

THE VOICE OF BRITISH MOTORSPORT

# MOTORSPORT NEWS

DECEMBER 13 2017 ■ EVERY WEDNESDAY £3.50



# BREEN'S BIG BREAK

IRISHMAN REFLECTS ON DREAM CITROEN SEASON P20



# THE RACE STARTS TO SAVE F1 AT SILVERSTONE

Talks due to begin over troublesome British GP contract



**By Matt James**

Talks to rescue the British Grand Prix at Silverstone are due to begin early in the new year.

Silverstone's owner, the British Racing Drivers' Club, activated a break clause in its contract with F1 bosses Liberty Media this season, and now only has two years left on its deal to host the race at the former airfield venue.

Representatives of the BRDC will sit down with Liberty Media in January to see if there is a way of rescuing the race at its traditional venue.

BRDC chairman John Grant said: "We think that Silverstone is the only viable option for the British Grand Prix and it certainly is the only viable race circuit.

"We want to keep the race, and we get the impression that is what Liberty Media wants too."

**Full story, p2-3**



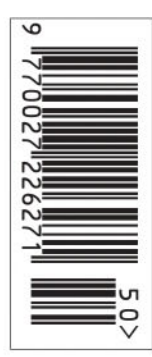
## TAMING THE BEASTS

JOHN FITZPATRICK'S GREAT CARS P25



## KRISTOFFERSSON'S TITLE RUN

WORLD RALLYCROSS CHAMPIONSHIP REVIEW P26



**MOTORSPORT NEWS** ISSUE **MJ3108** DECEMBER 13 2017

**THE VOICE OF BRITISH MOTORSPORT**


**WRITE TO US**  
Motorsport News  
Autosport Media UK Ltd,  
1 Eton Street,  
Richmond,  
TW9 1AG



**FACEBOOK**  
Search for  
'Motorsport News'



**TWITTER**  
Updates:  
@MNMotorsport



**DIGITAL ISSUE**  
See motorsport-  
news.co.uk



**EMAIL US**  
letters@  
motorsport-news.  
co.uk



**YOUR PICS**  
email: letters@  
motorsport-news.  
co.uk  
Photographs must be of a good  
quality and please send no  
more than three images

**NEW WEBSITE**  
**motorsport-news.co.uk**


**IN THIS ISSUE**


**F1 drivers defend  
overtaking slump**

**P4**

**BARWELL EXPANDS  
BRITISH GT3 ENTRY**

**P6**



**OSTBERG  
READY  
TO FIGHT  
FOR WRC  
FUTURE**



**P12**

**HOW CRAIG BREEN  
IS DETERMINED TO  
MAKE HIS MARK  
WITH CITROEN**

**P20**



**CAN HALO  
WORK IN  
CLUB RACING?**

**P22**

**SUBSCRIBE TO MOTORSPORT NEWS** 10  
Historic race and rally news 11  
Rally reports 18  
Track test: Reid in a Classic Hatch 19  
Interview: Craig Breen 20  
Insight: Halo in national racing 22  
John Fitzpatrick's great cars 25  
World RX season review 26  
British RX season review 28

Sporting Scene 29  
Your photos/Comment/What's On 30  
Classifieds 32  
Wanted: Formula 1 cars to start  
overtaking each other again.  
Apply: *MN*



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

# BRITISH



Silverstone is the only  
suitable UK F1 venue

**By Matt James**

**Bosses of Silverstone are set to begin crunch talks with F1's new owner Liberty Media to secure the future of the British Grand Prix within the next few weeks.**

The British Racing Drivers' Club, which owns the circuit and holds the contract to host the grand prix, activated its break clause in July this year to opt out of its deal to promote the race.

It cited escalating costs of hosting Britain's showpiece race as the reason it could no longer support the event.

In July, then BRDC president Derek Warwick said that the race had become untenable as the club was losing millions of pounds each year running it.

Liberty Media bosses will sit down with BRDC representatives in January to see if they can rescue the event.

**Strong desire**

British Racing Drivers' Club chairman John Grant said that both parties, Liberty Media and

the BRDC, had agreed to have a cooling off period before talks begin to see if there was any common ground between them.

"Liberty Media had a lot to understand about Formula 1 when it took charge, and we both agreed that nothing would happen between us and them until the end of the 2017 on-track season," said Grant. "Now that time has come. There have been a lot of challenges. Liberty had a lot to understand about F1 and how it worked, and it has done a great deal of learning over the last months as it gets to grips with the sport. That time has come now and we will sit down with them soon – certainly before the next season gets into full swing.

"We initiated the break clause, but that doesn't come into effect until after the 2019 race. That means we don't have to rush into anything and we aren't in a desperate situation. There is time for us to find a proper resolution to this."

Earlier on this season, Liberty Media boss Chase Carey said that he was determined to maintain the

British Grand Prix along with some other core races in Europe.

"We will have a British Grand Prix. The foundation of the sport is western Europe," said Carey, who also said that races at Monaco, Monza in Italy and a race in Germany were vital to the calendar. "You have still got to maintain those traditions to have the values in F1."

**London alternative**

The success of the F1 Live event in London, which was attended by all F1 teams in the days leading up to this season's British Grand Prix, opened up the alternative of a race through the city streets.

However, the infrastructure and red tape involved with planning such an event means that it would be a remote possibility.

Grant said that he was convinced that Silverstone was prime on Liberty's list to maintain the British Grand Prix rather than any other new venue.

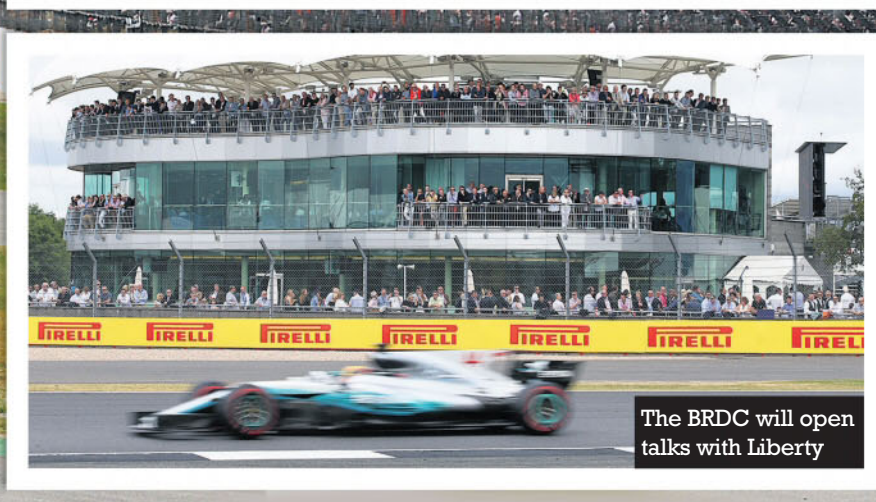
"We think that Silverstone is the only viable option for the British Grand Prix, and it certainly is the only viable race circuit that could

# HEADLINE NEWS

Photos: LAT

**BRDC bosses and Liberty Media to thrash out Silverstone's future**

# GRAND PRIX SET TO START CRUNCH TALKS



host the race. There is nowhere else in the UK," said Grant.

"Obviously there has been talk of a race around the Olympic Stadium in East London, but I am encouraged with Chase Carey's recent comments: he realises that there are important races on the calendar that enhance it. They are the traditional races, and I don't think that a Mickey Mouse race around the stadium in London would add to the tradition of the British Grand Prix."

#### Silverstone's future

Grant said that the circuit's future would be safe regardless of whether a deal to save the British Grand Prix could be

thrashed out or not, although his preference would be to maintain the race at the Northamptonshire venue.

"Silverstone is strong enough to stand alone without the grand prix contract, we have a business here, but the ideal situation would be to keep the race," said Grant. "And we get the impression that is what Liberty Media wants as well, so there is a lot of common ground that we are starting with when we sit down with them."

He added that once the negotiations start, there will be no announcements until a resolution has been found. "We have agreed that this will be done behind closed doors once we start talking," Grant added. "We don't want this to be played out in the media, and we will just get on and try to find a deal. The positive thing is that there is a desire from both sides of this to make something happen, so we will look to see how those two desires can match up."

#### Future developments

Aside from the uncertainty surrounding the British Grand

Prix contract, there are further developments at Silverstone that are being implemented to improve the venue. A proposal will be put to the BRDC members this month concerning the long-awaited hotel development, which will be built on ground opposite the Wing pit complex. This will be raised at a forthcoming Extraordinary General Meeting.

Allied to that, a new Silverstone Experience Centre is being built near the traditional entrance to the venue, and that is due for completion in 2019.

"The Experience Centre is something we are very proud of, and it has been something that we have been planning for a long time," said Grant. "There has been some external funding for it too and it will become a shining light at the venue, a real family experience that will hopefully get people returning to the track."

"The hotel complex has been on the cards for some time and it is great that we are nearing a deal to make things happen. There are some very exciting times ahead for Silverstone."

**"We are the only option"**

**John Grant**



Liberty Media wants to retain prestigious and historic races, like the British GP

# RACING NEWS

Photos: LAT

## F1 ROUND-UP

### No-go Gio

Ferrari has moved to reassure its reserve driver Antonio Giovinazzi that he's still squarely in the frame for an F1 seat, despite him missing out at Sauber. Ferrari brokered a deal to get Charles Leclerc a race drive with the Swiss team, alongside Marcus Ericsson. Giovinazzi must be content with a reserve role. Ferrari's Sergio Marchionne said: "Giovinazzi is a good guy, and it's just a question of time. He should get his chance."

### Hase-goner

Yusuke Hasegawa will leave his role as head of Honda's F1 programme at the end of this year after a management shuffle. Hasegawa, who took over from Yasuhisa Arai ahead of 2016, has faced growing pressure over a lack of results. Hasegawa was in charge of engine development and race operation. His job will now be split into two with Toyoharu Tanabe focusing on racing and testing operation, and Yasuaki Asaki is understood to be leading engine development. Hasegawa will leave F1 altogether, but will be Honda's executive chief engineer.

### No excuse

Lewis Hamilton has asked F1's bosses to help make the sport "more raw" and said there was no excuse for F1 not producing cars that sound as good or race as well as the feeder Formula 2 category. Hamilton said at last week's BRDC lunch: "Karting is still the best form of racing as the guys can follow each other so closely. F1 cars are the best they've been, but I hope they make them louder, with maybe bigger tyres. Why did Jackie Stewart have big tyres back in the day and we've got smaller ones? There's no reason F2 should be louder and sound better and follow closer."

### Grid tweaks

The FIA will change F1's farcical grid penalty rules for next season to make them easier to understand. The mass grid-place penalties for this year led to many suggesting it made a mockery of the sport. From next season any driver picking up over 15 grid places will automatically just start from the back of the grid. With the rules permitting just three engines per season from next year we'd have run out of space on our abacus...

### On your Todt

Jean Todt has been re-elected as the head of the FIA for a third and final term after standing unopposed at the FIA's General Assembly in Paris. He will now govern until the end of 2021.

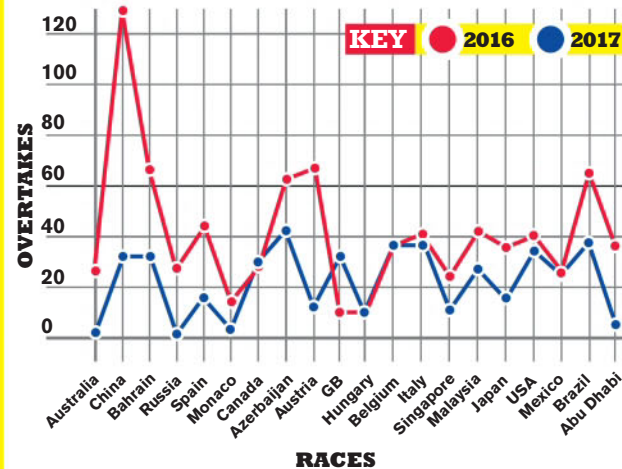
# DRIVERS DEFEND OVERTAKING DROP

## This year featured 50 per cent fewer passes than 2016



Russian GP was the worst, with just one overtake

### OVERTAKING: 2016 V 2017



### By Robert Ladbrook

**Formula 1 drivers have moved to defend the lack of overtaking in the sport this year, after tyre supplier Pirelli released data confirming that passing moves had decreased to the lowest level in recent history.**

The total number of overtaking moves during races fell by almost 50 per cent compared to last year, putting the number at its lowest total level since the Drag Reduction System (DRS) was introduced for 2011.

There was a total of 435 passes across the 20 races this year, a dramatic fall from the 866 witnessed during 2016,

when there was one extra race. This year's figure is the lowest since the 211 seen in 2009, before DRS was brought in. This year's Azerbaijan GP in Baku was the busiest, featuring 42 overtakes. The Russian GP was the worst, with just a single pass for position recorded.

Despite the figures, a handful of top drivers have backed the new rules cycle, which features bigger cars with more downforce.

Ferrari's Sebastian Vettel said: "My wish for next year is that everybody calms down. Some races are boring, so what? I don't see the problem in that.

"I don't think we need another record, another record, every race – to have more and more overtaking.

"It's true that [difficulty in] overtaking sometimes, especially if you're behind and you're fast and you can't get past for those reasons, it annoys you.

"But then again if you make the move there is a massive reward inside the car, sometimes out of the car.

"What I want to say is that overtaking should be an achievement and not just handed to you.

"Sometimes just relax and calm down and accept a boring race or a boring two races in a row and then there will be another great race after that and another one."

Red Bull Racing's Daniel Ricciardo, who was the year's top overtaker with

43 passes, added: "I think Seb's right in some ways, that's just the way it is and that's the way some tracks are laid out.

"I think the wider cars and all that look great and they've given us more downforce and grip, but when they take up more space on the track you have less clean air to try to find so it does make following harder, so that one is good and bad."

Mercedes' Lewis Hamilton added: "On the racing side, I hope moving forwards, overtaking gets easier. Not totally easier, but just being able to follow each other is really what the sport needs.

"The more overtaking the more fun it is for people to watch."

## Hamilton expects to continue in Formula 1 until at least the end of 2020 season

Lewis Hamilton expects to stay in Formula 1 until at least the end of 2020, and has tipped Briton George Russell to succeed him at Mercedes.

Hamilton's current deal with the Silver Arrows expires at the end of next year, but talks on a fresh deal are due to begin imminently.

The four-time world champion, 32, said during an episode of

Motorsport.tv's *The Flying Lap*: "I think about what is ahead of me. I have spoken to those who have retired early, those who retired late and everyone says stay in as long as you can. That's not going to happen.

"The seasons are getting longer and longer and you see the things I do outside, which take a lot of my energy and time. I'm enjoying what I'm doing

now. I enjoy being in this team, I love racing and I still feel at the moment I'm driving my best.

"So, while the car is in this form of rules, until 2021 at least, I think that's going to be the window the window I'm still here. Who knows? Maybe in 2021 I'll hand the baton over to [Mercedes junior] George [Russell]. He'll be there anyway before then."



WANT THE LATEST UPDATES? FOLLOW US ON TWITTER

@MNmotorsport



Tel +44(0)1929 551557 Fax +44(0)1929 551567  
racing@aaoil.co.uk www.aaoil.co.uk

**'Barr will take on TCR Germany next year'**

**Rising tin-top star to Europe, p9**



Photos: LAT, Jakob Ebrey



Carlin has achieved success in Indy Lights

# CARLIN TO ENTER INDYCAR FOR FIRST TIME IN 2018

Leading British single-seater team Carlin has confirmed it will join IndyCar next season, having signed former Formula 1 driver Max Chilton and his ex-Ganassi team-mate Charlie Kimball.

Carlin has also signed a deal to have its engines supplied by Chevrolet after purchasing two of the IR-12 cars.

Team boss Trevor Carlin had previously said that the "right moment" was close for his team to join IndyCar after it narrowly missed out on joining the series in 2016 when a planned partnership with KVSH Racing fell apart.

Carlin has had a presence in America

since 2015 when it joined Indy Lights, running new Ganassi IndyCar driver Ed Jones to the Lights title the following year.

"We're delighted to finally be able to announce our entry into IndyCar, the result of a long-term ambition of the team," said Carlin. "By no means do we underestimate the challenge and competition that lies ahead, but I have great faith in the young and passionate team that our team manager Colin [Hale] and I have put together."

*Motorsport News* understands Carlin could be joined on the IndyCar grid by a further two new teams in 2018.

Former British Formula 3 champion Jack Harvey will also appear in IndyCar next year, having been signed to a multiple race programme in a partnership between IMSA SportsCar squad Michael Shank Racing and IndyCar's Schmidt Peterson Motorsports.

Shank and SPM had been working on a collaboration with the IndyCar team keen to run Harvey again after he impressed as a stand-in for the last two races of the 2017 season.

Harvey's limited races will include the Indianapolis 500, Long Beach and the season finale at Sonoma among others.



Trevor Carlin's team expands



FE may get battery freedom

## Standard batteries to stay in FE until 2025

Formula E has not abandoned the idea of manufacturers building their own batteries, but it is unlikely teams will have that freedom until at least 2025.

Originally, the plan was for teams to produce their own batteries in season five, but this was pushed back when it was confirmed that a single supplier would remain for the second five-year cycle of cars from 2018/19. But now FE CEO Alejandro Agag has suggested manufacturers may still not have battery freedom in the third cycle either.

"Batteries should not be open for the third cycle," he said. "So, I think if we ever open the battery - which we may - it would be season 11 (2025) onwards. The third cycle should be a standard battery."

"I think the manufacturers are all quite happy with cost control. They are not really stressed about making batteries, they want their own technology and they have it now."

The latest manufacturer rumoured to be entering the all-electric series is Maserati. Maserati is owned by Fiat Chrysler Automobiles, which has been expressing its interest in FE since its CEO Sergio Marchionne revealed that Ferrari had discussed whether it needed to enter the electric single-seater series.



DeFrancesco contested Macau this year with Carlin

## British Formula 4 race winner DeFrancesco joins European F3 grid full-time for next season

British Formula 4 race winner Devlin DeFrancesco will compete in European Formula 3 with Carlin in 2018.

The Canadian finished fifth in the F4 standings in 2016 before winning Spanish F3 and finishing a distant third in Euroformula Open this term.

He competed in the final six European F3 races this year and will

now spend a fourth consecutive season with Trevor Carlin's outfit.

"I've raced with Carlin ever since I started my career in single-seaters and they've really helped me to progress and to reach a really high level," said DeFrancesco.

"I'm looking forward to seeing what we can achieve next year, in what is the most competitive

championship around."

*MN's* sister title *Autosport* understands that Carlin has also tested 2017 F3 drivers Ferdinand Habsburg and Jehan Daruvala, as well as Formula Renault Eurocup champion Sacha Fenestraz, BRDC British F3 champion Enaam Ahmed and Euroformula racers Nikita Troitskiy and Ameya

Vaidyanathan in its F3 machinery.

Another driver confirmed for European F3 for next year is highly-rated Ferrari junior Marcus Armstrong. The New Zealander will race for the Prema team with which he won the Italian F4 crown this year. He has also previously competed in the BRDC British F3 Autumn Trophy with Double R.

## THE FASTEST NEWS ROUND-UP



It has been confirmed that the DTM will return to Brands Hatch next year. A draft 2018 calendar has a trip to the Kent venue pencilled in for August 11/12 on the full Grand Prix layout - the Indy circuit having played host to DTM most recently. This will be the first time the DTM has visited the UK since 2013... The World Motor Sport Council has ratified the proposed merger of the World Touring Car Championship and TCR International Series. The new World Touring Car Cup will adopt TCR

DTM will visit Brands for first time since 2013



regulations for the next two years at least, with a limit of 26 cars taking part... **Retired Formula 1 racer Felipe Massa will make his debut in the Brazilian Stock Car Championship next year. He will share a car with five-time champion Caca Bueno in the 'Race of Doubles' season opener at Interlagos next March...** Former Toro Rosso driver Daniil Kvyat tested

Euro Series NASCAR machinery at the Franciacorta track in Italy last week - but insists his focus is finding a seat to remain in Formula 1. Kvyat said: "With [ex-Arrows F1 driver and Euro NASCAR team boss] Alex Caffi we know each other from Monaco and he asked me if I wanted to have some fun and try something new out. I had good confidence with the car immediately and it's good fun to drive it..."

## Tandy to race at Le Mans in GTE

Porsche driver Nick Tandy will contest next year's Le Mans 24 Hours with the marque as part of an expanded four-car GTE line-up.

With Porsche withdrawing from LMP1 at the end of this season, it had already looked like Tandy would form part of the manufacturer's IMSA SportsCar squad instead. This has now been confirmed, with the drivers from the American series "expected" to join the World Endurance Championship regulars in a four-strong 911 RSR GTE Pro attack for Le Mans.

Tandy will share the car with Earl Bamber and



Porsche has unveiled expanded line-up for Le Mans

Patrick Pilet, while the other IMSA entry will be piloted by Timo Bernhard, Romain Dumas and Sven Muller. "The number one aim for 2018 is to win the IMSA GTLM championship. Le Mans is a big race and an added bonus," said Tandy. "I've always said Patrick is the best I've seen in the 911 and we've had so much

success in the car together. The fact that Earl is with us for Le Mans is great - he's super-good there. If I could have picked any two drivers from our GT roster it would have been them and it makes a lot of sense." Porsche also confirmed a first full-season factory entry into the Blancpain GT Series Endurance Cup next year.

# RACING NEWS

Photos: Jakob Ebrey, LAT



Barwell will run three Lambos in British GT



Bushell won Clio title  
**Bushell to make BTCC return**

Two-time Renault UK Clio Cup champion Mike Bushell will return to the British Touring Car Championship next season with Team Hard.

Bushell, who claimed the Clio crown last term, took part in the BTCC with an AmDTuning.com Ford Focus in 2015. He took one top 10 finish on his way to 23rd in the standings, before reverting to Clio racing and lifting that trophy again this year.

Team Hard will field four VW CCs in the BTCC next year and has already signed up VW Cup graduate Bobby Thompson for one of its machines, and has formed a link-up with Brisky Racing for 2018.

"I am ecstatic to be returning to the BTCC having notched a second UK Renault Clio Cup title," said Bushell. "On top of that, I am excited to be making my return with Team Hard and Brisky Racing as they have been going from strength to strength. "With the new technical input from [newly signed engineer] Geoff Kingston, coupled with an already proven race-winning car in the Volkswagen CC, I firmly believe that a strong challenge can be made for the Independent Drivers' title next year."



Minshaw (l) and Keen back

## CHAMPION COCKER TO MAKE BRITISH GT RETURN IN LAMBO

The 2004 champion is part of expanded three-car Barwell Huracan GT3 line-up



Cocker will join novice De Haan

By Robert Ladbrook

**Barwell Motorsport will expand to field three Lamborghini Huracan GT3s in next year's British GT Championship, and has signed two returning category champions.**

Mark Lemmer's team will add a third Huracan to its traditional two-car line-up for the domestic GT3 campaign, with all three cars enjoying the continued technical support of Lamborghini factory team Squadra Corse.

This year's championship runners up, Phil Keen and Jon Minshaw, will return to race one

car, while the second will be crewed by 2006 British GT3 champion Leo Machitski and rising Finnish star Patrick Kujala.

The team's third car will feature 2004 champion Jonny Cocker sharing with racing novice Sam De Haan.

Cocker, who still holds the record as the youngest ever outright British GT champion at just 18, has a long relationship with Barwell. He raced in the team's Aston Martin line-up in 2007 and more recently stood in as a sub for Alexander Sims during its 2014 campaign with the Ecurie Ecosse BMW Z4s.

"Jonny has been coaching Sam

and they share a common love for supercars so this is ideal," said team head Lemmer. "Sam will be completely new to it, and still has some signatures to gain, but we've got loads of testing planned for him and he's a very smart lad, he knows he's got a steep learning curve ahead of him.

"Leo and Patrick will be interesting as Patrick is a superstar in the making in my eyes and pushed the factory Lambo drivers all the way in Blancpain [GT Series] in Europe this year, but a lot of the British tracks will be new to him.

"Phil and Jon deserve a title by now. They're so proven and

they'll probably be the pairing to beat, purely down to their experience. But we've got three really strong cars for 2018."

Lemmer also added that the team would start 2018 on a strong base as the Huracan isn't due any performance upgrades until the end of the year.

"The Huracan is a great car and this year all of our data and set-ups will be relevant, so we know where we stand," he added. "There will be a slightly new construction rear tyre from Pirelli, but we've got plenty of testing planned to dial that in. We want a drivers' title next year to add to our teams' championship from this year."

## Simpson makes move to Eurotech for 2018

British Touring Car Championship racer Matt Simpson will join the Eurotech Racing team for 2018.

Simpson ran in a third Team Dynamics Honda Civic Type R this season, a car that he owns. He finished 24th in the points. Simpson will now take that machine to Eurotech which will run it alongside two others next term.

Eurotech Racing team principal Jeff Smith explained: "Matt currently owning a Type R works perfectly, our mechanics already have the car back at the workshop, stripped down and being updated to the same spec as our existing two Type Rs.

"We are looking forward to working with Matt, he has proved to be a capable driver in



Simpson raced for the Team Dynamics squad in the BTCC this year

the BTCC. Using our knowledge and experience we will be doing all we can to develop him, the aim being to have all three cars at the sharp end. Having the drive confirmed at this relatively early stage allows us to press on with the car build and plan a full test schedule, with the

intention of hitting the ground running for the 2018 season."

Smith drove with his own team alongside Independents Trophy runner-up Jack Goff in 2017. However, Smith was forced out after a qualifying accident at Croft in June, and further recent surgery means he will not be able to drive in 2018.

## British F4 looking at Halo addition

British Formula 4 is evaluating when to introduce the Halo cockpit protection device after the World Motor Sport Council ruled that it will become mandatory in the series from 2023.

The WMSC last week ruled that from 2019 any new F4 category must feature the Halo device on its cars, but existing championships can introduce the concept at any point between 2019 and the 2023 deadline.

British F4 is now working to decide when the best time is to bring in the Halo.

"It's too soon for any decision yet," said championship promoter Sam Roach. "It is the way it [single-seater racing] is



F4 championships will have to run the Halo by 2023

going to go and we want to be at the forefront of any safety developments. We have to look at introducing it sooner rather than later but we need to understand the details, like the costs."

The Halo will be used in F1

and F2 next year and will be used in the new International F3 series in 2019, following the merger of GP3 and European F3. ● For a full feature on how the Halo could impact club motorsport, see page 22.

**'Ford, BMW or Porsche? A touring car great chooses'**  
John Fitzpatrick's best cars, p25



Photos: LAT

# DONEGAN WINS MAZDA SHOOTOUT

Formula Ford 1600 racer Keith Donegan has won the 2017 Mazda Road to Indy (MRTI) Shootout and a scholarship worth \$200,000 (£148,000) to compete in the USF2000 championship next year.

The 20-year-old beat 16 other drivers from nine countries to the prize at the Bondurant Racing School last weekend.

A two-day assessment was held using Formula Mazda cars on the 1.6-mile track, with the competitors whittled down to five finalists who then competed in a 30-minute race.

"It really hasn't hit me yet," said Irishman Donegan, who finished second at the Brands Hatch Formula Ford Festival, awarding him an entry.

"Throughout the weekend we were consistent and I kept the small things in check. I didn't make any stupid mistakes and kept my head cool and that really paid off in the end.



Donegan (c) and Askew (x)

"It is an unbelievable opportunity to be given and for Mazda to provide that for any young driver. It just gives that bit of motivation that you need because the [US] is where you need to go to become a professional these days. It is such a boost to my career."

Donegan was chosen as the winner by a judging panel that included IndyCar race winner Scott Goodyear, and last year's MRTI winner and USF2000 champion, Oliver Askew.

"This was really difficult," said Kyle Kimball, manager of operations for Mazda

Motorsports. "We took almost two hours deliberating over razor-thin margins on and off the track – it was incredibly difficult for the six judges to come to a decision. But, at the end of the day, we feel really confident with our pick of Keith Donegan."

## National FF1600 champ Williams and Raven miss out on Road to Indy Shootout entry

Brits Luke Williams and James Raven didn't attend the Mazda Road to Indy Shootout.

Williams was awarded a ticket to the event after winning the British Racing and Sports Car Club's National Formula Ford 1600 Championship.

But despite the fact the series is obligated to pay for Williams' flight, he elected not to attend due to the cost of accommodation and insurance

cover for the Formula Mazdas.

He said: "It was going to cost a lot of money and that money will be better spent next year."

"I'm quite a lot older than anyone else [Williams turned 26 this week] so the odds of me winning were slim."

Cliff Dempsey Racing driver Raven wasn't able to attend the Shootout as there was confusion over his entry. While he had been told he had a ticket

to the Shootout immediately after finishing third at the Walter Hayes Trophy, his place was never confirmed by Mazda. It was Oliver White who got the 'wildcard' entry ticket from the Silverstone-based event.

As per the Shootout regulations, only event and championship winners are guaranteed a Shootout ticket and Mazda has the right to choose extra 'at large' entries

based on performances impressive to them.

Other drivers from the UK to make it to the Shootout included Scottish Formula Ford champion Ross Martin, Northern Irish Formula Ford champion Niall Murray, the SuperSeries driver Jamie Thorburn, Formula Ford frontrunner White and Matt Cowley, who won the USA's F1600 series.

## Women in UK motorsport react to Carmen Jorda FIA appointment

Women in UK and Irish motorsport have questioned the appointment of Carmen Jorda to the FIA Women in Motorsport Commission.

The controversy surrounds Jorda's backing of Bernie Ecclestone's idea that there should be a separate racing series for females only.

Spaniard Jorda, 29, has raced in GP3, Indy Lights and was a reserve driver for Lotus and Renault.

Renault UK Clio Cup driver Jade Edwards, Mazda MX-5 Supercup champion Abbie Eaton and British GT4 champion Jamie Chadwick were among those voicing concern over Jorda's appointment.

"I've nothing against her [Jorda]

but it would be a shame if that's the route she goes down [a womens' only championship]," said Chadwick. "I think it will just lower the standard, I know on my best day I can compete equally with men."

Edwards shares Chadwick's view on integrated competing.

"It shows exactly how everyone feels when it's not just the female side of the industry that are unhappy with it, lots of males are too," said Edwards.

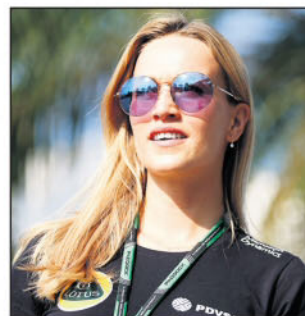
"I've grown up in a time where there's no other option than to compete with men and I've accepted that and it's what I've wanted to do. For me to be presented by an all-female series, that's something I wouldn't

be interested in."

When asked if a separate championship was something she supported, Eaton said: "Absolutely not. I've always said I want to race with the best drivers, the best racers, regardless of gender. People can't argue with results."

Among the commission's current members are past and present F1 team principals Monisha Kaltenborn (Sauber) and Claire Williams, Le Mans-winning engineer Leena Gade and 2001 Dakar winner Jutta Kleinschmidt. Gade was among those who took to social media after the announcement (see below).

According to the FIA's website,



Jorda: on FIA commission

"The Women & Motor Sport Commission aims to create a culture which facilitates and values the participation of women in all aspects of the sport".

On the Jorda announcement, the FIA were unable to comment before *MN* went to press.

## SOCIAL MEDIA REACTION

**@Leena\_Gade – Le Mans 24 Hours-winning engineer**  
"I'm in the commission, an ambassador for engineering. I'm addressing this with them before commenting further BUT I chose to compete in a man's world, like so many other women in countless motorsport roles. WE want to be the best against males

**and females. Can't do that? Play another game."**

**@PippaMann – IndyCar driver**  
"Dear @fia, If the news I am hearing is correct, and you have appointed a racer with no notable results, who does not believe we compete as equals in the sport, to represent women, I am incredibly disappointed. Sincerely –an

#Indy500 qualifier, #IndyLights race winner."

**@tomgaymor – driver manager**  
"Women in motorsport need a role model, a leader, a racer, someone to aspire to be."

**@fullmetaljack98 – fan**  
"@JamieChadwick55 @TataCalde @katherinelegge @DanicaPatrick all

better female motorsport role models who have proven that they are just as good perhaps better than a lot of male competitors."

**@tatacalde – GP3 racer**  
"A role model is a person whose behaviour, example, or success is or can be emulated by others, especially by younger people. Enough said."

## GROUP NATIONAL EDITOR

# JACK BENYON

**"Motorsport isn't about gender"**



**A**s a man, it's always difficult to write about women in motorsport. Too 'kind' and you can be accused of being a sycophant or patronising. Too harsh and you're sexist.

But *MN* is never keen to shy away from difficult or divisive issues, and nothing has proven more controversial in motorsport in the last week or two as the news that Carmen Jorda has been appointed to the FIA Women in Motorsport Commission.

One of the reasons this is so controversial is because of Jorda's publicised views that women should have their own championship and should race separately to men. And it's not just Jorda who has publicly supported this view. In fact, Bernie Ecclestone was one of the first people to float the idea.

For me, that couldn't be more damaging for the sport and the women in it.

Motorsport has a storied history with women competing. OK, it's a given that in the 20th century, women won't have had the same opportunity as men when it comes to the progression and the business side of the sport. But through history, they have competed alongside men, and at varying levels, very successfully.

Pat Moss, Desire Wilson and Michele Mouton – who is the commission's president – are all examples that women can succeed in motorsport and it's marvellous to watch. All three achieved huge feats and have proven an inspiration to the generations that follow, drivers, engineers and more.

The point is, women need to compete with men. If you want to progress in motorsport, you need to compete against the best, man or woman, in order to improve.

So, sectioning women off into a separate championship sends the wrong signal. It means men in the championships where women are successful – take the Mighty Minis and this year's winner Alice Hughes – are robbed of getting better through competing against her. And vice-versa, Jade Edwards – who speaks so poignantly and passionately about this situation – wouldn't be able to mark herself against the best in the Renault UK Clio Cup.

The fact that most of motorsport's female leading lights have spoken out against Jorda's appointment to the commission shows its unpopularity.

While this decision has now been made, it doesn't appear there's a lot that can be done about it. What can be done is to lobby the FIA and Jorda, that separating men and women in motorsport goes against everything racing should be about, and would undo decades of what women have fought and competed for.

To Jorda, congratulations on your appointment. But it's time for you and the FIA to observe the views of women drivers everywhere and make the right call. Keep men and women together. Racing is about winning and enjoyment, not about gender.



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



- FiA FT3 Certified Fuel Cells & Accessories
- Short Lead Times for Stock or Custom Parts
- Fitting Service Available
- Superior Seamless Construction Technology
- Special Large Capacity Fuel Cells for Endurance Events



**Classic World Racing**

[www.classicworldracing.co.uk](http://www.classicworldracing.co.uk)

Tel: +44(0)1527 521050

CompetitionEngineServices.co.uk

Quality Engineering. Quality Engines



- Full Engine Builds / Rebuilds & Dyno Testing
- All Marques: Pre and Post War, Road & Competition
- Competition Car Preparation & Track Support



Call or drop in  
to talk Engines!

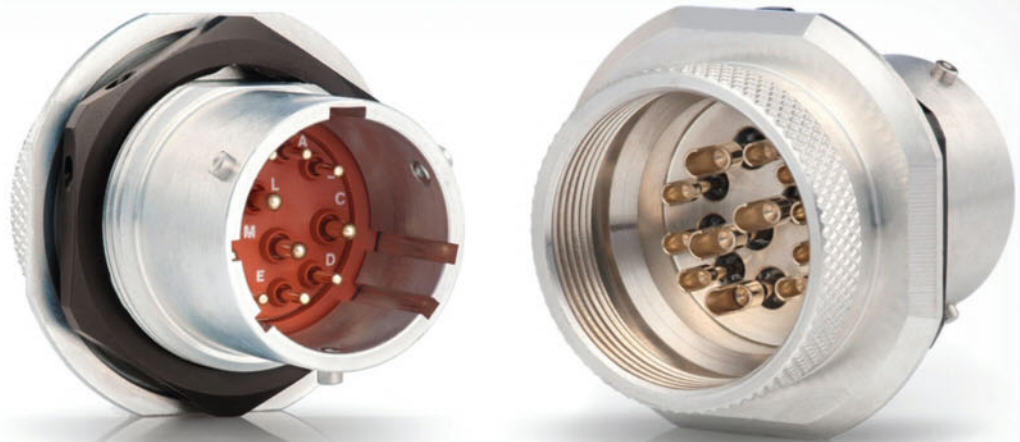
Burton-On-Trent, Staffordshire



Tel - 01283 566 783 E - [info@competitionengineservices.co.uk](mailto:info@competitionengineservices.co.uk)



## FUELING INNOVATION



Designed to provide weight optimization to today's racing teams, new advanced sealing methods allow DEUTSCH autosport hermetic fuel tank connectors from TE Connectivity (TE) to replace traditional stainless steel connectors with aerospace grade aluminum. This breakthrough achieves a 60% weight savings without compromising the safety of inputs into the fuel cell in complex racing fuel systems.

Learn about our connectivity solutions for autosport applications at [te.com/autosport](http://te.com/autosport)

©2017 TE Connectivity Ltd. All Rights Reserved.  
DEUTSCH, EVERY CONNECTION COUNTS, TE, TE Connectivity and TE connectivity (logo) are trademarks of the TE Connectivity Ltd. family of companies.

EVERY CONNECTION COUNTS





# RACING NEWS

Photos: Jakob Ebrey

## MINI CHALLENGE RACER BARR TO TCR GERMANY

Series runner-up  
plots European  
assault



Barr will race for Target

By Robert Ladbrook

**Mini Challenge star Reece Barr will graduate into the German ADAC TCR Championship next season for just his second full year of car racing.**

The 17-year-old has agreed a deal to join back-to-back TCR Germany champion Target Competition. Barr tested the Honda Civic usually driven by TCR Germany champion Josh Files for a two-day test with the team at Adria Circuit in Italy recently.

Barr finished as runner-up in the Mini Challenge JCW Championship in his

maiden season of car racing this year, and won the series' rookie title. He was formerly Irish karting champion.

"It feels great to get this deal done early, and of the options we had, this feels like the right move for me," said Barr.

"The Civic TCR was a great car. It was quite easy to drive and more comparable to a British Touring Car than the Mini, but I adapted to it quickly.

"Going to race in Europe for year two is a big step, and I've got to be realistic in my expectations as it will be a lot different. The car is new to me, so are the circuits, so it will be a very tight

campaign I think. But this year I just wanted a top five in the JCWs and we ended up second. So I have to keep a similar target for next year."

Barr said he was eyeing a move into the forthcoming TCR UK Series, but opted for the German variant, which is already a proven series.

"The UK series looks exciting, but we wanted to go right in at an established level, so the German series was the better option," he added. "With the World Touring Car Championship now also running for TCR cars [under the WTCC moniker] it gives a real career ladder."



Barr (c) was rookie this year

### Dempsey wins Sexton Trophy and prize money

Jordan Dempsey has won Motorsport Ireland's Young Racing Driver of the Year award and Sexton Trophy – plus a prize of around £44,000 – having finished runner-up for three years.

The 17-year-old beat fellow Formula Ford 1600 frontrunner, James Roe Jr, and the 2017 Porsche Carrera Cup GB champion, Charlie Eastwood.

"It was one of the biggest shocks I have ever had in my life," he said. "I looked at my dad and up at the screen and thought they'd said someone else's name.

"It's a privilege, I have been a bridesmaid three years in a row so winning it made it even more special. There was nearly tears, I was overwhelmed by it."

Dempsey has not rested on his laurels since he won the award, and has tested a US Formula 4 car with Primus Racing



Dempsey (c) is testing in the USA

at Roebling Road Raceway earlier this week.

"I think the team are keen to get drivers, they are evaluating drivers so to speak," he said.

"Hopefully I can impress them enough that they will offer me a drive out there next year."

Dempsey also confirmed he could return to the British Racing and Sports Car Club's National Formula Ford Championship next year, or participate in the F3 Cup as other options for 2018.



GRDC is popular for novice racers

### Ginetta to offer arrive-and-drive package for GRDC

Ginetta has unveiled a new arrive-and-drive package for racers wanting to take part in its Ginetta Racing Drivers' Club (GRDC) series next year.

The scheme allows drivers to race without having to buy a Ginetta G40 Club outright and means they can compete for a fixed cost.

It will allow them to benefit from preparation for the ARDS test and includes pre-season track days and factory support on race days.

The arrive-and-drive package costs £18,490 plus VAT and is paid in instalments throughout the year.

No teams are allowed in the series but drivers can still buy their own car and run it themselves with support from Ginetta.

A number of other changes had already been announced for the entry-level GRDC series for 2018, including switching to a one-day race format – still as part of the British GT support bill – to help reduce costs.

### IN BRIEF

**F1000 top two back**  
The top two finishers in this year's F1000 Championship are the first two drivers confirmed to be returning to the series again in 2018. Champion Michael Watton and two-time runner-up Paul Butcher will both remain in the category next year. "It's looking like 2018 is going to be one of our most competitive years, not only at the sharp end of the grid, but also for the middle places in the table as well," said championship manager Frazer Corbyn.

### Porsches to TCR

The British Racing and Sports Car Club's Porsche Championship is the latest category to be confirmed as appearing on the support bill for the inaugural season of TCR UK. The Porsche series – for the Boxster and 924 models – will feature on the support package at the Knockhill (May 12/13) and Castle Combe (July 14/15) TCR rounds.

### European Fox

Fox Motorsport will enter the 24H GT Series European Championship next year with a new Audi R8 LMS GT4 car. The team, which currently competes in a number of endurance and Ginetta categories, will field team regular Jamie Stanley, 2006 Australian Formula 3 champion Ben Clucas and Lotus Cup winner Glenn Sherwood in the Silverstone 12 Hours, Portimao 24 Hours and Spa 12 Hours.

### Gore makes F3 move

American Dev Gore will race with Double R next season in the BRDC British F3 Championship. The 20-year-old competed in the USF2000 Championship this year, finishing 13th in the standings. He said: "I really am so happy to have joined Double R for my first season of racing outside the US. Racing in Europe next year will really help me get a lot of seat time, testing and opportunities for development and that's the reason we've decided to race in British F3."

### No British GT return for champion Morris

New British GT champion Seb Morris will not return to defend his title alongside Rick Parfitt Jr after confirming his split from the team.

Morris and Parfitt landed this year's British GT3 title sharing a Bentley Continental GT3, which was run by Team Parker Racing.

Morris, 22, has now confirmed that a return to British GT isn't his aim, and he will instead chase race opportunities in Europe.

"After a lot of thought, and following two incredible seasons together in British GT, Rick and I have decided to go our separate ways for 2018," said Morris.

"Having won the British GT3 title this year there isn't much more we can achieve together in the championship, coupled with the fact I now want to progress and challenge myself against the best in Europe."



we speak  
your language

www.reis.co.uk | talk2us@reis.co.uk | 0115 965 1020

# SAVE 60%

## WHEN YOU BUY A GIFT TO MOTORSPORT NEWS FOR THE MOTORSPORT FAN IN YOUR LIFE



## BENEFITS OF SUBSCRIBING

- JUST £60 FOR 26 ISSUES
- SAVE UP TO 60% ON THE COVER PRICE WHEN YOU SUBSCRIBE TO OUR PRINT AND DIGITAL BUNDLE
- NEVER MISS AN ISSUE
- FREE DELIVERY DIRECT TO YOUR DOOR

## HERE'S HOW...

SUBSCRIBE ONLINE AT  
[WWW.AUTOSPORTMEDIA.COM/OFFER/MSNXMAS](http://WWW.AUTOSPORTMEDIA.COM/OFFER/MSNXMAS)

OR CALL 0344 848 8834

QUOTING CODE **P1712XMAS** OVERSEAS OFFERS ARE  
AVAILABLE ON +44 (0)1604 251 457

# HISTORICS

*'Andrew Stokes is the Stage Master'*  
Rally title victory, below



Photos: Paul Lawrence

## DOWN THE PUB WITH

**PETER GUNSON**

Age: 43 Lives: Reedness, East Yorkshire  
R.A.C. Rally competitor

### He was a young fan

"The first RAC Rally I ever went to was when I was seven years old. That was back in 1981 and I used to go up and down the line of cars getting autographs off everybody and the best ones I've got are people like Hannu Mikkola, Fabrizio Pons and Michele Mouton. We used to go in my uncle Malc's rally car, Malc Graham, and I just used to sit in the rally car and dream."

### He had a passion to do the Roger Albert

"Then a bit later on we used to chase the event around the country. This year's Roger Albert Clark Rally just reminded me of those days and I just wanted to do the event. It's hard to explain what all of this means to me. When I close my eyes at night, all I can see is a road ahead. I'm sure when people go to bed at night they think about other things, but I think about special stages."

### The night stages were awesome

"Just to drive down the road in the dark after stages like Twiggles and Castle O'Eer and see all those spotlights and rally cars was a really moving experience. It was a rally that gave us some incredible memories."

### It's a proper challenge

"If it had been a sprint event I'd have not wanted to do it. I wanted the challenge and the endurance. I said to Johnny Haynes, my co-driver, this is just an absolute challenge and we did 1000 miles in that rally car. We never had a cross word and it makes it so special to do the event with one of my best mates."

### He has a good team of mates

"My whole life is based around being in the garage in all my spare time. I don't know what I'm doing most of the time: in fact I've got no idea. All the lads that help me know what to do and make it all happen."

### They made the finish

"We stayed at the finish to have a couple of pints and cheer the award winners. But we had no idea we'd won anything so when we were told we'd got second in our class in the Open Rally we were over the moon. We got our Vauxhall Astra around for seventh in the Open section this year and completed every stage."



Gunson enjoyed the R.A.C.



The Nomad has been fully restored

## NOMAD BRM SET FOR TRACK RETURN IN 2018

*Le Mans Classic is the target for Neil Fowler-tended car*

By Paul Lawrence

The unique Nomad BRM Mk3 sports-racer from 1970 has recently been totally restored and is due to make its racing return at the Le Mans Classic next July.

First designed by Bob Curl in 1970, the third and final Nomad ran with a two-litre BRM engine and was raced by husband and wife Mark and Gabriel Konig,

who funded the project, and experienced all-rounder Tony Lanfranchi.

More recently it was used in historic racing by Terry Davison with a 3.2-litre Porsche engine but has now been completely rebuilt for the current owner by Neil Fowler Motorsport in Bourne, Lincolnshire.

Fittingly, the car has been rebuilt with a period correct two-litre BRM engine originally

from the same town. The Mk2 design went to Le Mans in 1969, but the Mk3 was conceived for the European 2-Litre Sports Car Championship. However, at the end of 1970, Konig reined in the spending and the project folded. Curl went on to build the Chevron-based Gropa sports-racing cars with Andrew Mylius.

Although best known for its work in Historic Formula Ford, Fowler's team is taking on a

range of rebuild and restoration projects across historic racing.

The Nomad has been in restoration for over a year and needed a considerable amount of chassis work as well as bodywork restoration and the fitting of the BRM engine. The ground-up restoration has been substantially the work of race engineer and restorer Simon Ayliff and it should soon be ready for shakedown testing.

## Seven rounds at six events for Historic Asphalt contest

The calendar for next year's RACRMC Historic Asphalt Rally Championship has been announced and will again comprise seven rounds at six events.

The championship is for two-wheel-drive historic cars from up to the end of 1990, and

is organised by the Roger Albert Clark Rally Motor Club alongside the MSA British Historic Rally Championship.

Championship manager Colin Heppenstall said: "We were very pleased with support in 2017 with up to 25 crews taking part in cars from across all ages of

historics. We're planning to build on that next year and are delighted to maintain stability in the calendar."

Asphalt dates are out



### CALENDAR

RACRMC Historic Asphalt Rally Championship

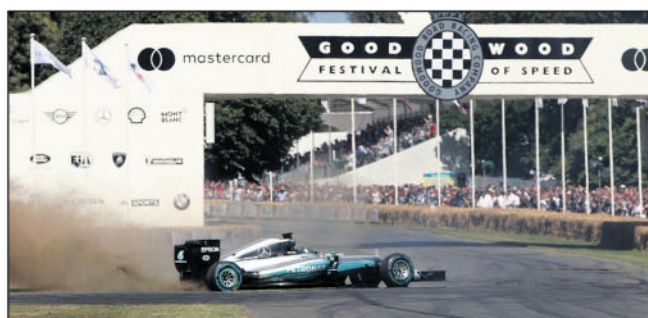
DATE	EVENT
March 3/4	Bovington Stages, Dorset
April 22	Rallye Salamandre, Belgium
June 3	Mini Epynt Stages
July 29	Harry Flatters Rally, Epynt
Sept 13-15	Rally Isle of Man
Oct 12/13	Jersey Rally

## Lloyd and Scott select their events

Owain Lloyd and co-driver Peter Scott have selected Rally North Wales and the Red Kite Stages as their two UK gravel events for next season in Lloyd's Ford Escort Mk2.

They also plan to tackle Rally Isle of Man in the Pinto-powered car. Lloyd now lives in Switzerland and works in global finance, splitting his time between New York, Hong Kong, Tokyo and London. The Escort has been in Switzerland for the last 18 months so he could spend some time driving it.

"I'm going over to the Lugano in early March to collect the car and bring it back for Geoff Jones Motorsport to reprepare it for the season," said co-driver Scott.



Goodwood's special moments will be remembered next year

## Goodwood features Silver Jubilee highlights

The Silver Jubilee will be the central theme of the 2018 Goodwood Festival of Speed, which takes place from July 12-15.

Next year's event will celebrate the 25th anniversary of the first Festival in June 1993. To mark the Silver Jubilee, the Duke of Richmond (formerly Lord March) will choose his 25 favourite moments from the first 25 events.

These moments will be personal highlights which have been landmarks in the Festival's history. These moments, and the cars and drivers which created them, will be at the core of the 2018 event.

This year will also mark the 20th anniversary of the Goodwood Revival, which will take place on September 7-9.

## F5000 cars make a date for Phillip Island

Next March's Phillip Island Classic in Australia will celebrate 50 years of Formula 5000 with a field of more than 30 cars from Australia and New Zealand gathered together to race.

The category was created in North America for 1968 and was soon adopted in Europe and Australasia. The Phillip Island event, which will be held on March 9-11, will feature five legends of Formula 5000 racing in Australia and New Zealand as event patrons.

Former Australian Drivers' champion Alfie Costanzo, Kevin Bartlett and John McCormack will be there along with Alan Hamilton, four times winner of the Gold Star Championship.

The fifth patron is Ken Smith from New Zealand, the still active three-time New Zealand Grand Prix winner who has raced over 59 consecutive seasons.

## IN BRIEF

### Tour Auto is go

The 27th edition of Tour Auto will run from April 23 to 28. The classic race and rally tour will take in four races and 10 special stages on closed public roads on a route that starts in Paris and finishes in Nice. The races will be held at Dijon, Bresse, Ledenon and Paul Ricard. The entry will feature more than 230 classic cars in competition and regularity classes and includes a celebration of Italian cars.

### Junior showtime

The dates for the final sector of the Formula Junior Diamond Jubilee World Tour have been announced. The three-event sector, for the Peter Arundell Trophy, will start at the Donington Historic Festival (May 4-6) and take in the Zolder Historic Festival (May 26/27) before concluding at the Silverstone Classic (July 20-22).

### R.A.C. at ASI

The Roger Albert Clark Rally Motor Club will be on stand 6105 in Hall 6 at Autosport International in January to unveil its future programme. Details of the 2018 MSA British Historic and RACRMC Historic Asphalt Rally Championships will be available along with early information on the Carlisle Stages (June 9) and the 2019 Roger Albert Clark Rally.

### Irish battlers

Owen Murphy and Anthony Nestor have taken the early lead in the 2018 Irish Tarmac Historic Championship. The opening round of next year's championship was run on the recent Killarney Historic Stages Rally and fourth place in their freshly-prepared Sunbeam Lotus was enough to give Murphy and Nestor maximum points.

### European F3 Cup

A new one-event FIA Historic Formula 3 European Cup event will be held next September during the Zandvoort Historic Grand Prix. Building on the success of a race held at the 2017 edition, period two-litre F3 cars from all over Europe will contest the event. The entry will be split into two classes, one for cars from 1971 to 1978 and one for cars like the Ralt RT3 up to 1984.

### Stokes is a master

Andrew Stokes has added victory in the HRCR Stage Masters Championship to his Welsh Historic title in the Ford Escort Mk1 previously rallied by his late brother David. Stokes had done enough to seal the title before the end of season trip to Killarney and won clearly from Peugeot 205GTi driver Freddy Camp.

### Combe classic

The date for the seventh Autumn Classic meeting at Castle Combe has been announced as Saturday October 6. The one-day event celebrates the history of the Wiltshire track, which first hosted racing in July 1950.



Classics will be at Combe

# RALLY NEWS

Photos: mcklein-imagedatabase.com

# OSTBERG: I WILL FIGHT FOR MY TOP-FLIGHT FUTURE

Former factory man mulling over options for 2018 return



Ostberg found 2017 programme costly

By David Evans

**Mads Ostberg has told Motorsport News he is ready to step back to WRC2 to get his World Rally Championship aspirations back on track through 2018.**

The former Citroen and M-Sport factory driver returned to privateer status this year, with his Onebet World Rally Team running a single 2017-spec Ford Fiesta WRC. Ostberg admits, however, that he underestimated the financial commitment to competing in a latest generation car at the highest level. His Fiesta – the car that led in Spain last October – is now for sale at £510,000.

“I am looking at all of the options

for next season,” said Ostberg. “The one thing I know for sure is that I won’t be doing Monte Carlo next month. I will start my season in Sweden, but what I will be driving, I don’t know – everything is open. It wouldn’t have to be a 2017 or a 2018 car, just a car where I could be competitive and near the front.”

Asked if he would consider WRC2 and an R5 car, Ostberg said he would – but he said he would need to dominate the series if he entered it. “I would expect to win [WRC2] rallies,” he said, “or be near the front and really competitive. If I go back to this category and take this step back then I have to be there, if I’m not [winning] then that’s really proof that I need to go and do something else, and

I really don’t want to do that.”

Andreas Mikkelsen and Elfyn Evans both stepped back into WRC2 to get their careers back on track, but Ostberg admits they have the advantage of a background in world rallying’s second division.

“There would be a lot for me to lose if I went to WRC2,” Ostberg continued. “And it would be tough, there are going to be good drivers there. When you look at Andreas, he competed in S2000 and in WRC2, he knew about this class and I really don’t know so much. It’s different, you are in a different place [in the running order] and you can have a different rally.”

“I’m going to fight, I’m not going to give up on what I have. I’m only 30 and I have a lot of years in this sport. I still have plenty of potential and I can feel that inside me – that’s why I am pushing so hard to get things fixed for 2018. I have more motivation now than I ever had and I feel I’m driving better than ever. I want to get back to a factory drive.”

Talking about the commitment for running a 2017 car privately, Ostberg said: “It was tough. The costs were enormous, but we really

tried hard and we were the only ones who were doing this with the 2017 car. We had a good team and when everything was working it was good, we really had the technical side of the car going really well. For next year, like I say, everything is possible. I am talking to so many people right now. It could be two rallies or it could be 12 rallies.”

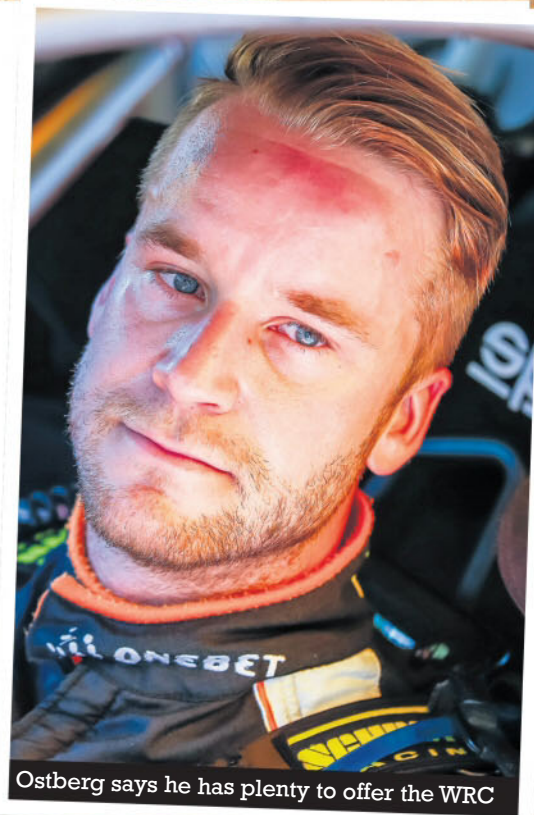
One piece of good news is the decision from last week’s World Motor Sport Council meeting allowing privateers to enter their own 2017 World Rally Cars. Ostberg’s Fiesta had to be entered by M-Sport through this year, but next season, if he returns in the same way, it can be entered by Onebet WRT.

Ostberg’s father, Morten, said: “The WRC has listened to our requests and responded accordingly, which we are delighted about.”

The FIA added that the entry of such cars on WRC remained subject to its approval of the driver and testing restrictions would remain – meaning private testing of a 2017 car outside of Europe is not allowed.



Elfyn Evans rekindled his career with a spell in WRC2 in 2016



Ostberg says he has plenty to offer the WRC

**BREEN'S BIG AMBITION TO STEP FORWARD IN THE WRC**

**PAGE 20**



The Strength of Experience

**speedline**



Tel: +44 (0) 1952 582 825

Fax: +44 (0) 1952 582 821

Corse

e-mail: [info@speedlinecorse.co.uk](mailto:info@speedlinecorse.co.uk) | website: [www.speedlinecorse.co.uk](http://www.speedlinecorse.co.uk)

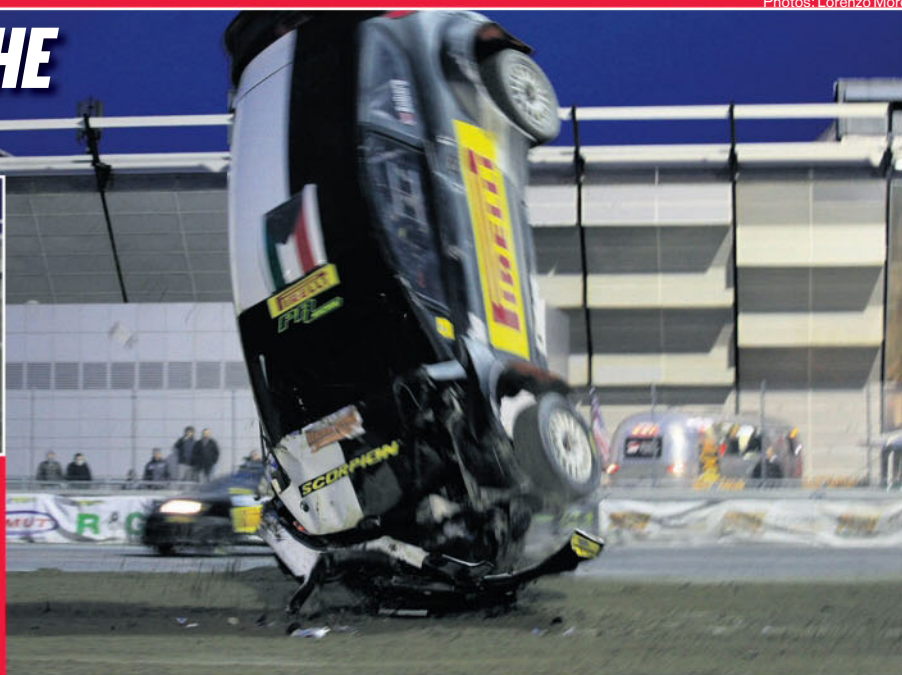
*'An emotional title  
for Kristoffersson'*  
World Rallycross review, p26



## A CHIP OFF THE OLD BLOCK



Oliver Solberg's spectacular World Rally Car debut ended with this roll, when he was racing Kalle Rovanpera for victory at the final of Memorial Bettega in Italy on Sunday. Solberg will reveal his future plans in next week's Motorsport News.



Photos: Lorenzo Moro

## Ogier says fifth title was the most pleasing

Sebastien Ogier says there is more recognition for this year's World Rally Championship than the four he won with Volkswagen Motorsport.

The Frenchman rates each of his titles as highly, but says winning against the might of three manufacturer teams added something to his 2017 award.

"It's very satisfying to be able to win. You never achieve these things alone, you need a big team around you," said Ogier. "People think it's easy to win with the best team. It's not easy even if you have the best car and the best team, you still have to do your job. It's even harder if you start with the smallest team and the smallest budget – that makes the challenge even bigger, so I guess we got more recognition winning this way."

M-Sport team principal Malcolm Wilson said he felt next year's WRC title race would be even closer and that's something Ogier relishes. He added: "At the moment we have four



Ogier is thrilled with his fifth crown

manufacturers or three-and-a-half – soon I hope we can announce Ford as the fourth, but I don't have the power to do that! [The competition] is nice, the fans love to see every team winning. It's what I always say, the best sports are the sports that you can't predict in advance. Before each rally it's impossible to say who's going to win."

Despite the sport's increased competitiveness, next year will be the 14th season in succession that a Frenchman has defended the WRC title. "I think it's an amazing time for France," Ogier added. "Sometimes I have the feeling French people don't realise this and it becomes normal that the French is winning, but this is definitely an exceptional period."

## Champ looks to tackle Le Mans

Having flirted with retirement this season, Sebastien Ogier has talked more of his plans for when he does finally depart the World Rally Championship.

One thing is certain, he won't stop competing. Ogier said: "I'm sure I'll be finding some other option, because staying home when you're 33... it's a bit too early, I think."

"I get bored very quickly. I'm sure there will be other kind of racing for me. Right now I'm focusing on WRC because it's already an intense championship, and I want to spend

some time as well at home and take some care of my family too.

"But in the future, when I stop WRC, I'll try something else for sure. I want to do Le Mans one day, that's clearly something I want to do. There might be also other things."

Ogier already has race experience, having competed in two Porsche Supercup races as well as GT outings in an Audi R8 LMS and Ferrari F430 Scuderia.

He also tested a Red Bull Racing RB7 at the Red Bull Ring in Austria in the summer.



Rovanpera: Monte target

## Rovanpera looks to begin his 2018 campaign in Monte Carlo

Kalle Rovanpera could start his season at January's Monte Carlo if discussions with the event organisers bear fruit.

The 17-year-old Finn is still in discussions with Skoda and M-Sport for his programme of rallies next season, with Rally Mexico expected to be the first place he would be legally allowed to compete. Kalle's father Harri told MN they are working to a new plan now.

He said: "You never know what might be possible. We are double-checking with the people, but for sure Sweden is not possible."

The minimum age to drive a car in France is 15, or 18 with a full licence. The liaison section out of Monaco would have to be completed by Rovanpera's co-driver, however, as that is fixed at 18. "It would be good to do Monte Carlo," said Rovanpera Jr. "This is one of the rallies in the

year where experience counts for so much."

Rovanpera will tackle five or six WRC rounds, but the chances of some British Rally Championship action have faded. "There are some clashes," he said. "But if there's some chance of some Tarmac rallies, it could be good."

Rovanpera will know whether he will be a factory Skoda driver or remain with M-Sport before the end of this month.

## Scot Reid takes up a new role with the FIA

Former World Rally champion co-driver Robert Reid's return to the governing body of world motorsport has been confirmed after he accepted the presidency of the Closed Road Commission.

Last week's general assembly of the FIA confirmed Reid as a third commission president alongside Briton Peter Wright (Safety Commission) and Alan Gow (Touring Car Commission).

Reid, who won the WRC title alongside Richard Burns in 2001, departed the WRC Commission in 2015 for business reasons. His new

role involves all aspects of safety for crews, cars, officials, spectators and the course. "This job dovetails with the work I've been doing on the Scottish Government's Motorsport Event Safety Review," said Reid. "I stepped away a couple of years ago because of business commitments, but when [FIA president] Jean [Todt] asked me to become involved again, I was happy to help."

Graham Stoker remains sport deputy president, and Nathalie McGloin heads up the disability and accessibility commission.



Photo: Colin Clark

Volkswagen Motorsport was back in the UK for the first time since departing Llandudno as world champion in 2016. The Hannover squad was testing its Polo GTI R5, with Pontus Tidemand driving in Dyfi and Raimund Baumschlager taking over in Sweet Lamb.

## GROUP RALLYING EDITOR

# DAVID EVANS

**"Ott Tanak better had be a fast learner in 2018"**



**O**tt Tanak has lost his voice. It's a temporary thing. He'll get it back early next month, around the time when he pulls a Toyota coat on for the first time. For now, we'll just have to satisfy ourselves with watching him driving a Yaris WRC.

There's always something exciting at this end of the season, when drivers are starting a new chapter and driving a different car for the first time. Seeing them in different coloured overalls – usually plain white in what's increasingly seen as the transit month of December – and behind a different steering wheel. Twelve months ago, we were getting used to the incongruous sight of Sebastien Ogier in an M-Sport jacket driving a Ford Fiesta WRC. Then there was Latvala in his Toyota kit.

And now it's Tanak's turn.

I've watched the same videos you have from the French Alps and it's hard to try to gain any kind of understanding of the Estonian's speed in the Yaris WRC. The conditions for the two days were typically Monte: full snow, sheet ice, black ice, and, of course, wet and dry Tar. How on earth a driver ever tries to take confidence from a new car with such varying grip levels is beyond me. As always at this time of the year, there's the need for a different suspension set-up on an almost corner-by-corner basis.

It's rare – unless you're Robert Kubica in that Monte test video from a few years ago – that you see spell-binding speed from a driver. But what we saw from Tanak was the sort of surefooted early kilometres which will give him heart and some feel for the car. But he'd better be a fast learner. His team-mates Latvala and Esapekka Lappi will know well that they'll need to make the most of their familiarity with the Yaris if they're going to get an edge on the ex-M-Sport man in the early rounds.

The one driver we got used to wearing all sorts of colours was Andreas Mikkelsen. Within a few months, he'd gone from Volkswagen to Skoda, Citroen and Hyundai. But it looks like blue and orange will be the Norwegian's colours for a while now. But what about his team-mates Hayden Paddon and Dani Sordo?

We know they're going to be sharing the third i20 Coupe WRC and the Spaniard has now talked about which events he's going to be doing next year. Sordo will be in Monte Carlo, Mexico, Corsica, Portugal, Germany and Catalunya. Which leaves Sweden, Sardinia, Finland, Turkey, GB and Australia for Paddon. Given that Germany's Saarbrücken base is just a dash down the road from Hyundai's Frankfurt factory, it's almost certain that a fourth car could run there and you'd have to say Portugal would be another popular one to run the full quartet of i20s.

What's surprising, however, is the decision to take Sordo to Argentina, the place where Paddon scored his breakthrough WRC win in 2016. Yes, Sordo's been on the Villa Carlos Paz podium twice before and a Spanish-speaker endears himself to the massive South American crowds, but there's nothing like taking a former winner back to an event like Argentina.

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

# RALLY NEWS NEWS ANALYSIS

# WHY GOING THE DISTANCE IS WORTH THE EFFORT

**David Evans** says longer stages are vital for WRC excitement



Photos: mcklein-imagedatabase.com

**I** can't think of a week when 10 kilometres or six miles have been talked about more in the world of rallying. What did you think? Is endurance dead? Are short stages the only way to social media nirvana? Is the service park the only show in town? Let's see...

Certainly FIA rally director Jarmo Mahonen's thoughts on a potential future structure for the World Rally Championship didn't do much to endear him to you, did they?

I have to say, I agree with him. We do need to develop social media exposure for the WRC and we do absolutely need to attract a younger audience – the one that WRC Promoter Oliver Ciesla rather worryingly informs us has an attention span of between eight and 14 minutes.

Mahonen's private thoughts on the subject: "If you would really like a format for the social media, we should say that not any stage can be longer than 10 kilometres because then you have the news."

Yes, we want – need – a social media following, but at what price?

Six-mile stages would undoubtedly generate more news, by dint of there being more interview opportunities at the end of those stages, and more Twitter chatter. Only a fool would deny or overlook the importance of social media, it's the modern world's chosen method of media consumption.

But isn't there a case of double-standards here? While lauding the use of Facebook and the like for the sport's future, Mahonen didn't give it quite so much weight when it came to Rally Australia. The Coff's Harbour-based event is the WRC's social media standard-bearer with more than 340,000 followers across its social channels; it leads the way among WRC rounds on Twitter, Instagram and Facebook. And, while Mahonen was gracious enough to label the Australians' efforts as "marvellous" in that direction, the lack of live fans was a bigger consideration and concern for him.

So, which is it? Do we want live fans or virtual? We want both.

But what we want most of all is a strong sport with strong foundations. And, if we dig down to those foundations, we won't find many six-mile stages. But what we will find is endurance. It's not everything. But it's absolutely something.

Both Mahonen and Toyota team principal Tommi Makinen talk about the current generation World Rally Cars not being built for endurance. Why not?

Mahonen was absolutely right when he questioned Rally Mexico's use of a 50-mile stage in 2016. But even more right was the driver who pointed out the idea was right, it's just the timing wasn't. I couldn't agree more. Put that stage first thing on Friday and watch the world go bananas.

What we need is better live access into the stages themselves – not easy in locations as remote as Guanajuato – but once we have that, then the action and the sport itself will drive social media. A tweet is about the most immediate broadcast available, which makes it the perfect medium for communication of split times. So a 50-mile stage with 10 splits at five miles each would generate huge news, providing there's something other than widening gaps between the drivers happening. Slot it in at the start of the event and we'll have a social media meltdown on our hands.

I remember sitting with Michele Mouton at Rally Mexico in 2012. It was Sunday morning and the conversation was about one thing. The upcoming 54-kilometre (33-mile) Guanajuatito stage. This was going to be the longest stage for years in the WRC. We were all on the edge of our seats, Mouton included. What would the rate of attrition be like?



Monster 50-mile Guanajuato stage on 2016 Rally Mexico was criticised, but our man argues that the concept was correct, but the timing was wrong



Rally Australia has strongest social media base, but its physical attendance wasn't the best



Mahonen's comments angered many fans

Who would manage their tyres? What would happen?

It was all anybody talked about on Sunday morning. It was all anybody had talked about since they arrived in Leon. There's a direct correlation between the length of stage and the predictability of the outcome. If you set Sebastien Ogier down a series of six-mile stages, he's likely to be at or near the top almost every time. Send him into a 50-miler and who can say? Any driver's more prone to mistakes the longer they concentrate and the stresses of a mechanical sport are far more likely to be exposed when a car's in 'stage' mode for the thick end of an hour, rather than just five minutes.

And what does every fan love? Unpredictability. Mahonen talks about there being a revolution in rallying. "We can't," he says, "go back to the old good

times. I try to say rallying how we used to know it in the past, it doesn't exist anymore, it's racing on gravel."

I can see his point. But his talk about the need of a degree of standardisation... that scares me.

Standardisation is absolutely necessary in areas like the results service and the tracking of the cars – David Richards was absolutely right about that in the late Nineties – but the standardisation and centralisation of routes is absolutely not necessary. David Richards was absolutely wrong about that in the late Nineties.

If endurance in sport doesn't work anymore, why do so many millions still tune in to watch a seemingly endless bike race through France? Or a car race that takes a full day? Or a rally through the dunes that takes 15 days?

Endurance is, for me, still an absolutely vital part of what we do. Of course these cars can make it through an endurance event, they just can't do it at the speed the drivers would like them to. But isn't a measured approach, managing the car and getting it to the finish a vital part of our sport as well?

One of the primary appeals of rallying is the simple fact that it's not bound by the confines of a circuit. It's bound by nothing but our imagination (and a degree of commercial realism).

It saddened me to hear Mahonen castigating Rally GB for its long days and lack of time in service. And I genuinely beg to differ when Jarmo talks about service being the place for the show.

For me, the show is, and always will be, out there in the stages.

'Hill wins on R5 debut,  
Wheeler takes C2 title'  
Rockingham Stages report, p18



Photo: Matt Kew, M &amp; H Photography, Jakob Ebrey

# STAGES RALLY CANCELLED AFTER FIRST DAY



Marks cancelled  
because of snow

Rockingham Stages organisers decided to abandon the event's second day, with the separate Sunday Stages also cancelled after snow hit the Corby circuit.

The 0900hrs scheduled start was initially delayed by an hour before clerk of the course Simon Marks made the announcement, which was received with applause from competitors.

Will Hill and co-driver Richard Crozier, making their Ford Fiesta R5 competition debut,

finished Saturday's running with a 40-second lead after six stages and were awarded victory (see rally reports, page 18).

Marks told *Motorsport News*: "We'd set the stages out with the forecast in mind so the chicanes could have easily been widened so we came here with hope. But with the snow getting heavier, the safety officer went round and felt it was not right to send the cars out.

"With up to six inches and

more snow forecast, the first priority for me is the safety of marshals. As the snow thickened we decided that we had no option but to cancel today's running."

Mazda MX-5 runner Dale Crowsley agreed with the call: "It's the right decision, I don't think it is safe out there. You can't see the circuit or where the apexes are."

Despite the majority siding with the decision, some

competitors did feel aggrieved by the shortened running.

Peugeot 306 Maxi driver Dave West said: "From the competitors' point of view, it was the wrong decision. Visibility wasn't brilliant but from the service area you can still see the other side of the circuit."

Stephen Beck, who ended the rally in third, agreed: "I was quite happy to go out there and have some fun. That's what it's all about."

## McGonigle targets Irish National attack

Irish Tarmac Rally Championship frontrunner Joe McGonigle will switch to the Irish National Rally Championship for 2018 in a Mini John Cooper Works World Rally Car.

McGonigle, who finished third in the ITRC this year in a Skoda Fabia R5, is making the switch due to taking on a new business.

"We're building a bar and restaurant and I won't have time to do the Tarmac Championship," said McGonigle. "It's not a dig

against the championship."

McGonigle has struggled to transition to the R5 from his previous Fabia S2000.

"I never really liked the feeling of the R5 car," he added. "I always preferred the feeling in the S2000."

"If you do the National Championship in an R5 car, you don't really have anyone to race and you shouldn't be able to race a WRC car in an R5. The only way to go is to drive a World Car so we'll do that in one of Derek McGeehan's Minis."



McGonigle will switch this Fabia R5 for a McGeehan Mini WRC

## Weys write-off 205 in first mile at Rockingham

Ross and Conor Wey wrote-off their Peugeot 205 GTI in less than a mile during the opening stage of the Rockingham Stages rally last weekend.

Heading into the narrow tunnel to pass under the circuit, they hit the concrete surround causing a lengthy delay after only nine cars had taken to the route.

The 1.9-litre car snapped into oversteer and the subsequent impact caused terminal damage to both the bodyshell and gearbox.

The passenger side bore the brunt of the damage, with the A-pillar and roof buckling upwards under the force and the footwell intruding back into the cabin. Co-driver Conor was fortunate to escape with only minor cuts and aches in his legs.

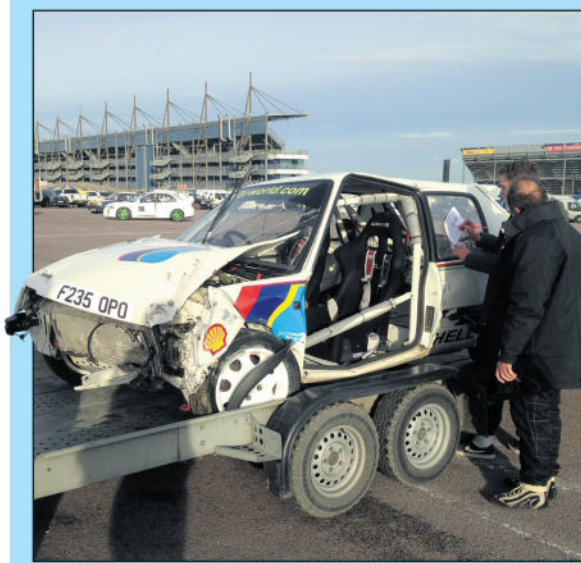
"Coming through the corner we let-

off a little bit," said Conor. "It was at a right angle and the back end slipped and there was nothing you could do. We hit the corner of the tunnel.

"It would have been nice to even do a full lap before crashing, let alone not wanting to crash at all. We think the engine should be alright, but the gearbox and front end are done - it'll need a new 'shell'."

During the morning's driver briefing, competitors were told not to weave to warm their tyres on the way to the stage due to the unrestricted access spectators had to service roads.

With cars setting off at 30-second intervals, three entrants also took the stage between the incident and stewards being able to halt proceedings. They all stopped before reaching the wrecked 205.



The Peugeot 205 will need a new 'shell and gearbox

## RALLYING IN IRELAND

# MAURICE MALONE

"Where does  
prize money get  
you in rallying?"



### The Billy Coleman Award: where from here?

As with every other year, the nominees for the Billy Coleman Award represented some of the best young rallying talent that this small island has to offer. Eight young drivers, all chosen based on their performances on various events or through championship victories, all thoroughly deserving of their shot at the 50,000 euro (£44,154.00) prize.

The candidates were quizzed at Motorsport Ireland HQ on everything from car set-up to fitness. The judging panel included individuals from different spheres of the sport including competition, organisation, PR and media, as well as a representative from Sport Ireland. From that the final three were chosen - Kevin Eves, Jonny Treanor, and Callum Devine.

You've probably already heard that Devine scooped the prize at a ceremony in Dublin last week, the icing on the cake for the Derry man after a hugely successful 2017.

Callum is heading for the JWRC next year, a huge opportunity.

To the casual observer, the Billy Coleman Award could therefore be seen to be doing its job of springboarding young talent to further success. A quick glance down through the list of winners reveals names like Keith Cronin (2007) and Craig Breen (2009), the former a multiple British champion, the latter a Citroen factory driver with a big future at the sport's top level.

However, dig a little deeper, and questions start to arise. What happened to recent winners Rob Duggan, Dean Raftery, and Daniel McKenna? All three had showed huge promise, before their stints in the WRC's junior ranks petered out. They didn't wake up one morning to find their talent had suddenly disappeared; Duggan's onboard from last weekend's Killarney Historic Rally is a graphic demonstration of that.

Scan back up to the figure at the end of the first paragraph: 50,000 euro. It's a lot of money to most people, especially so for a club competitor. Unfortunately, for someone with the aspiration, commitment and talent to reach the pinnacle of the sport, but no big budget to add to the prize fund, it's almost fruitless.

Motorsport is expensive, we all know that. In Ireland, it's become almost prohibitively so. The Award process highlighted a fundamental flaw with the Junior categories: some of the drivers are setting top-10 times overall, and while there's no doubting that they're phenomenally fast pilots, they're using 20-year-old Honda Civics that are so highly developed they may as well be Formula 2 cars at this stage. Yet, the rules allow this. What hope does a guy starting out have in a Group N version of the same basic vehicle?

What can be done? I've run out of space in this particular column, but there are options.

Tighter Junior regulations should have been enforced years ago, and maybe a look at what governing bodies on the continent do for their young talent wouldn't go amiss. The sport is in the throes of a major crisis in this country as it is. It needs to change, and fast.



RACING

**BALANCED BRAKING PERFORMANCE**

**All the way to the APEX**

**B**ITE

**D**ECELERATION

**M**ODULATION

**R**ELEASE

THE DRIVER'S  
PAD

**FERODO RACING BRAKE PADS**

developed and engineered to perform in all four phases of the braking event.

In addition to the bite and deceleration expected from a world class race pad, Ferodo pads offer the superior modulation and instantaneous release for maximum exit speeds.



**Circuit Supplies (UK) Ltd**, Unit 8, Eden Court,  
Eden Way, Leighton Buzzard, Beds LU7 4FY  
Tel: 01525 385 888 • Fax: 01525 385 898  
info@circuitssupplies.com  
www.circuitssupplies.com

[www.ferodoracing.com](http://www.ferodoracing.com)

SELECTED RANGE NOW AVAILABLE  
THERMALLY BEDDED



# RALLY NEWS

Photos: Jakob Ebrey, Pro-Rally Photography

## DEVINE TARGETS JWRC AFTER WINNING BILLY COLEMAN

Londonderry man secures £70,000 boost towards his 2018 efforts

By Jack Benyon

**Callum Devine is targeting outings in the Junior World Rally Championship next season after winning the Billy Coleman Award.**

The Opel Adam R2 driver was announced as the award winner last week, beating Jonny Treanor – second in the Irish National Rally Championship Junior class – and Irish Tarmac Modified champion Kevin Eves.

“It’s fantastic, it’s an award I’ve been looking at for a while seeing all the winners like Craig Breen, Keith Cronin and the two Moffetts – Sam and Josh,” said Devine, who was co-driven this year by Keith Moriarty.

“It’s great to be named on the award beside them all.”

After winning the Billy Coleman Award and the Prestone Motorsport News Junior British Rally Championship in 2017, the Londonderry driver has racked up just over £70,000 in prize money – £43,000 from the award and £30,000 for his JBRC title.

He’s now hoping to take on the restructured Junior World Rally Championship, which uses Ford Fiesta R2Ts and Pirelli tyres.

“Next year we had some options



Devine: Billy Coleman winner

to go R5 or maybe go down the route of the ERC in an R2,” said Devine. “But I’ve always wanted to try the WRC, and after winning the JBRC and along with the Billy Coleman Award it seems best to go and try it while the support is there.”

Devine drove a Fiesta R2T for the first three rounds of the JBRC, taking a best of second on the Pirelli International. After the JBRC he stepped up to drive a Fiesta R5 which, despite lacking the latest updates, he steered to 25th overall on Wales Rally GB.

“It would be nice to stay in R5 for sure, but I feel it would be nice to sample more WRC events and that’s probably more realistic to do that in an R2 at the moment,” Devine added.

“I would learn more as I have good knowledge already for the R2-spec cars.”



Devine won the Junior BRC and is targeting step-up



Waterman drove R2T in Poland

### BRC youngsters taste R2T in Poland

A number of drivers from the British Rally Championship headed to Poland last week to learn more about the Junior World Championship at M-Sport’s new factory.

Prestone Motorsport News Junior British Rally Championship winner Callum Devine, and Cadet Class drivers Nabila Tejpar and Alex Waterman were all part of the day.

Wales Rally GB winner Elfyn Evans was on hand to give tuition as drivers had the opportunity to sample the Ford Fiesta R2T.

“We got to drive the R2T with Elfyn, so it was good to drive that ahead of potentially moving to that next year,” said Waterman, who finished third in the Cadet Class in 2017.

“We’re looking at JBRC next year, stepping up into the Fiesta R2T.

“We’ll hopefully do a few select WRC rounds as well. The BRC calendar looks really good and we’ve got experience on every round now. We can start to learn the car and develop our skills.”

Waterman will test the R2T in Wales today (Wednesday).

### First Guernsey Stage Rally set for 2018

Guernsey’s first stage rally will take place in 2018 after being given official permission to run by the island state’s authorities last week.

The organiser, Guernsey Kart & Motor Club, confirmed that the Environment and Infrastructure Department had rubber-stamped a one-day, closed-roads event that is scheduled for Saturday, February 24 next year.

The rally is the result of several months’ work by a team led by GK&MC chairman Karl Marshall. “I started planning this event 18 months ago, gauging opinions from local Parish Deputies and Constables before personally contacting every resident on the proposed route,” he said.

“We wanted to make sure we properly addressed any concerns and questions, and the feedback has been very positive.”

A safety plan and proposed route were then submitted to the MSA, which approved them in October.

The rally will consist of eight night and eight daylight stages, offering competitors around 15.6 competitive miles on the island’s narrow and twisty roads.

Marshall says he is very happy with the interest already shown by competitors: “We posted a flyer on the noticeboard at the Jersey Rally in October, which produced a lot of enquiries from Jersey and mainland crews. We have also had interest from the Isle of Man.”



Registrations for BRC will be at the Autosport Show

### BRC targets new prize structure as regs are out

The regulations for the British Rally Championship have been released, while registrations will open at the Autosport International Show in January.

The championship has historically opened the registrations at the NEC event, January 11-14 in 2018, and has promised a new prize structure

for next season. “We’ll offer a full package of incentives in career development programmes and prizes for all of the classes, and the plan is to announce these at the Autosport Show,” said championship manager Iain Campbell.

There are no major changes in the regulations from 2017.

### North West Stages in 2019 closed-roads return

Organisers of the North West Stages Rally hope to use closed-road stages on the event in 2019, ahead of a switch to a full closed-road only format in the coming years.

The event organisers have elected not to run the rally in February 2018, as they look to organise a new event the year after next.

“We’d decided at the end of last year’s event that if we couldn’t get any more venues or any closed-road stages we probably wouldn’t want to run it in the same format as last year,” said rally director Dave Read. “Not that there’s anything wrong with it, but we felt it was becoming a bit stale.”

“We were hoping we might stand a chance of having some closed-road stages next year, and by that I mean not a full event of closed-road stages but one or two stages for February.”

“It very quickly became apparent that

there was no way we’d get the closed roads through in time or everything done in time to apply.”

Event bosses have always worked hard to mix up its format. Organisers are targeting new stages thanks to the legislation passed in April 2017, making the ability to get a closed-road permit easier. The Motor Sports Association now award them with the approval of the local authority.

“We think the event in 2019 will probably still be based in Blackpool and still use some of the stages and venues we’ve used in the past,” added Read. “We’re looking at the addition of a couple of closed-road stages onto the format that we had before.”

“It’s like dipping your toe into the water of closed roads, and then hopefully when we’ve done that the ultimate goal is to go full-closed roads further down the line.”



The North West Stages wanted to avoid becoming stale by missing '18

# RALLY REPORTS

## ROUND-UP

Gavin Edwards and Daniel Jones led at the halfway point in their Ford Escort Mk2, and only dropped four seconds over the remaining three sections to take victory on the **JJ Brown Memorial Rally** which, 30 years ago, was the final round of the *Motoring News* Road Rally Championship. For this year the Caernarvonshire and Anglesey Motor Club renewed sponsorship from the same local butchers, O G Owen & Son, as in 1987.

Steven John Williams/Huw Rhys Manion and Geraint Williams/Aron Jones rounded out the top three, both in Ford Escort Mk2s.

A total of 54 cars were whittled down to 31 on a sleety night. Semi-Experts Gwynfor Jones and Chris Evans took the class with an excellent seventh overall. Rhys Jones and Gwenan Haf Jones took the Novice awards.

**Dave V Thomas**

### Results

**Organiser:** Caernarvonshire Anglesey MC  
**When:** December 9/10 **Where:** Snowdonia and Eifionydd, north west Wales **Starters:** 54 **Route:** 90 miles.  
1 Gavin Edwards/Daniel Jones (Ford Escort) 1m 25s; 2 Steven John Williams/Huw Rhys Manion (Escort) +51s; 3 Geraint Williams/Aron Jones (Escort); 4 Elgan Price Williams/Ianto Fon Jones (Escort); 5 Carwyn Evans/Dylan John Williams (Escort); 6 Gareth Rhys Jones/Iwan Rhys Jones (Suzuki Baleno); 7 Gwynfor Jones/Chris Evans (Escort); 8 Stephen Kerr/Max Freeman (Escort); 9 Gruffydd Jones/Bryn Jones (Vauxhall Nova); 10 Sion Eifion Morris/Harriet Helen Froom (Renault Clio). **Class winners:** Edwards/Jones; Steffan Llewelyn/Gethin Povey (Vauxhall Corsa); Mark Williams/Robin Harvey Evans (Honda Civic Type-R)

# HILL AND CROZIER WIN ON R5 DEBUT



Photo: Kevin Money, M&H Photography

Hill stepped up from R2 perfectly

## Rockingham Stages Rally

By Matt Kew

**Organiser:** Thame Motorsport Club and Middlesex County Automobile Club **When:** December 9/10 **Where:** Rockingham Motor Speedway, Corby **Championships:** GwynneSpeed Rally Challenge, AEMC/ASEM/C, ACSMC, The BMW Cup, The Middlesex Challenge **Starters:** 59 **Stages:** 12.

### Will Hill's first competitive outing in a Ford Fiesta R5 was all about building confidence and finding the limit in the new car.

That he and experienced co-driver Richard Crozier took a clean sweep of stages to win a shortened Rockingham Stages rally (see news, page 15) by 40 seconds reflected both the R5's inherent pace and the rate at which Hill acclimatised to the step-up from an R2-spec Fiesta, which he has used since 2015.

"This is completely different to my old 1.6-litre Fiesta," Hill said. "I'm really enjoying it, but I've just got to learn to brake later and to use the extra power. It's getting used to the twitchy nature more than anything."

Continuing in similar fashion after finishing second on the Jersey Rally last time out, Darryl Morris and Steve Gully ended as runners-up. Pleasantly surprised by the grip in their Ford Escort Mk2, they ended all but stage four in second, also taking Class 3 honours.

Dave West took over from son Chris behind the wheel of their Peugeot 306 Maxi, fresh from the latter's Motorsport News Circuit Rally

**Mat Wheeler:** C2 series champion

Championship victory at Knockhill in Scotland.

He had set the fourth fastest time on the opening stage, before being handed a 30s penalty for clipping a chicane that dropped him and co-driver Keith Hounslow to 15th. On the reversed route for stage three he committed the same offence, ripping off the left-wing and was subsequently rewarded with a stage maximum.

"I'm just smashing the car to bits," he said. "The stewards

weren't very happy with me. I haven't driven the car for a year and I'm just driving like a d\*\*\*." As a result, Chris was planned to take over for Sunday.

Escort RS-runners Paul Hill/Alicia Miles were the only previous event winners to compete. The 2012 and '13 victors battled against a burst rear shock absorber, but ultimately only lost one spot to the mechanical troubles and finished fourth behind Stephen Beck/Paul Brown.

With the grandstands blocking the sun over the banked sections of the oval, Beck/Brown swapped tyres on their Escort Mk2 and found extra pace through the icy patches to overhaul the deficit.

Come the end of stage five, Dale Crowsley/John

Vaudin, who had crossed over from the Channel Islands, were a solid fifth place before a snapped throttle cable sent them tumbling down 22 places. Despite a quick fix to the Mazda MX-5, the rally's premature end consigned them to 27th.

Mat Wheeler won the GwynneSpeed Rally Challenge title for the first time. Trevor Short won the Max class.

### Results

1 Will Hill/Richard Crozier (Ford Fiesta R5) 47m35s; 2 Darryl Morris/Steve Gully (Ford Escort Mk2) +40s; 3 Stephen Beck/Paul Brown (Escort Mk2); 4 Paul King/Alicia Miles (Escort RS); 5 Robin Adams/Ray Keith (Escort); 6 David Cathercole/Glyn O'Dell (Escort); 7 Martin Stockdale/Mark Swallow (BMW 1M); 8 Roland Brown/Terry Luckings (Escort Mk1); 9 Kevin Boyle/Ken Bills (Escort); 10 Anthony Robinson/Phil Clarke (Citroen DS 3 R3 MAX). **Class winners:** Morris/Gully; King/Miles; Chris Gravestock/Mark Harmer (Citroen C2R2); Matt Eidean/Suze Eidean (Nissan Micra); Adam Ripper/Paul Gallagher (Nissan Micra).



# GET ALL THE NEWS AT YOUR FINGERTIPS

## WELCOME ALL TO THE MOTORSPORT NEWS WEBSITE!



**T**he *Motorsport News* website is here and is going from strength to strength, but we still need YOUR help to make sure the site is as good as it can be and that it fits with what you expect from Britain's only weekly motorsport newspaper.

Launched in late May, the website has already had significant development and is the latest investment into the brand from our parent company, the Motorsport Network and Autosport Media UK Ltd.

Please have a look around, take in the stories and columns, and also check out any events near you during the season in our rolling What's On section.

Going forward we aim to provide series-specific sub-menus, giving you direct links to everything from the British Touring Car Championship and British GT, through to World Rallying, Rallycross and club-level competition.

This website is a key development in the future of *Motorsport News*, but we also won't be forgetting our heritage. This is not a replacement for the weekly newspaper, more a complement to it.

The paper copy of *MN* will continue unaltered, with the website simply providing a new outlet for us to create fresh content, try new things and bring you the biggest national motorsport stories as and when they happen.

Your feedback will help to ensure that we give you the best final product we can.

To give us your views, contact us on Twitter (@MNMotorsport), via Facebook or via email letters@motorsport-news.co.uk.

Go to [www.motorsport-news.co.uk](http://www.motorsport-news.co.uk) to check it out

# TRACK TEST: ANTHONY REID

Photos: Gary Hawkins

Anthony Reid tried his hand at something rather more budget, by **Kevin Turner**

## BTCC STAR IN A REASONABLY PRICED CAR



Reid added to his win tally at Brands

**T**he 750 Motor Club's Classic Stock Hatch is one of the most competitive club series in the country.

Having grown out of the Stock Hatch category, the Classic variant gained championship status in 2012 and has gone from strength to strength.

The relative low cost – 2016 champion Matt Rozier estimates he spent £4500 on his title-winning campaign – is one appeal, and so is the competitive nature of the multi-make competition. Although Ford Fiesta XR2i driver Lee Scott won this year's title by a relatively comfortable 48 points, seven drivers in four types of car took wins in the 14-race contest and the average winning margin was just under two seconds.

One of those winners was former British Touring Car star Anthony Reid, who took up the offer of a *Motorsport News* guest drive in one of the Rozier family's Peugeot 205 GTIs at Brands Hatch. Reid has driven all manner of tin-tops and was a winner during the BTCC's Super Touring era, so is an ideal person to give his views on one of the UK's club gems.

### First impressions

Reid already has some knowledge of the cars when he arrives at Brands for rounds seven and eight, thanks to an *Autosport* track test at Silverstone earlier in the year. He picked out the 205 as the car that best suited him and is quickly up to speed.

Carrying his old Nissan race number – 23 – Reid qualifies the 125bhp hatchback third, just 0.09s behind the pole-winning Vauxhall Nova of Pip Hammond, who he follows for a while.

"His engine is strong, but he's driving really well – you can tell he's a good driver," says Reid.

The frontrunners are quick and for some, such as Reid's team-mate and double champion Rozier, Classic Stock Hatch provided an opportunity he never thought he'd get. "I thought racing was one of those impossible dreams," he says. "Then my dad started racing in this championship. You still spend loads of time on it, but the series is achievable. We're restricted, but it's still proper racing."

As well as success ballast (up to 75kg maximum), things are kept close (and cheaper) with tight restrictions on what can be done to the cars. There is very little adjustability, which leaves drivers to focus on what they do rather than constantly chase set-ups.

"It's so different to what I'm used to," adds Reid. "Normally you have lots of data. A limited-slip differential is the first thing you'd fit, but you're not allowed to. You can't brake as late as you want to because you lock a wheel."

The fixed gear ratios also have an impact on the relative performance of the cars from track to track. At Brands, the 205 really needs a longer third or a shorter fourth for Clearways, and loses ground compared to the Ford Fiestas exiting the final corner every lap.

### Surprise victory

Poleman Hammond makes a terrible start to race one and Reid immediately challenges Marcus Ward's Fiesta XR2i for the lead. The duo edge away and Reid is mounting an attack when a rare clash between Hammond and Andrew Thorpe's Citroen exiting Druids puts both in the barriers and brings out the red flags.



Reid enjoyed the camaraderie while racing the Classic Stock Hatch

That gives Reid a front-row slot for the restart and his best chance of grabbing the lead. The Peugeot gets alongside Ford on the run to Paddock and it's Ward who backs off first.

Reid grabs the lead and Rozier briefly snatches second. Rozier's battle with Ward allows Reid to build a 2.2s lead after two laps and the gap continues to grow. Although Ward comes back at the Peugeot once established back in second, he runs out of time to catch Reid, who wins by 2.4s. Remarkably, it's the first time in 2017 that a Classic Stock Hatch race is won by more than a second, but it still gives Reid more insight into the series.

"This is where the championship is really interesting," he says. "The cars have different strengths and weaknesses. The Peugeot has a great, compliant balance, very nice. You can really slingshot through corners like Paddock Hill Bend and Graham Hill Bend, but – because of the gearing – the Ford has more torque and gets off Clearways better. It pulls two car lengths and I was never quite close enough to pounce into Paddock, which was very frustrating. I was

hoping we'd get traffic, but then there was the red flag.

"The restart really created the opportunity for me to pass without doing anything risky. Marcus was driving extremely well and it was going to be tough to overtake him.

"I was able to lock and load against the handbrake, and as soon as the lights changed I got two really good starts. A lot of it is done on feel and the track rubbers up. On the second start I was able to use another 500rpm because I knew the tyres were hot. The quaint thing is you don't get a green-flag, so there's no chance to calibrate – it's straight into the race.

"We made equally good restarts, we almost touched wing mirrors, but I braved it out around the outside of Paddock, then Marcus and everyone else tripped up over each other. I was surprised to have an easy run because I wasn't the quickest car."

Some series might be hostile to a guest driver coming in and winning, but the Classic Stock Hatch crowd genuinely seem to be interested in how Reid is getting on and what he

makes of it all. "Everyone thinks we're driving as fast as we can and then Anthony shows up!" jokes Ward.

### A tougher test

For race two, Reid has 25kg of success ballast, while some of those around him are lighter.

With no Hammond on the front row, Reid nevertheless slots into second behind polesitter Ward at the start. The Peugeot is again slower off Clearways and closes under braking for Paddock, but gradually Ward edges away.

Trouble grabbing third gear at Graham Hill Bend – Reid selects fifth more than once – means he becomes more concerned with what is going on behind than Ward's progress.

Rozier completes the first lap in sixth, but benefits from a minor contretemps ahead to climb to third. He closes on the sister Peugeot and forces Reid to defend, but the number 23 car holds on to take second, albeit 5.7s behind Ward.

"Initially I was just able to stay with him, but when I had the gearbox problem I lost the tow," reckons Reid. "The 25kg also feels like 65-70kg in the BTCC. It's very significant in one of these light cars because they've got so little power. It's a little bit savage!"

A win and a second is still a pretty good haul and Reid is enthusiastic, even if the technical restrictions mean he can't fine-tune the car as much as he'd like.

"It's just down to the driving and the strengths and weaknesses of your car on a given circuit," he says. "There must be some fantastic races when all the cars are equal."

"It's a really fantastic championship, the least political I've driven in. There is a great community spirit and people share information. I can see why it's popular." ■



Marcus Ward (55) led Reid initially



BTCC man Reid gets a lowdown



Reid found the Stock Hatch Peugeot pliable

# INTERVIEW: BREEN'S BIG BREAK

Citroen's rising star talks to **David Evans** about his life and love of rallying

# BREEN'S LIVING THE DREAM



**F**ortunately, the list isn't too long. It says Total, Abu Dhabi, Michelin and Certina. That leaves just enough room on Craig Breen's sleeve for his heart. He's always worn it there. Always will.

The Citroen driver's emotions run wild at the end of every stage and whether he's sitting on cloud nine or struggling to see through the cloud, it's impossible for him to hide his feelings. Stop lines around the world this year have been a rollercoaster of emotions inside Breen and Scott Martin's Citroen.

Australia, the end of the Sherwood stage: "That was awesome. When it all comes together, it's absolutely perfect. I know I'm crying again... but I just love what I do."

But then he wasn't just scared when the car showed its dark side in Swietajno at Rally Poland. He was... "Petrified."

Worse than that... "I'm constantly afraid of crashing."

Other drivers look on, bemused and slightly embarrassed at such sentiment. Tears, be they derived from torment or triumph, are just not really the done thing in rallying. Or they weren't until this year.

Breen does, however, have a rather wider emotional scale than most upon which to draw. Few have been as low as

he's been in his career, and the death of his co-driver Gareth "Jaffa" Roberts never strays too far his mind.

Thankfully, he's absolutely unapologetic about his reaction; he can't control his emotions. Why should he? Poker faces are 10-a-penny, you and I want to know what that stage win or that puncture means to him. The answer's etched into his face. Every time.

Feelings within the Citroen camp have swung to such an extent that the red army's had something of the bipolar about it. But Breen's collection of six fifth places this term have provided a constant, allowing breath to be drawn in the race from hero to zero; zero to hero. And back. And back.

After landing a step on that most coveted of podiums – Finland – in 2016, Breen stepped into his first year as a factory World Rally Championship driver (the 2016 DS3 WRCs were run by the PH Sport squad) full of optimism and expectation.

"The year with PH – the private team – last year was perfect for me," Breen says. "It was a great way to filter into the whole thing."

That acclimatisation process was two-fold. Breen had to step up from a troubled, perceived Peugeot works drive in the European Rally Championship backwater straight into the full force of a seat with a works team used to winning world titles for fun. And he had

to get used to a radically faster car (and one that worked).

"If I'd gone straight from the R5 to this [C3 WRC], it would have been a bit of a shock," he says. "I really think last year was a great natural progression. OK, Yves [Matton, Citroen team principal] was at every rally and there was a contract looming, but it didn't feel like there was a lot of pressure. It was a great environment to learn in and a great car to learn with.

"It's fair to say, last new year's eve I would have been coming into this year thinking: 'OK, we've got one podium under our belt in the first year, what's stopping me taking more podiums on rallies I'm familiar with and even fighting for a victory?' I really wanted to do that and naturally I'm disappointed we didn't fight for a victory. We fought close to the podium, but there's been times when we have definitely struggled, for sure in the first half of the season. We had a lot of work to do and it changed the focus of the whole thing.

"We were developing the car during the rally and trying to make things happen earlier this season. The goal posts shifted from where they were at the start of the year."

Ultimately though, Breen delivered on what Citroen's team management asked of him.

"That's true," says Breen. "Yves wanted to see top-five finishes and we

got six of those, so I'm happy we did what we were asked to."

Look back at the unfolding season and you'll see that Breen was Citroen's leading point-scorer until Meeke secured his second win of the year in Spain. The Irishman's not about to be blinded by statistics.

"Yes, we were the top Citroen for a while and people might say: 'Jeez, it's great you're the lead driver, blah de blah de blah'. But I know in my own mind that's not the reality," he says.

"If Kris had finished every rally where he was before X or Y happened he would have been away. In a driver's mind that's all I think about. I want to go faster and make my goals higher. I don't want to rest on my laurels and say I'm the leading driver who finished fifth on every rally, I won't be that guy. I want to do my job and I want to be world champion."

Finland last year was about Meeke arriving in a club he'd only previously dreamed of joining. Even through the two junior world titles he scored, you always got the feeling Breen feared he was out of his depth. In Jyväskylä, he caught the wave and rode it.

"Finland last year was a big deal," he admits. "If you're going to do it anywhere that's the place. After that rally I said to myself: 'Do you know what, jeez, if we can do this and stay up the front on one of most difficult rallies of

year then I deserve my place here and I shouldn't feel out of depth'. This is where we deserve to be.

"I do feel at home here [in the WRC] and very much part of the whole family. This has been a big year with all the tests and the rallies, but now I do feel, somehow, moulded much more into the whole thing. I feel this is my place, this is my job. That starstruck side of things has gone."

It's telling how long Breen spends talking about earning and enjoying his place at the table. His deference to the sport is admirable and absolute. But his *raison d'être* hasn't changed.

Moments after assuring me he's down with the WRC kids, he grins.

"I'm not starstruck anymore, but I still love what I'm doing," he says. "Don't get me wrong, I really, really enjoy this."

That much has never been in doubt. There's a real feeling that Breen's not just doing this for himself either. Of course he's not, he's doing it with co-driver Martin as well. And he's doing in memory of Roberts, this is where they were both headed. This was meant to be their adventure and it would have been had the Welshman not been killed when their Peugeot 207 S2000 crashed off the road on the Targa Florio in 2012.

"When I go in the car, that's the place where I feel closest to him," says Breen.



Breen had a chequered record with Peugeot in both European rallying and WRC2



Emotions after stages for Breen



Breen and Martin took a big breakthrough podium finish on Rally Finland in 2016



Breen has impressed in Citroën



Irishman wears his heart on his sleeve

"When I put the helmet on and close that door, I'm in that place again. I don't want to get all spiritual and say I feel a presence or anything like that, but I just feel that's the space I shared the most with him and I want to spend as much time in that space as I can."

There's no doubt Breen takes strength from the memory of Roberts, but at the same time, it doesn't take much to take him back to that horrible day five years ago.

"If there's a corner that's similar, then it might be: 'jeez, put a minus on that' or I'll stick a 'keep in' in the note for that bend. It doesn't happen often and I wouldn't say it restricts me, but given what's happened... I know what I can do. And if I'm not confident in the car, and that's been the odd rally this year, then I've chosen to walk when perhaps I needed to run. If the car is behaving strangely then I will try to protect everything as much as I can. But put me in a last-stage shoot-out and I'll throw the kitchen sink at it."

It was certainly strange in Poland, when the changeable conditions got the better of Breen and the Citroën.

"I lost it in Poland," says Breen. "It happens sometimes, you lose the confidence. Kris had something similar in Germany and Andreas had it in Sardinia. If the car does something you're not expecting on a rally that is so fast, you get a couple of moments and that takes the confidence. I wasn't prepared to put my neck on the line and take the risks, especially when we were still far away; even when we had a perfect stage we were still far away. It felt like we were on wing and a prayer."

Meeke was missing from Poland, but the Northern Irishman could easily empathise with life on that wing and that prayer.

What Breen and Meeke need next season is the sort of solid and consistent base we've seen Citroën building towards through the latter part of this year.

"I think I have a lot more to give," says

Breen. "For sure there's been flashes, on some stages. Before I get to the stop line, and before I hear on the [time on the] radio I know that's me, that's me putting in a fair result."

"There were a couple of scratch times in Portugal, and Germany was OK when it all worked. It's not the maximum, but that's a truer representation of where I am. As a global package, there's so much more to give and so much more inside me. In GB I started to get the confidence and that was a fair representation: to match Kris and beat him consistently during the rally, that's quite a landmark to arrive at especially on that rally. We're getting there."

And so is Breen's relationship with Meeke. Twelve months ago, it was still very much master and pupil. As far as the older of the two Emerald Islanders is concerned, Breen has earned his stripes now.

Breen says: "Before we would walk to parc ferme, shake hands and say: 'How you doing?' But in the last six or eight months, I think we've got really close. Before this, and this isn't in a bad way, but I don't think he'd have valued my opinion and I can understand that – you have some kid landing with these ideas. But now we work really well together. Sometimes at a test Kris will try something and I don't bother. I take his experience completely, there's no need for me to try it."

Talking to Breen is always enormously refreshing. It's not just his enthusiasm for the job or his love of the sport, it's the resolute willingness to answer every question. Nothing's dodged and every question is answered, mostly with breathtaking candour.

So, what about next year? Is it realistic to talk titles?

"No," he says. "I'm not 100 per cent ready to fight for the championship. If I went into next year aiming for a world championship – in just my second year in this team – then I'd end up putting myself under too much

pressure and I could fall flat on my face.

"I want to keep the consistency from this year, but move up three or four places [from fifth]."

"I still need to learn rallies. People say I've been around a long time, but I still don't have so much experience of some of the events. Look at Jari-Matti [Latvala] and how many times he has done some of these events that I'm still coming to for the first time, places like Mexico. And people have no idea of the difference in landing down these roads in an R5 car compared with a 2017 World Rally Car. It takes a while to get your head around it."

"One of the areas where I feel I've really progressed is with the quality of my pacenotes. Last year my notes were generally a bit on the slow side. I found it difficult to understand how much speed a World Rally Car would carry in some places. So I'd make the notes a little bit cautious and then realise how much quicker I could go. I've got the experience for this now."

And the person who's helped him gain that experience is the man who sits next to him.

Martin is a cool, calm, understated and underrated co-driver with 109 WRC starts under his belt. Taking on the job of co-driving Breen came with baggage, but having lost his own mentor Michael 'Beef' Park under similar circumstances, the Cumbrian was better equipped than most.

"Scott does everything," says Breen. "He goes far and above the call of duty. I'm probably not the most normal of drivers! He looks out for me."

Looking out for Breen comes naturally. He's a straightforward rally man who can relate to every weekend warrior up and down the land.

In 2012, there were those who thought he'd lost everything in that crash. But how could Breen stop? The thought of giving up on his own dream was bad enough, but giving up on Roberts' dream was inconceivable.

He chose to live it instead. ■



Death of co-driver Gareth Roberts (l) hit Breen hard



Breen is now over being 'starstruck'

# INSIGHT: THE HALO

## WILL THE HALO MAKE IT INTO NATIONAL MOTORSPORT?



Will Formula Ford cars have to use a Halo?

**Formula 1 will use the Halo in 2018, but will it feature in club racing?**  
By Stefan Mackley

**U**gly. An overreaction. Destroying the DNA of racing. These are just some of the words and phrases used to describe the Halo device, which from next year will be on all Formula 1 cars, having been brought in by the FIA on safety grounds. This, despite nine out of 10 teams voting against its induction earlier this year.

The device sits around the opening of the cockpit, shielding the driver, and has been introduced with head protection in mind.

Its main purpose is to prevent the outcome of accidents like those suffered by Henry Surtees in 2009 during a Formula 2 race, and Justin Wilson in 2015 during an IndyCar race – both of whom were killed when errant debris from another car struck them on the head.

Since 2011, the FIA has been researching various technologies and, for the time being at least, has decided to go with the Halo.

F1's feeder series, Formula 2, will also use the new technology from next year before the new International Formula 3 chassis will include it for 2019. And, like all safety features, such as the Frontal Head Restraint (FHR), fireproof overalls or even seatbelts, it will trickle down through the formulae to the bottom rungs of motorsport.

But what of it coming to club motorsport in the UK? What are the chances that in five, 10, maybe 15 years' time all single-seater or open cockpit cars in Britain will feature a Halo or similar protection device?

"We do have to manage the risk of course, in a perfect world we would introduce all the safety systems that you have for Formula 1 and a World Rally Car down to club motorsports but the reality is you would then destroy club motorsport, you wouldn't have a sport." Those are the words of the Motor Sports Association's (MSA) technical director, John Ryan, who is also vice-president of the FIA's single-seater commission – which is headed by ex-Ferrari team principal Stefano Domenicali. Ryan is well in the know when it comes to the latest regulations and research that is being conducted by the FIA's Global Institute.

"It is a big risk-management exercise and we're constantly reviewing our regulations on how we can actually make subtle changes without effecting the sport too much financially, but actually having a positive effect on safety," he adds.

"You have to always be careful with safety because sometimes you can make changes that you think in theory sound good but actually in practice don't really do anything."

Go to any club meeting in the UK and after speaking to only a handful of drivers or teams you are sure to hear that most sobering of words: 'budget'. Nearly all club drivers are pushing for every penny in order to compete not just for the year, but usually on a race-by-race basis.

A severe mechanical failure or crash can put a car and driver out for most of the racing season, and their financial conundrums are not helped by ever increasing costs to enter events and the need to buy

more and more safety equipment.

Mike Turner has raced in the Sports 2000 Duratec Championship since it was relaunched in 1998, but began competing back in 1969 racing in Formula Ford, before working with the March F1 and F2 teams in the early '70s alongside the likes of Ronnie Peterson, Niki Lauda and Jean-Pierre Jarier.

He's seen his fair share of regulation changes over the years, many of which have been met with disdain and contempt to begin with.

"I think it's like all these things, I remember when they introduced the mandatory standard for roll-overs, people were saying it was going to make the cars ugly," he says.

"I personally think it should go down [into club motorsport] if there's any safety advantage.

"In the sport you have a normal guy, who maybe has a family and has to go to go to work on a Monday.

"Anything that can enhance the safety – there are quite a few people from my generation who say that danger is part of it, but there's still going to be danger and it's got to be worth developing and looking at.

"It was about three years ago that it

[FHRs] became mandatory and there were plenty of people saying that they now had to spend all this extra money and they're going to be uncomfortable to wear.

"But now you'd be hard pushed to find anyone that thinks it's a bad idea.

"I think in almost every instance when something new is introduced you've had a knee-jerk reaction against it and then it settles down and people accept it.

"You wouldn't think about racing without seatbelts or roll-overs now."

As Turner points out, the introduction of the FHR was met with opposition by Formula 1 drivers when it was made mandatory in 2003, and likewise when it was brought to the UK.

But drivers now wouldn't think twice about using it, let alone other safety items that have become the norm over the years and prevented countless injuries, and even deaths.

But Turner concedes there are financial concerns.

"How much is it going to cost? That's going to be the big question. For most of us it is financial and we shouldn't be doing it [club racing], it's always a bit on the edge [financially]," he says.

"Someone faced with a three, four, five thousand pound build cost to incorporate this might say they're not going to race this season until they can afford to.

"It's going to have a detrimental effect on grids and it may put people off."

The debate of money versus safety is an uncomfortable one, but is not the only issue that needs addressing. Practicality is another.

In its own study the FIA has been using a wheel assembly propelled to hit the Halo at 225kph (140mph) as the key test which needs to be passed.

The Halo has been designed to withstand 15-times the static load of the full mass of the car, making it the strongest part of the vehicle, according to the FIA.

While specifications for a Halo fitted to cars in club motorsport might not be as rigorous, the device isn't a simple "bolt-on" and would need to be integrated into the design of the chassis.

"It's like a rollcage, a rollcage is only as strong as the structure you bolt it on to and the same with belts or seats," says Ryan. "You need to make sure the mountings are significant so in the case of Halo we need to make sure that the tub, the actual survival cell, is strong enough in the areas it's mounted to in order to take the loads.

"It would be no good to have a structure that's strong enough to take excessive loads but the point it's based to is just going to crumble.

"So that's why it will be very difficult just to introduce Halo across all club motorsport. It will have to be a thing of evolution if it comes down the line. Cars will have to be designed specifically for their fitment, it would be difficult to retrofit to most cars, typical carbon-type tubs that we have at the moment."

Formula 1 teams are finding out just how difficult it is to incorporate the Halo into their design for next year's cars as they try and keep weight as low as possible – the minimum weight of the car has already been increased by six-kilograms to account for the Halo.

Italian firm Tatuus has been building single-seater chassis since it



F1 will use the Halo in 2018



The new F2 car will also use the Halo from next year



Devices including the Shield (pictured) have been tested and could be used in the future



Getting in and out proves tricky

was founded in 1980, and currently produces the latest specification of monocoques for the BRDC British Formula 3 Championship.

While no date has been given when the series will be required to use the Halo, Tatuus has already begun looking how to incorporate it in its chassis and the challenges faced.

"The situation with series like British F3, Formula Renault, Formula 4, is how we can upgrade the existing car with the Halo," says Gianfranco De Bellis, managing director of Tatuus.

"We are studying with the FIA, they asked us to look what we can do. It's not an easy job because the Halo is a big impact on the chassis, the load that you need to put on the chassis.

"The problem for the junior category, for example like Formula 4, normally the first period of the new FIA Formula 4 car should expire at the end of 2019 and to introduce a new car in 2020. Maybe they postpone a little bit this date but now we have the opportunity to upgrade the existing car with the Halo but it's not easy, it's a very big job.

"Only the FIA can give the answer [when it will be introduced on a British F3 car] I think the existing car can go to the expire period in the same condition without Halo because Formula Renault, Formula 4, Formula Toyota, GP3, they are running without Halo.

"It's not possible to take the Halo and fix it to the actual chassis. We need to make a completely new chassis in order that we are sure that it can accept the Halo [and loads]."

De Bellis also confirmed that the cost of the Halo itself isn't the issue, but that building it within the chassis is, and that potentially is the biggest stumbling

block for it to be introduced across the board in the UK.

He says: "For us it's very difficult because every year the level of safety is higher and of course you introduce some extra cost on the car. But at the same time they ask you to produce a car less expensive and a car that is easy to manage.

"So it's very difficult to make these two combinations, but we try to do our best job. The main cost in the Halo is not the Halo, the tube, it's the chassis that must support the load of crash test of the Halo."

For a single-make series, introducing the Halo isn't necessarily a problem once the final design has been approved as it will be the same on every car.

But the problem of creating a 'one make fits all Halo' for cars from different eras and manufacturers potentially is. Take Formula Ford 1600 for example.

The popular Kent-powered vehicles have been created since 1967 with dozens of different marques from Ray to Spectrum, or Van Diemen to Swift. So how would trying to get a Halo on all of them work?

"We have got cars from two, five, eight

and 15 years ago, multiple years of car," says James Oldfield, Formula Ford team owner and engineer with Arden in Formula 4.

"Will it have to be fitted to those cars, or just to new ones built from the date that Halo is introduced?"

"If every car has to be fitted with the device – I'm talking Formula Ford – you're on a different route from where its heritage has always been.

"For one-make series like British F4, if it's going to be a new chassis, easy it's just one design – the same for all cars. Likewise in British F3, but in Formula Ford you have got all makes of cars running completely different chassis designs. It's going to be very difficult to implement in Formula Ford."

The future path of Formula 1 now looks set to include cockpit shielding, whether people like them or not.

For now, it is the Halo, but other concepts such as a perspex windscreen or canopy – which have been tested and are still being developed – could be the better long-term solution and might well appease those who have criticised the Halo based on its looks and not its purpose.

Without question the Halo is effective – that's already been proven by the FIA's tests and research – and it is likely to come down to other FIA-sanctioned formulae, such as British F4, like everything else eventually.

But what isn't as clear is how far down it will come and where national motorsport will draw the line. British F3? Formula Ford? All single-seater cars?

As Oldfield says: "Motorsport should be as safe as can be. A lot of decisions have got to be made above our level and what they say goes." ■



Halo: Can't just be bolted on



Drivers, teams and fans are not keen on aesthetics of the Halo

**AUTOSPORT**  
INTERNATIONAL

# THE RACING CAR SHOW

LARGEST

EUROPE'S MOST EXCITING MOTORSPORT SHOW

THRILLING

BREATHTAKING

EXHILARATING

GRIPPING

ELECTRIFYING



**11<sup>TH</sup>-14<sup>TH</sup> JAN 2018**

NEC BIRMINGHAM / UK

**BUY TICKETS NOW**

[AUTOSPORTINTERNATIONAL.COM](http://AUTOSPORTINTERNATIONAL.COM)

11<sup>TH</sup>-12<sup>TH</sup> STRICTLY TRADE-ONLY DAYS



# GREAT CARS

Photos: LAT Archive

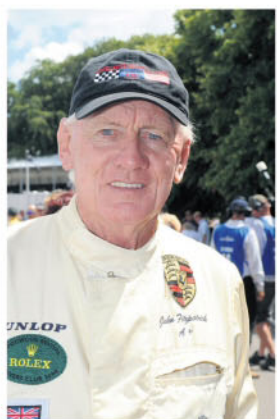
One of Britain's great touring car and sportscar drivers picks his favourites. By **Kevin Turner**

## JOHN FITZPATRICK'S GREATEST CARS

**W**ith victories at the Daytona, Sebring and Bathurst classics, and European and IMSA GT titles to his name, John Fitzpatrick is one of Britain's most underrated drivers.

Fitzpatrick started off racing his own Mini and still holds the record as the youngest British Touring Car (or British Saloon Car as it was then known) champion, having won the 1966 crown in a Broadspeed Ford Anglia, aged 22. He switched to sportscar racing during the 1970s, taking many victories and titles in various Porsches, but still found time to win the 1976 Bathurst 1000 in a Holden Torana.

Fitzpatrick retired at the end of 1983 to focus on running his eponymous team, which scored successes with Porsche 935s and 956s. His career is detailed in his book, *'Fitz: My life at the wheel'*, released in 2016. Here he picks out his top three cars for *Motorsport News*.



Fitzpatrick: BTCC star



Escort had the power to battle

### 1 FORD ESCORT RS1600

Although already a BTCC champion by 1971, thanks to dominating the smaller classes, Fitzpatrick was more excited about winning races overall and taking on the big American V8s, such as the Chevrolet Camaro and Ford Mustang.

It was the BDA-engined Ford Escort that finally allowed him to do that on a regular basis, so it is perhaps no

surprise it makes his top three. In 1971 Fitzpatrick took two outright wins at Brands Hatch and was a frontrunner elsewhere in the Broadspeed-prepared Escort. He secured the class title, but lost the overall crown to Bill McGovern's diminutive Sunbeam Imp. He also drove a Ford Cologne version in the European Touring Car Championship, where he scored two

successes when not suffering from persistent engine issues.

"The great thing about the Escort was you had a small car with an abundance of power and you could mix it with bigger cars," recalls the 74-year-old. "It was much quicker, the tyres were bigger and there was more grip than something like the Anglia. Suddenly I was in a position to beat a

Camaro or Mustang, or have a good dice with them, instead of driving to win the class [for which drivers scored the same points as overall wins].

"The engines were fabulous, as was Broadspeed. There was so many people blatantly cheating in those days, but Ralph Broad would very cleverly read the rules and push to the limit. There was no blatant cheating."

### 2 BMW CSL



Mighty CSL was a thrill to race

Fitzpatrick won the 1972 Nurburgring 6 Hours for BMW in a 2800CS, but then moved to Ford just as the balance of power shifted from the Blue Oval to BMW. The 3.0 CSL was the car to beat in 1973, but Fitzpatrick did get his own chance to drive the German icon in 1976 when he teamed up with Tom Walkinshaw in the Team Hermetite 3.5-litre car in the World Championship for Makes.

Victory at the Silverstone 6 Hours was a highlight and Fitzpatrick found the car much improved with the spoilers and splitters that sprouted after 1972.

"It was much, much better with the wings," recalls Fitzpatrick. "It was a super car to drive and was an easy car to drive. It braked well and it handled well."

The CSL, this time in three-litre works form, also helped Fitzpatrick score one of his earliest international wins, the 1976 Daytona 24 Hours.

"I started that race with Tom [Walkinshaw], but Peter Gregg was taken ill and we had some trouble with our car, so I took over and drove with Brian Redman.

"It was a great year for me, largely because of that car."

"It was a difficult choice between the 935 K4 in 1982 and the 956, which was sensational with the downforce. But the K4 was a real brute of a thing.

"We had more power than the 956. With our dyno in San Diego, we didn't know what power it was because it wouldn't accept more than about 780bhp and it was still going up at that point.

"It had a lot of wing, a lot of downforce, but no ground-effect aerodynamics."

The K4, which Fitzpatrick's own team developed further throughout 1982 and 1983, was the ultimate evolution of the 935 that had first appeared in 1976. Fitzpatrick won four IMSA races in 1982 and took third place in the Brands Hatch 1000km. The K4

was still capable of winning IMSA races the following season, despite the rise of sports-prototypes such as the Lola T600.

"It had a good balance, but you had loads of power and loads of grip," says Fitzpatrick. "By that time we also had the turbos – half the battle was keeping the turbos spinning in the first half of the corner. There was turbo lag.

"We won a lot of races with it and David Hobbs drove with me. One race that stands out was a one-hour, one-driver race at Lime Rock in 1982. It's quite a tight circuit and there were several Lola GTP cars in the hands of good drivers [John Paul Jr, Ted Field and Danny Ongais] and I led the race from start to finish. That was very satisfying."

### 3 PORSCHE 935 K4



Porsche 935 K4 had huge amounts of power

# REVIEW: WORLD RALLYCROSS

## KRISTOFFERSSON TAKES AN EMOTIONAL FIRST WORLD RX TITLE

How the PSRX Volkswagen Polo man achieved a title dream. By Hal Ridge



Kristoffersson took seven wins in '17



Kristoffersson was unmatched

**T**he temperament of drivers competing at the sharp end of the World Rallycross Championship can be almost totally split into nationality groups.

In the Norwegian corner, Petter Solberg and Andreas Bakkerud are renowned for wearing their hearts on their sleeves and letting their emotions run free. From France, Sebastien Loeb is rather more subdued come win or lose. The Swedish fraternity are only a little more excitable than the Frenchman however, with the exception of the Hansen brothers Timmy and Kevin, with Johan Kristoffersson and Mattias Ekstrom doing their part to complete the model by keeping their feelings in check, most of the time.

But when double-DTM champion Ekstrom secured the World RX title at the penultimate round of the 2016 season, the usually hard-nosed Swede welled up with unexpected emotion.

Move forward almost 12 months, to the 10th round of World RX 2017 in Latvia and it was Ekstrom's compatriot Kristoffersson who was within touching distance of the crown.

On the back of four consecutive wins, it was more a case of 'if' than 'when' the PSRX Volkswagen Sweden driver would secure the title in Volkswagen Motorsport's adapted World Rally machine as team-mate to triple FIA world champion Petter Solberg.

Kristoffersson had led the points since round five at Lydden Hill, where he overcame Ekstrom in the standings after the Audi driver had impressively claimed a trio of early season victories despite his EKS team's Audi S1 not having the outright edge.

Knowing the title was becoming within reach, Kristoffersson had opened up to talking about the prospect of being world champion on the eve of the Riga event, but was sure his emotions would remain under control. "I'm not so much of a feelings person like that," he laughed. "We'll see."

Forty eight hours later, while being interviewed by television's Neil Cole immediately after securing the title with another victory and maximum points haul, the Swede failed to hold back the tears as he spoke about the level of support he had received from his father Tommy, his family and the PSRX team.

"I didn't expect that, I was very unprepared," he says. "That was the first time that it happened, but it was

also the first time I was a world champion. It was very, very nice and I let myself not hold it back."

Kristoffersson can be forgiven his momentary loss of total control, after all, for much of 2017 he was in absolute command.

Despite it being the Polo GTT's first event, Kristoffersson set the first fastest time of the season in Q1 in Spain and made it to the final together with his team-mate. But even though the German machines were arguably the fastest from the beginning of the campaign, they struggled with the all-important start line procedure early on and it was Ekstrom who used all of his racing experience to claim wins in Spain, Portugal and at Hockenheim, performing double-duty at the latter alongside his DTM assault.

Kristoffersson scored the Polo's first podium in Portugal, and then fought back from a slow start in his Mettet semi-final two rounds later to head compatriot Timmy Hansen to victory in the final. Solberg was on untouchable form at Lydden Hill to lead home a 1-2 for his PSRX team, but that would be the last time Kristoffersson didn't stand on the top step until claiming the title in round 10, scoring wins in Norway, Sweden, Canada, France and Latvia.

With the title secured, the Swede's worst result of the campaign came at the penultimate round in Germany. While Solberg battled through the pain of a pinned broken collarbone and broken ribs sustained in a Turn 1 semi-final altercation in Latvia two weeks earlier to finish fourth, an unsuspected Kristoffersson collected the stationary Ford Fiesta of Kevin Eriksson in his semi and didn't make the final.

Kristoffersson pipped a resurgent Timmy Hansen for victory in the final round in Cape Town, while Ekstrom, who had been forced to miss his home event at Holjes to fulfil clashing DTM commitments, edged Solberg for second in the points in the last round showdown between the former champions.

Solberg had a solid year in the number 11 Polo, but was out of luck on more than one occasion and made mistakes too, including stalling on the semi-final start line in at Holjes. That Ekstrom beat Solberg to second in the standings, despite missing Holjes, was all the more impressive from the outgoing champion. Removing Kristoffersson from the equation, the fourth running of World RX was as competitive as any of its predecessors. Taking lap times alone into account,

drivers were often extremely close to the fastest time set across the weekend.

"Me and Petter worked so well together from the first day of the first test. Petter's experience from so many years in rally is something that the money cannot buy," explains Kristoffersson about his campaign, and offers reason for his dominant success.

"I'm a nerd, so I look at all the details," he adds. "After working together with Petter, I know he is also a nerd but in a different way. I'm more in a driving area and Petter's more into the car and set-up change area. It's really like the perfect match. I think that's one of the biggest advantages [we had] really, because we really raised the level of each other. I learnt a lot and I have to say that I am quite impressed that Petter also picked up some stuff and raised his level. If you really want to see how the season has been this year and if you split every lap we have done into sector times, then you can see clearly that there are so many guys that can do the lap times that we are doing, it's just that it's happening too late in the weekend and they are not consistent enough. We have always been able to make the right tactical decisions and we just developed the set-up of the car for rallycross and have been focused on our own work."



Marklund got his mojo back in '17

### Swede Anton Marklund gets his form back with a switch to the European Rallycross challenge

Anton Marklund won the European Rallycross TouringCar title in 2012 and immediately progressed to Supercar the next term. In the following two years he delivered solid form, graduating to the fledgling World Championship driving for his father's Marklund Motorsport team and scoring podiums.

He signed as team-mate to Mattias Ekstrom in 2015, but returned to the amalgamated Marklund Motorsport/KMS outfit for 2016.

As team-mate to Johan Kristoffersson, who flattered the performance of the team's Volkswagen Polo by finishing second overall, Marklund struggled.

It was time to rebuild, and he stepped into a Euro RX Supercar for 2017. The machine had a specification more to his liking and he was back on form, claiming wins in Spain, Sweden and Latvia to secure the title.

Compatriot Robin Larsson also went back to European competition from

World RX but found more bad luck than good, his only highlight was winning round two in Norway in an otherwise frustrating season. He finished fourth in the points.

Thomas Bryntesson graduated from the single-make RX Lites category in a JC Raceteknik-run Ford Fiesta and improved with each event. He won the penultimate round in France in difficult conditions and was second in the standings, ahead of former GP3 race

winner Tamas Pal Kiss. The Hungarian might have fought for the title but for being forced out of the Swedish round with rollcage damage after a Turn 1 qualifying hit. Double Euro RX TouringCar champion Derek Tohill improved his form and was never out of the semi-finals to be seventh overall, while 2007 British Rallycross champion Ollie O'Donovan claimed a podium at the opening round in Spain and finished the season in 12th place in the points.



Solberg was left in the shade by his rapid team-mate, but still took a win at Lydden



Teenager Kevin Hansen was a regular points-scorer and finished the year in eighth

The multiple circuit-racing champion entered a three-year plan to challenge for the World RX title with his father at the start of 2014. Granted, he's shifted teams, but he did challenge in 2016, and then achieved his goal this year.

That is in no small part due to his enormous talent and the capabilities of the Hanover-built Polo, but also the Swede's extraordinary attention to detail and commitment. "This is something I've been working on since 2013," says the title-winner. "But since New Year, every time I've been on the bike, out running or watching onboards, everything I've done, I've been thinking about being champion. It shows to yourself that hard work pays off in the end."

Other stand-out performances belonged to Peugeot-Hansen pair Hansen and Loeb for a string of podiums in Peugeot's 208 WRX that wasn't regularly a match for the Polo, and Bakkerud, who similarly wrestled the Ford-backed Hoonigan team's Focus RS RX to rostrum finishes.

Of the private teams, MJP Racing Team Austria were best behind the manufacturer-backed outfits and if Eriksson had more luck, the squad may have scored more than just a single podium with Timo Scheider at round one. ■

## STANDINGS

### World RX Drivers' Championship

POS	DRIVER	CAR	POINTS
1	Johan Kristoffersson (SWE)	Volkswagen Polo	316
2	Mattias Ekstrom (SWE)	Audi S1	255
3	Petter Solberg (NOR)	Volkswagen Polo	252
4	Sebastien Loeb (FRA)	Peugeot 208	214
5	Timmy Hansen (SWE)	Peugeot 208	201
6	Andreas Bakkerud (NOR)	Ford Focus	194
7	Toomas Heikkinen (FIN)	Audi S1	125
8	Kevin Hansen (SWE)	Peugeot 208	115
9	Ken Block (USA)	Ford Focus	112
10	Timo Scheider (GER)	Ford Fiesta	109

**World RX Teams' championship:** 1 PSRX Volkswagen Sweden 544; 2 Team Peugeot-Hansen 415; 3 EKS 380; 4 Hoonigan Racing Division 306; 5 MJP Racing Team Austria 221; 6 STARD 176  
**Euro RX Drivers' Championship:** 1 Anton Marklund (SWE) (Volkswagen Polo) 129; 2 Thomas Bryntesson (NOR) (Ford Fiesta) 101; 3 Tamas Pal Kiss (HUN) (Peugeot 208) 90; 4 Robin Larsson (SWE) (Audi A1) 88; 5 Tommy Rustad (NOR) (Peugeot 208) 86; 6 Alexander Hvaal (NOR) (Volkswagen Polo) 61.



Bakkerud was a podium finisher in his Hoonigan car

# TOP 10 WORLD RX DRIVERS

## 1 Johan Kristoffersson

**Championship position:** 1st  
**Wins:** 7  
**Team:** PSRX Volkswagen Sweden  
**Car:** Volkswagen Polo GTI  
 Having finished third and second in the two preceding years, Kristoffersson laid out his 2017 stall by setting the fastest time in the first qualifying race of the season with Volkswagen Motorsport's Polo GTI. A record-breaking 10 podiums and seven wins followed in a dominant display to claim his first World title.



## 2 Mattias Ekstrom

**Championship position:** 2nd  
**Wins:** 4  
**Team:** EKS RX  
**Car:** Audi S1  
 Ekstrom didn't have the fastest car for any of 2017, but used his stupendous racecraft to begin the campaign with a trio of wins. He finished second in the standings despite skipping his home event due to clashing DTM commitments, where incidentally none of his EKS team-mates made the semi-finals.



## 3 Petter Solberg

**Championship position:** 3rd  
**Wins:** 1  
**Team:** PSRX Volkswagen Sweden  
**Car:** Volkswagen Polo GTI  
 Only Solberg could be lying in a hospital bed a week before the penultimate round of the series with broken ribs and collarbone, then return to his seat and qualify first. Set out to win the teams' title with his PSRX Volkswagen Sweden squad and did that in style, but was disappointed to lose second place overall to Ekstrom.



## 4 Timmy Hansen

**Championship position:** 5th  
**Wins:** 0  
**Team:** Team Peugeot-Hansen  
**Car:** Peugeot 208  
 Admitted himself that he had a downturn in form through the middle part of the year, but worked on his approach and bounced back with a pair of podiums at the season's end. Could have won in Belgium and South Africa but was just pipped by Kristoffersson. Arguably World RX's most under-rated driver.



## 5 Kevin Eriksson

**Championship position:** 11th  
**Wins:** 0  
**Team:** MJP Racing Team Austria  
**Car:** Ford Fiesta  
 Moving away from his father's OlsbergsMSE team for the first time in his career took considerable adjustment, but driving for the MJP squad took Eriksson to the next level and he was regularly best of the non-works-backed drivers. Would have scored a podium with better luck.



## 6 Sebastien Loeb

**Championship position:** 4th  
**Wins:** 0  
**Team:** Team Peugeot-Hansen  
**Car:** Peugeot 208  
 Loeb was a regular podium finisher in his second World RX campaign, but had it not been for a tyre and engine penalty for his younger team-mate he would have finished behind Hansen in the points. A lesser gentleman would have nerfed Ekstrom wide on the final lap in Portugal to claim victory.



## 7 Andreas Bakkerud

**Championship position:** 6th  
**Wins:** 0  
**Team:** Hoonigan Racing Division  
**Car:** Ford Fiesta  
 Expected big things after winning three events in the maiden season for Ford's Focus RS RX, but the car didn't have the performance of the Volkswagen, Audi or Peugeot for much of 2017. Bakkerud battled hard to score four podiums, before the team announced it would withdraw at the year's end.



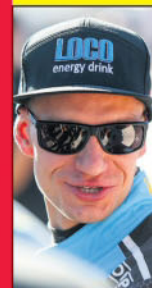
## 8 Timo Scheider

**Championship position:** 10th  
**Wins:** 0  
**Team:** MJP Racing Team Austria  
**Car:** Ford Fiesta  
 The double DTM champion loves rallycross, and ended the year as highest-placed driver of a fully private team. Only twice made the final, in the first and last races of the year, but impressed with second in Spain. Missed the British round where BTCC racer Andrew Jordan deputised.



## 9 Janis Baumanis

**Championship position:** 12th  
**Wins:** 0  
**Team:** STARD  
**Car:** Ford Fiesta  
 If Baumanis can produce the form he showed at his home event more consistently next term, he can be a podium contender. Pulled off an audacious Turn 1 move in Riga that showed what he is capable of and scored solid points across the second half of the campaign.



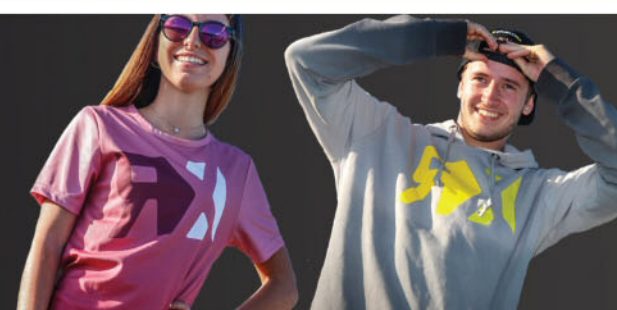
## 10 Nico Muller

**Championship position:** 17th  
**Wins:** 0  
**Team:** EKS RX  
**Car:** Audi S1  
 He may not have made the finals or even scored points on his debut in Loheac, but third fastest in practice showed what the DTM driver could do an EKS Audi. In Latvia he was second to Loeb in the semis and would have been higher in the final but for a problem.



**RX FIA WORLD RALLYCROSS CHAMPIONSHIP**  
**WORLD RX SHOP.COM**

HOODIES,  
 T-SHIRTS,  
 CAPS AND  
 MORE!



# REVIEW: BRITISH RALLYCROSS

Photos: Hal Ridge

Young charger's determination was key to his title success. By Hal Ridge

## WILD RIDE REWARDS HEATHCOTE

### POINTS

#### British RX Championship

P	DRIVER	CAR/PTS	PTS
1	Nathan Heathcote	Citroen C4/DS3	190
2	Julian Godfrey	Ford Fiesta	187
3	Oliver Bennett	Ford Fiesta	181
4	Kevin Procter	Ford Fiesta	163
5	Warren Scott	Citroen DS3	150
6	Ollie O'Donovan	Ford Focus/Fiesta	142
7	Steve Hill	Mitsubishi Evo	140
8	Jake Harris	Citroen DS3	136
9	Andy Grant	Ford Focus	120
10	Mark Watson	Citroen Xsara	114

**Title winners:** SuperNational: Tristan Ovenden (Renault Clio); Junior: Tom Llewellyn (Suzuki Swift); Swift Sport: Simon Ovenden; RX150: Chrissy Palmer; Super1600: Paul Coney (Vauxhall Corsa); BMW Mini: Martin Hawkes; Hot Hatch: Leigh-Anne Sedgwick (Citroen Saxo); Retro Rallycross: Lance Foster (Mini Clubman).



Heathcote clicked with his Supercar

**T**hat six drivers entered the penultimate weekend of the British Rallycross Championship season with a chance of claiming the title shows the series continued to develop this year.

In 2017, the old guard faced challenges from a number of newcomers, which made for a compelling title battle.

Dan Rooke had claimed the title with a round to go in 2016, but this time three drivers were still in with a shout of the crown at the finale.

One of those, Oliver Bennett, was the only driver in the series to complete the season without any major issues, an impressive performance in his maiden campaign. Prior to the opening round, Bennett had only completed one test session in his OlsbergsMSE-built Ford Fiesta, and had never raced in rallycross, or indeed a car. But, he was fourth in the opener and only failing to get onto the podium on one other occasion thereafter kept him in the title hunt throughout.

Dropped scores have long since been part of British RX, which don't

always reward those that are most consistent. Had every point from the season been counted in the final tally, Bennett would have been champion. The Bristol-based former motocross racer didn't quite reach the top step of the podium in an accomplished first term after deducted points.

Champion Nathan Heathcote had quite the opposite year to that of Bennett in terms of event-by-event consistency. After winning on his Supercar debut in round one, he failed to score in round two with technical dramas. Switching from the Citroen C4 to a DS3 within the LD Motorsports camp from round three onwards, Heathcote still experienced some troubles, in round four at Mondello Park and round seven at Pembrey, but fought back in style, finishing on the podium when he made it to the end. He won the penultimate race of the year and the claimed the title by winning the finale as points-leader Julian Godfrey retired in his Ford Fiesta.

Godfrey has won titles in less commanding fashion than the performance he showed in 2017, but winning four events proved any doubters that say he doesn't have the ultimate pace wrong. Within touching distance of a sixth crown



Godfrey was ruled out in finale

heading into the finale, a mistake in the semi-finals and then broken suspension in the final while battling in the pack handed the title to Heathcote.

Heathcote's LDM team-mate Warren Scott also impressed in the former British Touring Car driver's first season in the sport. Fast from the opening round, Scott excelled at Lydden Hill. He was hit in the first corner at round two at the Kent circuit and suffered a puncture that ended his race-winning hopes, but he did go on to claim victory at the same venue in August.

The 2007 champion Ollie O'Donovan won round two and remained in title contention throughout the year, dominating the qualifying stages in both of the Irish double-header events at Mondello Park, but retired from round three at



Procter finished in fourth place

Pembrey, then rolled his Fiesta due to broken steering at Mondello. Crashing out in round eight meant he finished off the overall podium.

Former European Championship event winner Kevin Procter had an off-form season and only twice finished on the podium, at his home circuit to bookend the campaign, while Steve Hill enjoyed increased reliability and pace from his Mitsubishi Evo throughout the year.

Jake Harris improved his pace in a third LDMDS 3 throughout but couldn't challenge his team-mates in the trio's maiden season, while rallycross stalwart Mark Watson completed the campaign with his self-run Citroen Xsara. Andy Grant returned to the series partway through the year and headed Watson in the points by the finish. ■

### TOP 5 BRITISH RX DRIVERS

#### 1 Nathan Heathcote

The reigning Swift Sport champion was arguably the fastest driver for many events in 2017, did everything he needed to at the season finale and was rewarded with the title. In the process became the second successive British RX champion to achieve the accolade in their maiden Supercar season.



#### 2 Oliver Bennett

Prior to the opening round at Croft, Bennett had never raced in rallycross, or even a car for that matter, but he finished fourth on his debut and acquitted himself well throughout the year to score a run of podiums. Scored the most points, but ended up third after dropped scores were taken into account.



#### 3 Warren Scott

Racing in rallycross is very different to the touring car machines that Scott is more used to, but his tidy style suited the mixed-surface sport well and victory in round six at Lydden Hill was already overdue. With more luck would have fought for the title in his maiden year.



#### 4 Julian Godfrey

Having had his run of consecutive titles ended in 2016, Godfrey returned keen to claim a record sixth MSA crown and amassed four wins through the year. He led into the final round needing only to score a solid result to be champion, but contact and broken suspension in the last race extinguished his hopes.

#### 5 Ollie O'Donovan

The 2007 champion O'Donovan was as fast as ever 10 years after his title, switching between a Ford Focus and Fiesta. Despite leading the points early on the Irishman was out of luck more than once, broken steering causing a roll in Ireland. Crashing out of round seven at Pembrey ended his title chances.

### SUPPORTS

As was the case in the Supercar category, the **Supernational** and **Junior** classes enjoyed increased strength and depth in 2017 and it was Tristan Ovenden and Tom Llewellyn who claimed the respective crowns.

Llewellyn won all but one of the Junior rounds he contested before making a debut in the Swift Sport category at its last round. Tom Constantine and Morgan Wroot were challengers.

Paige Bellerby won the opening three rounds of the Supernational season but was eventually overhauled by Ovenden for the two-wheel-drive crown. Tony Lynch's season start was blighted by engine issues with his Ford Ka but he won at Mondello Park and

finished the year on the overall podium, while Guy Corner had a strong term in his self-built Peugeot 206.

Paul Coney dominated the opening part of the **Super1600** season before the momentum swung the way of Darren Scott, but Coney held on for the crown.

Martin Hawkes had the best season of his career to scoop the single-make **BMW Mini** honours in the strongest year so far for the class. Reigning double **RX150** champion Chrissy Palmer faced stiffer opposition in 2017, notably from Kirk Langley early in the year and newcomer John Ward, who won three times and was a regular threat.

Leigh-Anne Sedgwick claimed the **Hot Hatch** crown



Ovenden won his class

by virtue of being the only regular competitor, while Mini Clubman racer Lance Foster overcame more powerful opposition to secure **Retro Rallycross**.

### TOP FIVE DRIVERS

#### 1 Tom Llewellyn Junior winner

The son of two-time British Rally champion Dai Llewellyn dominated the Junior RX category, winning all but one of the races he entered to secure the crown. With the title in his pocket, he entered the Swift Sport category at the last round and claimed victory in that too.

#### 2 Tristan Ovenden Supernational champion

Former Swift champion Ovenden moved to the Supernational division and a rear-wheel-drive Renault Clio V6 for 2017. He overcame mistakes and mechanical problems early on to tame his car and hunt down

points leader Paige Bellerby to claim the crown at his first attempt.

#### 3 Chrissy Palmer RX150 title winner

The double RX150 champion faced stiffer competition in 2017 than he had the previous year, but was still regularly the fastest driver in the single-make buggy class and deserved the title. Probably the most precise driver in British RX, could do well if he can find the budget for Supercar.

#### 4 Rob Shield Swift Sport runner-up

Shield entered his first full rallycross season 28 years after his father

Michael claimed the overall British RX title in an MG Metro 6R4. Shield impressed in the Swift Sport category by claiming a pair of commanding wins in Ireland and at Lydden Hill in August to mount a title challenge, but just lost out on the crown to Simon Ovenden.

#### 5 Darren Scott Super1600 second place

Scott stepped up to the Super1600 category for 2017 with a Citroen C2 and, after overcoming first round mechanical dramas, regularly challenged his more experienced rivals to secure a trio of victories from the final four rounds at Lydden Hill, Pembrey and Croft.

# SPORTING SCENE

Photos: Duncan Stephens, Colin Casserley

## ROUND-UP

Aaron Haizelden won a very tough season-closing **Camel Classic Trial** with some extremely hard driving on the slippery 14 sections to secure second place in the national Association of Classic Trials Club Championship.

Roger Hancock returned to the driving seat after nearly 20 years, borrowing a VW Buggy to finish a single point behind.

Paul Merson completed the podium although he had slipped up and dropped 12 marks on a tricky corner away from the startline.

Roger Teagle finished in fourth place overall winning the over 1300cc rear-engine saloon class in his VW Beetle, ahead of Dave Haizelden, father of winner Aaron. He finished in front of last year's winner Keith Sanders by a point for sports car honours.

Ryan Tonkin won the kit car and highly modified class in his dad's VW Baja in sixth. Multiple ACTC National champion Dean Partington could only manage eighth overall. Craig Allen won the REIS ACTC championship with an under-1300cc rear-engine class win in his Beetle and was 10th overall.

Duncan Stephens

### Results

#### Camel Classic Car Trial

Organiser: Camel Vale Motor Club When: Saturday, December 3 Where: Bodmin, Cornwall Starters: 61  
1 Aaron Haizelden (Reliant SSI) 31 points; 2 Roger Hancock (VW Buggy) 32 points; 3 Paul Merson (Shoptand Special Mk2); 4 Roger Teagle (VW Beetle); 5 David Haizelden (Reliant SSI); 6 Ryan Tonkin (VW Baja); 7 Keith Sanders (Reliant SSI); 8 Dean Partington (DP Wasp); 9 Martyn Harry (VW Buggy); 10 Craig Allen (VW Beetle).



Haizelden took Camel victory

## FIA announces raft of cost-cutting WRX rules

The FIA has introduced a range of new measures to reduce costs in the World Rallycross Championship from 2018 onwards.

The World Motor Sport Council announced on December 6 that several measures have been approved for the 2018 World RX to better control costs. These include new limitations on engines, turbos, tyres, gearbox ratios and aerodynamic devices.

The number of engines permitted in World RX across the season has been reduced from three to two, while turbochargers have been reduced from six to four. While unregistered tyres were previously allowed in practice and warm-up sessions, with eight registered wet and dry tyres permitted at each round. From 2018 12 new wet and dry tyres can be registered at rounds one and two, and eight at each event thereafter, while four 'used' tyres can be registered to use in practices.

An agreement for World RX Supercars to have a Technical Declaration form to accompany the technical passport [log book] has also been reached which "will be used to identify items that are restricted to remove development opportunities and costs".

The make, model and location of the gearbox will now be declared, along with clarification as to whether a centre differential is used. The transmission specification will then be locked for the year in its declared state. Gear ratios have been restricted to two sets for the year, while brakes will also have to be a declared specification for the season. The rear aerodynamic device [rear wing] will also be a set specification for the year.

Bakkerud will race a Captur



Bakkerud: close to RX return in '18

# BAKKERUD TO ANDROS TROPHY

## World Rallycross ace gets Renault outing for his ice racing debut

By Hal Ridge

**Norwegian Andreas Bakkerud will make his debut in the Andros Trophy ice racing series this weekend with the DA Racing team in Andorra.**

The multiple World Rallycross race winner has also confirmed he is closing on a deal to continue in WRX in 2018.

Bakkerud will join double Andros Trophy champion Jean-Baptiste Dubourg driving one of the French

squad's Renault Capturs this weekend in the Alps, the same car used in the opening round by Nicolas Prost.

Bakkerud said: "It's a championship that I've been looking at doing for many years but never really had the time or possibility to do it. Snow and ice are typical Scandinavian conditions, but I have never been the 'totally sideways' type of driver, so for sure there will be a lot for me to learn."

Bakkerud was left without a World RX drive when Ken Block's Ford

Performance-based Hoonigan Racing Division outfit withdrew from the series at the end of this season, having driven for the team for two years. He considered a switch to WRC2 for 2018, but says he is closing on a deal to sign for a rallycross team for next year.

"We have had a super-busy month working with getting the details in place for a contract for the new World RX season, but we have had to make time for that of course," he said, giving no indication as to which team he may join.

Without the ties of a confirmed manufacturer-backed race deal in rallycross, Bakkerud is free to race a Renault in Andros Trophy this weekend.

"You need to have some fun while working hard also, and this [competing in Andros Trophy] is just a pure fun project. My first test in the car will be at the race on Friday," he added. "I have absolutely no expectation for results, but if I can be a better driver from it as well as having a great time, it'll be just perfect for me."



RX Academy series has proven popular, and will partner Nordic RX

## RX Academy expands to run in Sweden next year

The RX Academy, a concept that was formed for 2017, will expand into Sweden next season for a pair of rounds at World Rallycross venue Holjes and a new circuit at Tierp.

The RX Academy will join the RallyX Nordic series for three rounds, including the two Swedish events and at former World RX venue Kouvola in Finland, where Tanner Foust claimed victory in 2014.

Continuing to use its rallycross-adapted single-make Renault Clio RS RX cars, RX Academy will also join

the Finnish Rallycross Championship for two events, at Honkajoki and Jalasjarvi. The champion will win a free drive in the 2019 European Rallycross Super1600 Championship, or the five European-based rounds of the RX2 International Series.

This year's champion Jesse Kallio will race in Euro RX Super1600 next year. British RX champion Nathan Heathcote made a one-off appearance in RX Academy last season and just missed out on a place in the final.



Green (445) may not race in 2018

## Plans for Northampton to switch to dual surface

Plans are being drawn up for a new shale surface to be laid at Northampton International Raceway for a portion of the 2018 season.

The venue, originally built in 1947, has run with a concrete surface and has hosted high-profile BriSCA F1 races including the European Championship, which has been a permanent fixture at the venue since 1994.

The plan, which is being drawn up at the moment, would involve the circuit covered in shale for the summer months, with the track then reverted to its

concrete surface once the summer is over. It is expected to help redress the Tarmac-heavy F1 schedule since the closure of the Coventry Stadium, which was one of the main shale venues in the country.

Current F1 World champion Nigel Green said: "I like the circuit, but they need to sort the fence out there first of all - it is very easy for cars to roll over if you go into the wall hard enough there."

"I guess with Coventry out of use at the moment it [resurfacing] will be a popular move though."



Northampton track could be converted to shale surface for the summer

## F1 champion Green could be forced out by rule tweak

Reigning BriSCA F1 World Final winner Nigel Green says he could be forced out of the sport next season after a rule change has made his Tarmac car ineligible.

The sport's rulemakers have tweaked the regulations for 2018 with a new limit on track width at the rear of the V8-powered cars, which means Green's number 445 car is now outside the regulations.

"I feel a little bit victimised by this," said Green. "It is a rule that will only primarily affect me, so it seems like this has been done simply to get me out of the sport. It is frustrating and, as things stand at the moment, I will not be racing next season."

Green, brother of DTM racer Jamie, says he could be forced to race only at Venray in Holland next season, or he might sit out the season completely.

# HAVE YOUR SAY

**WE NEED YOU!**

**GET INVOLVED WITH MN**



**EMAIL**  
letters@  
motorsport-  
news.co.uk



**TWITTER**  
Updates:  
@MNMotorsport



**FACEBOOK**  
Search for  
'Motorsport News'



**DIGITAL ISSUE**  
See motorsport-  
news.co.uk



**WRITE TO US**  
Motorsport News  
1 Eton Street,  
Richmond,  
TW9 1AG

*MN does not always agree with opinions expressed in letters*

## MN SAYS...

# Crunch time for the British GP

The British Racing Drivers' Club and Liberty need to find a way forward

It had gone very quiet in the aftermath of the British Racing Drivers' Club decision to activate the break clause in its deal to host the British Grand Prix at Silverstone. But now the time is near that the two parties are going to start mapping out what can be done to protect the race.

In truth, this is going to mark a very interesting staging post in Liberty Media's reign running F1. It has pledged its desire to see the flagship venues protected and make sure that the top level of the sport maintains its heritage. It realises that races like Monaco, Monza and a grand prix in Germany and Britain are vital to the fabric of the sport. That will be music to the British Racing Drivers' Club's ears.

But Liberty must tread carefully as it negotiates this conundrum. If it offers to create a new, BRDC-friendly contract to protect the Silverstone race for the long-term, then it will have every other race organiser beating a path to its door for a similar reworking of the finances.

If Liberty decides that it doesn't want to play ball and offer any discounts, then it will be seen as the greed-driven successor to Bernie Ecclestone, the man who imposed the financial shackles in the first place. It is a fine line to tread and it is only one of the numerous pressing problems that Liberty Media has to sort out to reshape F1. These are intriguing times.

**Matt James, Editor (Twitter: @MattJMNews)**



## YOUR PICS



LETTERS@MOTORSPORT-NEWS.CO.UK

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

**ART EDITOR MIKE STOKOE'S FAVOURITE OF THE WEEK!**



MN writer Duncan Stephens has been out and about on the hills



Garrick Collier went to the Knockhill Stages for the MN series round



Dan Humphreys caught TCR action at Brands



Richard Salisbury's shot from Rally GB National



More spectacular sporting trials action. Photograph by Duncan Stephens



Co-driver Heather Grizedale's shot. This is not a road section!



Atmospheric action from Garrick Collier as the sun sets at Knockhill

**VISIT THE NEW MN WEBSITE**

**WWW.MOTORSPORT-NEWS.CO.UK**

## TV GUIDE

We are getting ever closer to Christmas and that means it is the perfect time of year for season review highlight shows. And, if you missed it first time around, there's another chance to catch the **World Rally Championship** season review this week (Wednesday, 1615-1715hrs, BT Sport 1). The 2017 WRC season was billed as one of the most exciting for years with brand new, faster cars, cars from four manufacturers slugging it

out for honours and reigning champion Sebastien Ogier switching to M-Sport after Volkswagen's departure. And it didn't disappoint.

One rally championship that is far from over is the **MN Circuit** series. In fact, it is just getting into its stride and you can catch all the action from the season opener this week (Friday, 2000-2030hrs, Motorsport.tv). Tune in to find out who gained the early advantage at Oulton Park.

A long, long way from Cheshire,

the **Creventic 24H Series** race at the Circuit of the Americas took place recently. A number of Brits headed over to compete, including British Touring Car man Tom Ingram, so to find out how they get on be sure to catch Motorsport.tv's highlights show (Wednesday, 1755-1855hrs).

But if you prefer your racing to be of the single-seater variety then Sky Sports F1 is showing some fairly recent **Classic F1** races this week. This time the chosen races are the

2013 Hungarian Grand Prix (Thursday, 2310-0125hrs) and the 2010 Belgian GP (Friday, 2305-0105hrs).

And finally, something a bit different. **Rainer Schlegelmilch** is renowned as one of the top motorsport photographers. A special show has been made to look back at his career and features contributions from some famous faces (Saturday, 2000-2030hrs, Motorsport.tv).



WRC is reviewed on Wednesday

## NEXT WEEK

## OUT WEDNESDAY, DECEMBER 20

# SPECIAL CHRISTMAS

# DOUBLE ISSUE



## THE 50 DEFINING MOMENTS OF 2017

## F1 SEASON REVIEW



## INSIDE THE SCALEXTRIC FACTORY

## WRC REVIEW



## INTERVIEW WITH BTCC CHAMPION ASH SUTTON

## PLUS: ALL THE USUAL NEWS, VIEWS AND REPORTS

## THE VOICE OF BRITISH MOTORSPORT MOTORSPORT NEWS

Autosport Media UK Limited,  
1 Eton Street, Richmond, TW9 1AG, UK

### EDITORIAL

Tel: +44 (0) 20 3 405 8149  
Like us on Facebook: search 'Motorsport News'  
Twitter: @MNMotorsport  
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  
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

### ADVERTISING

Tel: +44 (0) 203 405 8110 (Display) or  
+44 (0) 203 405 8109 (Classified)  
Advertising deadline Monday 12 noon  
Sales Director Matthew Witham  
Sales Manager James Robinson  
Display Sales Executive Jonathan King  
Classified Sales Ben Kavanagh, Fran Hall

### PRODUCTION

Production Abbey Gunner

### PUBLISHING

Group Publishing Manager Sunita Davies

### MANAGEMENT

Director of Subscriptions and Marketing  
Laura Paterson  
Editor-in-chief Autosport Media UK  
Andrew van de Burgt  
Publishing Director Stuart Williams  
Managing Director Geoff Love

© 2017 Autosport Media UK Limited  
Reproduction in whole or in part of any text,  
photograph or illustration without written  
permission from the publisher is strictly prohibited.  
While due care is taken to ensure the contents  
of Motorsport News are accurate, the publishers  
and printers cannot accept liability for omissions  
and errors.

Advertisements are accepted for publication in  
Motorsport News only upon Autosport Media  
UK Limited's Standard Terms of Acceptance of  
Advertising, copies of which are available from the  
Motorsport News advertising sales department.  
Registered as a Newspaper with Consignia

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

Autosport Media UK Limited is a division of  
Motorsport Network LLC

**motorsport**  
NETWORK

Book your advert before 12pm Monday and see it in print first thing Wednesday



# Classified



Telephone: 0203 4058 110 Email: [mnads@motorsport.com](mailto:mnads@motorsport.com)

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

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

If you wish to advertise in the Motorsport News Classified please **call 0203 4058 110 or email [mnads@motorsport.com](mailto:mnads@motorsport.com)**  
**Deadline: Mondays at 12noon** (subject to change on Bank Holiday weeks)  
**Payment:** Cheques and postal orders should be made payable to Autosport Media UK Ltd

**Address for advertising**

**Motorsport News Advertising**  
 1 Eton Street,  
 Richmond,  
 TW9 1EF

**Important**

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

If you are a trade advertiser this must be indicated in your advertisement. Advertisers are also reminded that they are responsible for complying with legal requirements currently in force. **Six weeks notice** prior to issue date required for cancellation of any advertisement. All Verbal confirmation taken on the phone is binding. **Cancellation and refunds** not guaranteed. Terms of acceptance of advertising are available on request.

## SPARES AND ACCESSORIES

[www.kaylan.co.uk](http://www.kaylan.co.uk)

**The winning formula in high performance plastic...**

Nothing endures the punishment received by the underside of a World Rally car better than Kaylan. Resistant to both high impact and abrasion, our special elastomers are purpose-built to withstand repeated flexing, extreme abrasion, and just about anything that a forest or gravel track might throw at it. No wonder then that the world's top rally teams choose Kaylan mudflaps and underbody protection. Join the likes of Ford, Subaru, Nissan, Mitsubishi and Seat and change to Kaylan.

- Mudflaps (both moulded and punched)
- Protection for; Trailing Arms, Gearbox, Rose Joints, Toe Links, Differential and General Underbody Protection
- Wheel Arch Lining
- Engine and Gearbox Mounts
- Buses and Bumpstops
- Sump and Tank Guards
- Bespoke Moulded Parts
- Full Cutting Service Available

T: +44 (0)1274 590824 **kcd** F: +44 (0)1274 531409  
 Kay-Dee Engineering Plastics Ltd

**DURRANTS**  
 SINCE 1853

RESIDENTIAL AGRICULTURAL COMMERCIAL ON SITE AUCTIONS PROPERTY MANAGEMENT BUILDING CONSULTANCY AUCTION ROOMS HOUSEHOLD STORAGE

**To Let**  
**Carleton Rode, Norfolk**

A spacious storage / workshop / motor sport facility with 4868sqft of accommodation. Situated close to the A11 and 15 miles south of Norwich.

Guide Rent: £30,000pa

Contact: 01379 851038 [jack.glover@durrants.com](mailto:jack.glover@durrants.com)

[www.durrants.com](http://www.durrants.com)

**SIMPSON**  
**Race Exhausts**

The Stainless Steel Rally Exhaust Specialists ...

Follow Us [twitter.com/SimpsonExhausts](https://twitter.com/SimpsonExhausts) Like Us [facebook.com/SimpsonRaceExhausts](https://facebook.com/SimpsonRaceExhausts)

01753 532 222 // [www.SimpsonRaceExhausts.com](http://www.SimpsonRaceExhausts.com)

**Alloywheelrepairs.com**

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

**Chevette**

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

**PERSPEX WINDOWS**

Perspex or unbreakable polycarbonate. Tinted or clear. Slider units, mud flaps (5 cols), roof vents, full thermo-forming service now available.

>>>> **WORLDWIDE EXPORT** <<<<<

**AIREDALE RACE COMPONENTS**  
 20 Layton Park Close, Rawdon, Leeds. LS19 6PJ  
 Tel: 0113 250 9852

**IAN JEMISON ENGINEERING**

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

**Rebuild Time?...**

Fast and Reliable Delivery of Forged Pistons and Conrods

**CARRILLO**  
 The Choice Connection

Have the pistons you need, not a compromise

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

**Cambridge Motorsport Parts**  
 Unit 5 Lacre Way, Letchworth, Herts, SG6 1NR. [www.cambridgemotorsport.com](http://www.cambridgemotorsport.com)

**FABRICATION**

ROLLCAGE DESIGN AND MANUFACTURE

Tubular Steel Bending & Fabrication  
 Roll Cages with over 20 years Experience  
 Your Safety is our Priority  
 From Road to Race, Autograss to Rally,  
 Historic to Current Day

For friendly helpful advice contact Peter Folbigg  
 07801 749 888  
[fabricagebt@gmail.com](mailto:fabricagebt@gmail.com)

**DID YOU KNOW?**

75% of our readers have been reading for longer than 5 years. Advertising in Motorsport News helps you put your advert in front of a loyal audience who trust the title.

**QED**

Full range of engine components for:  
**LOTUS FORD TWIN-CAM**  
**LOTUS 900-SERIES**  
**VAUXHALL XE**  
**VAUXHALL ECOTEC**  
**ROVER K-SERIES**

Call or buy online!  
**QEDMOTORSPORT.CO.UK**  
**01509 412 317**

**Vehicle Wiring Products**

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

Free catalogue

Visit our website, phone or email for a free catalogue  
**[www.vehicleproducts.co.uk](http://www.vehicleproducts.co.uk)**  
 Tel: 0115 9305454 | email: [sales@vehicleproducts.co.uk](mailto:sales@vehicleproducts.co.uk)

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



# MARKETPLACE



## Grand Prix Racewear

Silverstone

The best of racewear & kartwear

[www.gprdirect.com](http://www.gprdirect.com)



**MARDI GRAS MOTORSPORT**

**Mardi Gras Motorsport**  
DISTRIBUTORS & AGENTS FOR

Valvoline  
HELIX AUTOSPORT  
Setrab Oil Coolers  
RACELOGIC  
Eibach SPRINGS  
K&N

VDO Performance Instruments  
SCHRIK  
lifeline Fire & Safety Systems Ltd  
VARLEY RED TOP™ THE ORIGINAL RACING BATTERIES  
AP RACING  
SPA DESIGN  
Castrol  
FERODO RACING

CALL FOR MORE INFO  
**01327 858 006**

2A BRUNEL CLOSE  
DRAYTON FIELDS INDUSTRIAL ESTATE  
DAVENTRY, NN11 8RB

Email: [info@mardigras.co.uk](mailto:info@mardigras.co.uk)  
[www.mardigras.co.uk](http://www.mardigras.co.uk)  
[www.performanceclutch.co.uk](http://www.performanceclutch.co.uk)

Mk2 Escort Turbo Rallycross car, engine 400 bhp, ALS and Launch Control Quaife 60G gearbox, Atlas axle fully floating, Radiator in rear, AP brakes front and rear 55,000 stg. or nearest offer



Ring Dominic on  
**07796 124502**

[www.TSALTAMOTORSPORT.co.uk](http://www.TSALTAMOTORSPORT.co.uk)



**We have Grp4 Escorts for tarmac and forest use.**

Customer cars built to order and maintained  
Season packages available  
Award winning cars

→ RALLY CAR HIRE AND PREPARATION

T: 01970 630730 E: [enquiries@tsaltamotorsport.co.uk](mailto:enquiries@tsaltamotorsport.co.uk) **NIGHT EVENTS AND STAGES**

# MARKETPLACE

# Rally Design

## FREE! Rally Design 2018 Motorsport Catalogue! Available from our website [www.rallydesign.co.uk](http://www.rallydesign.co.uk)

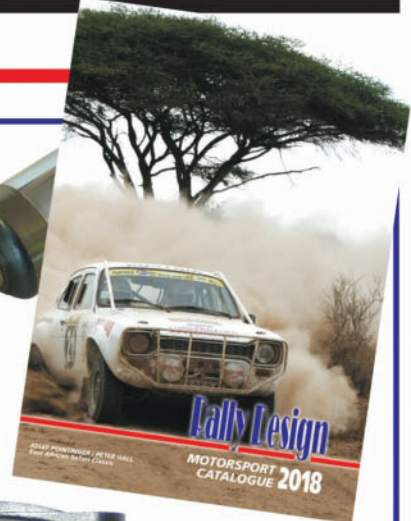
See RALLY DESIGN

AUTOSPORT INTERNATIONAL

on STAND 8345 NEC BIRMINGHAM 11 - 14 JANUARY 2018

### NEW PRODUCTS 2017/18

### THE RACING CAR SHOW



£198.60 +VAT

Page 91

HEATED WINDSCREENS  
Escort Mk1 & 2

£57.90 +VAT

Page 82

FRONT STRUT  
TUBE KIT

BLACKLINE GAS  
CHARGED  
INSERTS

Page 82

£69.50 +VAT



Page 23

CALIPER  
CARRIER  
MOUNT

£16.90 +VAT



ESCORT WING  
BADGES

Page 95

£6.90 +VAT

From £2.46  
pack +VAT

FORD TRIM CLIPS  
& GROMMETS

Page 96-100



Page 114

MATCHING TACHO & SPEEDO  
LOW PRICE

From £47.80 +VAT



52mm SMOKE LENS  
GAUGES

Page 115

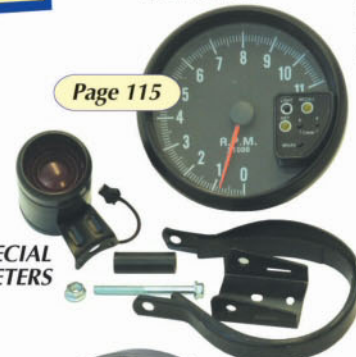
From £15.90 +VAT



Page 114

60mm 'STEPPER  
SWEEP' GAUGES

From £27.90 +VAT



Page 115

SPECIAL  
TACHOMETERS

From £324.00 +VAT

Page 135

BLACKLINE HELICAL ATB'S  
ENGLISH, ATLAS, SIERRA 7", FORD FWD,  
MX5, FOCUS ST170



Hub kit  
£218.60 +VAT

ATLAS AXLE  
PARTS

Page 136



ATLAS  
PLATE LSD

Page 136

£495.80 +VAT



£443.80 +VAT

Page 137

ATLAS INTO ENGLISH PARTS  
Inc. Heavy Duty Halfshafts

£395.80 +VAT

ENGLISH  
PLATE LSD

Page 137



£23.80 +VAT

Page 177

INFRA RED  
THERMOMETER,  
Up to 500°C

£107.28 +VAT

Page 177

CASTOR/CAMBER  
GAUGE  
MOUNT



Page 189

£26.50 +VAT

ENGINE LOAD  
LEVELLER



Page 210

From £6.99 +VAT

VAG SPECIAL  
TOOLS



£179.00 +VAT

50amp PLASMA  
CUTTER

Page 205



4-LEVEL  
TROLLEY  
TOOLBOX

Page 185

£129.50 +VAT

# MARKETPLACE



**MITSUBISHI**  
Grp N, R4,  
B13 / Open Class



Tel 01524 761398

Large amount of parts held in stock ready for immediate despatch View our online catalogue at

**waynesis@aol.com**  
**www.arnsidemotorsport.co.uk**






## DID YOU KNOW?

75% of our readers have been reading for longer than 5 years. Advertising in Motorsport News helps you put your advert in front of a loyal audience who trust the title.



Historic Engine Specialists

Ford Cosworth BDA/BDG,

Lotus Twin Cam, BMW M10



Craig Beck Racing Ltd

T: 07876 221 932

E: craig@craigbeckracing.co.uk

www.craigbeckracing.co.uk



**Hockly Motorsport Ltd**  
**A one stop shop for your rally needs**

Paint & rust removal services in our bead blasting chamber  
Milling & turning in our machine room  
Roll cage manufacture & shell preparations  
General servicing & maintenance workshop with four wheel alignment  
Mail order parts from our extensive range of motorsport components

Contact us today  
Telephone 01686 628594 Email sales@hh-ms.com  
Visit www.hh-ms.com






CompBrake-Motorsport

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

# BESPOKE TANK SERVICE

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



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



£299.99

PROJECT

**CMB-FT-020R**  
CUSTOM  
1 X OFF CENTER FILLER NECK [BAFFLED]

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



£449.99

PROJECT

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

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



£199.99

PROJECT

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

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



£159.99

PROJECT

**CMB-FT010**  
CUSTOM  
1 X FAR SIDE FILLER NECK [FOAM FILLED]

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

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



£119.99

PROJECT

**CMB-FT-004**  
CUSTOM  
1 X OFF CENTER FILLER NECK [BAFFLED]

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



£199.99

PROJECT

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

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



£599.99

PROJECT

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

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



£209.99

PROJECT

**CMB-FT018-TW**  
CUSTOM  
2 X FILLER NECKS + STRAPS [FOAM FILLED]

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

# TRAILERS & TRANSPORTERS

**Moetefindt**  
Tailor-made trucks and trailers



## TAILORMADE TRAILER FOR THE U.K.

Each trailer is tailored made to each customer's requirements, the dimensions and configuration are bespoke. We are able to create payloads up to 2500 kg – available as tarpaulin or solid construction. Moetefindt has over 35 years experience in building individual trucks & trailers.



### AIR SUSPENSION SYSTEM

The trailer tilts automatically and the system is maintenance-free.



### ALUMINIUM CONSTRUCTION

Complete alloy chassis giving the system the lowest empty weight.



### INDIVIDUALLY EQUIPPED

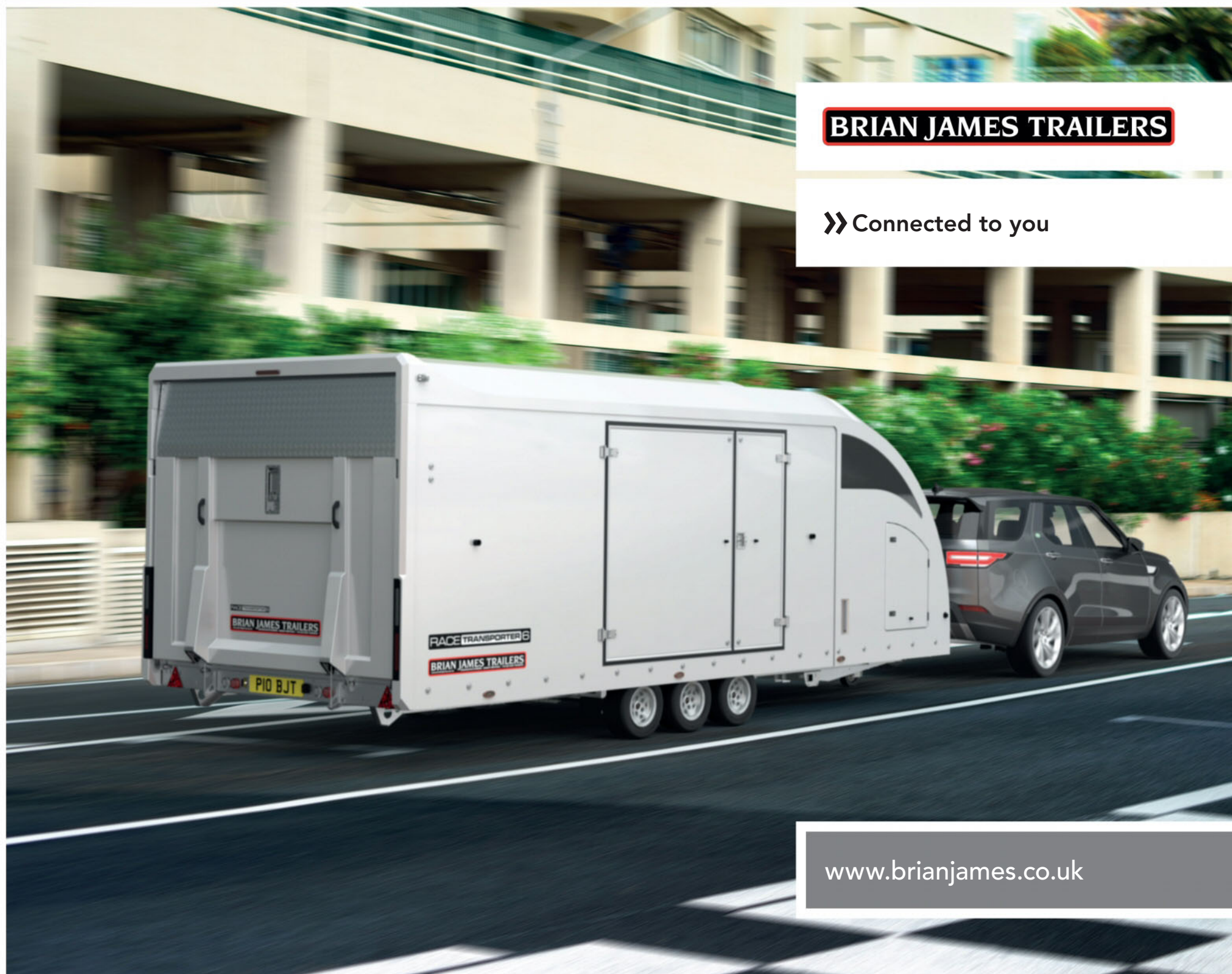
Extensive variety of options to build the perfect solution to meet all requirements.

[www.moetefindt.co.uk](http://www.moetefindt.co.uk)  
[www.facebook.com/moetefindt](https://www.facebook.com/moetefindt)



**TRAILERS & TRANSPORTERS****BRIAN JAMES TRAILERS**

»» Connected to you

[www.brianjames.co.uk](http://www.brianjames.co.uk)

## Speed is of its essence

Built to outperform, the Race Transporter 6 has been designed around your race weekend.

Light-weight materials and clever design provide strength throughout. Combined with a proven wheels under the bed chassis and advanced suspension your journey with a Race Transporter will be competent and comfortable.

In the paddock the Race Transporter 6 includes many specific race weekend orientated features providing a comfortable work environment. Tyre and equipment storage is available in several places, with enhanced options also offered. Interior lighting, remote controlled electric winch and a full set of side doors with hatches all contribute to making loading effortless and speedy.

Race Transporter trailers are available from £ 7,499 + vat

Race Transporters are available ex-stock at many UK dealers. Please visit our website or call us for further details.

**T +44 (0)1327 308 833**

For more information and details on the Brian James Trailers range, please contact our head office

**RACE TRANSPORTER 6**

# TRAILERS & TRANSPORTERS

## QUALITY THAT WE ARE PROUD OF

Woodford GRP covered trailers - Value for money. Superior in design, quality and finish



**DEALERS WANTED - All Woodford Trailers have full European Type Approval**



## WOODFORD TRAILERS DEALERS UK

### POTSMOUTH

BLENDWORTH TRAILER CENTRE  
Tel: +44(0)2392 412731  
E: sales@blendworthtrailers.co.uk  
W: www.blendworthtrailers.co.uk

### LONDON

VINTAGE & PRESTIGE FINE  
MOTORCARS  
Office ++44 (0) 1442 236711  
Mobile ++44 (0) 7967 260673  
E: richard@vandp.net  
W: www.vandp.net

### LONDON-KENT

SOUTHEAST TRAILERS  
498 London Road  
Ditton, Kent  
me206bz.  
Tel: 07933842719  
E: ellisviner@btinternet.com  
W: www.southeast-trailers.co.uk

### SOUTH LONDON

SOUTH LONDON TRAILER CENTRE  
Hackbridge Station Depot  
London Road  
Wallington, Surrey, SM6 7BJ  
Tel: 0208 647 0110  
Mob: 07836 224250  
E: steve@sltc.co.uk

### WINCHESTER

TRAILERTEK LTD  
Warren Farm  
Micheldever Station  
Winchester, Hampshire  
SO21 3AS  
E: info@trailers.co.uk

### SLOUGH

BERKSHIRE COUNTY TRAILERS  
Mobile: 07853263484  
Tel: 01628 559782  
E: sales@berkshirecountytrailers.co.uk  
W: www.berkshirecountytrailers.co.uk

### ESSEX

1 STOP TRAILERS  
Tel: +44 (0)1787 249737  
Tel: +44 (0)7850 554776  
E: 1stoptrailers@mail.com  
W: www.1stoptrailers.co.uk

### BRIGHTON

HALF MOON BAY (LEISURE) LTD  
Smart-Trailers.co.uk  
Monastery Lane  
Storrington, West Sussex  
RH20 4LR  
Tel: 07950 968348  
E: Alan@Smart-Tow.com  
W: www.smart-tow.com

### LEICESTER

MARSDEN BARN TRAILERS  
Unit 1  
Marsden Barn  
Huncote Road  
Stoney Stanton  
Leicester  
LE9 4DJ  
Tel: 01455641367  
Mob: 07968888624  
E: marsdenbarntailers@gmail.com

### NOTTINGHAM

APPLEYARD TRAILERS  
The Kennels  
Main St  
Strelley  
Nottingham  
NG8 6PD  
Te: 01159293901  
Mob: 0785075014

### MID WALES

HUMPHREYS & FOULKES  
Unit 6  
Lion Works  
Pool Rd,  
Newtown  
Powys  
SY16 3AG  
Tel: 01686 628144

### LEEDS

ROTHWELL TRAILERS  
126 Wakefield Road  
Rothwell  
Leeds  
LS26 0SB  
Tel: 01132887179  
E: sales@rothwelltrailers.co.uk  
W: rothwelltrailers.co.uk

### READING

LOVELL TRAILERS  
James Farm  
James Lane  
Grazeley Green  
Reading  
RG7 1NB  
Tel: 01183240403  
E: sales@lovelltrailers.co.uk  
W: www.lovelltrailers.co.uk

### NORTHERN IRELAND

MONTGOMERY MOTORSPORT  
Tel: 0044(0)2885549851  
W: www.montgomery-motorsport.co.uk

[www.WOODFORDTRAILERS.com](http://www.WOODFORDTRAILERS.com)

HIGH QUALITY TRAILERS FOR CLUB, PRIVATE AND PRO MOTORSPORTS

Woodford Trailers Limited • 14 Great Central Way • Daventry • Woodford Halse • Northants • NN11 3PZ

Telephone: 01327 263384

# WEB DIRECTORY

## ELECTRONICS



Authorised stockists for:  
**OSRAM PHILIPS RING** and many more...  
 01527 908676 | [www.phoenixautobulbs.co.uk](http://www.phoenixautobulbs.co.uk)

## GEARBOXES


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

## RACEWEAR



Silverstone  
 The best of racewear & kartwear  
[www.gprdirect.com](http://www.gprdirect.com)

## ENGINES



**01933 411 993**  
[jondelrace@aol.com](mailto:jondelrace@aol.com)

## RACE CARS

[www.mcracecars.co.uk](http://www.mcracecars.co.uk)  
 phone. 07771 762145  
 MCR's for sale  
 arrive & drive packages

## RACEWEAR



**RACE & RALLY**  
 PASSIONATE ABOUT MOTORSPORT  
[WWW.JJCRACEANDRALLY.COM](http://WWW.JJCRACEANDRALLY.COM)

## ENGINES

**D.T.W. ENGINES LTD.**  
 BDG RACE & RALLY SPECIALISTS  
 FOR OVER 40 YEARS  
 TOYOTA, VAUXHALL, MISTUBISHI, SUBARU AND ALL FORD  
 ENGINES CATERED FOR. ENGINE DYNO TESTING & MAPPING.  
 CYLINDER HEAD MODIFICATIONS,  
 PRECISION SURFACE GRINDING.  
[WWW.DTWENGINES.COM](http://WWW.DTWENGINES.COM) | TEL. +44 (0)1279-422128

## RACE & RALLY PARTS



**MARDI GRAS  
 MOTORSPORT**  
[www.mardigras.co.uk](http://www.mardigras.co.uk)

## RACEWEAR

140,000 PRODUCTS ONLINE... MORE TO COME! THE BEST BRANDS WITH RAPID DELIVERY!  
**demonTweeks**  
 MOTORSPORT  
[www.demon-tweeks.co.uk](http://www.demon-tweeks.co.uk)

## ENGINES

**JAPANESE PERFORMANCE SPECIALIST**  
**GroupB Motorsport** are the **ROTARY ENGINE SPECIALISTS**  
 We have engines available for Track day cars, Saloon racing and our NEW!  
 GPB Spec for historic rallying Talk to us about your requirements and we will  
 put together the best package with engines producing 250bhp up to 550bhp  
 For more information email: [sales@groupbmotorsport.com](mailto:sales@groupbmotorsport.com)  
 call Mark on: 01244 822 327 or visit: [groupbmotorsport.com](http://groupbmotorsport.com)

## RACE & RALLY PARTS

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

## RACEWEAR

**Teamwear Specialists - LOGOMEUP**  
 • Embroidery  
 • Print  
 • Quick Turnaround  
 • Min Order Only 4  
 • No Logo Set Up Fees  
[www.logomeup.co.uk](http://www.logomeup.co.uk) - 01158 712973

## ENGINES



• Performance Tuning Specialists  
 • 2WD Superflow Rolling Road,  
 1200 bhp and 220 mph capacity  
 • Life Racing and Omex Engine Management  
 • Weber, Dell'Orto and SU Carburettor Agents  
 Plus much more, Contact us on  
**01604 766624**

## RACE & RALLY PARTS



**PartBOX**  
[www.part-box.com](http://www.part-box.com)  
 TELEPHONE: 0121 557 2707 E-MAIL: SALES@PART-BOX.COM  
**COBB TUNING** GENUINE FORD COMPONENTS **HKS** **DEATSCH WERKS**  
 FREE UK DELIVERY AVAILABLE. OPEN 24/7. GREAT TECHNICAL SUPPORT.

## TRAILERS & TRANSPORTERS

**BRIAN JAMES TRAILERS**  
 >> Connected to you  
[www.brianjames.co.uk](http://www.brianjames.co.uk)

## GEARBOXES

**Avanti Motorsport Transmissions**  
 84 West End Street, Somerset, BA16 0LP  
 +44 (01458) 446517  
[avantimotors@btconnect.com](mailto:avantimotors@btconnect.com)  
 - Rally and Race Gearboxes  
 - 6 Speed Sequential Gearboxes  
 - 5 & 6 speed Gearkits  
 - Limited Slip Differentials etc.

## RACE & RALLY PARTS

**Autoparts and Hydraulics**  
  
[sales@LMAautoparts.com](mailto:sales@LMAautoparts.com)

## TRAILERS & TRANSPORTERS

[www.EMPIRE RV.co.uk](http://www.EMPIRE RV.co.uk)  
 Living the high life  
 Tel: +44 (0) 1761 300 489  
[www.EmpireRV.co.uk](http://www.EmpireRV.co.uk) ■ [info@EmpireRV.co.uk](mailto:info@EmpireRV.co.uk)

## GEARBOXES



Rally & Race Gearboxes,  
 GearKits, LSD's and Driveshafts  
 T: 01782 280 136 F: 01782 269 913  
 E: [sales@eliteracingtransmissions.com](mailto:sales@eliteracingtransmissions.com)  
 visit: [EliteRacingTransmissions.com](http://EliteRacingTransmissions.com)

## RACE & RALLY PARTS

Stock and custom made  
 FiA Fuel Cells.  
 Short lead times.  
**01527 521050**  
  
[www.classicworldracing.co.uk](http://www.classicworldracing.co.uk)

## WHEELS & TYRES



Winning all over the world since 1973...  
 Heat treated alloy wheels now back in production.  
 Including CXR, ML and MO  
[WWW.COMPOMOTIVE.COM](http://WWW.COMPOMOTIVE.COM)  
 Tel. 00 44 1952 850618 sales@comp.co.uk



**THIS CLASSIFIED SECTION WAS BROUGHT TO YOU BY:**

**Ben Kavanagh**  
 Classified Advertising  
 T: +44 (0) 203 405 8109  
 E: [ben.kavanagh@motorsport.com](mailto:ben.kavanagh@motorsport.com)

**Abbey Gunner**  
 Senior Production Controller  
 T: +44 (0) 203 405 8131  
 E: [abbey.gunner@motorsport.com](mailto:abbey.gunner@motorsport.com)



“AlcoSense are a clear step ahead of the rivals”

Auto Express Breathalyser Group Test, Dec 2016



If you drank 4 pints or 4 glasses of wine between 9pm and midnight you could still have alcohol in your system at 11am the next day. That's why one in five drink drive accidents happen the morning after<sup>A</sup>.

AlcoSense quickly and accurately shows your blood alcohol level, so you don't become one of them.

Single Use Breathalysers From £2.99



*lite*

£39.99



ELITE

£59.99



*excel*

£99.99



*pro*

£149.99



Available at Halfords & Selected Boots



**alcoSense**<sup>®</sup>  
PERSONAL BREATHALYSERS

Order securely at [alcosense.co.uk](http://alcosense.co.uk) or call 0800 195 0088