

HONDA BACK TO THE TOP

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Meeke and Nagle have the greatest escape

HOW THE HELL DID THEY WALK AWAY?

By David Evans

The strength of Citroën's C3 WRC saved the lives of Kris Meeke and Paul Nagle after one of the biggest crashes in the history of the World Rally Championship in Portugal last week.

The #10 Citroën went off the road on a fifth-gear left-hander and cannoned straight into the trees.

The car was completely destroyed, prompting team principal Pierre Budar to tell MN: "The design of the car? Thanks very much – it saved Kris and Paul."

Full story p2-3

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Team boss praises robust car as Northern

CITROEN STRENGTH SAVED MEEKE'S LIFE



Meeke was airlifted for hospital checks

By David Evans

Citroen's Pierre Budar has praised his team for the strength of the C3 WRC which saved the lives of Kris Meeke and Paul Nagle when they went off the road at last week's Rally of Portugal.

The accident happened on the second run of the Amarante stage on Saturday afternoon. Meeke turned into a fifth-gear left-hander too late and the car slid into the trees which lined the outside of the bend.

Meeke was airlifted to hospital after complaining of back pain, but was released the same day and flew home a day later. Nagle was uninjured in the crash.

Having studied the data from the car, Budar explained to *MN* how the accident unfolded. He said: "We saw the car slid when it got on the loose and the back of the car broke away. There were a couple of smaller impacts and then this very big impact with the car's A-pillar against the tree. This section of the car wrapped itself around the tree. For me, this was the biggest crash I have ever seen

and even the guys who have been here with Citroen for a long time said it was a massive one.

"Of course, after the crash, we saw from the television Kris and Paul were out of the car. And then after this we saw the car: Wow, it's really impressive. When you look at this car, you cannot think that the two guys inside the car are 100 per cent safe—and they are. They have no injury, nothing broken. The design of the car? Thanks very much—it saved Kris and Paul."

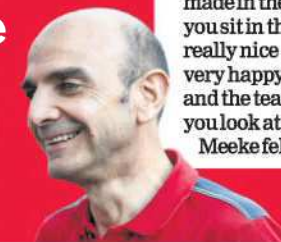
Meeke's accident brought the safety of the current generation of rally cars into sharp focus last weekend. When the 2017-specification cars were introduced, they came with another step in terms of cockpit

safety. Driver and co-driver are placed further into the centre of the car—and away from a potential side-impact zone—and they are also further back than ever before. The positioning of Meeke and Nagle behind the line of the B-pillar and as far back as possible undoubtedly saved them from potentially life-threatening injuries. The last line of defence for the crew is the seats, which are now equipped with mandatory wings around the head. This feature played a big part in the Citroen pair's survival of the Saturday crash. No longer, however, do the crew sit as low as they used to—latest thinking has them marginally higher for fear of vertical impact beneath the car which could cause back injury.

Jari-Matti Latvala told *MN*: "When you think back to where we were 10 years ago, the safety side is the biggest difference we've made in the cars. Honestly, when you sit in the car, the feeling is really nice and we have to be very, very happy for the work the FIA and the teams have done when you look at Kris's car." Meeke felt the price was high for

"We make the safest car we can"

PIERRE BUDAR



HEADLINE NEWS

Photos: WRC.com, mcklein-imagedatabase.com

Irishman suffers huge crash



Meeke was running in seventh in Portugal when he left the road



Meeke and Nagle walked from the wrecked Citroën

what was a minor mistake of turning into the left-hander fractionally late.

The Dungannon driver said: "The consequences were pretty severe, because we ended up in some big trees. The car certainly doesn't look so pretty. I have to say thanks to Citroën for building such a strong car, and to the medical staff who looked after me so well."

Some onlookers were surprised at how much damage the impact with the tree did to the rollcage. Budar explained the philosophy in building the car.

"We could build a tank," he said. "But it's a balance between the g-force you get from making a tank and the absorption you can get from the rollcage. The cage has to absorb some of the energy in the accident to stop it going straight to the bodies of the crew. We could make the tank, but then any crash will be very aggressive for the body of the driver and co-driver."

"Our first intention when we design a car at Citroën is to make the safest car we can. Our choice in terms of design are 100 per cent more towards the safety when we

make the rollcage and all areas of the car – it's in our culture. When we look at the regulation from the FIA, we always look to go even further."

Meeke will be back behind the wheel of a C3 WRC in Spain this week as he begins his preparations for Rally Italy. The strategy for that event will be decided after the test.

"I think Kris is OK," said Budar. "He's fine. I spoke with him the morning after the crash and he wasn't so bad."

Having won Rally of Portugal three years ago, Meeke started in Matosinhos chasing another victory. He led the event early on, but was robbed of his chance of a second success by two punctures in successive stages on Friday afternoon – a scenario which led to him having to drive the Porto street stage on a broken rim.

Those issues dropped Meeke to seventh, the position he crashed from. "The guys need a bit of luck," said Budar. "Even when Kris is doing the proper things, something is happening."

"In Argentina, we couldn't blame him for the puncture; it was Thierry Neuville bringing the

rock to the road. Before him [Neuville] there was nothing before he got there. Kris could not avoid the rock, if he does then he is out of the road."

"He is quite clever, OK yesterday was maybe his mistake, but except this he did everything properly since the start of the year. He is a very fast guy. We didn't discuss this mistake yet. He was happy and comfortable and not surprised by anything in the corner or the car. At this level, everything has to be 100 per cent, there is no margin for error."

Budar added that he would be considering a more involved approach with all of the Citroën crews moving forwards.

"We try to control everything, but sometimes things aren't under our control," he said. "We work very hard and we take complete care with the car all of the time. We have a lot of people preparing it and making sure everything is perfect – maybe we need to take care of the drivers and co-drivers in the same way. I'm not talking about during the rally, but between the rallies, when they go home. I have to think about what more care we can take."

Citroën impressed despite Breen's woe

Despite a frustrating weekend for Irishman Craig Breen, Citroën team principal Pierre Budar was full of praise for his seventh place finish.

Breen's event was ruined by a puncture on the seventh stage. Having been just 4.4s away from the lead following a fastest time on SS6, he was more than two minutes back after the deflation.

"It was the same story for Kris and Craig," Budar told *MN*. "Both of them lost their chance in this rally because of the punctures."

That time loss left Breen at the front of the field and opening the road for the remainder of the event.

"On Friday Craig was really in the fight," said Budar. "He was up to third and he was right there. I have no doubt about



Craig Breen learned after running first on the road

his capacity to go fast, but from Saturday morning there was really nothing he could do. He couldn't show anything when he was in these conditions."

"Instead, he learned from these conditions – he learned about setting the car up for more traction and making sure the car was working well on the surface. Now we move forward and look to the next event. It was tough, an event he couldn't show anything – but I'm pleased with what I saw."

Breen admitted he was hugely frustrated.

He said: "When we were in third on Friday, we could have been leading on Friday night and then you're in a good place on the road and who knows after that... It's been a tough one. It seems whenever there are some sh*t conditions first on the road, they're going to come our way. Still, it wasn't as bad as the Monte: my heart wasn't in my mouth all the time like it was then!"

RACING NEWS

F1 ROUND-UP

Stroll won't walk

Lance Stroll's father, billionaire businessman Lawrence, says he's not yet at the point where he'll start to look for an alternative team for his son. Williams is last in the Constructors' Championship and Lance's eighth place in Azerbaijan is its only points finish so far. Lawrence Stroll described the team's poor start to the year as "a rude awakening" before adding: "I believe in Williams, I believe in the team. Clearly they got it wrong so far, but hopefully this will bring out the best in the people there and they'll fix it. We're not going anywhere else."

Renault's fears

Renault is still weighing up the reliability of its current hybrid engine systems before it can bring a key upgrade. Renault currently uses an MGU-K designed alongside Italian company Magneti Marelli, with a bespoke Renault Sport design supposed to be introduced at the start of last season. But that was delayed as Renault has yet to run the required distance on the dyno tests (between 8,000-10,000km) to be satisfied that the new part can last the season. "It's clear that we have to work on the weight [of the engine] and this is one solution," said Renault's Remi Taffin. "There is no clear target for when. I would say when it's ready we will get into it."

Bullish Boullier

Eric Boullier has defended his leadership of McLaren, despite the British team failing to make the sort of gains it had expected this term. Having switched from Honda to Renault power, McLaren had been tipped to return to the sharp end of the grid, but progress has been slower than expected. Technical director Tim Goss fell on his sword as the first part of a reshuffle. When asked if he thought he was still the right man to lead the team, Boullier said: "Yes, I think so. It's hard work. In the past I've been managing, rebuilding, restructuring a few teams and I won with all of them in any category there was."

Bottas boost

Valtteri Bottas believes that he's managed to eliminate races where he felt he was "way off the pace", which hindered his first season with Mercedes. Bottas has shown greater consistency this year with second places in Bahrain, China and Spain. "This year I have been more or less hitting my targets for performance," he said. "There have been no weekends that I have been way off the pace, like there were a few last year. I feel I've learned from those, and need to continue my development."

FERRARI WEAK IN THREE AREAS

Vettel highlights where Spanish deficit came from



Sebastian Vettel says Ferrari knows issues



German is ready to regroup for Monaco

By Robert Ladbrook

Sebastian Vettel says his Ferrari team must act to solve three key weaknesses if it is going to battle back against Mercedes in this year's world championship.

Ferrari suffered a tough weekend last time out in Spain, with neither of its cars managing to finish on the podium. An electrical glitch led to Kimi Raikkonen's retirement while Vettel's charge was hampered by excessive tyre wear. The German could only finish fourth.

Vettel said the team had to open its eyes to the troubles, and not forget that it took "a fair beating" in Barcelona.

"We were not quick enough," said Vettel, who trails Lewis Hamilton by 17 points in the

drivers' standings. "So, if we are not able to see that then we are more than blind, because we didn't have the pace in the first stint.

"Second, I think we struggled a little bit over the course of the weekend with the tyres. They changed, but they changed for everyone, so our ambition has to be that we're better off, rather than worse off, than everybody.

"Third, I think it was a poor weekend in terms of reliability. Kimi had an issue with the engine [change after Friday] and obviously retired in the race. If we don't see those [three] things, then there are no excuses."

Vettel does however believe the team is capable of bouncing back in Monaco and beyond.

"I've said many times that this team is strong and we've got a lot

of potential, but I think we also need to make sure we address the problems we have. It was not a good day [in Spain], but it's important these days that you understand why and what's missing for the next races.

"We had all our updates for this race [Spain], maybe the others have brought more than us? We had different tyres that maybe suited others better than us? What does it help? Why find excuses? Bottom line is we were not quick enough to win, and that's what needs addressing."

After driving in last week's in-season test at the same track, Vettel added that Ferrari had found its weakness.

He added: "We have some ideas and it was good to have the possibility to revisit, but now it's up to us to take action."

Pirelli change good for everyone

Sebastian Vettel also batted away suggestions that Pirelli's tyre switch for Spain was in any way to benefit rival Mercedes.

Pirelli's updated covers for Barcelona were made with reduced tread thickness after many teams suffered overheating on the resurfaced track during testing. The change coincided with a dominant display from Lewis Hamilton, leading to suggestions the change benefited the Silver Arrows more than others.

Vettel scotched such suggestions after his day of testing in Spain, saying:

"Normally you don't get the chance to revisit these kind of decisions, but with the day we've had [testing], if we had the normal tyres on Sunday [race day], we'd have been worse off.

"I think it was the correct call, and it was our fault not to have the same tyre life as other people."

Pirelli's Mario Isola said: "The behaviour of the tyre over the race weekend was in line with our expectations – it avoided blistering and now it's important to have feedback also on the feeling, this kind of stuff, so I am very happy to know that Sebastian said that."

Honda 'feels pressure' in Red Bull negotiations

Honda has revealed some details of its potential deal to power Red Bull Racing from next season.

The Japanese brand and Red Bull held talks in Spain about the two parties potentially reaching a deal for 2019 onwards, when Red Bull's current agreement with Renault expires.

Honda currently supplies engines to Red Bull's satellite team, Toro Rosso, and could supply both factions as part of its first multiple team agreement since returning to the sport.

Honda motorsport boss Masashi Yamamoto said that the talks had been positive, but Honda would have to weigh up the demands.

"We are very positive," Yamamoto said. "To deal with Red Bull is a very big thing for Honda, because they are a top team. This gives us a sort of pressure as an engine manufacturer.

"We have to consider many aspects as well, can we really deal with Red Bull's size? We have to feel the responsibility to supply the engine."

A deal with Red Bull would put Honda back in the spotlight, following its split with McLaren at the end of last year.

"It was difficult with McLaren, but it was also a very good experience," said Yamamoto. "If we are going to be with Red Bull, we don't think we'll be in the same situation we were with McLaren."

Norris says McLaren tests are aimed at learning

Lando Norris says his impressive testing outings with McLaren are more aimed at learning the ropes than staking his claim to a race seat with the team for next season.

British star Norris made his most recent test outing with McLaren in Barcelona last week, setting the third fastest time on day two. The reigning European F3 champion currently leads the F2 points with Carlin.

When asked if the tests were crucial to his hopes of landing an F1 breakthrough, Norris said: "It's just a good opportunity to get up to date with this car and the new [Renault] power unit. The cars are faster this year. Time-wise it's a big step. It's good to show what I can do and prove I'm worthy of a seat in 2019 and 2020. But I see it more

as an opportunity to keep learning, being here at race weekends and listening on the radio. That's more than just proving I can do a lap time."

Day two was the faster of the sessions, topped by Valtteri Bottas for Mercedes ahead of Antonio Giovinazzi's Ferrari. Other British F2 racers were in action too, with Jack Aitken being sixth fastest for Renault on day two and George Russell joining Force India for Pirelli tyre testing on day one. World Endurance

Championship driver Oliver Rowland drove for Williams on day one, while GT man Jake Dennis handled a Red Bull machine on day two.

Norris was quick again



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'Neal opens his '18 account at Thruxton'
BTCC at Thruxton, p24



Photos: LAT, DTM



Perfect weekend for Abt with pole, win and fastest lap

ABT CLAIMS HOME WIN AS AUDI DOMINATES



(L-r) Di Grassi, Abt and Vergne

Formula E championship leader Jean-Eric Vergne reckoned the Audi squad was "in a different league" at the Berlin Tempelhof Airport track, and it's hard to argue against that assessment. Daniel Abt swept to his second FE pole – aided by the abrasive nature of the circuit's airport apron concrete-and-asphalt surface meaning his rival's tyres were still hot going into the superpole session, while his had cooled enough to retain life for the whole of his flying lap. He led away from pole and kept the lead for each of the race's 45 laps, easily beating his fellow front-row starter Oliver

Turvey off the line. In the pack behind, Jerome D'Ambrosio (who ultimately tumbled to 19th with energy management issues and a second car regeneration problem) seized third with a bold move around the outside of the near circular Turns 1-2 complex, while Felix Rosenqvist had an even wilder move go wrong when he slid off on tyre marbles and only just avoided spinning into the barriers. Abt built a healthy gap, while his team-mate Lucas di Grassi easily moved his way up to second place from fifth on the grid. The pitstops caused Abt's only problem as he was momentarily held by

Sebastien Buemi entering the adjacent pits, which therefore wiped out his lead. But Abt easily saw off his team-mate's challenge, which faded due to a vibration problem that Audi is yet to fully diagnose, to win by 6.758-seconds. Vergne completed the podium after a scrap with Buemi, who ended up fourth ahead of Turvey, the NIO driver falling away in the race's second half. Mitch Evans took sixth for Jaguar ahead of Sam Bird, with the Virgin Racing driver's points gap to Vergne now up to 40. Rosenqvist recovered to 11th by the flag, but his title challenge is now all but over.

Brundle returns to Le Mans

Formula 1 pundit Martin Brundle will make a racing return at Le Mans this summer, sharing an Aston Martin with Olympic legend Sir Chris Hoy in the Aston Martin Festival support race. The pair will share a Vantage GT4 run by the Aston Martin Performance Centre team in the 40-minute event which takes place at the La Sarthe track on Saturday morning before the 24 Hours on June 17. Brundle said: "I'd never miss a chance to race the full Le Mans track, I love the circuit. This will be particularly special partnering Sir Chris – he's a good friend and handy on the pedals in every respect. The competition looks strong so I'll be seeking plenty of advice from my son Alex, who also races an Aston GT3 car in Europe." Other named entries include MSA chairman and Prodrive founder David Richards, who will share a Beechdean AMR-run GT4 with British GT regular Andrew Howard. *Great British Bake Off* star Paul Hollywood will also take part, sharing with Jamie Chadwick. Within the 38-car entry are two of the Vulcan hypercars, which will make their race debut. There will also be two of the DBR9 GT1 cars, seven Vantage GT3s and 24 GT4 entries. The remaining spots are for GT2 entries.



Yamamoto/Button finished second

Button takes podium and lead in Super GT standings

Ex-Formula 1 driver Jenson Button moved into the lead of the Super GT standings with his second podium finish of the season at Suzuka. Front-row starter Button, like several other Honda drivers, struggled for tyre temperature initially, making them vulnerable to the fast-charging TOM'S Lexus of Nick Cassidy. Button maintained second and managed to build a small gap before Heikki Kovalainen suffered a huge crash at the exit of the second Degner, which caused the race's sole safety car period. The Brit fell to third at the restart before pitting a lap later, handing over to team-mate Naoki Yamamoto, who brought the car home second behind winners Tomoki Nojiri/Takuya Izawa in the ARTA Honda. For Yamamoto and Button, it was their second podium after their runner-up spot at Okayama, and they lead the standings by one point from the NISMO pairing of Tsugio Matsuda and Ronnie Quintarelli, who charged from the back of the grid to finish sixth, despite the highest ballast of any car.

QUICK LAPS THE FASTEST NEWS ROUND-UP

Ed Carpenter will start on pole for this year's Indianapolis 500 after being the only driver to hit 230mph in qualifying. Penske drivers Simon Pagenaud and Will Power completed the front row ahead of next weekend's race. Schmidt Peterson Motorsports driver James Hinchcliffe, polesitter in 2016, was the highest profile driver to be

bumped from the race after suffering tyre vibrations during his final run... Ex-F1 driver Felipe Massa will compete in the next season of Formula E after signing a three-year deal with Venturi. The Brazilian, who retired from F1 at the end of last year, has previously tested for Jaguar. The series also confirmed it has signed a 10-year deal to race in Saudi Arabia from next season...

Kevin Harvick scored his sixth win of 2018 in NASCAR's non-championship All-Star race at Charlotte, edging out Daniel Suarez on a late restart to claim the event's \$1 million prize. The Stewart-Haas Racing driver dominated the race's first stage and surged to a last-gasp stage three win on fresh tyres, using his track

position at the start of the fourth stage to hold the lead... Munnich Motorsport driver Yann Ehrlacher claimed his second World Touring Car Cup victory of 2018 at Zandvoort following a red flag, after four-time World Touring Car champion Yvan Muller's Hyundai i30N ended up on the barrier. The remaining two races took place on Monday as MN went to press...



Muller ended up on top of the barriers



Despite heavy damage to the top of his car, Rast walked away



Rast's Audi was tapped into a spin before digging into ground

Rast left unhurt after 'dramatic' crash

Reigning DTM champion Rene Rast has labeled the destructive crash he suffered at the Lausitzring last weekend as 'dramatic', as his Audi RS5 somersaulted through the air. Audi is struggling in the championship this year as new rules have implemented spec parts and less aero, which BMW and Mercedes have dealt with better. Rast found himself at the back of the grid, and after a safety car bunched up the field, Rast was clipped into a spin by Loic Duval. His car dug

into the grass on the Turn 8 exit and rolled violently. He was admitted to hospital but had no injuries. "I think the crash looked more harsh than it was," he said. "It felt quite soft in the car and then the landing was a bit harsh but I had no pain when I jumped out of the car, I knew straightaway I was OK, I gave the thumbs up." Britain's Gary Paffett took a step closer to the top of the leaderboard with a win in Sunday's race, after ninth in race one, while Edoardo



Left with dirt on his face

Mortara took the first. BMW's ex-Toyota F1 driver Timo Glock continues to lead the standings with a second and a fifth.

RACING NEWS

IN BRIEF

Dyrdal's recovery

Will Dyrdal completed a storming drive from 25th on the grid to fifth in the second Ginetta GT5 Challenge race at Thruxton last weekend. Contact with Morgan Quinn at Club in the first race caused him to retire and start a lowly 25th for the second. "We knew we had to go for it from the start," said Dyrdal, who was competing with W2R Motorsport for the first time. "People were battling so we got the run on them, but once I got into the top 10 it started getting more difficult, but I'm extremely thrilled."

Stoney's struggles

Ginetta GT5 Challenge championship contender Shane Stoney endured a difficult weekend at Thruxton plagued by a recurring clutch problem. The 23-year-old changed the gearbox on his Quattro Motorsport-run Ginetta after issues at the previous round at Rockingham. A puncture at Goodwood in qualifying and an off at Church during race one added to his woes. "We are still having issues with the clutch so we haven't been able to get the car off the line properly at the starts – no-one really knows what the issue is," he said.

Negative score

James Townsend has had a difficult start to the Ginetta GT5 Challenge season and is currently on -19 points. He picked up his second points loss of the year at Thruxton last weekend when he was deducted 10 points for overtaking under yellow flags in the opening race. Matt Maxted also picked up the same penalty and is now on zero points.

Fewkes tribute

The Renault UK Clio Cup cars were adorned with stickers at Thruxton last weekend remembering Roy Fewkes, who passed away earlier this month. He was originally an engine builder in the 1970s, achieving success with a variety of different cars, before becoming the technical commissioner for a number of Renault championships, including the Clio Cup. Fewkes was the father of current Clio championship manager Will.

Weller steps up

Mini Challenge Cooper Class frontrunner Sam Weller will step up to the JCW Championship at Snetterton this weekend, handling the Dunlop-backed guest car. Weller finished third overall in the naturally aspirated Cooper Class Championship last year, winning all three of the final races of last season at the Norfolk track. "I've only done one test in the JCW in the wet and, while it's a relatable car to the Cooper, you do drive it differently," said Weller. "The aim is to do a couple of rounds this year and then buy a car and join the series full-time in 2019."

Daly's debut

Martin Daly made his F3 Cup debut at Brands Hatch last weekend in his Dallara F308, that took nephew Stephen to victory at Donington Park. While Martin had an eighth and ninth on his second ever visit to the Brands Hatch Grand Prix circuit, his son Darragh will race the car next at Oulton Park and Snetterton.

Photos: Jakob Ebrej, Gary Hawkins, Jim Moir

Clio race distance was reduced by three laps



CLIO CUP SUFFERS TYRE TROUBLE AT THRUXTON

Series set to assess whether to return to Hampshire venue next year

By Stephen Lickorish

The Renault UK Clio Cup is set to evaluate whether to compete at Thruxton again next year after last weekend's meeting was blighted by tyre woe.

The Thruxton races were reduced from 12 laps to nine amid concerns over whether the tyres would last the full distance.

Series tyre supplier Michelin introduced a new compound for this season but a number of drivers suffered dangerously chewed left-front tyres in qualifying. A combination of the new softer compound, high track temperatures, the abrasive Thruxton

surface and demanding high-speed nature of the circuit led to the problems.

After discussions with Michelin, all Clio Cup teams eventually agreed to run less camber – three degrees instead of four – and the race distance being reduced from 12 laps to nine.

Championship manager Will Fewkes said: "Rest assured Renault Sport Racing and Michelin UK are not taking the situation lightly. Once Renault Sport Racing was aware each competitor was provided with a new left-front tyre for each race free of charge.

"Michelin has a vast reputation in top-level motorsport and will be doing everything within their power to

resolve this issue moving forward.

"I also think that it is important to stress that this isn't a new topic for a tyre manufacturer when visiting Thruxton, in fact it's pretty historic. Maybe it is time to assess the validity of visiting the venue when we formulate our 2019 Renault UK Clio Cup calendar."

Michelin motorsport manager Tim Hoare pointed out other TOCA categories already don't compete at Thruxton.

"Around here it's very, very aggressive on tyres," he added. "This tyre has been two years in the making and we've tested it all over Europe with Renault but Thruxton is a unique challenge. The tyre reacts in a different way to last year's so

lap records will be broken but it's [a case of] trying to get the balance [with increased speed and durability]."

WDE Motorsport boss Wayne Eason was most critical of the situation – and was reluctant for his drivers to take part in race two – questioning Michelin for bringing an unsuitable tyre, as well as the Thruxton circuit itself.

"I would like to have a tyre that we can use," said Eason. "It's not the car's fault and it's not the championship's fault."

"But I think we shouldn't come here unless the track is resurfaced – and I love this place, when I race my truck it's my favourite one."



Jordan had to sit out BTCC finale

Dehydration and illness puts Jordan in hospital and out of final BTCC race at Thruxton

British Touring Car Championship racer Andrew Jordan was forced to miss the final round of the weekend at Thruxton on Sunday as he was taken to hospital suffering from severe dehydration after being struck with a gastro bug.

Jordan contested the opening two rounds and finished sixth and fifth, before becoming seriously unwell in the build-up to the finale.

He was taken to the circuit's medical centre and then on to hospital in Winchester and was released later that night.

Recovering on Monday, Jordan said: "I felt so weak – it was like I had been throwing up for a week! I couldn't keep anything down, but the adrenaline just got me through races one and two. I have never really felt the effects of adrenaline before, but after

race two, I just felt so bad. It is a shame, because even though I was feeling bad, I had two strong results and I wanted to bag more points in the third."

Jordan said he would spend the early part of the week recovering before preparing for World Rallycross at Silverstone this weekend. "I need to recover, drink plenty, and then get ready for rallycross: I can't wait," he said.

LMP3 Cup entries hit new low, but United Autosports may return

United Autosports hasn't ruled out running cars in the remainder of the LMP3 Cup Championship, after the field hit a record low at Brands Hatch last weekend.

The championship boasted just four cars for the two one-hour races at the Kent venue's Grand Prix Circuit. That number was reduced to three when the Speedworks Ligier

of Dominic Paul and Jack Butel was too heavily damaged after a qualifying accident on Sunday to take part in race two.

The round marked the first event in the series' two-year history to not feature an entry from United Autosports, which is the UK's Ligier agent.

A statement from the team said: "Our plan for the second year of the championship was to

provide support to customers, it was never our intention to race as a team – we always said we would never race against our customers if we could help it. We entered one car at Donington [in April] and the new JSP4 car as a test for Ligier. It is likely that we could enter another round later in the year, but we haven't entered the full season as that was never our intention."



Just four cars took part in the LMP3 Cup at Brands Hatch



Knockhill marked Moffat's final appearance in the series

Laser Tools Racing quits TCR UK saying it has "lost confidence in the series" after two rounds

Aiden Moffat has pulled out of TCR UK, with his Laser Tools Racing team "losing confidence" in the organisation of the British Racing & Sports Car Club series.

For qualifying at Knockhill earlier this month, British Touring Car Championship race winner Moffat appeared to have pole position after four cars were deemed to be underweight.

But after the WestCoast Racing

team appealed, the cars were reinstated and Moffat dropped back behind Daniel Lloyd. Moffat didn't finish the first race and then didn't start the second.

"We have decided to leave TCR UK as incidents at both Knockhill races plus the previous meeting at Silverstone have left us both frustrated and perplexed," said team principal Bob Moffat.

"Certain decisions and actions

have made us completely lose confidence in the series, and after a lot of thought and discussion we have decided to call it a day.

"However we feel the format has a lot of potential and we offer our best wishes to the series and its competitors.

"We would also like to thank Derek Palmer and Romeo Ferraris for giving us the opportunity."

Moffat finished second in the first

race of the opening weekend at Silverstone before running out of fuel in race two. After Knockhill he lies 129 points behind Lloyd, who has scored perfectly at the first two meetings of the year.

The series only attracted 11 cars at Knockhill and in a statement said: "We would like to thank the team for its participation in the series and wish Aiden every success in the future."

Photos: Mick Walker, Jakob Ebrey, Steve Jones



Number of incidents at Mallory

Ambulance shortage cuts Mallory meeting

Last Sunday's 750 Motor Club race meeting was abandoned with one race to go due to a shortage of ambulances after a number of incidents during the day.

The second 750 Formula race was canned, while the final MR2 Championship encounter was red-flagged early to allow an ambulance to take Sport Specials racer Sylvia Mutch to hospital after she had crashed her MEV MX150R on the Stebbe Straight.

Earlier, Sport Specials frontrunner Clive Hudson had been released from hospital after he had been in an incident and rolled his Eclipse at Gerard's Bend, having set a time that would have put him on pole position. MR2 racer David Shead made heavy contact with the pitwall after a start-line incident in the second of that category's three races, suffering back injuries.

Two drivers claimed first-time victories after several seasons of trying in the MR2 Championship. Oxfordshire driver Paul Cook won the opener after taking the initiative from points leader Ben Rowe four laps from the end, but Rowe hit back with victory in the shortened finale to extend his championship advantage. Tim Heron, who made his circuit racing debut at Mallory more than six years earlier, took a lights-to-flag win over reigning championship Shaun Traynor in the restarted race two.

Former Locost and Compact Cup protagonist Martin Gambling claimed his first Sport Specials win in the sole surviving Eclipse, outbraking Rob Johnston's Cyana Mk2 - which went on to win the second race - at the hairpin. Having installed a new engine in his Fiesta XR2i and been unimpressed with its rolling road performance, Marcus Ward was surprised to do the double in Classic Stock Hatch. Ed Pither (750 Formula) and Ben Myall (Historic 750 Formula) completed the weekend winners.

ROWE'S LUCKY ESCAPE



Nelson Rowe survived a horrific looking crash after spectators and a fellow driver came to his aid at Cadwell Park. The Historic Formula Ford racer made contact with Cameron Jackson when battling for the lead in the series' second race of the weekend, and ended with his car upside down at Charlies. Unable to get out his Crossle, two spectators jumped a safety fence to help right the car and were joined by Rowe's competitor, Callum Grant. Rowe was able to walk away unassisted and is believed not to have suffered any injuries. Photographs by Mick Walker.

Jonathan Palmer, owner of MotorSportVision which operates Cadwell Park, statement:

"The car came to rest on the grass right between two marshals' points which were 220m apart. We locate two fire extinguishers behind the barrier in between these posts, so marshals getting there don't need to run with one."

"The marshals were beaten to the scene by two spectators, though, who jumped over the fence and helped put the car back on its wheels, after which the driver got out himself."

"It was an unusual situation and prompt action from those spectators but what I would say is for obvious reasons we can't encourage other spectators to do this. It certainly could have helped and we're grateful for their quick thinking. It would be wrong of us not to look into all incidents, and we are already studying this one."

"It's no criticism of the race control, marshals and rescue unit personnel who did all they should, and are trained and equipped to safely deal with such situations. We believe all those involved acted professionally."

"Had the accident happened 50 or 75m either way, it would have been close to a marshal's post but clearly we can't have a marshal at every point along the circuit."

Balfe Motorsport's GT3 entry to miss Snetterton British GT meet

Balfe Motorsport has withdrawn its British GT3 entry for this weekend's races at Snetterton, but will return to the grid in time for the series' showpiece event at Silverstone.

The McLaren 650S GT3 is still being repaired from the heavy damage it sustained when Shaun Balfe crashed into the retaining wall at Rockingham

in the previous round.

Balfe, who shares the car with McLaren factory ace Rob Bell, said: "The crash at Rockingham was unlucky in terms of achieving a potential podium, but also the impact itself was quite heavy on the car."

"Both the team and McLaren have been brilliant with the rebuild and it would have

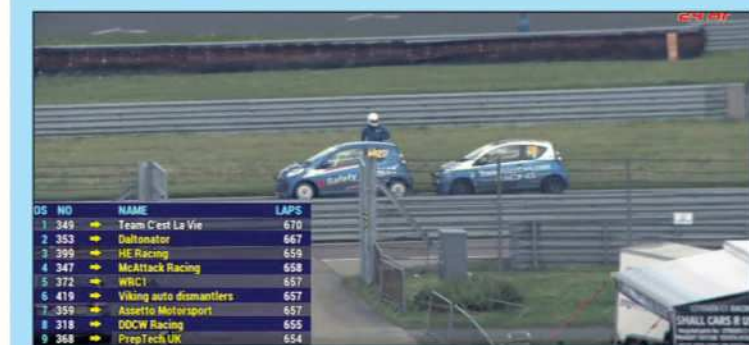
been ready to race at Snetterton, but we have decided to prepare for Silverstone."

Former GT Cup champion Jordan Witt will be on the grid though, having replaced Devon Modell in the RJN Motorsport Nissan GT3 entry.

Witt will share the GT-R GT3 with regular driver Struan Moore for the two races.



Balfe McLaren 650S sustained damage



Poulton pushed rival Graham back to pits after latter ran out of fuel

'Completely selfless' act as C1 driver pushes rival back to pits in Rockingham 24hrs

Citroen C1 Challenge driver Greg Graham has called the actions of his rival James Poulton "completely selfless", after his car was pushed back to the pits when it had run out of fuel with just minutes to go in the Rockingham 24 Hours race.

The Team Safety Devices car of Graham had battled with Poulton's DDCW team for over eight hours, but ran empty while he was ahead.

Graham got out of the car "in tears" for having felt like he'd thrown a strong result away, only for Poulton to help his rival back to the pits.

"I looked at the time and there was four minutes to go, I thought if he was still there when I came around again, I'll drive up behind him and push him," said Poulton.

"To be honest I'd have gladly taken any penalty to help them

out. Yes, we were competing for eighth place, but we were competing for 24 hours. We had mutual respect for each other and I felt it was the right thing to do."

Graham was told to pit by his team late-on, but gambled in order to stay ahead of the DDCW car.

"I took a gamble and I felt despondent at that point because I thought I'd let

everyone down," he explained. "He stopped and pushed me without knowing whether his team would be penalised or disqualified and that's the amazing part for me. He was completely selfless. I can't thank him enough."

Poulton was given two points on his license for his actions but was allowed to keep his eighth place, while Team Safety Devices took 11th.

Mini Se7en Racing Club family come together to help Libre driver repair car after heavy Snetterton accident

Mini Libre driver Peter Hills says his season has been saved after members of the Mini Se7en Racing Club pooled resources to help fix his car after a heavy accident at Snetterton.

Hills, 60 from South Wales, was T-boned into the Agostini hairpin during the first wet race. The

contact caused heavy damage to the car's roll structure, bodysell and drivetrain.

Hills, who has been a long-serving member of the British Automobile Racing Club rescue unit at Pembrey and funds his racing by marshalling on track days, was facing a long spell out

until club members gathered together to offer support.

Led by members of Endaf Owens' team, the paddock has donated a new rollcage, components, as well as time and labour. Some sponsors have also offered cash for the repairs and Hills aims to return for the

European round at Zandvoort.

"I'm genuinely overwhelmed because I thought I was going to be out for at least a year and a half with that amount of damage," said Hills. "I was just cancelling travel plans when the guys from the Owens team called me to say they'd had a chat in the paddock

and so many people wanted to help me. It's quite emotional, and I don't know how I could ever repay everybody. It's saved my season as it's a good few thousands of pounds' worth of work. At times like this that make you feel so lucky to be involved in the sport and the Mini Se7en Racing Club."



Hills's Mini Libre before crash

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HISTORICS

'Simms will race at Charade'
Brits travel abroad, below



Photos: Paul Lawrence

DOWN THE PUB WITH

ABBIE EATON

Age: 26 Lives: Northampton Racing a Holden

She followed her dad into racing

"I was at a track from two months old as my dad Paul was racing karts, so I've grown up with it. I followed him up through Eurocars, snapping at his heels. I started in karts in 2002 as I got a kart for my 10th birthday. I raced through the junior karting classes and then went to cars."

She worked up to British GT

"I started in SaxMax when I was 15 and did a couple of years of that and then did Production Touring Cars for a year and won that. I then went into Mazdas but we only did part seasons due to lack of funds but I did a full year in 2014 and won the championship. I moved into GT Cup with a BMW M3 for a part season before British GT. Last year I did one round of Blancpain and that level of GT racing is epic."

The Holden Commodore is for fun

"I want to get back to enjoying racing again without the politics, so that's why I've jumped into the Holden Commodore with dad. He imported it from Australia two years ago as a trackday car that needed a lot of work. He stripped and rebuilt it and it is his pride and joy. He's very kindly put me in the car this season."

Donington was the debut

"We did one and a half test days before racing it in the Super Touring races at the Donington Historic Festival. It's a massive learning curve and the car still needs a lot of work on set-up. We're in our class and it should be quick, but it just needs to have time invested in it. That's what this season is all about."

She's keen to do more historic racing

"I want to do a two-driver race with my dad: that's a massive thing I want to tick off the list. When I started racing he stopped, but he's out of retirement now. I'd love to do some more historic racing and I'd love to jump in as many cars as possible. That's what I always try and do if I get the opportunity."

She does TV work

"I'm the driver on the *Grand Tour* TV series and I drive some amazing cars around the track. It is a lot of fun and you get to go to some cool places and do some cool things. I do a lot of instructing as well as other TV work."



Eaton: growing TV career



Forty FAtlantic are available

FORMULA ATLANTIC SERIES IS REVIVED

Seventies single-seater category is reborn in the UK

By Paul Lawrence

The Formula Atlantic single-seater category from the 1970s is set for a revival, starting with a pilot race at the Legends of Brands Hatch meeting on June 30/July 1.

The Historic Sports Car Club will run a dedicated Formula Atlantic class for the cars within the Derek Bell Trophy

races at Brands as the category heads towards its 50th anniversary in 2021.

Prime movers of the idea are Iain Rowley and Alan Morgan, the originators of Historic Formula Ford 2000, and they are targeting as many as 15 cars to race alongside the Formula 5000 and Formula 2 cars at Brands.

Rowley and Morgan are keen to get more Atlantic cars back to racing and already have a

database of around 40 cars. "I've always thought a Formula Atlantic was a proper racing car," said Rowley. "We'd like to get as many as 15 cars on the grid as well as a display of non-running cars in the paddock."

Morgan added: "If things go well at Brands Hatch then we'd like some stand-alone races next year. But we will work with the HSCC Historic F2 series as that also has

classes for Formula Atlantics."

Formula Atlantic grew out of the US Formula B category and started in the UK in 1971 for 1600cc single-seater racing cars powered by production-based twin-cam engines.

The class gained considerable support and was a support race to the British Grand Prix but faded later in the 1970s under the threat from Formula 3.



Dodd to tackle Thruxton

Dodd plans to help Ginetta G16 celebrations at Thruxton party

Graeme Dodd plans to mark 50 years of the Ginetta G16 sports-racing car by racing his example in the Guards Trophy race at Thruxton's 50th anniversary meeting (June 2/3).

Dodd and his son James proved it to be a race winner against the

might of the Chevron B8 pack that usually sets the pace in the Guards Trophy races. However, the former Worcestershire Racing Association car has not been used for several seasons. "It has been in the garage for about four years and as it is 50 this year we decided

to race it again," said Dodd. "I've had a lot of fun in the Ginetta."

The Dodds also plan to race the Ginetta with Masters at the Silverstone Classic although their main focus for the season is sharing an E-type in the Jaguar Classic Challenge.

Pre '66 cars return to Goodwood circuit

A focus on 70 years of the Jaguar XK120 and a return of Pre '66 Touring Cars are among the feature of the race line-up for the 20th anniversary edition of the Goodwood Revival race meeting (September 7-9).

For the first time since Tom Kristensen's victory in the mighty Ford Fairlane Thunderbolt in 2015, the St Mary's Trophy will run for

pre '66 touring cars and will include many contemporary touring car stars.

After a two-year sabbatical, the Fordwater Trophy returns to evoke memories of the early Members' Meetings. The race for production-based sports and GT cars from 1948 to 1954 will feature a large contingent of Jaguar XK120s to mark the model's 70th anniversary.



Steven Worrad raced a Datsun YB110 in the 70s Road Sports invitation class at Cadwell Park. Worrad took the 1972 1200cc car from France in exchange for a touring car and hopes to race it two or three more times this summer. As one of only three such cars believed to be racing in Europe, the car is for sale.

Walker gets some help from rivals to return to the rally stages

Rally driver Alan Walker has already started the rebuild of his Ford Escort Mk2 after it was heavily damaged on the Pirelli Rally last month.

The car cartwheeled in a Kielder ditch and was later

T-boned by the Hillman Avenger of Eliot Retallick.

Walker immediately received offers of help and parts from fellow competitors and hopes to have it repaired in time for the Carlisle Stages or Red Kite Stages

in June. "It could have been a lot worse and I've had offers of help from people like Ben Friend, Will Onions, Rob Smith and Ieuan Rowlands," said Walker. "I should get all the parts I need fairly quickly."



Walker aims to rally again

IN BRIEF

F1 for Brands

Two races for the FIA Masters Historic Formula One Championship headline this weekend's Masters Festival on the Brands Hatch GP circuit. After the opening two races at Imola in April, Mike Cantillon (Williams FW07) tops the Post '78 competition and Jamie Constable heads the Pre '78 points, although Constable has yet to enter for Brands Hatch.

Gold Cup is go!

Entries have opened for the 50th anniversary race for the Chevron B8 at the Oulton Park Gold Cup meeting over the August Bank Holiday weekend. The 40-minute race on Monday (August 27) will feature a compulsory pitstop and optional driver change and is open to all Chevron B4s, B6s and B8s with a current FIA Historic Technical Passport.

HSCC F2 is full up

An excellent 26-car entry will tackle rounds three and four of the HSCC Historic Formula 2 FIA International Series on the Brands Hatch Grand Prix circuit during this weekend's Masters Historic Festival. Richard Evans (March 742) should be the absolute benchmark, but faces opposition from a gaggle of quick rivals.

O'Brien in Junior

British GT contender Michael O'Brien made his Formula Junior debut at Cadwell Park in the ex-Alastair Pike Lotus 20 from the Silverstone-based Speedsport team. "The car is still a work in progress," said O'Brien, who claimed two second places in Lincolnshire to his friend and former team-mate Cameron Jackson.

Watercress bother

Julian Barter raced the Datsun 240Z of his father Charles in the 70s Road Sports race at Cadwell Park on Sunday. Charles took a win in the first of the weekend's two races, but had to miss Sunday's due to his role in organising the Alresford Watercress Festival. "Alresford is the watercress capital of the world," said Barter senior.

FF2000 at Charade

More than 20 UK-based Historic FF2000s are heading to the former Clermont Ferrand track of Charade in France this weekend for a pair of races. Of the 28 cars that raced at Cadwell last weekend, only three are also going to France including Cadwell winner Benn Simms, so at least 50 HFF2000 cars are currently active in the UK.

Rivals help Bartell

Max Bartell was fortunate to make the Cadwell Park Historic FF1600 weekend after clobbering his Merlyn Mk20 in testing on Friday. Nigel Grant, who runs the car, used all of his spares and more parts were borrowed from a range of fellow competitors. "Everyone helped out, which was brilliant," said Bartell ahead of his first races of the season.

Rowley goes on tour

Iain Rowley started a four-week European foray yesterday, starting with commitments at both Zolder and Charade this weekend. From Zolder he will head to Lithuania to start the three-weekend FJunior Baltic Tour, where he will race Ian Robinson's Lola Mk5.

RALLY NEWS NEWS SPECIAL

OGIER PENALTY DECISION COULD SET TROUBLESOME PRECEDENT

Outrage as Frenchman was the only one hit with post-stage censure

Ogier was given a penalty in Mexico

By David Evans

The direction of this year's World Rally Championship title took what could yet be a decisive turn last week. Not at round six in Portugal, but in Paris, where the outcome from the FIA's International Court of Appeal was announced.

At Rally Mexico in March, Sebastien Ogier was stripped of his four powerstage bonus points after he hit a chicane in the final stage. He was one of six drivers to hit the barrier in Las Minas, but he was the only one given a penalty.

In what's rapidly turning into the tightest fight for the drivers' title in years, those four points could be crucial at the end of the season.

According to many in the service park, that decision has exposed shortcomings in the regulations and set a potentially troublesome precedent – with Hyundai's Dani Sordo and Toyota man Esapekka Lappi penalised under the same regulation at the Rally of Portugal.

Motorsport News has obtained key

evidence from the appeal, which raises further questions over the decisions taken following the events of March's Rally Mexico.

A quick recap...

The Las Minas stage ran twice on the final day of Rally Mexico in March – SS21 and SS22, the latter being the points-paying powerstage. After watching Thierry Neuville's Hyundai i20 Coupe WRC collide with all three parts of the chicane, clattering the plastic barriers, M-Sport Ford World Rally Team co-ordinator Iain Tullie contacted the event organisers seeking clarification of the consequences of hitting the chicane.

By return email – to all of the teams – deputy clerk of the course for Rally Mexico Jaime del Palacio said: "Any deviation from the route specified by the roadbook, specifically not going around the elements of the chicane at box 18 on SS22 will be referred to the stewards for further investigation."

Ogier hit the first two elements of the chicane in SS22, was referred to the

stewards and had 10 seconds added to his time for the stage. He dropped from second fastest to seventh. Second quickest brought four points, seventh gave him zero bonus points from the powerstage.

M-Sport appealed that decision. The appeal was heard by the FIA's International Court of Appeal on Friday May 4 and last week the decision was announced stating it upheld the stewards' decision.

Making the chicanes

The FIA's Rally Safety Guidelines offers advice on how to make and space chicanes sensibly and safely. It states chicanes should be made from straw bales, water tanks, a wall of connected tyres or a concrete barrier. The Las Minas chicane was made of plastic so light M-Sport presented evidence of a child pushing one of the barriers along the ground.

Some of the most compelling evidence from M-Sport comes in the numbers from Ogier's car in the stage. The data trace of

Ogier's Fiesta between 10,920 and 10,980 metres in the stage – the location of the chicane – shows significantly more steering input as the Frenchman attempts to negotiate the first element of the chicane on SS22 than on SS21, but after that the input is the same. Crucially, the car speed in that 60-metre section of the stage is virtually identical.

What's good for one stage

Ogier contravened sporting regulation 14.2 in Mexico. In a nutshell, that rule stipulates crews must follow the route as laid out in the roadbook. In the stewards' eyes, he failed to do that and was penalised.

Key figures in the sport are questioning why Neuville wasn't penalised in the same fashion after he hit the chicane in SS21 – and, therefore, similarly failed to follow the designated route. The same rules apply to every stage.

Deviation from route

M-Sport directed the appeal to a stewards' decision from the 2014 Rally

Poland, when Andreas Mikkelsen was found guilty of deviating from the route – a contravention of the same regulation which Ogier fell foul of.

The Norwegian's Volkswagen Polo R WRC was caught cutting a corner with all four wheels on the grass. He was handed a €5000 [£4300] fine and no time penalty. At the time, Mikkelsen's route was both shorter and faster. M-Sport has offered evidence to demonstrate Ogier's route through the chicane in SS21 could not have offered an advantage of more than a tenth of a second.

Not all barriers are equal

What's not widely known is that at least four other leading drivers hit the same chicane in SS22. The pictures opposite show Sebastien Loeb, Jari-Matti Latvala, Dani Sordo and the powerstage winner Ott Tanak all colliding with the chicane. According to the ICA, the important aspect of their collision is that they hit the second and third barriers.

The FIA ICA outlined the reasons it felt the first barrier was more important



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▶ HOW THIERRY NEUVILLE VAULTED TO THE TOP IN PORTUGAL

▶▶▶ PAGE 20

Photos: mcklein-imagedatabase.com



Ogier claimed the Mexican win, but there was a sour taste

than the other two, stating: "The Court finds that this makes an essential difference between the other competitors' case and the case of the Appellant's car No. 1, as the first set of elements of a chicane has the most important impact when it comes to: (i) adapting the car's path, (ii) reducing the car's speed and (iii) meeting the safety objectives of a chicane."

In its evidence to the appeal, the governing body stated Ogier, "did not merely touch the elements of the chicane but completely displaced the first element and was the only one to do so".

Reaction

M-Sport Ford team principal Malcolm Wilson offered the only comment from the British squad.

He told *MN*: "As you can imagine, we're very disappointed with the decision. We felt – and we still feel – we have a very strong case here. We're very interested to see where we go from here."

One of the primary concerns from the decision is the precedent this decision sets.

"What now?" said one senior service park source. "Every time a driver clips a corner, hits a chicane or touches a tyre barrier, do we expect the stewards to step in?"

"In Mexico these were lightweight plastic barriers that were very, very easily displaced.

"We had somebody in the stage watching this section and when Neuville destroyed the chicane, the barriers weren't put back in exactly the same place they were before he hit them. How could they be when there were no markings on the road to say where they had to be?"

"Look at the difference between Ogier and Tanak coming through in SS22. For Tanak, the grey barrier is nearest the car whereas when Ogier went through it was the orange barrier – which is wider at the base. This is because the barriers were put back wrongly."



Other drivers touched the barriers

Consistency is needed to clean up the WRC

One of the things this decision would appear to expose is a lack of consistency, not only in the structure and



placement of chicanes – but also in the approach from the powers that be.

We got another example last Saturday night with a stewards' decision which left Sordo (and, after the finish on Sunday, Esapekka Lappi) hit with a 10s penalty for not going around the tyres in Rally of Portugal's Porto street stage (see below).

A pre-event bulletin from the organisers stated: "A penalty of 30 seconds will be applied to any competitor who fails to follow the indicated route at any of these points."

In their decision regarding Sordo's infringement, the stewards justify a 10-second penalty by saying: "Bulletin 1 sets a 30-second time penalty to be applied to any competitor who fails to follow the route as indicated in the diagrams. However, the stewards consider that the penalty stated in Bulletin 1 is merely meant for cases where a driver fails to complete all necessary laps around each roundabout and not for cases where the bales are displaced by accident."

In that case, what's the point of the bulletin? Where's the continuity of rule and regulation? Clearly, by hitting the tyres, Sordo didn't make the 270-degree turn – the diagram in the bulletin shows a line going around the tyres and not through the tyres

The bulletin makes no mention of a penalty for hitting the tyres – but in Mexico there was no mention of a penalty for hitting the chicane. If hitting the tyres is following the route in Portugal; then hitting the chicane is following the route in Mexico.

Now more than ever we need strength of leadership, permanent stewards, a uniform approach and, above anything, concrete regulation. At the Monza Rally, for example, crews know, they hit a chicane and it's a five-second penalty. Ogier, Sordo, Lappi and others would certainly have given the barriers a wider berth. Let's have the same here. A few years ago, the FIA sought input into the best way to make chicanes, Rally Germany's straw bales was seen as best practice and a regulation was expected to follow.

And still we wait. Failure to address this will turn the teams in on themselves – as has already started – and a tit-for-tat approach which will cost nothing but time, money and the sport's credibility.

But getting back to Mexico, as far as I can see, the punishment simply doesn't fit the crime. All we can hope is that any championship battle involving Ogier is decided by a differential of more than four points.

David Evans



Ogier failed to finish in Portugal

Ogier calm despite not leading the points table

Sebastien Ogier has reached the mid-point of the World Rally Championship out of the lead for the first time in five years – and the Frenchman's completely relaxed about the situation.

Last week's Rally of Portugal was only the defending champion's second no-score in 24 events. Lying fourth, Ogier damaged the steering on his Ford Fiesta WRC and retired on SS5. Running further up the order, he was then unable to secure any powerstage points in Sunday's finale.

Asked about the 19-point difference between himself and Thierry Neuville, Ogier said: "You know what, I'm happy with that. It's the first time I'm going to have somebody in front of me in Sardinia and maybe in Finland and that makes a big, big difference. Look where Craig [Breen] is here, he's nowhere because he's first on the road."

"But Sardinia is the tough one because normally there's nearly no chance of any rain – so if it rains this year then I know I am really unlucky. For sure, this hasn't been a successful operation this weekend and, of course, I would like the points, but the season is long and the performance is there. These are the positives, but a zero is never a good weekend."

Ogier added that he was looking forward to watching Neuville running at the front of the field.

"We saw when he did it last time in Mexico he was nowhere," he added. "But it's good for other drivers to see how it is – like I said before, they normally say: 'Ah, it's Ogier, he's complaining too much.' Let's see."

WRC TITLE CHASE

Ogier's championship lead at the mid-point of the last five years compared to this season



Sordo copped a censure for hitting tyres on Rally Portugal last weekend

Hyundai angered as rival team asks officials to look at Sordo tyre contact

Hyundai chief Michel Nandan has warned of a deterioration in the relationship between the teams following Dani Sordo's penalty at last week's Rally of Portugal.

Motorsport News understands the stewards were already aware that Sordo collided with tyres, raising the potential that he didn't follow the prescribed route, thereby potentially incurring a penalty (similar to Sebastien Ogier's from Mexico). But sources

at Hyundai told *MN* they were sure M-Sport had encouraged the organisers to investigate. M-Sport declined to comment on this speculation.

Nandan said: "If it was me and another driver from another team did this, I would not have done anything about it. The only thing written is that if you don't follow the roadbook you are penalised by 30 seconds. Dani followed the roadbook because he went around

the tyres. Yes, he touched one, but nowhere is it written about this. We have seen in Germany the chicanes are destroyed, but nothing happened. But you asked if I would do anything about this [against a rival team] and my answer is no, I would not – but that is the difference between me and them. It's really a shame because we had a really nice co-operation between everybody, but now it's different. Now we know what the game is."

RALLY NEWS

Photos:Writtle Photographic, Jakob Ebrey

BRC JOINS RALLYDAY

Championship celebrates at Castle Combe



The BRC will star at Rallyday



BRC had 2015 meeting at Combe

By David Evans

The British Rally Championship will join forces with Rallyday as part of its 60th anniversary celebrations in September.

The BRC is no stranger to the Castle Combe event, but this year will be the biggest presence yet from Britain's premier rally series. BRC manager Iain Campbell explained one of the attractions of Rallyday is its Wiltshire location.

Campbell said: "Our six-round calendar takes the British Rally Championship up and down the country – and into mainland Europe – but England's south-west is an area where, before now, we hadn't been

able to reach in the way we wanted. We've attended Rallyday before, but in nothing like the capacity we will this year. We'll bring all the bells and whistles."

Rallyday organiser Tom Davis said he was delighted to host the BRC celebrations, saying: "It's a genuine honour to be working with the British Rally Championship. We've already got plenty of BRC-related celebrations lined up with two of the series' biggest and most successful names: Jimmy McRae and Russell Brookes joining us on the day."

The venue was host to one of the key meetings – held in 2015 – revealing details about the BRC's relaunch for the 2016 season.

Yates takes seventh in Antibes in Belgium prep

Rhys Yates prepared for the Ypres Rally with seventh on Rally Antibes, which uses stages from Rally Monte Carlo.

Yates tackled tests like the infamous Col de Turini in his Skoda Fabia R5 to take a strong result in a bid to prepare for the BRC's switch to asphalt for the next three events. After Ypres the series visits Northern Ireland for the Ulster and the Isle of Man, before switching back to

gravel for Wales Rally GB. The event was won by Bryan Bouffier, debuting a Hyundai i20 R5, by 50.1s ahead of the new Citroen C3 R5 driven by Yoann Bonato. Also on the event was the Peugeot Sport Cup, which Welsh competitor Meirion Evans has stepped up to from the BRC this year.

He suffered brake problems on SS2, but recovered to set top 10 stage times.

Crews like split Scottish seeding

Drivers have praised the format of the RSAC Scottish Rally after it ran as the first event in Scotland with two-wheel drives at the front since the idea was made popular by Rally 2WD.

The 50-car 2WD field got underway at 0800hrs Saturday with the 35-car 4WD contingent setting off at 1100hrs.

The 2WDs contested a double run of Twiglees and Castle O'er before returning to service just as the 4WDs were starting.

At which point the 2WDs left to do the split stage at the north end of Ae Forest followed by the rest of the field after service.

Finishing fourth overall in his Vauxhall Corsa in the 2WD event, Angus Lawrie commented: "Running first on the road is good, I'm really happy – and the car is not getting wrecked."

Ross Hughes – the Ecosse



Lawrie running first

Challenge winner – was also complimentary in his Citroen C2. It was the first time he had run as high as 19th on the road.

"There were no big ruts and no big rocks," he said. "Much better than the existing system – I would like all events to run like this!"

Event winner and Skoda Fabia R5 driver David Bogie was also positive about the idea: "I don't really mind. If it gets more people into the sport then I'm all for it."

The format has been formalised by the MSA and from July 1 onwards, events will be able to divide into two fields, and those fields can be reverse seeded or by class.

Nicky Grist Stages gets tyre prizes

The Nicky Grist Stages will run a split-field format with lower-powered two-wheel-drive cars at the front on July 14, while also unveiling new prizes for those cars.

Last month the Motor Sports Association announced that rallies would be able to split fields into two, and reverse the seeding of the first group if it wanted to.

That allows events to place older historic and two-wheel-drive cars at the front of the order giving them better road conditions. Since 2015, those cars have run at the back in the ruts of more powerful two and four-wheel-drive cars.

For this year's NG Stages – using stages Crychan, Halfway, Route 60 and tests in the north Epynt forests – tyre distribution firm Mr Tyre will offer two free covers to the winners of the 1400cc class and H1/2 class respectively, and



NG Stages confirms split seeding intent for 2018 event

there will also be a draw for another two tyres for Rally First class competitors.

NG Stages clerk of the course Neil Cross said: "Attracting the smaller-capacity cars and crews who have drifted away from the sport due to the seeding rules is very important to us as an event."

"We are therefore delighted

that Mr Tyre (Motorsport) has provided these incentives for the lower-powered cars, which will benefit from running at the front of the field, and we hope this will entice some of those crews back out onto the stages."

The Carlisle Stages on June 9 will be the first BTRDA event to run with a split field, with full MSA approval.

Even police escort can't save Davies win

After taking third last time out, Cameron Davies was on course for a first Peugeot 208 Iberica Cup win before his car caught fire on a road section.

Welshman Davies, winner of the Prestone Motorsport News Junior British Rally Championship class on last year's Scottish Rally, struggled on the opening round in April, after nine months out of the car.

But after the opening superspecial, it took Davies and new co-driver Max Freeman just two stages to take the lead, holding a 26.1s lead over Josep Mas Bassas and European Rally Championship Under 27 class winner Diego Gago in their PR Racing 208 R2.

But the car ignited on a road section, and even with a police escort through the Portuguese motorways, the crew were still late for service and took a 30-second penalty.

Any hopes of winning were dashed by a puncture on the next stage, but they recovered to take third overall in the Cup for a second event in a row.

McKNIGHT BEATS 2WDs ON SCOTTISH RALLY, BOGIE TAKES 50TH WIN **PAGE 14**

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'Discounted tickets for World Rallycross in the UK'
MN special offer for Silverstone, p16



Champions set for Donegal

Four of the last five Irish Tarmac Rally champions will take part in next month's Donegal International Rally.

Garry Jennings, Declan Boyle, Donagh Kelly and current title holder Sam Moffett have all entered the event.

They will be joined by the current leaders of the ITRC, Josh Moffett and team-mate Andy Hayes.

Entries closed last week and organisers have confirmed that Desi Henry as well as Jonathan Greer, Robert Barrable and Daniel Cronin are among the other leading names who will be vying to lift the Jim Kennedy Memorial Trophy over the weekend of June 15-17.

Clerk of the course, Eamon McGee, said the three-day competition will return to well-known special stages once again in 2018.

"Crews demand the classic stages such as Fanad, Knockalla, Gartan, High Glen and Atlantic Drive, so obviously they are all in our plans, plus a few stages that haven't been used in a few years," he revealed.

Photos: M&H Photography, chasingthecars.com



Leese on the Rallynuts Stages

LEESE BREAKS LEG IN CRASH

Jack Leese has suffered a broken leg after a high-speed accident on the Plains Rally earlier this month when his Peugeot 208 R2 rolled out of contention.

Leese and co-driver Michael Gilbey had been fighting for BTRDA R2 Rally Cup honours and were leading when the car's rear wheel dropped down a bank in a quick right-hander on SS3 in Gartheiniog, sending the car rolling into trees.

Leese was taken to the Royal Stoke University hospital and had his femur pinned. Gilbey didn't suffer any major injuries, although Leese was resting on Gilbey's head for over an hour as the car remained on its side and Leese had undone his belts.

"It felt like we were rolling forever," said Gilbey, who credited the rescue team and the crew of car six – Ian Joel and Graeme Wood, who had earlier gone off on the next corner on from the 208.

"Ian and Graeme especially were magnificent. They kept Jack stable until the professionals turned up, and it was Ian himself who stood in the road to stop the next available car and get them to radio our incident in."

A statement from the BTRDA added: "Both Jack and Michael, and their families, extend their most heartfelt thanks to Ian Joel and Graeme Wood and other crews who were on the scene,

marshals, rescue crew, doctors and the Welsh Air Ambulance for their swift and professional response on Saturday. Without their excellent work, the outcome may well have been less positive.

"The crew also wish to thank everyone who got in touch with well wishes following the accident, and look forward to catching up with everyone on an event some time in the near future."

Gilbey suffered another big crash on Saturday's Night Owl road rally, his home event. He and driver Andy Davies were uninjured after leaving the road in their Subaru Impreza, which appears repairable.

RALLYING IN IRELAND

MAURICE MALONE

"Donegal: the one they all want to win"



It's hard to quantify just how much a Donegal International Rally win means to a Donegal man, but if you can imagine what it might be like to win the Indy 500, Monaco GP and Le Mans and then multiply that feeling by 10, you begin to get some idea.

This year's event has the makings of a classic, with Manus Kelly on top form, and Donagh Kelly pulling out all the stops (including a thorough preparation and fitness programme) in a bid to grab a maiden win.

'Mandy' – the nickname of Manus Kelly's Impreza – is undoubtedly the favourite, fresh from a brilliant drive in Killarney and with the added confidence that comes from knowing he has what it takes to do the job after his 2016 and 2017 wins.

Garry Jennings has won twice before, although a lack of seat time recently may work against him, and 2014 victor Declan Boyle can be guaranteed to stick his Ford Fiesta RS WRC in the mix against the two-litre WRCs.

Despite their age, the old World Rally Cars favoured by the aforementioned crews clearly have the legs on the R5 machines, but the competition for Irish Tarmac points will be no less frenetic. A tight three-way scrap for the title between the Moffett brothers and Robert Barrable means that Donegal points will be vital for each contender, the pace this year seemingly cranked up another level. Desi Henry will be eager to build on his excellent speed, too.

If that's not enough, there's also the customarily huge Modified field, with battles guaranteed in each of the many classes. Donegal in June is akin to a festival, and past events have entered into rallying folklore.

Let's take a brief look back at 1999 as an example. Ian Greer led the title race by a single point from the late Bertie Fisher, and the top 10 was filled with iconic names like Nesbitt, McHale, Meagher and Cullen.

A classic weekend was to follow, with more drama than you could shake a stick at. Nesbitt ditched his Impreza within the first few miles, then spent the rest of the rally climbing back up through the field at a ferocious pace. Greer was excluded due to an underweight Celica and ran under appeal. Fisher was caught out on Kindrum Lake with a puncture that led to an off, and local man James Cullen looked to be out of contention with a ruptured Pirelli on the first morning.

Incredibly, Cullen edged his way back up to the front by the Sunday afternoon finish ramp in Letterkenny, and in doing so, became the first Donegal driver to win his home International twice. With Mandy equalling that accolade last year, and now gunning for an unprecedented three-in-a-row, there is sure to be some spectacle in the hills come the middle of June.

RALLY REPORTS



Payton/Mizen secured a clear victory on the TSH Stages

Payton's strong form continues at TSH

TSH Stages Rally

By Ian Harden

Organiser: South Hams MC **When:** May 19/20
Where: RAF Portreath, Cornwall
Championships: ASWMC Sealed Surface; ACSMC Tarmacadam; Gwynnespeed Rally Challenge
Starters: 65 **Stages:** 14

Josh Payton and co-driver Marcus Mizen produced a dominant performance on day two of the TSH Stages Rally, setting four fastest times on the trot to turn a 19s overnight lead into a 1m2s winning margin over Paul King/Alicia Miles.

The two Ford Escort Mk2 crews headed third-placed Tony Rees/Jamie Vaughan's Darrian T90 GTR by 11s at the end of a hard-fought 110 stage miles that saw nearly half of the 65 starters retire.

Saturday's nine stages featured a neck and neck tussle for the lead between Payton, King, Rees and Kev Carr/Chris Phippen (Escort Mk2). But for second seeds Martin Waters/Ian Edwards (BMW E30 325i) it was the proverbial early bath,

retiring with a broken driveshaft after SS1.

Day two, Sunday, consisted of five much longer stages. King got on the gas first, reducing the lead to two seconds. But Payton responded with four fastest times, settling the issue on SS13 by stopping the clocks 14s faster than his rival. Behind Rees, Carr's strong run finished on SS10 due to electrical problems.

Paul Davis/Keith Richings (Vauxhall Corsa) continued their recent good form by winning the 1400cc class after leading from SS1.

Results
1 Josh Payton/Marcus Mizen (Ford Escort Mk2) 2h08m14s; 2 Paul King/Alicia Miles (Escort Mk2) +1m02s; 3 Tony Rees/Jamie Vaughan (Darrian GTR+); 4 Dan Gibson/Alf Chanter (Darrian T90); 5 John Saunders/Tony Hart (MG Metro BR4); 6 Lyndon Barton/Ricky Williams (Escort Mk1); 7 Tony Rendell/Lisa Simeone (Escort Mk1); 8 Matt Cusens/Sam Julian (BMW 328 Compact); 9 Sam Perring/Amy Fergus (BMW E36 328 Coupe); 10 Stuart Larbey/Freddy Larbey (Subaru Impreza S7 WRC). **Class winners:** Paul Davis/Keith Richings (Vauxhall / Corsa), Rendell/Simeone, Gibson/Chanter, King/Miles, Saunders/Hart.

ROAD RALLY ROUND-UP

The rescheduled **Night Owl Rally** was won for the second year in succession by Kevin Davies/Dale Bowen. Despite a severe misfire, the pair were fastest over the first section. They stopped to rectify the fault, a process that put them within danger of going over their time limit for the rest of the very long first 'half'. They survived to take another comfortable win.

Their task was made easier by the retirement of three of the other top five seeds; Andy Davies/Michael Gilbey, Irfon Richards/Dylan Jenkins and Steve Woods/Sean Crowley all failed to make it to the halfway mark.

Deion Atkinson/Aron Jones were the winners of a closely fought **Rally Cwm Cynfal**. They had led for most of the second half before being overhauled on the penultimate test by Rhys Morris/Med Price. However, they managed to retake

the lead on the final test in the Lechwedd Slate Quarry, a stage that is soon to be used on the Rally GB.

Ian Mills

Results

Night Owl Rally

Organiser: Aberystwyth & District MC **When:** May 19/20
Where: Mid-Wales Championships: ANWCC **Route:** 100 Miles **Starters:** 65.
1 Kevin Davies/Dale Bowen (Ford Escort) 3m12s; 2 Richard Williams/Cadog Davies (Escort) +41s; 3 Gareth Edwards/Dafydd Evans (Escort); 4 Kevin Jones/Alan James (Toyota Corolla); 5 Mark Lennox/Ian Beaumont (Escort); 6 Martin Curzon/Rob Thomas (Escort).
Class winners: Curzon/Thomas; Gareth Flynn/Michael Jones (Citroen Saxo); Danny Hanson/Rob Williams (Saxo).

Rali Cwm Cynfal

Organiser: Bala & District MC **When:** May 20 **Where:** North-West Wales **Route:** 15 Tests **Starters:** 59.
1 Deion Atkinson/Aron Jones (BMW 318Ti) 27m37s; 2 Rhys Morris/Med Price (Vauxhall Nova) +06s; 3 Howard Price/Baz Green (Subaru Impreza); 4 Iwan Rhys Jones/Sera Roberts (BMW 318Ti); 5 Alun Morris/Dylan Richards (BMW Compact); 6 Sion James/Sian Evans (Peugeot 205 GT).
Class winners: Jones/Evans; Morris/Richards.

Modified Escort Mk2 battle falls to Meade

Carlow Mini Stages Rally

By Maurice Malone

Organiser: Carlow CC **When:** May 20 **Where:** Carlow Town, County Carlow **Championship:** Midlands East
Stages: 6 **Starters:** 113

Barry Meade and Colin Fitzgerald emerged victorious on the Carlow Mini Stages Rally, after a hotly-contested battle.

With an entry of top Modified men, Carlow Car Club's event promised a very entertaining day, the stages were extremely slippery after heavy overnight rain followed a dry spell.

Top seed David Condell was an early retirement after hitting a chicane, as Vivian Hamill went quickest initially. Despite an alternator scare caused by an idler pulley, Meade's Escort took the lead on SS2 and stayed there for the remainder of the event, chased hard by Ian Barrett in his Darrian T90 GTR and Frank Kelly.

It looked as if Barrett was going to

have the edge on Meade, but visibility issues thanks to a broken windscreen wiper meant that Cork driver Meade held on, with Frank Kelly second and Enda O'Brien in third. Ed O'Callaghan missed out on a podium by just 1.5 seconds.

Results

1 Barry Meade/Colin Fitzgerald (Ford Escort Mk2) 46m40s; 2 Frank Kelly/Lorna Kelly (Escort Mk2) +10.8s; 3 Enda O'Brien/John Butler (Escort Mk2); 4 Ed O'Callaghan/Keith McCarthy (Escort Mk2); 5 Kevin Gallagher/Noel O'Sullivan (Darrian T90 GTR); 6 Ian Barrett/Eoin O'Flaherty (T90 GTR); 7 Adrian Hetherington/Ronan O'Neill (Escort Mk2); 8 Damien Toner/Paddy McCague (Escort Mk2); 9 Tommy Doyle/Jeff Case (Escort Mk2); 10 Wesley Patterson/Johnny Baird (Escort Mk2).
Class winners: Barry Hennessy/Brian Rowan (Honda Civic); Kevin Horgan/Ian Chadwick (Skoda Fabia R2); Emmet Lyons/J.P. Ruth (Honda Integra); Paul Barrett/Declan Tormilly (Mitsubishi Lancer E10); William Mains/Gwynfor Jones (Vauxhall Nova); Padraig Gorman/Shane Gorman (Toyota Starlet); James Bradley/Maria Kehoe (Civic); Terence O'Shaughnessy/Eugene McGrath (Toyota Corolla); Philip Hamilton/Joe Comerford (Escort Mk2); Darren Hamill/Karl Egan (Escort Mk2); Gallagher/O'Sullivan; Jordan Hone/Paul Hone (Opel Adam); Ian Davies/Ryland James (BMW M3); Andrew Fanning/Derek Gibbs (Proton Satria Neo S2000); Darragh Kelly/Eamonn Doherty (Escort Mk2); James Cassidy/Jane Collins (Escort Mk2); Gareth James/Steffan Evans (Escort Mk2); Meade/Fitzgerald.



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

RALLY REPORT

Photos: Lindsay Photo Sport, Writtle Photographic

ROUND-UP



McCulloch third in SRC

MacDonald on top

Both sets of rally results were amalgamated at the end of the RSAC Scottish in order to determine points in the ARR Craib Scottish Championship. Donnie MacDonald has moved to the top of the table with 76 points ahead of early leader Andrew Gallacher on 75. Mark McCulloch is now third on 73 ahead of David Bogie on 60 and Greg McKnight on 59. John Wink leads the Challengers Championship.

Hughes wins C2s

Ross Hughes and Steven Brown won the Ecosse Challenge in their Citroen C2 VTS from the similar car of Andy Struthers and Alasdair McIlroy. This time Hughes' machine finished in one piece despite losing the brakes in SS3. "We burst a brake line and had to chuck it into a ditch to slow down for a left-seven," said Hughes. Struthers also had drama with a two-wheeled moment after clipping a rock.

Dusty Riddicks

Looking like refugees from a Saharan desert dust storm, Keith and Kirsty Riddick explained their predicament at the rally finish. "At the start of the first stage I wound my window down to hand out the time card," said Kirsty, "and the window jammed. We had to do two stages like that before we could get it fixed." Keith added: "The dust got everywhere." They still finished second in class despite a broken engine mounting.

Coalter's lights

After his retirement on the Speyside Stages Rally when his Ford Puma's head gasket failed, Neil Coalter was pleased with third in class behind Angus Lawrie and Keith Riddick. "I've only driven the car 12 miles since the rebuild," said Coalter, "so this is my first proper run. We did have one problem. We hit a bump and the headlamp fell off. We were in fifth gear when it came out, hit the windscreen and flew over the roof."

Junior Currie

Former BTRDA ST Trophy competitor Alasdair Currie added to his CV with a top 10 finish in his Fiesta ST. "I caught the dust in the first stage, but it was OK after that," he said. "However, I need some lead weights in the back of the car. The rear end was all over the place." He finished as top Junior.



Junior winner Currie

BOGIE'S GOLDEN JUBILEE AT HOME

Dumfries local Bogie wins 50th rally of his career. By **John Fife**



The CA1 Sport driver was fast

Perhaps it was apt that on Cup Final day, north versus south, Saturday's RSAC Scottish Rally was also a game of two halves producing not one, but two winning crews. Reunited with Kevin Rae as a one-off, David Bogie swept to his 50th outright career rally victory while Greg McKnight and Harry Marchbank scored their first outright victory in the ARR Craib Scottish Championship.

This year, the Royal Scottish Automobile Club organising team had introduced the novel 'two rally' format with the two-wheel-drive competitors running first on the road through the day's six forest special stages. The four-wheel-drive crews set off three hours later, and that meant two separate champagne finishes in Moffat High Street later that afternoon – or three if you count the Ecosse Challenge celebrations too.

Dust had been a problem for drivers the day before at the test day, but the breeze was much stronger come the rally and it negated the advantage that the first car on the road would have. Even so, the Skoda Fabia R5 of Bogie set off at a spanking pace through the opening Twiglees test, but ominously, only three seconds behind it was the Subaru Impreza of Jock Armstrong and Cameron Fair.

Things turned sour for Armstrong across the road in Castle O'er when the Subaru limped out of the forest with a rear puncture. More importantly, it was also almost a minute down on the leader.

Bogie was quickest again over a re-run of those same two tests pulling into Lockerbie Service with a 49-second lead over Freddie Milne and Patrick Walsh. Most interest was now centred on the battle for second place as Milne was at the head of a quartet of cars covered by 20 seconds with the Ford Fiesta R5 of Mark McCulloch and Michael

Hendry only three seconds behind.

Suddenly the race for the front took on a new impetus. Armstrong was quickest through the fifth test in Ae by five seconds from Bogie with seventh-placed Rory Young chasing a piece of the action. He was third quickest ahead of McCulloch, John Wink (Hyundai i20 R5) and Milne's Subaru Impreza WRC. However, the podium battle was reduced by one when young Lawrence Whyte's Fiesta R5 slithered off the road and out of fourth overall in the loose conditions.

As the cars nosed into the final stage, there were still just three seconds between Milne and McCulloch with Young now up to fourth, but as the cars appeared at the finish there was no sign of the blue Subaru. Milne had just "run out of road" when the car got two wheels on the loose at a tight right-hander and beached itself, Milne robbed of his best finish.

That promoted a surprised Young to third place: "I didn't start that well and didn't really click until the fifth stage, but I feel genuinely sorry for Freddie [Milne], he just simply ran out of room and fell off the road."

McCulloch therefore finished the event as the runner-up.

"I was having a good fight with Freddie [Milne] and I actually got away with it twice on the last stage, and Freddie didn't, so I was lucky," he mused.

Sadly, Armstrong's fightback into the points suffered a setback on the final test when he punctured for a second time and finished the rally in 10th place overall.

Bogie was left to reflect on a career which has now seen him take his 50th rally victory since he started competing in 2004.

"It may have looked easy, but it wasn't," he said. "When Jock [Armstrong] got a puncture on the second stage and dropped half a minute, that eased the pressure right away. The stages were hard and it was a case of managing the tyres to make sure I didn't get punctures."

Earlier, McKnight had taken an



McKnight won in new format

RESULTS

Scottish Rally Championship, round 4/7, May 19, Dumfries

POS	DRIVER/CO-DRIVER	CAR	TIME
1	David Bogie/Kevin Rae	Skoda Fabia R5	42m38s
2	Mark McCulloch/Michael Hendry	Ford Fiesta R5	+1m11s
3	Rory Young/Paul Beaton	Ford Fiesta R5	+1m30s
4	John Wink/John Forrest	Hyundai i20 R5	+1m46s
5	Donnie MacDonald/Andrew Falconer	Ford Fiesta R5	+1m50s
6	Bruce McCombie/Michael Coutts	Mitsubishi Lancer E9	+2m20s
7	Andrew Gallacher/Jane Nicol	Ford Focus WRC	+2m31s
8	Scott McCombie/Mark Fisher	Mitsubishi Lancer E9	+2m56s
9	Michael Binnie/Claire Mole	Mitsubishi Lancer E9	+3m00s
10	Jock Armstrong/Cameron Fair	Subaru Impreza	+3m01s

2WD event: 1 Greg McKnight/ Harry Marchbank (Ford Escort Mk2) 46m05s; 2 Iain Wilson/ Chris Williams (Escort Mk2) +1m05s; 3 Matthew Robinson/ Dave Robson (Escort Mk2); 4 Angus Lawrie/ Paul Gribben (Vauxhall Corsa); 5 Keith Riddick/ Kirsty Riddick (MG ZR); 6 Steve Bannister/ Callum Atkinson (Escort Mk2); 7 Neil Coalter/ Hannah Cessford (Ford Puma); 8 Gordon Murray/ David O'Brien (Escort Mk2); 9 Alasdair Currie/ Grant MacNiven (Ford Fiesta ST); 10 Fraser MacNicol/ Sinclair Young (Escort Mk2).
Class winners (both events): Scott Peacock/ Robin Neal (MG ZR); Donald Peacock/ Tom Hynd (Peugeot 205); Lawrie/ Gribben; MacNicol/Young; Bannister/Atkinson; Currie/ MacNiven; William Pollock/ Tommy Mackin (Ford Escort Mk1); Murray/ O'Brien; Binnie/ Mole; McCombie/ Coutts; Wink/ Forrest; Chris McCarthy/ Barry Connolly (Land Rover Wolf XD)

equally impressive victory in the 2WD event, despite a string of niggles which hampered progress during the day.

At the end of the first stage, the crew found that a front shock absorber had lost all its oil and they had no spare. Later a misfire appeared, caused by the ceramic tops of the spark plugs fracturing, although he was fastest on five out of the six stages.

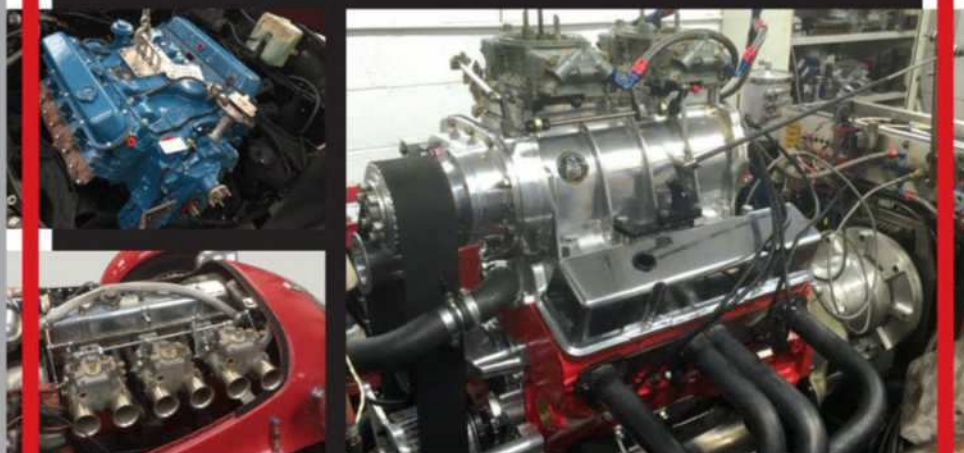
"We were still very lucky," said McKnight at the finish, "the alternator

failed on the final stage and we didn't have a spare one of those either."

Still acclimatising to front-wheel drive, Iain Wilson set fastest time on the fifth stage to finish second overall ahead of Matthew Robinson making it an all-Ford Escort top three.

In fourth place after a very impressive run was the 1600cc Vauxhall Corsa of Angus Lawrie with the MG ZR of Keith Riddick in fifth place just beating Steve Bannister by seven seconds.

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WRX SILVERSTONE PREVIEW

Photos: fiaworldrallycross.com

Hal Ridge tells the story of the 2018 season so far

THE STARS WHO WILL SHINE AT SILVERSTONE



The battle at the front is close

Each of the three manufacturers either supporting or running teams in the World Rallycross Championship have crossed the finish line of a final first in the opening three rounds of the year.

Although only Volkswagen and Peugeot have officially won, Mattias Ekstrom crossed the finish line of the season opener in Spain first aboard his Audi, before being demoted for first-corner contact that eliminated Petter Solberg and promoted reigning champion Johan Kristoffersson onto the top step of the podium.

The fact is, compared to a season of Solberg's PSRX Volkswagen outfit taking the lion's share of success last term, 2018 has been fiercely competitive so far.

Kristoffersson leads, having been handed victory in Spain and then capitalising when EKS Audi Sport drivers Ekstrom and Andreas Bakkerud tripped over each other at the start of the semi-finals in Portugal. That let Kristoffersson take a race win which gave him pole



Peugeot man Loeb will battle

position for the final and a snowy race victory. Peugeot driver Sebastien Loeb finished second in the opening two rounds before winning round three in Belgium. That triumph has moved him up to second in the standings, while Kristoffersson only managed fifth.

Loeb has had his share of issues too, though: he only made the round one semi finals after the squad withdrew former MSA Junior Rallycross champion Kevin Hansen to allow the Frenchman to progress.

Team-mate Timmy Hansen has also been on impressive form in 2018. He dominated semi final two in Spain until an electrical problem brought his Peugeot 208 to a halt, hit a barrier in Portugal while fighting for a podium and was then spun at the start of his semi final in Belgium. That final problem was a precursor to Hansen delivering one of the greatest fightbacks in World RX history to make it into the final and finish on the podium.

Volkswagen has undeniable pace, EKS's Audis the most top qualifying times – five – of any team so far this season and Peugeot is on a roll. Any one of at least six drivers could claim the top step of the podium at Silverstone this weekend, while the battle to make the semi finals will be even tougher between the permanent privateer outfits (such as GCK, GRX and OlsbergsMSE) and wildcard entries from MJP Racing, Marklund Motorsport and Albatec Racing. ■

WORLD RALLYCROSS TIMETABLE

Saturday, May 26

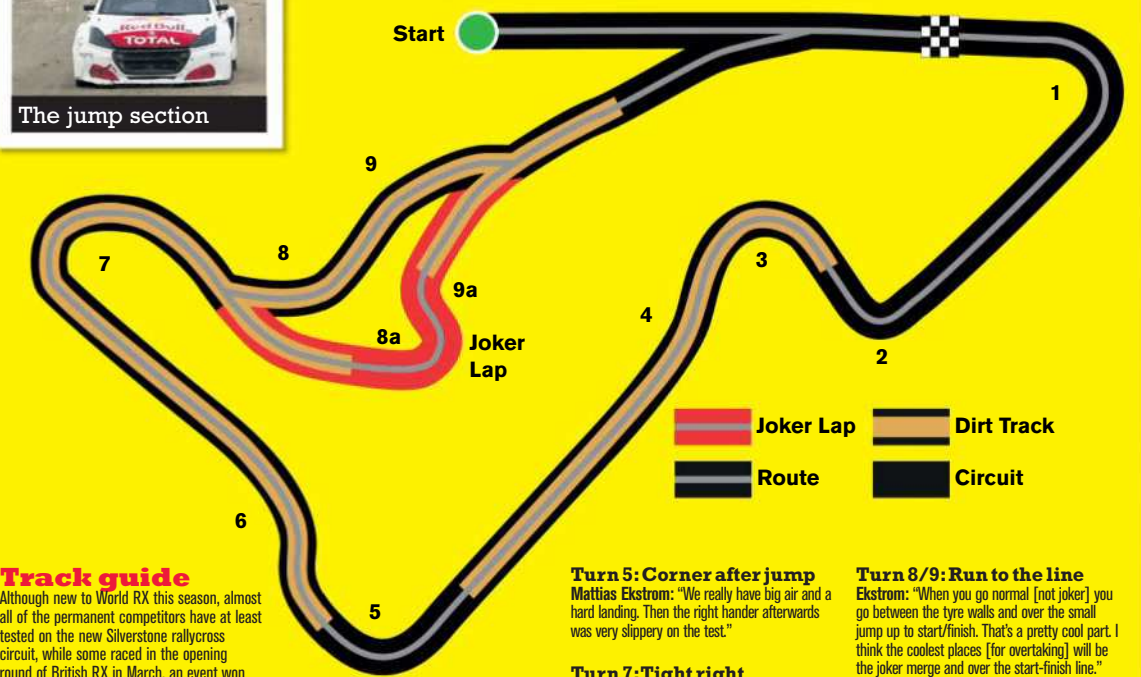
TIME	EVENT
0800	Gates open
1000	Warm up (all categories)
1130	Q1 (all categories)
1250	Retro Rallycross, Group B rally demo
1500	Monster Energy Rig Riot
1615	Q2 (all categories) followed by ARX Q3
1830	Autograph session

Sunday, May 27

TIME	EVENT
0800	Gates open
0915	Warm up (all categories)
1000	Q3 (WRX and RX2)
1100	Q4 (all categories)
1255	Semi finals (ARX and RX2)
1315	Autograph session
1340	Monster Energy Rig Riot
1445	WRX Semi Finals pre-grid
1500	World RX Semi Final followed by RX2 and World RX Final
1550	Podium
1630	Retro Rallycross, Group B rally demo

WRX LEADING ENTRIES

NO	DRIVER-TEAM-CAR
1	Johan Kristoffersson (SWE) PSRX Volkswagen Volkswagen Polo R
2	Ollie O'Donovan (IRL) Ford Fiesta
5	Mattias Ekstrom (SWE) EKS Audi Sport Audi S1
9	Sebastien Loeb (FRA) Team Peugeot Total Peugeot 208
11	Petter Solberg (NOR) PSRX Volkswagen Sweden Volkswagen Polo R
13	Andreas Bakkerud (NOR) EKS Audi Sport Audi S1
21	Timmy Hansen (SWE) Team Peugeot Total Peugeot 208
42	Oliver Bennett (GBR) BMW Mini Cooper
71	Kevin Hansen (SWE) Team Peugeot Total Peugeot 208
96	Kevin Eriksson (SWE) Olsbergs MSE Ford Fiesta
134	Mark Higgins (GBR) Albatec Peugeot 208
177	Andrew Jordan (GBR) MJP Racing Team Austria Ford Fiesta



Track guide
Although new to World RX this season, almost all of the permanent competitors have at least tested on the new Silverstone rallycross circuit, while some raced in the opening round of British RX in March, an event won by Sebastien Loeb ahead of Timmy Hansen and Andreas Bakkerud. Motorsport News caught up with some of the sport's leading drivers to find out more about World RX's newest circuit.

Turn 1: The opening hairpin
Andreas Bakkerud: "The grip is very high in Silverstone, so that's a big challenge for everyone. Even if we have 600 horsepower it's high grip and hard to get a good start. Turn 1 is a basic, tight-right hairpin, it's good to be on pole position, but outside will be very hard if you're don't have a good start."

Turn 2/3/4: Chicane on loose
Kevin Hansen: "Then a short straight before braking quite hard and right, entering the gravel. It's very easy to do a mistake and then rotating to the left on the gravel, which is the second-slowest corner on the track. Then we accelerate towards the jump. There's a small right [before], which doesn't really have any effect."

Jump
Sebastien Loeb: "The jump is quite a good one. You have to slow down for the corner a bit before but it's technical; you need to find the right measure of the jump, to be able to brake just after to turn. It's not easy to have the right speed."

Turn 5: Corner after jump
Mattias Ekstrom: "We really have big air and a hard landing. Then the right hander afterwards was very slippery on the test."

Turn 7: Tight right
Hansen: "It's hard braking for the hairpin. I think that's the best place to overtake as it's a left before and you need to be still on the left for the braking, so there maybe you can overtake. Then you're throwing it in and really power sliding through [to the right], exiting towards the joker. The joker entry is quite much on the right and very long."

Turn 8a/9a: Joker lap
Bakkerud: "The joker is very tight. You go in braking on gravel and it's very slippery on the tarmac because of all the dirt you bring in, so it's slippery in the beginning but in the middle there it's high grip so if you're not ready to kick the clutch then you can suffer a big time loss."

Turn 8/9: Run to the line
Ekstrom: "When you go normal [not joker] you go between the tyre walls and over the small jump up to start/finish. That's a pretty cool part. I think the coolest places [for overtaking] will be the joker merge and over the start-finish line."

Overtaking opportunities
Johan Kristoffersson: "It's easy to say that it's a tricky track and impossible to overtake, but to be honest in rallycross it's always very difficult to overtake because there is only one line anyway. In circuit racing there are racing lines and you have debris on the side [of the racing line], but in rallycross you always have dust and a lot of gravel, so there is still only one line. It doesn't matter how wide the track is, the only overtaking happens when someone makes a mistake. You just have to stay close and the overtaking opportunity is up to the one in front who makes a mistake, and when he makes a mistake I will overtake him, it doesn't matter where it is!"

MN AND SPEEDMACHINE LINK UP ON TICKET OFFER FOR WRX CLASH

Motorsport News has partnered with Speedmachine to bring fans discounted tickets for the Silverstone RX round on 25-27 May, 2018.

Speedmachine will deliver pure indulgence for fans of speed and cars. Join us at the UK's hottest new motorsport festival where you can watch world-class RX championship racing make its official debut at Silverstone, listen to outstanding live music and

even get behind the wheel with a range of driving experiences.

Experience overdrive at this first of its kind motorsports festival as World Rallycross of Great Britain makes its debut at Silverstone. Not only can you enjoy a weekend of world championship racing, but also get behind the wheel with test drives, eSports, live music, street food, camping and much, much more.... welcome to Speedmachine.

A TICKET TO SPEEDMACHINE INCLUDES

- Entry to the World Rallycross of Great Britain
- Nightly entertainment with Dizee Rascal, Basement Jaxx (DJ Set), Ministry of Sound, Razorlight, Lethal Bizzle and more
- Test Drives on the Silverstone circuit (first come, first served basis)
- Access to World RX and RX2 paddock
- On track displays from RX2, Group B, Monster Energy Drift, Ultra 4, Cannon Run
- Iconic displays of car collections from Pikes Peak, Colin McRae, Prodrive, Players, Supercars, BGMSports



Silverstone WRX will bring the noise

As part of our partnership with Speedmachine, we have a special discount code to offer you 20% off ticket prices. To redeem, simply use the website address below and enter the code RSFRIEND
seetickets.com/event/world-rallycross-of-gb-speedmachine-festival/silverstone-circuit/1214032

RACING REPORTS

CADWELL PARK: HSCC BY MARCUS PYE
MAY 19/20

Photos: Mick Walker



Jackson (1) leads Tarling in FF1600

CRASH FAILS TO DERAIL JACKSON'S BID FOR VICTORY

Lincoln's Cameron Jackson had only raced a SsangYong pick-up on his local circuit prior to the Historic Sports Car Club's annual Wolds Trophy event, but a straightforward Formula Junior double presaged Sunday's Historic FF1600 victory and put him top of the table as the fourth winner in as many rounds.

That was extremely fortuitous, for Jackson, leading, missed a gear at Charlie's on lap three and Saturday winner Nelson Rowe, essaying to pass, was launched into a roll. Rowe's Crossle ended up inverted, its engine bay on fire, but escaped serious injury in the race stopper (see *Racing News*).

Jackson, his Lola's suspension tweaked, and Callum Grant, who had bravely stopped to help, took the restart and finished a subdued 1-2. Richard Tarling, third behind Rowe and Grant (Merlyn Mk20A) on Saturday – when Nelson seized the advantage “rather rudely” from Callum onto the Mountain – retired when his Jamun's throttle jammed open.

Ed Thurston, 18, sidelined by driveshaft UJ failure on day one, won Sunday's qualifying heat from 12th on the grid, then came through from net 14th to a superb third in his Elden Mk8. Ben Mitchell (Merlyn Mk20), joint points leader with Tarling after Donington, spun from third almost to the back at Park on lap one but recovered brilliantly

to fourth, carving his way back onto Thurston's tail at the chequer.

Saturday's repechage featured period Formula Fordsters Glenn Eagling (Lotus 61MX) and Tim Brise (Merlyn Mk20), plus Stuart Kestenbaum (Crossle 16F), a class devotee since the early '80s, at its sharp end. Following a full-course caution period, Brian Morris (Lola T202) ambushed Eagling to score a precious first win.

With clutch issues hampering FJ debutant Michael O'Brien (Lotus 22), Cameron Jackson dominated the 10th Barry Westmoreland Trophy rear-engined races in his Tulip Stable Brabham BT2. Champion Peter de la Roche chased them on day one in Pat Barford's drum-braked Lola Mk3, but clutch failure stopped it on Sunday, letting in Dundee's Jonathan Fyda (U2 Mk3).

Avowed Cadwell lover Jonathan Lewis blitzed Saturday's Historic Touring Car race from pole in his Snetterton Speed Shop Cooper S. Having chased the tyre-smoking Mini the previous day, Rick Belcher was uncatchable on Sunday, but a 10-second jump-start penalty dropped the two-litre Cortina Lotus to fifth, handing victory to the overjoyed but disbelieving Roger Stanford (Cortina), who had battled all the way to shade Bob Bullen (Anglia), the spectacular Lewis and Adrian Oliver (Hillman Imp).



Cadwell fan Lewis claimed opening Historic Touring Car victory in Mini

Defending champion John Davison was hurtling to an Historic Road Sports double when a broken throttle cable halted his Lotus Elan on the last lap. Morgan +8 stalwart Richard Plant thus claimed Sunday victory in the model's 50th anniversary year. Kevin Kivlochan growled his sister car from the back to second, its glove box having fallen out on Saturday, breaking the fuel pump lead connector. Having arrived level atop the table with Davison and 'KeKi', Dick Coffey (Turner) moved ahead with a perfect class score.

When Jonathon Hughes missed a gear, buzzing his Merlyn's engine while disputing the lead on Saturday, Jon Milicevic repeated 2017's Justin Haler Trophy Historic F3 double in his pristine Brabham B21B. Paul Waine

brought his gorgeous ex-Claudio Francisci de Sanctis home second ahead of Swiss returnee Christoph Widmer (BT18A), who dug deep for second ahead of Mike Scott (BT28) on Sunday.

Back where Historic FF2000 debuted in 2007, a superb Pinto pack demonstrated the top value class' strength. Following a disastrous Donington, Benn Simms dominated in the absence of double champion Andy Park, who was getting married in Cumbria, twice beating the determined Ian Pearson (Royale RP30). The unrelated Stuart Pearson (Lola T580) and Dave Margetts (Dulon MP21) shared early class honours.

Mark Charteris repeated his Classic Clubmans victory over David Wale and debutant Adrian Holey (in



Milicevic took Historic F3 double

Mallock Racing's hire car) despite his fire extinguisher discharging in race two. Having shadowed B-sport rival Barry Webb throughout Sunday's opener, Clive Wood had given his old rival the slip in the sequel when a broken exhaust burned his plug leads.

Former Haggispeed Clubmans and Classic F3 racer Steve Collier won both Sprite Midget races, making it four on the trot, with David Weston close behind after challenger David Morrison's engine failed in the opener. Drama unfolded in Class E standout Pippa Cow's wake at the start of the event finale when Ian Burgin tagged series sponsor Robin Lackford and ricocheted into Bruce Carter's car, sending it into a 720 degree spin. Ed Easton, unsighted, clobbered it.

Roach rules the roost in a Condor S2 as front-engined Formula Junior delivers a thriller

Following two excellent front-engined FJHRA Formula Junior championship-openers at Donington last month, in which Chris Drake (Terrier Mk4) and Ray Mallock (U2 Mk2) each beat the other after tough dogfights, the ante was upped at Cadwell.

The arrival of 2014 FIA Lurani Trophy winner Jonathon Hughes and past master Stuart Roach promised much, while Alex Morton – third in both Donington races – was on sparkling form in his Condor S2, a wieldier tool than period results suggested.

Driveshaft failure in Friday testing thwarted Hughes' plan to debut another ex-Brian Hart Terrier, bought from Lawrence Sufryn, so he wheeled out his 2016 Monaco-winning Lola

Mk2 and netted pole, despite differential failure.

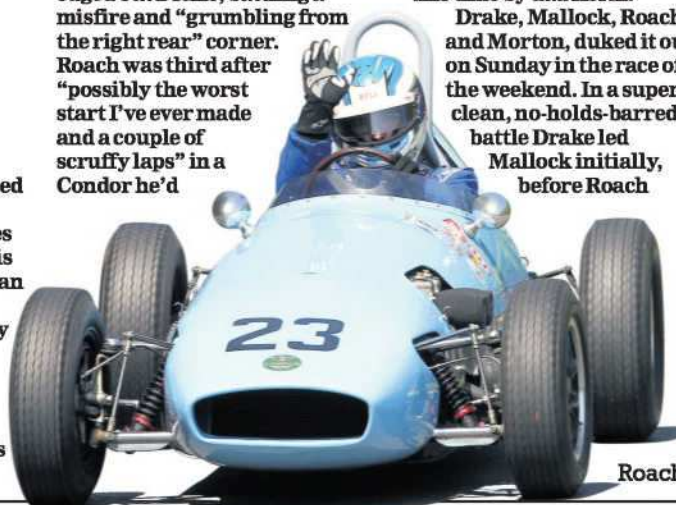
Its replacement broke in Saturday's race, as Mallock edged out Drake, battling a misfire and “grumbling from the right rear” corner. Roach was third after “possibly the worst start I've ever made and a couple of scruffy laps” in a Condor he'd

not raced in seven years. Nonetheless, he'd urged it round quicker than his best in the rapid Alexis Mk2, handled this time by dad Keith.

Drake, Mallock, Roach and Morton, duked it out on Sunday in the race of the weekend. In a super-clean, no-holds-barred battle Drake led Mallock initially, before Roach

somehow rounded him at Mansfield corner. Chris struck back before a carburation glitch restricted him to 7,800rpm, whereupon Mallock hounded Roach down and Morton threatened Drake.

Overpowered out of Charlie's onto the dipping Park Straight, Roach only held off Mallock by sheer tenacity on the brakes and bravado onto the Mountain. “I was a sitting duck in a straight line but it seems Condors can fly if they want to,” grinned programme cover boy Roach, who prevailed by 0.838s as 1.639s blanketed the quartet. Period Formula Junior racer Howden Ganley presented the tankards, compounding Roach's joy.



Roach scored third and a win at Cadwell

Barter and Leverett top '70s Road Sports

The HSCC's '70s Road Sports championship's popularity was demonstrated by another strong 10-marque grid at Cadwell, where reigning champion Charles Barter (Datsun 240Z) and the talented Will Leverett (Lotus Europa) tasted victory, but table topper Ian Jacobs (Fiat 124 Spider) lost out on both days to Brian Jarvis (Porsche 924).

Bouncing back from clutch failure at Snetterton, runaway poleman Barter began Saturday's race cautiously, arriving at Coppice sixth. Leverett, Snetterton double winner Jez Clark (Elan) and John Williams (Porsche 911SC) set the pace before Barter forged ahead at mid-distance. After Clark spun out of second in the Hall Bends, and struggled to

restart with a broken dynamo, Leverett, Williams, Mark Leverett (Elan) and Jim Dean (Europa) chased Barter home.

With Charles swapping helmet for professional hat at Sunday's Alresford Watercross Festival, son Julian took over the Datsun, in which he'd not competed since his race debut at Mallory Park in 2002.

Unsure of the clutch he started from the back, but hurtled through to fourth in Leverett Sr's slipstream. Mark had chased his “young whippersnapper” initially, then drove beautifully to harass Clark who had started eighth and shot past on lap five. “That was fantastic. I could see Julian coming in my mirrors but just had enough,” he said.

WINNERS

70s Road Sports	(Reynard SF77)
Race 1: Charles Barter (Datsun 240Z)	Historic Formula Junior, Front-engined
Race 2: Will Leverett (Lotus Europa)	Race 1: Ray Mallock (U2 Mk2)
Classic Clubmans	Race 2: Stuart Roach (Condor S2)
Race 1: Mark Charteris (Mallock Mk20)	Historic Formula Junior, Rear-engined
Race 2: Mark Charteris (Mallock Mk20)	Race 1: Cameron Jackson (Brabham BT2)
Historic Formula 3	Race 2: Cameron Jackson (Brabham BT2)
Race 1: Jon Milicevic (Brabham BT21B)	Historic Road Sports
Race 2: Jon Milicevic (Brabham BT21B)	Race 1: John Davison (Lotus Elan S1)
Historic Formula Ford 1600	Race 2: Richard Plant (Morgan +8)
Saturday Final: Nelson Rowe (Crossle 20F)	Historic Touring Cars
Heat: Brian Morris (Lola T202)	Race 1: Jonathan Lewis (Austin Cooper S)
Sunday Final: Cameron Jackson (Lola T200)	Race 2: Roger Stanford (Ford Lotus Cortina)
Heat: Ed Thurston (Elden Mk8)	Sprite Midget Challenge
Historic FF2000	Race 1: Steve Collier (MG Midget)
Race 1: Benn Simms (Reynard SF77)	Race 2: Steve Collier (MG Midget)
Race 2: Benn Simms	

RACING REPORTS

SILVERSTONE: BLANCPAIN GT SERIES BY JAMES NEWBOLD
MAY 19/20


Go, go, go: Blancpain blasts off

WINNERS

Blancpain GT Endurance Series
Race 1: Matthieu Vaxiviere/Jake Dennis/Nicki Thiim (R-Motorsport-Aston Martin Vantage GT3)

Formula Renault 2.0 Eurocup
Race 1: Max Fewtrell
Race 2: Charles Milesi

Lamborghini Super Trofeo
Race 1: Vito Postiglione/Karol Baz (Imperiale Racing)
Race 2: Giacomo Altoe/Daniel Zampieri (Antonelli Motorsport)

ASTON ENDS BLANCPAIN WIN DROUGHT

Aston Martin claimed a first win in the Blancpain GT Series for five years at Silverstone as Matthieu Vaxiviere, Jake Dennis and Nicki Thiim won from pole for R-Motorsport.

It was the first outright victory for the Vantage GT3 since Darren Turner, Stefan

Mucke and Fred Makowiecki with the works team at Silverstone in 2013, and came in only the second race for the new team run by crack LMP2 outfit Jota Sport.

After Vaxiviere held top spot at the start, Dennis briefly lost the lead to the #88 ASP Mercedes of Tristan Vautier after the first pitstops. But the Briton wasn't to be denied and retook the lead with a classic switchback manoeuvre on the exit of Luffield, before handing over to Thiim to bring the car to the finish, 11 seconds ahead of Vautier, Adam Christodoulou and Raffaele Marciello.

The result remained provisional when MN went to press however, as the #76 Aston was racing under appeal after being excluded from qualifying when its data-logger was found to contain no data.

Behind them, Emil Frey Racing took a first podium with the Lexus RCF GT3, as

Stephane Ortelli, Markus Palmtala and Norbert Siedler narrowly fended off Monza winner Dries Vanthoor, Christopher Mies and Alex Riberas in the #1 WRT Audi.

Fourth place was still enough for the trio to extend their championship lead, however.

The Audi had run sixth prior to the final pitstops, but a poor stop for the second R-Motorsport Aston Martin – which had been running third until a mistake from Alex Brundle at Becketts dropped him to fifth – and contact with a lapped Bentley that delayed Yelmer Buurman's #4 Black Falcon Mercedes opened the door for Vanthoor to attack.

Brundle's team-mate Maxime Martin also passed Buurman in the final stint to take fifth, completing a memorable day for Aston Martin.

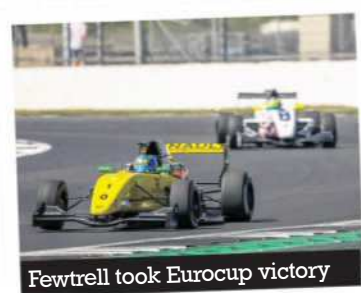
Silverstone local RAM Racing took Pro-Am honours after a tussle with fellow Mercedes squad Strakka Racing. Euan Hankey, Salih Yoluc and Darren Burke finished 20th overall, ahead of Lewis Williamson, Nick Leventis and Chris Buncombe, while *Top Gear* presenter Chris Harris joined Chris Goodwin and Alex West to win the Am class in a Garage 59 McLaren 650S.

Renault junior Max Fewtrell made up for a nightmare outing at Monza with victory in the opening **Formula Renault 2.0 Eurocup** race, only to non-score in the second, won by Charles Milesi. Having scored only one point in Italy and lost the championship lead to fellow Renault junior Christian Lundgaard, Fewtrell converted pole position into a comfortable victory ahead of R-ace GP team-mate Logan Sargeant, while

Lundgaard qualified only 16th and retired after contact with Raul Guzman.

To make matters worse, the Dane earned a three-place grid penalty which dropped him to fourth on the grid for race two. However, Fewtrell was unable to capitalise due to gearbox issues in qualifying that left him mired in the mid-pack. Contact on lap one between Frank Bird and Artur Rougier at Club forced Fewtrell to take evasive action and fall to the back of the field, before retiring towards the end of the race.

After finishing seventh in race one, Frenchman Milesi inherited pole and headed off the challenge of Sargeant to claim his first win for R-ace GP, while Josef Kaufmann's Yifei Ye claimed podiums in both races to take the championship lead from Lundgaard, who finished fifth.



Fewtrell took Eurocup victory

OULTON PARK: VSCC BY DOM D'ANGELILLO
MAY 19

A ROYAL AFFAIR AS MANN'S BUGATTI QUEEN ALFA WINS

With most of the globe consumed by royal fever over the weekend, onlookers would have thought that round two of the VSCC Formula Vintage would have been a safe haven from any mention of royalty or royal weddings.

But royalty of a very different kind was being celebrated some 200 miles north of Windsor at Oulton Park.

Adorned in the legendary azure and navy livery made famous by the tale of the *Bugatti Queen*, Christopher Mann's show-stealing Alfa Romeo Monza took victory in the Standard & Modified Pre-war Sports Cars – in the process becoming the 2018 winner of the Bill Phillips Trophy.

On a grid of almost 30 cars from motor racing's golden era including Frazer Nashes, Rileys, Talbots and dozens more – all with their own histories and stories – it was Mann's race-winning Alfa that had the most poignant story to tell.

The *Bugatti Queen* colours were in homage to Helle Nice, the early 20th century French grand prix racer who was among the first female drivers to race in the sport.

She raced the same model of Alfa as on the Oulton Park grid, and despite never winning, held her own against the greats

of her time until her near-fatal crash in the 1936 Sao Paolo Grand Prix, after which she was never quite the same.

It was perhaps the spirit of the French driver then that willed Mann's Alfa past second place finisher Edward Williams on the line to steal the race win right at the last. Williams' Frazer Nash had looked comfortable out in front for much of the race, and rightly so. Boasting a racing pedigree dating back until the early 1930s, the TT Replica was the second produced in 1932, had raced and finished second at Brooklands, participated in the inaugural race at Donington Park, and even formed part of the 1934 South African Grand Prix grid.

According to owner Charles Gillett, who also owns the Cooper famously pushed over the line by Jack Brabham at the US Grand Prix at Sebring in 1959, all major components are still original, but it couldn't quite fight to the end as Mann's Alfa rushed passed, narrowly crossing the line ahead. Williams admitted he did nothing wrong, but joked that the Alfa seemed to have had a sudden burst of an extra 100bhp.

"I always prefer being the chaser rather than being the chased," said Mann.



Mann's Alfa Romeo Monza was in livery made famous by Bugatti Queen book

"I think he [Williams] was trying to put me off but I managed to stay close enough, despite the backmarkers and fought to the end.

"This is what it's all about, showing these cars in all their worth and having a great time doing it."

Mann seemed to be having such a great time he didn't even get a chance to celebrate on the podium, instead driving straight through the paddock to form part

of the following race for Vintage & Pre-1961 racing cars, in which he finished seventh.

Following the racing, it became a much more domestic affair as Mann faced the small matter of negotiating 2018's roads on his drive home in the Pre-war era car. But if the public were to behave as they had for royalty that day, it would have been a breeze for the Alfa and its regal *Bugatti Queen* livery.

Photos: Rachel Bourne

WINNERS

Ferrari Classic Formula Series
Race 1: Wayne Marrs (Ferrari F355 Challenge)
Race 2: Wayne Marrs (Ferrari F355 Challenge)

Formula 3 500s
 Darrell Woods (Staride Mk3)

Handicap Race for Pre-war Cars
 Anthony Fenwick-Wilson (Railton LS Tourer)

Morgan Challenge
 Andrew Thompson (Morgan ARV6)

Scratch for Pre-war Cars
 Julian Grimwade (Frazer Nash Single Seater)

Special Pre-war Sports Cars
 Dougal Cawley (GN/Ford Piglet)

Standard & Modified Pre-war Sports Cars
Race 1: Christopher Mann (Alfa Romeo Monza)
Race 2: Tim Kneller (Riley TT Sprite)

Vintage Racing Cars & Pre-1961 Racing Cars
 Charles Gillett (Cooper T43)



Woods won in Staride Mk3

BRANDS HATCH: MSVR BY PETER SCHERER

MAY 19/20

Photos: Gary Hawkins



F3 Cup winners: Wiltshire (l) and Carey (r) lead pack

WILTSHIRE AND CAREY TRIUMPH IN CLOSELY-FOUGHT KENT CONTESTS

Stuart Wiltshire and Cian Carey shared the victory spoils in two hard-fought F3 Cup races.

At the start of race one it was side-by-side through Paddock Hill Bend, before Wiltshire led out of Druids and defending champion Jacopo Sebastiani snatched second at Pilgrims Drop.

"Cian left half a door open for me and that was enough," said Wiltshire.

Sebastiani closed in on the lead but couldn't breach Wiltshire's defence, while Carey had to fend off a determined Shane Kelly to retain third.

George Line and Tony Bishop duelled for fifth until Bishop fell off two laps from home.

Carey led race two from the start, but when Sebastiani spun exiting Paddock on the opening lap, he was collected by Kelly, putting them both out of the race and handing Wiltshire a clear second.

As Carey's lead grew, Wiltshire came under pressure from Bishop for a while before all three held station.

"I backed off to save my tyres and then realised we didn't have a third race this weekend," said Bishop.

Former champion Steve Burgess was a treble winner in the **Radical Challenge**, after duelling throughout the weekend with his team-mate Dominik Jackson.

In race one, Jerome de Sadeleer joined them in an early break, before Burgess managed to escape and leave his rivals duelling for second. Jackson held on, despite being baulked at Stirlings on the last lap, however, de Sadeleer had nosed

ahead on the outside into Clearways, only for a touch to leave him in the tyre wall.

Marcello Marateotto inherited a solitary third, with Kristian Jeffrey securing fourth after taking Brian Murphy into Surtees.

Jackson got his revenge on Burgess in race two, but a jump-start penalty robbed him of a lights-to-flag victory and dropped him to third behind Burgess and Marateotto.

Jeffrey was also penalised, but managed to retain fourth, over Murphy and Spencer Bourne.

Jackson led initially again in the third race but, after running wide at Dingle Dell, Burgess led out of Stirlings before the stops, going on to dominate the second half of the contest.

Brian Caudwell ran strongly after the stops, retaining second from Richard Baxter and Jeffrey. Baxter was then penalised, handing third to Jeffrey with Jackson finally settling in fourth.

Ollie Wilkinson's Audi R8 GT3 cruised to three dominant wins in the **GT Cup**. Nigel Hudson's Aston Martin GT3 and Chris Froggatt's Ferrari 488 Challenge had an early duel for second in race one, before it was settled in Hudson's favour, leaving Paul Gibson's McLaren 650S to fight for third.

Gibson was through into Druids on lap 12 and closing on Hudson, but he was caught out by a backmarker, crashing out exiting Surtees and bringing out the red flags.

Froggatt therefore reclaimed third place, ahead of John Dhillon's Ferrari,

Paul Cripps' Aston Martin and Paul Bailey's Ferrari.

While Wilkinson romped clear from the start of race two, Hudson quickly settled into second after an initial skirmish with John Sawbridge's Ferrari. All three held station, with Dhillon just holding off Mike Brown's Aston Martin for fourth.

Wilkinson secured his hat-trick with Bradley Ellis sharing the Audi in the second half of race three, while Hudson/Adam Wilcox and Froggatt/Sawbridge completed the podium in a fairly predictable race.

Both **Racing Saloons** outings were led from start to finish by Nigel Innes' BMW E36 M3. The similar cars of Stephen Pearson, Darren Stamp and Karl Cattliff followed in a red flag-shortened race one, having settled on the opening lap.

It was a four-car break again in race two, but while Innes and Pearson started to escape, Cattliff and Stamp shared a couple of exchanges before Cattliff took charge again exiting Graham Hill bend on the sixth lap. Oliver Davies' Toyota Starlet was the first non-BMW, taking fifth place on both outings.

Alex Ball had led the **Lotus Cup UK & Elise Trophy** from the start, breaking clear with Craig Denman and Joe Taylor. But Ball got sideways at Surtees on lap 12 and Denman made the decisive move, leaving Ball fighting off Taylor's challenge – until contact a lap later sent Taylor spinning and promoted John

WINNERS

F3 Cup

Race 1: Stuart Wiltshire (Dallara F308)

Race 2: Cian Carey (Dallara F308)

Race 3: Ollie Wilkinson (Audi R8 GT3)

Race 4: Ollie Wilkinson (Audi R8 GT3)

Race 5: Ollie Wilkinson/Bradley Ellis (Audi R8 GT3)

Race 6: Ollie Wilkinson/Bradley Ellis (Audi R8 GT3)

Race 7: Ollie Wilkinson/Bradley Ellis (Audi R8 GT3)

Race 8: Ollie Wilkinson/Bradley Ellis (Audi R8 GT3)

Race 9: Ollie Wilkinson/Bradley Ellis (Audi R8 GT3)

Race 10: Ollie Wilkinson/Bradley Ellis (Audi R8 GT3)

Race 11: Ollie Wilkinson/Bradley Ellis (Audi R8 GT3)

Race 12: Ollie Wilkinson/Bradley Ellis (Audi R8 GT3)

Race 13: Ollie Wilkinson/Bradley Ellis (Audi R8 GT3)

Race 14: Ollie Wilkinson/Bradley Ellis (Audi R8 GT3)

Race 15: Ollie Wilkinson/Bradley Ellis (Audi R8 GT3)

Race 16: Ollie Wilkinson/Bradley Ellis (Audi R8 GT3)

Race 17: Ollie Wilkinson/Bradley Ellis (Audi R8 GT3)

Race 18: Ollie Wilkinson/Bradley Ellis (Audi R8 GT3)

Race 19: Ollie Wilkinson/Bradley Ellis (Audi R8 GT3)

Race 20: Ollie Wilkinson/Bradley Ellis (Audi R8 GT3)

(Lotus Elise S Cup R)

Race 2: Joe Taylor (Lotus Exige S2)

Race 3: Ollie Wilkinson (Audi R8 GT3)

Race 4: Ollie Wilkinson (Audi R8 GT3)

Race 5: Ollie Wilkinson (Audi R8 GT3)

Race 6: Ollie Wilkinson (Audi R8 GT3)

Race 7: Ollie Wilkinson (Audi R8 GT3)

Race 8: Ollie Wilkinson (Audi R8 GT3)

Race 9: Ollie Wilkinson (Audi R8 GT3)

Race 10: Ollie Wilkinson (Audi R8 GT3)

Race 11: Ollie Wilkinson (Audi R8 GT3)

Race 12: Ollie Wilkinson (Audi R8 GT3)

Race 13: Ollie Wilkinson (Audi R8 GT3)

Race 14: Ollie Wilkinson (Audi R8 GT3)

Race 15: Ollie Wilkinson (Audi R8 GT3)

Race 16: Ollie Wilkinson (Audi R8 GT3)

Race 17: Ollie Wilkinson (Audi R8 GT3)

Race 18: Ollie Wilkinson (Audi R8 GT3)

Race 19: Ollie Wilkinson (Audi R8 GT3)

Race 20: Ollie Wilkinson (Audi R8 GT3)

Race 21: Ollie Wilkinson (Audi R8 GT3)

Race 22: Ollie Wilkinson (Audi R8 GT3)

Race 23: Ollie Wilkinson (Audi R8 GT3)

Race 24: Ollie Wilkinson (Audi R8 GT3)

Race 25: Ollie Wilkinson (Audi R8 GT3)

Race 26: Ollie Wilkinson (Audi R8 GT3)

Race 27: Ollie Wilkinson (Audi R8 GT3)

Race 28: Ollie Wilkinson (Audi R8 GT3)

Race 29: Ollie Wilkinson (Audi R8 GT3)

Race 30: Ollie Wilkinson (Audi R8 GT3)

Race 31: Ollie Wilkinson (Audi R8 GT3)

Race 32: Ollie Wilkinson (Audi R8 GT3)

Race 33: Ollie Wilkinson (Audi R8 GT3)

Race 34: Ollie Wilkinson (Audi R8 GT3)

Race 35: Ollie Wilkinson (Audi R8 GT3)

Race 36: Ollie Wilkinson (Audi R8 GT3)

Race 37: Ollie Wilkinson (Audi R8 GT3)

Race 38: Ollie Wilkinson (Audi R8 GT3)

Race 39: Ollie Wilkinson (Audi R8 GT3)

Race 40: Ollie Wilkinson (Audi R8 GT3)



Wilkinson (r) won all three GT Cup contests in Audi he shared with Ellis



Innes topped large Racing Saloons entry in both Brands Hatch races

Volvo fan Hoogerwerff makes latest Brands trip

To call Dutch racing driver Johan Hoogerwerff a Volvo fanatic is rather an understatement as he currently owns three of the Swedish cars in various guises.

He elected to bring his 'Beast' to Brands Hatch for the Racing Saloons. Originally built as an S60 Challenge car for a Swedish-based series in 2001, the car had remained fairly idle since he bought it in 2009.

"I used to race a BMW E30 from 2005 to 2007 but had become inspired by Rickard Rydell, watching him racing the Volvo Super Tourers," he explains. "I then bought an 850 Saloon 'Rydell lookalike', which I raced for two years, until I crashed it at Zandvoort."

He replaced the saloon with another Rydell replica, but this time the estate version, which he has regularly raced in the Dutch Super Touring Car Championship over the last few years. "It has always drawn a lot of interest wherever I take the car, even though I am racing against BMWs that cost twice as much," he adds.

"We then decided to work on the S60 to lighten it and then put the 2.3-litre engine out of the wrecked 850 Saloon that I crashed into it, so we have spent about two years on the project so far."

Having tried to visit Brands Hatch at least once a year, Hoogerwerff elected to bring his aptly named 'Beast S60' this year. "I wasn't able to come last season due to clashes with my other race dates, but raced the estate here two years ago," he says. "We don't get a lot of racing in Holland so it's good to come to the UK and it's only six hours from home to Brands Hatch."

"Each time we come out in this car we improve it, this is our development car to use the knowledge we have gained from the other cars too. Eventually we think it will be quicker than the Super Tourers though."

Having qualified seventh out of the huge 34-car Racing Saloons grid, he missed the start of the first race when the alternator failed, then had to start from the back of the grid in the second race. He was closing in on the top 10, when he was forced to pull off on his sixth lap.

It may have been a disappointing weekend for the travelling Dutchman, but he has this weekend's Super Touring Car race to look forward to at Spa-Francorchamps. "We are back out with the estate again, overall I suppose it's probably been my favourite of the cars I have owned and raced," he says. "But my wife wants to know why I need three race cars, when I can only race one at a time!"

Although there are no plans for Hoogerwerff to race in the UK again this year, he is already looking forward to his next visit.

"I love the Brands Hatch GP Circuit, it's so challenging, it's got history and it's fairly close and not too expensive for us to travel here," he concludes.



Hoogerwerff's inspired by Rydell

RALLY PORTUGAL

BY DAVID EVANS

Hyundai star hits the top as his rivals suffer

Some people... According to a few folk around the worldwide web, Rally Portugal must be struck from the calendar. The World Rally Championship must not be allowed back to mainland Europe's westernmost stages. They are, you see, too rough. Too dangerous. And too likely to make the cars crash. I kid you not.

Nonsense. Granted, there was a bit more bent metal coming out of round six than anywhere else this season, but we're warming up now. It's mid-year, the stakes and the speeds are rising. But two men showed it was entirely possible to get from start to finish without marking the machinery. Step forward Thierry Neuville and Nicolas Gilsoul.

Friday's casualties

Ott Tänak started round six in pursuit of back-to-back wins, but just hours later into the event was on a plane home. The first three miles of the rally had been a continuation of Rally Argentina as he went quicker than any of his South American rivals. But then he came through a left-hander and found the road full of rocks.

Utterly committed to his line and with nowhere to go, the underside of the Toyota slammed into the boulders and sent the Yaris skywards.

Unsurprisingly, the radiator was mortally wounded, Tanak's rally run.

Initial suspicions of foul play were immediately dismissed – the rocks were laid on the line by Tanak's title rivals Neuville and Sebastien Ogier running ahead of him.

"I had a good feeling here," said Tanak. "I think we had the speed to win this one too."

Toyota's bad morning went further south one stage later when Jari-Matti Latvala broke the front suspension on the sister car. Unlike in Argentina last month, the damage was contained to suspension, allowing J-ML to continue with the rest of the event.

While the team still has to run its analysis, the initial feeling is that the car should have taken this one. Whether it broke or was broken, the result was the same. Two Toyotas sidelined in as many stages; little wonder that the team's sporting director Kaj Lindstrom went for a one-word description of Friday morning: "Disaster."

Up front, the intensity of the competition was astonishing. For the first seven stages there was a new leader, with returning Hyundai star Hayden Paddon leading after SS2, dropping to third then racing back into first after the second stage of the afternoon loop.

Kris Meeke was another driver in and out of the lead for two stages, again, neither of which were back-to-back.

By the end of the day, both Paddon and Meeke were out of the running. The Kiwi landed himself in hospital after registering 15G when his i20 Coupe WRC stopped up against a culvert second time through Ponte de Lima.

Meeke made it through the afternoon, but in anything but a straightforward fashion. Hindsight's a wonderful thing and, looking back, there's little doubt that taking two spares for an afternoon on what would become the season's roughest roads yet was probably a good idea. But the extra 20kg was calculated at a cost of around 10 seconds for the loop. Meeke went with one spare. And punctured on stage six. And stage seven.

What now? Regulations are quite clear. Cars must have four rotating wheels with inflated tyres. That's on the road section. And the stages? That's fair game. So, at the end of SS7, Meeke whipped the rubber-less rim off the car and bolted a delaminated and air-less Michelin into its place. He then set off on the 60-mile run down the motorway to Porto.

"We were doing 65km/h (40mph) all the way," he said. "It's a good job Michelin make such strong tyres..."

Arriving at Porto's town stage, Meeke put the damaged rim back on and looped the streets twice, sending sparks flying to a backdrop of astonished appreciation from a slightly bemused crowd of thousands lining the stage.

Hours earlier, Meeke had sat down to lunch 4.6s behind leader Dani Sordo. By the end of the afternoon, he'd slipped to seventh, 1m18.7s off the front. The Dungannon man had done an exceptional job to contain the time loss, but he showed little or no interest in discussing his work.

Meeke's consternation was compounded by the knowledge that he'd failed to capitalise on the closest thing the WRC will come to an open goal.

In the middle of what was fast becoming the season's most bonkers Friday, Sebastien Ogier crashed. He was out on stage five. One stage later Andreas Mikkelsen's Hyundai was slowed by power-steering failure; a further one stage later and he retired with no oil pressure.

Throw in a stage-seven puncture for Craig Breen's Citroen – dropping him from third to eighth – and you've got day one covered.

The one that really surprised everybody and opened that goal up, was a crash that looked entirely innocuous. Turns out, the problems had started a corner before.

"There was a bank on the inside of a corner," explained Ogier. "I thought it was just a bank with gravel on. I had 'don't cut' in my notes, but I was a bit too early [turning in to the corner] and I decided to stay on the throttle and keep the speed because there was a small straight afterwards."

"Unfortunately it wasn't just some gravel, there was a stump. We had a sharp impact when I braked for the next corner the [steering] arm came out and I could do nothing."

Advantage Neuville

Ninth after the first gravel stage of the day, it's a fair assumption Neuville wasn't exactly clearing his diary for the end-of-leg press conference for the top-three crews. Yet there he was, sitting up on stage being asked about his Friday. And what's more, he was the man in the middle. He was leading.

"Crazy day," he murmured, as though he was still struggling to comprehend what was going on. There's no doubt he'd benefited from issues for those ahead – but only four of those places had come his way by default. He'd earned the other four by changing his i20's set-up to one he was more comfortable with for the



Neuville celebrates taking the WRC points lead

NEU MINDS T



Neuville was gifted the lead, then rammed it home

afternoon. He then rolled the dice with six soft tyres on roads swept clean of sand to uncover a more abrasive base. And, just for good measure, the sun continued to shine, the rain stayed away and temperatures inched from the mid- to upper-twenties.

Nursing his covers through SS5, he was passed by team-mate Mikkelsen as fifth became sixth.

Enough was enough. Joint fastest with Breen in stage six, Neuville was then quickest of all on the rerun Ponte de Lima.

"I thought my decision was quite brave for the tyres when we were leaving service," Neuville said. "It was. After the first stage, they were 75 per cent gone. But then I took another decision, and decided to push. I didn't care for the tyres, I just drove flat-out and we made the fastest time. I really didn't expect this position, but we have it and now I have to keep it."

There was more surprise from the man sitting in second, 17.7s behind him. Elyn Evans had cut a lonely and troubled figure after shakedown on

Thursday. Running the set-up he'd honed at his pre-event test, the Welshman simply couldn't get the Ford Fiesta anywhere near where it should be. In a stage just over a couple of miles long, he was near enough four seconds off the pace.

Like Neuville, he was brave – but Evans' bravery took the form of sticking to his guns in terms of set-up. Unwilling to forget what he'd learned in two days of testing in pursuit of a psychological boost from a solid shakedown time; he set off on Friday morning hunting a longer-term gain.

Second fastest on the first gravel test, he'd hooked the Fiesta up. Only to drop it on SS3. A spin cost him nine seconds and he then felt the car was moving around too much towards the end of the next stage.

The afternoon got better and better and ended with second quickest in Ponte de Lima and a rise through the ranks that was bettered only by the Belgian ahead of his second spot.

"After shakedown I didn't know what to do," he said. "I was so far away and I

couldn't get a time close [to quickest]. I was a bit lost, to be honest. That was hard, especially as that's a shakedown where I've gone pretty well in the past. But I stuck to the set-up. We found something in the test that worked and I trusted it."

Question was, did he trust it enough to challenge a driver on top of his game right now? Saturday's opener was inconclusive – Neuville won by 0.9s. The second stage was very much more encouraging from the Brit's perspective with Evans cutting the difference by 5.9s. Game on?

Game off. Going into Amarante, the final morning stage, the leader pulled his belts tighter, adjusted his glasses and offered an unruffled wink. He then progressed 0.75s faster through each and every one of the following 23 miles. And sat down to lunch with his lead at a tenth of a second under half a minute.

Job done. Almost. The job description changed through the second half of the rally as Neuville moved into a control mode, pushing where he felt comfortable, but saving everything for



Breen ran well until a puncture hit

'He was brilliant when he had four tyres on...
Meeke's troubles, p23



ROUND 06

NEUVILLE THE MADNESS



lowerstage everywhere else. Evans secured second but, typically on himself, wanted to find more – especially in Amarante. "I was a bit disappointed in there," he said. "I rely quite a lot on the front of the car and I was struggling a little bit when it came down on grip. It's the same for Seb [Sordo], but he's Sebastien Ogier... getting there and, for sure, this has been positive."

The stewards strike
The fight for the bottom step of the podium was spiced up by a 10s penalty handed to Sordo's time after he hit the wall in the Porto street stage. Instead of finishing into Sunday a handful of drivers, he was fourth. And fifth after he was passed by a young Esapekka Lappi. Ultimately, Sordo couldn't match the northern Europeans for commitment on the final day – there's something like a local derby to get the job done. And Teemu Suninen's Fiesta against Lappi's Yaris was a cracker.

Continued on page 22



Elfyn Evans returned to the WRC podium after a fine performance

STAGE TIMES

- **SS1 SSS Lousada (2.09 miles)**
Fastest Tanak 2m34.3s **Leader**
Tanak **Second** Ogier +0.4s
- **SS2 Viana do Castelo 1 (16.61 miles)**
Fastest Paddon 15m29.3s
Leader Paddon
Second Evans +1.5s
- **SS3 Caminha 1 (11.25 miles)**
Fastest Meeke 10m35.1s **Leader**
Meeke **Second** Paddon +1.6s
- **SS4 Ponte de Lima 1 (17.11 miles)**
Fastest Sordo 19m15.5s **Leader**
Sordo **Second** Meeke +4.6s
- **SS5 Viana do Castelo 2 (16.61 miles)**
Fastest Meeke 15m31.4s **Leader**
Meeke **Second** Sordo +1.9s
- **SS6 Caminha 2 (11.25 miles)**
Fastest Neuville & Breen 10m35.5s **Leader** Paddon
Second Sordo +3.2s
- **SS7 Ponte de Lima 2 (17.11 miles)**
Fastest Neuville 19m24.7s
Leader Neuville
Second Evans +7.3s
- **SS8 Porto Street Stage 1 (1.21 miles)**
Fastest Neuville 1m48.7s **Leader**
Neuville **Second** Evans +13.2s
- **SS9 Porto Street Stage 2 (1.21 miles)**
Fastest Neuville 1m46.8s **Leader**
Neuville **Second** Evans +17.7s
- **SS10 Vieira do Minho 1 (10.87 miles)**
Fastest Latvala 10m52.2s **Leader**
Neuville **Second** Evans +18.6s
- **SS11 Cabeceiras de Basto 1 (13.81 miles)**
Fastest Evans 13m35.0s **Leader**
Neuville **Second** Evans +12.7s
- **SS12 Amarante 1 (23.36 miles)**
Fastest Neuville 24m56.8s
Leader Neuville
Second Evans +29.9s
- **SS13 Vieira do Minho 2 (10.87 miles)**
Fastest Evans 10m48.6s **Leader**
Neuville **Second** Evans +23.6s
- **SS14 Cabeceiras de Basto 2 (13.81 miles)**
Fastest Latvala 13m41.3s **Leader**
Neuville **Second** Evans +28.0s
- **SS15 Amarante 2 (23.36 miles)**
Fastest Ogier 24m47.7s **Leader**
Neuville **Second** Evans +39.8s
- **SS16 Montim 1 (5.37 miles)**
Fastest Lappi 5m47.4s **Leader**
Neuville **Second** Evans +39.0s
- **SS17 Fafe 1 (6.95 miles)**
Fastest Ogier 6m40.7s **Leader**
Neuville **Second** Evans +39.3s
- **SS18 Luilhas (7.39 miles)**
Fastest Latvala 8m09.2s **Leader**
Neuville **Second** Evans +41.2s
- **SS19 Montim 2 (5.37 miles)**
Fastest Suninen 5m41.3s **Leader**
Neuville **Second** Evans +37.5s
- **SS20 Fafe 2 (Power Stage) (6.95 miles)**
Fastest Lappi 6m33.2s **Leader**
Neuville **Second** Evans +40.0s

COLIN CLARK

"You have to be psychic to predict this year's champion"



These boys aren't making it easy for us so-called rally experts. Anyone who says they know for sure who is going to win this year's drivers' title is lying. Or a psychic. I change my mind at the end of each stage.

Before Rally of Portugal, I was still 95 per cent certain Ogier was the man to make it six in a row. After shakedown and the opening street stage, Tanak looked like the man. And then, by the end of the rally... well, I always said Neuville was champion in waiting, didn't I? Oh dear, I'm putting my hands up and admitting I really don't have a clue who'll be crowning come Rally Australia in November!

But there were some pointers and areas that I can perhaps highlight to try and salvage some professional integrity from this one.

Firstly, let's look at Neuville. Last time he was presented with the open goal of Ogier crashing out early in Finland last year. Thierry stuttered, stumbled, sliced his shot and threatened the corner flag more than the back of the net. That capitulation was the start of the end of his championship challenge in 2017.

This time around, he well and truly buried the ball and practically broke the back of the net. Twenty-nine points to Ogier's zero; the young Belgian has hit top gear and is making a break for it.

And we can't write off Tanak. He looks more confident and self-assured than ever. The car is without doubt quick enough for him to realistically challenge for this year's title. There are however a couple of lingering questions. Reliability has to be one. Latvala's Toyota broke on a rock most other cars hit and dealt with.

The other has to be judgement: Ott had time to see those car-breaking rocks and take avoiding action. He has said he chose to go over them. In retrospect, a very costly and bad decision. But Tanak will bounce back and I can see him winning three, maybe even four rallies before the end of the year.

And what about Ogier? Well, for once, I'm just not sure. He'll still be the most intelligent of challengers for the remainder of the season. But will that be enough? I think the champ might have to reassess his approach for the second half of the season if he is to make it six in a row this season.

Having said all that, it could be seven other drivers who genuinely decide the destination of this year's drivers' title. I firmly believe whichever of our top three drivers gets the most consistent support from their wing men will celebrate the hardest in November. Elfyn Evans and Teemu Suninen stepped up to the mark in Portugal, but for Ogier to win they need to both find a little more.

At Hyundai, Andreas Mikkelsen, Dani Sordo and Hayden Paddon all look capable of supporting Neuville's efforts.

But if, as I believe, Tanak has been given number one status and can count on the support of Esapekka Lappi and Jari-Matti Latvala, then maybe the young Estonian is in pole position to break the French stranglehold on the WRC drivers' championship.

So many ifs, buts and maybes – none of us really know who's going to win. And that's what makes this year's WRC so unpredictable and utterly captivating.

RALLY PORTUGAL



BY DAVID
EVANS

GROUP RALLYING EDITOR

DAVID EVANS



I've never presumed to have many mates among those who spend their time in the World Rally Championship's spotlight. I'd like to think I have a decent working relationship with most drivers and co-drivers down the years. But mates, not so much.

That said, I've known these four blokes so long, I think they might well qualify. Which made Friday and Saturday all the harder to watch. Seeing Kris Meeke and Paul Nagle's Citroen C3 WRC when they'd finished with it was pretty unpleasant. Catching up with an all-in-one-piece Nagle in service was a highlight of the weekend. I didn't see Meeke again, but the tone of the text messages descended to the inappropriate quickly enough to indicate he was of sound mind and body.

And the same could be said for Hayden Paddon and Seb Marshall. I make no secret of my desire to see these boys climb to the top of the tree, few work harder, even fewer are more deserving.

When Seb showed me the onboard of their Portuguese departure, it was impossible not to be grateful for the FIA's exceptional regulations for the modern-day World Rally Cars.

Committed in a big-speed right-hander, Paddon caught sight of a rock in the line. Opening the steering slightly – to avoid what would have been a rally-ending rock – was enough to tip the Hyundai into a bit of a skid. Just at the point where you or I would have opened the door and jumped out, the Kiwi flipped the i20 down a gear and buried the throttle to pull it out of the ditch into which it had slipped. Just as it was coming out... BANG!

That'll be the end of the drainage culvert then. The left-front suspension leg, complete with wheel, was ripped clean off and hurled a very long way clear of the car.

Mads Ostberg was first on the scene and listening to his emotions at seeing Paddon struggling and in pain, quite frankly, turned the stomach.

Enough of that. They're all here and they'll all be back on it in the way that only they can in Sardinia next month. Heroes all.

Now, just one more thing to talk about: chicanes and penalties. Elsewhere in *MN*, you'll read a detailed analysis of M-Sport's appeal against the Rally Mexico decision which cost Sebastien Ogier his powerstage points. I'm not about to go over it all again here, all I want to do is use this space to implore FIA rally director Yves Matton to take control of this one. For a very long time we've had fantastic co-operation between the manufacturers and that's helped to bring us to the sensational, never-better and never-faster generation we're enjoying right now.

What we don't need is the teams going at each other. Regardless of who spoke to which stewards about what – and I'm in no position to speak definitively on this – it's 15-all between Hyundai and M-Sport Ford. And that's where it has to stay.

Mr Matton, give us a regulation to stop this. And do it now. Then we can get back to enjoying the best sport in the world.

Continued from page 21

As Suninen prepared himself to depart service for the final time, M-Sport's deputy team principal Rich Millener (#1 Malcolm Wilson had flown out of Porto first thing, bound for Bentley and Silverstone's Blancpain round) arrived at the side of the car. Sensing apprehension, he gave him a reassuring slap on the back and told him they'd talk after the first one. Everything, Millener said, would be fine.

Lappi's impossible to read and was giving nothing away at the end of the first Sunday test. He was fastest, but the smile was thin as he looked at the time board. "Nice drive," he said of his own efforts, "but one second is not enough. We need more."

It wasn't even a second. It was six-tenths. Then it was 0.3s, then 1.2s. Two down and he was still nine seconds short of his rival.

And then came a Suninen breakthrough. He stopped the rot and took 1.7s back. "I have been driving efficiently," he said, "and now I've been driving quickly."

Even with a 10.4s advantage and just the seven-mile powerstage to run, Suninen wasn't sure. "I'm not going to think about the podium," he said.

One stage later, he was on the podium and just 7.3s off his team-



Paddon led, then crashed out



Meeke ran well, until a huge crash

mate and runner-up Evans.

Across the day, Lappi was 3.7s faster, but it mattered little. Fourth place beckoned.

Ultimately, Sordo lost his podium on pace, not due to the penalty. He couldn't match Suninen, but he would have kept his nose ahead of Lappi had the stewards not decided otherwise. The irony was, the stewards then intervened in favour of Sordo by hitting Lappi with 10s of his own for a similar tyre-whacking offence. Finally, Dani was fourth and the Finn fifth.

The talk of penalties soured the

Koreans' success slightly, but Hyundai's event was nothing like as tough as Citroen's. Ostberg and Breen were sixth and seventh. The Norwegian was warming up for the next round in Sardinia, while the Irishman was robbed of a result by a puncture and forced to run as roadsweeper at the front of the field.

And Meeke? He had a monstrous accident that ruled him out of the rest of the event (*see story p2-3*).

Neuville might have won by miles in Portugal, but success is measured in inches. And on Friday those

inches were the ones between the same rocks that ruined Tanak's rally and the radiator on Neuville's car. Triumph was that close to disaster in Portugal.

But Neuville and Hyundai earned this one. They showed supreme speed when it was needed and then dialed that back to the sort of consistency that kept Thierry clear of the problems that befell those around him.

In short, he drove the drive of a champion. Six down and seven to go, he's got himself a useful points lead. Now we'll see if he can keep it.

Greensmith's pain, Tidemand's gain

Parked up at the side of the road just before Saturday afternoon's Amarante stage, Gus Greensmith deserved an awful lot more. For two rallies, he'd kept his powder dry, done as he was told. In Portugal, he was off the leash, free to drive it like he stole it.

He did just that and built a half-minute lead – no mean feat on a typically packed European WRC2 round. Day two was, however, his undoing. A couple of punctures on the first loop cost him the lead, but his heart was properly broken when a steering arm gave up the ghost between stages 14 and 15.

Greensmith would fight one more day on the roads around Fafe, but this was the one that got away and he knew it.

"It is frustrating," he said. "But we came here to show the pace, we did that and we led the rally and after the punctures I said I wanted to get back onto the podium. I did that as well. I did what I said I would on this rally, but the result hasn't gone our way."

Next time. Chief beneficiary of Greensmith's misfortune was Stephane Lefebvre, who moved to the front and then looked odds-on to give Citroen's C3 R5 its first win. It was all going nicely, right up

until the Frenchman punctured on Saturday's final stage.

The upshot of those issues was a pretty straightforward final day for series leader Pontus Tidemand, who was able to bring his Skoda Fabia R5 home for another maximum score. The Swede looked to have been ruled out after he suffered his own deflation on the opening day, but typically he kept at it and brought the points home again.

Pole Lukasz Pieniazek (Skoda) was second with Lefebvre taking some sort of consolation in the shape of third place and a podium spot in the C3.

The Junior WRC event was a typically frantic affair with Denis Radstrom giving way early doors to his fellow Swede Emil Bergkvist. There was, however, never more than a metaphorical fag packet between the top two Fiestas until SS12.

As was the case in the main field, Amarante 2 had a massive effect on the Junior event, with Bergkvist rolling near the end of the stage. He wasn't the only one: Kiwi Dave Holder and Briton Tom Williams also rolled their cars. Holder went on to get out of jail with a recovery drive that delivered third place, while Williams suffered a second



Gus Greensmith deserved to take WRC2 win, but hit trouble

inversion on Sunday.

Williams told *MN*: "This really has been a crazy rally. It's been great, but crazy. Both of the rolls were quite slow speed and so, so frustrating – we would have been on for the podium without those. But at the same time, I've been able to get so much experience out here and that's invaluable. To come and drive these stages has been incredible."

There was further heartbreak for Irishman Callum Devine, who had

come within touching distance of second place behind Radstrom. Running second well into the final day, Devine fell foul of one of Luilhas' rougher spots. He lost a wheel and the Fiesta – along with his hopes and dreams – were parked at the side of the road.

Devine said: "It was a small mistake, I braked a little bit too late for a corner and that was it. This has been such a rough rally and like the other ones, the learning curve is just so steep!"

Photos: mcklein-imagedatabase.com, LAT

SUPPORTS

ROUND 06

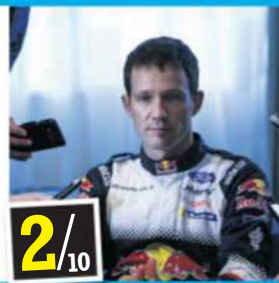
DRIVER ANALYSIS BY DAVID EVANS



SEBASTIEN OGIER

M-SPORT FORD FIESTA

Candidly admitted to his own mistake. When Julien Ingrassia says: "don't cut" he really does mean it. This one will hurt Ogier; it's been a long time since he's been anywhere other than well clear at the top of the table come mid-year...



ELFYN EVANS

M-SPORT FORD FIESTA

It's easy to look at the retirement rate in the first half of the event and say this result flattered Evans. It didn't. He drove brilliantly, quickly and consistently. He deserved this one. There's more to come, but he's back on the road.



TEEMU SUNINEN

M-SPORT FORD FIESTA

One of his finest outings. Has better experience of Sardinia than most of the other events he's done in a Fiesta WRC, but we shouldn't forget this fella's still not that long out of karts. Beat Lappi through an outstanding final day.



THIERRY NEUVILLE

HYUNDAI MOTORSPORT HYUNDAI i20

The perfect 10. In the last few rallies we've seen Neuville struggle with the car, the set-up and the pace of his rivals. Not this time. He found his feet with the i20 on Friday lunchtime and was simply perfect thereafter.



ANDREAS MIKKELSEN

HYUNDAI MOTORSPORT HYUNDAI i20

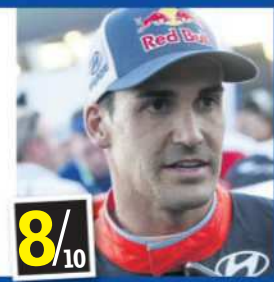
On the face of it, another poor result for Mikkelsen. But... this one was different. He'd found form in the car and was wholly let down by the Hyundai - first with a powersteering problem and then with no oil pressure.



DANI SORDO

HYUNDAI MOTORSPORT HYUNDAI i20

Undoubtedly had some of the stuffing and appetite for the final-day fight knocked out of him when he was hit with a 10s penalty for hitting the tyres in Porto on Friday. But still another superb drive from the likeable Spaniard.



KRIS MEEKE

TOTAL ABU DHABI CITROEN C3 WRC

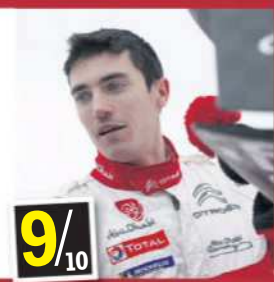
Brilliant when he had four fully inflated Michelins beneath him and pretty special on three wheels through the streets of Porto. Like Paddon, led the event twice, before paying a very high price for what was a pretty minor mistake.



CRAIG BREEN

TOTAL ABU DHABI CITROEN C3 WRC

Didn't put a wheel wrong and thoroughly deserved a shot at winning this rally. Set a fastest time and was running third and right at the sharp end when he punctured. Like his team-mate, needs and deserves a change in fortune.



JARI-MATTI LATVALA

TOYOTA YARIS WRC

This one broke. He didn't break it. But now, more than ever, Jari-Matti Latvala needs a break. He remains toweringly quick, but now, somehow, needs to find his way to the finish without any kind of issue.



ESAPEKKA LAPPI

TOYOTA YARIS WRC

Sensible drive mostly, no doubt aware that with his two team-mates hitting trouble, Toyota was relying on him for points. In the final-day fight but couldn't catch Suninen and lost to Sordo in the stewards' room.



OTT TANAK

TOYOTA YARIS WRC

One's a bit harsh... let's make it a two, he did win Lousada after all. Like you I couldn't wait to see how much of his Argentinian speed he'd brought back to Europe. We'll just have to wait until Sardinia now.



MADS OSTBERG

TOTAL ABU DHABI CITROEN C3 WRC

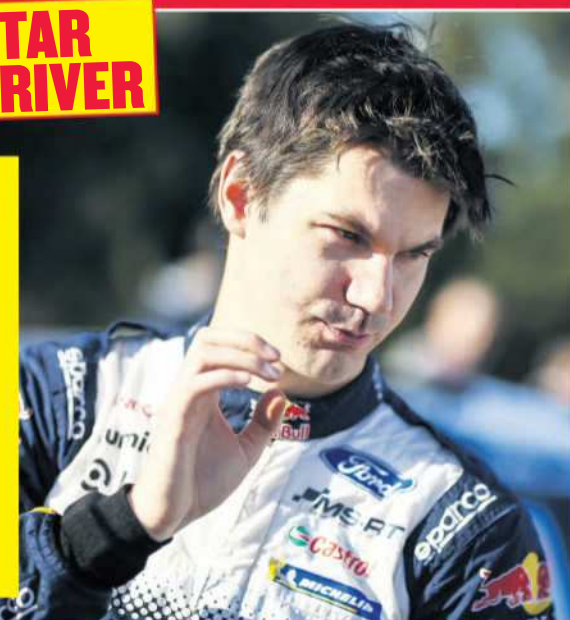
A warm-up event for Sardinia and spent time playing with suspension and transmission set-up. Went to Portugal for seat time. Flew in Fafe, but now needs to deliver on his Italian job.



MOTORSPORT NEWS STAR DRIVER

TEEMU SUNINEN

The Finn withstood massive final day pressure to - along with team-mate Elfyn Evans - soften the blow Ogier's retirement might have done to M-Sport's title aspirations. Teemu's been on a tough learning curve for the last few events, but in Portugal he delivered a superb drive.



MOTORSPORT NEWS WOODEN SPOON



SEBASTIEN OGIER

Kris Meeke and Hayden Paddon were the others in the running for this one, but it has to go to Ogier for not listening to his own notes. He'd been through Viana do Castelo twice on the recce and once on the rally and decided that corner definitely wasn't cuttable. And then cut it.

RESULTS

FIA World Rally Championship, round 6/13, Rally Portugal, May 17-20

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Thierry Neuville (BEL)/Nicolas Gilsoul (BEL)	Hyundai i20 Coupe WRC	3h49m46.6s
2	Elfyn Evans (GBR)/Daniel Barritt (GBR)	Ford Fiesta WRC	+40.0s
3	Teemu Suninen (FIN)/Mikko Markkula (FIN)	Ford Fiesta WRC	+47.3s
4	Dani Sordo (ESP)/Carlos del Barrio (ESP)	Hyundai i20 Coupe WRC	+1m00.9s
5	Esapekka Lappi (FIN)/Janne Ferm (FIN)	Toyota Yaris WRC	+1m04.7s
6	Mads Ostberg (NOR)/Torstein Eriksen (NOR)	Citroen C3 WRC	+3m33.5s
7	Craig Breen (IRL)/Scott Martin (GBR)	Citroen C3 WRC	+5m23.0s
8	Pontus Tidemand (SWE)/Jonas Andersson (SWE)	Skoda Fabia R5	+14m10.8s
9	Lukasz Pieniazek (POL)/Przemyslaw Mazur (POL)	Skoda Fabia R5	+16m17.3s
10	Stephane Lefebvre (FRA)/Gabin Moreau (FRA)	Citroen C3 R5	+16m34.3s
16	Andreas Mikkelsen (NOR)/Anders Jager (NOR)	Hyundai i20 Coupe WRC	+24m44.4s
21	Sebastien Ogier (FRA)/Julien Ingrassia (FRA)	Ford Fiesta WRC	+35m28.3s
25	Jari-Matti Latvala (FIN)/Miikka Anttila (FIN)	Toyota Yaris WRC	+48m50.3s
R	Yazeed Al-Rajhi (KSA)/Michael Orr (GBR)	Ford Fiesta RS WRC	Mechanical
R	Kris Meeke (GBR)/Paul Nagle (IRL)	Citroen C3 WRC	Crash
R	Hayden Paddon (NZL)/Sebastian Marshall (GBR)	Hyundai i20 Coupe WRC	Crash
R	Ott Tanak (EST)/Martin Jarveoja (EST)	Toyota Yaris WRC	Radiator

CHAMPIONSHIP POINTS

DRIVERS

POS	DRIVERS	PTS
1	Thierry Neuville	119
2	Sebastien Ogier	100
3	Ott Tanak	72
4	Dani Sordo	60
5	Esapekka Lappi	55
6	Andreas Mikkelsen	54
7	Elfyn Evans	45
8	Kris Meeke	43
9	Jari-Matti Latvala	31
10	Craig Breen	26

MANUFACTURERS

POS	TEAMS	PTS
1	Hyundai Shell Mobis WRT	175
2	M-Sport Ford WRT	162
3	Toyota Gazoo Racing WRT	140
4	Citroen Total	111

RALLY SARDINIA JUNE 7-10

NEXT RALLY

Ogier needs to bounce back in Italy...

THRUXTON BTCC REPORT

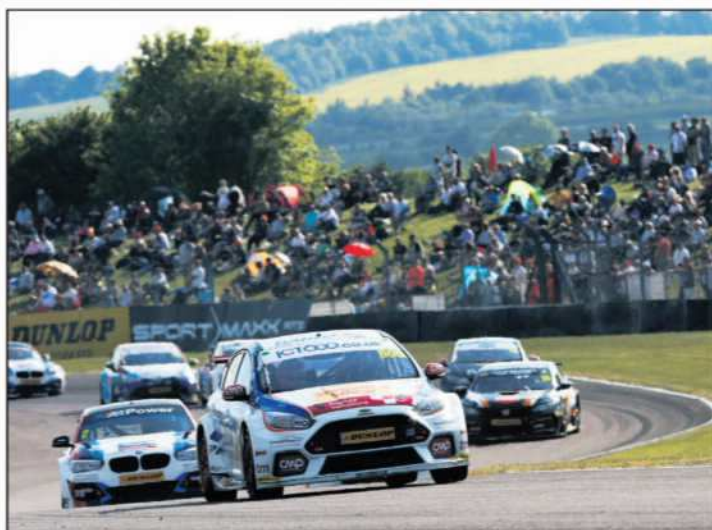
BY MATT JAMES

The championship's big names were back to the top

NEAL STEMS



Adam Morgan scored another race three victory in Mercedes



Sam Tordoff was 'Mr Fourth Place', finishing there in all three outings



Cook battled up the order for his second win of the 2018 season



Turkington bounced back after Donington drama with two podiums

The younger drivers in the British Touring Car Championship have shone over the opening portion of the season, but it was time for the big guns to strike back at Thruxton.

Matt Neal added his 62nd career win in the opener in Hampshire in the Team Dynamics Honda Civic Type R, while Colin Turkington bagged two second places and a fifth to reignite his title charge in his WSR BMW 125i M Sport.

Race two was claimed by the buoyant Power Maxed Racing team, with Josh Cook searing through the pack, while Adam Morgan took his second victory in as many meetings in his Ciceley Motorsport Mercedes-Benz in the finale.

But the message leaving the circuit was clear: the old hands still have plenty of tricks up their sleeves.

Race one

Neal had promised before the season that his new-shape Civic Type R would be a formidable weapon at Thruxton. The slippery shape of the car was perfectly suited to the high-speed sweeps of the 2.356-mile circuit, and he proved that with record-breaking pace in qualifying for an 18th career pole. Perhaps more surprising was the pace of Turkington, who was also under the previous benchmark. Thruxton has never been the happiest of hunting grounds for the rear-wheel-drive German car, but the bigger tyres introduced into the BTCC in 2017 seem to have assisted with the handling.

The BMW also benefits from strong traction away from the line, so Neal knew he had a job on his hands to maintain his advantage into Allard. But he did.

They went toe-to-toe through the right-hander, with Neal on the inside, and that gave him the inside for Campbell. He maintained an advantage that he wouldn't lose, no matter what Turkington could throw at him.

"I was sitting there just waiting for the tyres to go off," said Neal. "But getting in

the lead was important. We know our car is good in the fast stuff and because I was ahead, it meant that I could stretch my legs to begin with and just get away a bit. The tyres held on, and it was a fantastic day for us."

Turkington was rarely more than one second behind but knew the game was up after three-quarters of the 16 laps.

"I was able to hang on, but the rear started to lose grip over the latter stages," said the Northern Irishman. "This championship is all about consistency. After the last meeting [where Turkington scored only six points], we needed to bounce back. Once the rears started to go, I pegged it back a little bit, but I am delighted to be back on the podium again."

Neal's team-mate Dan Cammish was pleased with third place too. He jumped fellow row-two starter Brett Smith (Eurotech Racing Honda Civic), who had bogged down badly away from the line.

Cammish had come under attack from Sam Tordoff (Motorbase Performance Ford Focus) over the latter stages of the race, but had enough in-hand.

Tordoff, and his team-mate Tom Chilton, had both overhauled Andrew Jordan's WSR BMW 125i M Sport. Jordan was one of the heroes of the race, battling a severe stomach virus. He rocketed off the line to climb from eighth to fourth, but simply couldn't hold back the Ford tide. He was very lucky to have made it to the end of the race at all.

His defence from Senna Proctor's Power Maxed Racing Vauxhall Astra earned him the hardest 10 points Jordan has ever won.

Smith recovered his composure for eighth ahead of the Vauxhall of Cook and the top 10 was rounded out by Chris Smiley in his BTC Norlin Honda Civic.

More should have been expected of Jack Goff, in the other Eurotech Honda. Goff, a race winner at Brands, was frustrated: "Look at our straight-line speed, we are nowhere. We can't fight like this, but we are looking into everything. But it makes life tough on a circuit like this."

He headed home Morgan, who was saddled with 66kg and he admitted to making a poor getaway, which meant he had to battle from the lower part of the top 20 to earn the points he did.

The top Subaru Levorg was champion Ashley Sutton in 15th spot after an uncompetitive performance from the car, while team-mate Jason Plato retired with a concern over his engine.

The main loser from the race was Tom Ingram. His Speedworks Motorsport Toyota Avensis (which had lost its fastest qualifying lap for a track limits infringement and started 10th) pulled into the pits after only four laps when the electrics on the machine died. He had a warning on the opening lap and the team tried different engine modes, but it failed to cure the systems and Ingram was left without power steering until he was forced to pull in.

It was a bitter blow for the points leader coming into the round. Although he had lost the 75kg of ballast he had been forced to carry into the meeting, he would start round eight still top of the pile, but was forced to line up 32nd, and last.

Race two

Weight is never thought to be too much of an issue at Thruxton. Of all the 10 configurations on the BTCC schedule, the high-speed track is where it is punished least.

Cook had lugged 57kg around in race one to ninth, which had been a solid result. But once rid of the extra lead bolted to the passenger footwell, the hatchback simply flew.

He had a lot of work to do from row four, but his move for the lead on lap 11 was performed with consummate ease as he outraged Turkington coming out of Church for a second career win and his second in as many meetings.

He gained a place off the line, and inched his way into the top five after three tours. Then work got a bit harder. As he tried to unseat Jordan from fourth at the end of lap four, there was controversy. Cook went to the outside of the BMW through the first right-handed element of the Club Chicane and the pair

'Ingram rescued his weekend'

Top drivers rated, p26



ROUNDS



Photos: Jakob Ebrex

THE TIDE



Neal grabbed first win for new Honda Civic



Neal staved off Turkington at start

went side-by-side towards the left-hander. Cook swerved left to avoid the inner kerbs, while Jordan took the apex. Cook emerged ahead.

One lap later, and Cook had caught and passed third-placed Tordoff coming out of Church. Another lap, another position, as he jumped Neal for second.

Leader Turkington would prove to be a much tougher nut to crack. Despite the fact the BMW was carrying 66kg of ballast, he had made a strong getaway this time to fend off Neal. The tyres were hanging on well and when Cook arrived on his bootlid on lap nine, it was still not certain that the German car would lose the lead.

It finally happened on lap 11, when Cook held a tighter line coming out of Church and powered around the BMW. "The car was just on rails," said Cook after his epic climb. "The front was gripping really well, but the rear was a bit lively, which made things interesting. But to win a race like that from the middle of the grid feels really special and the car had so much speed coming through Church that it made some of the moves easy. I was passing a lot of cars into the chicane, but it seemed Jordan didn't like it and we had a little touch. There was no problem with what I did as far as I was concerned."

Behind him, both Turkington and Neal were delighted with podium finishes, given the weight that they had both carried. Indeed, Neal felt that a better result could have been on the cards. "I made an OK start, but I knew I was faster than Colin around the back of the circuit. I was confident I would be able to get him back," he said.

"I was looking in my mirror all the time and there was Tordoff close on me, so I had to be careful. Then I looked again and it was Josh Cook. I wondered where he had come from! There was no stopping him, Josh was on fire."

Tordoff held on to fourth spot from Jordan and Proctor, who had been feisty in the midpack and even had time to give a place back to Chilton after a

pass under yellow flags. Morgan, who was drawn on reversed grid pole position, came home in seventh place as Chilton wilted later on in the race. Goff also pounced in his improved Civic.

Cammish should have been in the lead group too, but he ran wide at Church on lap two and he pitted to assess the damage.

Ingram performed miracles from 32nd and was inside the top 15 after only eight laps, and built on that for 12th at the flag. It was a recovery job, but it wasn't enough for him to maintain top spot in the points. The honours were passed over to Cook – albeit briefly.

Race three

The Mercedes on pole position should have been an ominous sight for the others. Morgan has taken two of his five career wins at the Hampshire track, and was light ballast-wise (27kg). The signs looked good for a strong result for the Lancastrian.

The signs didn't look good for Jordan and Plato, as both were forced to withdraw from the race. The illness that Jordan had suffered all day finally got the better of him as he collapsed after race two and was taken to the medical centre, while Plato was still struggling with engine issues in his Levorg.

Morgan knew that his hard work would be done at the start, and he made it count. He made a peach of a getaway to head the pack into the Complex on the first lap. That was part one of the job done.

"After that, it was a question of getting my head down and putting in a series of qualifying laps to give me the break that I needed," he said. "I was able to do that, but I still couldn't back off. Others were coming up through the pack so it wasn't until that last lap that I could relax a little bit."

It was as untroubled an afternoon's work as Morgan could have hoped for, but if he had have looked in his rear-view mirror, he would have seen a truly fantastic drive from Goff.

With the extra weight now shed from

the Civic, he was flying. He went from seventh to sixth at the start and then picked his way up the order until he got to Proctor's second-placed Astra by lap nine.

The teenager proved to be a tougher foe and Goff had to wait until lap 14 to make a move stick. He pounced when Proctor ran slightly wide exiting the Club chicane and dashed for the inside as the cars crossed the line.

"We really found a sweet spot with the car for that race," said Goff. "We went down the right [set-up] direction in race two, built on that for race three and it was magic."

"I was tracking Senna and I could see that he was beginning to struggle with his front tyres, so it was a question of waiting for it to come to me. Eventually, it did."

Proctor said he had used his tyres too hard chasing Morgan early on, but was satisfied to bank the result – especially as he had picked up a track limits warning later on in the race.

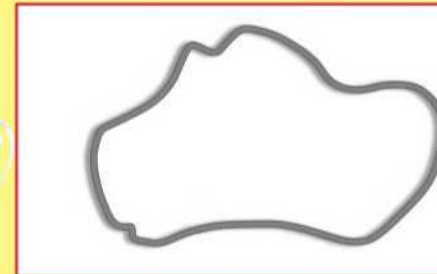
Just off the rostrum was Tordoff, who capped a much-improved weekend with his third fourth place of the day. The Motorbase man was the only one in the team who was able to maintain tyre life throughout the 16-lappers.

Turkington took 66kg to fifth place ahead of Cook (with 75kg) in a relatively uneventful race. Ingram bounced back with seventh ahead of Neal, who complained that he was unable to make progress in the traffic.

Smiley hung on gamely for ninth, but the six-car dogfight for the final slot in the top 10 was entertaining at least. Eventually, the place fell to Rob Collard (WSR BMW 125i M Sport), who had struggled with poor handling all weekend.

As well as Plato's machine, Team BMR also had a few headaches preparing Sutton's car for the finale too as his car broke a driveshaft on the way to the grid and he was forced to start from the pitlane. He failed to take his place on the grid and contact in the midfield scuffles restricted him to 20th at the flag.

RACE FACTS



THRUXTON

Where: Thruxton, Hampshire
First BTCC round: 1968
Lap length: 2.36 miles
Qualifying lap record: Matt Neal 1m15.612s (2018)
Race lap record: Tom Ingram 1m17.060s (110.06mph) (2018)

RESULTS

Round: 7 Laps: 16

Weather: warm and dry

POS	Q	DRIVER	CAR	TIME
1	1	Matt Neal	Team Dynamics Honda Civic Type R	20m54.608s
2	2	Colin Turkington	WSR BMW 125i M Sport ¹⁰	+0.860s
3	4	Dan Cammish	Team Dynamics Honda Civic Type R ⁷	+3.699s
4	6	Sam Tordoff	Motorbase Performance Ford Focus RS	+4.040s
5	7	Tom Chilton	Motorbase Performance Ford Focus RS	+5.290s
6	8	Andrew Jordan	WSR BMW 125i M Sport	+8.922s
7	5	Senna Proctor	Power Maxed Racing Vauxhall Astra	+9.361s
8	3	Brett Smith	Eurotech Racing Honda Civic Type R	+9.725s
9	15	Josh Cook	Power Maxed Racing Vauxhall Astra ³	+14.929s
10	9	Chris Smiley	BTC Norlin Honda Civic Type R ⁸	+15.436s

11 (13) Rob Collard (WSR BMW 125i M Sport) +15.591s; 12 (11) Matt Simpson (Eurotech Racing Honda Civic Type R) +16.260s; 13 (14) Jack Goff (Eurotech Racing Honda Civic Type R) (48kg) +16.780s; 14 (12) Adam Morgan (Ciceley Motorsport Mercedes-Benz A-Class) (66kg) +17.787s; 15 (18) Ash Sutton (Team BMR Subaru Levorg) (39kg) +18.096s; 16 (17) Rob Austin (HMS Racing Alfa Romeo Giulietta) (15kg) +18.526s; 17 (16) Tom Oliphant (Ciceley Motorsport Mercedes-Benz A-Class) +19.922s; 18 (21) Aiden Moffat (Laser Tools Racing Mercedes-Benz A-Class) (33kg) +21.773s; 19 (20) James Cole (Motorbase Performance Ford Focus RS) +23.602s; 20 (25) Jake Hill (Team Hard Volkswagen CC) +24.888s; 21 (19) Mike Bushell (Team Hard Volkswagen CC) +26.893s; 22 (23) Josh Price (Team BMR Subaru Levorg) +27.155s; 23 (22) James Nash (BTC Norlin Honda Civic Type R) +27.766s; 24 (26) Rory Butcher (AmD Tuning MG6) +28.022s; 25 (29) Ollie Jackson (AmD Tuning Audi S3 Saloon) +30.185s; 26 (30) Bobby Thompson (Team Hard Volkswagen CC) +38.298s; 27 (27) Stephen Jelley (Team Parker Racing BMW 125i M Sport) +38.648s; 28 (32) Sam Smelt (AmD Tuning Audi S3 Saloon) +38.965s; R (24) Jason Plato (Team BMR Subaru Levorg) 13 laps/engine; R (31) Tom Boardman (AmD Tuning MG6) 13 laps/damage; R (28) Michael Caine (Team Hard Volkswagen CC) 12 laps/damage; R (10) Tom Ingram (Speedworks Toyota Avensis) (75kg) 5 laps/alternator. **Pole position:** Neal 1m15.612s (112.17mph). **Winner's average speed:** 108.17mph. **Fastest lap:** Turkington 1m17.243s (109.80mph). **Lap leaders:** Neal 1-16.

Round: 8 Laps: 16

Weather: warm and cloudy

POS	Q	DRIVER	TIME
1	9	Cook ⁹	21m00.610s
2	2	Turkington ²	+1.325s
3	1	Neal ¹	+5.285s
4	4	Tordoff ⁴	+6.287s
5	6	Jordan ⁶	+6.595s
6	7	Proctor ⁷	+7.005s
7	14	Morgan	+7.419s
8	13	Goff	+7.816s
9	5	Chilton ⁵	+9.114s
10	10	Smiley ¹⁰	+10.203s

11 (15) Sutton +11.049s; 12 (32) Ingram +12.177s; 13 (16) Austin +14.844s; 14 (12) Simpson +15.289s; 15 (18) Moffat +15.741s; 16 (11) Collard +16.154s; 17 (25) Jackson +21.203s; 18 (20) Hill +22.390s; 19 (24) Butcher +25.204s; 20 (26) Thompson +29.488s; 21 (23) Nash +30.606s; 22 (30) Boardman +30.914s; 23 (22) Price +35.311s; 24 (28) Smelt +38.749s; 25 (27) Jelley +41.190s; 26 (3) Cammish (57kg) +1m15.410s; R (31) Caine 14 laps; R (8) Smith (21kg) 14 laps/off; NC (21) Bushell 13 laps; R (19) Cole 3 laps/damage; R (29) Plato 3 laps/engine concern; R (17) Oliphant 2 laps/damage. **Winner's average speed:** 107.65mph. **Fastest lap:** Cook 1m17.611s (109.28mph). **Lap leaders:** Turkington 1-10; Cook 11-16.

Round: 9 Laps: 16

Weather: warm and cloudy

POS	Q	DRIVER	TIME
1	1	Morgan ⁷	20m55.978s
2	7	Goff ⁸	+2.433s
3	2	Proctor ⁶	+3.147s
4	3	Tordoff ⁴	+5.045s
5	5	Turkington ²	+5.994s
6	6	Cook ¹	+6.544s
7	11	Ingram	+6.922s
8	4	Neal ³	+7.722s
9	9	Smiley ¹⁰	+12.985s
10	15	Collard	+13.205s

11 (8) Chilton (15kg) +15.230s; 12 (13) Simpson +16.601s; 13 (25) Cammish +16.809s; 14 (18) Butcher +17.120s; 15 (14) Moffat +17.350s; 16 (12) Austin +17.830s; 17 (17) Hill +21.896s; 18 (21) Boardman +24.707s; 19 (30) Oliphant +25.488s; 20 (10) Sutton +26.026s; 21 (24) Jelley +26.399s; 22 (19) Thompson +26.805s; 23 (20) Nash +27.100s; 24 (29) Cole +27.368s; 25 (26) Caine +27.587s; 26 (23) Smelt +34.620s; 27 (28) Bushell -1 lap; R (22) Price 10 laps/engine; R (16) Jackson 9 laps/damage; R (27) Smith 3 laps/damage; Withdrawn Jordan (39kg) unwell; W/Plato 0 laps/engine. **Winner's average speed:** 108.05mph. **Fastest lap:** Ingram 1m17.060s (110.06mph). **Lap leaders:** Morgan 1-16.

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

CHAMPIONSHIP POINTS

DRIVERS

POS	DRIVER	PTS
1	Adam Morgan	96
2	Josh Cook	95
3	Tom Ingram	85
4	Jack Goff	83
5	Colin Turkington	78
6	Matt Neal	68
7	Senna Proctor	62
8	Dan Cammish	62
9	Ash Sutton	55
10	Chris Smiley	52

11 Andrew Jordan 48; 12 Tom Chilton 48; 13 Aiden Moffat 47; 14 Sam Tordoff 47; 15 Rob Austin 35; 16 Rob Collard 33; 17 Rory Butcher 32; 18 Matt Simpson 30; 19 Brett Smith 28; 20 James Cole 28; 21 Jake Hill 23; 22 Ollie Jackson 21; 23 Mike Bushell 20; 24 Tom Boardman 13; 25 Tom Oliphant 11; 26 James Nash 6.

INDEPENDENTS

POS	DRIVER	PTS
1	Morgan	115
2	Ingram	110
3	Goff	103
4	Moffat	84
5	Smiley	84
6	Chilton	77
7	Tordoff	73
8	Austin	69
9	Butcher	59
10	Simpson	55

11 Hill 52; 12 Smith 49; 13 Jackson 47; 14 Cole 43; 15 Boardman 39; 16 Oliphant 38; 17 Bushell 31; 18 Nash 26; 19 Bobby Thompson 11; 20 Stephen Jelley 10; 21 Michael Caine 4.

JACK SEARS TROPHY

POS	DRIVER	PTS
1	Smiley	126
2	Cammish	122
3	Butcher	110
4	Hill	103
5	Simpson	103
6	Jackson	87
7	Smith	76
8	Oliphant	74
9	Bushell	71
10	Thompson	65

11 Caine 52; 12 Josh Price 48; 13 Sam Smelt 47.



Smiley tops the Jack Sears Trophy points

BTCC REPORT-THRUXTON



MOTORSPORT NEWS STAR DRIVER

MATT NEAL

The old master's qualifying lap was superb and he converted that into a great race one win, which he had to work hard for. Had to get a peach of a start to fend off Colin Turkington's BMW into the first corner in the opener, which he managed. Third in race two and a solid eighth place in the finale showed the progress made with the new Honda Civic.

MOTORSPORT NEWS WOODEN SPOON

MICHAEL CAINE

OK, so maybe this is a little bit harsh for a driver who hadn't once visited the officials' coach for a telling off before we got to Thruxton, but former British GT champ Caine had reckoned he could manage to get through the whole season without a censure. His ambition lasted only until the opening race at Thruxton, when he cannoned into Tom Boardman's MG at the Chicane.



DRIVER ANALYSIS BY MATT JAMES

MATT NEAL

8/10

Team Dynamics Honda

The Honda driver had warned that this circuit would play to the strengths of the Civic – and boy, he was right. Pole was followed by a great start to win race one, and then a solid third place in the second event put him firmly in the hunt. Left with a happy haul of 45 points.



DAN CAMMISH

6/10

Team Dynamics Honda

For his first time at Thruxton, Cammish did a solid job in qualifying with third, but admitted that Neal had showed him a few tricks. Third in the opening race was strong and he should have been able to build from there. A slip off track at Church in race two caused a DNF. Was 13th in race three.



TOM INGRAM

6/10

Speedworks Toyota

Stripped of a lap in qualifying that would have seen him line up in sixth, he started 10th but race one was his nadir, with an alternator problem forcing him to retire. The Toyota man was fired up on his climb from 32nd to 12th in race two and improved that to seventh in race three. A real rescue job.



COLIN TURKINGTON

8/10

WSR BMW 125i M Sport

A great return to form for Turkington, who hit the ground running from the moment the cars took to the track. Two podium finishes and a fifth place in race three made him the highest scorer in his most racy weekend of the season so far. He is back to the front and he is hungry to regain ground in the title chase.



JACK GOFF

6/10

Eurotech Honda Civic

Goff was mystified with his car in race one, with a lack of straight-line speed hampering him. He worked hard with the team to rectify the issue and they turned a corner after his 13th in race one. Eighth in race two pointed the way, but he still had to pass six other cars for second in race three, which he did with aplomb.



ANDREW JORDAN

7/10

WSR BMW 125i M Sport

That Jordan was even able to get into the car last weekend was a miracle, given how poorly he was feeling. A stomach virus left him vomiting after every on-track session, and he had to get dispensation from the doctors to race. Two top six finishes were his reward until he was ruled out of race three on health grounds.

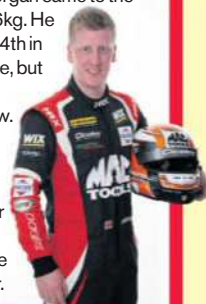


ADAM MORGAN

7/10

Ciceley Mercedes-Benz

The circuit has favoured the Merc in the past, but Morgan came to the meeting with 66kg. He lugged that to 14th in the opening race, but once free of the shackles, he flew. A climb to seventh in race two rewarded him with pole for race three – it was a chance he didn't squander.



SAM TORDOFF

7/10

Motorbase Ford Focus

It was only poor fortune that had stopped Tordoff from being in the top six of the title hunt. Three excellent races at Thruxton provided him with three top four finishes – but that's only lifted him to 14th in the table given his awful start to the year. There is plenty more to come with more performances like this.



JOSH COOK

7/10

Power Maxed Vauxhall

Went the wrong way with set-up in qualifying and was on a rescue mission after that. Fought up from 15th to ninth in race one, which set up a mighty charge in race two with only 15kg of ballast on the Astra (including a controversial pass on Jordan). The flip side was 75kg for race three, but sixth capped a solid weekend.



SENNA PROCTOR

6/10

Power Maxed Vauxhall

The teenager was one of the most spectacular drivers around the fast sweepers at the back of the track but was racing with one eye on contact: one more penalty and he will earn a one-race ban. Was sensible for all three races, and showed maturity to let Goff into second in race three when his tyres wilted rather than battle too hard.



BRETT SMITH

4/10

Eurotech Honda Civic

Qualified a superb third in his Civic, but fluffed his start in race one to drop to the fringes of the top 10, but banked eighth. A wild ride through the Church infield and damage in race three meant that he only had that race one score to cling on to.

CHRIS SMILEY

6/10

BTC Norlin Honda Civic

One of the stars of the show at Donington Park was on the pace yet again, despite not having had the benefit of a test at the circuit beforehand, like most others had. He qualified on row five and raced intelligently for three top 10s.

TOM CHILTON

5/10

Motorbase Ford Focus

Thruxton is his favourite circuit, and it is a joy to watch him attack it. However, the downside of his aggressive style is that the Dunlops don't tend to last. Fifth in race one was a good starting point, but his weekend unravelled after that.

ASH SUTTON

5/10

Team BMR Subaru Levorg

The Subarus were nowhere at the weekend, but Sutton can always be relied upon to drag the most available from it. That proved to be 11th in race two. Race three was a write-off after a driveshaft failure on the warm-up lap and then a spin.

ROB COLLARD

4/10

WSR BMW 125i M Sport

A tough weekend for Collard, who was all at sea with the set-up of the BMW throughout qualifying and races one and two. He was suffering from understeer and couldn't shake it off. A battling 10th in race three was the only solace.

SUPPORTS

'Dorlin on blistering form in Hampshire heat'
Renault UK Clio Cup, below



Photos: Jakob Ebrey

Nicosia on top again in GT5

Ginetta GT5 Challenge

By Jason Noble

Geri Nicosia left Thruxton as the happiest of the Ginetta GT5 Challenge contingent – a win and a second earning him a massive 66-point haul.

A year on from his win at the Hampshire circuit, Nicosia showed the speed early on despite the disruption of a red-flagged start following three messy clashes elsewhere on track.

Alex Toth-Jones started well from pole, but it was Shane Stoney and Nicosia soon hounding his rear wing. A clean move on lap eight allowed Nicosia to ease up the inside of Toth-Jones on the pit straight to claim the lead, before defending from a quick James Kellell for victory.

The momentum continued in the second race as Nicosia demonstrated he had the speed to do the double having held the lead off the start.

But two fresh tyres on the left side of the car meant he was vulnerable from those who were rubbered-in, none more evident than when Century Motorsport's Max Bird was able to quietly catch the leaders, utilising his grippier tyres at Goodwood, and then Woodham Hill to move past Nicosia into the lead on the penultimate lap.

"You are always a bit disappointed when you don't win when you are leading," Nicosia said. "It was a tough race, but it wouldn't be racing if it wasn't hard."

Four victories on the bounce for Dorlin

Renault UK Clio Cup

By Stephen Lickorish

James Dorlin is unstoppable at the moment. The Westbourne Motorsport driver has now taken four Clio wins on the bounce and has claimed the points lead.

Dan Rowbottom appeared in the box seat in race one, as he passed early leader Max Coates at Club on lap two. He then began to edge away, but it wasn't enough as Dorlin reeled him in and got ahead by going round the outside of Noble and past into Goodwood.

"It's frustrating," admitted Rowbottom. "I had started to pull away a little bit but even with the gap, the tow is so powerful."

In race two Dorlin grabbed the lead at the start as he beat poleman Paul Rivett off the line. But there was controversy on the first lap as he skipped the chicane and then pulled away. Rivett closed back in but with two laps to go the race was red-flagged after Lee Pattison and Zak Fulk had a nasty crash out of Allard, denying Rivett the opportunity to reclaim the lead.

Post-race, Dorlin was handed an 0.6-second penalty for skipping the chicane and lost his fastest lap, but was still able to keep the win.

JEWISS AND DOOHAN WIN THRUXTON F4 THRILLERS

Incidents aplenty, but Simmons maintains slender championship lead



Jewiss (r) claimed two wins – snatching both on last lap



Doohan won after R2 heartbreak

British F4

By Stephen Lickorish

Thruxton is a synonym for frenetic when it comes to British Formula 4 races. The Hampshire F4 contests are always action packed and that was certainly no different in 2018, but after all the drama the only change at the top of the standings was Ayrton Simmons extending his lead over Kiern Jewiss by a solitary point.

Simmons started the weekend very much on the back foot. He had a 10-place grid penalty for the opener, a legacy of a collision with Hampus Ericsson at Donington Park. But he was bullish ahead of the start.

"We've got the pace and also got the racecraft," Simmons said. "If I was to pick a track to have a penalty it would be this one."

And he was right. The JHR driver was up to sixth by the end of the first lap and worked his way up to third over the next few tours.

Up front, early leader Johnathan Hoggard struggled to match his initial pace and this meant Dennis Hauger and Jewiss battled for the lead. Jewiss spent lap after lap running right behind his rival, ready to pounce. When he did on the final lap, it ended in disaster as the pair made contact on the approach to the Club chicane, and Hauger speared into the barriers, gifting Jewiss the win from Simmons.

"I had overtaken him and then he tried to move into a piece of track that wasn't there," explained Jewiss, as the contact was deemed a racing incident. "He hit the brakes and went over the top of my car. I was staying calm and looking after the tyres for the end."

Jewiss inherited the race two win on the final lap, too. Jack Doohan was set for his maiden car racing victory after passing his Arden team-mate Patrik Pasma at Church following the first of two safety car periods. He was never headed after that point until he slowed on the final tour with a cracked exhaust.

"I saw a red light on my dash on the last

lap and the car cut into limp mode because the oil temperature got too high," said Doohan. "It was just one of those things."

Jewiss was again the beneficiary, winning from Double R stablemate Paavo Tonteri and Simmons – who fought back after colliding with Pasma.

That meant Jewiss was seeking to emulate reigning champion Jamie Caroline by winning all three Thruxton races in a weekend. But the star of the race three proved to be Doohan.

He passed Hauger into Allard on lap six of 16 and built a gargantuan lead – by Thruxton standards, at least – as the pack squabbled furiously behind.

Simmons, Hauger, Pasma and Jewiss were inseparable throughout but in the end it was Simmons who finished almost seven seconds behind Doohan, with Hauger third and Jewiss fifth.

"I just did the same thing every lap and pulled away," said a delighted Doohan. "It [the first win] got taken away from me in race two, but to bounce back like this is great."

Kibble scores maiden win as Smalley grabs points lead despite penalty

Ginetta Junior

By Jason Noble

A decision in race control is never the way any driver wants to mark their first win, but for Patrick Kibble in Ginetta Junior it was no problem.

The quick rookie was the surprise challenger to Adam Smalley in the latter stages of the first Thruxton race, when he muscled his way into third at Club on the penultimate lap, with Smalley cutting the last part of the chicane to keep it together.

Louis Foster had been leading, but a challenge from championship leader Luke Browning ended in tears when the exit of the first complex was the scene of a touch that pushed Foster

off and Browning down to third.

Smalley crossed the line first ahead of Kibble and Browning, but the stewards had plenty to discuss afterwards – it emerged shortly after that a half-second penalty for straight-lining the chicane had been issued to Smalley, effectively handing Kibble the win.

But it was a display of magnanimity that has become a key part of Smalley's arsenal that meant he took it on the chin.

"It was fair enough," he admitted. "I could have come off a lot worse, but it was just about bouncing back."

Bounce back he did. Smalley had his work cut out in race two when Kibble on his left and

Foster on his right squeezed him at the start, resulting in Foster spinning out into the pitlane exit.

Rookie James Hedley was staking his claim to make it two rookies from two claiming the top honours to cut Smalley's 1.1s lead to just 0.3s.

But a defensive drive dubbed by Smalley as "the hardest race I have done in my life", meant he held the win, and with it, regained the championship lead.

"I needed that – just to bounce back like that was absolutely amazing," he said.

If Smalley was in contention for drive of the race, his team-mate Foster had his own bid – recovering from that opening spin to finish third.

RESULTS

British Formula 4 (16 laps)
1 Kiern Jewiss (Double R); 2 Ayrton Simmons (JHR Developments) +1.049s; 3 Paavo Tonteri (Double R); 4 Jack Doohan (Arden); 5 Patrik Pasma (Arden); 6 Johnathan Hoggard (Fortec). FL Doohan 1m13.854s (114.84mph). P Dennis Hauger (Arden). S 14. **Race 2 (14 laps)**
1 Jewiss; 2 Tonteri +3.842s; 3 Simmons; 4 Manuel Sulaiman (JHR Developments); 5 Josh Skelton (JHR Developments); 6 Hauger. FL Doohan 1m14.098s (114.46mph). P Pasma. S 14. **Race 3 (16 laps)**
1 Doohan; 2 Simmons +6.733s; 3 Hauger; 4 Pasma; 5 Jewiss; 6 Seb Priaux (Arden). FL Skelton 1m12.055s (117.71mph). P Hauger. S 14. **Points (after 9/30 rounds)**
1 Simmons 153; 2 Jewiss 148; 3 Doohan 101; 4 Priaux 100; 5 Hoggard 86; 6 Hauger 74.

Ginetta GT5 Challenge (14 laps)
1 Geri Nicosia (Optimum Motorsport); 2 James Kellell (Century Motorsport) +0.377s; 3 Alex Toth-Jones (Richardson Racing); 4 Connor O'Brien (Optimum Motorsport); 5 Katie Milner (Team Merlin); 6 Ashley Marshall (Xentek Motorsport). FL Nicosia 1m24.685s (100.15mph). P Toth-Jones. S 30. **Race 2 (16 laps)**
1 Max Bird (Century Motorsport); 2 Nicosia +0.091s; 3 Kellell; 4 Toth-Jones; 5 Will Dyrdal (WZR Motorsport); 6 Shane Stoney (Quattro Motorsport). FL Dyrdal 1m24.903s (99.89mph). P Nicosia. S 29. **Points (after 5/19 rounds)**
1 Kellell 219; 2 Nicosia 170; 3 Stoney 169; 4 Toth-Jones 143; 5 Bird 114; 6 O'Brien 109.

Renault UK Clio Cup (9 laps)
1 James Dorlin (Westbourne Motorsport); 2 Max Coates (Team Pyro) +0.323s; 3 Daniel Rowbottom (Team Pyro); 4 Paul Rivett (WDE Motorsport); 5 Lee Pattison (WDE Motorsport); 6 Jack McCarthy (Team Pyro). FL Dorlin 1m23.029s (102.15mph). P Coates. S 19. **Race 2 (8 laps)**
1 Dorlin; 2 Rivett +0.105s; 3 Coates; 4 Rowbottom; 5 Michael Epps (Matrix Motorsport); 6 McCarthy. FL Rivett 1m23.084s (102.08mph). P Rivett. S 19. **Points (after 6/18 rounds)**
1 Dorlin 118; 2 Coates 114; 3 Rivett 106; 4 Rowbottom 92; 5 McCarthy 92; 6 Epps 71.

Ginetta Junior (12 laps)
1 Patrick Kibble (TCR); 2 Adam Smalley (Elite Motorsport) +0.163s; 3 Luke Browning (Richardson Racing); 4 Ruben del Sarte (TCR); 5 Greg Johnson (Elite Motorsport); 6 James Hedley (Elite Motorsport). FL Fin Green (Elite Motorsport) 1m31.539s (92.66mph). P Smalley. S 18. **Race 2 (13 laps)**
1 Smalley; 2 Hedley +0.337s; 3 Louis Foster (Elite Motorsport); 4 del Sarte; 5 Kibble; 6 Green. FL Hedley 1m31.683s (92.51mph). P Foster. S 18. **Points (after 7/26 rounds)**
1 Smalley 186; 2 Foster 176; 3 Browning 174; 4 del Sarte 165; 5 Kibble 136; 6 Hedley 115.



Smalley took the flag, Kibble took spoils

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SPORTING SCENE

Photos: Hal Ridge, LAT

ROUND-UP

Kieran Bartlett sprung a huge surprise on the Yorkshire Dales classic trial on Sunday, May 13, as he won. He had only ever driven in an event once, which was five years ago in his father Stuart's historic Cannon.

Four-time Association of Classic Trials Clubs champion Dean Partington lent his championship-winning home-built car to Bartlett, 23, as a thank you for his support during his championship campaigns travelling the country from Derby to all events throughout the UK, mostly on day trips leaving at 0400hrs. Bartlett was Partington's regular passenger, but spent more time with his dad recently.

Bartlett took an immediate lead with a decisive climb on Sword Point 2 during the morning's runs. He led his father by just two points and during the afternoon sections they traded points with Kieran failing a restart before Stuart also failed two sections later.

In the end son beat father by a point, leaving both speechless.

Bartlett Jr said: "I can't believe I have won, beating dad. We were both in shock when the results arrived. I drove dad's Cannon five years ago but Dean's Wasp is so different and I'm really pleased to have done the car justice."

Mal Allen led the trial going into the last section in his Marlin which he failed at the six dropping back to third overall. Meanwhile ACTC championship leader Paul Merson finished in fourth tying with Pete Hart who is regularly top Marlin driver.

Results

Organiser: Yorkshire Dales Classic Trial **When:** May 13 **Where:** Yorkshire Dales **Starters:** 32
1 Kieran Bartlett (DO Wasp) 23 points; 2 Stuart Bartlett (Cannon) 24 marks; 3 Mall Allen (Marlin); 4 Paul Merson (Shopland Special); 5 Pete Hart (Marlin); 6 John Charles (Liege); 7 Sam Holmes (VW Beetle); 8 Ray Ferguson (Liege); 9 Bill Bennett (MG J2); Stewart Green (SG Grufalo).

SCOTT SET TO TACKLE FIRST AMERICAS RX EVENT IN PEUGEOT

New category will begin with maiden round at Silverstone



Andy Scott will race his Albatec-run 208

By Hal Ridge

Albatec Racing team owner and driver Andy Scott will race in the opening round of the new-for-2018 Americas Rallycross Championship this weekend at Silverstone.

Scott, who made his first appearance of the season in the third round of the British Rallycross Championship at Croft recently and qualified on pole position for the final, will drive one of his Albatec team's Peugeot 208s in the event, while team-mate Mark Higgins competes in the World RX category.

The new ARX series will run over four rounds in 2018, joining World RX events at Silverstone, in Canada (August) and at COTA in the USA (September) with an additional event to be held in the USA.

Scott, who previously raced a Scott-Eklund Racing Saab 93 in GRC events in 2012, currently only has plans to race in the opening round of ARX.

"I'm very excited about racing at

Silverstone in ARX. IMG [series promoter] has pulled together an incredible event with World RX, ARX, and RX2 plus the music festival, and various track demonstrations and displays," he said. "Tanner Foust and Scott Speed will be in very competitive cars, and the Subaru drivers equally so. It will be good to race against them."

The full entry list for the ARX season-opener was yet to be revealed when *MN* went to print on Monday, but up to 10 cars are expected, with two ARX qualifying races appearing in the event schedule.

Former champions of the now defunct American-based Global Rallycross Championship, Tanner Foust and Scott Speed, are expected to race a pair of Andretti Autosport-run Volkswagen Beetle Supercars, while former WRC drivers Chris Atkinson and Patrick Sandell are expected to drive for the Vermont Sports Car-operated Subaru Rally Team USA in the new series.



Higgins is enjoying British RX run

Four British champions headline the home entry for Silverstone World Rallycross

Four former MSA British champions; Andrew Jordan, Mark Higgins, Ollie O'Donovan and Nathan Heathcote lead the list of 'home' drivers competing in the Silverstone World Rallycross Championship event this weekend.

The 2013 BTCC champion Jordan will race an MJP Racing Ford Fiesta as part of a three-round programme, following his maiden appearance with the squad at Lydden Hill 12 months ago where he

made the semi-finals. The former World RX podium finisher tested with the squad at Greinbach in Austria last week, with team-mate Toomas Heikkinen.

Three-time British Rally champion Higgins leads the BRX standings in his first rallycross campaign and won round two at Lydden Hill. He will drive Albatec Racing's latest Peugeot 208, while former British RX champion O'Donovan will make his first international start of the

season having won round three of British RX at Croft earlier this month.

Oliver Bennett is racing a brand-new BMW Mini Cooper S in selected World RX events and will make his third start at Silverstone. Reigning British Rallycross champion Heathcote will compete in the RX2 International Series category hoping for better fortune than at round one in Belgium where he rolled out of Q4 and didn't make the semi-finals.

Vauxhall BTCC cars to Coventry MotoFest

The Power Maxed Racing British Touring Car Vauxhall Astra will be one of the star attractions at the Coventry MotoFest on June 2/3.

Power Maxed will back the event, which will host competitive closed-road motorsport on the city's streets. A section of the ring road will be used to hold a sprint event.

Both Power Maxed Racing drivers Josh Cook and Senna Proctor have won races in this season's British Touring Car Championship. Either Cook or Proctor, or possibly both, will handle the two-litre turbocharged machine through the streets.

James Noble, MotoFest Coventry Festival director, said: "The support from Power Maxed in recent years for the event has been phenomenal and the appearance of the Power Maxed Racing BTCC cars on the circuit last year with both guest celebrity driver Paul



The Power Maxed Vauxhalls will again form part of street circuit festival

Hollywood and BTCC regular championship driver Senna Proctor, was one of the highlights of our 2017 event."

Entries for the competitive section of the event are still open but are filling up quickly.

Any interested competitors should contact the chairman of the organising committee, Chris Hall. He is available at chris@barc-midlands.co.uk. Alternatively online entries can be placed by visiting <https://wp.me/P7KkOZ-2Em>.

Le Mans winner Wurz to make Rallycross debut

Ex-Benetton and Williams Formula 1 driver Alex Wurz will make his World Rallycross Championship debut at Hell in Norway in a fortnight's time.

He will drive a Ford Fiesta Supercar for the MJP Racing Team Austria outfit in a two-car effort alongside team owner and driver Max Pucher. Two-time Le Mans winner Wurz first tested with the Austrian team at former European Rallycross circuit Greinbach in late 2016 and will now race the latest 2018-spec Fiesta in Norway.

"That car, with that power is really impressive, very cool and I understand why I could get very hooked on this sport and this driving," Wurz said after his first test.

The Austrian driver has strong rallycross roots, his father Franz is a three-time European Rallycross champion, having claimed titles in 1974, '76 and '82.

Wurz Jr recently restored his



Wurz will race in World RX at Hell

father's title-winning Lancia Stratos, which ran at the Goodwood Festival of Speed in 2016. "For me this is even more exciting [than for other drivers] because I grew up on the rallycross tracks with my dad," he said after his 2016 test.

"It was my first time stepping into a rallycross car on a rallycross track. It was sensational, it's like going back to where I grew up."

Jaguar Formula E machine will tackle the Prescott Hillclimb this summer

Jaguar will run one of its Formula E cars at Prescott Hillclimb in August as part of the venue's anniversary celebrations.

Prescott is marking its 113th year with a special meeting, and regular racer Mitch Evans, who is fifth in the Formula E points, will tackle the 0.64-mile hill after the 2017/2018 season.

Evans said: "I am looking forward to driving the Jaguar I-TYPE 2 up the

famous Shelsley Walsh hillclimb. We have a lot of hillclimbs back home in New Zealand but this is the most famous and historic. My all-electric race car should be well suited to the challenge and I'm intrigued to see what my time will be. I look forward to seeing and meeting some UK fans."

Antony Harper, the chairman Midland Automobile Club, said: "To have technologically advanced cars at

Shelsley is something we're used to, but this is going to be something unique and very special to see come to the start line even in the 113-year history of the hill. Hill climbing has naturally had many innovative cars racing in the sport but the Jaguar Formula E car is something no one has ever seen against the clock so there will be a huge amount of interest following Mitch up the hill."

Mitch Evans will run up the hill



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MN SAYS...

Breathing a sigh of relief for Meeke

Citroen star tests FIA safety systems to the limit - but proves they are effective

There was general disbelief when the photos of Kris Meeke's mangled Citroen World Rally Car emerged at the weekend, and images were generally greeted with a sharp intake of breath and then an expletive.

And the next question was how? How could Meeke and co-drive Paul Nagle escape without serious injury? The answer is in the tireless work that is done behind the scenes to make sure that the latest generation of World Rally Car are as robust as they can possibly be. And that is something that the Citroen crew will be thanking their lucky stars for right now.

It is the same in all levels of motorsport too and the governing bodies at global level and even national level never stop searching for the latest innovation to keep competitors safe. It is an easy phrase to say that lessons will be learned and then forget about it but, in my experience, they always are. The sport will never been 100 per cent secure for its participants, but unseen work by an unheralded few has already saved untold lives.

Matt James, Editor (Twitter: @MattJMNews)



YOUR PICS



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



Justin Ward's shot of racers at the Snetterton Mini Festival



Peter Figg's excellently timed photo



Rally action from the Plains Rally, taken by James Mitchell



Autograss shunt, by James Giddings



Knockhill backwards, by Alex Ireland



Brooklands Italian day, by Hannah Doran



John Henderson's shot from Knockhill



Will Jones's shot from the Plains Rally



Trialling, captured by Duncan Stephens



Neil Ormston's Jaguar photo from a sunny Castle Combe on Bank Holiday Monday

ART EDITOR MIKE STOKOE'S FAVOURITE OF THE WEEK!

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TV GUIDE



Audi and Peugeot go head-to-head in the 2008 instalment of **The Great History of the 24 Hours of Le Mans** (Thursday, 0800-0945hrs).

The French marque proved to be much quicker in the dry than its German rival, but wet weather in the second half of the race meant either of them could take the win in a Le Mans thriller.

Twelve manufacturers did battle in the **Blancpain GT Series Endurance Cup** at Silverstone last weekend, and you can catch a repeat of all the action on Friday (0800-0930hrs).

The best bits from the **WRC's Rally Portugal** are also being shown on Friday (2100-2200hrs),



Peugeot and Audi battle

as Sebastien Ogier tries to extend his championship lead over Thierry Neuville and co.

Donington Park was the scene of the opening round for the **LMP3 Cup** (Saturday, 1600-1700hrs), where Nielsen Racing returned attempting to retain its title.

And finally head Down Under for round six of the **Australian Supercar Championship** from Winton (Sunday, 1030-1230hrs).

Scott McLaughlin still leads the standings after his incredible brace last time out at Perth, but Shane van Gisbergen is hot on his heels.

LIVE TV

Formula 2: Monaco

Race 1: Friday, 1025-1155hrs, Sky Sports F1
Race 2: Saturday, 1600-1700hrs, Sky Sports F1

Formula Renault Eurocup: Monaco

Race 1: Saturday, 0845-0945hrs, BT Sport 1
Race 2: Sunday, 1015-1115hrs, BT Sport 2

Porsche Supercup: Monaco

Race: Sunday, 0915-1000hrs, Eurosport 2/0925-



Sato won Indy 500

1010hrs, Sky Sports F1

IndyCar: Indy 500

Race: Sunday, 1530-2100hrs, BT Sport 1

NASCAR: Charlotte

Race: Sunday, 2230-0300hrs, Premier Sports

LIVE F1



Vettel won at Monaco in 2017 as Ferrari took 1-2

Monaco Grand Prix Sky Sports F1 HD coverage

Drivers' press conference: Wednesday, 1400-1430hrs
FP1: Thursday, 0945-1155hrs
FP2: Thursday, 1345-1550hrs
FP3: Saturday, 1045-1215hrs
Qualifying: Saturday, 1200-1550hrs
Race: Sunday, 1230-1710hrs

1230-1710hrs

Highlights: Sunday, 2030-2130hrs

Channel 4 HD

FP1: Thursday, 0955-1145hrs
FP2: Thursday, 1355-1600hrs
FP3: Saturday, 1055-1225hrs
Qualifying: Saturday, 1255-1545hrs
Race: Sunday, 1300-1730hrs

TV GUIDE

Tune in for round nine of the 2017/18 **Formula E** season from Berlin in Germany (Thursday, 1515-1615hrs, BT Sport 2), as Jean-Eric Vergne closes in on a maiden title in the electric series.

Prepare for the 2018 edition of

the **Indy 500** this weekend by watching the best bits from qualifying to see who will start on pole at the Brickyard (Thursday, 2100-2200hrs, BT Sport ESPN).

And relive the thrills and spills from the **British**

Touring Car Championship as the series visits the ultra-fast and flowing Thruxton Circuit (Saturday, 0800-0930hrs, ITV4).

Can reigning champion Ash Sutton finally win in 2018, and can championship leader Tom Ingram extend his buffer?

NEXT WEEK

OUT WEDNESDAY, MAY 30

F1 MONACO GP REVIEW

WHO WILL TAME THE STREETS OF THE PRINCIPALITY?



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LISTINGS

RACING SATURDAY

Kirkistown, N Ireland
500MRCI meeting: Saloon Enduro, Road Sports, Ford Fiesta Zetec, FF1600, Saloon/GT, Supercars
Starts racing from 1300hrs (qualifying from 0900hrs)
Admission adult £15 child free
Web kirkistown.com

SATURDAY/SUNDAY

Snetterton, Norfolk
British F3/GT meeting: GT, F3, Ginetta G40, VW Cup, GRDC, Mini Challenge, Northern Saloons & Sportscars
Starts Saturday, racing from 1410hrs (qualifying from 0900hrs) Sunday, racing from 0945hrs (qualifying from 0900hrs)
Admission adult £25, under 13 free
Web msv.com
Contact 0843 453 9000

Brands Hatch, Kent
Masters Historic Festival: Historic F1, Historic F2, Historic Sports, Gentleman Drivers, Endurance Legends, Pre '66 Touring Cars, Young Timers
Starts Saturday, racing from 1425hrs (qualifying from 0900hrs) Sunday, racing from 1005hrs
Admission adult £28, under 13 free
Web msv.com
Contact 0843 453 9000

Croft, NYorks
750MC meeting: BMW 330, BMW Car Club, Formula Vee, Locost, RGB Sports 1000, Roadsports, Hot Hatch, 5Club MX-5, M3 Cup
Starts Saturday, racing from tba (qualifying from 0930hrs) Sunday, racing from tba (qualifying from 1200hrs)
Admission adult £15, under 15 free
Web croftcircuit.co.uk
Contact 01325 721815

Anglesey, NWales
BARC meeting: MaX5, CNC Sports/Saloons, Legends, Scottish Minis, Scottish Fiesta and Hot Hatch/Scottish BMW, Scottish Legends
Starts Saturday, racing from 1245hrs (qualifying from 1000hrs) Sunday, racing from 0940hrs (qualifying from 0900hrs)
Admission Adult £15 under 16 free
Web angleseycircuit.com
Contact 01407811400

MONDAY

Mallory Park, Leics
BARC meeting: Hyundai Coupe, Pre '66 Touring Cars, Pre '83 Group 1 Touring Cars, Pre '93 Touring Cars, Pre '03 Touring Cars, Pre '05 Touring



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Web mallorypark.co.uk
Contact 01455 502214
Castle Combe, Wilts
CCRC meeting: FF1600, Caterham Graduates, GT, Saloons, Hot Hatches
Starts racing from 1230hrs (qualifying from 0830hrs)
Admission adult £15, under 17 free
Web castlecombecircuit.co.uk
Contact 01249 782417

RALLY SATURDAY

Down Ampney Airfield, Cirencester
Red Dragon IT Stages
Starts 0900hrs
Admission TBC
Web emcos.co.uk

SUNDAY

Cavan, County Cavan
Cavan Stages Rally
Starts 1003hrs
Admissions free
Web cavanmotorclub.com

SPORTING SCENE SATURDAY/SUNDAY

Gurston Down, Wilts
Starts 0800hrs both days
Admission TBC
Web britishhillclimb.co.uk

MONDAY

Ipswich, Suffolk
National Hot Rod
Starts 1400hrs
Admission adults £16
Web nationalhotrod.com
Belle Vue, Lanc
BriSCAF1
Starts 1600hrs
Admission adults £18, Child £7
Web brisca.com
Listing correct at time of press, but please check before travelling

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Tel: +44 (0) 20 3 405 8149
Like us on Facebook: search 'Motorsport News'
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Web: www.motorsport-news.co.uk

Editor

Matt James
matt.james@motorsport-news.co.uk
Managing Editor Robert Ladbrook
robert.ladbrook@motorsport-news.co.uk
Group National Editor Jack Benyon
jack.benyon@motorsport.com
Junior Journalist Stephen Lickorish
stephen.lickorish@motorsport-news.co.uk
Junior Journalist Stefan Mackley
stefan.mackley@motorsport-news.co.uk
Group Rallying Editor David Evans
david.evans@autosport.com
Art Editor Mike Stokoe
mike.stokoe@motorsport-news.co.uk
Office Manager Joanne Grove
joanne.grove@motorsport.com

CONTRIBUTING EDITORS

Historics editor Paul Lawrence
Rallycross editor Hal Ridge
Grand Prix columnists Anthony Rowlinson, James Roberts, Stuart Codling
Origination/Repro Dave Sternberg

Photography

LAT Images: Steven Tee, Glenn Dunbar, Sam Bloxham, Zak Mauger

SUBSCRIPTIONS/BACK ISSUES

Motorsport News, FREEPOST, 3 Queensbridge, Northampton NN4 7BF
UK 0344 848 8834
Overseas +44 (0)1604 251 457
Email help@asm.secureorder.co.uk

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Advertising deadline Monday 12 noon
Sales Manager James Robinson
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PUBLISHING

Group Publishing Manager Sunita Davies

MANAGEMENT

Director of Subscriptions and Marketing Laura Paterson
Editor-in-chief Autosport Media UK Andrew van de Burgt
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Printed by Sheffield Web
Distributed by Seymour, 2 Poultry Avenue, London, EC1A 9PT

Published every Wednesday by Autosport Media UK Limited, 1 Eton Street, Richmond, Surrey, TW9 1AG, UK

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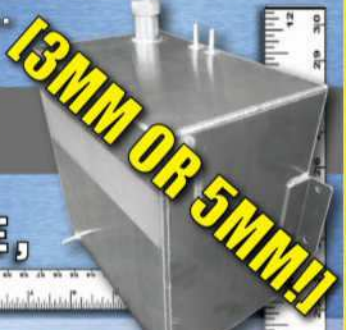
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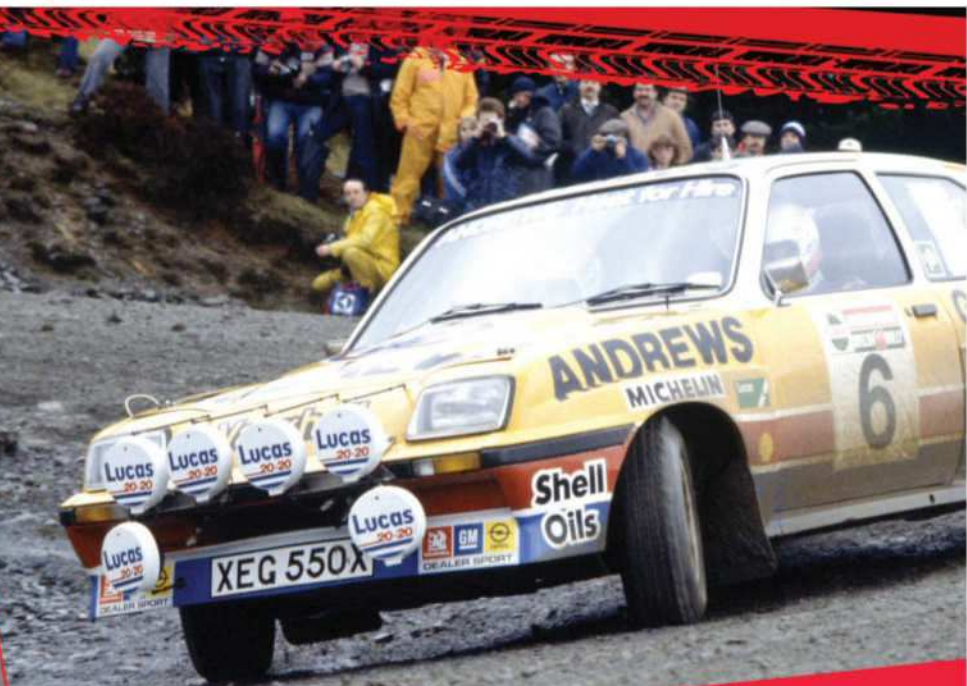
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 T: +44 (0) 203 405 8109
 E: ben.kavanagh@motorsport.com

Sunita Davies
 Production Manager
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