UK & Ireland, said in a statement: "It is with regret that Renault UK has decided to cancel its Clio Cup Junior motor racing category with immediate effect.

"Clio Cup Junior raised the bar in junior saloon car competition in terms of driver safety, reliability, technical proficiency and performance and we're naturally disappointed that the championship came to an end for reasons outside of our control.

"We are proud of the exciting talent that Clio Cup Junior has helped UK motorsport to discover and sincerely thank all those teams, drivers and partners who supported the championship. The senior UK Clio Cup championship is unaffected by this development."

Earlier this year, championship manager Will Fewkes blamed the Motor Sports Association for the series' struggles, citing "numerous changes to junior formula requirements at short notice".



Numbers began to dwindle

## Moving on up: Reeve jumps from Clio Junior to senior series for Snetterton

The Renault UK Clio Cup grid is expected to increase to 23 cars at Snetterton this weekend – its highest level since April 2017 – with the addition of former Clio Junior frontrunner Nick Reeve.

Reeve, who won the opening two Clio Junior races at Silverstone in March, will graduate alongside his Specialized Motorsport team. He

plans to complete the season ahead of a full campaign in 2019.

"We see it as an opportunity to move up and just go for it," said Reeve. "Next year I hope to be back in it, and then that gives me a little bit of a head-start to go for somewhere up in the championship.

"I want to be aiming for midfield because I've raced against Bradley

Burns [in Fiesta Junior]. I beat him a couple of times, but it's a completely different car.

"Being 23 cars instead of five [in Clio Junior] is also a big difference."

Also joining the grid in Norfolk will be 2017 Clio Junior champion Jack Young and Ben Colburn, while Nathan Edwards will return after contesting the opening Brands Hatch races.



Kluge is knocked into spin and moments away from crash

## Retirement for Kluge after life-threatening FF1600 crash

Formula Ford driver Andrew Kluge has retired from racing as he continues to recover from serious injuries sustained in a crash at Oulton Park last month.

The British Racing and Sports Car Club Northern Championship Pre-'90 competitor suffered life-threatening injuries when he was knocked into a spin by fellow driver Seamus Wild at Deer Leap.

His Van Diemen made side impact with Andrew Thomas's Mygale, which had been left at the side of the track on the approach to the start/finish straight after an earlier incident.

The impact left the

Manchester driver with a torn aorta artery, broken hip, lacerated spleen and damage to his kidneys, lungs and liver, while Wild was disqualified for his role in the crash.

Kluge was flown to Royal Stoke University Hospital where he underwent immediate surgery which luckily saved his life.

"My recovery is going well," said Kluge. "It is five weeks since the crash and I am able to walk with crutches and as long as I take it easy, I am not in too much pain.

"Initially I was fairly chirpy as to be quite honest, I hadn't really taken in the seriousness of my injuries and was pretty pumped up on medication.

However, over the following few days three separate consultants told me in no uncertain terms that I was very, very lucky to be alive.

"That comment certainly does make you think and in my case brought a few tears.

"I would absolutely like to thank everyone at Oulton Park that was involved dealing with my accident.

From the marshals, to the medics, helpers and organisers that got me out of the car, summoned the air ambulance and made sure I got on it in one piece and as quickly as possible. Their actions and those of the team down in Stoke saved my life and for that I am grateful."



Roberts crashed at Combe as Blake-Baldwin was excluded from race



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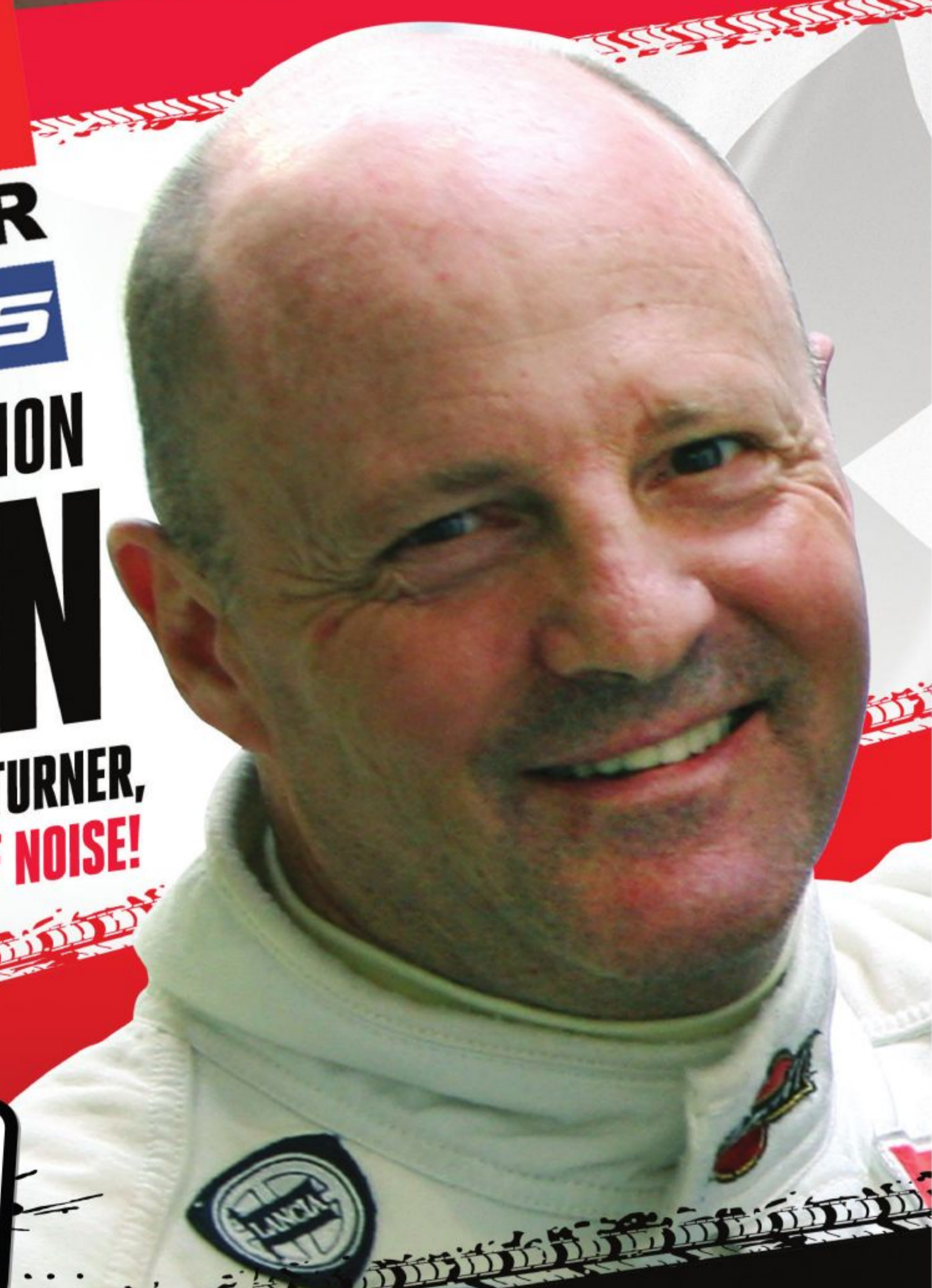
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# RACING NEWS



Gardiner's car was repaired after roll

## 2CV paddock rallies round the Beacon Downe squad

Fellow Citroën 2CV Championship competitors offered their support to help the Beacon Downe team repair their car after a roll at Donington Park.

The car rolled after driver Richard Gardiner ran wide and into the gravel trap at Coppice late in the first of the two races last weekend.

The car was repaired, with the assistance of up to six fellow teams, in time for Kristopher Tovey to take the wheel for the second race of the day, finishing eighth.

Gardiner praised those that helped, saying: "The thing about this paddock is that there were at least five or six other teams that came over to help and make sure we made it back out for the second race. You don't see that other than in club racing.

"I was being chased and of course the faster you go, the more risks you take."



Blackwell-Chambers set to take part

## Saloon and Sportscar Trophy for British GT finale

A Saloon and Sportscar Trophy race open to a wide variety of cars will once again be held on the weekend of the British GT season finale – and has already attracted widespread interest.

The race, organised by the British Racing & Sports Car Club, will take place on September 23 at Donington Park's GP layout.

An entry fee of £295 will include a 15 minute qualifying session, followed by a 15 and 20 minute race.

A similar event was held in 2016 and attracted a full-grid of 32 cars, with 15 spots for this year's races already filled.

"We did the same thing two years ago and we had a very healthy and well populated," said a BRSCC spokesperson.

"We had the opportunity to do it again and it seems to be off to a decent start.

"I think the combination of the price, because it is part of the British GT bill and the openness of the regulations makes it so appealing.

"British GT is one of the biggest events on the UK national calendar, so there's a lot of attention on that weekend and we should get another fantastic and varied selection of cars."

Cars and drivers to sign-up for this year's event include reigning Mazda MX-5 champion Will Blackwell-Chambers, Chris Everill in a Ginetta G50 and David Krayem in a Dodge Viper GT3 among others.

# NEW ENGINE COULD LEAD TO EXTRA LEGENDS CLASS

## Drivers in popular championship support multi-class format



New engine due to be ready for 2019

By Dan Mason

**The latest water-cooled Yamaha FZ09 engine is poised to be introduced to the National Legends Championship in 2019, with series organisers also looking at the possibility of introducing a separate class system to keep drivers on board.**

The new three-cylinder engines will be made available for next season, each as a complete package with a six-speed manual gearbox.

Championship owner Phil Cooper admitted that the transition is likely to be best-managed by a class system should drivers not commit to the change initially, which could allow them to compete with the existing, sealed Yamaha 1250cc engines.

"In my opinion we'd want to have two winners at each race next year," said Cooper. "I don't want to lose drivers because of it. It's always been a fair series.

"Yamaha have been developing [the new engine] and finally got there, so we hope to start running

it in this country next year."

The changes were met by a mixed reception, with frontrunner Will Gibson calling for a separate class system to avoid dropouts.

"I think it's good for the series, if it's done in the right manner," he said.

"The engines will pay for themselves for what you get, but it's about the early transition. If your experienced drivers don't commit, then where is the new talent going to come from? It may be best we start with a separate class system."

Reigning champion John Mickel added it could be a "three to five-year" transition period, while title rival Steve Whitelegg also called for a separate class system with costs on his mind for multi-car teams on a budget.

"I would agree [to two classes], as it's difficult to compare the new to the old, like-for-like," said Whitelegg. "You're starting on two engines for each car because you always need a spare for the weekend. We've got more cars – it all adds up."



Newell is planning a full-time comeback next season after Donington races

## Truck champion Newell makes comeback after 17 years

Former champion John Newell made his return to the British Truck Racing Association Championship last weekend at Donington Park after 17 years out of the series.

The experienced Newell joined the Division 1 grid and collected a best result of ninth place in two of the five races.

Newell plans to complete the remainder of the 2018 season with NWT Motorsport, with the intention of mounting a full-season assault

next year. "Seventeen years it's been," he said. "Work took over after I won the title back in 2000, but I'm now back for the rest of the season and gearing up for a shot at the title next year.

"I've mainly just been trying to learn how to get the best out of it this weekend. This truck is very different, as it's been built in Germany – they've built for the likes of Jochen Hahn and others in the European Championship, so it's the real deal."

## Three-time Le Mans class winner Kimber-Smith races in Masters Endurance Legends

Three-time Le Mans class winner Tom Kimber-Smith made his debut in the fledgling Masters Endurance Legends series at the Silverstone Classic last weekend.

The 33-year-old had been due to share a 2008 Aston Martin Vantage GT2 with owner Paul Whight in the

inaugural round at Imola after testing at the Spanish Circuito de Guadix. But after a delay, Kimber-Smith finally entered in the first of the two races at the Classic. He finished 14th overall, winning the GT2 class.

With Endurance Legends competitors having to run

with period-correct engine restrictors, he was unable to challenge the faster GT1 Ferrari 550s.

"I've almost sort of stopped racing in the last year and Paul's given me the opportunity to come and have a go here and I've always wanted to do the Classic," said the

ex-Panoz and TVR GT driver. "Getting to drive an Aston is pretty bloody cool."

When asked if he was going to begin racing regularly again, starting with the Endurance Legends, Kimber-Smith said: "I think we're just going to do it on a race-by-race basis."



Kimber-Smith raced an Aston Martin Vantage GT2 at Silverstone Classic

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# HISTORICS

*'Brindle has added a Lotus Cortina'*  
Touring car man's toy, below



Photos: Paul Lawrence

## DOWN THE PUB WITH

### DUNCAN RABAGLIATI

Age: 73 Lives: Wimbledon  
Formula Junior guru

#### He masterminds Formula Junior

"My daughter Sarah has done a fantastic job on the organisation and the Diamond Jubilee World Tour has been exactly as I hoped it would be. It has been fantastic. We've been to all the places where Formula Junior races are held all around the world and added in the Baltics."

#### The Baltic Tour was a big hit

"We had over 40 cars on the Baltic Tour and it was lovely to see drivers from Australia and the US mixing in with all the rest of us. That was probably the best part of it: it was just like motor racing should be with people moving from country to country in motor homes towing their racing cars. The tracks were just as they would have been 60 years ago and it was just like Formula Junior was in period. Everybody had great fun and it was a great success."

#### A record at Silverstone

"I think we had 112 cars go out for qualifying at the Silverstone Classic over the weekend, which is a new record. It was a wonderful way to finish the World Tour and everyone made a great effort to be there. Next year, we're off to Copenhagen or Croft over the first weekend of August, then the Nurburgring, Oulton Park Gold Cup, Zandvoort, Spa and so on."

#### New Zealand trip over the winter

"We're already working on next year and we have two or three containers going from the UK to New Zealand for the South Island races in January and February. Each container takes six cars. There will be just as much racing in 2019."

#### He's still working as a lawyer

"For 22 years I used to go out to the Far East and Middle East with my work as a lawyer, but I've stopped that rushing around now. I have done motorsport work in the past for Team Lotus in Formula 1 from 1991 to 1994 after them Peter Collins and Peter Wright took over. I've still got all the archives and hopefully one day someone will write a book."

#### And an author...

"This year we put the history of Connaught book to bed and we've done the history of the Monoposto formula from 1958 to 1976, so there are lots of things happening on that front as well."



Rabagliati: FJunior guru

The car had a troubled time at Silverstone



# ROUSE-BUILT RS500 IN TRACK RETURN

## Ex-Guy Edwards machine makes a comeback at Classic meeting

By Paul Lawrence

**After 25 years in a private collection, the ex-Guy Edwards Ford Sierra RS500 Cosworth returned to racing at the Silverstone Classic.**

Prolific historic racer, notably in a Jaguar E-type, Julian Thomas recently bought the 1989 car from Adrian Hamilton and raced it with regular

partner Calum Lockie at the weekend alongside their Jaguar E-type, Ford Falcon and Chevron B8.

The Group A car, built and run by Andy Rouse, was used in the '89 BTCC by former F1 racer Edwards in Kaliber non-alcoholic lager colours. Rouse also raced the car at Silverstone that year and claimed a podium finish.

"I was lucky enough to work

with Andy Rouse in that period and I used to see this car in his workshop and just drool over it," said Thomas. "I was doing some electronic work on his Toyota Carina. I used to love watching the RS500s in the day and I was a massive Andy Rouse fan. The chance to get this car was amazing and when I saw it for sale the hairs on the back of my neck stood up. I thought I

probably couldn't afford it, but I still had to ask! It is so original and it had not been raced for 25 years until the weekend. We're going to slowly develop it."

Thomas promises that the car will be raced as competitively as possible but was a first lap retirement after qualifying a highly encouraging second fastest in the Historic Touring Car Challenge.



Majzub drove the Sadler

### Sadler forced to miss out on driving his own car at Silverstone

Canadian race car manufacturer Bill Sadler, 86, was a visitor to the Silverstone Classic but was denied the chance to race one of his 1957 Formula Junior designs due to a health issue.

Instead, Sadler offered the car

to experienced historic and vintage racer Julian Majzub, who owns and races one of Sadler's V8-powered sports-racing cars.

"I raced this car for a full season in the UK in 1958," said Sadler. "I was due to race but lost my licence

due to a temporary medical issue. I certainly plan to carry on racing."

Two of the 12 Sadler Formula Juniors were at Silverstone but Sadler is best known for his early 1960s sports-racers.

### Jeff Smith back on track at the Classic

Jeff Smith, the BTCC racer seriously injured at Croft in June last year, made his racing comeback in a Mini Cooper S at the Silverstone Classic.

Smith suffered his injuries during a multi-car accident in qualifying and has been in recovery for over a year. He was only cleared to race again on Friday morning and went straight to Silverstone to qualify late on Friday afternoon in the car of Scott Kendall.

"I had a concussion test on Thursday, an MRI scan Thursday evening and got my licence at noon on Friday," said Smith. "I'd never driven the Mini before qualifying."

They finished 20th overall and fifth in class in the 45-minute Transatlantic Trophy race on Sunday. "It feels good to be back and this is a good way to play myself back in," said Smith.

His future racing plans are yet to be decided.

### Pope Toledo sees action at Impney

Nearly 100 years after it was last used, a rare Pope Toledo Gordon Bennett from 1904 returned to action recently at the Chateau Impney hillclimb.

Edwardian car enthusiast Hicky Hickling has rebuilt the 10-litre monster over the last 15 years. It raced in the USA in 1904 and contested the 1905 Gordon Bennett race at Clermont-Ferrand in France. It even ran at Pikes Peak in 1907 but had not



The 1904 car is now revived

been used since the early 1920s.

"I bought it as a pile of bits 15 years ago and have been slowly collecting parts and rebuilding it," said Hickling, who first drove it across the Impney paddock.

### Ford Anglia man Rich heads the chase for British Historic Rally Championship 2 crown

The Ford Anglia of Malcolm Rich and Arwel Blainey heads the new British Historic Rally Championship 2 division after four of the season's eight events.

Over 20 crews have already scored points in BHRC2, which

has been created to turn the spotlight on the Category 1 (pre-1968) cars and all other up to 1600cc

Rich tops the standings

cars in the MSA British Historic Rally Championship.

At the mid-season break, 32 points cover the top four crews. Rich has taken the early advantage from Robin

Shuttleworth/Ronnie Roughead (Ford Escort Mk1), Rikki Proffitt/Graham Wild (Porsche 911) and Bob Bean/Miles Cartwright (Lotus Cortina).

The season resumes on Sunday's Harry Flatters Rally.



# RALLY NEWS RALLY FINLAND PREVIEW

# TOYOTA TIPPED FOR FINLAND SUCCESS

Rivals fear the pace of the Yaris WRC



Tanak and Toyota should be favourites

By David Evans

**Toyota starts this week's Rally Finland as the stand-out favourite for victory in Jyväskylä according to rivals of the Finnish-based team.**

The Yaris WRC dominated last year's event, winning 18 of the 25 stages and securing two of the three podium steps with Esapekka Lappi winning and Juho Hanninen finishing third. Defending world champion Sebastien Ogier fears the Toyota – which comes complete with a revised transmission set-up and improved engine – will be even stronger this year.

Based just outside the home town for round eight of the championship,



Evans wants to kickstart his bid

Toyota Gazoo Racing utilises the roads around Jyväskylä as its permanent test site. It's that familiarity that concerns the Japanese giant's rivals.

"We know Toyota is testing a lot in Finland and their car is very strong on these kind of roads. I think they will be the benchmark this week," Ogier told MN. "But as well as the car, they have two Finnish drivers [Jari-Matti Latvala and Esapekka Lappi] and they have Ott [Tanak] – all of them love the fast stuff. We saw their speed last year and I think there's a very good chance they will be the ones to beat."

Ogier admitted he wouldn't be distracted by the pace of the Toyotas – his focus is firmly on coming to Sunday's finish ahead of chief title rival Thierry Neuville.

"Of course, a win would be the best result for me," said Ogier. "But my fight with Thierry is more important."

Ogier's M-Sport team-mate Elfyn Evans shared his feelings about the potential pace from the Toyota trio.

Tanak laughed off talk of a Toyota clean sweep, but admitted he would love to follow in the footsteps of his mentor Markko Martin, who

beat the Finns at home in 2003. Tanak said: "We know what Ogier is like, we know what a fighter he can be. It will be the same like always, a close fight. I feel good for this rally. We did [Rally] Estonia and the car felt good, we made some interesting steps with the suspension and I think we are ready."

"It would be nice to beat the Finns in their own backyard – but that's not going to be easy, there are four of them in good cars with a very good chance this year."

### The fight goes on

In terms of the championship, Ogier needs to start the second half of the season on a positive note by closing the gap to Neuville.

If the Hyundai star eases further ahead in Finland, Ogier begins to be faced with a mental mountain to climb. Neuville would then go to the next round potentially 30-plus points clear and in the best position possible for an asphalt rally: first on the road in Germany.

The championship's Neuville's to lose right now, but it's also Ogier's to win. Just

The difference between an event victory combined with a powerstage win and second on the rally and second on the

final stage is eight points. If Ogier could put together four perfect rallies he'd be back out front, regardless of what his rival did. That needs to stay at the forefront of his mind. Right now, he still holds some cards. But another retirement could spell the end of the game.

For Neuville, the second half of this year is the perfect chance to show he's the finished article now. Nobody could doubt his speed, bravery or commitment, but last year demonstrated graphically that he was still short of the ability to close the deal. He missed a sitter in Finland then made a mistake in Germany.

Two rallies later, he'd lost another championship and was forced to watch as Ogier celebrated again. He made it easy for his rival, he's highly unlikely to do that again.

Neuville's last-stage victory against Ogier in Sardinia six weeks ago carried him into the summer break on the crest of a wave. He needs that wave to keep on rolling.

"We couldn't have hoped for a better result going into the break," he said. "I'm ready to carry that momentum. For the second event in succession, we'll be first on the road and we won't have the

advantage of sweeping to begin with."

Key to the potency of Neuville's challenge will be the work completed on the Hyundai in a development test in Estonia last month allied to its pre-event test work in Finland last week.

Team principal Michel Nandan admitted the team had to up its game for Finland.

"We have never been so strong there," Nandan said. "We know what we have to do."

### Latvala's new page

Victory this week would mean a huge amount to Jari-Matti Latvala – not least because it would make him the third most successful Finn ever on Rally Finland [nee 1000 Lakes Rally]. It would also bring him level with his boss Tommi Makinen. And right now, that could be a very good thing.

Latvala's had a shocking start to the season and with him being out of contract in six rallies' time, there's the inevitable talk that this could be the beginning of the end of his time at the top of rallying.

"I've heard the stories," said Latvala. "And I have noticed that I've had quite a tough six months! But this week is the

RALLYING ON THE ISLE OF MAN SAVED AT THE LAST MINUTE

PAGE 18



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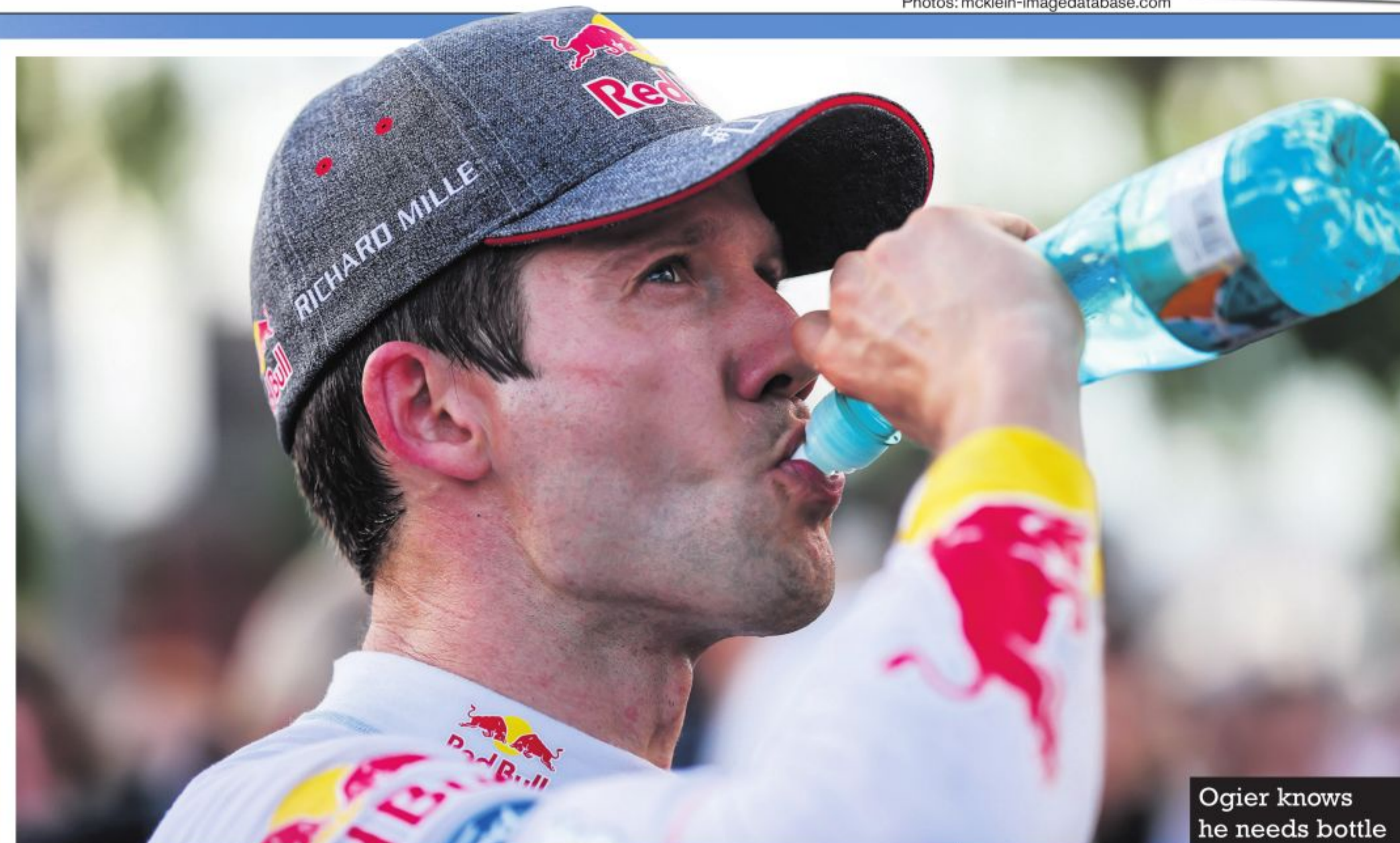
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*'Flying high on the Nicky Grist Stages'*  
MN readers' pics, p30

Photos: mcklein-imagedatabase.com



Ogier knows he needs bottle



Neuville has everything to lose in the six-round run-in to the WRC contest



Latvala has to rekindle his career

perfect opportunity for me to start a new page. I will start a fresh page this week."

He's won at home three times and only an electrical problem on the second run through Ouninpohja stopped him taking a fourth win (although when the issue struck, Lappi was only 8.5s behind him) last season. He knows he's still got what it takes to win.

"I'm really pleased with the way the testing has gone," said Latvala. "I'm really happy with the feel of the car. I have stayed with the suspension from last year, I felt good with the car on that set-up and I want to keep it like this - I have good confidence and I trust that the car can take any impacts. We have good knowledge of this kind of roads, this is where the team is based; when you are based so far north, there has to be some sort of benefit coming to you - hopefully it's this week!

"The team has worked hard with the centre differential and the engine. For the engine side, it's not mapping, it's more hardware that will give us more torque. Normally Finland is all about the power, but this year we are using some of the smaller roads and the torque will be important."

### Evans is starting over

Like Latvala, Welshman Elfyn Evans is looking to turn a page this week. Evans sits

seventh in the championship on the way into the season's second half, nine points clear of ninth-placed Latvala.

"It almost doesn't feel like we should be seventh," said Evans. "There have just been a lot of small things that have combined to make it a sh\*t start to the year. We have to forget the first half and, to a point, we start the season here. There are a lot of other guys who've had a tough start - that doesn't make it right; where I'm sitting a bad start is a bad start, it doesn't matter what the others are doing."

Last year Evans stormed to second place in Finland, a repeat of the result he'd scored in Argentina where he missed victory by seven-tenths of a second and then won in Wales. He achieved all those results on DMACK tyres leading some to question his pace on the same Michelins as the rest. Evans says his podium in Portugal answered those critics.

"It was quite comforting to see that we went even better on the Michelins in Portugal this year," he said. "That's kicked the tyre argument out of the window."

Evans starts this week looking to go one better than his runners-up spot in Jyväskylä 12 months ago - he wants to become the second Brit in three years to win, after Kris Meeke's success in 2016.

### Playing field levelled...

It's not often that Rally Finland undergoes such a significant overhaul of its route. If you're looking for a reference on how far the cars have come in 12 months, only Pihlajakoski remains the same as it was in 2017. Every other stage has been tweaked, turned around or replaced.

As much as 65 per cent of the route has changed from last year and close to 40 per cent is on roads new to the itinerary.

Even Rally Finland historian Latvala is stumped at times.

"I don't know all of these roads," he said. "I remember some of them being used a long time ago, but there are some new ones."

"It's going to be interesting when we come to have a look in the recce."

These changes will go some way to negate the advantage Latvala has established in his last 15 starts at Rally Finland. New notes will have to be written and any time that happens, it brings opportunity for the less experienced drivers.

What doesn't change, however, is a feel for Finland; understanding the grip, reading the road and grasping how far the car will fly from a 50mph recce to a 120mph take-off speed.

## GROUP RALLYING EDITOR

# DAVID EVANS

**"Finland will sort out the real future talent"**



**R**ally Finland has always been and will always be the ultimate test of the fastest, bravest and most committed drivers on earth.

Actually, it hasn't always been the way. When Arvo Karlsson won the maiden event in 1951, his success was based as much on Vilho Mattila's ability to keep their Austin Atlantic on time as it was his success in staying awake on a regularity run up country to Rovaniemi and back.

Two years later and the Jyväskylä Suurajot (Jyväskylä Grand Prix) was up and running. A stage from Ahveninen-Neturi was included for the first time and that inaugural 10-miler was typical 1000 Lakes territory; Jaakko Lumme flew his Tatra 21 metres on the biggest jump. And promptly crashed on landing.

Twenty years later, when the World Rally Championship was formed, Finland was a founding round and it's remained in place ever since. It's also the one everybody wants to win.

Yes, in years gone by, a Safari success would sell some metal and, no doubt, cracking the Monte was the perfect start to a season. But come the summer, it's all about this week. And this rally.

The established order will all be there, with the four manufacturers each fielding three of the current extraordinary World Rally Cars.

Those 12 cars are the ones the hardcore have waited all season to see. And Sunday afternoon will deliver a new star - or returning hero - to the podium's top step.

Behind them, though, Finland will once again offer genuine insight into who's doing what in terms of the feeder series. Fifteen years ago, I remember talking to Guy Wilks, Kris Meeke and Malcolm Wilson - they all agreed wholeheartedly about one thing. A Finland win in the JWRC was almost as important as the title itself.

Wilson: "Obviously, all results are important, but there's always something special about Finland. As a driver, you have to go that bit harder and further to win. That demands a bit more of a driver and that's what team managers are always looking to see - to win in Finland you have to be brave and very, very quick."

JWRC will be as tightly fought, as fascinating and rewarding as ever. WRC2 less so. Much less.

Once again, we'll leave a world championship event with a skewed idea of who's quickest in the sport's second tier. A win, for example, for Briton Gus Greensmith would be a superb result, nobody could deny that. But what would that mean in terms of his overall WRC2 pace?

Impossible to say with the series' top two contenders Pontus Tidemand and Jan Kopecky missing the Jyväskylä action. The FIA's inability to bring competition together continues to undermine WRC2.

If Lando Norris wins the Feature or Sprint Formula 2 race at Spa next month, he'll do so safe in the knowledge that he's absolutely the right man to stand on the top step. He's not there because Nyck de Vries or George Russell skipped Stavelot in favour of another race. That, not inconsiderable gripe aside, here's to Finland week.

### WHAT TO EXPECT IN WRC 2018: PART TWO

#### Rally Finland

July 26-29

Based: Jyväskylä

Surface: fast gravel

The sensible money seems to be on a second consecutive victory for Tommi Mäkinen's Toyota Gazoo Racing team.

#### Rally Germany

August 16-19

Based: Saarbrücken

Surface: asphalt

The usual three types of road with the vineyards, military roads and country lanes. Neuville and Ogier start as favourites here with both having tasted victory.

#### Rally of Turkey

September 13-16

Based: Marmaris

Surface: gravel

Back on the calendar for the first time since 2010, Turkey will provide a variety of gravel roads, including some rocky and mountainous stages.

#### Wales Rally GB

October 4-7

Based: Deeside

Surface: fast gravel

M-Sport Ford should hold the

upper hand at home, with its drivers Ogier and Evans having won Wales for the last five years.

#### Rally Spain

October 25-28

Surface: gravel/asphalt  
Moving later in the calendar, the potential for wet weather in the Tarragona hills would help the man at

the front of the field on Friday.

#### Rally Australia

November 15-18

Surface: gravel

Coffs Harbour has the chance to be the title decider this season - and if it does all go down to Australia, Neuville and Ogier both have a strong record on the New South Wales event.

**AGREE/DISAGREE?**  
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# A tremendous first win in British GT for Dean Macdonald at Spa Dean was joined by Jack Mitchell in the Century Motorsport BMW M4 GT4



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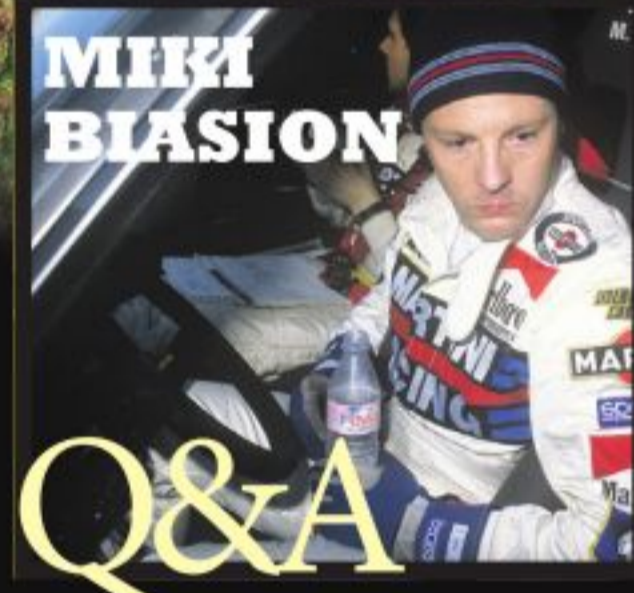


# RALLY NEWS

Photos: mcklein-imagedatabase.com, M-Sport

## BIASION FOR RALLYDAY

Italian legend to drive an iconic Lancia Delta



### Do you come to Britain much?

"My daughter is studying in London, so I come to visit. And I come to Goodwood sometimes – it's nice to see old friends again."

### What memories do you have of the RAC Rally?

"Good memories. I ask a lot of times

to my team managers [Cesare] Florio and then [Claudio] Bortoletto to have the opportunity to drive in the RAC Rally. But it was the last event in the season and they thought it was too difficult for an Italian driver who is used to a recce; they thought I couldn't drive a 'blind' rally without the chance to practice. But the first time I came [in

1990] I was third overall and I set a lot of fastest times. This showed the Italian and Latin drivers could be very competitive in the fog and difficult conditions you have."

### Which is your favourite Lancia?

"Everybody loved Group B and the Delta S4 has been an unbelievable

car from those times – so much power and so spectacular; the most spectacular we have ever seen. For me to have driven the Delta S4 is a wonderful souvenir from the sport, but Group B also brought for me some black moments. We all lost friends during this era. I think I would have to say the car I drove

to win the 1989 Sanremo Rally..."

### The red Delta?

"That is right. The red Delta! This [Integrale HF 16v] was the most powerful Group A car I drove [at the time]. It was with this car that I was able to win that rally and bring back the second championship."

By David Evans

### Two-time World Rally champion Miki Biasion will headline September's Rallyday, driving a Lancia Delta HF Integrale.

The Italian star's maiden appearance at the Castle Combe event is part of his 30th anniversary celebrations of his first world crown in 1988. Biasion, who drove for Lancia for much of his career, made his final WRC appearance in Britain, retiring a factory Ford Escort RS Cosworth from the RAC Rally in 1994.

That engine problem in Grizedale never dimmed his appreciation of British fans and he relishes the opportunity to return and drive one of his favoured Martini-liveried machines on September 22.

"To come to Britain and to celebrate the 30th year since my first championship is really nice for me," Biasion told MN.

"You know, for me, the Delta is such a nice memory. I spent such a long time developing and testing these cars – I was the driver from the factory in charge of this. The Delta was like a baby for me.

"I won two titles in these cars, but with Lancia we won six championships. This is something I am very proud of."

The Delta HF Integrale Biasion will drive is, ironically, a car run by the Jolly Club in 1992, by which time he had moved to Boreham to drive for Ford.

It's the car used by Frenchman Didier

Auriol to win 1000Lakes and Australia in '92.

Rallyday's Tom Davis is delighted to be welcoming the Italian to Wiltshire for the first time.

"There's always been something special about Miki Biasion," said Davis. "Incredibly, for a nation with such passion for cars, motorsport and rallying, Miki remains Italy's only World Rally champion and to have done that in a Lancia is something really special and something we look forward to celebrating in September."

"To have him with us on the 30th anniversary of the first of two titles is also something we're delighted about. I'm still really surprised that Miki's never been to Rallyday before, there can't be many world champions left who haven't been. It's going to be a very special moment when we see him out there for the first time in a car and a Martini livery that remain iconic."

"Beyond Miki, we've got so much going on, including a joint celebration of the British Rally Championship's 60th birthday. This year's going to be a special one for Rallyday."

Davis has also revealed changes to the format for this year's Rallyday, with club and national level drivers being included in the lunchtime Feature Stage – which is where Biasion will lead his fellow world championship regulars around the Castle Combe circuit. Further details of the clubman's package and all ticketing news is available on rallyday.com

## Upgrades to Ogier's M-Sport Ford Fiesta aims to improve performance on Rally Finland

World champion Sebastien Ogier's M-Sport Ford Fiesta will have a dramatic new look at Rally Finland with extensive work on the rear end of the hatchback.

Head of rally engineering at Dovenby, Massimo Carriero has talked MN through the changes to Ogier's car.

The rear wing is the same and changes have been designed and are ready to implement, but deploying homologation jokers on the bumper and diffuser offered a better return than a new wing.

"Working with Ford

Performance, we had the chance to keep running analysis and investing more time in optimising these parts," said Carriero.

"The diffuser we had on the car was good and the new one doesn't improve drag, but what it does is improve the mass flow on the back of the car and this creates more downforce and more overall grip."

"On gravel rallies you have a high amount of pitch and roll in the car and what you want is a tool which gives consistent behaviour when the car is moving."

The pictures show the rear of

Ogier's Finland car, which features a bumper and diffuser as one piece. "We could have made the changes independently," added Carriero, "but it was more efficient and offered more performance gains to design them together. The longer [rear wing] parts include more louvres which extract heat from the wheel arch – managing this again helps improve downforce. We have also moved the exhaust a little bit higher to fit into the new bumper."

The other changes to the factory Fiestas for Finland are new wing

mirrors. Not requiring a joker, all cars are fitted with these.

"The reason only Seb's car has the full aero kit is because of the way the joker process works," said Carriero. "When we start with Seb's car, the FIA delegate signs a piece of paper to say that joker is on this chassis and going forward, that car can only run those parts. So, we then have to prepare to fit a new rear bumper and diffuser at each of the five service points in Finland, just in case. To run Elfyn's car in this trim, we needed 10 of the new kits. We ran out of time."



The old version (left) and the new-for-Finland Fiesta rear end



Higgins was top in the USA

## Higgins edges closer to another US title with victory on the New England Forest Rally as Block crashes out

Victory at the New England Forest Rally helped David Higgins to further his advantage at the top of the American Rally Association standings last weekend.

Success at the Maine event for the Subaru Rally Team USA driver ensured

a third win from four starts so far this season. Higgins won the 13-stage event by more than six minutes.

"We knew what we had to do," said Subaru WRX driver Higgins. "We got into the lead, we pushed hard and we stayed there and managed it. We

didn't have any problems all weekend."

Higgins' team-mate Travis Pastrana was running second before a problem with a timecard dropped him to third at the finish.

The event was marred by Ken Block's accident. The American was running

third in his Group A-specification Ford Escort RS Cosworth when, distracted by a gearbox problem, he clipped a rock on the inside of a left-hander and rolled.

The Escort caught fire and was destroyed. Block and co-driver Alex Gelsomino escaped unhurt.

## SOLBERG JUNIOR PLOTS STEP UP TO WORLD RALLYCROSS

PAGE 29



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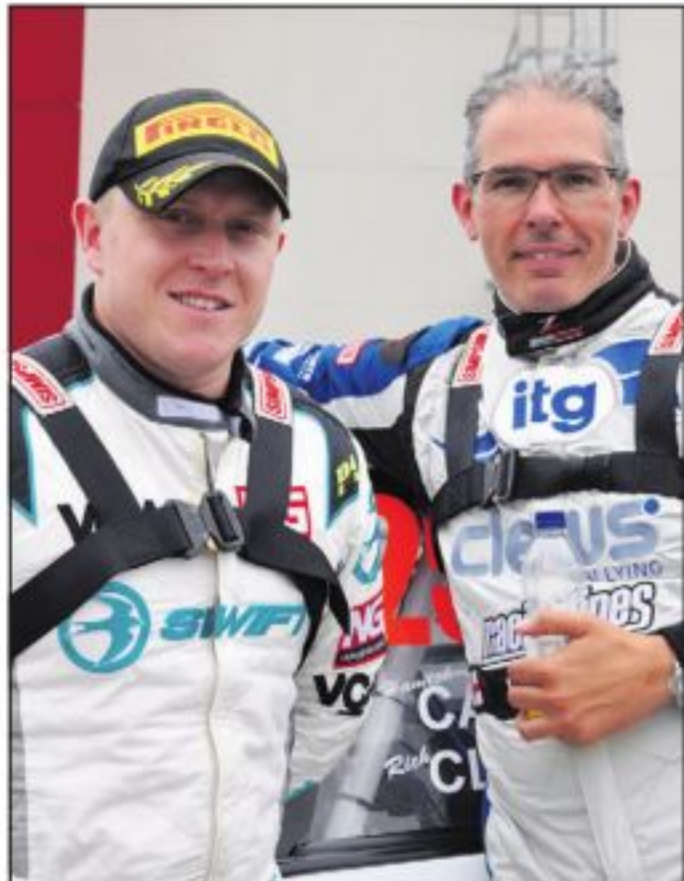
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# RALLY NEWS

Photos: Jakob Ebrey, mcklein-imagedatabase.com, Mark Sims - Rallygallery, Paul Evans



## Edwards (l) and Clews (r) Subaru seat swap fun for Edwards

British Rally Championship and BTRDA points leader Matt Edwards enjoyed his first asphalt closed-road stage rally as a co-driver when he partnered Richard Clews on the Down Rally last weekend.

It wasn't the dream event they hoped for though, as their rally was cut short when their Subaru Impreza overheated on the middle loop of stages and they parked up in service after eight of the 11 stages had been completed.

Edwards has won five rallies this year driving his Ford Fiesta R5, the latest one coming on the recent Nicky Grist Stages.

While Edwards has co-driven on gravel and single-venue rallies before, the Northern Ireland event was his first asphalt one on the pacenotes – and with stages like Hamilton's Folly on the itinerary, it was straight in at the deep end.

An early heavy landing caused the car's rear spoiler to disappear, but a rising engine temperature gauge meant the car refused to start as they came into service for the second time.

"It took a little bit of getting out of that habit of being a driver coach and actually call the notes and co-drive, but it was good fun," said Edwards. "I'd definitely do it again, depending on who the driver was!"

● Alongside his Nicky Grist Stages two weekends ago, Matt Edwards also took maximum points in the Welsh Rally Championship on the event. Dylan Davies' penultimate stage retirement meant his lead was eroded to nothing as he's now tied with Bob Utting in the overall standings. Matthew Hirst leads the Junior standings.

# MANX RALLY SAVED AFTER ROAD CLOSURE DOUBTS

## Government grants event permit at the last minute



1980 Manx: Prestigious asphalt event has always brought top crews



Cronin won last year's Manx

### By Jack Benyon

**After being plunged into doubt last week due to concerns over safety, Rally Isle of Man will be able to run in September after it was granted a road-closure permit.**

Last Thursday, the event clerk of the course Rob Graham and the Motor Sports Association's Nicky Moffitt met with the Department of Infrastructure in a bid to quell its concerns about the event's safety measures.

In a letter circulated last week, the department

questioned the event's competence to run a safe event and added that there had been 'repeated failures of processes and procedures designed to ensure safety during the event'.

However, after the meeting, the permit has been granted and the rally is now able to look at its route.

Organisation of the rally is now running behind schedule. Entries usually close three weeks from now, before the Ulster Rally. Instead, they haven't opened yet. Some crews have already made other plans which could affect

the entry, although the outcry of support from the rallying community at the news that the event could be lost was such that it is likely to encourage crews to enter.

Event director Jonathan Gill told *Motorsport News*: "Following a meeting held on Thursday, July 19, between representatives of the Island Government and Rally Isle of Man's clerk of the course [Rob Graham] and Nicky Moffitt of the Motor Sports Association, the rally organisers have received confirmation that Rally Isle of Man 2018 has been granted a road closing order.

"Regulations will be issued shortly with entries opening on publication of the regulations.

"I'd like to thank everyone for their messages of good will and support towards the rally in what has been a difficult time."

The event has only failed to run two years, in 2001 and 2012. It has run since 1963 and has been won by the likes of Henri Toivonen, Ari Vatanen, Richard Burns and Colin McRae. The event thrived in the 1980s especially, where world rally teams often sent their latest challenger in a bid

to hone asphalt set-up and test against strong competition.

The loss of the event could have been critical for the British Rally Championship. It had already lost its season opener – the Border Counties Rally – due to bad weather, and a loss of the Manx would have reduced it to five events only.

In order to add another event, the championship would need permission from every single one of its registered competitors, which is unlikely given some run on a low budget or are in a position in the points which could favour fewer events.



Cole is chasing records on Epynt

## Cole eyes 20th Epynt victory and Price's record after Fiesta rebuild

Damian Cole could reach 20 Epynt rally wins if he fulfils the number one seeding he has received for this weekend's Harry Flatters Rally, an event he has won five times in a row.

Welshman Cole is chasing John Price's record of 23 wins over Epynt, and currently ties Price with six Harry Flatters wins.

"When I started rallying, he was winning most of the events," explained Cole. "He told me once,

"I'll always remember this, he said '80 per cent of a rally is won in the workshop'. It's something I've tried to do."

In keeping with Price's advice, Cole's Ford Fiesta RS WRC has been at M-Sport for a number of weeks, after recent misfire issues have hampered his progress in Clacton and in Belgium.

"It's been at M-Sport for two or three weeks, it's had an engine and turbo rebuild," added Cole.

"Hopefully we've fixed the issue with the misfire, it was the coils."

Cole will be chased by British Rally Championship regular Alex Laffey in his Fiesta R5, and Jason Pritchard's S2000 Fiesta-variant. Pritchard and Cole regularly compete in the MSA Asphalt Championship.

The event features 70 stage miles over the military ranges, with the action getting underway at 0830hrs this Sunday.

*'Greer tops strong  
Down Rally entry'*  
MSA Asphalt report, p19



Photos: CStanislav Kucera, Songasport, Jakob Ebrey

## PEARSON RETURNS AFTER CRASH



Garry Pearson returns to the SRC

Scottish Rally Championship frontrunner Garry Pearson is set to return to the series on the Grampian Rally next month after a huge crash on the Speyside Stages.

Pearson's 2018 return in a Ford Fiesta R5 had already been delayed by a leg injury suffered at work, and then he crashed on the event in April, which he had won the

previous year in the same car.

Co-driver Paula Swinscoe was injured in the crash and required abdominal surgery, and is replaced alongside Pearson by Dale Bowen for the penultimate round of the SRC. Pearson is hoping to contend for the Scottish title next season aboard the Fiesta.

"It's about getting time in the car," he said of the Grampian.

"I've been looking to get back out for a while. We were looking at the Nicky Grist, but if we're going to have a shot at the championship next year it made sense to do a few of the Scottish rounds. I'm hoping to do the Grampian and the Galloway Hills.

"The preparation for this one has been easier than last time. I'm in a lot better place than I

was then [before the Speyside]."

Pearson was runner-up in the 2016 championship and has been a class frontrunner since switching to an R5 that year.

Andrew Gallagher leads the points after winning the recent Argyll Stages Rally, while Donnie Macdonald is just one point behind. Bruce McCombie is also in with a shout, eight behind the leader.



Bilham drove R2 on Nicky Grist

## Matthew Jackson is latest to get Ford Fiesta R2 prize drive

Peter Smith has chosen John Easson Award winner Matthew Jackson as the next driver to get a prize drive in his Ford Fiesta R2.

Smith, a regular competitor himself, has used his Swift Caravans concern to back many drivers including Matt Edwards in the British Rally Championship. Jackson is the fifth driver to have been given the opportunity, his chance coming on the September 1 Woodpecker

Stages.

Jackson regularly competed in the BTRDA's 1400 class in his Nissan Micra before studying for a masters degree which has led to sporadic rally outings.

"It's really nice to get a reward like this, I must say thanks to Peter Smith," said Welshman Jackson.

"I've been trying to get out in something a bit more powerful and a bit more modern than the Micra.

"We tried to get out earlier in the year [in the R2] but because of all the events being affected earlier in the year they kept being pushed back. But I love the stages on the Woodpecker so it takes a bit of pressure off as we've done the stages before."

Jackson joins Sam Bilham, Ben Friend, Mat Smith and Tommi Meadows as the prize winners so far. He is still looking for available co-drivers for the event.

## Moffett and McKenna headline Cork event

Josh Moffett and Barry McKenna headline the entry for the Irish Forest Rally Championship's next round, the Jim Walsh Forestry Rally, which switches to a two-day format this year for the first time in 11 years.

After two rounds, McKenna leads the championship from Stephen McCann, Ger Lucey and Moffett. The championship has not been in action since April thanks to the cancellation of the Cavan Stages.

Moffett is the first driver to have dropped a significant score having won the Limerick Forest Rally. McKenna is yet to win but sits top of the points thanks to consistency as he is yet to take a maximum score.

Andrew Purcell, also in a Fiesta R5, won the opening round against strong opposition but is in a similar situation to Moffett as he dropped a score on the Moonraker Rally.

The Jim Walsh features over 74 miles of stages, with the headquarters based in Mallow, and starts at 1131hrs on Saturday. The championship has two rounds left following Jim Walsh – September's Lakeland Stages and the Bushwhacker Rally.



**While the British Cross Country Championship is on a sabbatical, the discipline is still well and truly alive as Paul Rowlands and Andrew Smith won the Welsh Hill Rally at Walters Arena earlier this month. After three days of competition in their Can Am X3 RS, Rowlands/Smith emerged ahead of the 47-strong field. Rowlands said: "Conditions were very tough with the heat and dust so we drove fairly steadily to look after the car and try and get to the finish." The event was organised by That's Motorsport and was part of the Hill Rally Championship.**

## MN'S ROAD RALLYING EXPERT

# IAN MILLS

**"Targa rallying's popularity keeps rising"**



**T**his summer the rise of the Targa Rally continues. Not a weekend goes by without there being at least one event somewhere in the country.

Last Sunday there was the Bustard, which used the tracks of the Glastonbury Festival site at Worthy Farm, while next Sunday the 116 Targa will utilise a number of sites with varying surfaces in North Wales. The latter event proves the popularity of the format; it's 105 starting places were filled in under two days of the entry opening.

In Northern Ireland, 15 Targas were scheduled this year, running throughout the calendar from January to December. Significantly, there is no longer a navigational championship in the province as clubs move to the daylight test-only formula. Entry levels are high on Targas, with 70 plus starters being the norm, meanwhile ANICC navigational events struggle to get entries of 20.

Over the last two months I have done results on five Targas but just two traditional road rallies. We are seeing events moving from road to test; the Holrus, 061 and Shaw Trophy, to name but three, were formerly road rallies but have now transferred to Targa. The attraction to organisers is obvious, less PR work, the need for fewer marshals and no reason to lose a night's sleep.

The format ticks another couple of important boxes; it's attracting new blood to rallying and women are competing in larger numbers as well, an area in which traditional road rallies are sadly failing in spectacular fashion.

Llandysul MC's Classic Tracks even had sufficient all female teams that they could offer an award to highest-placed ladies crew. The attraction for newcomers is obvious: it's so much easier to grasp what's involved, it's relatively cheap to compete on and you don't need to be a master on the maps straight away to simply get around the route.

As well as quantity, the quality of the events is improving too. Initially, it seemed that many organisers thought that running an event was simply a case of finding some tests and letting the competitors loose. Of course, there is far more to it than that. It's been a steep learning curve and difficult to get over, especially when you have just one chance a year at getting it right.

This year far fewer tests are being cleaned. Organisers are working out how to get competitors to drop time. Thankfully, with a 30mph average, Targas are becoming less of a 'thrash'. This was a concern as there was a danger of the format being seen as a cheap alternative to stage events, with minimal safety features. However the use of such things as stop astride lines, passage controls and on test manoeuvres ensure that these are really tests and not stages. The fact that they are now demonstrably not high-speed charges will hopefully allay such alarm.



**AGREE/DISAGREE?**  
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# SILVERSTONE CLASSIC

## WILSON SHINES IN CLASSIC JUBILEE

Formula Junior ace bags 11th straight win. **By Graham Kellioh**



AC Cobra claimed glory in the Tourist Trophy showdown

**S**am Wilson celebrated a “dream weekend” at the Silverstone Classic as the 1000-entry historic extravaganza marked **Formula Junior’s** 60th anniversary with four grids and 111 cars.

His double in the two races for 1961 to '63 machinery marked his 11th straight win at the event in Junior machinery.

“It’s something that I didn’t think I was going to achieve so I am over the moon,” he said after holding off Tim de Silva’s Brabham BT2 in both, though race one ended amid confusion when the safety car was deployed late on and missed the leaders.

In race two, second-starting de Silva stopped after losing third and fourth gears. Cameron Jackson’s BT2 came through from starting 50th – due to a throttle cable breakage in qualifying – to finish a remarkable second.

The opening FJ race for '58 to '60 cars went to Will Mitcham in his U2 Mk2. He passed polesitter Andrew Hibberd’s Lola Mk2 at Stowe to lead but Hibberd left the track at Club getting past a backmarker. Hibberd fell to 10th by the end with set-up

problems, but bounced back in the second by leading from lights-to-flag to edge Mitcham.

The event also celebrated the British Touring Car Championship’s diamond jubilee, and James Dodd won both **Super Touring** races in his Honda Accord. He led 1998 series champion Rickard Rydell in his winning Volvo S40 home in both, though in race two Rydell managed to briefly overthrow Dodd’s stronghold.

Martin Hunt and Patrick Blakeney-Edwards took the **RAC Tourist Trophy for Pre-'63 GTs** comfortably. Hunt used the power of his AC Cobra to lead at the start from polesitter Andrew Kirkaldy’s Jaguar E-type, who pulled his smoking car off after four laps.

James Cottingham had run close to the Cobra, but his E-type suffered a misfire and fell away in Harvey Stanley’s hands during the second stint. It finished second over 40s behind.

Both **Masters Endurance Legends** encounters were sewn up by Steve Tandy in his Lola B12/60. He took race one by 15s from a tight fight for second headed by Christophe D’Ansembourg in a Lola-Aston B09/60. Michael Lyons had led in his ORECA 03 LMP2 but dropped to fifth

late on as he had a 50s pitstop penalty to serve for being an ‘elite’ driver.

Herve Regout took over the Lola-Aston Martin for race two and led early on, but slowed at The Loop when his glove caught his pitlane limiter as he battled persistent understeer. By the time he righted it, Tandy had first place and won by half a second. Lyons retired with gear selection problems.

Ford Falcon Sprint pairing Mike Gardiner and Andy Wolfe claimed the **Transatlantic Trophy** for pre-1966 touring cars in a 47-entry race. Mustang runner Sean McInerney led the first stint but Wolfe chased down James Thorpe – who’d taken over from McInerney – in the second and led by three-quarters’ distance. Craig Davies, also in a Mustang and who started 27th after a sodden qualifying, passed Thorpe on the final lap for second.

Nick and Harry Whale claimed the **Historic Touring Car Challenge** spoils in their immaculate BMW E30 M3. Nick battled for the lead with James Hanson’s Jaguar XJ12C early on but the Big Cat fell away when its brakes cooked and as Paul Pochciol took over for the second stint. It eventually finished seventh.

The 2015 **Historic Formula 1** champion Nick Padmore eased to a double win in his Williams FW07C, his sixth series win in a row as well as his fourth on the bounce at Silverstone. Lyons was next home in both races in his Hesketh 308E and with it took the pre-'78 honours. He also received the Henry Hope-Frost Fever Moment award for passing Martin Stretton’s Tyrrell 012 on the outside of Stowe in race one.

It was World Touring Car champion Rob Huff and Wolfe who cruised to the **Gallet Trophy victory for Under 2 litre Touring Cars** in their Lotus Cortina. Huff, who had never raced one of the small saloons before, quickly built an advantage in the opening stint.

Currently between BTCC seats, Jake Hill was a surprise winner of the **International Trophy for Classic Pre-'66 GT cars** in a Lotus Elan. Hill took advantage of a lengthy safety car period which jumbled the order then held off a batch of two-litre cars for “the best race I have ever done”.

Olly Bryant took the **Masters Historic Sports Cars** win in his Lola T70 Mk3B, crossing the line 2.5s ahead of Michael Gans’ T290 – slapped with a 5s post-race

penalty for a pitlane infringement. Andrew and Max Banks’ long-time leading McLaren M6B stopped at three-quarters’ distance due to getting stuck in third gear.

**Stirling Moss Trophy for Pre '61 Sports Cars** honours went the way of Chris Ward in his Lister Knobbly. Roger Wills’ Lotus 15 led in the opening phase but brake problems dropped him behind in the pitstops. Wills then lost second place to fellow Knobbly runner Will Nuthall, who was paired with Tony Wood, by running wide at Brooklands.

Nuthall also won the first **Historic Grand Prix Cars Association** race in his Cooper T53, but stopped on race two’s green flag lap which let Peter Horsman’s Lotus 18/21 win by 26s.

Gary Pearson won the **RAC Woodcock Trophy for Pre '56 Sports Cars** in his Jaguar D-type, holding off a strong challenge from Fred Wakeman and Blakeney-Edwards in their Cooper T38.

In the Historic Sports Car Club, organisers of the **Classic, Road Sports** race, John Davison headed the 59-car pack in his Lotus Elan S1 to canter to victory by 22s from the Morgan +8 of Richard Plant.

## CLASSIC HIGHLIGHTS BY MATT KEW

### BONNIER McLAREN



The McLaren M6B that featured in the Masters Historic Sports Cars race cut an odd shape. But for good reason as it holds a unique piece of history.

Traditionally its type raced in the unlimited Can-Am sportscar series. This example was originally

bought by Formula 1 winner Jo Bonnier and the Swede entered it into the 1968 Kariskoga Swedish Grand Prix. It was the only M6B to run with a five-litre V8 and so earned World Sportscar Championship eligibility.

Bonnier lined up for the race on

pole but an excursion dropped him to second behind David Piper’s Ferrari 330P3/4.

In the hands of Andrew and Max Banks it again lined up on pole. But it suffered a worse fate – getting stuck in third gear forced an early bath.

### F3000 DREAM REALISED

Back in 1990, Tony Gurntlet was among the crowd lining the streets of Birmingham to watch the Formula 3000 Superprix as that year’s eventual champion Erik Comas sped past in his Lola.

Fast forward, and Gurntlet was living out a childhood dream having bought the car after “it had been in storage for 20-odd years and we got it as

almost like a barn-find.”

Having replaced the original engine with a 700bhp Ilmor unit once found in an IndyCar, Gurntlet was running high-speed demonstration laps alongside F1 machinery.

The car’s original creator Mark Williams was even in attendance to talk through designing the rear wing from his bedroom.



### BTCC STARS ASSEMBLE



Famous faces from throughout the history of the British Touring Car Championship posed for a photo as the Classic tipped its hat to the series’ diamond jubilee.

Title winners John Fitzpatrick, Rickard Rydell, John Cleland, Colin Turkington and Jason Plato were among the cast that formed in front of two landmark cars – the 1958 Austin A105 that took Jack Sears to the inaugural title and the Subaru Levorg of Team BMR’s Ashley Sutton, the most recent combo to win the ultimate prize.

Lacking the success but still iconic, the Tom Walkinshaw Volvo 850 estates joined an anniversary parade lap.

Photos: Jakob Ebrey Photography, Steve Jones



Wilson bagged yet more FJ wins

## RACE WINNERS

**FIA Masters Historic Formula 1**  
 Race 1: Nick Padmore (Williams FW07C)  
 Race 2: Nick Padmore (Williams FW07C)

**FIA Masters Historic Sports Cars**  
 Olly Bryant (Lola T70 Mk3B)

**Gallet Trophy For Under 2 Litre Touring Cars**  
 Rob Huff/Andy Wolfe (Ford Lotus Cortina)

**Historic Formula Junior (1958-60)**  
 Race 1: Will Mitcham (U2 Mk2)  
 Race 2: Andrew Hibberd (Lola Mk2)

**Historic Formula Junior (1961-63)**  
 Race 1: Sam Wilson (Lotus 20/22)  
 Race 2: Sam Wilson (Lotus 20/22)

**Historic Grand Prix Cars Association**  
 Race 1: Will Nuthall (Cooper T53)  
 Race 2: Peter Horsman (Lotus 18/21)

**Historic Touring Car Challenge**  
 Nick Whale/Harry Whale (BMW E30 M3)

**HSCC Road Sports**  
 John Davison (Lotus Elan S1)

**International Trophy For Classic GT Cars (Pre '66)**  
 Jake Hill (Lotus Elan)

**Masters Endurance Legends**  
 Race 1: Steve Tandy (Lola B12/60)  
 Race 2: Steve Tandy (Lola B12/60)

**RAC Tourist Trophy For Historic Cars (Pre '63 GT)**  
 Martin Hunt/Patrick Blakeney-Edwards (AC Cobra)

**RAC Woodcote Trophy For Pre '56 Sports Cars**  
 Gary Pearson (Jaguar D-type)

**Stirling Moss Trophy For Pre '61 Sports Cars**  
 Chris Ward (Lister Knobbly)

**Super Touring Car Trophy**  
 Race 1: James Dodd (Honda Accord)  
 Race 2: James Dodd (Honda Accord)

**Transatlantic Trophy For Pre '66 Touring Cars**  
 Mike Gardiner/Andy Wolfe (Ford Falcon Sprint)

## JUNIOR TOUR



After a three-year world tour that spanned 100 races across 10 countries, Formula Junior celebrated its 60th anniversary in style. More than a third of all 300 cars that are still actively raced around the globe competed. Despite running for just six seasons between 1958 and '63, four Formula 1 champions passed through its gates and a massive 32 different manufacturers were represented across the front and rear-engine grids at the Silverstone Classic. Chris Drake, who finished second in the opener and third in race two, took the overall world tour win.

## PRIMERA RETURNS

The Nissan Motorsport South Africa-built Primera that took the 1997 South African Touring Car title in the hands of Giniel de Villiers returned to competition. It was built to regulations similar to Super Touring, but with smaller brakes and 16-inch wheels. "Everything is Super Touring or scaled-down Super Touring," said restorer Jonny Westbrook. "It's light and it's powerful." Owner Andre Bezuidenhout, who was making his front-wheel-drive and Silverstone debut, qualified 18th in the 26-car Super Touring Car Trophy field before finishing 15th and 14th in the two races.



## ASTON FINDS A HOME



It must have been quite a sight to be lapping the likes of Spa in a Volkswagen Fun Cup Beetle during an open trackday only to be overtaken by an LMP1 car. But prior to the creation of the Masters Endurance Legends, that's

where Christophe D'Ansembourg was left to run his Lola-Aston Martin B09/60. "I bought it three years ago," he said. "As soon as the series came out it was really good news so I had it rebuilt by Prodrive. I love the car and it's a

new challenge for me but they are so reliable." The designer of the B09/60, Marek Reichman the now vice president of Aston Martin, was also at the Classic racing in his Cooper T56 Formula Junior.

## BRITISH GT: SPA

Photos: Jakob Ebrey

The title race was blown wide open after crazy contest. By James Newbold

GT3

## DAVIDSON BLAZES TO FIRST WIN



Davidson survived the fiery Spa chaos



Farmer's title bid literally went up in flames after first-lap contact

## RESULTS

**GT3 (40 laps)** 1 Graham Davidson/Maxime Martin (Jetstream Motorsport Aston Martin Vantage); 2 Rick Parfitt/Ryan Ratcliffe (Team Parker Racing Bentley Continental) +7.958s; 3 Flick Haigh/Jonny Adam (Optimum Motorsport Aston Martin); 4 Lee Mowle/Yelmer Buurman (ERC Sport Mercedes AMG GT3); 5 Jon Minshaw/Phil Keen (Barwell Motorsport Lamborghini Huracan GT3); 6 Ian Loggie/Callum MacLeod (Team Parker Racing Bentley Continental). Fastest lap Tom Onslow-Cole (RAM

Racing Mercedes-AMG) 2m21.589s (110.65mph). **Points** 1 Keen/Minshaw 116; 2 Adam/Haigh 102; 3 Nicki Thiim/Mark Farmer (TF Sport Aston Martin) 98.5; 4 Buurman/Mowle 98; 5 Marco Sorensen/Derek Johnston (TF Sport Aston Martin) 88; 6 Martin/Davidson 77.5. **GT4 (38 laps)** 1 Dean Macdonald/Jack Mitchell (Century Motorsport BMW M4 GT4); 2 Michael O'Brien/Charlie Fagg (Tolman Motorsport McLaren 570S) +0.387s; 3 Finlay Hutchison/Daniel McKay (Equipe Verschuur McLaren);

4 Ben Tuck/Ben Green (Century Motorsport BMW); 5 Nick Jones/Scott Malvern (Team Parker Mercedes AMG GT4); 6 Will Moore/Matt Nicoll-Jones (Academy Motorsport Aston Martin Vantage). FL Fagg 2m34.624s (101.33mph). **Points** 1 Mitchell 109; 2 Patrik Matthiesen/Callum Pointon (HHC Motorsport Ginetta G55 GT4) 92.5; 3 Fagg/O'Brien 92; 4 Nicoll-Jones/Moore 87; 5 Tuck/Green 81; 6 Jordan Albert/Lewis Proctor (Tolman McLaren) 59.

**G**raham Davidson grew accustomed to winning in a dominant GT Cup campaign last year, but has found success rather harder to come by since stepping up to British GT.

After losing out on victories at Rockingham to a track limits penalty and at Snetterton to a sluggish pitstop, the Scot admitted putting himself under too much pressure to get the monkey off his back, which resulted in costly on-track incidents in the second Snetterton race and again at the Silverstone 500.

So it was apt that having decided on a more relaxed approach and keeping a calm head, Davidson should break his British GT duck at Spa on a day when everybody around him was losing theirs.

Despite running 45kg more than last year, qualifying suggested this was Aston Martin's weekend to lose, but few would have singled out the Jetstream Motorsport Vantage

Davidson shared with 2016 Spa 24 Hours victor Maxime Martin as a potential winner on lap eight.

Beaten only by the Optimum Motorsport Aston of Flick Haigh/Jonny Adam in qualifying, Davidson had slipped to fifth behind the guesting RAM Mercedes-AMG GT3 of Remon Vos, Ian Loggie's Team Parker Racing Bentley Continental GT3 and Jordan Witt in the RJN Nissan GT-R GT3 after forgetting to close the vents to the cockpit and getting grit kicked up by Haigh on quick-dry cement at Eau Rouge in his eyes.

"Sure enough, I had a word with myself," Davidson said later.

But in scenes reminiscent of the 1982 Monaco Grand Prix, within a lap he had taken the lead as the cars ahead fell by the wayside.

First, Witt rotated Loggie at the Bus Stop, earning the Nissan man a 20-second stop-go penalty. Next, Vos came in to serve a 60-second stop-go penalty for squeezing Mark Farmer's TF Sport Aston Martin into the wall – and retirement – on the run to Eau Rouge on the first lap.

With the sump torn off, Farmer's car continued ablate up the hill before he could safely pull off and left a trail of oil that required a 20-minute safety car to clear up.

But the drama wasn't over, as the Optimum car then spun at Les Combes and lost almost a minute trying to rejoin against oncoming traffic.

"It was a casing that came off the rear wheel-arch," said a deflated Haigh, who charged back up to seventh before handing over to Adam. "It must have come loose in the compression through Eau Rouge and then as I turned in, I heard this massive bang. It went underneath the car, spun me round and there was nothing I could do."

That left Davidson out in front from Rick Parfitt Jr's Team Parker Racing Bentley, with the ERC Sport Mercedes of Lee Mowle a further 40s behind in third.

But Davidson's hopes of a straightforward win were thwarted with the arrival of another safety car shortly after halfway when the Team ABBA Racing Mercedes,

which Richard Neary had pitted from fourth, suddenly caught fire with Adam Christodoulou at the wheel.

After five laps behind the safety car – Martin had so much pick-up on his tyres that he was convinced he had a puncture – the race returned to green, with Mowle's co-driver Yelmer Buurman quickly on the tail of Ryan Ratcliffe, back in the Team Parker Bentley after a bout of food poisoning forced him to sit out the Silverstone race.

As Martin pulled clear towards his first victory as an AMR factory gun, Ratcliffe put up a stern defence when Buurman tried to pass into Eau Rouge and had to lift out of the throttle, allowing both Marco Sorensen (in the other TF Sport Aston started by Derek Johnston) and Adam to slip past on the Kemmel Straight.

Catching a gaggle of GT4 cars approaching the Bus Stop on the final lap threatened to undo all of his hard work, but Ratcliffe held off Sorensen by 0.096s in what he billed "the best race of my life".

"I don't think I've ever been so happy when I saw that chequered flag," he said. "As soon as I crossed the line I burst out into tears."

After the race, Johnston/Sorensen were docked 30 seconds and bumped down to seventh for earlier contact with Jon Minshaw's Barwell Lamborghini Huracan GT3, which had also survived being turned around at La Source by the sister car of Sam de Haan.

It was a bitter double-whammy for TF Sport, as that penalty promoted Farmer and co-driver Nicki Thiim's championship rivals Haigh/Adam to an unlikely podium ahead of Mowle/Buurman – who now sit just half a point behind the pre-event leaders in fourth – and Minshaw/Phil Keen, who changed the set-up completely overnight and fought back from 13th to claim the championship lead with fifth.

All of that was of little consequence to a relieved Davidson. As for Martin, he would be more than happy for British GT to visit his homeland every week...

GT4

## CENTURY CLAIMS THE WIN AFTER LUCKY PITSTOP



Mitchell timed his stop to perfection to take victory

With a 20-second success penalty carried over from his victory at the Silverstone 500 last time out, you would have got long odds on Century Motorsport's Jack Mitchell doubling up at Spa, a circuit that heavily favours the McLaren 570S. Yet that's exactly what he and new team-mate Dean Macdonald did, albeit with a large slice of luck courtesy of the safety car.

McLarens locked out the top three places in qualifying, with the polesitting Tolman Motorsport example of Michael O'Brien/Charlie Fagg a full 2.8s clear of the best of the rest, the Century BMW M4 of Snetterton winners Ben Green/Ben Tuck. Fagg was one of three drivers to dip into the 2m31s bracket, while the best a BMW could manage was a 2m33.1s.

The status quo continued in the

race, as O'Brien led the similar Equipe Verschuur model driven by Finlay Hutchison (doing double duty with the GT4 European series), while Green and Lewis Proctor in another Tolman McLaren gave chase. At this stage, Macdonald was a lowly seventh in the queue, bottled up behind the leading Pro-Am McLaren of Graham Johnson. His pace on the straights was just enough to keep the championship-leading HHC Ginetta of Callum Pointon at bay, at least until he made a botched move at Les Combes that would earn Pointon a 60s stop-go penalty.

The leading quartet all pitted together on lap 20, although Proctor's car did not resume after it caught fire during the handover to Jordan Albert.

Macdonald was over 30s behind

the leaders prior to the driver changes, but when he came in for his own stop two laps later than the leaders, the arrival of the safety car with Adam Christodoulou's flaming ABBA Mercedes at Bruxelles negated the 20-second penalty and allowed them to leapfrog Fagg and Dan McKay (in for Hutchison).

Mitchell had to soak up the pressure for the remainder of the race, but covered every move on his way to victory by 0.387s from O'Brien/Fagg and Hutchison/McKay. "Because our sister car had track position, we were going to pit second, but it all played into our hands when the safety car came out," said Mitchell, who now leads the GT4 standings by 16.5 points.

"I knew I was going to have a fight on my hands with Charlie behind me. He's been quick all weekend but I managed to get the car in the

right position. I just knew where they were going to be stronger."

For his part, Fagg was "gutted" to see the BMW emerge from the pits ahead given McLaren's dominance of the weekend, which leaves him waiting on his first win of the season.

"It's just such a shame – four McLarens in the top five, so it was clear we were going to go well at this track because of the long straights and the nature of the McLaren having good straightline speed," he said.

"I wouldn't say I feel robbed, I just feel like we deserved that. It's good championship points and good to bounce back from Silverstone."

Behind them, Scott Malvern was the only other car on the lead lap in fifth and took Pro-Am honours after Johnson's retirement in the Team Parker Mercedes-AMG he shared with Nick Jones.

# RACING REPORTS

SPA: BRDC BRITISH F3 BY RICHARD RANDLE

JULY 21/22

Photos: Jakob Ebrej

## SPA DOUBLE FOR SUPER SWEDE LUNDQVIST



Lundqvist proved almost unbeatable



British F3 once again visited Spa-Francorchamps which provided great racing

### RESULTS

#### BRDC British F3 Race 1 (8 laps)

1 Linus Lundqvist (Double R); +0.495s; 3 Krish Mahadik (Double R); 4 Manuel Maldonado (Fortec); 5 Nicolai Kjaergaard (Carlin); 6 Billy Monger (Carlin). Fastest lap Gamble 2m19.826s (112.04mph). Pole Gamble. Starters 19.

#### Race 2 (9 laps)

1 Jamie Carline (Carlin); 2 Sasakorn Chaimongkol (Hillspeed); +3.586s; 3 Tristan Charpentier (Fortec); 4 Ayrton Simmons (Chris

Dittmann Racing); 5 Jamie Chadwick (Douglas Motorsport); 6 Mahadik. FL Lundqvist 2m20.091s (111.83mph). P Simmons. S 18. **Race 3 (9 laps)** 1 Lundqvist; 2 Gamble +0.770s; 3 Monger; 4 Maldonado; 5 Jusuf Owega (Hillspeed); 6 Caroline. FL Gamble 2m19.740s (112.11mph). P Gamble. S 18. **Points (after 15/24 rounds)** 1 Lundqvist 412; 2 Kjaergaard 292; 3 Kush Maini (Lanan) 265; 4 Gamble 261; 5 Mahadik 209; 6 Maldonado 202.

Linus Lundqvist moved closer to the BRDC British F3 Championship title after a stunning weekend at Spa-Francorchamps, claiming another two victories to extend his lead in the standings.

The Double R driver entered the fifth round of the season with a 56-point lead at the top of the championship, and more than doubled it to 120 points by the end of the weekend.

Nearest rival Nicolai Kjaergaard had a comparative nightmare with a best result of fifth and a costly retirement in the final race.

Fortec Motorsport's Tom Gamble pipped Lundqvist, who had been fastest in two of the three Friday practice sessions, to race one pole in an extraordinarily tight session as the top 16 drivers were separated by just 0.850 seconds around the longest circuit of the year.

Lundqvist's victory in the first race was hard fought, falling as low as fourth in the opening moments but recovering ground with a brave move on Krish Mahadik (Double R) at Eau Rouge on lap one. He then dispatched Manuel Maldonado (Fortec) before catching and passing Gamble on lap two, before the safety car was deployed after Douglas Motorsport's new recruit Max Defourny suffered a big shunt at the top of Raidillon that ruled his car out for the rest of the weekend.

Lundqvist held off Gamble for the remainder of the contest after the restart, though Gamble claimed fastest lap which would be enough to earn him race three pole.

The fully-reversed grid second race was won by Carlin's Jamie Carline, substituting for Clement Novalak for the weekend. The reigning British F4 champion had finished 11th in the opening contest, but fitted a new set of tyres for race two and charged through from eighth on the grid to take his maiden British F3 win. Carline was third by the end of the first lap, which

included a ballsy move around the outside of series debutant and polesitter Ayrton Simmons (Chris Dittmann Racing) at Blanchimont on the first lap, before chasing down and passing Tristan Charpentier (Fortec) on lap five. As Carline pulled away to secure the biggest winning margin of the weekend, Charpentier was left to fend off a resurgent Sasakorn Chaimongkol (Hillspeed), with the Frenchman's defences being too vigorous for the stewards' liking, which resulted in a 1s post-race penalty that secured Chaimongkol second, his best result yet, as Charpentier was relegated to third.

Gamble started on pole for race three, with Lundqvist second and Carlin's Billy Monger lining up third. The trio went head-to-head on the opening lap with Monger pulling off a daring overtake into Les Combes to lead a race for the first time since his life-changing British F4 crash.

Monger's lead lasted all of a lap, as Lundqvist moved by on the Kemmel straight on lap two, with Gamble following suit a couple of laps later. Lundqvist's lead of 1.6s was gradually chipped away, with Gamble finishing just 0.7s behind at the chequered flag.

Monger took his second podium of the year with third, celebrating with a 'leggy' on the podium afterwards. Lundqvist's win came with the added bonus of nearest rival Kjaergaard's retirement from the race after contact with team-mate Sun Yue Yang at the Bus Stop chicane.

The Swede thus became the first driver to win two races in the same race weekend this year, and has established a massive lead at the top of the standings as the field prepares for Brands Hatch.

"It's very difficult to top this," said Lundqvist. "To win twice at Spa, it's such a legendary circuit, and it's a dream come true to stand here on the podium. To do it twice in the same weekend is just amazing."

OULTON PARK: MSVR BY IAN SOWMAN

JULY 21

Photos: Rachel Bourne

Ant Whorton-Eales took his first race win in three months to extend his lead at the top of the JCW class standings in the Mini Challenge, while closest rival Jordan Collard suffered his first retirement of the season.

A qualifying session that was disrupted twice by red flags produced a jumbled grid for the opener, but Silverstone winner Rob Smith proved that his pole was no fluke with a lights-to-flag victory in the face of a stern examination by multiple Caterham champion David Robinson. From row three, Whorton-Eales was up to third by Island hairpin on the opening lap while Collard – who started two rows further back – took longer to fight through, setting fastest lap on his way to fifth, behind Nathan Harrison.

With the top eight reversed for the race two grid, Whorton-Eales again started sixth but sensationally led by Cascades, taking advantage when poleman Lewis Brown – who later retired with overheating issues – had a lairy moment. Collard was flying, however, and took the lead from Whorton-Eales at Old Hall on lap four, but minutes later his car jammed in sixth gear and he was ruled out. Whorton-Eales led a pack of five home, with Robinson pinching second from Harrison on the run to the line after the latter's late bid for victory went awry. Race one winner Smith and the guesting Paul O'Neill completed the quintet.

Will Fairclough won both Cooper S races on the road, but was dumped to

## MINI DELIGHT FOR ANT WHORTON-EALES



Oulton Park hosted Mini Festival

### RACE WINNERS

#### 7 Race Series

Race 1: Danny Winstanley  
Race 2: Danny Winstanley

#### Heritage Formula Ford

Race 1: Oliver White (Van Diemen)  
Race 2: Oliver White (Van Diemen)

#### Mini Challenge – Cooper

Pro/Am  
Race 1: Robbie Dalgleish  
Race 2: Kyle Reid

#### Mini Challenge – Cooper S

Race 1: Will Fairclough  
Race 2: Tom Halliwell

#### Mini Challenge – JCW

Race 1: Rob Smith  
Race 2: Ant Whorton-Eales

fifth in the race two classification after a series of track limits infringements. Rob Austin took the lead of the first race with debutant Tom Halliwell showing strongly in second until a spin at Old Hall on lap five. That left the way clear for Fairclough to seize the lead at Cascades from Austin, who was subsequently relegated to third by the recovering Halliwell.

Jono Davis missed race one, but for two-and-a-half glorious laps he shook

up the order in the second encounter, setting the fastest lap as he charged through to second position before his car again failed him. Earlier, Fairclough had outbraked Stuart McLaren to take the lead at Hislops, but Halliwell sat in his wheeltracks thereafter to pick up the pieces when the penalty was applied.

Kyle Reid lost the first Cooper Pro race win for the same reason as Fairclough. Robbie Dalgleish took the lead from Reid at Cascades on lap eight

of nine, but – having seen the penalty board – was unconcerned when he lost track position on the final lap. Reid made amends in the second race by defeating Martin Poole, who regained the runner-up spot on countback. He'd lost second to Dalgleish at Hislops but the race was red-flagged after Cooper Am runner Neal Clarke had a heavy off at Druids. Andy Godfrey and Alex Nevill – defeated for the first time this season in race one – shared the honours in that division.

Double winners were the order of the day in the support categories, with Danny Winstanley twice triumphant in the 7 Race Series. Oliver White took his fourth and fifth wins of the year in Heritage Formula Ford, the latter by 18s. After 12 months out of a car, 2012 National FF1600 champion John Murphy progressed to second in race two, passing fellow seasonal debutant Calum McHale at Hislops to finish in the middle of an all-Van Diemen podium.

# RACING REPORTS

## DONINGTON PARK: BARC BY DAN MASON

## JULY 21/22

Photos: Mick Walker, Dan Mason

### DAVENPORT MAKES AUDI DEBUT THREE YEARS ON

**Last weekend's Britcar meeting featured not just a return to British Touring Car Championship machinery for a driver on the road to recovery, but one in a car which he almost got his hands on three years prior.**

No less than 13 months ago, Luke Davenport began his rehabilitation following a horrific qualifying accident at Croft that left him in an induced coma.

Now, through driver coaching and a recent Fun Cup outing, a step back into the endurance racing spotlight came at Donington Park with the help of another familiar name to BTCC fans.

'Sherman' was the well-documented tag given to the Audi A4 which was often rapid in the hands of former owner, Rob Austin.

One of the championship's earliest examples of NGTC (Next Generation Touring Car) machinery, the A4s were retired come the conclusion of a winless 2015 campaign.

Three years on and Sherman has accepted a different challenge with the assistance of Reflex Racing, turning to Britcar with new owner Robert Day and his son, Alex.

"Rob Austin had a couple of Audi A4s known as Sherman and Panzer," said chief mechanic David Salmon. "They swapped depending on which driver was in it, so this car was raced by Rob for a couple of seasons, then brought out of retirement at the last round for Hunter [Abbott] to drive after a shunt.

"This is that car. It's completely the same specification it used to be in, complete with the same Swindon engine in the front.

"There's only set-up changes,

regulation changes from TOCA to Britcar and a few added cooling systems to help reliability; other than that, she's touring car specification from '15 before the changes to RML parts were put into place.

"The car will be running in Britcar all season with the owner's son Alex. Robert, his father, usually races with him but he's injured his back recently so Luke Davenport has stepped in as he's been coaching."

It was a car that ironically almost gifted Davenport his maiden BTCC opportunity that same season. With Abbott poised by the phone in preparation to become a dad during the Knockhill weekend, Davenport's chance did not come – denying the former British GT racer his first shot to race an A4.

He said "I nearly got to drive the Audi at Knockhill – in Hunter Abbotts's car – so it's quite weird to have another opportunity to get back in it!"

While Sherman lives on in an attempt to prosper in its new endurance environment, eyes turn to Davenport's possible career revival.

A private test with Speedworks Motorsport in its LMP3 Cup Ligier reignited his spark with racing, and he remains poised for a comeback should the right cards be placed at his table.

"If the right opportunity comes along, I'd still grab it, not retire," he said. "I had a fantastic test in Portimao with Speedworks in its Ligier, so I'm really hoping I can put together a programme next year, ideally in Le Mans Cup. We'll see what arises, but I certainly want to do more selected sportscar events if I can make that work for me."



Davenport took part in Britcar at Donington

Since his accident, Davenport's recovery has been steady but 'rewarding' to date, most recently completing a return to racing at Spa-Francorchamps.

GT racing holds a significant soft spot for him, and returning to the endurance scene with Alex Day was his latest venture. Results of eighth and seventh were a pleasant surprise against widely-varied Britcar competition, as were Davenport's consistent race one lap times before bettering those of Day in the second Sprint outing.

While natural feelings in the cockpit of a race car returned relatively naturally, he admitted that revitalising race craft in the cut-throat on-track environment remains the toughest

phase of the process. "I've not done a huge amount of racing, but we've been busy and I'm really pleased," added Davenport.

"I've started work with McLaren and I'm still at Palmer Sports, so I've kept sharp over the winter.

"It's great to be back out in a race car; I had my first race in the Fun Cup 25 hours of Spa-Francorchamps and that certainly blew the cobwebs away. I'm really pleased to be back out and hopefully to be doing a lot more in the near future.

"I've had a few private clients on the Britcar paddock which has introduced me to the series, so as a result we've ended up driving the Audi touring car this weekend which was quite an exciting proposition."

### WINNERS

#### 2CV Championship

Race 1: Pete Sparrow

Race 2: Simon Clarke

#### Britcar

Sprint Race 1: Jonny MacGregor (Taranis)

Sprint Race 2: Jonny MacGregor (Taranis)

Endurance Race: Simon Rudd/Sam Randon (Ginetta G55)

#### British Truck Racing Association Division 1

Race 1: Ryan Smith (MAN TGA)

Race 2: Ryan Smith (MAN TGA)

Race 3: Ryan Smith (MAN TGA)

Race 4: Jamie Anderson (MAN TGX)

Race 5: David Jenkins (MAN TGX)

#### British Truck Racing Association Division 2

Race 1: Luke Garrett (MAN TGX)

Race 2: Luke Garrett (MAN TGX)

Race 3: Luke Garrett (MAN TGX)

Race 4: Luke Garrett (MAN TGX)

Race 5: Luke Garrett (MAN TGX)

#### Legends

Heat 1: Miles Rudman

Heat 2: Ben Power

Final: Sean Smith

Heat 3: Ben Power

Heat 4: John Mickel

Final: Paul Simmons

#### Pickups

Race 1: Scott Bourne

Race 2: Lea Wood

### BOURNE AND WOOD ARE DONINGTON PICKUP STARS

"Rubbing's racing" remains a popular phrase uttered in American racing, and it was a term used by both Scott Bourne and Lea Wood after a thrilling **Pickup Truck** battle at Donington Park.

Touted as an 'unofficial' new record for the closest road course finish by its series organisers, just 0.025s separated Bourne and Wood as they rubbed panels in a race one photo finish.

Early leader David O'Regan slipped behind both with tyre difficulties, Bourne pouncing on a sliding Wood exiting the final chicane.

"Rubbing is racing and that kind of finish is what it's about," said Bourne. "I'm enjoying my racing so much."

The narrow miss did not deter Wood, who ended Bourne's five-race winning streak with a commanding race two victory from Bourne and Michael Smith.

Another photo finish came from a dramatic second **Legends Championship** final. Paul Simmons triumphed having risen from 20th for his first ever victory as 0.081s covered the top three.

Second-placed John Mickel fought from even further back after Turn 1 contact pitched him into the gravel, while Jack Parker recovered from gearbox and throttle problems for

third. "The red mist descended," said Mickel, who had suffered two retirements during the heats.

The opening final went the way of Sean Smith, fending off Mickel and Simmons before red flags ended the race early. Ben Power clinched two heat wins, sharing spoils with Miles Rudman and Mickel.

Both **Britcar Sprint** races were won by the Taranis of Jonny MacGregor from pole position.

A dominant lights-to-flag display in the opening 50-minute race was aided by nearest rival Ross Wylie dropping out before mid-distance, his Ferrari 458 suffering a broken front splitter.

Wylie's response was a spirited nine-lap charge from 28th to first in race two. MacGregor kept the Scot in his sights before a safety car interruption, and doubled his victory tally when Wylie's co-driver David Mason fell back to fourth.

A flying Simon Rudd and Sam Randon grabbed second overall in their Team Hard Ginetta G55 GT4, continuing without trouble to clinch a two-hour **Endurance** race of attrition by a two-lap margin. The KTM X-Bow of Sandy and Ross McEwen in second was another two laps clear of the rest.

Ryan Smith's winning streak in **British Truck Racing's Division**

1 was ended by Jamie Anderson and David Jenkins. Smith started with a hat-trick of wins, despite finishing second on the road to a fast-starting Anderson in race two.

That became a feisty four-truck tussle which went Smith's way, Anderson penalised 10 seconds for being out of position at the start.

Anderson's win did come in race four, before Jenkins overpowered Luke Taylor early in the final race and kept a chasing Smith at bay.

In **Division 2**, championship leader Luke Garrett continued to stamp his authority on proceedings this year as he produced a near-faultless performance to win all five races.

Despite finishing behind Craig Reid on the road in the second race, a five-second track limits penalty for Reid promoted Garrett to victory in a chaotic outing, made so by oil strewn around the circuit. Simon Cole's Mercedes was the culprit, forced to give up a potential win by officials due to too much smoke emitting from the truck.

Pete Sparrow won the first of two tight **Citroen 2CV** contests, sharing honours with Simon Clarke. Sparrow broke the slipstream of a chasing Matthew Hollis in race one, before Clarke narrowly pipped Gadget Racing team-mate Tom Perry in a tactical race two battle.



Wood beat Bourne (l) in race two to get revenge after narrow earlier defeat



Legends also provided some close racing with Power (r) winning twice



# RACING REPORTS

## CADWELL PARK: VSCC BY JACK GIORDMAINA

**JULY 22**

Photos: Ollie Read

It was Cadwell Park's turn to step back in time and relive the glory days of pre-war sports cars as the Vintage Sports Car Club produced some superb racing in front of a healthy crowd.

The Standard & Modified Pre-war Sports Car race stole the show as William Mahany snatched victory away from Tom Waterfield on the final lap.

The duo were constantly fighting from the green light, taking advantage of each other's weaknesses. Waterfield's Frazer Nash Super Sports was stronger in the corners, while Mahany's HRG Le Mans Model was faster along the start-finish straight. The duo switched places nearly every lap until they hit traffic towards the end of the 15-minute race.

Waterfield slowed coming up the Mountain on the final tour after he broke the second gear chain on the previous lap. That allowed Mahany – who was slowing down himself to keep his car cool – to swoop past and take the victory by 1.5 seconds, claiming the Geoghegan Trophy.

"I thought the race was gone once we got into traffic," explained Mahany, "but he had a problem, and I inherited the win."

Waterfield added: "I heard a thud in the undertray, and I knew exactly what it was. I tried to manage it around the rest of the circuit, but on the final lap coming up the Mountain when you need second gear the most, there was nothing. It was still a good race though."

The Vintage and Pre-1961 race also featured a frantic battle for the win between Frederick Harper in his Kurtis

Indy-Roadster and Mark Gillies in ERA R3A. Harper started the race from pole and pulled away from Gillies as they blasted away from the rest of the field. Gillies began to gain on Harper and made his move on the inside at Charlies after Harper went wide, leaving the door open. Gillies then pulled away by a couple of tenths each lap to the chequered flag, securing the win by 3.86s.

"I was following him and he [Harper] had monster speed on the straights," explained Gillies. "I could see he wasn't so quick going into Coppice and the next right-hander at Charlies. So I knew I had to make my move there. An aggressive driver would have chopped me when I made that move. Once I got past him, I was quicker in the twisty bits, and that gave me a gap."

Behind the leading duo was Julian Wilton's Cooper-Bristol MkII T23 to complete the podium, but a fire during the morning practice session nearly caused an early end to the VSCC season. The true spirit of the VSCC came into play when the car returned to the paddock and the club rallied around Wilton and Simon Frost, who helps run the car.

Soon Wilton had new fuel pipes, new HT leads and other pipes to help rebuild the car in time for the second race of the day.

"I didn't think I would get out again this season," explained Wilton. "We had a bonfire in practice under the bonnet. It was a remarkable effort by Frost and all the others involved to get us out in time for the race. To finish third is amazing after the day we went through."

## MAHANY OVERCOMES WATERFIELD



Victory went to Mahany in HRG



Lights out for the Frazer Nash race

## RACE WINNERS

### All-comers Handicap

Race 1: Roger Tushingham (MG N Type Special)

Race 2: Christopher Mann (Alfa Romeo RL Targa)

### Allcomers Scratch

Julian Grimwade (Frazer Nash Single Seat)

### Frazer Nash

Edward Williams (Frazer Nash Super Sports)

Garry Whyte Riley Handicap  
David Morley (Riley Special)

Intermarque Trophy

Julian Grimwade (Frazer Nash Single Seat)

Melville Trophy for Pre-war Sports  
Dougal Cawley (GN/Ford Piglet)

Spero and Voiturette Trophy  
Christian Pedersen (Austin 7 Special)

Standard and Modified Pre-war Sports  
William Mahany (HRG Le Mans Model)

Vintage and Pre-1961  
Mark Gillies (ERA R3A)

# RALLY REPORTS

## LEADERS HIT TROUBLE AS FARRAR STEALS WIN

Photo: Kevin Money



Despite only one stage win, Farrar/Ward's Subaru took victory

### Twyford Stages

By Peter Scherer

Organiser: Mid Derbyshire MC When: July 22 Where: Twyford Wood, Lincs Championships: ANCC, ANEMMC, ANWCC, EMAMC Stages: 7 Starters: 59.

With early pacesetters Dave Welch and Andy Rowe both in trouble early on, Martin Farrar and Andy Ward's Subaru Impreza took victory, despite only setting the quickest time on one of the seven stages.

Welch/Steve McNulty's Impreza led by seven seconds from Rowe/Cat Lund's Mitsubishi Lancer E2 on the opening stage, before throttle problems put them out on the second stage. Rowe then headed Farrar by 36 seconds after two stages, only to stop in stage four and have a gear linkage break on the next.

With stage three cancelled when Peter and Jemma Outram's Ford Escort rolled, Farrar became the new leader one stage later, but struggled to shake off Simon Green/Andrew

Thorpe's Impreza. Going into the final stage Farrar was only six seconds up on his rival, but managed to increase it to nine as he sealed the win.

Ian Tiffany/Graham White's Subaru Impreza was only ninth best on the opening stage, but once into his stride he climbed the leaderboard to hold third from stage four. Mick Pickles/Beverley Warren's Ford Escort took fourth ahead of Connor Tolson/Sam Bailey's Impreza. Tolson had to claw back fifth from James Sparrow/John Godbehere's Impreza on the penultimate stage, after they lost the place on the previous stage.

### Results

1 Martin Farrar/Andy Ward (Subaru Impreza) 1h04m07s; 2 Simon Green/Andrew Thorpe (Impreza) +9s; 3 Ian Tiffany/Graham White (Impreza); 4 Mick Pickles/Beverley Warren (Ford Escort Mk2); 5 Connor Tolson/Sam Bailey (Impreza); 6 James Sparrow/John Godbehere (Impreza); 7 Josh Taylor/Heather Morrison (Impreza); 8 Stephen Oade/Joe Oade (Impreza); 9 Andy Rowe/Cat Lund (Mitsubishi Lancer E2); 10 Hugh Peat/Mark Swallow (Impreza).  
Class winners: Justin Chapman/Simon Walsh (Peugeot 207); Paul Rees/Paul Briggs (Vauxhall Astra); Pickles/Warren; Charles Wilson/Maurice Pook (Escort Mk2).

## Dominant Meade's late crash hands Imokilly win to Ford Escort Mk2 crew Condell and Kelly

### Imokilly Stages

By Martin Walsh

Organiser: Imokilly Motor Club When: July 22 Where: Middleton, Co. Cork Championship: PlasticBags.ie Southern 4 Rally Championship Stages: 6 Starters: 88.

Ford Escort Mk2 driver David Condell took advantage of the demise of Barry Meade's similar car to win the Imokilly Rally in east Cork.

He finished 13.8 seconds ahead of Cork's Owen Murphy (Mitsubishi

Lancer E9) with Welsh ace Tomas Davies (Escort Mk2) 4.6 seconds further behind in third.

Meade set the pace and led by 44.7 seconds when he bowed out on the penultimate stage when his Escort lost grip, hit a bank and broke a compression strut.

Condell damaged the steering after clipping a rock on SS2 before taking the spoils while Murphy's late second place was secured despite a constant understeer.

Another Cork driver, David Guest in a Skoda Fabia S2000, was second with two stages remaining but some worn tyres and a spin meant he slipped to fourth. Jack Newman (Escort) crashed out on the opening stage. Southern 4 series leader Jason O'Mahony (Escort) retired with a broken compression strut following a high-speed altercation with a bank.

### Results

1 David Condell/Paul Kelly (Ford Escort Mk2) 40m00.9s; 2 Owen Murphy/Anthony Nestor (Mitsubishi Lancer E9) +13.8s; 3 Tomas Davies/Eurig Davies (Escort Mk2); 4

David Guest/Jonathan McGrath (Skoda Fabia S2000); 5 Richard Moore/John McCabe (Escort Mk2); 6 Allen Treacy/Bob Fitzgerald (Toyota Corolla); 7 Richard Harney/Brian Harney (Ford Escort); 8 Tim Enright/Sean Buckley (Escort); 9 Brian O'Keefe/Sean Hayde (Lancer E9); 10 Cal McCarthy/Derek O'Brien (Citroen C2 R2).  
Class winners: Garry Kelly/Mark Hurley (Honda Civic); McCarthy/O'Brien; Kevin Dolphin/Martin O'Brien (Renault Clio); O'Keefe/Hayde; Guest/Grath; Derry Collins/Declan Casey (Vauxhall Nova); Michael P Kelleher/Iarla McCarthy (Ford Escort); Eric Calnan/Eamonn McCarthy (Peugeot 106); Treacy/Fitzgerald; Steve Roberts/Jack Carroll (Escort); Daragh O'Riordan/Darren O'Shea (Escort); Moore/McCabe; Conor Murphy/Kieran O'Donoghue (Honda Civic); Peadar Walsh/Grace Walsh (Escort); Ian Davies/Ryland James (BMW M3); John Hickey/Eamonn Creedon (Escort).

## ROAD RALLY ROUND-UP

Mark 'GT' Roberts/Dylan Jenkins dominated the Pacemaker Rally on Saturday night. They finished the night with penalties of just 34 seconds, almost a minute and a quarter fewer than their nearest rival, giving them their first maximum points in the Welsh Championship this year.

Richard Jerman/Cadog Davies took the runner-up spot, a notable achievement in what was an unfamiliar Ford Focus.

Last year's winning driver, Mark Lennox, teamed up with Welsh Championship leading navigator, Michael Gilbey, for the event and took third. They might have been higher but for a puncture that cost them a minute. Andy Davies/Darren Ikin were an early retirement when transmission gremlins struck their Subaru Impreza.

After a number of near misses Ian Crammond/Matthew Vokes finally won a HRCR Clubman Championship round on the Ross Traders. They led from almost the halfway point by easily being the best crew on the event's six regularity sections. Paul Crosby/Andy Pullan had been the early pacesetters but a navigational detour on the fourth regularity dropped them to fourth. They recovered to second place only to lose it on the

final test when they picked up a 10-second cone penalty. This allowed Darell Staniforth/Nicky Staniforth to take the runner-up spot by one second.

### Ian Mills

### Results

Alan Jones Memorial Pacemaker Rally  
Organiser: Knighton Motor Club  
When: July 21/22 Where: Shropshire/Powys Championships: WAMC & ANWCC Route: 80 miles Starters: 60.  
1 Mark 'GT' Roberts/Dylan Jenkins (VW Golf GTI) 34s; 2 Richard Jerman/Cadog Davies (Ford Focus) +1m13s; 3 Mark Lennox/Michael Gilbey (Ford Escort); 4 George Williams/Daniel Stone (Escort); 5 Rob Stephens/Nathan Summers (Escort); 6 Craig Judd/Dafydd Evans (BMW Compact); 7 Paul Morgan/Iron Richards (Honda Civic); 8 Duncan Williams/Lion 'Tractor' Williams (Escort); 9 Jamie Crump/Robbie Pugh (Escort); 10 Matt Barker/Jordan Dziadulewicz (Peugeot 306 GTI).  
Class winners: Stephens/Summer; Richard 'Tyson' Morris/Owen Dodd (Vauxhall Astra); Richard Jones/David Hillidge (Nissan Micra).  
Ross Traders Historic Rally  
Organiser: Ross & District Motor Sports Club When: July 21  
Where: Hereford/Gloucestershire Championships: HRCR Clubman Route: 118 miles and seven tests Starters: 56.  
1 Ian Crammond/Matthew Vokes (Mercedes Benz 280SL) 11m53s; 2 Darell Staniforth/Nicky Staniforth (Mini Cooper S) +33s; 3 Paul Crosby/Andy Pullan (Porsche 911); 4 Thomas Bricknell/Roger Bricknell (VW Golf GTI); 5 John Ruddock/Nick Cooper (Ford Escort Mk2); 6 Howard Warren/Iain Tullie (Porsche 911 Coupe); 7 Gavin Rogers/Carrie Rogers (Reliant Scimitar); 8 Martin Neal/Richard Dix (Escort); 9 Pete Johnson/Andy Berry (VW Golf GTI); 10 Andrew Buzzard/Robb Lyne (Escort).  
Class winners: Rod Hanson/Clare Grove (Escort); Ken Binstead/Sarah Binstead (MG BT).

# DOWN RALLY REPORT

## GREER WINS DOWN RALLY

Local takes win as Harper tops Asphalt Championship. By Paul Evans

**J**onny Greer drove a brand new Citroen DS3 R5 to victory on the Down Rally – an event that boasted 15 World Rally Cars, more than a dozen highly modified B14 Class cars and an impressive array of top R5s in a capacity 130-car field.

Co-driven by Kirsty Riddick, Greer was in his element over the 11 clean, twisty and bumpy closed road stages, which included three runs over the signature Hamilton's Folly stage.

The Carryduff driver was 10th after the short opening stage, held next to rally headquarters at the Eikon Centre complex, but once out on the roads he stretched his legs to win the event by 20.1 seconds.

Desi Henry/Liam Moynihan finished second in their Skoda Fabia R5. They led after SS2, but a heavy landing on SS3 burst the intercooler pipe and cost them 30 seconds – and ultimately their hopes of victory.

They'd been in a close fight with David Bogie/John Rowan, who were also using the event to test for the forthcoming Ulster Rally. A power-steering issue caused them to park their CA1 Sport Skoda Fabia R5 in service with just one loop of stages remaining, having achieved everything they'd set out to do.

Derek McGarrity finished third in a hired Ford Focus WRC07 usually driven by Paul Bird. Having only tested the car for 20 miles in the wet before the day of the event, brake problems led him to spin on SS3. Partnered by Paddy Robinson, McGarrity pushed as hard as he'd

dare to continue to lead the Northern Ireland Stage Rally Championship.

Daniel Harper's last appearance on a rally in Northern Ireland had been the 1995 Ulster Rally, where he rolled. It was nothing short of a stunning return. After a trouble-free run, he finished fourth in his Minisport-run John Cooper Works Mini WRC and scored maximum points in the MSA Asphalt Rally Championship.

The series continues to be led by Wayne Sisson, who finished 16th overall after an eventful run in his Mitsubishi Lancer E10. He and co-driver Max Freeman were fortunate to survive a scary moment on SS8, when they demolished a fence, with a big wooden post embedding itself inside the engine bay and miraculously only knocking the turbo boost pipe off.

Meirion Evans celebrated his 23rd birthday with a fantastic run to fifth in a Fiesta R5. Co-driven by Jonathan Jackson, he was in perfect form throughout to beat his father, Melvyn. "I'll never hear the end of this," joked Evans Sr, as he and Mark Glennerster had their first event in a Fiesta WRC.

Melvyn found the 1.6-litre Ford completely different to drive than the Subaru Impreza WRC he's more accustomed to, and it wasn't until a warped rear-brake disc was replaced that he was really able to put his foot down on the final loop of stages, finishing ninth overall and second in the Asphalt Championship category.

Alan Carmichael/Ivor Lamont finished sixth after initial suspension set-up problems with their Mini WRC, while Damian Toner/Barry

McParland were the top placed two-wheel-drive crew home in seventh after a spirited drive in an Escort Mk2.

Stuart Biggerstaff/Anthony Nestor hit a bank on SS4 when their Subaru Impreza WRC jammed in fourth gear, but they fought back to finish eighth. Wesley Patterson/Johnny Baird suffered broken suspension and steering problems in their Escort Mk2, but recovered to claim 10th behind Melvyn Evans.

British Rally Championship junior William Creighton/Liam Regan, who finished 20th overall in their Peugeot 208 R2, were among the class winners, while Stanley Orr/Graham Henderson took historic honours in 21st (Escort RS1600).

Kenny McKinstry/Noel Orr were close to calling it a day after the first loop of stages after intercom, overheating and anti-lag problems in their Subaru Impreza. Repairs were made and they enjoyed a better afternoon to finish 15th, one place behind Emma McKinstry/Kenny Hull in an Impreza WRC S14.

Jason Pritchard/Phil Clarke maintained their Asphalt Rally Championship challenge, despite a difficult day in their Manx National-winning North Road Garage Ford Focus WRC. Locking brakes contributed to a spin into a bank on SS4, damaging the rear bumper and spoiler. They temporarily blocked the road after another spin on the second loop, which removed the front bumper, while a rear puncture detached a bit more of the rear bodywork. They were relieved to finish 18th, and more importantly fourth in the Asphalt points standings.



Photos: Conor Edwards, Roy Dempster, Russ Ottway

Greer excelled on Down Rally



Daniel Harper had a stunning rally return with a fourth place finish overall

### RESULTS

#### MSA Asphalt Rally Championship, round 4/6, July 21, Lisburn

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Jonathan Greer/Kirsty Riddick	Citroen DS3 R5	54m07.9s
2	Desi Henry/Liam Moynihan	Skoda Fabia R5	+20.1s
3	Derek McGarrity/Paddy Robinson	Ford Focus WRC07	+1m28.8s
4	Daniel Harper/Chris Campbell	Mini John Cooper Works WRC	+2m03.3s
5	Meirion Evans/Jonathan Jackson	Ford Fiesta R5	+2m32.6s
6	Alan Carmichael/Ivor Lamont	Mini John Cooper Works WRC	+2m34.8s
7	Damian Toner/Barry McParland	Ford Escort Mk2	+2m52.0s
8	Stuart Biggerstaff/Anthony Nestor	Subaru Impreza WRC	+2m54.7s
9	Melvyn Evans/Mark Glennerster	Ford Fiesta WRC	+2m54.8s
10	Wesley Patterson/Johnny Baird	Ford Escort Mk2	+3m31.3s

**Class winners:** Michael/Dessie Nutt (Honda Civic); James Laverty/Barry McNulty (Subaru Impreza N12B); Mervyn Tate/Dennis McMullan (Talbot Sunbeam); William Creighton/Liam Regan (Peugeot 208 R2); Geoffrey Nevin/Paul Nevin (Escort); John Devlin/John McCarthy (Escort Mk2); Toner/McParland; Wayne Sisson/Max Freeman (Mitsubishi Lancer E10); Greer/Riddick; Stanley Orr/Graham Henderson (Escort RS1600).



Bradley was only Escort driver in top 35 entry

## CLUBS NEED TO WORK TOGETHER TO SAFEGUARD RALLYING'S FUTURE

**A**fter a year's absence the Down Rally returned to the Northern Irish rally calendar featuring new stages, new headquarters and a new championship.

The headline news was the return of Hamilton's Folly, but there was much more to this event than that famous jump situated in the heart of the Mournes.

In fact it's easy to miss what was the key to the event's success.

Although traditionally organised by the Rathfriland Motor Club, this year's Down Rally was shared between Rathfriland and its County Down neighbour, Ballynahinch Motor Club. Discussions began over a year ago at Ballynahinch's 25th anniversary gala ball. The club's respective chairmen, Andy Gilmore

and Brian Crawford, agreed that Ballynahinch should help Rathfriland use its road-closing order and it has been an equal effort since.

It's a decision that Crawford believes more motor clubs must make.

"If we don't work together like this then rallying will go under," said Crawford. "It's easy to forget that we are very much a minority sport."

"If we can get past the loyalties to our individual clubs, focus on it being for motorsport and our customers, the competitors, then we can start to move forward."

Gilmore added: "We set out to organise the biggest and best rally that we could feasibly run given we are two reasonably small clubs. We wanted it to be good value for money and enjoyable for the competitors."

"It was a totally fresh start made a year ago but it wasn't difficult to organise due to the enthusiasm everybody brought to the table."

Backing from Carryduff Forklifts enabled the team to organise an extremely professional Down Rally. The Eikon Exhibition Centre was used as the event headquarters, which is in the heart of Northern Ireland's road network, and the state-of-the-art venue impressed the drivers.

"I don't think there is a service area in the world that could rival this," claimed David Bogie. "The amount of space is just perfect and for me coming from Dumfries it was so easy to get here."

Fellow British Rally Championship competitor William Creighton was another to praise the venue saying that he could easily see the event grow after this year.

At the wish of Gilmore and Crawford, the Down Rally managed to run without any artificial chicanes. The pairing conjured up two brand new stages which ran alongside Hamilton's Folly and they

seemed to please both the local and overseas competitors.

"They were brilliant stages and couldn't have been any better," said Ford Escort Mk2 driver Camillus Bradley. "Everything was well organised: I'd give it 10 out of 10."

Welshman Melvyn Evans could see that a lot of work had been put into picking a great set of stages stating that he would come and do it again without a hesitation.

This year's Down Rally has raised the bar for Northern Irish rallying. The 11 stages were run to time and kept the crews and spectators happy. Attracting the MSA Asphalt Championship brought a variety of rally cars to Northern Ireland that hasn't been seen for quite some time. The fact that Bradley's car was the only Ford Escort Mk2 seeded in the top 35 speaks for itself.

The Down Rally showed what is possible with a unified ambition of running a great rally. ■

## REPORTS

Photos: ERC Media

# LUKYANUK CONQUERS IN ROME

## Russian emerges from Basso battle.

By **Graham Lister**

## RESULTS

Rally di Roma Capitale, European Rally Championship, round 5/8, July 21/22

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Alexey Lukyanuk/Alexey Arnautov	Ford Fiesta R5	1h48m03.5s
2	Giandomenico Basso/Moira Lucca	Skoda Fabia R5	+7.5s
3	Grzegorz Grzyb/Jakub Wrobel	Skoda Fabia R5	+1m04.2s
4	Fabian Kreim/Frank Christian	Skoda Fabia R5	+1m16.5s
5	Bruno Magalhaes/Hugo Magalhaes	Skoda Fabia R5	+1m41.2s
6	Chris Ingram/Ross Whittock	Skoda Fabia R5	+2m32.2s
7	Juuso Nordgren/Tapio Suominen	Skoda Fabia R5	+2m34.7s
8	Fredrik Ahlin/Joakim Sjoberg	Skoda Fabia R5	+3m17.0s
9	Marco Pollara/Giuseppe Princiotta	Peugeot 208 T16	+3m40.8s
10	Orhan Avcioglu/Burcin Korkmaz	Skoda Fabia R5	+3m44.8s

ERC2: Tibor Erdi Jr/Gyorgy Papp (Mitsubishi Lancer E10); ERC3: Martins Sesks/Renars Francis (Opel Adam R2); ERC Junior Under 28: Kreim/Christian; ERC Junior Under 27: Sesks/Francis.



Ingram: Podium on his return



Lukyanuk took series lead with victory

**A**lexey Lukyanuk had played down the threat posed by the local contingent on Rally di Roma Capitale, which signalled the start of the European championship season's second half, but came out on top of a strong entry for the series' second visit to the event.

While established aces such as Paolo Andreucci, Giandomenico Basso, Simone Campedelli and Umberto Scandola had all registered for ERC points, Lukyanuk's focus was on Portugal's Bruno Magalhaes – the title leader heading to Italy – and his younger Russian compatriot, Nikolay Gryazin.

But with the lead his from Saturday's opening test – Gryazin was fastest in the Rome superspecial on Friday night – Lukyanuk found himself in the driving seat. And after back-to-back crashes, the Ford Fiesta R5 driver had ground to make up, making a maximum haul of points in Italy more important than ever.

So much so that he didn't let on he'd been nursing a broken anti-rollbar for much of leg one, anxious not to show any hint of weakness and avoid piling on unnecessary pressure.

Campedelli was intent on securing maximum leg points on his Sunday restart following a double puncture on Saturday while Scandola was out for good due to a car failure on day one. Andreucci was hampered by a back injury and not on top form – the legacy of a hefty testing crash that forced his long-term co-driver, Anna Andreucci, to follow the action from her hospital bed – Lukyanuk's focus switched to double ERC champion Basso.

Despite the Rome event marking Basso's second appearance in a Skoda Fabia R5 and his first with a new co-driver, Moira Lucca, he was becoming an increasing threat to Lukyanuk, although it took the St Petersburg resident a while to realise.

An overnight lead of 15.8s became 6.3s after the first Sunday stage to avoid cancellation due to heavy spectator numbers. Lukyanuk responded in SS11, taking 1.2s out of his rival, before Basso hit back on SS12 to narrow the gap to 6.7s and then cutting the deficit to 5.9s with one stage to go. However, with the event-closing run a 650-metre charge on Ostia's floodlit seafront – a popular beach resort west of Rome – Lukyanuk knew his third win of the campaign was all but assured.

Basso duly settled for second with former

Polish champion Grzegorz Grzyb a fine third ahead of ERC Junior Under 28 winner Fabian Kreim, the German profiting when Andreucci crashed out of fourth and blocked SS13 for a time.

Magalhaes took fifth to keep within 11 points of new leader Lukyanuk in the title chase, set-up issues and a power glitch compromising his efforts to challenge higher up the order.

Chris Ingram was sixth and second in ERC Junior U28 on his return to the championship after missing the last two events through illness. The Briton was one of several drivers to stop and change a puncture on SS5. They also included his compatriot Rhys Yates – who suffered two deflations on the same run – and last year's British championship runner-up Fredrik Ahlin.

The time loss hit them hard although Ahlin was able to complete the ERC Junior U28 podium for the Cumbria-based CA1 Sport team.

Kent's Catie Munnings was a strong fifth in ERC Junior U27 after arguably her most difficult rally to date. Co-driver Anne Katharina Stein's pacenotes had been stolen on Friday, forcing a full rewrite that evening from scratch using onboard videos. A severe migraine then added to Stein's woes.

## NATIONAL HOT RODS

# BLAND DRAWS FIRST BLOOD IN BIRMINGHAM

### National Hot Rods: Birmingham

By Graham Brown

Organiser: Incarace When: July 21 Where: Birmingham  
Wheels Starters: 21

**Shane Bland followed up a win and a second place in the heats with a sterling final victory over Colin Smith in the National Hot Rod season opener at Birmingham.**

Smith was at the wheel of his rejuvenated BMW Z4, which had taken the win in the other heat, and gave chase every inch of the way in the final. A slightly tardy start by the BMW driver was really all that separated them.

A couple of mechanical problems in practice knocked the entry a touch (Russ Wilcox's Vauxhall Tigra blew its transmission while a motor problem halted Andy Lane's new Ginetta) but it was still a quality field which lined up for the first 'back to work' race, including a track return for popular National Hot Rod stalwart Ralph Sanders.

Equally popular it seems, is 'Smiffy's' seldom-seen BMW and he got a demon start to heat one, going into the lead with only one lap gone.

The race had barely got under way when a case of 'three into two don't go' on the back straight meant Danny Smith speared off and

slammed into the wall, causing terminal damage to the car.

The rest pressed on, with Colin Smith building a substantial lead he was going to be glad of later, while Bland got on the outside to relieve Colin Hitch's deceptively fast Peugeot of second spot. Smith's lead looked unassailable but, as the race went beyond mid-distance, backmarkers began to slow him and Bland closed in. With five to go it really did look as though the lead could change hands, however, Smith managed to nip past a couple of lapped cars to keep himself safe and it was he who claimed the first ride on the pace car of the season.

A dusty start to the second heat (oil left by F2 stock cars had required treatment) had early leader Peter Elliott swiftly overtaken by Bland, Elliott spinning soon afterwards. After that, the race became almost a mirror image of the first encounter, with Bland extending his lead while Smith fought his way past Hitch's obstinate but perfectly fair defence of his second spot.

Once past, Smith carved lumps out of the leader's advantage but ran out of laps before Bland's victory was ever seriously threatened.

The final wasn't quite won and lost at the start, but almost. Smith had annexed pole but was slow away after having been brought

back by the steward for 'creeping'. Not only did that enable Bland to get the jump on him, but Hitch nearly managed to sneak past down the inside as well as they charged into Turn 1.

Having parried Hitch's attack, Smith was able to get after Bland and was right on his tail after only a lap. But from that point on, slowly but surely, the leader began edging away.

After that, the interest centred on the places scrap, where Hitch was again proving you don't need the latest kit if it's driven well. For at least half the race, Chris Haird tried in vain to get ahead of the Peugeot, and was only finally spurred into an outside pass by the arrival of Carl Waller-Barrett, Rob McDonald (back in the English series for 2018/19) and Terry Hunn on his tail. CW-B also managed to slip past Hitch before getting under Haird as well as they rounded the pit bend to claim the final podium place.

## Results

Heat one: 1 Colin Smith (BMW Z4); 2 Shane Bland (Vauxhall Tigra); 3 Colin Hitch (Peugeot 206); 4 Aaron Dev (Ginetta G40R); 5 Carl Waller-Barrett (Vauxhall Tigra); 6 Lee Pepper (Peugeot 206cc); 7 Rob McDonald (Vauxhall Tigra); 8 Ralph Sanders (Vauxhall Tigra). Heat two: 1 Bland; 2 Smith; 3 Hitch; 4 Chris Haird (Vauxhall Tigra); 5 Pepper; 6 Shaun Taylor (Vauxhall Tigra); 7 Chris Crane (Vauxhall Tigra); 8 Terry Hunn (Mazda RX-8). Final: 1 Bland; 2 Smith; 3 Waller-Barrett; 4 Haird; 5 Hitch; 6 Hunn; 7 McDonald; 8 Pepper; 9 Kym Weaver (Vauxhall Tigra); 10 Jason Kew (Vauxhall Tigra).



Shane Bland (inset) fended off the close attentions of a rejuvenated Colin Smith (491)

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# SPORTING SCENE

## Szabo steps up into RX Supercar

Double European Rallycross Super1600 champion Krisztian Szabo completed over 100 laps of testing in a 2017 specification EKS Audi S1 Supercar at the World RX in-season test in Latvia last week.

The Hungarian driver has stepped back from full-time action this year while working to secure a Supercar drive and has competed in regional events in an ex-autocross Volkswagen Golf.

"The test went well, it's a step forward," Szabo said. "It was fun and amazing to drive a car like this. I've never driven a car like this so I have to get used to it, to get familiar to know how close I can go to the walls and everything like that. It was better and better through the two days. We made some good settings, so next time I hope we will start from somewhere and not zero."

Szabo is hoping to make his Supercar debut before the end of the season. He said: "For now, this was just a test. We will have a meeting and analyse everything and decide on the next step. If I race I think it will be in Euro RX. Mattias [Ekstrom] and Andreas [Bakkerud] drove the newest car in the test and there is some time difference in the two cars."



Szabo has tested Audi S1



Photos: Hal Ridge, Rally X Nordic, Tony Adams

Solberg could step into WRX

# SOLBERG EYES WORLD RX OUTINGS

## Petter's teenaged son Oliver plans to enter the top flight later in the 2018 season

By Hal Ridge

**Oliver Solberg, son of triple FIA world champion Petter, could make his World Rallycross debut later this season and is eyeing the chance to race full time in the European Rallycross Championship next year.**

The 16-year-old, who became the youngest rallycross Supercar driver ever when he made his debut aged just 15 last year, currently leads the RallyX Nordic Championship standings having claimed victory in rounds two and three this season driving his father's title-winning Citroen DS3.

He had entered the Swedish round of Euro RX at Holjes recently, but was

placed on the reserve list for the event.

"I think we will try the race in Latvia [in September] because I've tried the track and it's really good fun," Solberg Jr told *Motorsport News*. "We'll see, I'll enter and we'll see if I'm allowed."

Asked if he will enter the Euro RX or World RX Supercar category in Riga, Solberg said: "I think World RX will be tough with the car for this track, with it being only Tarmac. It's a nice track and it's more for fun because it's no championship fight, just to try how the level is. If I don't enter European then I'll enter World, I don't know exactly yet."

Solberg, who competes under a Latvian competition licence for his rallycross and rally events in a Peugeot 208 R2, is also set

to take part in Monster Energy's Gymkhana Grid in South Africa at the end of the year in the Citroen Supercar, and could race in the final round of World RX the week before in Cape Town.

"It would be fun," said Oliver. "I asked if they could take the shipping a bit earlier to do the World round. Oliver Eriksson did it last year and he did quite good and we are competing against each other on the same level this year in Nordic, so it would be cool to try out. It's a cool track with a lot of gravel so I think the car feels perfect."

Solberg Jr is eyeing a move to Euro RX Supercar next season to increase his experience. "I'm not allowed to do rally so much in other places [outside of eastern

Europe, due to his age]," said Solberg Jr. "I think maybe European [rallycross] or something like that with the Citroen would be good for the speed and the experience to be consistent and calm with my driving. It would be good practice for rally and it's fun."

Solberg Jr tested the Renault Clio Supercar of Lukas Walfridson, his mother Pernilla's cousin, in Latvia last week, but running was cut short by electrical issues.

● Oliver and Petter Solberg both took part in the Norges Raeste Bakkelop hillclimb in Norway last weekend. Driving his father's Citroen Xsara WRC, Oliver won the event and beat the hill record by more than five seconds, while Petter drove his historic specification Ford Escort Mk2.

## Former champion Ekstrom tries Super1600 Audi S1 during a test session in Latvia

Former World Rallycross champion Mattias Ekstrom sampled Volland Racing's new Audi A1 Super1600 car at the test in Riga last weekend alongside EKS Audi team-mate and former double Super 1600 champion Andreas Bakkerud.

In Ekstrom's first run, driving Artis Baumanis's brand new A1, he immediately went just 0.1s slower than the best managed

by the current Super1600 points leader.

Swede Ekstrom then swapped to Rokas Baciуска's car, which he debuted in the latest Euro RX Super1600 round in Norway and set the fastest Super1600 lap of the day. Bakkerud was almost a second shy of Ekstrom's time.

"It was really exciting to try a Super1600 as I've been watching them all the years I've

been in the paddock," Ekstrom said. "It was a real surprise how well the car handled and how comfortable I was in the car. I can only give a lot of credit to Rolf [Volland] and his team for building really great cars. After driving this I think it's even more clear to me that Super1600 is a very good starting point for someone who wants to have a rallycross career. I jumped in and really enjoyed it."



Ekstrom thought the S1600 was fun

## BRITISH HILLCLIMB CHAMPIONSHIP

### WILLIS KEEPS THE PRESSURE ON

British Hillclimb  
By Tony Adams

**Reigning British champion Trevor Willis maintains a healthy lead in this year's standings after four rounds of the MSA British Hillclimb Championship held in the Channel Islands last week.**

Worcestershire driver Willis, driving a V8-powered OMS 28 took first place in both Top-12 run-offs at Bouley Bay in Jersey on Thursday, beating local man Jason Mourant, driving a Gould GR55, into second place on both occasions.

Although setting the fastest time in practice, second-placed championship contender Will Hall, driving a Force WH, subsequently suffered gearbox issues and did not compete in either run. Scottish driver Wallace Menzies, who is currently lying third, took fourth and third finishes to maintain his position behind Willis in the standings.

The series then moved to Val des Terres in Guernsey and it was local driver Darren Warwick who stole the limelight by winning the first run off in the morning with a time of 27.59 seconds, beating 2014 British champion Alex Summers into second place in his new DJ Firestorm and a resurgent Hall into third.

Warwick said: "This is the first time I have driven here this year and to beat such stiff opposition from the mainland in a heavy car like mine, with its two-



Willis maintained his title hopes

litre Vauxhall engine, only four speed gearbox and absolutely no electronics at all, is simply fantastic, so I am absolutely delighted with the result."

Having overcome technical issues, Hall went on a charge and took the afternoon run off with a time of 27.78s, putting UK driver Richard Spedding into second place with a time of 27.87s in his diminutive GWR Raptor, while Summers pipped Menzies by one hundredth of a second to take third place.

#### Results

##### Round 19

1 Trevor Willis (OMS 28) 37.42s; 2 Jason Mourant (Gould GR55) 37.54s; 3 Darren Warwick (Dallara F399); 4 Wallace Menzies (Gould GR59M); 5 Richard Spedding (GWR Raptor); 6 Dave Uren (Gould GR55B); 7 Alex Summers (DJ Firestorm); 8 Andy Bougourd (Force PT); 9 Darren Gumbley (Force TA); 10 Harry Pick (OMS 3000M).

##### Round 20

1 Willis 37.69s; 2 Mourant 38.00s; 3 Menzies; 4 Summers; 5 Uren; 6 Spedding; 7 Warwick; 8 Gumbley; 9 Nick Saunders (Sturza Reynick); 10 Pick.

##### Round 21

1 Warwick 27.59s; 2 Summers 27.79s; 3 Will Hall (Force WH); 4 Menzies; 5 Willis; 6 Uren; 7 Mourant; 8 Gumbley; 9 Bougourd; 10 Jackie Le Cheminant (Rubis OMS).

##### Round 22

1 Hall 27.78s; 2 Spedding 27.87s; 3 Summers; 4 Menzies; 5 Warwick; 6 Uren; 7 Willis; 8 Mourant; 9 Gumbley; 10 Bougourd.

## ROUND-UP

British champion Rupert North showed some of his championship-winning skills with a stunning day at the **HCC Wales Car Trial**.

Tough sections challenged drivers and cars to the limit. Henry Kitching and Shawn Franklin had a day-long battle, with Kitching overhauling Franklin over the final eight sections by a single point and taking second place, but any chance of overall victory was hindered by two car failures in the class.

Mark Hoppe snatched the rear-wheel-drive class on the final section for fourth overall after Dave Oliver slipped off a camber costing 10 points, dropping to third in class four points back. Early sections proved very challenging with conditions quickly drying necessitating the introduction of multiple restarts.

Garry Preston inherited the front-wheel-drive class as North had won outright, and was eighth overall.

With one round of the British championship remaining, Hoppe is confirmed as British champion. Second place in the standings is covered by just two points, between Barrie Parker, Franklin and Dick Glossop.

Duncan Stephens

#### Results

##### HCC Wales Car Trial

Organiser: Clywd Vale Motor Club Where: Prestatyn When: July 22 Starters: 23

1 Rupert North (Rover Mini) 69.7 per cent; 2 Henry Kitching (Vauxhall Corsa) 83.3 per cent; 3 Shawn Franklin (Citroen Saxo); 4 Mark Hoppe (Dutton Melos); 5 Dick Glossop (Liege); 6 Dave Oliver (Hillman Imp); 7 John Charles (Liege); 8 Garry Preston (Fiat 127); 9 Kevin Roberts (Dutton Phaeton); 10 Barrie Parker (Fiat Seicento).

## IRISH RALLYCROSS

### Tohill dominates at Mondello ahead of rookie Smith

Irish Rallycross

By Paul Phelan

Organiser: Mondello Park Sports Club When: July 22 Where: Mondello Park, Co Kildare Starters: 37.

Double champion Derek Tohill continued his absolute domination with his European Rallycross Ford Fiesta taking another clean sweep of victories in all three of the heats, the Supercar Final and the Super Final.

His path to an almost unchallenged run to a hat-trick of Irish titles was made even easier in the absence of his regular closest challenger, Noel Greene. Greene's Mitsubishi Mirage was present, but in the hands of former British F3 and BTCC driver Gavin Smith, who has been away from the circuits for the past decade.

Without any pre-event testing, Smith played himself in gradually but, by the last main race of the day, he was getting the hang of things and outdragged Tohill when the red lights went out, leading for a few hundred yards before fluffing a gearchange and resuming his customary second position.

At present, Smith doesn't have any plans for a return to regular action, but he did admit to having enjoyed himself.

Former champion Declan Kelly's earlier Fiesta finished third in both finals with Pearse Browne's BMW heading the two-wheel-drive contingent in the Super Final, ahead of another ex-title holder, Vauxhall

Corsa driver Willie Coyne.

The raucous Vauxhall

VX220 of Peter McGarry led Coyne home in the **Modified Final**, with the eldest of the Coyne family, double champion Michael, holding third until a suspension problem forced him to retire his Vauxhall Nova.

Ciaran Murphy again narrowly defeated Derek Lenehan in the **Production Final**. Trish Denning was well clear of Thomas O'Rafferty among the **Rally Cars**, while Denis McCrudden suffered his first defeat of the year in the **Fiesta Zetec Final**, with David Maher getting ahead on the final lap.

The **Junior Final** had to be re-run after a red flag, with Jack Byrne narrowly taking the honours ahead of Christopher Grimes, both Fiesta mounted.

#### Results

**Super Final:** 1 Derek Tohill (Ford Fiesta) 3m55.723s; 2 Gavin Smith (Mitsubishi Mirage) +14.522s; 3 Declan Kelly (Ford Fiesta); 4 Pearse Browne (BMW Compact); 5 Willie Coyne (Opel Corsa); 6 Lloyd Spendlove (Lotus Exige).

**Supercar Final:** 1 Tohill 3m57.025s; 2 Smith +14.477s; 3 Kelly; no other finishers.

**Modified Final:** 1 Peter McGarry (Vauxhall VX220) 4m10.656s; 2 Coyne +6.477s; 3 Browne; 4 Spendlove; 5 Philip Kelly (Peugeot 205); 6 Chris Grimes (Vauxhall Nova).

**Production Final:** 1 Ciaran Murphy (Peugeot 106) 4m35.733s; 2 Derek Lenehan (Citroen Saxo) +0.490s; 3 Vincent O'Rourke (Peugeot 205); no other finishers.

**Rally Cars Final:** 1 Patricia Denning (Mitsubishi Lancer E9) 4m22.335s; 2 Thomas O'Rafferty (Vauxhall Nova) +10.404s; 3 Joe Downey (Peugeot 206); 4 Coly Loughlin (Honda Integra); no other finishers.

**Ford Fiesta Zetec Final:** 1 David Maher 4m55.012s; 2 Denis McCrudden +0.887s; 3 Jamie Ferris; 4 Brian Matthews; no other finishers.

**Junior Final:** 1 Jack Byrne (Ford Fiesta) 4m51.902s; 2 Christopher Grimes (Ford Fiesta) +1.575s; 3 Danny Nolan (Ford Fiesta); 4 Eoin Kinsella (Ford Fiesta); 5 Luca Grimes (Ford Fiesta); no other finishers.



Tohill was uncatchable

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**WRITE TO US**  
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MN does not always agree with opinions expressed in letters

### MN SAYS...

# Hamilton's at the very top of his game

## Mercedes man performs the impossible with unlikely Hockenheim victory

Bernie Ecclestone certainly had some off-the-wall ideas when he was in charge of F1. One of them was to have sprinklers on the trackside to occasionally dampen the circuit to make races more lively. Was it a crackpot plan? Almost certainly, but a bit of precipitation certainly does spice up grands prix.

Sunday's German Grand Prix was a prime example, and it was one where those who could think on their feet could make a difference. It demonstrated Lewis Hamilton at the height of his powers. Sure, he was helped out by Sebastian Vettel's uncharacteristic error as his Ferrari skittered into the gravel when he seemed assured of a win, but Lewis had to be there ready to pounce. And he did all of this from 14th on the grid after a car failure in qualifying.

It was Hamilton's reaction to his qualifying woe that showed just how much F1 success means to him. After trying to push the car to the pits, he crouched beside the car in abject disappointment. This means everything to him, and his joy after an epic drive on Sunday was thoroughly deserved.

**Matt James, Editor (Twitter: @MattJMNews)**



### YOUR PICS



LETTERS@MOTORSPORT-NEWS.CO.UK

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



ART EDITOR MIKE STOKOE'S  
**FAVOURITE OF THE WEEK!**

Robert Taylor enjoyed his recent trip to the Goodwood Festival of Speed showpiece



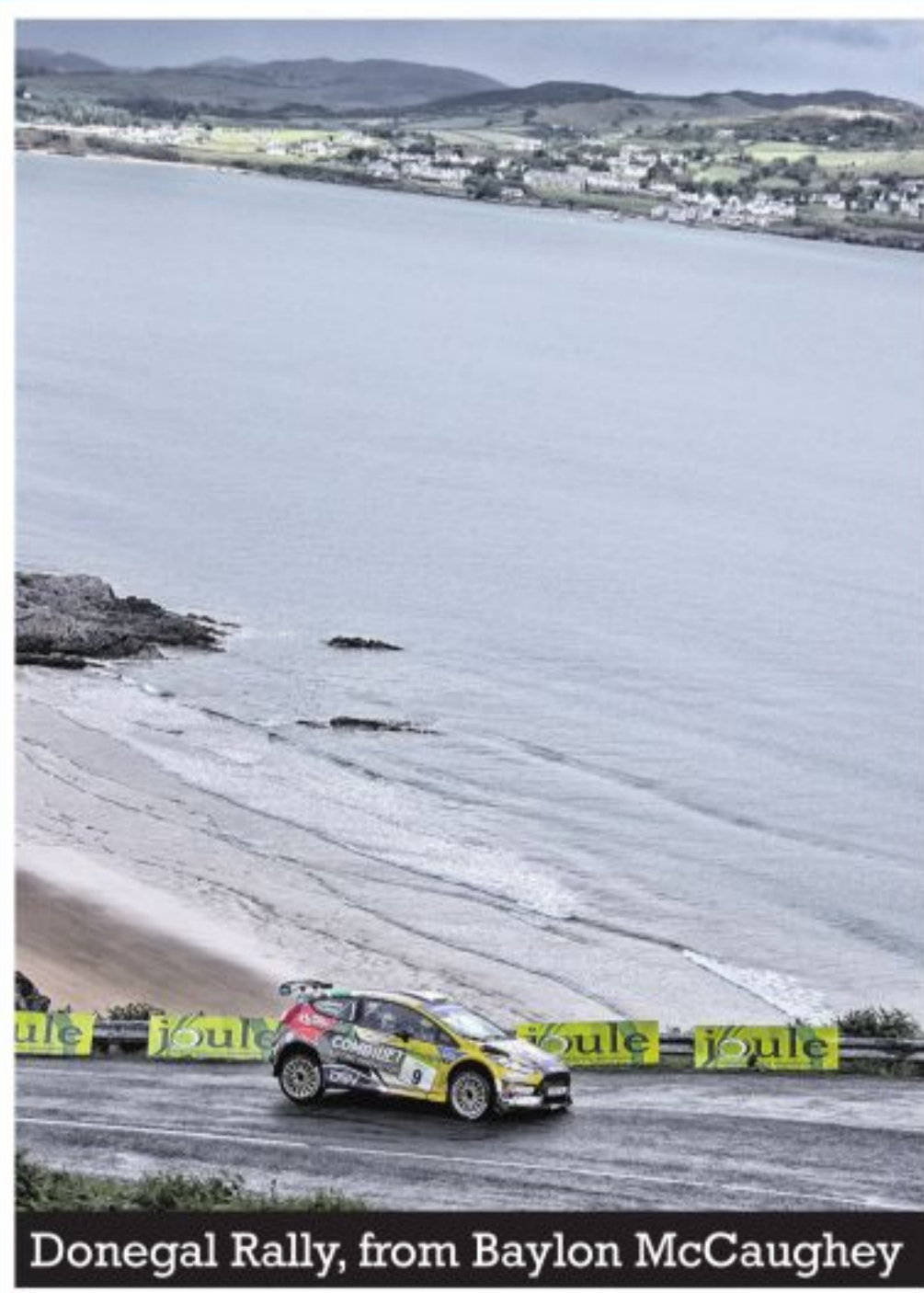
A very sunny Prescott and Tim Hall managed to snap this hillclimbing Scimitar



Dusty Nicky Grist shot, from Will Jones



Justin Ward's shot of Tom Ingram



Donegal Rally, from Baylon McCaughey



Mark Farmer's shot of Bugatti Type 51



Spectacular rally car, by Owen Jones



Austin Healey action from the Prescott hillclimb course, photograph by Tim Hall



Justin Ward caught this shot of Jason Plato at the recent Dunlop tyre test at Snetterton

**GOT AN OPINION?**


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

## TV GUIDE

**motorsport.tv**

Watch the latest round of the British Racing and Sports Car Club's **National Formula Ford Championship** for some of the best racing action anywhere in the UK, with the most recent meeting taking place at Castle Combe (Thursday, 1430-1500hrs). Could Niall Murray continue his domination of the series and extend his lead in the standings? Or would Michael Eastwell close the gap and take his first win in the category?

There's a chance to watch **Britcar Championship** action from Oulton Park (Thursday, 1600-1630hrs) for round three of the endurance series. Catch the best bits from the **Chateau Impney Hillclimb** as more than 200 competitors compete in one of the UK's most unique hillclimb events (Friday, 1000-1100hrs). And enjoy the latest round of the **Porsche Supercup** championship from Hockenheim in Germany (Saturday, 0800-0830hrs) as the series heads towards the halfway point of the season. Florian Latorre claimed his maiden win last-time out at Silverstone but reigning champion Michael Ammermuller still leads the championship.



Murray: FF1600 dominant

**LIVE TV**  
motorsport.tv

- Blancpain GT Endurance: Spa 24 Hours Coverage from Saturday, 1500hrs until Sunday, 1600hrs

## LIVE TV

**European Formula 3: Spa-Francorchamps**

- Race 1: Friday, 0945-1100hrs, BT Sport 1
- Race 2: Friday, 1345-1445hrs, BT Sport 1
- Race 3: Saturday, 0800-0915hrs, BT Sport 1

**Formula Renault Eurocup: Spa-Francorchamps**

- Race 1: Friday, 1445-1600hrs, BT Sport 1
- Race 2: Saturday, 1030-1145hrs, BT Sport 1

**GP3: Hungaroring**

- Race 1: Saturday, 0910-1005hrs, Sky

**Sports F1**

- Race 2: Sunday, 0905-0955hrs, Sky Sports F1

**Formula 2: Hungaroring**

- Race 1: Saturday, 1530-1700hrs, Sky Sports F1
- Race 2: Sunday, 1015-1120hrs, Sky Sports F1

**BTCC: Snetterton**

- Action all day Sunday, 1030-1830hrs, ITV4

**Porsche Supercup: Hungaroring**

- Race: Sunday, 1130-1215hrs, Sky Sports

**F1/1145-1230hrs, Eurosport 2**

**Blancpain GT Endurance: Spa 24 Hours**

- Race: Saturday, 1515-1645hrs/2100-2230hrs, Eurosport 2
- Sunday, 0730-0900hrs, Eurosport 1/1345-1545hrs, Eurosport 2

**NASCAR: Pocono**

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

**IndyCar: Mid-Ohio**

- Race: Sunday, 2000-2300hrs, BT Sport EPSN

**Hungarian Grand Prix Sky Sports F1 HD coverage**

- Drivers' press conference: Thursday, 1400-1430hrs
- FP1: Friday, 0945-1150hrs
- FP2: Friday, 1345-1550hrs
- FP3: Saturday, 1045-1215hrs
- Qualifying: Saturday, 1300-1540hrs
- Race: Sunday, 1230-1710hrs
- Highlights: Sunday, 2125-2225hrs

**Channel 4 HD highlights**

- Qualifying: Saturday, 1730-1900hrs
- Race: Sunday, 1845-2100hrs

## LIVE WRC

**Rally Finland, BT Sport**

- Thursday
- SS1 Thursday, 1800-1900hrs, BT Sport 1
- Friday
- SS11: Friday, 1800-1900hrs, BT Sport 3
- Saturday
- End of day 1 review: Saturday, 1000-1030hrs, BT Sport 2
- End of day 2 review: Saturday, 2215-2245hrs, BT Sport 1
- Sunday
- SS21 Sunday, 0730-0830hrs, BT Sport 2
- SS23 Sunday, 1100-1230hrs, BT Sport 2
- End of day 3 review: Sunday, 2115-2145hrs, BT Sport 1

**Red Bull TV**

- End of day 1 review: Friday, 2000-2030hrs
- SS16 Saturday, 1345hrs
- End of day 2 review: Saturday, 2000-2030hrs
- End of day 3 review: Sunday, 2000-2030hrs

**Channel 5**

- Highlights: Tuesday, 1900-2000hrs

**End of day reviews**

- Day 1: Friday, 2230-2300hrs
- Day 2: Saturday, 2230-2300hrs
- Day 3: Sunday, 2230-2300hrs

## LISTINGS



Clio 182s are back in action again, this time at Cadwell Park

**RACING SATURDAY**

- Kirkistown, N Ireland**
- 500MRCI meeting:** Road Sports, Ford Fiesta Zetec, FF1600, Saloon/GT, Formula Vee, Formula Libre, Strykers, Ginetta Juniors
- Starts** racing from 1300hrs (qualifying from 0900hrs)
- Admission** adult £15 child free
- Web** kirkistown.com

**SATURDAY/SUNDAY**

- Snetterton, Norfolk**
- BTCC meeting:** BTCC, F4, Carrera Cup, Clio Cup, Ginetta GT4, Ginetta Junior
- Starts** Saturday, racing from 1330hrs (qualifying from 0905hrs) Sunday, racing from 0915hrs
- Admission** adult £34, under 13 free
- Web** msv.com
- Contact** 0843 453 9000
- Cadwell Park, Lincs**
- 750MC meeting:** Clio 182, BMW Car Club, Locost, Toyota MR2, RGB Sports 1000, Roadsports, 750 Formula, Historic 750 Formula, Sport Specials, Classic Stock Hatch, Hot Hatch, MX-5 Cup
- Starts** Saturday, racing from TBA (qualifying from 0900hrs) Sunday, racing from TBA (qualifying from 0900hrs)
- Admission** adult £16, under 13 free
- Web** msv.com
- Contact** 0843 453 9000
- Silverstone, Northants**
- BRSCC meeting:** FF1600, Mazda MX-5, Alfa Romeo, Fun Cup, Track Attack
- Starts** Saturday, racing from 1130hrs (qualifying from 0900hrs) Sunday, racing from 1030hrs (qualifying from 0900hrs)
- Admission** £15
- Web** silverstone.co.uk
- Contact** 08704 588260

**SUNDAY**

- Donington Park, Leics**

**MSVR meeting:** Porsche, Welsh Sports/Saloons, Jaguar XK/50s Sports, Pre '66 Jaguars, GT Challenge, Inter Marque, Pre-War Team Challenge

**Starts** racing from 1215hrs (qualifying from 0910hrs)

**Admission** adult £16, under 13 free

**Web** msv.com

**Contact** 0843 453 9000

**RALLY SATURDAY/SUNDAY**

- Mallow, County Cork**
- Jim Walsh Forest Rally**
- Starts** 1131hrs
- Admission** free
- Web** corkmotorclub.com

**SUNDAY**

- Epynt, Powys**
- Harry Flatters Rally**
- Starts** 0830hrs
- Admission** free
- Web** breconmotorclub.co.uk

**SPORTING SCENE SATURDAY/SUNDAY**

- Wiscombe Park, Devon**
- British Hillclimb**
- Starts** 0845hrs
- Admission** TBA
- Web** britishhillclimb.co.uk

**SUNDAY**

- Northampton, Northants**
- BrisCA F1**
- Starts** 1200hrs
- Admission** TBA
- Web** brisca.com
- Croft, N York**
- British Rallycross**
- Starts** 0900hrs
- Admission** adult £14, under 15 free
- Web** rallycrossbrx.com

*Details correct at time of press but please check before travel*

## THE VOICE OF BRITISH MOTORSPORT

# MOTORSPORT NEWS

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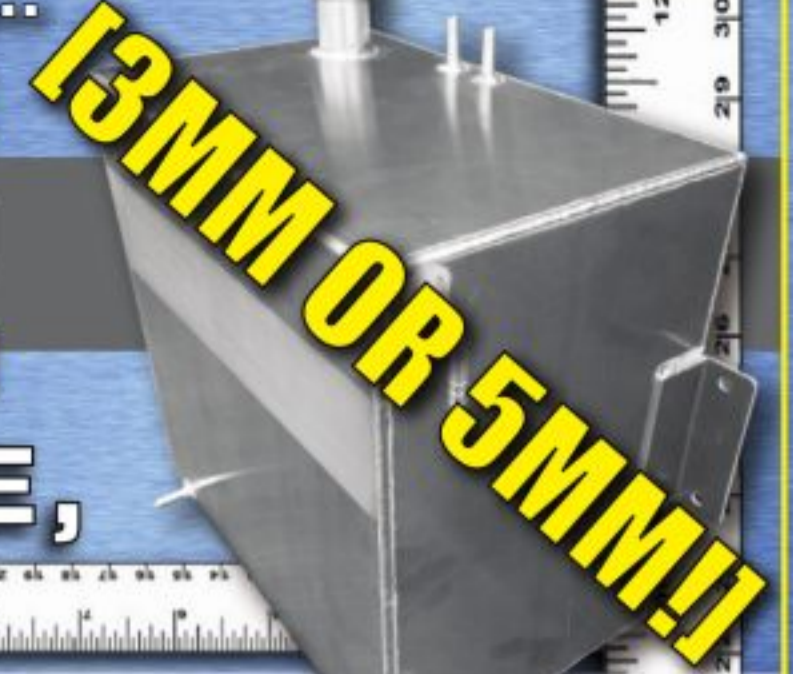
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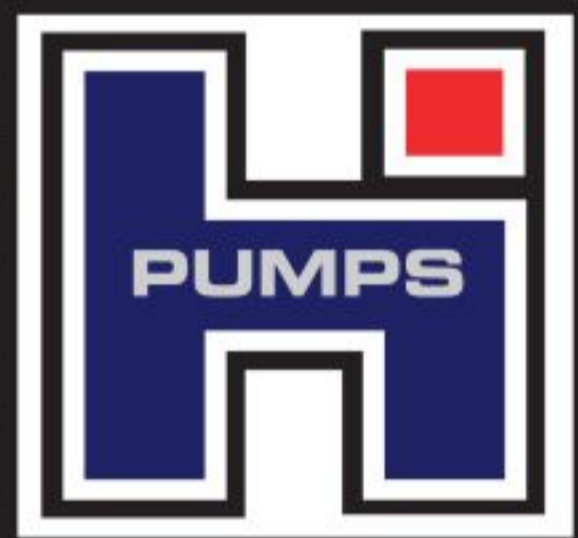
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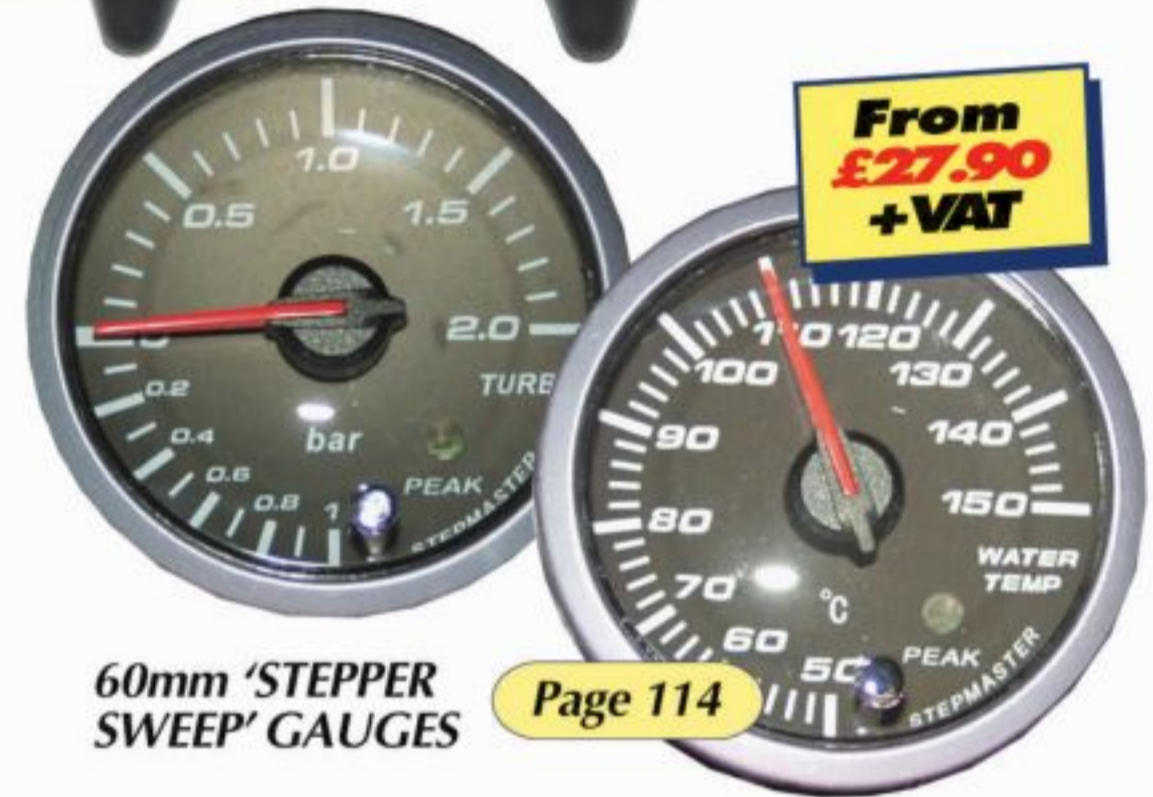
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### Spec

- Vehicle make: MERCEDES
- Model: 1823L
- Body Type: Box Van HGV
- Year of manufacture: 2005
- Cylinder capacity (cc): 6370 cc
- Fuel type: DIESEL
- Vehicle colour: BROWN
- Wheelplan: 2-AXLE-RIGID BODY
- Revenue weight: 18000kg (declassified so can be driven on a car license)
- NB: private plate 40JN is not included in the sale

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