CUPRA ATECA



WE BELIEVE IN DESTINATION, NOT DESTINY.

CUPRA ATECA. CREATE YOUR OWN PATH.

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

CUPRAOFFICIAL.CO.UK

CUPRA

Official fuel consumption for the CUPRA Ateca mpg (litres/100km): 31.7 (8.9) – 32.5 (8.7). CO_2 emissions 197-199 (g/km).

*Figures shown are for comparability purposes; only compare fuel consumption and CO_2 figures with other vehicles tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted (post-registration), variations in weather, driving styles and vehicle load. Data correct at April 2020.

THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

■ APRIL 22 2020 ■ EVERY WEDNESDAY ■ £3.60 ■ FORMERLY MOTORING NEWS



TRIBUTE

REMEMBERING STIRLING MOSS

How one man changed the face of motorsport P20

Toyota star says he'll hit the ground running when world title battle resumes

EVANS: I'LL BE READY TO POUNCE WHEN WRC SPARKS AGAIN





Brit Evans is currently flying high in the WRC

By Matt James

Toyota Yaris ace Elfyn Evans says he will be totally prepared for the return of competition as he chases his first World Rally Championship crown.

Evans is second in the WRC standings after three rounds. He became the first Brit to win Rally Sweden in February to add to his podium on the season-opening Monte-Carlo Rally. He sits just eight points behind table-topper, team-mate Sebastien Ogier.

Speaking exclusively to Motorsport News, Welshman Evans, who missed three rounds of the 2019 campaign due to a back injury, said that he and co-driver Scott Martin were already doing research about events in the latter half of the year when the WRC returns after the global health crisis.

"Of course, not being able to drive or co-drive together [with Martin] is not ideal, but this is the same for every crew on the entry list," he said. "We had experience of this last year when I was out for a couple of months with a back injury – after that, it didn't take so long for either of us to get back into the swing of things, so we aren't overly concerned."

Full exclusive interview, p12-15

THE VOICE OF BRITISH MOTORSPORT
MOTORSPORT NEWS



REFLECTION

STEVE RIDER'S MAGIC MEMORIES

Racing's best TV anchor man looks back P16



INTERVIEW

WHY RHYS YATES IS A MAN IN A HURRY

The Briton will heady rallying ambitions P8

KELSEYmedia

9 770027 226288 17

£3.60

we share your passion



On-Track Accident Damage Cover
Motorsport Commercial & Liability
Road Insurance for Competition, Sports, High Performance & Modified Cars
Insurance for Event Organisers
Personal Accident & Travel

0115 965 1020
On-Track Accident Damage
Motorsport Vehicles, Competition and Sports Cars

0115 965 1050
Commercial Policies, Liability Cover and Personal Accident

reis motorsport insurance

www.reis.co.uk
talk2us@reis.co.uk

Reis Motorsport Insurance is a trading name of Insurance Factory Limited.
Insurance Factory Limited is authorised and regulated by the Financial Conduct Authority (No. 306164).
Registered Office: 45 Westerham Road, Sevenoaks, Kent TN13 2QB.

COMMENT



Elfyn Evans and Scott Martin are carrying British hopes into the rest of the 2020 season

THE BRITS FLYING THE FLAG FOR US

It has been a long time since a driver from these shores has had a decent shot at the World Rally Championship, but the UK is in the box seats this term.

Elfyn Evans and his co-driver Scott Martin are in the heat of the world title battle, and it is an honour that the pair have taken some time out of their schedules to talk to Motorsport News and answer some readers' questions. Their answers are revealing, and demonstrate a level of dedication and determination to win the ultimate prize that Britain hasn't had for a long time. While the season is on lockdown, they have had time to regroup and prepare for the push in the longer term. Motorsport News can do nothing but wish them the best.

We speak to ITV4's ultimate anchor man Steve Rider, who is reaching out to help raise money for worthy causes. He is a man who is far too humble to acknowledge the role he has played in both international and national motorsport over the last four decades, and he describes some of that journey to us.

Also in Motorsport News this week you can read about historic Mini racer Jonathan Lewis, a man who has been at the forefront of national racing for more than 40 years in various guises – and he's also a bloody good bloke. He has given up his spare time to volunteer in his local area amid this global health crisis. He is on alert to deliver prescriptions all the while he can't deliver lap times. And he is just one example of how the motorsport community has rallied (pardon the pun) around to help others as well as itself. It is an attitude that makes you feel proud to be part of the motorsport community.

We profile two young men in a hurry too. Luke Barry caught up with Rhys Yates, who is laying out his own blueprint to climb to the summit of the World Rally Championship and is very frank about his targets, and his plans to get there. Deputy editor Graham Keilloh speaks to Swede Linus Lundqvist, another man in a hurry to make it to the top of motorsport but one who is having to expand his horizons to do so.

That's what motorsport is about though: looking at all avenues to make sure that the individual can climb as far as they can. They all need to be applauded for that attitude.



Matt James
matt.james@kelsey.co.uk

MOTORSPORT NEWS

ISSUE MJ3228 APRIL 22 2020

IN THIS ISSUE



P8

A BUSY SEASON FOR RHYS YATES

Young Briton who is aiming to claw his way to rallying's top table



P10

STILL GETTING THE KICKS

How historic Mini racer Jonathan Lewis is coming to the rescue



P16

Steve Rider's fine gesture

TV man's generosity prompts motorsport memories

P18

A Swede who's not a turnip

Profile on rising single-seater star Lundqvist



News: Racing 4
News: Rallying 6
Profile: Rhys Yates 8
Column: Jonathan Lewis 10
Q&A: WRC stars Elfyn Evans and Scott Martin 12
Feature: Steve Rider 16
Profile: Linus Lundqvist 18
Retro: Stirling Moss's career 20
Column: Jonathan Browne 22
What's on/readers photos 23



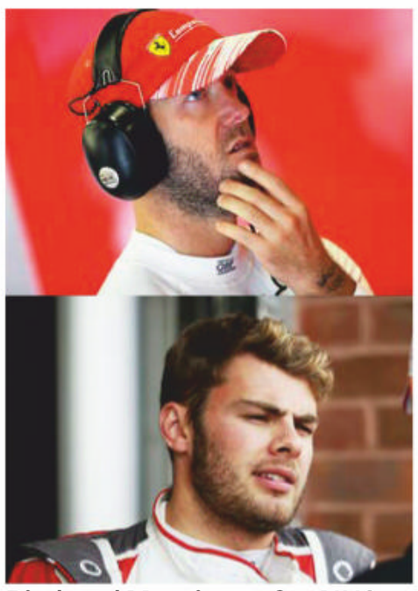
P20

Stirling Moss's amazing career

FOR MOTORSPORT NEWS STAFF CONTACT DETAILS PLEASE SEE P23

Advertising enquiries: 01233 228753

RACING NEWS



Bird and Morris ran for NHS

BRITISH DRIVERS' HALF MARATHON NHS FUNDRAISER

Sam Bird and Seb Morris were among more than 30 British racing drivers raising funds for the National Health Service's fight against coronavirus by running a half marathon last Saturday.

Each of the participants ran a 13-mile half marathon distance, starting at 10am, individually within their home areas – in line with the UK Government's social distancing guidelines – to raise money for NHS Charities Together. Bird organised the drivers' fundraising effort and set up a JustGiving page with a target of £10,000, and more than three times this total had been raised as MN went to press. The page can be visited here: justgiving.com/fundraising/sam-bird15. Fans also could track drivers' progress via social media.

"We all want to play our part and do our bit to try and support the work of our amazing NHS, especially the staff and volunteers who are doing so much caring for people with coronavirus – this is a great way to do that," Morris said. "Any support anybody can give, even if just £1, will be incredible and make such a difference. It's all about the fundraising but, as we're all racing drivers, there's guaranteed to be a little bit of competition and rivalry too!"

The participants included, as well as Bird and Morris, Andy Meyrick, Andy Priaulx, Will Stevens, Oliver Jarvis, Jon Lancaster, Oli Webb, Harry Tincknell, Paul Rees, Jonny Adam, Mike Simpson, Charlie Hollings, Duncan Tappy, Tom Ferrier, Ross Gunn, Richard Westbrook, Daniel Brown, Stuart Hall, Charlie Robertson, Piers Maserati, Rob Collard, Ollie Millroy, Callum Ilott, Stephen Jelley, Dan Harper, Elliott Cole, Ryan Cullen, Alex Buncombe, Kiern Jewiss, Sandy Mitchell, Jamie Chadwick, Shaun Balfe, Philip Glew, Ben Barnicoat, as well as Red Bull Racing's Formula 1 sporting director Jonathan Wheatley.

AUSTRIA IN LINE TO OPEN THE 2020 FORMULA 1 SEASON

As more races fall by the wayside, the Red Bull Ring in Spielberg is ready for a closed-doors race

Photos: Motorsport Images, Jakob Ebrey



The Austrian round could start F1 calendar

By Matt James

The Austrian Grand Prix could be the opening race of the 2020 Formula 1 World Championship season and has the option to run behind closed doors.

All grands prix through to the middle of June – including the Canadian race which was scheduled for June 14 – have been binned amid the global coronavirus health crisis. That means currently the French Grand Prix at Paul Ricard, which is scheduled to take place on June 28, is provisionally the opening race of the campaign. However, more draconian lockdown measures have been introduced in France, which has put that race in jeopardy too.

The Austrian Grand Prix is due to take place on July 5, two weeks before the British Grand Prix at Silverstone.

Austrian sports minister and vice-chancellor Werner Kogler said last week that the nation's government would not oppose the country's race going ahead behind closed doors.

He said: "We don't want to stand in the way. This is a completely different situation than games in a stadium. Several people are affected. The minimum distance rules would have to be observed in the same way, of course. But that seems possible. I don't want to hide the fact that I'm in contact with the Styrian governor in this regard. This would be in the existing calendar in July.

"Ultimately, the sports federations must decide that for themselves. And that I was also in contact with Helmut Marko, who for his part plays a corresponding role at Red Bull and has acted as a mediator.

"I told him I would like to honour this, that we will forward all the applicable guidelines to the relevant motorsport associations as a service, so that they can see what is possible or not."



HAMILTON AND NORRIS OVERALLS AUCTIONED FOR NHS

Actually-used Formula 1 overalls from Lewis Hamilton, Lando Norris and Sergio Perez are among the racing memorabilia being auctioned by Bonhams for the NHS Charities Covid-19 Urgent Appeal.

As part of Bonhams' not-for-profit digital auction, wherein 100% of the proceeds will go to NHS staff and volunteers supporting coronavirus patients, fans can bid for the Mercedes overalls that Hamilton wore in three race weekend practice sessions last season, as well as bid for overalls worn in several practice sessions last year by his team-mate Valtteri Bottas. You also can bid for a set of Norris's signed race-worn McLaren overalls and the Racing Point overalls that Perez used in Barcelona testing this year. The recipient of Perez's overalls will also get a special 10-minute video call with the Mexican.

Also available in the bidding is a Williams VIP experience for two at the 2021 British Grand Prix and a VIP visit for four to the ROFGO Gulf Heritage Collection in Hampshire, where collector Adrian Hamilton will personally show the recipients around the collection that includes 38 Gulf racing cars including the iconic Ford GT40.

The auction is online now at bonhams.com and is running until Wednesday April 29. All lots can be viewed at bonhams.com/theblueauction.

Ferrari also is supporting health workers' fight against coronavirus, by producing thermoplastic respirator valves and fittings for protective masks, in the Maranello department where prototypes are usually built.

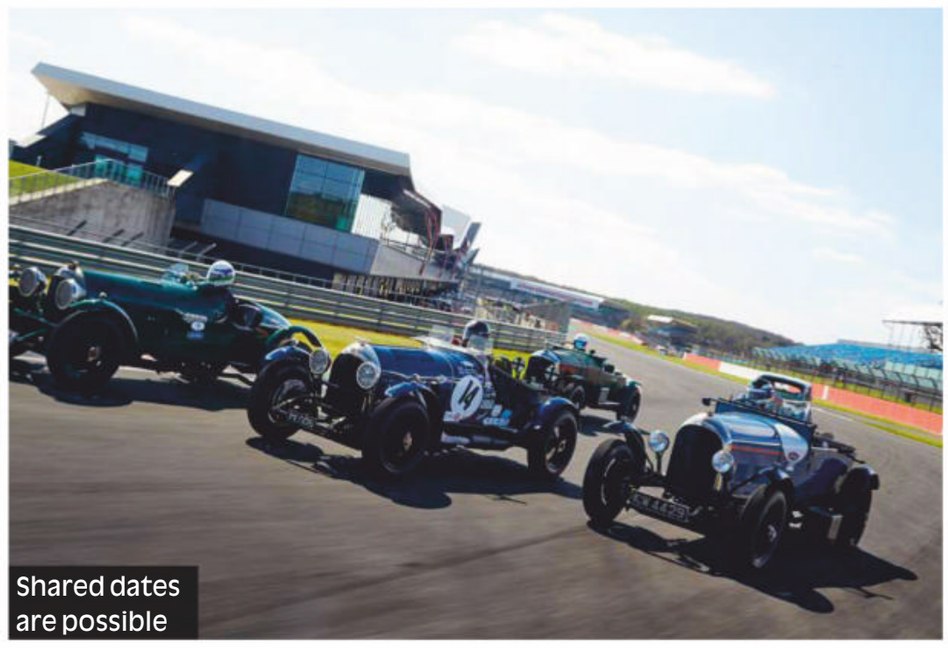
Several hundred Ferrari-manufactured items will be distributed to various Italian hospitals and health workers.

RACING NEWS

Photos: Paul Lawrence, Jakob Ebrey



Clubs vowed to cooperate



Shared dates are possible

HISTORIC CLUBS TO COOPERATE FOR LATE-2020 RESCHEDULING

Leading historic clubs vow to work together to fit in as many events as possible once 2020 racing resumes

By Paul Lawrence

Three leading organisers of historic racing have agreed to work together in rescheduling events over the later part of the 2020 season.

The Historic Sports Car Club, Masters Historic Racing and French-based HVM Racing will cooperate on rescheduled dates, shared race meetings and guest races at each other's events to create viable race meetings that offer as many racers as possible the chance to race at leading venues this year.

Should racing resume, the later months of 2020 are set to be very crowded as promoters try to reschedule postponed into an already busy schedule.

Andy Dee-Crowne of the HSCC said: "This is good for the sport and makes good business sense and I'd like to thank Ron Maydon at Masters and Laurent Vallery-Masson at HVM for joining us in this process.

"No-one can yet be sure when racing will be allowed to restart and we can't yet predict what grid sizes will be like. While there will clearly be pent-up demand to go racing, we also recognise that some competitors will be focused on business recovery after the impact of the Covid-19 pandemic. We want to make sure that we can all accommodate those who want to go racing again."

As an example, both the HSCC and Masters have had to postpone two-day race meetings at Donington Park scheduled for June. Given the calendar pressures, a consolidated joint event over a longer weekend may be a viable alternative.



Masters F1's famous Ligier JS11

OBITUARY

Mike Anthony
1928-2020

Mike Anthony, a stalwart of Team Lotus through the 1950s, died in mid-March aged 91 after a period of illness.

He raced for Colin Chapman's fledgling team in its first event at Oulton Park in 1954 when he raced a Lotus Mk VI in the BRDC British Empire Trophy.

He later persuaded Chapman to build a Mk VIII stretched to accommodate the two-litre Bristol engine and this became the Mk X.In 1956 he raced a Lotus Eleven across Europe and built his own Standard Vanguard-based version of the famous Mercedes-Benz high speed single-car transporter.

OBITUARY

Paul Simms
1945-2020

The UK historic racing fraternity is mourning the recent death of Paul Simms at the age of 74. Best known as the father of leading racer Benn, Paul lost his battle against the Covid-19 virus.

Paul raced in Pre '74 Formula Ford in the 1990s and was soon followed into racing by his son. At one point, they ran a pair of Merlyn Mk20s. In later times, Paul concentrated on the preparation of Benn's cars and was ever present at race meetings.

They enjoyed great success in Historic FF1600, FF2000 and Classic F3, winning seven HSCC titles. MN sends it condolences to Simms' family and many friends in motorsport.

TAYLOR SWITCHES FOCUS TO LOTUS CORTINA FOR 2020



Ex-TCR racer Taylor in his Cortina

Former TCR UK frontrunner Ollie Taylor is switching his focus to a Lotus Cortina for the 2020 racing season.

Taylor, who battled with Dan Lloyd for the 2018 TCR title, is taking a different approach to his racing in the car owned by his father James and plans to tackle selected races once the season gets underway.

"I've not driven anything like this before and it is a lot to get used to," said Taylor. "But it's going great and we hope to do seven or eight meetings including Spa. I'd love to get the chance to race at Goodwood. I've never driven anything that puts such a smile on your face."

Taylor started racing in 2009 in Caterhams and was Superlight champion in 2013. He then raced in Dutch Supercars before moving to TCR in 2018. Now comes the Cortina, which has been built up by the Jordan Racing Team. The team of Mike and Andrew Jordan is about to start its ninth Lotus Cortina project.

The switch to the Cortina was inspired by Taylor Sr, who raced in Formula Ford in the 1980s and ran cars for Mark Blundell in period. "Dad always wanted a Lotus Cortina when he was young and it is his car. He'll do some trackdays and may even race it," Taylor Jr added.

Taylor has already completed a couple of tests but is now waiting for racing to start in the light of coronavirus. This year's Silverstone Classic, on July 31 to August 2, could be his first event.

Hunt is on for 74 disappeared Shelsley Specials

The hunt is on to track down 74 speed event cars that are classed as Shelsley Specials, one-off cars built to challenge for success at the Shelsley Walsh hillclimb.

Since the earliest days of the Worcestershire hillclimb, more than 110 years ago, inventive, rapid and sometimes weird cars have been built and run up the hill and the Midland Automobile Club is now trying to track down more than 70 specials that have disappeared from view.

The 1920s GN-based Spider I design of Basil Davenport remains the most famous Shelsley Special, having broken the hill record four times. Many such cars are still active, but devices like the Jabberwock, Hydrastumper Special and the Triangle Flying Saucer are being sought.

It is planned to get as many as possible back to Shelsley this year, hopefully at the Reg Phillips meeting in early July.



The Spider I in action in 2018

Formula Junior racer Hughes to concentrate on E-type when 2020 racing resumes

Formula Junior racer Jonathan Hughes plans to concentrate on racing a Jaguar E-type when the 2020 season finally starts.

The North Yorkshire driver has acquired a car from Jaguar expert Mike Wilkinson and is planning to take part in a mix of races in the Jaguar Classic Challenge, GT and Sports Car Cup and with Peter Auto in France.

"I've now sold the Formula Junior Brabham and the E-type is the main focus for this year," he said during a test day at Donington Park in March earlier this year. "That was my first day in the car."

Hughes made his E-type debut at last year's Donington Historic Festival, where he shared the car with Mark Wright.

IN BRIEF

Roger Cowman passes away

MN was sad to learn of the death aged 73 of Roger Cowman, a tenacious race team owner in Formula 3 and Formula 3000 in the 1980s. Cowman was a true wheeler-dealer in motorsport and managed to run cars on the most slender budgets and raced in his earlier years before setting up a race car parts business. More recently, he was central to the BOSS single-seater series.

Bo'ness Hillclimb cancelled

The Bo'ness Hillclimb Revival, scheduled for the first weekend of September, has been cancelled and the organisers will now concentrate on planning for the 2021 event. The Bo'ness hill near Falkirk was used between 1932 and '66 and then revived for use in 2008. The 2020 event would have been the 13th Revival.

Heritage Trial gets interest

The inaugural Heritage Trial for early post-War cars has drawn interest from more than 30 car owners. Although the event has been postponed from the planned date of June 14, the level of potential support has exceeded expectations and it is planned to secure a new date later in the year. Dellows, Allards and Bucklers are all likely to take part.

HSCC launches virus award

The HSCC has launched the Hero Award for the club member, series or championship making the most outstanding contribution to the community or motor racing during this time of crisis. The award will recognise the work, whether voluntary or professional, done by so many people during the current Covid-19 crisis and will be presented at its awards dinner in November.

Advertising enquiries: 01233 228753

RALLY NEWS

NEW ZEALAND COULD BE SACRIFICED IN 2020

Rally New Zealand could hold the key to the WRC rounds in Portugal and Sardinia going ahead later in the year, Motorsport News understands.

New Zealand is due to return to the world championship from September 3-6 – potentially as the second round of the season, assuming Rally Finland opens the campaign from August 6-9 in light of the Safari Rally's reported postponement.

Although Rally New Zealand bosses stated earlier this month that work is "continuing to host a leg of the WRC in September", they accepted there is "major global uncertainty affecting everyone" and would "continue to liaise closely with local and central government agencies as well as the WRC Promoter and FIA".

New Zealand, which has essentially banned non-citizens or residents from entering the country amid the coronavirus pandemic, has a one-year deal with WRC Promoter.

But if the event bowed out this year, it could potentially free up room in the calendar to fit Portugal and Sardinia during the window between Finland and Turkey's round (on September 24-27).

Although New Zealand would be lost from the 2020 schedule, it could effectively ensure more rounds ultimately take place and therefore be looked upon favourably for a 2021 slot.

Photos: mcklein-imagedatabase.com



Solberg: ran a team before



Champ has a works project

SOLBERG PATIENT WITH WORLD RALLY CHAMPIONSHIP TEAM BOSS DREAM

WRC legend's return as a factory-backed principal has been put on hold – for now

By Graham Lister

Plans for Petter Solberg to return to the World Rally Championship as boss of a factory-backed team are on hold due to the coronavirus pandemic.

He told Eurosport.no last week that "all I have to do is press a button" of his efforts to have a team funded by an unnamed manufacturer ready by 2022.

"It's on hold," Solberg told the website. "That [coronavirus] is something we must respect. Whether [it] happens in 2022, 2023 or 2024... I don't stress. The plan was 2022. I know how much time we need to build a team, car and stuff like that. I have the right people in all areas. I have a dream, to have a factory team and win."

Solberg is no stranger to team ownership. He established a private outfit to continue driving at rallying's top level for the 2009, '10 and '11 seasons, recruiting fellow ex-Subaru colleagues Francois-Xavier Demaison and Ken Rees as engineer and team manager respectively.

After a return to the factory Ford fold in 2012, Solberg switched to rallycross with his Volkswagen-funded team guiding Johan Kristoffersson to successive WRX titles.



The impressive Volkswagen Polo R5 will still be made

VW POLO GTI R5 PRODUCTION WILL CONTINUE

Production of the Volkswagen Polo GTI R5 will continue beyond this year despite the German marque's move away from combustion-engine motorsport.

Although no figures have been released, Volkswagen said Polo production in 2020 alone could rise by 20%

The car will get upgrades too with modified suspension parts at first, "while new components for other key areas will be developed over the course of the year".

The Polo took 75 wins and 125 podiums during its first year of competition in 2019.

Oliver Solberg, who is using a Volkswagen Polo for selected world events this season, took three of those victories.

CROATIA HAS FUNDING FOR WORLD RALLYING SLOT

Croatian national motorsport boss Davorin Stetner has told the 24sata website there is government funding to end "seven years of negotiating" and secure a place on the World Rally Championship calendar.

It would be based in the capital Zagreb, where WRC Promoter boss Oliver Ciesla visited earlier this year for meetings.

"After seven years of negotiating, we will finally try to officially open the doors of the WRC to Croatia and Zagreb," Stetner said. "The government, the city of Zagreb and its institutions also support us in this, and this shows how important this is."

A candidate event is planned for the autumn.

GERMAN ROUND OF WORLD RALLYCROSS IN DOUBT

Germany's World RX round at the Nurburgring is looking increasingly unlikely to go ahead.

Last week the German government announced that all major cultural events such as concerts and beer festivals have been banned until the end of August, putting the Nurburgring's maiden World RX event on August 1-2 in jeopardy.

If it was called off and Holjes circuit bosses successfully sought a new date (*see MN last week*), that would potentially leave the French round at Loheac as the season-opener in September.

Elsewhere, the opening round of the RallyX Nordic Series on May 23-24 at Holjes has been formally postponed. Series bosses are now working with Holjes operator Finnskoga Motorklubb and the Swedish ASN (SBF) to arrange an alternative date.

The Danish double-header at Nysum moves to the head of the calendar on June 6-7, although that event appears unlikely to go ahead too.


The World RX schedule has been thrown into doubt


Ekstrom Senior used an iconic BMW M3 racer

RETRO RALLYCROSS CHAMPION'S BMW TO HONOUR EKSTROM SENIOR

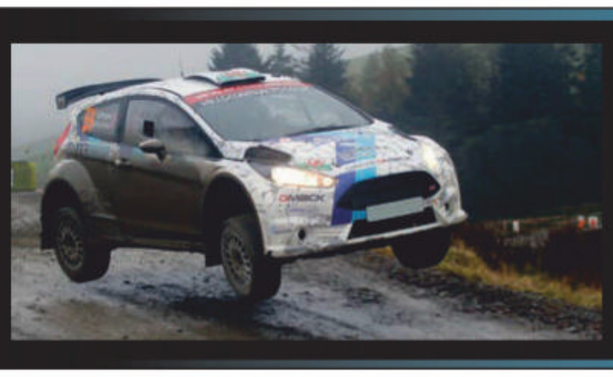
Reigning Retro Rallycross champion Gary Simpson is rebuilding his title-winning BMW M3 to honour the car of Swede Bengt Ekstrom.

Bengt is the father of 2016 World Rallycross champion Mattias and raced in the European Rallycross Championship in the late 1980s and early '90s.

Having dominated the Retro campaign last season, Simpson has sourced an as-period S14 2.5-litre BMW Motorsport engine, and with the help of series promoter Shirley Gibson has also acquired a match for the purple paint used by Ekstrom.

"Last year we had a run of results that will be tough to match; the competition was fierce and there was some hard racing which I enjoyed immensely," Simpson said. "The Retro paddock is like having a new motorsport family, everyone is helpful and friendly.

"Competitors help each other as no-one wants to see someone not race and that translates onto the circuit where most drivers look after their cars and don't want to risk unnecessary damage."



Comprehensive motorsport insurance products to keep you on track;

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

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

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

RYAN MOTORSPORT INSURANCE

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

RALLY NEWS

CAVE CALLS FOR BRC POSTPONEMENT AMID YPRES RALLY AXE DECISION

Belgian event set to disappear from British calender; Hyundai man questions the 2020 battle

By Luke Barry

Leading contender Tom Cave has suggested that this year's British Rally Championship should be curtailed with Ypres Rally organisers expected to announce the cancellation of their event on Friday.

Last week, the Belgian government confirmed that all mass events will be prohibited until August 31 with Ypres set to run on June 25-27.

But in a statement issued to Motorsport News, Ypres organisers said: "For the moment, the event still isn't forbidden [at the] end of June. All very popular 'mass' events like summer festivals [are affected but] for all other events, the decision will be taken on April 24. Until then we plan to run the event [at the] end of June."

Despite the organisers' positivity, the rally is expected to be called off and with the fate of the Ulster and Galloway Hills in August and September also in question, Cave says the situation needs to be viewed with a "broader mind"..

"I've thought about it since West Cork [was postponed]," he told MN. "For me, speaking in a very much hypothetical sense, if we went on to win the championship I don't think you'd get the credit you'd fully deserve if it was a full six-round championship and I don't want to be in that position.

"I'm sticking my neck on the line now, but I think it should just be knocked on the head. Everyone would respect why and understand why if that decision came to [be]. But obviously it's a massive decision to make [as] there's a lot of things to consider.

"I think we need to have a broader mind on it," he added. "We'll always have a championship again [and] the events will always run again. We're just going to have to accept the situation we're faced with and just grind it out together like we're all doing at the moment."

BRC championship manager Iain Campbell confirmed to MN that the series will continue as normal on the proviso that enough events run. If only Wales Rally GB was left standing, the championship would not continue.

Photos: Jakob Ebrey



Cave has raised doubts on 2020

MULL RALLY SETS AUGUST DEADLINE FOR FINAL DECISION ON EVENT



The late date of the Mull Rally means organisers have hope

Mull Rally organisers have confirmed they are planning this year's October 8-11 event as normal despite what clerk of the course Andy Jardine has described will be a "grey" decision.

Regulations will be released in July with entries opening in August so long as there is a path out of the health crisis at that point, according to Jardine.

"Based on the response we got when we opened entries last year, Mull is still a very popular event compared to other events where entries are dwindling," he told MN. "So Mull has a resilience that other events don't necessarily have so that's why it's important that we try and make it run. However, it's not a definite, all the things have to align.

"There are times when it's very difficult to make the call whether or not an event runs," Jardine added. "What makes it difficult for organisers is when it's not black or white, it's grey: what could be Mull this year. And it's not so much [about whether] there are restrictions in place that stop us from running, it's when there are grey areas like the restrictions have eased and if we make certain adjustments then the event can run. And it's [about] understanding what those adjustments are and whether or not we can comply with them."

Mull resident and winner in 2019, Paul MacKinnon, reckons this year's rally would be a bonus for the island after losing the 2017 and '18 events amid insurance woes and changes to legislation. "It was obvious how much the place missed it," he said. "It's got a chance because it's at the end of the year [but] to get a rally out might be too good to be true, you just never know."

BRITISH CHAMPION EDWARDS URGES ORGANISERS TO THINK OUTSIDE OF THE BOX

British Rally champion Matt Edwards has encouraged rally organisers to do all they can to ensure events run this year in order to protect "thousands of people" who depend on rallying for a living.

Back-to-back title winner Edwards told MN: "I hope there's some leeway and forward-thinking going on at Motorsport UK that mean that these events can happen in a far shorter period of organisation time than you'd normally expect.

"Clubs need to get back in business," he added. "I'm not earning even though I'm still open for business. There's a whole industry there that needs people out rallying. It's not just the clubs, it's not just the competitors, there's thousands of people that depend on it in some way, shape or form for a living.

"Events can happen quickly if the organisers are on the ball and can get something almost like a flat-pack rally or a pop-up rally that can happen quickly [with a familiar or condensed route] because you're not going to have people lacking enthusiasm to get something going are you?"

Wales Rally GB clerk of the course Iain Campbell responded: "Event organisers are looking at their events towards the second half of the season. However, many are involved in the vital organisations that are keeping services going, whilst those that are in lockdown have many other concerns apart from rallying."



Edwards: fresh thinking

IN BRIEF

Major events fall by wayside

The popular rally festival - Eifel Rallye Classic in Germany - has been cancelled.The event was set to take place on July 23-25 but will return in 2021."For a long time we've been hoping to avoid this, but now it's necessary," said organisation manager Otmar Anschutz.

Preparations for the Silver Fern Rally in New Zealand in November are ongoing however. The route is plotted and road closure applications are in, while the road book is under construction. In light of the current situation, the deadline for the next entry fee instalment has been postponed from March 31.

Asphalt season on the ropes

Organisers of the Tyrone Stages have scrapped the 2020 event that was set for July 18 but have set a 2021 date of July 24.

The Three Shires Stages has befallen a similar fate, with event organsiers binning this year's September 6 event and announcing a 2021 date of September 5.

The loss of these two rallies means six of the seven Asphalt Championship rounds have been called off. Alongside the Tyrone and Three Shires Stages, the North West Stages, Jim Clark Rally and Manx National have all been cancelled but the organisers of the Tour of Epynt remain hopeful of a 2020 date. There has been no news on the planned finale – the Cheviot Stages Rally – on September 27 as yet.



Cowans have finished MG3

NEW MG3 BUILD COULD BE THE FIRST OF MANY

Scottish Rally Championship Junior title winner Niall Cowan Jr and his father Niall Sr have completed the build of the first MG3 rally car.

Subject to Motorsport UK logbook, the car is ready to rally and took just under a year to build.

The 170bhp car will be driven by Cowan Sr in next year's SRC as his ZR was used as a donor car for parts. Cowan Jr will continue to use his own ZR before a possible MG3 switch too.

"Before coronavirus, I was going to use it on some events, like if the Pirelli [Kielder Forest Rally] ran and dad would've gone to the Scottish [Rally this year]," Cowan Jr told MN. "The road car handles well so, it should be as good. The MG3 has a better suspension layout and I would say it's lighter so it should be quicker. I love my ZR but it's 15 years old now.

"A trend is starting to set [as] there's a road rally one being built in Wales [and] Keith Riddick [ZR driver] is keen to have a go."



Advertising enquiries: 01233 228753

FEATURE



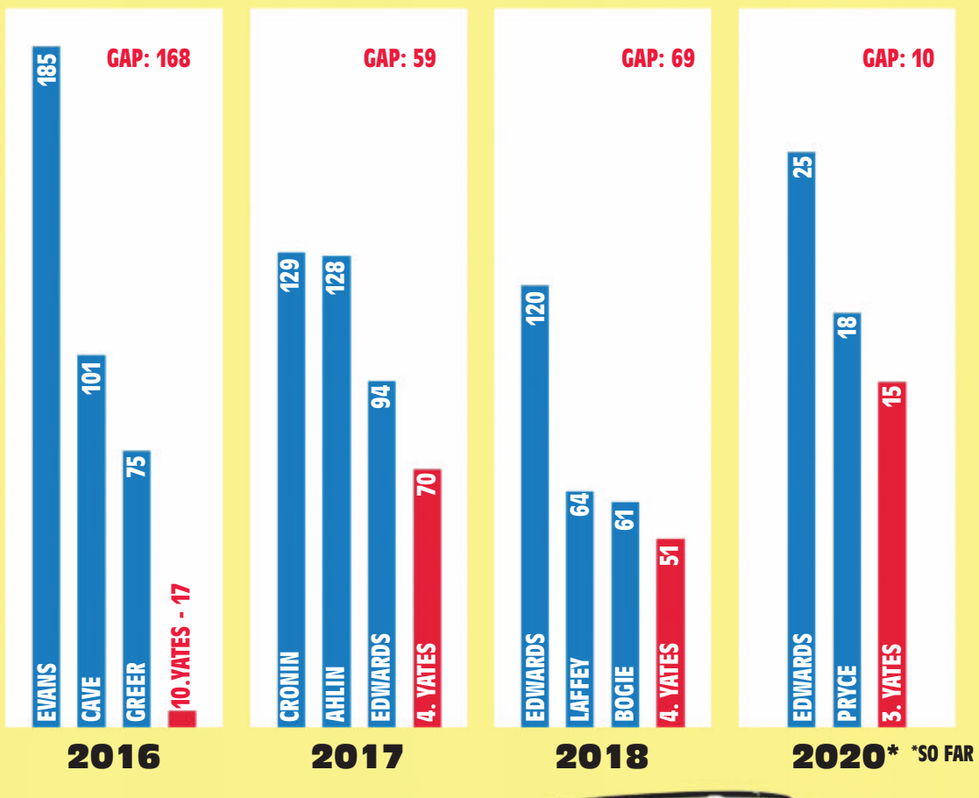
YATES:

I WANT TO BE QUICK EVERYWHERE, NOT JUST SOMEWHERE

M-Sport's WRC 2 and British Rally Championship driver Rhys Yates tells Luke Barry about his 2020 ambitions

Yates flying high on Rally Sweden for M-Sport

YATES' BRC PROGRESSION



Yates' pace and results have dramatically improved over the years. Finishing 10th in 2016, the Chesterfield driver more than halved the gap to the champion the following year. Now, his aim is to be the chased, not the one doing the chasing.



Four years ago, a 24-year-old Chesterfield driver was embarking upon his first ever rally using pacenotes in an R5 car in just his second full season of rallying. Now, the very same driver is in the middle of a two-pronged attack on the World and British Rally Championships. Rhys Yates' rise to stardom has been rather extraordinary.

Driving for M-Sport in WRC 2 and the BRC this term, Yates and co-driver James Morgan have a unique opportunity to compete for two championships in the cockpit of a Ford Fiesta R5 Mk2.

"The goal is to be a world championship driver and the ultimate goal is to become World Rally champion," he says. "We can all dream and it's great to have that goal to work towards but I can't say I want to be a world champion in a Fiesta R5. I can't say those words until I get in a WRC car and that's something I'm determined to do.

"I think a lot of people think I'm rallying to just kind of have some fun and not really take it seriously," he adds. "But I do take it very seriously, I just like to have a laugh too. I believe you've got to have some fun along the way because that's the reason we all start in the first place. And if you're having fun quite often you're doing well."

But neither the WRC nor rallying were Yates' initial aspiration. Forget Colin McRae or Richard Burns, it's Valentino Rossi that he holds as his greatest hero, which explains why Yates' first foray into motorsport was on two wheels as a motocross rider. But after a good and successful stint, he turned his attentions elsewhere as he emerged from his teenage years.

"I wasn't the best in motocross but I was pretty fast, so as you get older you just start to think are the injuries worth it?" he says. "The older you get the less you're able to recover from the injuries so in the end it was a safety decision to stop competing on the bike. I'll still get my bike out and enjoy a ride round but I don't have to push it to the point where I could crash at any point anymore."

Now a firmly-established rally driver, the 2020 season was set to be a monster for Yates before the disruption as he dovetailed his world and British programmes. The chance to compete in WRC 2 is self-explanatory as it allows him to work towards his key objectives, but Yates' decision to commit to a full BRC year surprised a few. However there's family history at stake, as Yates' father John is a British champion on two wheels meaning Rhys is determined to do the same on four wheels.

Yates kickstarted his BRC campaign with a strong third-placed finish on the Cambrian Rally, and had been right in the thick of the battle for the win before spinning on Penmachno. Heading into that test, he was just 8.6 seconds shy of the then rally leader Tom Cave.

"I think the Cambrian is difficult [to judge] because the experience Matt [Edwards], Tom and to be fair Osian [Pryce] have got on those stages and on that event is hard to compete against," Yates explains.

"If you're more familiar with where you're going it's a massive factor, of course it is. And obviously they're very fast drivers anyway. I knew I could be in the fight for it [with them] but I made a stupid mistake on SS3 and kind of lost the rally there. But to be fair Matt and Tom were a little bit faster [than me anyway] so once I made that mistake we just managed our pace.

"You're never going to take 30 seconds out of Matt on his home event that's a 45-miler and Osian was too far in front so I was happy with third," he adds. "I'm pleased that my pace was there or thereabouts with them. I'm gutted we couldn't compete in West Cork because I think I could've gone there and been really competitive to be honest."

Just like everyone else, Yates doesn't know when his next competitive appearance will be. After West Cork, he was due to compete on the Tendring and Clacton rally before heading out to Portugal for the next round of his WRC adventure.

Instead, all he can do is concentrate on his fitness and make sure he's in the best possible shape for when

Photos:mcklein-imagedatabase.com, Jakob Ebrey



Podium delight: Third place on Cambrian



Yates has come a long way in just a few years

rallying does return. But it's been a steep learning curve for Yates to get to the level he's at now and that's not lost on him.

"If I think back now to when I went to the Mid Wales Stages, first round of the 2016 British Rally Championship, I'd never driven with pacenotes before and there I was jumping in a Fiesta R5 to go and race against Elfyn Evans. Looking back now it was stupid, I don't even know why I did it, but at the time I just wasn't fazed because I didn't really know any better.

"When my mate first convinced me we should take our Suzuki Swift rallying, I didn't know much about the sport. I'd heard of Colin McRae and seen it on TV but I didn't fully understand what pacenotes were . But I think sometimes that naivety has helped me progress as quickly as I have because I've not been resting on my laurels or relying on past experience to get me through. I've had to learn everything about this sport."

That puts Yates in a unique position as unlike the majority of his competitors, he doesn't have a local patch where he has banked years' worth of experience.

Whereas BRC rivals Edwards, Cave and Pryce have been competing on more or less the same stages for the best part of a decade, Yates has only ever done a single event a maximum of four times.

"That's quite a big thing," he says. "You get a lot of people that are very fast in certain areas. Look at [Jari] Huttunen for example when he did the Pirelli last year. He won the R5 class in Sweden outright this year, he is a properly fast driver but when he came to the Pirelli admittedly he didn't blend into the background but he didn't walk away with the rally. He finished third behind me.

"It's no different in the WRC either, as drivers like Yoann Bonato and Nicolas Ciamin are rapid in Monte-Carlo but they would get beaten if they went and did Wales Rally GB," Yates continues. "What I'm trying to do is be quick everywhere which I think sometimes can be quite underestimated. People will stand up and say 'oh my god he's so fast' if you go out and absolutely hammer everyone somewhere, but what's the point if on the next rally you're down in 12th? I'd much rather be average Joe everywhere than be super-fast one weekend and nowhere the next."

Having contested several rallies in the BRC, WRC and the European Rally Championship in four different R5 cars, Yates' experience behind the wheel shouldn't be underestimated though. His stage times are continuing to tumble and he is more than ready to put in everything he can to reach the very top.

"My driving has come on a long way since I joined the BRC in 2016. I was looking at the results from the Pirelli Rally in 2017 recently and I was miles away. Even the year after that I took a stage win and I was in the top three ahead of Keith [Cronin] and behind Matt [Edwards]. I'm always improving and enjoying challenging myself. The WRC is where you've got to be to progress and we're going to keep climbing as far as we can. I've got a fantastic opportunity and I'm not about to let it pass me by." ■


Yates announced himself as a front line contender in 2018

YATES' RALLY CAREER TO DATE

2013-14: Enters his first rallies in a Group N-spec Suzuki Swift Sport, beginning at Cadwell Park and then the Cambrian Rally in 2013. Switches to a Ford Fiesta R2 the following year and takes second overall at Rockingham Sunday Stages.
2015: First full assault in a rally car. Completes a full BTRDA campaign and wins B10 class in a Ford Fiesta R2 with Phil Hall and Tom Woodburn sharing co-driving duties. Gets behind the wheel of a Fiesta R5 for the Cambrian, Malton Forest and Rockingham Stages with a fourth overall on the Malton the best result. Also becomes English Rally champion.
2016: Steps up to the British Rally Championship with Woodburn in the Fiesta R5 and learns the ropes. Keeps his hand in with a few BTRDA rounds and takes a first four-wheel-drive podium on the Red Kite Stages. Later in the year, he secures his first ever-win at Rockingham. Yates also enters his first ever WRC event, Wales Rally GB.
2017: Back for a second BRC season in a Fiesta and nets his first BRC podium on the Nicky Grist Stages, keeping Marty McCormack at bay. Greater consistency and fewer accidents vault him from 10th to fourth in the championship. Heads abroad for the first time for Ypres Rally, WRC Catalunya and the Monza Rally Show.
2018: Trades in Fiesta for Skoda Fabia R5 and becomes a serious BRC contender. Beats defending champion Keith Cronin to second on Pirelli and is in hunt for victory in Ypres before co-driver Elliott Edmondson falls ill. Heads to ERC for Junior U28 championship and immediately takes a podium on the Azores. Wins his first international rally, Rally van Wervik in Belgium, becoming the first Brit to do so.
2019: Steps up to a European WRC 2 programme in the Skoda with odd BRC rounds in between. Tries Hyundai i20 R5 on Wales Rally GB but event doesn't go well. Does Monza Rally Show for third consecutive year with the Hyundai with Catie Munnings as co-driver.
2020: Embarks on new adventure with M-Sport in BRC and WRC 2. Takes fourth and fifth in class on Monte-Carlo and Sweden respectively and third overall on Cambrian Rally.



2016: Jumps head first into British battle



2017: Maiden BRC podium on Nicky Grist


2018: An untimely error cost Ulster Rally win


2019: Wales Rally GB was disappointing



2020: His first season as a factory driver

Advertising enquiries: 01233 228753

COLUMN

JONATHAN LEWIS

Mini racer extraordinaire who is helping his local community

Photos: Paul Lawrence



Lewis gives 110% in a Mini



I have become one of these NHS Royal Volunteer Service members that you might have heard about. Well, I can't get out on a race track, so I thought I would put my driving abilities to some good use amid the current health crisis.

I have downloaded an app and a siren goes off on my phone. I click it and I can accept the job or pass it on if I'm busy. It can be doing anything, like going to the local chemist in Attleborough, picking up prescriptions and then dropping them off at their house, or a whole host of things.

It is all non-contact and I wear a little mask and some gloves. I have even got a parking permit from the Government, a special COVID-19 one. I can pull up and do a dash into a chemists' and make the deliveries to people who are isolating.

Privately I was already looking after [former Van Diemen boss] Ralph and Angie Firman and [Lola Cars sales boss] Nick and Irene Jordan. My wife Sam and I are doing that anyway because they are friends of the family. I have been getting stuff for them – mainly whiskey for Ralph and wine for the Jordans! I ring them and they come to the driveway and we put the stuff on the floor. It is really weird because we don't go near them or touch them or anything. We are 12 feet apart and I am wearing a mask. It is all very odd.

They are guys we always used to see all the time for a drink. It has decimated our little social life we have here in this part of Norfolk. I have never been hankering after a pint of lager more in my life. It is pathetic really – but it has made me appreciate the amazing people I know and get to meet and talk with and the simplicity of, for example, grabbing my mate Martin Donnelly and heading down the pub. We just don't bump into people now.

I am still working at my preparations business Snetterton Speed Shop, because we have got restoration work and I can't do that from home. There is only three of us. We keep apart, wearing masks and gloves and drinking from paper cups. We are probably safer there than anywhere.

I have an interest in keeping people safe and that extends to motorsport. I began a campaign to get defibrillators installed at all race tracks. My fellow Mini racer Pete Crewes had a heart attack in front of me and Nick Swift at Brands Hatch when we were in the lower paddock in 2014. Nick and I were a bit like dumb and dumber – we just didn't know what to do. I didn't know CPR and it was a terrible scene. The medical unit was at the far end of Clearways because the next race had started. We got the attention to get the ambulance across but it struggled to get there.

Luckily there was an off-duty nurse in Hailwoods cafe next door and she came to Pete's aid and she was amazing. After about 12 minutes, the ambulance rolled up and took control. He was gravely ill, but he was alive.

I remember when the ambulance arrived, the medic got a defibrillator out and started work on Pete, and this machine was talking to him all the time telling him what to do. I asked him how much they cost and I found out they were £1000. I bought one and for the first six months of me having one, I was walking around with it and didn't let it out of my sight.

I knew the then-Motor Sports Association boss Alan Gow and we discussed getting them put at all tracks. In historic racing, we are basically all fat old drunks who love classic cars: we are prime candidates for a heart attack. I came up with the idea: what was the one place that everyone has to go? Everyone has to go to the scrutineering bay, don't they? All tracks have them, and I asked why isn't there a defibrillator there that people can run up and get?



Experienced racer has a love of pocket rockets

Gow agreed, and when I put it on my social media, I think 90% of people were behind me. The only circuit that had one was Thruxton: Silverstone had one, but I think it was in the medical unit. That is great, but it needs to be somewhere where people can access it quickly. If it saves one life, it is worth it. I also asked Gow that if someone applies for a licence and they are over 40 years old, why don't they get some simple, free, life-saving training? That was because Gow had quite rightly said to me what about historic rallying – they are in the middle of nowhere. People need the skills to save lives. It is a no-brainer.

It wasn't adopted in the end. I wrote lots of emails – which is something I am not very good at – and while everyone was enthusiastic to start with, it all went quiet. But I have noticed, slowly but surely, they have now started to appear at tracks. I am beginning to notice them more now at circuits so hopefully it had some effect.

I am still seen on the tracks myself in my historic Mini. At Goodwood last year [where Lewis was third overall in the Betty Richmond Trophy], I gave it everything I had. That was me, it was 110% of what I have got and I haven't got any more than that. I can still race competitively, so I will continue, but things have come full circle for me, because I began in a Mini. I was the 1979 Novice winner and the 1980 overall winner in the Mini Se7en championship. I have always loved Minis: I have nine, all ready to go and race at my workshop. It is such a beautiful sight and those cars are just like a drug for me.

I just can't wait to get back out there again but, in the meantime, there are some important roles I can fulfil. Stay safe everyone.

"I love racing in historic Minis: they are just like a drug for me"

18+

WHAT IS AVAXHOME?

AVAXHOME-

the biggest Internet portal, providing you various content: brand new books, trending movies, fresh magazines, hot games, recent software, latest music releases.

Unlimited satisfaction one low price
Cheap constant access to piping hot media
Protect your downloadings from Big brother
Safer, than torrent-trackers

18 years of seamless operation and our users' satisfaction

All languages
Brand new content
One site



AVXLIVE.ICU

AvaxHome - Your End Place

We have everything for all of your needs. Just open https://avxlive.icu

Rally Design

Professional Motorsport Parts, Spares & Rally Equipment

Tel: 01227 792 792 Fax: 01227 794 888

UNIT 4, ST. AUGUSTINE'S BUSINESS PARK, ESTUARY WAY, SWALECLIFFE, KENT CT5 2QJ

www.rallydesign.co.uk

Our NEW 2020 Motorsport Catalogue NOW AVAILABLE!



LANCASTER INSURANCE CLASSIC MOTOR SHOW THE NEC BIRMINGHAM 2020

Come and see us at the CLASSIC MOTOR SHOW 2020

13-15 November 2020
NEC BIRMINGHAM







Wilwood brakes kits from £299.51 £359.41



Mk2 Front Wing £72.10 £86.52

Mk1 Mexico front wing, LH or RH	each	£265.22	£318.27
Mk2 front wing, LH or RH, std.	each	£72.10	£86.52
Mk2 front wing, LH or RH, RS2000	each	£175.00	£210.00

Full listing of all Mk1 and Mk2 body panels on our website

www.rallydesign.co.uk

ATLAS AXLE PARTS, BLACKLINE

Atlas plate style diff, historic spec. with 'Boreham' mods, 18 tooth side gears £495.80 £594.96

SPARES		
Spare side gears, 18 tooth	each £32.50	£39.00
Motorsport plate kit	£83.90	£100.68
Wavy plate	each £16.30	£19.56
Atlas CWP, 3.4, 3.7, 4.6, 5.1	£251.80	£302.16



Atlas axle casing, thick tube, double pinned & breather	£198.60	£238.32
Pig's head only	£165.00	£198.00
Axle end stubs, R/H & L/H thread	pair £49.90	£59.88
Axle locking rings, R/H & L/H thread	pair £21.90	£26.28
Locking ring adjustment tool	£25.50	£30.60
Caliper mount brackets, suit AP	pair £29.50	£35.40



Fully-floating axle kit £328.60 £394.38

Fully floating hub assembly without shafts	pair £218.60	£262.32
Fully floating axle kit, inc.(2) F/F Hub assemblies plus (2) '4340' halfshafts,18 tooth (choice of length)	£328.60	£394.38
Flange to suit F/F hub kit	£49.50	£59.40
SPARES		
Studs	each5.90	£7.08
Seal pack	pack z£13.90	£16.68
Bearing, top quality	each £38.90	£46.68
770mm '4340' halfshaft, 18 tooth	each £77.50	£93.00
820mm '4340' halfshaft, 18 tooth	each £82.50	£99.00

All Blackline halfshafts Group 1 and Group 4 are manufactured from 4340 alloy steel and have induction hardened teeth to Rockwell 50 HRC specifications. 4340 is about twice as strong as 1040 (the material which OEM halfshafts are normally manufactured from). It has a high degree of ductility to absorb shock loadings of abrupt acceleration, taking some load off the differential and CWP. However, it has a very high yield strength to sustain high torque loads without failure. 4340 is the ideal halfshaft material.

266 x 21 'Forest' type discs	pair £159.00	£190.80
FBL 002 disc bells	pair £51.00	£61.20
Halfshaft flange, not F/F, suit std. axle	each £59.50	£71.40



ENGLISH AXLE PARTS, BLACKLINE

English plate style diff (30/90 ramps) Available 18 tooth (mates with semi-floating conversion kit)	£395.80	£474.96
Available 22 tooth (mates with std. halfshaft)	£395.80	£474.96
Spare plate kit	£39.50	£47.40
Spare side gears, 18 or 22 tooth (please state)	£32.50	£39.00
English CWP, 3.54, 3.7, 3.9, 4.1, 4.4, 4.7, 4.9, 5.1, 5.3	£231.50	£277.80
Spare side bearing, top quality	£19.90	£23.88
Crush washer	£5.90	£7.08
Crown wheel bearing	£9.90	£11.88
Pinion bearing	£14.90	£17.88
Atlas into English semi-floating hub kit, inc. (2) '4340' halfshafts, 18 tooth	£443.80	£532.56
English axle weld-on brace ring	£39.90	£47.88
Special 10mm axle brace, English axle	£99.50	£119.40
SPARES		
Semi-floating hub assembly (less bearing)	each £144.40	£173.28
Bearing '4340'	£48.90	£59.76
Halfshaft, suit semi-floating kit	£77.50	£93.00
Flange, not semi-floating, suit std. axle	£59.50	£71.40
Flange, Group 1 type	£59.50	£71.40
Brake disc, 265 x 10	each £34.50	£41.40

HELICAL LSDs, BLACKLINE



English axle, Caterham, 22 spline	£324.00	£388.80
Atlas axle, 16 spline	£354.00	£424.80
Ford FWD - Escort, Fiesta, Focus, KA, Orion, Puma (BC/1B5 trans)	£399.00	£478.80
Sierra 7", Caterham	£399.00	£478.80
Focus ST170, Mini Cooper 'S' (6-speed Getrag box)	£399.00	£478.80
Mazda MX5 (94-05)	£399.00	£478.80

TRANSMISSION PARTS, BLACKLINE

4-speed bearing type gearlever	£38.50	£46.20
5-speed bearing type gearlever	£40.50	£48.60
5-speed quickshift conversion kit	£13.50	£16.20
M10 ally 'Pro' gearknob	£14.90	£17.88
M10 white or black nylon gearknob	£12.50	£15.00
Propshaft, Type 9 - English or Atlas axle	£89.50	£107.40

ESCORT BRAKING PARTS

Wilwood brakes kit, 265x10, Powerlite caliper	£299.51	£359.41
Wilwood brakes kit, 247x20, Midilite caliper	£468.49	£562.19
Wilwood brakes kit, 285x21, Midilite caliper	£571.40	£685.68
Balance bar pedal box, cable clutch	£189.50	£227.40
Balance bar pedal box, hydraulic clutch	£215.00	£258.00
RMD master cylinders	from £21.50	£25.80
Wilwood master cylinders	from £29.50	£35.40
Wilwood proportioning valve, knob	£42.50	£51.00
Wilwood proprtioning valve, lever	£57.50	£69.00
Blackline 'swaged' stainless brake lines, 3-line	£29.74	£35.69
Classic Ford wheels 6x13	£69.00	£82.80
7x13	£76.00	£91.20
8x13	£87.50	£105.00
8x15	£99.00	£118.80



Classic Ford wheels from £69.00 £82.80

Poly' bump stops, top axle mounting	pair	£8.12	£9.75
Escort 11/1300 front springs, 145-220lbs	pair	£33.80	£40.56
Escort RS front springs, 145-220lbs	pair	£33.80	£40.56
1.9" & 2.25" coil springs, 20,000 in stock!		from £15.90	£19.08
Adjustable spring seat kit		£24.50	£29.40
Helper spring adaptor, 2.25"-2.25"		£10.50	£12.60
Gaz, adjustable front shocks	each	£67.60	£81.12
Gaz, adjustable (3-way) front shocks	each	£299.50	£359.40
Gaz, adjustable rate rear shocks	each	£65.00	£78.00
Quick steering racks	RH 2:9 ratio	£119.50	£143.40
	RH 2:4 ratio	£139.50	£167.40
	LH 2:4 ratio	£149.50	£179.40



H/duty quick steering racks	RH 2:4 ratio	£174.50	£209.40
	RH 2:2 ratio	£204.50	£245.40
	LH 2:4 ratio	£184.50	£225.40
	LH 2:2 ratio	£214.50	£257.40
OEM style steering rack mounts	pair	£16.80	£20.16
Roller bearing top mount - spherical bearing,	each	£49.50	£59.40
Roller bearing top mount - roller bearing,	each	£49.50	£59.40
Roller bearin plastic dust covers	pair	£9.50	£11.40
Spherical bearing race type top mounts	pair	£49.60	£59.52



OEM TCA's £63.50 £76.20

TCA's 'Pattern' style	pair	£36.50	£43.80
TCA's 'OEM' style	pair	£63.50	£76.20
TCA bush insertion tool		£14.90	£17.88
Twin cam anti-roll bar		£59.50	£71.40
Anti-dive kit		£31.00	£37.20
World cup X-member		£106.50	£127.80
World cup mounts	pair	£28.50	£34.20
RS2000 track rod ends	each	£10.50	£12.60
Group 4 style all steel U/J coupling		£19.80	£23.76
4-link kit		£119.50	£143.40
Heavy duty 4-link kit		£185.00	£222.00
Group 4 round turret kit	kit	£65.00	£78.00
Mk1 spring shackles	car set	£17.00	£20.40
Mk2 spring shackles	car set	£23.50	£28.20
OEM Escort RS struts	each	£96.95	£116.34
Group 4 spec. front RS struts	each	£128.00	£153.60
Escort RS stub axles	pair	£130.00	£156.00
RS steering arms	pair	£69.50	£83.40
Heavy duty steering arms, gusseted	pair	£79.50	£95.40
Quick fit steering arm kit	pair	£9.60	£11.52
Ally hubs - standard or Group 4	each	£49.50	£59.40
Stub axle hardware kit		£10.90	£13.08
Watts linkage kit		£199.50	£239.40
Taper leaf springs, 146lb rate	each	£49.50	£59.40
Ally tube strut brace, round tube		£44.90	£53.88
Work style 60mm oval tube strut brace		£51.50	£61.80
Rear lamp protectors	pair	£12.90	£15.48
Chassis mounted sump guard, wet sump		£137.00	£164.40
Kaylan mudflaps, 4mm (500x300)	pair	£16.50	£19.80
Body jacking kit	car set	£119.50	£143.40
Ford hub nut socket, 3/4"D, 65mm		£13.90	£16.68



X-Flow ally radiator £179.60 £215.52

X-Flow ally radiator	£179.60	£215.52
RS2000 (Pinto) ally radiator	£179.60	£215.52
13/235 oil cooler	50.10	£60.12
Lockable fuel filler cap assembly	£49.50	£59.40
Silicone hose kit, Mexico or RS2000 (available blue, black or red)	£62.34	£74.81



WCP Interupter pump £29.00 £34.80

WCP interupter fuel pump		£29.00	£34.80
WCP solid state fuel pump		£19.00	£22.80
WCP injection fuel pump	from	£32.19	£38.63
Bonnet pin kits, stainless		£5.00	£6.00
Bonnet pin kits, alloy		£7.00	£8.40
Aerocatch	from	£31.00	£37.20
Avanti map light	from	£19.50	£23.40
Manifold wrap, 2" x 15 metres (50ft), Vermiculite		£29.60	£35.52
Roll cage padding, 3ft, B1 fire rating		£6.00	£7.20



M16 Calipers from £89.00 £106.80

M16 calipers to fit standard discs, pair £89.00 £106.80
M16 calipers to fit vented discs (no spacers needed), pair £98.50 £118.20
M16 caliper, shouldered bolts, set of 4 £10.99 £13.19
Group 1 vented discs (247x20, pair £39.00 £46.80



4.25 ltr FIA plumbed-in fire system, full installation kit, FIA homologation EX 037.13
Kit £159.80 £191.76

Escort Laminated & Heated Screens

Escort Mk1 front laminated screen (incl. rubber)	£69.50	£83.40
Escort Mk2 front laminated screen (incl. rubber)	£69.50	£83.40
Escort Mk1 Front heated laminated screen (inc. rubber)	£198.60	£238.32
Escort Mk2 Front heated laminated screen (inc. rubber)	£198.60	£238.32
Escort Mk1 front screen rubber	£24.92	£29.90
Escort Mk1 rear screen rubber	£23.92	£28.70
Escort Mk2 front screen rubber	£29.08	£34.90
Escort Mk2 rear screen rubber	£29.08	£34.90
Laser windscreen chip repair kit	£13.90	£16.68
14" or 17" rear view mirror	£14.90	£17.88

Escort Mk2 Rubber Parts

Bonnet bump stop	pair	£6.20	£7.44
Bonnet rail bump stop, set of 4		£10.90	£13.08
Bonnet bump stop, centre-rear		£5.10	£6.12
Wiring loom bulkhead grommet		£6.90	£8.28
Bonnet release cable grommet		£5.20	£6.24
Steering column bulkhead grommet		£7.20	£8.64
Handbrake backplate dust boots	pair	£7.10	£8.52
Spedo cable bulkhead grommet		£5.20	£6.24
Throttle pedal pad		£5.20	£6.24
Brake and clutch pedal pads	pair	£8.00	£9.60
Shock absorber top caps	pair	£13.90	£16.68
Rear bumper side plugs, set of 4		£9.90	£11.88
Oil line bulkhead grommet		£5.10	£6.12
Brake servo rod bellows		£5.20	£6.24

PLEASE NOTE: All prices in Red are EXCLUSIVE OF VAT

Advertising enquiries: 01233 228753

FEATURE

ELFYN EVANS AND SCOTT MARTIN

THE DREAM TEAM CHASING THE BIG HEADLINES IN THE WRC

The Toyota Yaris WRC pairing tackle questions from Motorsport News readers



Rally Sweden was a watershed moment

Standing on the top of the podium on Rally Sweden in February might have seemed like a watershed moment for Elfyn Evans and Scott Martin. They had powered their Toyota Gazoo Racing Yaris WRC straight into the history books as the first Brits to conquer the event.

But, in truth, that was just the start of the journey. The pairing is in its second season together at the top table and there is one goal in sight: the world championship title.

Both men are ready to capitalise on the potential they've already shown up to this point in their careers. And with the Japanese machine, they have a superb opportunity to not only go on and win many, many more rallies, but write their names in British rallying folklore.

With the WRC on a hiatus at the moment due to the global health crisis, Martin and Evans had a few spare minutes on their hands to answer the questions from Motorsport News readers.

Photos: Toyota Gazoo Racing, mcklein-imagedatabase.com



The Yaris crew are second in the WRC

Q: Such a big part of all successful partnerships in rallying is maintaining a strong professional and personal relationship. How is that being managed between the two of you given you aren't able to see each other in person for the time being?
Luke Barry
Via Facebook
Elfyn Evans: "This part isn't being affected so much by the current health crisis. As Scott lives out in Andorra and I'm at home in Wales, we don't meet up that often off-event anyway. We have plenty of ways we can communicate and plenty of technology to be able to transfer pacenotes to one another. In that way we can continue working on events in the second half of the year without seeing one another. Of course, not being able to drive or co-drive together is not ideal, but this is the same for every crew on the entry list. We had experience of this last year when I was out for a couple of months with a back injury – after that, it didn't take so long for either of us to get back into the swing of things, so we aren't overly concerned."
Scott Martin: "I've got nothing to add to what Elfyn's said really. Testing is obviously a very good way to fine-tune and prepare for events. We have tried to make the most of this time together, especially at the start of the partnership. In normal circumstances, we would have test days before and between each event."

Q: At all levels of rallying, from the world championship to national events, co-drivers lack the recognition they deserve, I would like to hear both of their views on this please?
Nicholas Dumplin Bhajan
Via Facebook
EE: "For me there is as much of a lack of understanding of the co-driver's role as much as anything else and maybe this doesn't help. Perhaps more needs to be done to get across what the true role of a co-driver is for them to get the recognition they deserve – people only see the part where they turn up and call a few notes for 10 minutes at a time but of course there's a lot more to it than that [*your answer has been noted Elfyn: we will schedule in a feature explaining a co-driver's role – Matt James*]."
SM: "For me, it doesn't bother me so much. I love what I do and the people and the teams around me have always showed me their support. This is what matters the most to me. I have heard of one or two instances from within the sport [from other co-drivers] and I can understand their frustrations and, thankfully, these issues have largely been resolved. I think it is difficult for the non-rally enthusiasts to really understand it, but I think the message is getting out there. But like I said, it's not a big issue for me."

Q: Elfyn, how many cars have you sold while working in your dad's garage?
Jonny Hansen
Via Facebook
EE: "A few – but I'm not really keeping count! I spent time in all the different departments at the dealership during summer holidays when I was at school, and then worked there full-time up until 2012. I did manage to sell some cars, however I spent most of my time in the aftersales department."

Q: Elfyn, what's the best bit of advice your dad gave you?
Greg Cook
Via Facebook
EE: "There has been a lot of advice over the years, it's hard to single out one thing in particular."

Q: Is it true you live in Andorra, Scott? If so, what three things do you miss most about Cumbria?
Neil Douglas
Via Facebook
SM: "Yes, I moved here in January 2018. I love it here. I miss my family though. I feel it more now than ever because I have a son and they miss out on time together. I also miss my friends and also only having to travel one hour from an airport [Newcastle]. It is three hours to an airport here in Andorra."

Q: Please tell us, what's Scott Martin's most annoying habit, Elfyn?
Anthony Downs
Via Facebook
EE: "Nothing really stands out…"

Q: "What's Elfyn's most annoying habit, Scott?"
Anthony Downs
Via Facebook
SM: "Nothing for me either. Maybe this is because we are quite early on in the partnership! And, also, we keep having these unplanned breaks…"

Q: Elfyn: What gave you more satisfaction – winning Rally GB or beating everyone from the start to win in Sweden?
Paul Semple
Via Facebook
EE: "The thing that always gives the most satisfaction for me is winning stages so for that reason I would have to say the win on Rally Sweden, however the win at Wales Rally GB will still be hard to beat in terms of overall feeling and enjoyment. The

continued on page 14

Advertising enquiries: 01233 228753

FEATURE



Wales GB in 2017: Elfyn's win



Martin and Evans listen to Gwyndaf (right)



Keeping the Welsh dragon flying high in the WRC: Evans's helmet

first one is always going to be special."

Q: Scott, who was the biggest influence on your career?
Bram Jansen
Via Twitter
SM: "Michael 'Beef' Park. I was a mechanic at M-Sport when he was co-driving for Markko Martin at M-Sport Ford. He took me under his wing when I was just starting my career. Later on, I had the privilege to work with [Richard Burns's co-driver] Robert Reid under the MSA Elite scheme. Then we became friends and the advice he gave me was priceless. I feel like I have had a good schooling through my years from the best in the sport at that time."

Q: Elfyn: How much Welsh have you taught Sebastien Ogier?
Jean Marchand
Via Email
EE: "I don't think I've taught him any!"

Q: Scott, how has becoming a father changed your approach to rallying?
Mike Francis
Via Facebook
SM: "I don't think it has changed my approach to rallying but it has definitely changed what I do in my free time..."

Q: If you were alive during the Group B era Elfyn, what car would you have liked to drive and why?
Mark Osborne
Via Email
EE: "For me, it has to be the Audi quattro S2, purely and simply because of the wonderful noise it made!"

Q: Scott, at what point did you realise you'd make a better co-driver than driver?
Richard Terwin
Via Facebook
SM: "That was quite early on. There were quite a few things that added up to make it quite an easy decision in the end."

Q: Scott – or is it Martin…How many times have you been called Martin Scott? It's a mistake we see on lots of entry lists?
Norman Graham
Via Email
SM: "Ha ha ha, too many to mention. From the school years, I've always had it. One of my good mates is called Martin Scott and we were in the same year and class at school. It doesn't bother me too much, I've also [had] Scott Marshall and Steve Martin a fair bit too…but I've also been called worse."

Q: How much Japanese can you speak Elfyn?
Neil Fletcher
Via Email
EE: "Very little!"

Q: Scott, what is the hardest event in the World Rally Championship to co-drive and why?
Dean Byrne
Via Twitter
SM: "Monte-Carlo, definitely. Logistically it's demanding, it has changeable weather, night stages, long days, safety crew information, different tyre combinations, working on the car between the stages changing tyres and set-up last minute. Then, as if that's not enough, you have to add into the mix the scenario I have had in the last couple of years particularly: being a new driver, new teams, new cars…"

Q: Elfyn, what was your first memory of Tommi Makinen when you were growing up?
Tony Wilson
Via Facebook
EE: "There were lots of memories, but the over-riding memory was his total domination of the World Rally Championship."

Q: Scott, if you were in charge of the Wales Rally GB route, where would you like it to go and what stage would you choose for the powerstage?
Penny Johnston
Via Twitter
SM: "What a question! Rally GB was my first ever World Rally Championship rally in 2004, and I've competed every year since, except 2013. So I have done a lot of rallying in North and South Wales, which has been fantastic and it's special to me. My wild dream would be to have all three countries involved – England, Scotland and Wales – but maybe more realistically would be to have it in England and Scotland, based out of Carlisle, my home town. A powerstage in Kielder forest, hmm, that could make a really nice powerstage in there."

Q: Scott, who were the five best co-drivers and why?
WRC Gas
Via Twitter
SM: "The co-drivers that had the biggest impact on me when I was growing up in no particular order would have been: Michael 'Beef' Park, Bryan Thomas, Robert Reid, Phil Mills and Nicky Grist. But I am going to be greedy and have six: Fred Gallagher has to go on the list too."

Q: Elfyn, what's it like having Kalle Rovanpera in your team?
Franc Christie
Via Twitter



Beef Park was Martin's influence



Gwyndaf trailled a blaze which his son has now firmly taken up



Bring the noise: Elfyn's Group B icon

EE: "He is clearly a very talented driver and is already delivering results which very few drivers have been able to do so early in their career – it's been good to work with him so far. He is very easy to get along with and the general atmosphere in the team in really positive. We are all able to work together to bring the best results for the team."

Q: Scott, what's your view on allowing three passes of a stage during a recce? Good idea or bad idea and why?
Carl Inman
Via Twitter
SM: "Two is enough. Then you can have a third, fourth…even a 10th with the onboard recce video. And if it's a stage used before there will be rally onboards to watch."

Q: Scott, you've had to overcome tragedy in your career at a young age. How did this affect you and how did you deal with it?
Gordon Weatherley
Via Twitter
SM: "There have been some dark days. I nearly walked away from the sport in 2005 but I went to see a sports psychologist from Edinburgh university via Robert Reid and MSA Elite scheme. This saved my career and helped me through. To this day, I have no idea how he did it, but it has really opened my eyes to how complex the mind is and how important it is to have professional mental help at all levels of sport for health reasons and performance gains."



Evans works well with Rovanpera

Advertising enquiries: 01233 228753

FEATURE

STEVE RIDER: TALKING A GOOD GAME IN THE NAME OF CHARITY

BTCC presenter and motorsport superfan is raising money and reflecting. By Matt James



Rider has had a hunt around his shed...

It is a time of reflection for a lot of people. Being stuck at home has given most the time to do those long-forgotten (or long put-off) jobs, and people everywhere have been fleeing to their sheds to escape the worries of the world. ITV4's British Touring Car Championship anchor man Steve Rider is one of them.

But Rider's shed is a treasure trove of artefacts and memorabilia which stretch back over his four decades as the face of sports coverage for a variety of broadcasters. Those items gave Rider an idea: he is offering up for auction a selection of priceless articles that he has stashed away over the last 40 years.

Rider talked to internet radio show Tin Top Tuesday for a special edition, which was first broadcast yesterday and is available through the championship's website – items including everything from parts of a Volvo S40 BTCC car he shunted to a rare BBC TV pitlane reporters' fireproof suit. He also took Motorsport News on a tour of his memories.

Rider says his collection has come about in a haphazard rather than orchestrated way. He explains: "I am not a great one for DIY, so my shed is not a repair shop. It looks more like something you would find on the American Pickers TV programme, where they go into a barn and it is stacked high with all sorts.

"I had a root around and I found a few things which are quite relevant to motorsport memories and so I thought that they might strike a chord with someone and we could have an auction and we can raise some money for charity. There might be other things down in the depths that I have yet to discover, but it is a great time for rooting out memorabilia."

For details of the items Rider is putting up for auction can be found at the website givergy.uk/tintoptuesday.

Rider adds: "[ITV colleague and former BTCC racer] Paul O'Neill is doing a charity appeal for his local hospice up in the north west and if anything is raised I think it would be relevant to send some of the money up there. Also, anything that can make its way into the hands of the NHS would be most appropriate of all."

The items collected shine a light on the path that Rider trod in broadcasting and motorsport, which have led him to become one of the most respected TV hosts in the country. After a journey through print media and radio presenting, Rider got his break in East Anglia on television in the late-1970s and that is where the passion for motorsport truly kicked in.

He says: "You would have been pretty limited in that area if your interests were only football because you only had Norwich and Ipswich, but it was there that I really got the motorsport bug. That was because down the road you had Snetterton with no end of things going on. And of course, five miles out of Norwich you had the Lotus operation, which was on the brink of winning the Formula 1 world championship with Mario Andretti. To start exploring that world with those sort of opportunities was a fantastic introduction to racing. I started working with film crews up at Snetterton covering things like the Aurora Formula 1 Championship – Desire Wilson, Divina Galica and all these people. It was fantastic."

The passion for motorsport was rooted there, but it has taken Rider to the very pinnacle of racing, alongside the other sports – including the Olympics – where he has wielded a microphone. But it is motorsport which lit the fire, and it is an area where his influence and initiatives laid the groundwork for the huge spotlight which falls on the modern-day British Touring Car Championship.

Rider explains: "I love motorsport because there are just so many different angles to the story. When you go along with a TV camera you are covering it from so many different perspectives and dimensions. There's racing, action, the danger point of view, the pits, the paddock, the personalities and the sacrifices to go racing.

"Contrast that with taking a television camera to Carrow Road to do a Norwich City football match: all you are going to do at the end of the day is a football match. There is no light and shade. That is what appeals to be about every element of motorsport.

"Formula 1 has it as well, particularly when we were working in it in the 1970s and 1980s – there was more attractive stuff and more dynamic stuff happening behind the scenes than on the track from a television and a storytelling point of view. You could have 10 different camera crews going to a race meeting and they would all come away with 10 different stories."

And it was the all-round appeal of motorsport – plus the scatter-gun approach of the leading broadcaster at the time, the BBC – which led Rider to be part of a rethink.

In fact the success of the BTCC can be traced, in part, to the Metro Challenge. As well as becoming a partner in Barrie Hincliffe Productions, which was providing packages of coverage on the World and British Rally Championships, Rider's move to the BBC gave him the chance to exert some influence.

"On the very first edition of Grandstand I did, which was in the first week of July in 1985, the first item I linked to was round eight of the Metro Challenge," says Rider. "It had been a support race for the previous weekend's British Grand Prix. "I introduced it but I had wanted to embellish the information and find out more so my link was better. I asked what was the relevance of the race in terms of the championship and they just told me it was a random event. That was the BBC's attitude to anything that wasn't a grand prix.

"They had a contract which required them to visit various race circuits once a year and they would pay a facility fee and it was luck of the draw what was on that day. I think one year they got particularly lucky at Thruxton and had Martin Brundle against Ayrton Senna in British F3 but it was complete pot luck and nothing bore any relationship to the concept of a championship."

While the BBC had several of those

Photos: Jakob Ebrey, LAT



Count the works entries: the packed 1996 line-up



The influence of TV coverage brought cars to the BTCC entry list



TV, here with Tim Harvey, was commonplace in the BTCC in 1989

contracts which required them to broadcast a certain number of national racing events per year, but there was no narrative to it. Rider headed a think-tank that included Tiff Needell and commentator Murray Walker, and they talked the Beeb into post-produced packages showing British F3 and British touring cars in 1988. Rider's plan was to help fund the coverage from within the championships. It was a bold promise, and he was tasked with making it work once the BBC had agreed.

"We managed to establish a structure that got the show on the road. We did it by basically getting the teams to pay a supplement for television coverage in top of their entry fees," explains Rider. "It still wasn't enough. Back then, onboard cameras were at a very experimental stage. We got six of them. Whoever wanted one could effectively 'buy' one. The obvious people like Andy Rouse came forward, and that helped to swell the coffers. The whole thing was done on a tight budget. Then eventually the modern TOCA evolved and people realised that manufacturers were pouring in as a result and the crowds were pouring in too."

The early highlights packages were shown at all times within Grandstand, and even earned a posting immediately after the Grand National horse race in the early 1990s, which garnered millions of casual viewers, but Rider always felt sheepish.

He explains: "It was fake news: we weren't covering it 'as live'. We had 14 single cameras around the circuit that were linked by walkie talkie and you try and race-read for them and give them some sense of the battle we were following but generally they were just recording the incidents that were happening in front of their cameras. You would get back to the edit suite on a Monday and you had a 15-minute slot for a 15-lap race at Brands Hatch and it looked like just a demolition derby. People thought 'wow, this is sensational'.

"Murray would come in to voice it on a Wednesday and he would say 'this is remarkable – I don't remember this at all. There is so much more happening than I knew…'. Murray's attitude was that it had a very, very limited life because he said it would never work live. Once people saw it live, they would realise that there were only a tenth of the incidents that we were able to pack into a post-produced piece. I remind him of that quite regularly. We've done alright out of it."

Doing alright out of it means that the BTCC is now the only free-to-air British championship covered entirely on UK television through the robust package offered by ITV4. The quality of the coverage is a long way from those early broadcasts.

"It is because of the quality of the technology that we have now," says Rider. "Those onboard cameras are just sensational. The old things that we use to have amaze me. We used to have a VHS recorder held down with bungee straps to the floor of the car. We got away with it in the BTCC, but it was much harder in F3: the tape would tear off the recording head what with the g-force that was going through the single-seaters. The coverage of every sport has its starting point."

Little did Rider know what a launchpad his early work would be.

He has given so much to motorsport over his career with his expertise, and now he has found time to give something to charity too.

His memories will remain, while his memorabilia will go to make someone else very happy and raise funds too.

It is one of the very few benefits of lockdown and a root around the garden shed. ■

RECALLING MOTORSPORT'S DARKEST WEEKEND AT IMOLA

Fronting television broadcasts must seem like a dream job, particularly for a man whose heart and soul are dedicated to motorsport. But, as happens thankfully rarely in racing these days, there are the dark days and the most seismic of all came at Imola 26 years ago next week.

Back in 1978, the then-Anglia TV sports editor Steve Rider was invited by his local team, Lotus, to travel to Monza with the squad on what was due to be its crowning moment as Mario Andretti powered his Lotus 79 to world championship glory. However, a startline crash left Andretti's Swedish team-mate Ronnie Peterson with terrible injuries from which he would eventually succumb. As Rider, who had an inside track into the team that weekend, puts it: "We ended up making a different kind of programme."

Moving to the BBC as one of its main anchors, Rider was a busy man. But Formula 1 was about to deal the motorsport enthusiast another major blow. Firstly Simtek driver Roland Ratzenberger was killed in qualifying, and then Ayrton Senna perished after crashing early on in the race. But, in the TV world, the show must go on.

Rider recalls: "We knew the outcome [that Ayrton had died] at about 1500hrs but there was no way we would give out the news and go public with that until everybody was ready for that.

"I flew out to join the team for Sunday after working on rugby at Wembley on the Saturday. About two hours before kick-off at Wembley, the producer took a call from the Simtek team. They said they had a suspension part which they urgently needed and asked if I could take it out with me as hand baggage. About an hour later, this brown paper parcel arrived. One of the first things that we did in the first half an hour of the broadcast was report that Ratzenberger had been killed in qualifying. I was sitting there with a suspension part to take out to that very team."

The TV team on the ground at Imola was forced into some rapid rescheduling and programmes were stitched together against an extremely tight schedule.

Rider remembers: "We abandoned the usual grand prix highlights programme and we put out a Senna tribute instead. We eventually finished about 2100hrs and I remember we drove out of the circuit and – we were staying about an hour away – and I was in the back with Murray Walker and Jonathan Palmer. Nobody said a word for about 45 minutes, it was just eerie. Murray won't mind me saying, but he was the first one to speak. He said 'was it lap 18 or 19 that Jean Alesi came in for tyres?' It absolutely broke the moment. We all went out for a couple of wines and there were some racing slot machines there, and we sat there and gave these machines some stick and got it all out of our systems. But it was an extraordinary weekend."



Senna tragedy was a tough time

Advertising enquiries: 01233 228753

FEATURE

LINUS LUNDQVIST

CHASING THE AMERICAN DREAM



Lundqvist now has his eyes on an Indy Lights prize

2018 British F3 champion Linus Lundqvist is not big on money and background, but is big on talent. Now he's off to America for the next stage of his career. Graham Keilloh found out more



Lundqvist performs whatever the weather

"I think it was 12 laps in the rain at Karlskoga in Sweden," says Linus Lundqvist of his first time driving a single-seater, in late 2014 with a Formula Renault 1.6 car. "I still have a video of that somewhere on my computer.

"Every now and again I look back at it. I mean, the first couple of laps were quite horrible! But to be fair my last couple of laps weren't that bad and I was almost a bit impressed by myself!"

Learning quickly has indeed been a characteristic of 21-year-old Lundqvist's career. And it's had to be, as – aside from talent – he is someone with few ingrained advantages. "Most people get into motorsport with relatives that have done racing before or some kind of motorsport," Lundqvist notes, "but I'm actually the first one in my family and I got introduced to karting almost by accident.

"When I was six years old, with my stepdad we went to an amusement park where they had go-kart driving in Finland, and I was too small to try myself but I got to sit along next to him in a tandem kart, and I absolutely loved it. And then when we got back to Sweden I got to try a small go-kart myself and then step by step we bought our own go-kart and we started to practice and then we went on our way to the first race in 2007.

"When we won our first race that's where I realised that 'you know what I might not be that bad!' If we finished second or third it wasn't interesting but as soon as we got the win that's when I became addicted."

In his first car-racing season in the 2015 Formula Renault 1.6 Nordic championship Lundqvist was fourth in the standings with five podium finishes. The next year, in Formula STCC Nordic with his family-run team, he fed his thirst for victory with 10 wins from 14 races and a crushing title. Then for 2017, just turning the age of 18, Lundqvist moved to the British Formula 4 championship with Double R Racing.

"We have a little conveyor belt with Rob Wilson, the driver coach," Double R boss Anthony 'Boyo' Hieatt explains, "and Rob said [to Lundqvist] maybe you need to be looking at a bigger area, find a bit of money.

"We did some testing, he was prepared, asked the right questions, got all the video stuff, and he was bang on the pace straight away. I believe what Wilson tells me, he's seen everybody. And Linus had a good report from Rob and he was bang on the pace."

Fifth place in that year's British F4 table suggests a good, but not dazzling, campaign. But that's not the whole tale. "When you look at it we definitely had the speed to fight for the championship," Lundqvist recalls, "[but I had] the worst start to a season that I have ever had, and hopefully will ever have, because out of the first five races, we had four DNFs because of technical difficulties." Hieatt confirms "bloody engine problems, so that really knocked the championship."

Lundqvist still though claimed five race wins and nine fastest laps. He also identified areas to improve. "One being consistency and another one being

Photos: Mattias Persson / Motorsport Publication, Jakob Ebrey



Lundqvist won Daytona drive

LINUS LUNDQVIST CV

2019: Euroformula Open – 5th overall, 0 wins, 2 podiums, 1 pole position, 1 fastest lap; competed in Daytona 24 Hours with Precision Performance Motorsports
2018: BRDC British F3 Championship – Champion, 7 wins, 13 podiums, 4 pole positions, 4 fastest laps, Sunoco Whelen Challenge winner
2017: F4 British Championship – 5th overall, 5 wins, 11 podiums, 5 pole positions, 9 fastest laps
2016: Formula STCC Nordic – Champion, 10 wins, 13 podiums, 8 pole positions, 10 fastest laps
2015: Formula Renault 1.6 (Nordic) – 4th overall, 5 podiums, 4 fastest laps
2007-2014: Karting – Champion in KF2, Swedish Kart Festival in 2014; in Formula Mini, MKR series in 2011 and in Formula Micro, MKR series in 2010

Money, money, money

"You don't only need to be the best driver out there but need to be the best businessmen as well," Linus Lundqvist notes on that oh-so familiar part of a modern racing driver's existence. "I can quite comfortably say that I spend more time off track talking with sponsors and doing events, making sure I have the budget, than I actually have on the driving side."

This all is said without a hint of resentment, yet Lundqvist realises even so that it is less than ideal. "Truthfully, I dislike it, " he adds, "because I would love it to be just pure speed and what you do on track, but unfortunately it's not. Because I know that if I don't get the budget together, well, I'm not racing next year. If you're not as good off track [that] means that you might drive for a team that's not a championship-winning team."

Might US racing, in keeping with the land of opportunity, be more about the talent rather than the readies? Up to a point, Lundqvist reckons.

"I would like to say the general feeling that you get over in America is that it's a bit more talent based," he says.

"I still say it is as important to get a budget because the team still needs to get paid somehow. But what America has and what Europe doesn't is they fairly award the winner, so say looking at Road to Indy, with the USF and Pro 2000 and Indy Lights, and now the Formula Regional Americas with the scholarship from Honda, if you win it then you know that you're driving next year. I can focus almost 100% on the driving side and not have to worry about if we have enough money for the next race or whatever. And that's what every driver wants."



Lundqvist bags the 2018 F3 title



Lundqvist took five F4 victories

racecraft," Lundqvist reports. "And that's one of the things that I'm most proud of going into 2018 that those two things that might have been my weakness for 2017, it was almost my strengths the next year."

Hieatt noticed too when Lundqvist progressed to British Formula 3 with the team for '18. "He really surprised me," Hieatt says. "Every time I thought 'oh God we're in for a difficult situation' he kept just getting better and better; the more pressure he was under the better he got. And my appreciation of him grew as the season got on because every time where the car wasn't quite right or whatever he dug it out for us. And then when we did get the car right he was really unbeatable." The F3 title was his, as was victory in the Sunoco Whelen Challenge that got him a drive in the 2019 Daytona 24 Hours.

"As a driver he's right up there," Hieatt confirms. "He doesn't damage the car. He was a really great driver, wet, dry, hot, cold. There wasn't one ability that stood out, he was good in all conditions."

Lundqvist concurs that consistency and dependability are his main assets. "I usually don't do that many mistakes, I don't crash a lot," he says. "I'm consistently quick enough to be qualifying quite high up. And then just be quick when it matters during a race, when to push and when went to relax and save the tyres and engine and everything."

Hieatt continues: "Linus, you see from his campaign in British F3, he was bang on it, he won a race every weekend I think [actually six from eight]. No stand-out moments but just good all the time. In the three years [working with him] I'm trying to think of a low day…

"He didn't have many weak spots really as a driver. He works hard. Honestly, I can't think of a negative about him. His driving ability grew as he went up the formulas, he was always prepared for the next formula straight away, his fitness is excellent.

"If I had a bloody sportscar team or something he would be one of my first choices without a doubt."

Lundqvist was popular within the team too. "He gets on very well with the boys, engineers, everybody who worked with him," Hieatt adds. "They all loved him, he became an integral part of the team.

"[Lundqvist's family had] run their own team in Sweden with Linus's team manager and his father as mechanic and family friend as engineer, so he had a good grasp of how a team works. He loved the fact that everything was done for him and really appreciated it.

"Pau [last year in Euroformula] wasn't particularly fantastic because he shunted, and he was a bit down about that, but he was still there with the boys packing up, loading the truck up, getting ice creams for the boys and everything. Just a really good bloke to have on the team.

"I put him in the Mike Conway level of driver, just the consummate professional. If we had Dallara to do things for, and HWA to do things for, he's my driver I call up first. He will get in the car at 0900hrs and he'll get out at 1700hrs when the chequered flag goes on a test day. When I tell him something he's going to do it, he's not going to reinvent the wheel, he's going to drive consistently."

Last year, still with Double R, Lundqvist progressed to the pan-European Euroformula Open. Again he took fifth in the table, with no wins, which again may suggest a plateau. But again it pays to look closer.

"We had a good season," Hieatt reckons. "Probably Volkswagen had a slightly better balance of performance on most of the season [than Lundqvist's Mercedes] but he never let that get him down, and we had a few more incidents just because we had to push to get results all the time."

Lundqvist takes a similar view. "In retrospect I think we did the best what we could because it was my first season in the big F3 car on the big European circuits. And the same sort of goes for the team, because they hadn't raced on the European level for a couple of years. We still managed to finish fifth in what was a very competitive championship."



The 21-year-old has impressed

"He isn't one of these drivers who has unlimited budget," adds Hieatt. "He's always driving with one thought on that they don't know where the next race is coming from. My only thing with him is how good he could be if he wasn't constrained by his finances because then he'd be let off the leash as such.

"I know all the stresses and strains of trying to find the money to go motor racing and the family are just right behind him all the time, and they're just a working class family. To get him where he is now it's as much a success of his parents as it is Linus."

Lundqvist's first choice for 2020 was FIA F3, but a shortage of budget scuppered that. Then a Stateside opportunity came along that was, in Lundqvist's words, "almost too good to be true". He'll race in Formula Regional Americas with the Global Racing Group team that finished first and second therein last season. Moreover if he wins the 2020 title he will, via a Honda scholarship, get a 2021 drive in the IndyCar-supporting Indy Lights. Lundqvist has the '20 crown very much in his sights.

"Look at, for example, when I won the Formula 3 championship," Lundqvist continues. "At the end of the day we never really got anything out of it other than a title. While in this one over in America if you win a championship then you actually get something for it which can help you to progress.

Following various of his countrymen – including Felix Rosenqvist who for Lundqvist has "a bit of an advisory role" – to IndyCars beckons. "The dream of Formula 1 is still there," Lundqvist notes. "But I never want to close any doors and I've always had a keen eye towards IndyCar and especially now with the attention that we get [in Sweden] with Marcus [Ericsson] and Felix. It would be amazing to be racing in the 500."

Hieatt expects US success too. "His chances are extremely high," he says. "This prize in America came up and it's absolutely a no brainer. I view a professional driver is when your mum and dad stop paying for it, and this will be a big mark on his career where he starts to become a professional driver, if he wins the big prize. I think it's an absolutely fantastic move for him. It's a mark of him that he's prepared to do a left-field choice to keep going forward, the same way Kenny Brack [and] Rosenqvist [did].

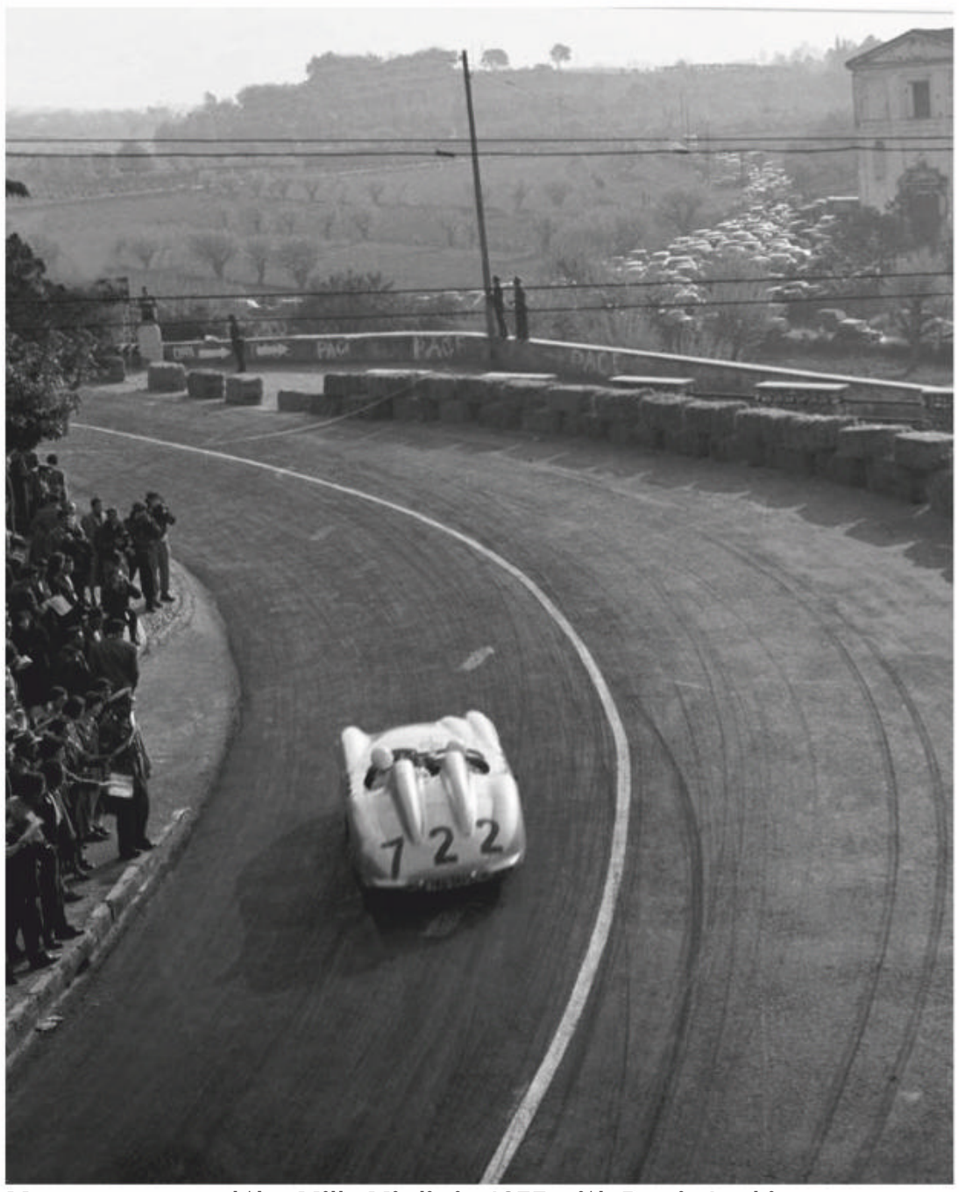
"He's probably done as much as he can do in Europe without having a massive sponsor. And he'll fit in, the Americans will love him because he works hard, he knows how to play the game and one thing I've learned about America having done a fair bit of race engineering over there is they don't like the cars being damaged all the time. And I'd put money on it, he won't put a scratch on it and that's what will bring him the championship I hope, consistent scoring and when the car's right he'll be winning races." ■

Advertising enquiries: 01233 228753

FEATURE

STIRLING
A LEGEND IN THE TRUEST SENSE AND A LIFE WELL LIVED

In a world where fame can be fleeting, Stirling Moss remained a superstar celebrity for more than half a century. By Paul Lawrence.


Moss conquered the Mille Miglia in 1955 with Denis Jenkinson


Moss leads in the 1958 season with but Hawthorn (behind) took title

There was a certain synchronicity that Sir Stirling Moss OBE passed away peacefully over the Easter weekend, for his life so very nearly ended on the same weekend 58 years earlier.

The 1962 accident ended his glittering career at the top of motorsport but, after a lengthy recovery, he went on to live a remarkable life for more than half a century. Many of his contemporaries were less fortunate.

Across the years after his life-changing accident at Goodwood, and even in his later years when he sometimes made use of a wheelchair, Moss drew a huge crowd whenever he appeared in public. His was a fame and popularity that never dwindled or diminished for this was a man who encapsulated skill, bravery, sportsmanship and good humour in equal part and he was revered, loved and admired by millions. We will really never see his like again.

Moss was born in 1929 and was just 18 when motorsport spluttered back into life after more than five years of the Second World War. His father wanted him to follow a career as a dentist, but the youngster had been driving on private ground from the age of nine with an old Austin 7 and a move into competition was inevitable. He persuaded his father Alfred to let him use a pre-War BMW 328 in some speed events but it was in a 500cc Formula 3 Cooper that Moss started to show his potential.

It was a trip into Italy in 1949, to a country still recovering from the Second World War, that was a turning point in his early career. He raced a Cooper-JAP on the 10-mile road circuit at Lake Garda and took to the street circuit in style.

"These were proper roads: the circuit went through the town of Salo. I won my class and finished third overall," he recalled with complete clarity from a perspective of more than 60 years.

The result earned the attention of British team owner John Heath of HWM and Stirling's racing career simply took off.

That love of road courses served him well as he raced all over Europe and won the 1950 Tourist Trophy on the daunting Dundrod circuit in Northern Ireland at the wheel of Tommy Wisdom's Jaguar XK120. "In the 1950s we had races like that in so many towns all over Europe. Sometimes I realised they were dangerous," he said. However, sublime car control, total precision and a justified self-belief served him well and he accepted the danger as part of the job.

The deal with HWM opened the door to grand prix racing and the victory that won the heart of a nation followed when he became the first British driver to win the British Grand Prix. His victory for Mercedes at Aintree in July 1955 made him a national hero at a time when the country was still trying cast off the shadow of war. It was the year of the 'Dam Busters', Anthony Eden and Lonnie Donegan and Moss made the national headlines for his famous win.

The Aintree win came a couple of months after one of the finest drives of his life. Winning the 992-mile Mille Miglia for Mercedes, with Denis Jenkinson alongside delivering route notes, was a huge achievement. Moss beat team-mate Juan-Manuel Fangio by more than half an hour as he averaged 99mph for just over 10 hours.

Although he cited the 45-mile Targa Florio as his favourite road circuit, his victory in the Mille Miglia was quite remarkable and his memory of that race never dimmed. "Nearer the finish you caught the Isettas that had started first and they were sitting on the crown of the road," he later recalled. "They were probably doing 68mph and I was doing up to 180mph. The closing speed was enormous. But I never found concentration a problem because your life was at stake, so you tended to pay attention."

Those two landmark victories in 1955 ensured that Moss became a national hero and it was a fame that endured. Even 50 years on from the end of his grand prix career, many members of the British general public would rate Moss as the country's best-known racing driver.

It is well documented that Moss never won the world championship title that his ability deserved, but his record towards the end of the 1950s was still hugely impressive. He was runner-up in the world championship four times in a row and third in the standings three times in a period of seven consecutive seasons. During that era, he was awarded an OBE for services to motorsport.

To come so close and never take motorsport's biggest title was dreadfully unjust for the driver who was the benchmark of his generation.

Ironically, his patriotism and sense of sporting fair play contributed to him missing out on the crown.

Following the 1958 Portuguese Grand Prix in late August at Porto, Mike Hawthorn was going to be penalised for allegedly driving his Ferrari back onto the track in the wrong direction and faced losing six championship points after finishing second to Moss. However, Moss stepped forward and gave evidence to the stewards about his countryman's action and Hawthorn kept his second place and, vitally, six points. At season's end, Hawthorn beat Moss to the title by a single point.

Though his mid-1950s grand prix successes had been with Maserati and Mercedes, Moss was a patriot and elected to join the British Vanwall team for 1957. The team carried the hopes of the nation as it bid to put a British manufacturer at the top of a category dominated by Italian and German teams since the start of the world championship in 1950.

In typical Moss style, the first grand prix win for Vanwall was full of excitement and drama as his car developed a misfire and he took over the car of his injury-recovering team-mate Tony Brooks to win at Aintree in 1957. Finally, a British-built car had won a grand prix and the crowd went wild. It was the first Grand Prix win for a British car since Sir Henry Seagrave won the 1923 French Grand Prix in a Sunbeam.

A nation celebrated and Moss was the hero of the hour after a victory that was a true turning point in establishing the UK as a major force in motorsport and, ultimately, becoming the world leader in race car design and manufacture.

He spent three seasons with Rob Walker's privately-entered cars and won an epic victory at Monaco in 1961 when pure driving skill in his humble Lotus 18 beat the might of Ferrari. It was little wonder that Ferrari wanted Moss and, eventually, a deal was done for Moss to race for the prancing horse in 1962. Moss was now 32 and young British racers Jim Clark and Graham Hill were snapping at his heels, but that elusive World Championship was firmly in his sights.

Of course, that season in a sharknose Ferrari never happened. On Easter Monday, 1962, Moss crashed his Lotus at Goodwood in the non-championship Glover Trophy: the cause of the accident


Moss started in 500cc racing

MOSS

Photos: LAT



Moss (right) won in a Jag at Dunrdod in 1950



Yet more silverware: Moss and trophy in a typical pose

was never established. He was lucky to escape with his life but was very badly injured and was in a coma for a month as the nation held its breath. It was a long journey to recovery and around a year later Moss tested an F1 car at Goodwood to assess the possibility of a return. He felt that driving a race car on the limit did not come as naturally as it once did and decided to retire from the top level of motorsport.

Instead, Moss developed a new life and business empire, winning ever more adoration as his character, wit and easy charm made him a favourite in the media, on television and in countless personal appearances. He travelled the world, and in due course, returned to racing in a wide range of historic cars. Fittingly, his first significant historic race was in 1977, back at the wheel of a Maserati 250F. Three years later, he contested the most serious racing campaign of his post-1962 life when he raced for Audi in the British Saloon Car Championship.

He was turned 80 when he finally called time on racing. He had revisited an earlier part of his career by owning and racing a 1950s OSCA sports-racer purely for the fun of competing. However, after the qualifying session for the Le Mans Legend race he announced that he was done with racing. For perhaps the first time in his life, Moss had been scared in a race car and he knew it was time to stop.

Moss was a star that never faded and the image of the British hero of the 1950s racing with skill, sportsmanship and patriotism ensured he retained his place in the nation's heart until the very end of his life. He reached his peak at a time when Britain needed a hero and Stirling Moss fitted the role perfectly.

Speaking in 2011, he reflected on his life in motorsport. "We weren't getting rich, but it was a wonderful life. My quality of life was far better than Lewis Hamilton. If he wins a race, he gets to go and talk to Vodaphone. If I won a race, I'd go partying and chasing the crumpet!"

The word legend is bandied around easily in the modern world. But that really was the best word to sum up Sir Stirling Moss OBE. The sport will never see the like of him again and countless thousands of fans lost a part of their passion for the sport when he died.

Moss was a hero, he was an inspiration and he touched the lives of thousands. Above all, he was a supremely gifted racing driver and, arguably, the greatest talent of his generation. He defied the odds to live to the age of 90 and it was a life well lived. ■



The huge Goodwood crash in April 1962 has never been explained

TIMELINE OF HIS CAREER

Sir Stirling Craufurd Moss OBE

September 17 1929-April 12 2020



First top-flight chance was with HWM in '51



Rob Walker Lotus in 1961

1947: Competed in speed events in his father's BMW 328
1948: Started racing in a 500cc F3 Cooper
1950: Raced sports cars for Jaguar and HWM
1950: Won the Dundrod Tourist Trophy in a Jaguar XK120
1951: Made grand prix debut with HWM in Swiss Grand Prix
1952: Finished second on the Monte Carlo Rally
1953: Finished second at Le Mans with Jaguar
1954: Joined the Maserati Grand Prix team
1955: Won the British Grand Prix and the Mille Miglia for Mercedes
1955: Runner-up in the Formula 1 World Championship with Mercedes
1956: Runner-up in the Formula 1 World Championship with Maserati
1957: Runner-up in the Formula 1 World Championship with Vanwall
1958: Runner-up in the Formula 1 World Championship with Vanwall
1959: Third in the World Championship with Rob Walker's team
1959: Awarded an OBE for services to motorsport
1960: Third in the Formula 1 World Championship with Rob Walker's team
1961: Third in the World Championship with Rob Walker's team
1962: Crashed at Formula 1 Goodwood on Easter Monday
1968: Competed in the London-Sydney Marathon
1974: Competed in the World Cup Rally
1977: Competed in his first historic race in a Maserati 250F
1980: Raced for Audi in the British Saloon Car Championship
1980: Married Susie, later to become Lady Moss
1990: Inducted into the International Motor Sport Hall of Fame
2000: Made a Knight Bachelor in the New Year Honours (Sir)
2006: Awarded the FIA Gold Medal
2009: 80th birthday celebrated at the Goodwood Revival
2010: broke both ankles in a fall at home
2011: Retired from racing after qualifying for the Le Mans Legends race
2016: Hospitalised in Singapore with a chest infection
2018: Retired from public life
2020: Died at home in London on Easter Sunday



Moss was true to his British roots with Vanwall swap



Audi was a tough project



The final lap: Le Mans, 2011

Advertising enquiries: 01233 228753

COLUMN

JONATHAN BROWNE

Reigning Formula Ford Festival winner and FF1600 frontrunner

Photos: Rachel Bourne



Browne had a big 2019 step

Last season was a massive success overall. If you compare it to my first year in Formula Ford, in 2018, it was just insane the difference it made to win my first National FF1600 race in the second round. You would never dream of it if you saw me in my first year; I certainly didn't think it was possible.

As for what made the difference, I did a lot of fitness training, lost two stone in weight and improved my overall health. Also in year two you know more about what to expect in the car, plus you know the tracks and nothing's new. All that together helped me make a massive improvement.

And my Formula Ford Festival win at Brands Hatch was a great way to end 2019. I thought I would be up there and might have a chance of winning, but I did not expect what happened. Everything just clicked from the off. I had a really good day on the Wednesday in testing but then I missed the Thursday because I had to fly home back to Ireland to do an exam! I was back for Friday's testing.

Both days of testing were good, I was quickest most of the time and then I went into qualifying and did the job, got pole. That turned into the heat win and then I got the semi-final win too. The car was unreal that weekend. I was definitely on top of my game so hopefully we'll have many more of those this year.

I would have really been upset with myself if I'd won the heat, semi and then not won the final, so I was sitting on the final's grid saying 'don't lose this thing!' Thankfully I didn't!

Then a week later it was Silverstone's Walter Hayes Trophy, my first time doing it. We had really good pace in the dry but in the wet we lacked a little bit and in the semi-final I went from fourth to sixth on the last lap, so instead of starting the final eighth I was starting 11th. We still finished the final fourth.

So I was very happy with how the year went but there's always room for improvement. We learned a lot and hopefully I'll be able to carry that into this year.

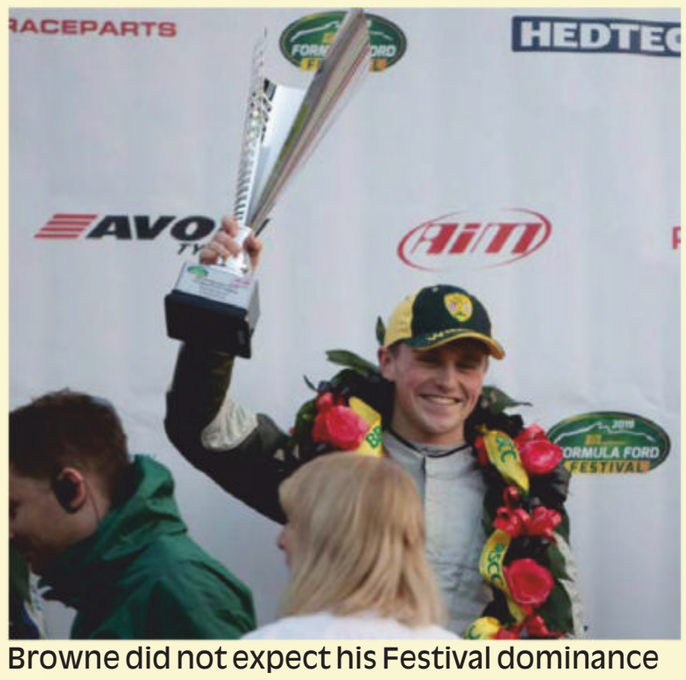
Part of my Festival prize was getting to drive a Formula 4 car in the scholarship test at Silverstone, and I felt that again was a massive success. It was my first time driving that car with slicks and wings. It was a learning experience but I knew the track plus the Fortec Motorsports team was really nice to me and taught me everything it knew.

We got down to a reasonable time. I definitely could have gone a bit quicker but most people running that day had done a few days in the car already and it was my first day, yet we were right up there for the majority of the day. A lot of the difference from a FF1600 car was in braking, trusting the car will stop and that you will have enough grip to get around the corner. Each lap the time was coming more and more, but unfortunately you don't have a whole week in the car to get there!

I already planned though to do another season in Formula Ford this year. The opinion of my boss Cliff Dempsey was I need another year and I thought 'you know more than I do!' In terms of F4, I'm not sure. I'm taking it year by year and who knows? As usual there are budget considerations. I can afford what I'm doing now but anything beyond that you enter big bucks. I believe we will get there but it's not an easy target.

Cliff Dempsey Racing is a really well-run and professional team. Cliff and I get on really well and he's been in this for a long time and won practically everything. I admire how hard he works to make sure we can run at the front.

He gives everyone in the team the same treatment whether you're first or last.



Browne did not expect his Festival dominance



Browne has good bond with boss Cliff Dempsey

I don't see myself as the favourite in Formula Ford this season, indeed I don't think there is a favourite in Formula Ford, as each race the person at the front will change and plenty will be up there. The Festival win has definitely put a target on my back but I'm fine with it! We'll take it race by race and hopefully we'll be there at the end of the year.

"The Festival win has put a target on my back but I'm fine with it!"

WHAT'S ON

WHAT'S ON YOUTUBE

There isn't much in motorsport that can be relied upon, but periodic speculation about a London Formula 1 street race threatens to be one such. For various reasons the prospect is fanciful, yet for those of middle age and above UK downtown street racing is within living memory. In the wonderful oddity that was the Birmingham Superprix, which took place on the August bank holiday.

It was a Formula 3000 event – for the uninitiated, the F2 of its day – yet for two years it also had a British Touring Car Championship support race. And you can imagine what the lively BTCC bunch, combined with a barrier-lined yet rapid street track, gave us. Both Birmingham BTCC races have extended highlights available on YouTube, but for our purposes the first of them, in 1989, gets the nod. It's the multi-class BTCC of the age, with the Group A RS500 Sierras scrapping at the front driven by luminaries such as Andy Rouse, Robb Gravett and Tim Harvey, with the other class fights – and overall championship consideration – further back. And it's fine entertainment.

You can find it by searching for '1989 – Birmingham Superprix – Highlights of the BTCC race'. And here is the link: youtube.com/watch?v=hamaRwRuhyM

Graham Keilloh



The mighty Ford Sierra RS500s tackled Birmingham in '89

TV GUIDE

Formula 1 and **Formula E** both remain at the forefront of the TV broadcasters' motorsport plans as the lockdown continues to prohibit any live sporting action for the foreseeable future.

The year 2014 also prominently features this week, with full re-runs of that year's Spanish, Monaco, Canadian, Austrian, British, German, Hungarian, Belgian and Italian Grands Prix spanning the next five weekdays on Sky Sports F1. Coverage starts when the channel returns to air at 1100hrs and runs until 2100hrs in some cases with two races shown back-to-back.

Also on Sky Sports F1's bill is a multitude of editions of **F1 Classic Races**. Following a scheduling pattern of its own, there's a race on every single evening at 2100hrs: the 2000 Belgian (Wednesday), 2011 Canadian (Thursday), 1993 German (Friday), 1998 Belgian (Saturday), 2012 European (Sunday), 2008 British (Monday) and 2000 German (Tuesday). Other highlights include the 1989 San Marino Grand Prix (Saturday, 1900hrs-1930hrs), 1989 British Grand Prix (Sunday, 2315hrs-2345hrs) and the 1982 German Grand Prix (Tuesday, 2315hrs-0000hrs). **Jenson Button's F1 Memories** from 2009 is also worth a view on Wednesday morning (0000hrs-0030hrs).

FreeSports is carrying extensive FE coverage this week with replays of the majority of the inaugural 2014/15 season and the opening rounds of the succeeding 2015/16 season. Coverage begins with the Punta del Este and Buenos Aires races (Wednesday, 0100hrs-0300hrs) and later the Miami ePrix (Wednesday, 1200hrs-1300hrs) before a pattern emerges for the remainder of the week.

Races from Thursday are broadcast in chronological order with a pair shown together between 1100hrs-1300hrs, starting with the 2014/15 Long Beach ePrix on Thursday and concluding with the 2015/16 Long Beach ePrix on Tuesday. There's also a **Top 100 Moments** programme from the championship's history on Saturday (0930hrs-1000hrs) which is repeated later that afternoon (1630hrs-1700hrs).

Elsewhere, Eurosport 2 is offering the chance to re-watch this year's **Dakar Rally** with stage-by-stage highlights broadcast throughout the week from Wednesday to Sunday. Lasting half an hour each, two stages are lumped together for an hour (2300hrs-0000hrs) beginning with SS3 until the end of the rally, SS12 on Sunday (2330hrs-0000hrs).



Imola 1989: watershed

WE NEED YOU!
GET INVOLVED WITH MN

EMAIL
letters@motorsport-news.co.uk

TWITTER
Updates:
@MNmotorsport

FACEBOOK & INSTAGRAM
Search for
'Motorsport News'

DIGITAL ISSUE
See motorsport-news.co.uk

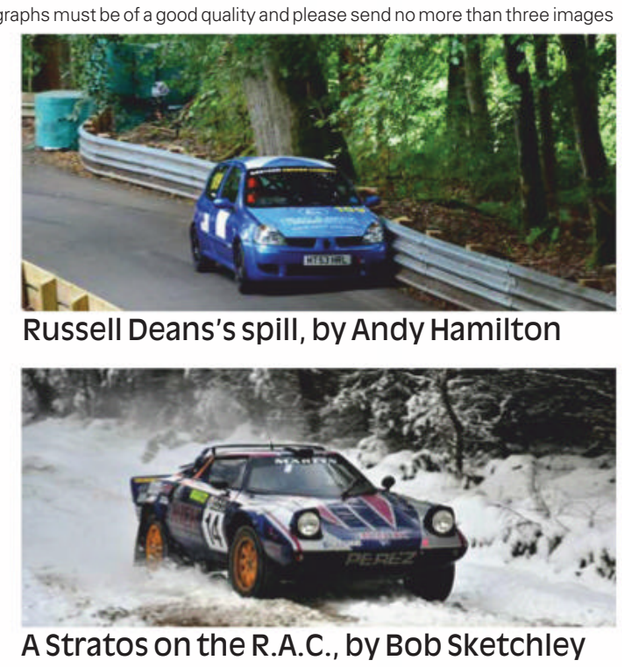
WRITE TO US
Motorsport News
Kelsey Media
The Granary, Downs Court, Yalding Hill,
Yalding, Maidstone Kent ME18 6AL

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

ART EDITOR MIKE STOKOE'S FAVOURITE OF THE WEEK!



Mike Phillips's shot of this Ford Escort Mk1 pushing on at the Network Q Revival in 2019



Russell Deans's spill, by Andy Hamilton

A Stratos on the R.A.C., by Bob Sketchley



Adrian Durnell's shot from Wales Rally GB



Chris Collier's shot from Wales Rally GB



Some classic Fords, from Geralt Price

NEXT WEEK

*Details correct at time of going to press; it's all virus permitting!

DAMON HILL IN THE SPOTLIGHT
The 1996 world-beater answers MN readers' questions



REMEMBERING BMW'S GAME-CHANGER
How the German firm produced a 1980s icon



OUT WEDNESDAY, APRIL 29

THE VOICE OF BRITISH MOTORSPORT
MOTORSPORT NEWS

motorsport-news.co.uk

Motorsport News
Kelsey Media
The Granary, Downs Court, Yalding Hill,
Yalding, Maidstone Kent ME18 6AL

EDITORIAL
Editor: Matt James
Tel: 07884 117139
Email: matt.james@kelsey.co.uk

Deputy Editor: Graham Keilloh
Email: Graham.Keilloh@kelsey.co.uk

Reporter: Luke Barry
Email: Luke.Barry@kelsey.co.uk

Art Editor: Mike Stokoe
Tel: 07957 282340
Email: mikestokoe@gmail.com

Contributors
Rallying Editor: Colin Clark
Historics Editor: Paul Lawrence
Rallycross Editor: Hal Ridge
Columnist at large: David Addison
Columnist and track tester: Andrew Jordan

ADVERTISING
Tandem Media Ltd.
Account Director: Richard Rowe
Email: richard@tandemmedia.co.uk
Tel: 01233 228757

Account Manager: Peri Smith
Email: perianne@tandemmedia.co.uk
Tel: 01233 228753

PRODUCTION
Tandem Media Ltd.
Ad Production Manager: Andy Welch
Email: mn@tandemmedia.co.uk
Tel: 01233 220245

MANAGEMENT
Chief Executive: Steve Wright
Chief Operating Officer: Phil Weeden
Managing Director: Kevin McCormick
Finance Director: Joyce Parker-Sarioglu
HR & Operations Manager: Charlotte Whittaker
Retail Director: Steve Brown
Audience Development Manager: Andy Cotton
Senior Print Production Manager: Nicola Pollard
Print Production Manager: Georgina Harris
Print Production Controller: Kelly Orriss

SUBSCRIPTIONS
UK subscription and back issue
orderline: 0845 241 5159
Overseas subscription
orderline: 0044 (0) 1959 543 747
Toll free USA subscription
orderline: 1-888-777-0275
UK customer service team: 01959 543 747
Customer service email address: subs@kelsey.co.uk
Customer service and subscription postal address:
Motorsport News
Customer Service Team
Kelsey Publishing Ltd
Kelsey Media, The Granary, Downs Court
Yalding Hill, Yalding, Maidstone Kent ME18 6AL

DISTRIBUTION
Distribution in Great Britain
Marketforce (UK)
2nd Floor, 5 Churchill Place, Canary Wharf
London E14 5HU
Tel: 020 3787 9001

Distribution in Northern Ireland and the
Republic of Ireland
Newspread
Tel: +353 23 886 3850

Kelsey Media 2020 © all rights reserved. Kelsey Media is a trading name of Kelsey Publishing Ltd. Reproduction in whole or in part is forbidden except with permission in writing from the publishers. Note to contributors: articles submitted for consideration by the editor must be the original work of the author and not previously published. Where photographs are included, which are not the property of the contributor, permission to reproduce them must have been obtained from the owner of the copyright. The editor cannot guarantee a personal response to all letters and emails received. The views expressed in the magazine are not necessarily those of the Editor or the Publisher. Kelsey Publishing Ltd accepts no liability for products and services offered by third parties.

Kelsey Media takes your personal data very seriously. For more information of our privacy policy, please visit https://www.kelsey.co.uk/privacy-policy/ . If at any point you have any queries regarding Kelsey's data policy you can email our Data Protection Officer at dpo@kelsey.co.uk.

KELSEY media
www.kelsey.co.uk

Book your advert before 3pm Wednesday to see it in the next issue

THE VOICE OF BRITISH MOTORSPORT
MOTORSPORT NEWS

Classified

Telephone: 01233 228753 Email: mn@tandemmedia.co.uk

Motorsport News Classified offers a fantastic opportunity to advertise to a uniquely motorsport based audience. Advertising with us puts your advert right in front of a very hands on and involved motorsport market.

Brand New Private Seller Rates
Lineage:
25 words = £25 (£30 inc vat)
25 words + Picture = £35 (£42 inc vat)
Extra 10 words = £5 (£6 inc vat)
Full Colour 4x1 Box Advert
£50 (£60 inc vat)
£10 per extra column cm (£12 inc vat)
Private seller Offer
25% off when you book for 4 weeks

If you wish to advertise in the Motorsport News Classified please **call 01233 228753 or email mn@tandemmedia.co.uk**
Deadline: Wednesday at 3pm (subject to change on Bank Holiday weeks)
Payment: Cheques and postal orders should be made payable to Kelsey Media

Address for advertising

Motorsport News Advertising
Tandem Media Ltd
Unit 14,
Evegate Business & Retail Park,
Station Road, Smeeth TN25 6SX

Important
The publishers reserve the right to refuse advertisements and do not accept liability for clerical or printers errors.
Terms for approved accounts strictly net within 30 days. The advertiser's name and address must accompany all advertisements, whether for publication or not.
Any advertisement received too late for publication and any advertisement received too late for inclusion in the current issue will automatically be inserted in the next available issue.

If you are a trade advertiser this must be indicated in your advertisement. Advertisers are also reminded that they are responsible for complying with legal requirements currently in force.
Six weeks notice prior to issue date required for cancellation of any advertisement. All Verbal confirmation taken on the phone is binding.

Cancellation and refunds not guaranteed. Terms of acceptance of advertising are available on request.

MARKETPLACE

DAVID AUDEN & ASSOCIATES INSURANCE BROKERS

INSURANCE



POLICIES FOR
✓ COMPETITION CARS
✓ RALLY & RACE CARS
✓ SERVICE VEHICLES

PHONE: 0161 440 7590
quote form on rallycar-insurance.co.uk
Authorised and regulated by the Financial Services Authority

Goose Taxation

Chartered Accountant & Tax Adviser for Motorsport Contractors, Freelancers and SMEs

Fixed fees • Your own dedicated accountant • Unlimited support

With speed and accuracy – the amplified link to our motorsport interests

ICAEW CHARTERED ACCOUNTANT

garry@goosetaxation.com
0800 772 0956
www.goosetaxation.com

Vehicle Wiring Products

We supply a comprehensive range of wiring products for repair, modification or complete rewire to your vehicle



Visit our website, phone or email for a free catalogue
www.vehicleproducts.co.uk
Tel: 0115 9305454 | email: sales@vehicleproducts.co.uk

Vehicle Wiring Products Ltd,
9 Buxton Court, Manners Ind Est, Ilkeston, Derbyshire, DE7 8EF.

Alloywheelrepairs.com

- Repairs to aluminium and magnesium wheels and castings.
- Wheels chemically stripped, fine bead blasted and powder coated.
- Wheels inserted and PCD and offset altered.

Chevette

- Manufacturers of cars and components to build Works spec Chevette HS/HSR.
- HSR body kits, springs, shocks, roll cages and all parts required and all parts required to build cars to works spec.
- 40 years of experience to share.

IAN JEMISON ENGINEERING

HOME FARM, 81 MAIN STREET, BISHOPTHORPE, YORK, YO23 2RA
01904 703 863

Rebuild Time?...

Fast and Reliable Delivery of Forged Pistons and Conrods



Have the pistons you need, not a compromise

CALL: (0)1462 684300
sales@cambridgemotorsport.com

Cambridge Motorsport Parts
Unit 5 Lacre Way, Letchworth, Herts, SG6 1NR. www.cambridgemotorsport.com

---

QED

Full range of engine components for:
LOTUS FORD TWIN-CAM
LOTUS 900-SERIES
VAUXHALL XE
VAUXHALL ECOTEC
ROVER K-SERIES
Call or buy online!
QEDMOTORSPORT.CO.UK
01509 412 317

SIMPSON Race Exhausts

The Stainless Steel Rally Exhaust Specialists ...

Follow Us twitter.com/SimpsonExhausts
Like Us facebook.com/SimpsonRaceExhausts

01753 532 222 // www.SimpsonRaceExhausts.com

THE VOICE OF BRITISH MOTORSPORT MOTORSPORT NEWS

TO ADVERTISE YOUR PRODUCTS AND SERVICES IN OUR NEXT ISSUE PLEASE CALL PERI

01233 228753

TRAILERS & TRANSPORTERS



www.WOODFORDTRAILERS.com

HIGH QUALITY TRAILERS FOR CLUB, PRIVATE AND PRO MOTORSPORTS

Woodford Trailers has been designing and building trailers at their factory in Northamptonshire for over 20 years, making quality, well designed and adaptable products for industrial, Sports and Leisure markets at competitive prices.



sales@woodfordtrailers.com

+44 (0)1327 263384 / 14 GREAT CENTRAL WAY, WOODFORD HALSE, NORTHHANTS NN11 3PZ

MARKETPLACE

CBR
CRAIG BECK RACING

Historic Engine Specialist

Lotus Twin Cam

Ford Cosworth BDA/BDG



CBR can offer full Engine Builds from Fast Road to full Race

Fully Equipped Workshop with;-

- *In-house Ultra-Sonic Parts Cleaning*
- *In-house Super Finishing Process*
- *In-house Dyno Testing*

Craig Beck Racing Ltd
T: **07876 221 932**
E: craig@craigbeckracing.co.uk
www.craigbeckracing.co.uk

CBR
CRAIG BECK RACING

CompBrake-Motorsport

THE UK'S LARGEST SUPPLIER OF TANKS & TANK ACCESSORIES...

BESPOKE TANK SERVICE

[3MM OR 5MM!]

WE CAN MANUFACTURE ONSITE ANY SHAPE, SIZE & CAPACITY OF TANK YOU NEED!

FUEL TANK ALUMINIUM 20 GALLON CURVE
[H300mm x W300 x L900mm]



£299.99
PROJECT
CMB-FT-020R
CUSTOM
1 X OFF CENTER FILLER NECK [BAFFLED]

FUEL TANK ALUMINIUM 150 GALLON
[H610mm x W610mm x L1525mm]



£449.99
PROJECT
CMB-FT0150
CUSTOM
1 X FAR SIDE FILLER
+FORK LIFT BRACKETS [BAFFLED]

FUEL TANK ALUMINIUM 14 GALLON
[H300mm x W300mm x L700mm]



£199.99
PROJECT
CMB-FT014
CUSTOM
INLET, 6MM OUTLET
1 X FAR SIDE FILLER NECK [BAFFLED]

FUEL TANK ALUMINIUM 10 GALLON
[H250mm x W300mm x L600mm]



£159.99
PROJECT
CMB-FT010
CUSTOM
1 X FAR SIDE
FILLER NECK [FOAM FILLED]

WHATEVER YOU DRIVE, WE CAN MAKE A TANK FOR YOU!

FUEL TANK ALUMINIUM 4 GALLON
[H150mm x W250 x L490mm]



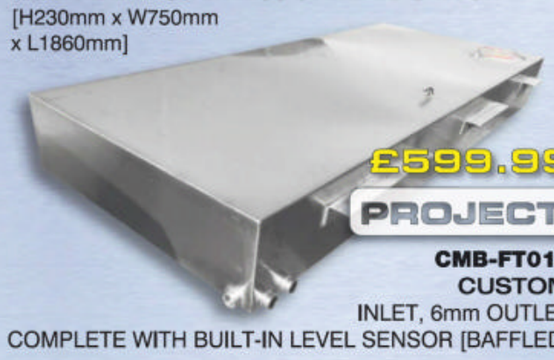
£119.99
PROJECT
CMB-FT-004
CUSTOM
1 X OFF CENTER FILLER NECK [BAFFLED]

FUEL TANK ALUMINIUM 17 GALLON
[H250mm x W300mm x L900mm]



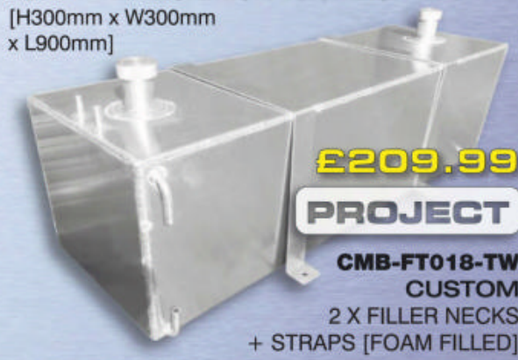
£199.99
PROJECT
CMB-FT017
CUSTOM 1 X CENTRAL MOUNTED OFF-CENTRE FILLER NECK +STRAPS [BAFFLED]

WATER TANK STAINLESS STEEL 85 GALLON
[H230mm x W750mm x L1860mm]



£599.99
PROJECT
CMB-FT015
CUSTOM
INLET, 6mm OUTLET
COMPLETE WITH BUILT-IN LEVEL SENSOR [BAFFLED]

FUEL TANK ALUMINIUM 18 GALLON
[H300mm x W300mm x L900mm]



£209.99
PROJECT
CMB-FT018-TW
CUSTOM
2 X FILLER NECKS
+ STRAPS [FOAM FILLED]

Quote SP329 when you call: 01744 895 888 www.compbrake.com

Compbrake Motorsport Ltd, Belvedere Barn Estate, Unit F1, Crank Road, Billinge, Wigan, WN5 7EZ Sales: **sales@compbrake.com** Technical: **technical@compbrake.com**

MARKETPLACE

The Worlds Leading Historic Mini Specialist





Swiftune Classic Mini Quaife ATB



Heritage Die Cast Pistons



Swiftune Mirror Brackets



SW5 Camshaft Rebuild Kit

www.swiftune.com
+44 (0)1233 850843 | sales@swiftune.com

Swiftune

8600rpm, valve speed 6.58m/sec
Woodcote, Goodwood
Historic Racing
Welcome to our showroom

A winning history of over 25 years
We've supplied cams to more championship winners than any other UK manufacturer. Our bespoke CNC lobe contour grinding centre ensures we'll continue to do so.

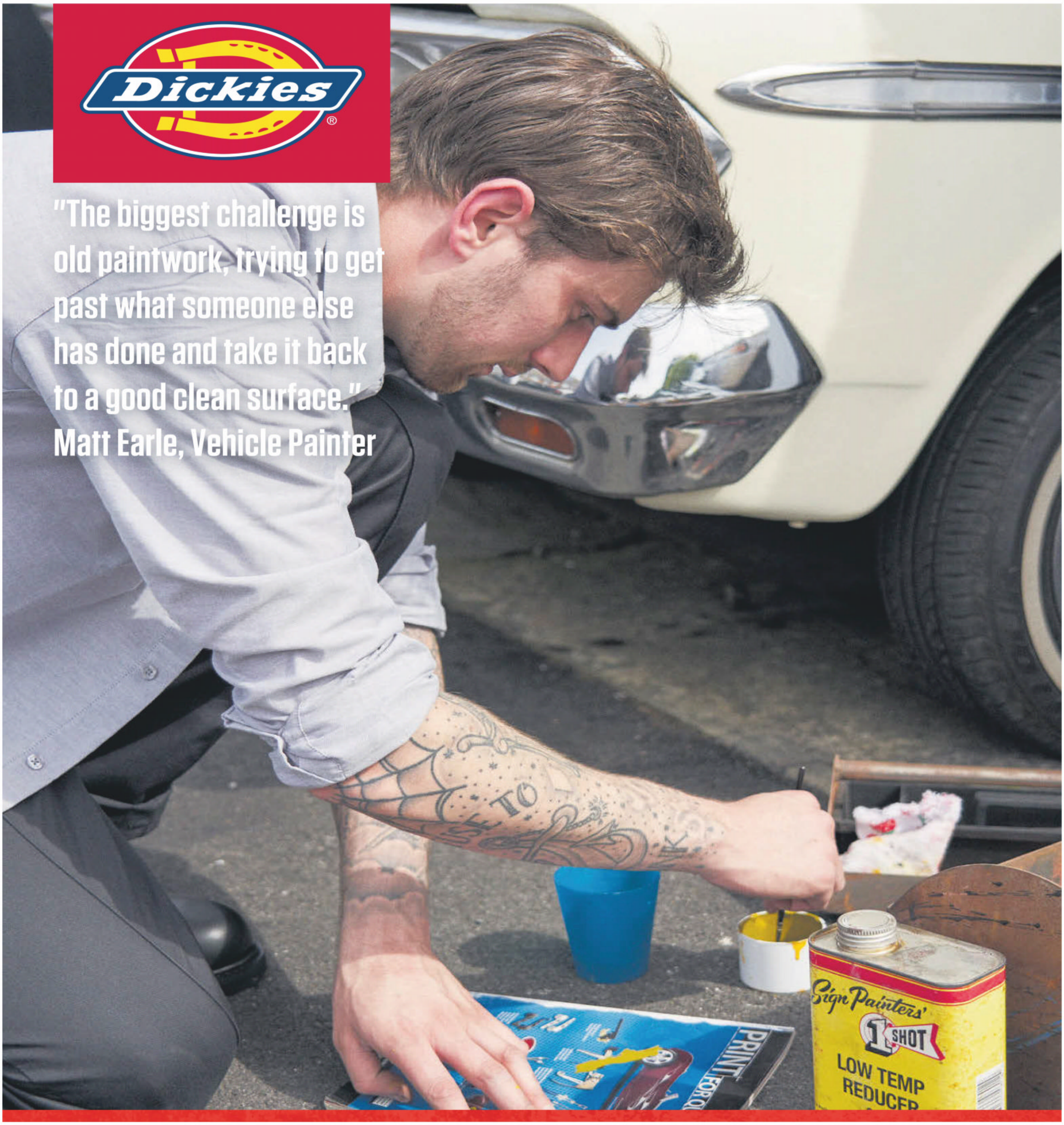
Book your podium place early:
Contact us now on 01303 248666
Free Technical Support



KENT CAMS

THE ART OF PRECISION GRINDING
www.kentcams.com

MARKETPLACE



IF IT'S DICKIES MADE, IT'S MADE TO WORK

WWW.DICKIESWORKWEAR.COM or visit a distributor near you

Dickies is a trademark of Williamson-Dickie, a division of VF Outdoor, LLC. Under licence to Williamson-Dickie Europe LTD. © Williamson-Dickie, a division of VF Outdoor, LLC. All rights reserved

FIND US ON SOCIAL: @ DICKIESWORKWEAR

MARKETPLACE

WEBSITE: www.itgairfilters.com | EMAIL: sales@itgairfilters.com

FIND US ON:

www.itgairfilters.com

itg®

SETTING THE PACE FOR PERFORMANCE AIR FILTERS FOR THE PROFESSIONALS

Profilter Maxogen®

Megaflow Customfit



PERFORMANCE AIR FILTERS FOR ROAD, RACE & RETRO VEHICLES

MARKETPLACE

Northampton Motorsport

The Performance Tuning Specialists



Here at Northampton Motorsport, we have over 20 years experience tuning all types of Ford engines.

From Cross flow to Duratec, 4 to 8 cylinders, vintage to modern we have seen them all on our rolling road.

As main dealers for Webcon, Dell'Orto SU and Stromberg carbs we have a huge range of Jets and spare parts plus we are Omex and Webcon engine management specialist's and we map all other popular modern engine management systems.

Whether it's for the road or competition Why not call Northampton Motorsport today and get your engine performing as it should !





Northampton Motorsport

Unit 52, Rothersthorpe Crescent
Northampton NN4 8JD
northamptonmotorsport@btconnect.com

tel: 01604 766624 | fax: 01604 701126

www.northamptonmotorsport.com

MARKETPLACE

TRACK SIDE

motorsport UK

GET MORE FOR LESS

motorsport UK

Buy Trackside membership today to get a FREE pair of classic motorsport livery inspired Heel Tread Socks!

Use code: MSNEWS20



trackside.motorsportuk.org

- Join the motorsport community with Trackside membership for just £24.99
- Motorsport UK's membership for motorsport fans
- Get more for less with a comprehensive range of discounted benefits and activities
- Bring the sport to your home with our partners
- You could save hundreds of pounds a year on general motoring and the High Street

F1 TV · COTSWOLD outdoor · Esso Card · Readly · POWER MAXED · WRC+ · iRacing · PIRELLI · halfords · MOTORSPORT NEWS

WEB DIRECTORY

ACCOUNTANCY

garry@goosetaxation.com
0800 772 0956
www.goosetaxation.com
Goose Taxation

DRY SUMP

PACE
OIL PUMPS & DRY SUMP SYSTEMS
www.pacepumps.co.uk

ELECTRONICS

Vehicle Wiring Products
0115 930 5454
www.vehicleproducts.co.uk

ENGINES

CBR Craig Beck Racing
Craig Beck Racing Ltd
T: 07876 221 932
E: craig@craigbeckracing.co.uk
www.craigbeckracing.co.uk

COMETIC GASKET Ltd
www.cometicgaskets.co.uk
Tel: 01638 779 119
info@cometicgaskets.co.uk

ENGINES

GroupBmotorsport.com
Builder Street, Llandudno. LL30 1DR
sales@groupbmotorsport.com
01492 339574
TRACK DAY | CLASSIC MOTORSPORT | MODERN MOTORSPORT
LOTUS AUTHORISED REPAIR CENTRE

ENGINES

Jondel RACE ENGINES
01933 411 993
jondelrace@aol.com

EXHAUSTS

SIMPSON Race Exhausts
The Stainless Steel Rally Exhaust Specialists ...
Follow Us twitter.com/SimpsonExhausts
Like Us facebook.com/SimpsonRaceExhausts
01753 532 222 // www.SimpsonRaceExhausts.com

GEARBOXES

ELITE racing transmissions
Rally & Race Gearboxes, GearKits, LSD's and Driveshafts
T: 01782 280 136 F: 01782 269 913
E: sales@eliteracingtransmissions.com
visit: EliteRacingTransmissions.com

GEARBOXES

Gearboxman.com
COMPETITION TRANSMISSION SERVICES
Gearboxes and Axles for Road // Race // Rally // & more
Telephone: 01582 840 008 Fax: 01582 840 007

RACE & RALLY PARTS

BURTON
The POWER to Perform
020 8518 9136
www.burtonpower.com

RACE & RALLY PARTS



RACE & RALLY PARTS

CompBrake
Designers in Motorsport
www.compbrake.com
+44(0) 1744 895 888
Please visit our website for a free catalogue

RACE & RALLY PARTS

Rally Design
www.rallydesign.co.uk
01227 792 792

RACE & RALLY PARTS

SBD Motorsport
Specialists in the design & manufacture of management systems, engine kits & components for use in all types of motorsport worldwide.
W: sbdev.co.uk E: sbdmotorsport@btconnect.com T: +44 (0) 208 391 0121

RACEWEAR



TRAILERS & TRANSPORTERS

www.WOODFORDTRAILERS.com
HIGH QUALITY TRAILERS FOR CLUB, PRIVATE AND PRO MOTORSPORTS
Tel: +44(0)1327 263384
sales@woodfordtrailers.com

WHEELS

COMPOMOTIVE MOTORSPORT WHEELS
Winning all over the world since 1973...
Heat treated alloy wheels now back in production.
Including CXR, ML and MO
WWW.COMPOMOTIVE.COM
Tel. 00 44 1952 850618 sales@comp.co.uk

WHEELS

The Strength of Experience
flowforming
Tel: +44 (0) 1952 582 825
Fax: +44 (0) 1952 582 821
speedline Corse
e-mail: info@speedlinecorse.co.uk | website: www.speedlinecorse.co.uk

THE VOICE OF BRITISH MOTORSPORT
MOTORSPORT NEWS

THIS CLASSIFIED SECTION WAS BROUGHT TO YOU BY:

Richard Rowe
Account Director
T: +44 (0) 1233 228 757
E: richard@tandemmedia.co.uk

Peri Smith
Account Manager
T: +44 (0) 1233 228 753
E: perianne@tandemmedia.co.uk

Andy Welch
Advert Production Manager
T: +44 (0) 1233 220 245
E: MN@tandemmedia.co.uk

TO ADVERTISE YOUR PRODUCTS AND SERVICES IN OUR NEXT ISSUE PLEASE CALL PERI SMITH

01233 228753