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**RALLY TURKEY
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DRAMA!**

TANAK ROCKS IT!

ESTONIAN IS TOP IN TURKEY P24



Northern Irishman in line for sensational Yaris call-up



MEEKE LINKED TO TOYOTA COMEBACK

By David Evans

Northern Irishman Kris Meeke has been tipped for a possible World Rally Championship return aboard a Toyota Yaris WRC next season.

MN understands the five-time world rally winner is being lined up as a possible replacement for Esapekka Lappi, as it is likely the Finn will jump ship and move to Citroen in 2019.

Toyota Gazoo Racing team principal Tommi Makinen confirmed to MN he has spoken to Meeke about next season.

Full story P2-3



Brit Meeke could land a top Toyota drive

THE VOICE OF BRITISH MOTORSPORT
MOTORSPORT NEWS

HAMILTON INCHES CLOSER



LEWIS PEERLESS IN SINGAPORE P4



**INGRAM
KEEPS THE PRESSURE ON
THE BTCC HITS SILVERSTONE P20**



MOTORSPORT NEWS ISSUE MJ3147 SEPTEMBER 19 2018

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IN THIS ISSUE



Hamilton defeats Vettel and Ferrari

P4

KIMI TO SAUBER: LECLERC TO FERRARI

P6



INGRAM TAKES BTCC TITLE DOWN TO WIRE



P20

JEWISS MOVES CLOSER TO CROWN

P23



TANAK SCORES HAT-TRICK



P24

Singapore Grand Prix report
Racing news
Historic race and rally news
Rally news
WRX Latvia
Racing reports
BTCC Silverstone
WRC Rally Turkey
Sporting Scene

4 Letters/Comment/What's On 30
6 **SUBSCRIBE TO MOTORSPORT NEWS** 31
11 Classifieds 32
12 Wanted: Perez loses 2019 F1 seat after string of hotheaded errors. Ocon retains Force India drive.
17
18
20
24
29



FOR MOTORSPORT NEWS STAFF CONTACT DETAILS PLEASE SEE P31

Makinen in talks with Meeke to replace

SHOCK WRC MEEKE WITH



Meeke lost Citroen seat earlier this year

By David Evans

Toyota Gazoo Racing has opened discussions with Kris Meeke about a sensational World Rally Championship return with the Japanese marque next season.

The Northern Irishman has spoken to TGR boss Tommi Makinen and the four-time world champion Finn sees potential for bringing Meeke to the team, if Esapekka Lappi completes a likely move to Citroen.

Toyota team leader Ott Tanak is under contract for next season, Jari-Matti Latvala is near certain to remain with the Puuppola-based squad in 2019 and Meeke could fill the third seat from Monte Carlo onwards.

Meeke was dropped by Citroen following his Rally of Portugal crash in May and has kept a low profile since. He will return to the sport for the first time at RallyLegend, where he drives one of his former mentor Colin

McRae's cars – a Citroen Xsara – in San Marino next month.

Makinen told *MN*: "I spoke with Kris, he could be one option, one possibility."

"We will speak to Japan and we look at different options. We had a telephone conversation just recently."

"For sure Kris is very fast driver, sometimes even too fast. But I think he is at the age and experience, everything I'm pretty sure he could do well."

Makinen admitted to a concern in putting Meeke alongside a similarly single-minded competitor like Tanak, saying: "This is the thing: I know that Kris is the driver who is wanting to win. A lot. And we have a driver already who wants to win. A lot. What the combination could be? But I think this is not a big drama. We will see what is happening, but for sure Kris is a fast driver."

Meeke was offered the chance to lead the Toyota team when

Makinen came to him with an offer in 2015, but the Dungannon driver went to Citroen instead. There's mutual respect between the two and they have remained close since those negotiations three years ago.

Meeke maintained his low profile and was out of reach when *MN* contacted him for comment last week.

Lappi has visited Citroen's Versailles factory and negotiations with the French firm are ongoing – but sources indicate he will be confirmed by the French firm potentially by the end of the month.

Lappi said: "In my mind, I know what I am doing next year. I have made up my mind."

Asked his thoughts on keeping Lappi, Makinen added: "I don't know. We have made an offer to him and now we wait to see what they say. We can't do anything until we know what is the answer, but I expect the answer will come soon."

HEADLINE NEWS

Photos: Red Bull Content Pool, mcklein-imagedatabase.com, LAT, WRC.com

Lappi for 2019

RETURN FOR TOYOTA?



Meeke (l) could be in line to replace Lappi (r) who could be Citroen-bound



Lappi has visited the Citroen factory



Rally Portugal crash led to Citroen sacking Meeke/Nagle



Makinen (r) and Meeke have been in talks over 2019 drive



Ogier scored seven wins for Citroen but left at the end of 2011 for Volkswagen

Ogier set to return to Citroen for 2019, M-Sport haven't given up signing him

Sebastien Ogier is expected to reveal his future imminently and all indications are that the five-time champion is on the verge of a return to Citroen.

Ogier has already made it clear this contract will be his last one, but there's potential it could stretch as far as three years. Despite speculation earlier in the year that he didn't want to remain in the series until the end of 2021, Ogier is understood to be more interested by such a proposal now.

The Frenchman said: "I think it's getting closer [a decision on his future]. I wanted to know more about the commitment [from the manufacturer] and we're getting that. You know I always want to have this finalised soon and hopefully that can happen."

Citroen team principal

Pierre Budar said there was no rush to announce anything.

"We have no fixed timetable for any announcement," he said. "I can't tell you it will be next week or next month. We have to make sure everything is completely clear until we make this announcement and I'm not the only one involved in this - we will do this when we are all ready."

Asked if his preference was for a three-year agreement with Ogier, he added: "We will see."

Ogier's current boss Malcolm Wilson admitted he hadn't given up on retaining the champion.

"You never know what can happen," said the Cumbrian. "We've been working on this for a long time and we won't stop. Retaining Sebastien has been the focus of our plans for next year and it remains so. We'll keep working at it."

Thierry Neuville announced a three-year deal of his own in Turkey last week, with the Belgian contracted to remain in a Hyundai i20 Coupe WRC until at least the end of 2021.

Neuville said: "I am really happy to sign a new three-year contract with Hyundai Motorsport. We have improved a lot in recent seasons and it has always been my target to build continuity for my career by remaining with this team."

With Neuville confirmed alongside the already committed Andreas Mikkelsen, team manager Alain Penasse said he wanted to tie down plans for Hayden Paddon and Dani Sordo quickly.

"We will be working on that now," he said. "We would like to keep things like they are, but let's see what happens."

SINGAPORE GP REPORT



BY STUART
CODLING

Vettel and the Scuderia couldn't take the heat in Singapore

LEWIS STEALS ANOTHER FERRARI WEEKEND



Hamilton claimed a crucial victory



Mercedes often struggles to perform in Singapore

Lewis Hamilton and Mercedes swept to a virtually unchallenged win in the 2018 Singapore Grand Prix as yet another Ferrari tactical blunder cost Sebastian Vettel the chance of victory.

On a weekend in which they could reasonably have expected to be dominant, Vettel and Ferrari once again demonstrated their tendency to wobble under pressure.

Vettel had to settle for third place behind Max Verstappen, even though Red Bull had struggled throughout the weekend with a 'spec C' Renault power unit that rarely ran cleanly in the humid air.

Qualifying

Vettel arguably laid the foundations for his undoing during Friday evening's second practice, when a moment's inattention led to a brush with the wall at Turn 21. This was the only practice session in which both the time of day and track conditions overlapped with those of qualifying and the race, and Vettel spent a vital 45 minutes of it parked in the garage while mechanics attended to an impact-induced leak.

Vettel initially waved off suggestions that this might prove critical, saying he and Ferrari had learned enough about the SF71H already this season to not miss such piffling fragments of track time. Team-mate Kimi Raikkonen's presence at the head of the timesheets in FP2 suggested he might be right, as did – on the face of it – the Ferrari 1-2 led by Vettel in FP3. But come qualifying he would be muttering an entirely different story.

Initially it looked like it was Hamilton who was under the greatest pressure. Despite careful preparations for what

team boss Toto Wolff called the team's "bogey circuit", Mercedes had made a wrong call on tyre selection and now had a set of ultrasofts for each driver that they had no intention of using in the race. They made the decision to get rid of them in Q1, risking humiliation at the hands of others on the significantly faster hypersofts, and both Hamilton and Valtteri Bottas struggled to make the cut for Q2 – indeed, Hamilton ended the session in 14th, just two places and a couple of tenths from an early bath.

"We were quite stressed out," said Wolff afterwards. "My friend Fred Vasseur [Sauber team principal] sent me a text message that said 'You know what the difference is between an idiot and a genius? Two tenths'. I think that summarises pretty well."

Instead, the Q1 casualties were predictable. Slowest of all were the Williams pairing of Lance Stroll and Sergey Sirotkin, and not only was the gap between the representatives of this once-great team and those at the top of the timesheet enormous, they were nearly a second-and-a-half slower than 18th-placed Stoffel Vandoorne's McLaren. Driving the wretched FW41 was a matter of "survival", according to Sirotkin; it would neither grip in the corners nor hook up nicely out of them, and it couldn't ride the kerbs.

For Vandoorne, soon to yield up his seat at McLaren to young Brit Lando Norris, this was a weekend to forget. For Kevin Magnussen (16th), another rejected product of McLaren's young driver programme, and Toro Rosso's Brendon Hartley (17th) this would also be a performance to commit to the memory hole.

In Q2 it was Ferrari's turn to be nervous as it sent both drivers out on ultrasofts in the first run. If successful, Vettel and Raikkonen would have been able to start the race on that compound

and run a much longer first stint than those going through Q2 on hypersofts, potentially giving them track position and a faster tyre for the final stint. But it was a risky bet, and Ferrari bailed when Raikkonen harrumphed "these tyres are too slow", even though Vettel protested "I could qualify on the option [ultrasoft] – I have half a second."

So Vettel and Raikkonen went with the flow and fitted hypersofts for the second runs, and Vettel was lucky not to be badly baulked on his hot lap by Romain Grosjean, who hadn't been warned of his approach. The main intrigue in this session, though, centred around which cars would fail to make the cut for Q3 but cluster just on the cusp of the top 10, starting with a free tyre choice while the Q3 qualifiers were locked into starting on the fast-but-delicate hypersofts. On a circuit such as Singapore's, where overtaking is difficult and the DRS effect not very powerful, giving up track position by pitting early in the race could prove disastrous.

Whether by serendipity or design, then, McLaren's Fernando Alonso was the fastest of those not to make the cut for Q3, narrowly ahead of the Renault of Carlos Sainz, who in turn was just three hundredths of a second faster than the flying Charles Leclerc's Sauber. Leclerc's team-mate Marcus Ericsson was a further seven-tenths down in 14th, ahead of the struggling Pierre Gasly in the second Toro Rosso.

Come Q3 the top 10 split evenly into almost three groups: Hamilton, Verstappen and Vettel, followed by the three de facto number twos and then the battle of the midfielders for 'class B' pole. Hamilton's first flying lap was so mighty, so unexpected, that even he failed to match it on his second attempt and, after climbing from the cockpit, he described it as

"magic". He had been half a second off the Ferrari pace in final practice, but now he was 0.613s up on a disconsolate Vettel. Wolff chose similarly glittering phrasing, calling Hamilton's effort "stardust".

Verstappen compounded Vettel's woe by demoting him to second, even though the latest-spec Renault power unit in the back of the Red Bull was inadequately mapped for the humid ambients of Singapore and had to be run in detuned form. But for a burp from the engine room on his flying lap, Verstappen might even have edged ahead of Hamilton.

Behind the top three, Bottas, Raikkonen and Daniel Ricciardo were close but no cigar, while Sergio Perez headed the midfield runners in seventh, driving a Racing Point Force India garlanded with a raft of updated components now that the financial taps have been turned on under the team's new ownership. Grosjean found grip in his Haas that team-mate Magnussen couldn't to slot between Perez and the second Force India of Esteban Ocon, while Nico Hulkenberg rounded out the top 10 for Renault.

Race

Hamilton and Vettel made the best starts of the top three and the polesitting Mercedes cut cleanly through the first two corners as second-placed Verstappen had to defend his position from Vettel.

Behind them, Perez nudged Ocon into the outside wall at Turn 3, eliminating him from the race and bringing out the safety car. But before race control took the decision to neutralise the race, Vettel had made use of a better exit from Turn 5 to draw alongside Verstappen and pass him on the outside into Turn 7. Make no mistake, this was one of the

best overtakes of the year: clean, and with just the tiniest hint of smoke from the Ferrari's left-front tyre as Vettel unfailingly found the very limit of its grip under braking and backed fractionally away from it.

In their wake, the majority of the top 10 got away in grid order – Bottas in fourth followed by Raikkonen, Ricciardo, Perez and Grosjean – but ultrasoft runners Alonso and Sainz each gained two positions on the opening lap, at the expense of slow-starting Hulkenberg and the now-absent Ocon.

The race got under way again on lap four but the frontrunners were running cautiously, nearly 11 seconds off qualifying pace, so as to manage their fragile hypersoft tyres and extend the first stint as far as possible.

As the lap count entered double figures the frontrunners lifted their pace in anticipation of the pitstops. Vettel was the first to dive in, on lap 14 of 61, taking on a set of ultrasofts.

The stop would prove disastrous for Vettel, since he emerged behind Perez and spent two laps bottled up behind him. Meanwhile Hamilton and Verstappen pitted on successive laps to take on soft Pirellis with a clear strategy of running to the end with no further stops.

Hamilton returned seamlessly into the net lead, and although Verstappen's engine stuttered slightly as he left the pit apron, he just squeaked ahead of Vettel into Turn 3.

The initial pitstop phase left Hamilton with a 3s lead over Verstappen once Ricciardo became the last of the frontrunners to change tyres, on lap 27. Vettel was a frustrated third, telling his team: "We were again too late. We will not make it to the end."

As at the Monaco Grand Prix, drivers starting outside the top 10

'Bottas was caught late on'
Merc man's woe, below



ROUND 15

Photos: LAT



Verstappen stayed ahead of Vettel (l) after pitstops



Perez impatient behind Sirotkin

with a free tyre choice benefitted as some of those ahead on softer rubber pitted first. Conversely, when Perez, Hulkenberg and Grosjean shed their hypersoft boots they emerged behind the trundling tail-end Williams pairing of Stroll and Sirotkin, who had started on soft tyres and had no plans to stop promptly.

This led to the race's second significant incident when Perez grew impatient with Sirotkin and swerved at him as he finally went past at Turn 17 on lap 33, picking up a puncture in the process and enabling Hulkenberg to nip through. As Grosjean tried to follow Hulkenberg through, the pair baulked Hamilton as he came up to lap them, briefly enabling Verstappen to enter attacking range.

Grosjean received a five-second penalty and two licence points for what FIA race director Charlie Whiting described as "probably one of the worst cases of ignoring blue flags I've seen for a long time".

Once clear, Hamilton stretched his margin out to 3s again and remained out of reach until the chequered flag, eventually finishing 8.9s clear - with Vettel a further 30.9s down the road.

While Hamilton, Verstappen, Vettel and Bottas nursed their tyres to the finish, a battle for fourth place erupted in the closing laps as Ricciardo closed in on and challenged Raikkonen, who in turn crept up on Bottas. But nothing came of it and Bottas crossed the line 1s clear.

Alonso won 'class B' for the midfielders in his McLaren from 11th on the grid, taking advantage of a long first stint on the ultrasofts to gain track position at the expense of Grosjean, and then successfully rebuffing an attempted undercut by Sainz for seventh place when he made his single stop on lap 38.



Force Indias came to blows on first lap, with Perez (r) nudging Ocon into wall;

Leclerc, another driver to start outside the top 10 on ultrasofts, followed Sainz home in ninth place, while Hulkenberg completed a solid recovery drive from his indifferent start to secure the final point.

Hamilton is now 40 points ahead of Vettel in the championship standings, but he refuses to view this as a comfortable margin - or to consider changing his maximum-attack approach.

"There is just no need for me to look at the next few races and think 'OK, I need that there, and that

there'. In my mind I need to win every race, simple as that," he said.

"I focus on that and arrive wanting to win. There will be weekends when we know that maybe we'll be comfortably stronger, and there will be weekends like this where we expect to be behind but we still have that belief that we can win.

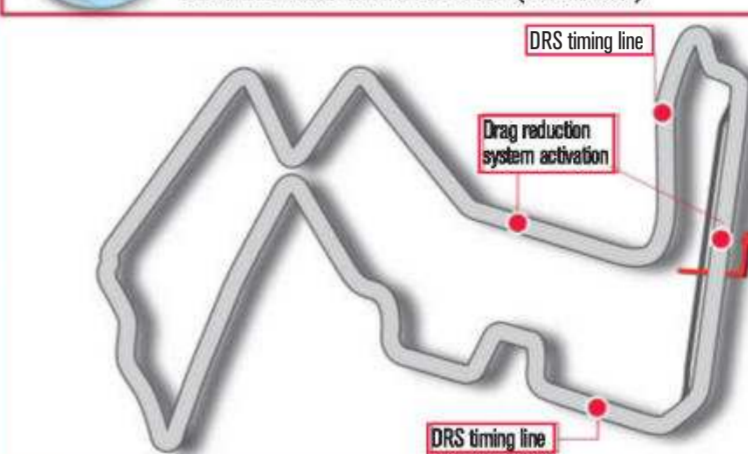
"I want to win every race, that's the goal. I'm just not looking at the points.

"Who knows what's going to happen in the next six races? But I can assure you we're going to arrive locked and loaded - that's our approach."

RACE FACTS

Results © 2018 Formula One Administration Ltd

SINGAPORE GRAND PRIX
Circuit: Marina Bay Lap: 3.146 miles
Race distance: 191.91 miles Laps: 61
Lap record: 1m41.905s (Kevin Magnussen, 2018)
2017 winner: Lewis Hamilton (Mercedes)



TYRE CHOICE

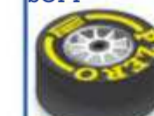
HYPERSOFT



ULTRASOFT



SOFT



RESULTS

FIA Formula 1 World Championship, round 15/21

POS	DRIVERS	NAT	CAR-ENGINE	TIME
1	Lewis Hamilton	GBR	Mercedes	1h51m11.611s
2	Max Verstappen	NED	Red Bull-Renault	+8.961s
3	Sebastian Vettel	GER	Ferrari	+39.945s
4	Valtteri Bottas	FIN	Mercedes	+51.930s
5	Kimi Raikkonen	FIN	Ferrari	+53.001s
6	Daniel Ricciardo	AUS	Red Bull-Renault	+53.982s
7	Fernando Alonso	ESP	McLaren-Renault	+1m43.011s
8	Carlos Sainz	ESP	Renault	-1 lap
9	Charles Leclerc	MON	Sauber-Ferrari	-1 lap
10	Nico Hulkenberg	GER	Renault	-1 lap
11	Marcus Ericsson	SWE	Sauber-Ferrari	-1 lap
12	Stoffel Vandoorne	BEL	McLaren-Renault	-1 lap
13	Pierre Gasly	FRA	Toro Rosso-Honda	-1 lap
14	Lance Stroll	CAN	Williams-Mercedes	-1 lap
15	Romain Grosjean	FRA	Haas-Ferrari	-1 lap
16	Sergio Perez	MEX	Racing Point Force India-Mercedes	-1 lap
17	Brendon Hartley	NZL	Toro Rosso-Honda	-1 lap
18	Kevin Magnussen	DEN	Haas-Ferrari	-2 laps
19	Sergey Sirotkin	RUS	Williams-Mercedes	-2 laps
R	Esteban Ocon	FRA	Racing Point Force India-Mercedes	LO/collision

Winner's average speed: 103.506mph Lap leaders: Hamilton 1-14; Verstappen 15-17; Raikkonen 18-21; Ricciardo 22-26; Hamilton 27-61

FASTEST LAP | KEVIN MAGNUSSEN 1m.41.905s

ON LAP 50 (AVERAGE SPEED: 111.13mph)

QUALIFYING

POS	DRIVER	TIME	POS	DRIVER	TIME
1	Hamilton	1m36.015s	11	Alonso	1m38.641s
2	Verstappen	1m36.334s	12	Sainz	1m38.716s
3	Vettel	1m36.628s	13	Leclerc	1m38.747s
4	Bottas	1m36.702s	14	Ericsson	1m39.453s
5	Raikkonen	1m36.794s	15	Gasly	1m39.691s
6	Ricciardo	1m36.996s	16	Magnussen	1m39.644s
7	Perez	1m37.985s	17	Hartley	1m39.809s
8	Grosjean	1m38.320s	18	Vandoorne	1m39.864s
9	Ocon	1m38.365s	19	Sirotkin	1m41.263s
10	Hulkenberg	1m38.588s	20	Stroll	1m41.334s



Alonso won the 'class B' race

CHAMPIONSHIP POINTS

DRIVERS

POS	DRIVER	PTS
1	Lewis Hamilton	281
2	Sebastian Vettel	241
3	Kimi Raikkonen	174
4	Valtteri Bottas	171
5	Max Verstappen	148
6	Daniel Ricciardo	126
7	Nico Hulkenberg	53
8	Fernando Alonso	50
9	Kevin Magnussen	49
10	Sergio Perez	46

CONSTRUCTORS

POS	CONSTRUCTOR	PTS
1	Mercedes	452
2	Ferrari	415
3	Red Bull-TAG Heuer	274
4	Renault	91
5	Haas-Ferrari	76
6	McLaren-Renault	58
7	Racing Point Force India-Mercedes	32
8	Toro Rosso-Honda	30
9	Sauber-Ferrari	21
10	Williams-Mercedes	7

NEXT RACE: RUSSIAN GRAND PRIX SEPTEMBER 30

RACING NEWS

F1 ROUND-UP

Force India fighting

Force India Formula 1 team-mates Sergio Perez and Esteban Ocon will again be banned from racing each other following their Singapore Grand Prix contact. They had previously been ordered not to battle in 2017 following a string of incidents. In Singapore the pair touched on the exit of Turn 3 on the first lap when Ocon tried to go around the outside, and Perez moved over and put Ocon into the wall. "I didn't remind them here [about making contact], maybe I should have done," said team boss Otmar Szafnauer. "But they know it now, and again they're not going to race anymore if they can't do it. There wasn't any room, Checo [Perez] should have given him room."

Odd Ferrari

Kimi Raikkonen says it is "a bit odd" that the Ferrari car could not work its tyres properly in Singapore Grand Prix qualifying and unexpectedly struggled for pace. Lewis Hamilton claimed a surprise pole for Mercedes while Max Verstappen beat Sebastian Vettel to the front row in his Red Bull, and Raikkonen could only manage fifth. Raikkonen said: "We could [switch the tyres on] but not as well as we wanted and it was more difficult than at any other point of the weekend. That is what is a bit odd. Sometimes it goes like that. In the end the result is not great in this kind of place where you need to have everything right."

Buemi not back

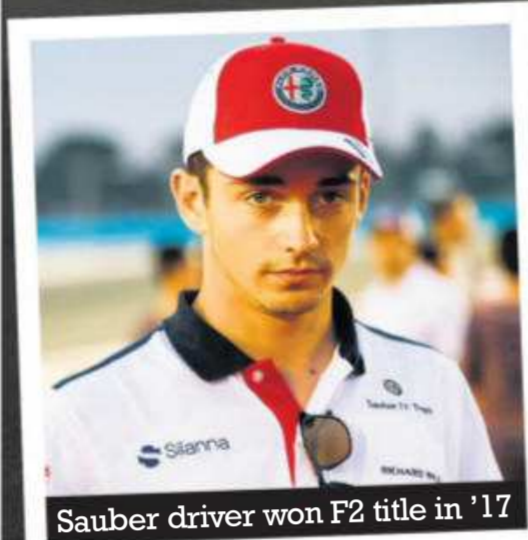
Christian Horner does not expect Sebastien Buemi to return to racing in Formula 1 despite the Red Bull reserve driver appearing to be a strong candidate for Toro Rosso, after Pierre Gasly's promotion and Brendon Hartley's uncertain future. Buemi raced for Toro Rosso from 2009 to '11 and is now the reserve for both Red Bull teams in addition to his racing roles in the World Endurance Championship and Formula E. "He's an important part of the team," Horner told Sky Sports F1. "But he's committed to the next three years with the team in the role he's doing. I don't think F1 racing is on his agenda."

C4 highlights

Channel 4 will broadcast the 2019 British Grand Prix live to UK television viewers, with the other 20 Formula 1 races shown as highlights in a new deal with Sky. As part of the arrangement, the two broadcasters will share availability of some of their original drama programmes. Sky has exclusive rights to screen F1 races live in the UK from the start of next season as the shared agreement it has had with terrestrial stations on the BBC and Channel 4 since 2012 ends following this year's campaign. But Channel 4 will now continue to show F1 highlights as part of the new arrangement.

LECLERC SEALS FERRARI DRIVE AS RAIKKONEN JOINS SAUBER

Ferrari honours Marchionne's plan as pair swap seats for 2019



Sauber driver won F2 title in '17

By Stephen Lickorish

Charles Leclerc's promotion to a Ferrari Formula 1 seat for next year has been confirmed as the Sauber driver will swap seats with Kimi Raikkonen.

Leclerc had been linked with replacing Raikkonen at Ferrari after an impressive debut F1 season, but the chances of such a move appeared to diminish following the death of Ferrari president Sergio Marchionne, who was a fan of the reigning F2 champion. But Ferrari has since decided to honour Marchionne's plan and Leclerc will join Sebastian Vettel next term.

The Monegasque says he is aware there's "a big question mark for a lot of people" over whether he's ready for a top F1 seat.

"This is a big question mark for a lot of people, whether I'm ready or not," he said. "Whether I'm ready or not, I can't tell – but I think that if you see

Lewis, he arrived the first year and straight away was there [at the top].

"Experience is always a plus obviously, but if you are good enough on one seat, you are good enough [for a top seat] from the first year you arrive in Formula 1.

"And if next year I don't have the results good enough to stay in Ferrari, then it would be normal that I downgrade, but then I don't deserve a Ferrari seat. This is how I see things."

Ferrari team boss Maurizio Arrivabene has said that Leclerc has a contract with the team until 2022.

Leclerc's promotion means that Raikkonen will return to Sauber – the team he made his F1 debut with back in 2001. He has signed a two-year agreement which, if completed, would mean he breaks the record for the most grand prix starts.

Raikkonen said he found out he had lost his Ferrari drive at Monza and

began talks with Sauber at that point.

"Obviously I know people there from the past and basically it started after that," said Raikkonen. "I don't think it has always been there [the desire to return]. I wouldn't say there are plans for a long time that this is going to happen."

Sauber is understood to be waiting for Ferrari to decide whether Antonio Giovinazzi becomes Raikkonen's 2019 Formula 1 team-mate at Marcus Ericsson's expense.

The deal between Sauber and Ferrari and its sister company Alfa Romeo gives Ferrari the right to nominate one driver for Sauber, with a deadline of October 15 for a final decision.

But it has emerged that the Raikkonen deal is independent of the existing arrangement with Maranello, so Ferrari still has the option to nominate the other Sauber driver – with Giovinazzi the only realistic candidate.

Additional reporting by Adam Cooper



Raikkonen: Two-year Sauber deal



Images of a 2021 concept car were revealed in Singapore

F1 reveals 2021 concept images but teams question their accuracy

Racing Point Force India technical director Andrew Green doubts the 2021 Formula 1 concept car images will bear much resemblance to what actually races.

The images released last weekend show plans series bosses have been working on. The mock-ups feature several design differences to the current cars, including the 18-inch wheels that form part of the future F1 tyre tender contract.

The front wings are simpler, with more aggressively sculpted endplates that extend much higher. The bodywork around the

sidepods is less complicated, and the engine cover and rear wing appear to be joined.

One concern about F1's attempts to regulate future styling, with its managing director of motorsport Ross Brawn seeking "exciting" looks for the 2021 cars, is that teams will always do whatever it takes to make their cars go faster.

That could lead to unexpected developments along the lines of the infamous ugly stepped noses of 2012 and pointed noses of the '14 rules.

Asked for his view of the 2021 concept proposals, Green replied:

"They're just concepts, drawings. What they look like, I'm not that fussed, it's how they perform that I'm interested in. They're just artistic impressions of what the cars might look like. I come at it from a technical side, I'm not interested in the styling side."

Green admitted that teams are bound to come up with developments that impact the look that F1 has targeted.

"Of course they will. It will look nothing like what they've painted," he said.

"The car at the front of the grid is usually the best looking car, regardless of what it looks like."

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'Louis Foster
takes hat-trick'
Ginetta Jr report, p23



Photos: LAT

BUTTON TAKES FIRST SUPER GT WIN AND LEAD OF STANDINGS



Win was Button's first since 2012

Ex-Formula 1 driver and 2009 world champion Jenson Button earned a maiden Super GT victory at Sugo last weekend to take the lead of the championship.

Co-driver Naoki Yamamoto started the race from pole position in the Team Kunimitsu Honda NSX-GT but dropped to second prior to the pitstops before Button moved the car back into first shortly after.

However, the Brit suffered a brief scare when he missed the apex at the last turn – running onto the grass – before a safety car had to be called for a crash between two GT300 cars meaning there was a six-lap sprint to the finish.

The former F1 driver held on though

to score his first victory in any category since the 2012 Brazilian Grand Prix.

"Very emotional victory for the whole team I think, our first win together," said Button.

"Obviously for Naoki it hasn't been so long since he won his last race, but for me it's been six years so it's a long time.

"And the race itself was very enjoyable, really hard but really enjoyable. I learnt a lot, it's amazing with the experience that I have that you still learn so much.

"Was it tough the last five laps? Really, really tough. But I don't think any win in Super GT is an easy win, especially at Sugo."



Button (r) is racing in Super GT this year

QUICK LAPS THE FASTEST NEWS ROUND-UP

Brad Keselowski won his third NASCAR Cup Series race in a row to give Team Penske its 500th victory in motorsport in a hectic playoff opener at Las Vegas. The latter part of the race was interrupted multiple times by accidents, eventually being red-flagged and taken into overtime following a four-car crash... Raffaele Marciello and Michael Meadows snatched the Blancpain GT Series Sprint Cup championship victory with a win in the second Nurburgring race. Audi

drivers Christopher Mies and Alex Riberas inherited the opening win... **Former Formula 1 driver Pascal Wehrlein will leave the Mercedes motorsport family at the end of 2018 as the manufacturer prepares to pull out of DTM at the end of the year. Wehrlein won the 2015 DTM title for Mercedes and was brought into F1 with the firm's backing, contesting a season each for Manor and Sauber before returning to the DTM...** Double DTM champion Timo Scheider will

contest the final four rounds of the World Touring Car Cup season in the third Munnich Motorsport Honda Civic previously raced by James Thompson... **Jamie Whincup and Paul Dumbrell executed a perfect lights-to-flag Australian Supercars win at the Sandown 500 ahead of Triple Eight Holden team-mates Shane van Gisbergen/Earl Bamber and Craig Lowndes/Steve Richards...** Ex-Sauber F1 reserve driver Simona de Silvestro's move to replace Craig Lowndes in Australian Supercars with Triple

Eight appear to have faded for 2019. It was thought ex-IndyCar racer de Silvestro could replace Lowndes but a two-car Triple Eight outfit is now believed to be the likeliest outcome for next season... **Motorsport entrepreneur and American Le Mans Series founder Don Panoz died at the age of 83 last Tuesday. Panoz, who had been suffering from cancer, had a big impact on motorsport in a short period of time. He was a constructor and team owner, a series boss and a track proprietor.**

Sims to race FE with BMW in 2018/19

Brit Alexander Sims will return to single-seater racing as a driver for BMW's works Formula E team in the 2018/19 season.

The 29-year-old has worked on the team's development programme for the last few years and races for BMW in the IMSA GT Championship, finishing runner-up in 2017.

Prior to that he finished second in Formula Renault UK in 2008 and claimed the McLaren Autosport BRDC Award the same year.

He took second in British GT in 2015 and claimed a third-place finish at the Macau Grand Prix in the same season.

He will join Antonio Felix da Costa in the BMW squad, with the first round of the new season taking place in Saudi Arabia in December. BMW has made the



Sims: single-seater return

Andretti FE entry its full works programme in the electric championship for the upcoming season after entering into a technical partnership with the team for the 2017/18 campaign.

The German manufacturer has also joined the drive to create the hypercar concept class that will become the World Endurance Championship's top category for the 2020/21 season.

Dixon bags fifth Indy title after Rossi charge

Scott Dixon sealed a fifth IndyCar title at Sonoma after Alexander Rossi's early error proved insurmountable for the Andretti driver, whose team-mate Ryan Hunter-Reay was victorious in the season finale.

Chip Ganassi Racing driver Dixon finished second behind Hunter-Reay, who followed up his first pole since 2014 with a lights-to-flag victory.

Rossi came into the event 29 points behind his title rival, meaning the Andretti Autosport driver had to at least finish several

places ahead of the title favourite.

But he was forced into a fightback after clumsily clipping the rear of team-mate Marco Andretti at the first corner of the race, damaging the front-right corner of his car.

After pitting for repairs he eventually finished seventh.

Prior to the race Schmidt Peterson Motorsports rookie Robert Wickens issued his first public message since his injury in the Pocono IndyCar race last month, admitting he faces a "very long road to recovery".



Second was enough for Dixon

F1 RACING EXECUTIVE EDITOR

STUART CODLING

"We need to talk about Sergio..."



Twice in last weekend's Singapore Grand Prix, Sergio Perez demonstrated the singular lack of judgement in the heat of the moment that once prompted a former team-mate – also after an on-track clash – to liken his conduct to that of "a monkey with a machine gun".

If we're to be charitable indeed we could describe his first-lap clash with team-mate Esteban Ocon as careless or clumsy. Turn 3 is sharper than it looks on TV, Perez had Romain Grosjean's Haas occupying his left-hand mirrors, and since Turn 3 is a left-hander at the end of a complex of bends, perhaps Perez just didn't see Ocon coming. That's what he said when he apologised to the team afterwards.

But it's not good enough. This is a team that's had to start again from zero in the constructors' championship after being rescued from the brink of insolvency by new investors. Every point now counts towards Racing Point Force India's future in terms of the additional revenue unlocked by its final place in the standings.

Even though the stewards judged it a racing incident, team principal Otmar Szafnauer raged: "Next race we'll tell them the rules, and it won't happen again. It hurt us. We should have scored at least 10 today, and that means McLaren would have been behind us. It hurt us by 10-12 points."

Perez at least was able to continue in seventh place with his car mostly intact but, after the timing of his pitstop put him behind the slow-running Williams of Sergey Sirotkin, he committed what I would argue is a far more heinous offence than 'accidentally' nerfing his own team-mate.

Sirotkin was committed to a long first stint on soft tyres in the wretched FW41, by no means the fastest strategy in by no means the fastest car. And he was in no mood to obligingly move over – nor should he be, since he states his profession as 'racing driver', not 'doorman at Harrods'.

After several laps behind Sirotkin, Perez allowed his frustration to boil over and sideswiped the Williams as he finally edged by between Turns 17 and 18. Time was when Ayrton Senna would signify his displeasure with a tardy backmarker – generally Olivier Grouillard – by chopping across their nose with millimetre-perfect hauteur. This was a shoulder barge.

It was brutal, egregious, and above all *dim*.

Perez received a drivethrough penalty for the offence, and there were many in the paddock who believe he got off lightly, since the punishment merely added inconvenience to a race that was already scuppered. "I think the penalty was fair," said Perez afterwards.

If we were on the internet right now I'd be searching for a GIF of someone doing a slow handclap.

RACING NEWS

IN BRIEF

Crees' crash

Michael Crees bounced back from a 120mph crash in testing to claim a hat-trick of Ginetta GT4 Supercup Am class wins at Silverstone last weekend. The Century Motorsport man lost control heading through Copse on Thursday, backing the car into the gravel and he made slight contact with the barrier. "It's the first time I've actually hit the wall," said Crees. "I was so scared on Thursday because of that, but then I spoke to Nathan [Freke, team boss] afterwards and he just told me to 'grow some b*****s' and get on with it. It worked!" Ginetta GT5 Challenge regular Nick Zapolski also took an Am class podium finish on his GT4 Supercup debut

Missing Fox

Fox Motorsport will miss the British GT season finale at Donington after Mark Murfitt's accident in the GT Cup at the same venue last week caused too much damage for the team's Mercedes-AMG GT4 to be repaired. "It had a heavy front-end impact and Mark is a bit battered and bruised, but he's a tough customer and he's looking forward to 2019," said Fox Motorsport's Jamie Stanley. Also absent from the British GT grid is the HHC Motorsport Ginetta of Mike Newbould and Will Burns after Newbould's crash at Brands Hatch in August.

Double Donington

British GT will visit Donington Park twice in 2019 after moving to fill the vacant June 22/23 slot on the preliminary calendar. Following the expected sale of Rockingham, the decision was taken that Donington was "the strongest candidate" to host two championship rounds in the same season, according to a statement from championship organiser the Stephane Ratel Organisation. The format for the June event has yet to be confirmed, with several options understood to have been tabled with Donington circuit owner MSV that will differentiate it from British GT's traditional two-hour season finale, held on September 14/15.



Lester had difficult start with crash

Scorpio makes British F4 debut with Lester's son

Scorpio Motorsport made its debut in British Formula 4 at Silverstone last weekend, running the son of former British GT racer Hector Lester.

The successful Formula Renault 2.0 outfit bought F4 cars when the championship was launched in 2015 but had only conducted test outings over the past three years.

Its F4 debut got off to a difficult start when Christian Lester crashed at the end of qualifying, badly damaging the car and forcing him to miss the first race of the weekend. He then took a best finish of 11th from the other two races.

"We sold the car to them [Lester family] and they asked if we could run it," said team boss Jon Pettitt. "It's been a bit of a baptism of fire for him as he hasn't done any racing before. After the crash we had to go and get parts from the other car and were working until 0200hrs in the morning."

It's not yet known if Lester will contest the Brands Hatch season finale next weekend, due to a clashing commitment for Scorpio.

"We're already running Radicals at Rockingham on the same weekend as Brands Hatch so won't be able to run him but will see what happens [in the future]," added Pettitt.

Photos: James Roberts, Mick Walker, Jakob Ebrej

TRIBUTES TO CLUB RACER BATEMAN

Puma Cup driver suffers heart attack while racing at Donington

By Stefan Mackley

Tributes have been paid to Puma Cup driver John Bateman who died after suffering a suspected heart attack while racing at Donington Park last weekend.

The 58-year-old was running second in class during the final race of the day at the Classic Sports Car Club meeting when his car stopped at McLeans on the last lap.

He was attended to by medical crews and taken to the track's medical centre before being transferred to a local hospital where he was pronounced dead.

Puma Cup co-ordinator Kevin Shortis said: "I think

it has stunned a lot of people and many of them have expressed their sympathies.

"He'd been around in motorsport for quite sometime and I'd known him for a number of years. He was a very amenable guy."

Bateman made his Puma Cup debut this season sharing alongside Simon Phillips having previously raced in the British Racing and Sports Car Club's Fiesta Championship for four years, but continued to work as a driving standards official for the club and series.

Dominic Ostrowski, competitions director at the BRSCC, said: "Instantly he became invaluable at checking through race footage and helping to

streamline the judicial process, in addition to working with the admin team to ensure both Fiesta Championships are a welcoming, competitive, supportive and social part of the motorsport calendar.

"He was a really important part of the paddock, he was conscientious, meticulous with detail, industrious and dedicated to sharing race knowledge and car knowledge in general – as a driving instructor on the road and advisor at the circuits.

"John had a strong sense of loyalty, justice, great respect and love of life. John brought a lot to the BRSCC and he will be missed."

Bateman worked as a driving standards official for Fiesta series



Insufficient marshals for GP loop

Drivers to the rescue as Donington Park CSCC meeting suffers from a lack of marshals

Drivers came to the aid of the Classic Sports Car Club at Donington Park last weekend, standing in as marshals so the meeting could run on the full Grand Prix layout.

Although a sufficient number had signed up for the weekend, a shortage of marshals on the Saturday meant the club was forced to switch to Donington's National configuration.

But a repeat was avoided on Sunday thanks to drivers staffing the extra

posts down at the Melbourne Hairpin. CSCC director David Smitheram said: "The GP circuit adds another five or six marshal posts so it requires, even with a skeleton staff, another 10, 12 or more marshals.

"The [drivers] got a lot out of it. They all said it was really enjoyable and that it should be mandatory, which I agree with. They get a signature too towards upgrading [their licence]."

Although the British Touring Cars at Silverstone might have drawn marshals away, Smitheram reckoned that the imminent closure of Rockingham could also have been a factor.

"Ordinarily, Rockingham has very few marshals," he added. "But since the announcement I'm wondering if competitors and marshals are thinking: 'I don't have a lot of love for the place but this is our last chance'. That's a pure guess."

Carrera Cup GB reveals provisional 2019 calendar

The Porsche Carrera Cup GB has revealed a provisional calendar for the 2019 season, with a trip to either Spa or Monza planned.

The category has established an away round as part of its schedule and, while waiting for the European Le Mans Series calendar to be confirmed, the series is set to either make a first visit to Spa since 2015 at the World Endurance Championship event or join the ELMS at Monza for a second year in a row.

Elsewhere, neither of the ThruXton British Touring Car Championship dates feature and Donington Park has been replaced by Croft.

"It's a shame to miss Donington with the improvements they've made there but at the same time we haven't been to Croft for the last few years and it's good

PROVISIONAL CALENDAR

RD	DATE	TRACK
1 & 2	April 6/7	Brands Hatch Indy
3 & 4	May	Spa or Monza
5 & 6	June 15/16	Croft
7 & 8	June 29/30	Oulton Park
9 & 10	July 28/29	Snetterton
11 & 12	Sept 14/15	Knockhill
13 & 14	Sept 28/29	Silverstone National
15 & 16	Oct 12/13	Brands Hatch GP

to go there," said Porsche GB motorsport manager James MacNaughton. "Similarly we would've liked to go to ThruXton but with the way the calendar has changed we're not able to [with the away round]."

The series made a number of changes for the 2018 season with a new car being joined by the introduction of reversed



Category last raced at Spa back in 2015 but could return next season

grids and a tweaked points system. There will just be minor changes for 2019 with drivers who fail to finish now starting from the back of their class for race two rather than the back of the grid.

A regulations test for drivers and team managers ahead of the season, like the BTCC, will also be introduced with

drivers then getting randomly tested during the year, along with breath tests.

"This is a very collaborative process that started officially two or three months ago," explained MacNaughton. "We speak to all drivers, teams and sponsors all the time and get a steer of what they think is right and what needs changing."



Edwards has had nightmare season

Edwards suffers from sponsor shortfall after 'scammer' fails to pay promised money

Renault UK Clio Cup driver Jade Edwards battled a sponsor scam to remain on the grid at Silverstone last weekend – only to then be involved in a hefty crash in race one.

After a roll at Oulton Park, Edwards appealed for sponsors to come forward to secure her the budget to complete the season. Her existing sponsors helped out along with a new backer coming on board, but his money never materialised despite much chasing.

That left Edwards seeking further sponsorship to race at Silverstone,

which she received days after a social media post detailing her plight.

"It was one of the most stressful parts of my life," she said. "I had the roll and knew I wasn't going to make the rest of the season. Then I had this new company come on board and that completely took the pressure off. He promised the money at the start of July but he was a dreamer and had no intention of actually paying it."

"It [the post about the scam] was the biggest response of any Twitter or Facebook post ever. The tweet reached over 80,000 people. I've since had two

new sponsors come on board and it proved to me for every scammer or negative person there is 100 lovely people. It's been unbelievable."

But Edwards had a tough weekend as a collision with Aaron Thompson on the approach to Becketts in race one left her car with extensive damage, requiring her MRM team and rival outfits to help fix the car for race two.

She finished 18th, struggling with the damaged car, but after the crash it is not certain she'll be able to compete in the Brands Hatch finale.



Haggerty took two Knockhill podiums

Ex-British GT man Haggerty in Scottish Fford return

Former British GT driver Ciaran Haggerty returned to competitive racing for the first time this year in Scottish Formula Ford last weekend, and is already in talks to enter the Walter Hayes Trophy in November.

Haggerty, the 2014 Scottish Fford champion, was a last-minute replacement for James Clarke in MCK Motorsport's Mygale SJ08, being called up to drive with only a week's notice. Despite not racing a single-seater for nearly three years prior to last weekend, he scored a pair of podiums in the unfancied Mygale chassis.

With his GT plans for 2018 falling through before the season began, Haggerty didn't even have a valid race licence before his comeback deal was arranged.

"I sent away for my licence on Tuesday, [did a] track day on Wednesday, had a seat fit on Thursday and then I'm here at the weekend. It's all come about pretty quickly," explained Haggerty.

Haggerty is now hoping to arrange a deal for the Walter Hayes Trophy and potentially the Fford Festival, with budget a predictable obstacle.

"I've got other focusses in life now. But if this becomes serious again, then by all means, we'll throw everything at it," he added. "You always appreciate things the second time around."



Mills wanted to boost Combe series

Fford team bosses Mills and Poole race at Combe

Renowned Formula Ford 1600 boss Kevin Mills made a surprise return to the cockpit in the Castle Combe championship season-closer, aiming to promote the series and boost its grid numbers.

Mills won three Combe Fford championships as a driver from 1995 to '97 and his Kevin Mills Racing team has won a total of 11 titles, the most recent being Roger Orgee's crown in 2016.

He wasn't the only team boss to get back behind the wheel as Wayne Poole also took part in the race. Both now only compete occasionally themselves and neither had raced at the Combe track in the last 10 years.

"The main reason is I turned 50 this year and I wanted to do something a bit special for myself," Mills said. "My drivers were off doing other things this weekend so I didn't have any customers to race here."

"And [I did it] really to promote the championship. Castle Combe, after driving again on Thursday and today even I'd forgotten how fun it is to drive around here, it's so fast. And they do a good job, all the organisers look after us well."

Mills qualified third and finished fifth in a Spectrum 011, while Poole in his Van Diemen RF88 rose from the back of the 12-car grid to finish seventh.

"I'm reasonably pleased with that," said Mills about his pace, "for my age and being out of the seat for so long, I can't expect to be coming back and winning races anymore."

BUNCOMBE TO MAKE BRITISH GT DEBUT



Sportscar returnee will partner Moore

Experienced sportscar racer Chris Buncombe will make his British GT debut at the Donington finale this weekend, joining Struan Moore in Team RJN's Nissan GT-R Nismo GT3.

The 39-year-old, whose younger brother Alex won the Blancpain Endurance Series with the team in 2015, first raced for RJN boss Bob Neville's Nissan Motorsport Europe operation in the Belcar series in 1999 and went on to become a regular in Maserati, Lola and Aston Martin GTs and prototypes until '11.

After six years away from active competition building his Energy Management scheme, which includes Moore, and working in

commercial partnerships in Formula 1, Buncombe's driver grading was changed to Bronze for this season, opening the door to a racing return first in Blancpain with Strakka and this weekend with RJN.

Having missed Brands Hatch due to damage sustained at Spa, the Nissan will be entered in the Pro-Am class for the first time this year, with Silver-rated Moore previously partnered by fellow Silvers Devon Modell, Jordan Witt and Ricardo Sanchez.

"The car in British GT this year has had a bit of inconsistency with team-mates, so when the opportunity came up, Bob and Struan

had that conversation about putting me in the car for the last one," Buncombe said.

"Having now been back in a car this season, it's amazing how quickly stuff comes back to you, it's like riding a bike. But it's also important for me to enjoy my racing, which I will be this weekend not only sharing the car with Struan but jumping back to spend a weekend with Bob, it'll be like old times."

The Donington grid will be further boosted by the addition of a Ferrari 488 Challenge entered by JMH Auto for John Searle and Marcus Clutton, which will run in the invitational GTC class.



He had six-year lay-off

One-time British GT champion Johnston to retire from motorsport after Donington Park season finale

One-time British GT champion Derek Johnston will retire from motorsport following this weekend's Donington Park season finale.

The TF Sport Aston Martin driver, who claimed the 2016 title with Jonny Adam, has had a disappointing year with new co-driver Marco Sorensen and lies fifth in the standings with a single win at Snetterton.

Johnston has struggled to gel his

style with Sorensen, the 2016 World Endurance Cup for GT Drivers champion, and has had a new engineer in Grant Clarke, having worked with TF boss Tom Ferrier for his title campaign.

"The timing to leave just feels right," he told MN. "I feel I've lost that little bit of magic,

Johnston stepping back

I've always driven just harder and better than I was capable of doing and that's worth probably half a second.

"Now that has gone away, I'm not one to just drive around and take part, I want to win. I haven't lost that desire, but I've lost that bit that makes you push that extra bit harder."

The decision to stop also coincided with the sale of Johnston's construction

business, MSW, and the introduction of a new Aston Martin Vantage GT3 for next year.

"It would be a big decision to buy a new car or buy a seat in a new car," he added.

"I've achieved far more than I ever thought possible when I first joined the racing scene, I've won everything in Radicals, I was the first Sunoco Rolex winner, and then I won GT Cup and I won British GT. It's mind-blowing."

Southcott out for the rest of the season after Combe MG Midget crash

Special Saloons and Modsports dominator Andy Southcott will not race either of his MG Midgets again in 2018 following a major Castle Combe crash last weekend.

Southcott has taken seven wins from seven starts in the Classic Sports Car Club series this year, taking the first four victories in an older Midget while his most recent three triumphs were in the newer Midget he raced last weekend in the final Combe GT round of the year.

In that race Southcott's Midget had a major frontal impact with the barriers after spinning off at Camp. With the older Midget already out of action following an accident, Southcott will now miss the Special Saloons and Modsports Mallory Park season-closing double-header.

"Unfortunately now we're going to have to retire it until next year and get it repaired so we won't be able to do Mallory,

much to all of our disapproval and disappointment," said Southcott, who also competes in the Northern Sports and Saloons series. "Hopefully they'll both [the older and newer Midgets] be out for next year."

Southcott has plans to make the Midget faster in 2019. "Next year I can get another 10bhp out of that hopefully because I've got a 2-litre injection system on it and a 2-litre exhaust," he added.



MG had dominated CSCC's Special Saloons and Modsports



Foster (l) apologised to Smalley after race one

Ginetta Junior leader Foster apologises after clash with team-mate Smalley

Louis Foster was apologetic to Ginetta Junior title rival Adam Smalley after their collision in the opening race at Silverstone last weekend.

Contact between the pair heading to Luffield sent Smalley into a spin, where he was collected heavily by Will Martin and Elite Motorsport team-mate Greg Johnson.

Foster - who went on to win all three races - said: "I'm sorry

for Adam because it's not how I wanted it to play out. I want to make sure he's OK for my own peace of mind.

"It's annoying as it costs money. [Ruben] Del Sarte ran wide and I went in hot; Adam's car went into a slide for some reason and I couldn't do anything and tapped him into a spin."

Foster and his family offered apologies afterwards, adding: "A similar thing happened at

Snetterton but the other way round, so we can kind of relate."

Smalley said: "I got a tap from behind and then I see 20 cars coming at me. It was painful. I'm glad we got back out."

Drivers emerged uninjured from the accident and their cars were repaired, although Johnson felt 'sore' from the impact.

After his hat-trick, Foster left the weekend with a 21-point championship lead over Smalley.



RACING

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HISTORICS

'Members meeting will be in April'
Goodwood shuffle, below



Photos: Paul Lawrence, Russ Otway

DOWN THE PUB WITH

JULIAN GRIMWADE

Age: 65 Lives: Weybridge
Frazer Nash racer

He started late

"I've only been competing since 2010, so I was a late starter. I retired early from being a conference organiser and I was bored and someone took me on the Cresta Run. It was a day of intense excitement. I went out the next week and bought a racing car."

He does races and speed events

"I started with a Lagonda Rapier, a little single-seater. I bought it because I liked it, though I should probably have started in a sports car. I jumped in at the deep end. I went racing, sprinting and hillclimbing and it was a very steep learning curve. I slowly got the car right over the year and it turned into a nice reliable, good handling car, but it wasn't very fast."

He got the Frazer-Nash single-seater

"So then I bought an Amilcar from America and that was really powerful but very fragile and I kept blowing it up. Then the Frazer Nash single-seater came on the market, which had been used by James Baxter. I'd sat in it at Loton Park when he was thinking of selling it and I liked the big engine. I'm not a little engine man and this is 3.5-litres and all about torque."

It has been successful

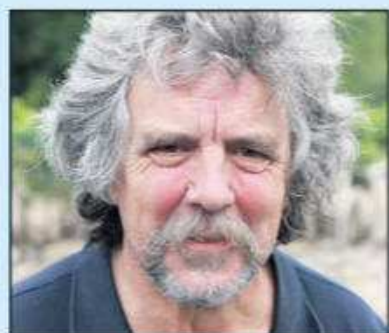
"This is my fifth season with it and I've had a lot of fun and success. I've won the Motor Sport Trophy four times and the VSCC race trophy three times. I do all the VSCC races, sprints and hillclimbs and a couple of others as well. I went to Angouleme last weekend for the Frazer Nash race."

He enjoys his sport

"Motorsport is all absorbing and it is moments of excitement, which I was missing from business. It is a wonderful social scene and I've met some lovely people. This car is so good at hillclimbing and when you get the right tools for the job, it is more fun."

The block needed a repair

"Most of the time the car has been really reliable but this year I've had loads of niggly problems. The block went a few weeks ago at Prescott. When I got home I realised there was water in the oil and I thought the season was over. But the block went away to be laser welded and we put it all back together. I need to try and find another block."



Grimwade: enjoys racing



Draft route has 30 stages and 300 miles



The classics will return to the forests

MONSTER ROUTE FOR R.A.C. RALLY ATTACK

Tweaked route takes into account requests from competitors

By Paul Lawrence

The 2019 Roger Albert Clark Rally will be the toughest yet with 300 stage miles in five days of rallying when the 12th edition of the rally runs in November next year.

The draft route for the November 21-25 rally takes in around 30 special stages and 300 competitive stage miles covering Wales, England and Scotland. The event will start from Brightwells in Leominster at

1800hrs on Thursday for a leg of more than 20 miles in the Welsh forests in the dark. A further 40-45 miles will run in Wales on Friday with a planned finish from 1430hrs, allowing crews an earlier start on the transport section north.

Saturday's route remains to be confirmed as there are two options, depending on availability of forests. The first option takes in some classic Yorkshire forest stages before heading north and west to finish

the leg at Carlisle. The second option is a restart from Carlisle for a day of stages in Kielder.

Sunday will be a full day of around 100 stages miles in southern Scotland before Monday's sting-in-the-tail leg of another 70 miles in the central block of Kielder and an afternoon finish in the Carlisle/Kielder area.

"We have listened to competitor feedback from the 2017 event and have planned the toughest UK rally for two decades," said rally manager

Colin Heppenstall. "An earlier finish on Friday will allow crews an easier journey north and we will soon confirm which route option we are taking for Saturday. The signs are that people are already preparing for the rally and we think there will be strong demand for entries."

There will be a maximum field of 150 cars, with 20 of those spaces reserved for overseas crews. An initial deposit of £300 will reserve a place for the first 130 depositors.



Greg Caton's Mk1 racer

Escorts to the fore at special Brands Hatch tribute competition

The 50-year story of the Ford Escort will be celebrated at Brands Hatch on Sunday with a 24-car grid of Mk1s and Mk2s racing in a pair of special Escort-only races.

The grid at the HSCC meeting will be headed by the Mk1 of Greg

Caton, three cars for Sean Brown and his sons Daniel and Robert and the Border Reivers-entry of Stuart Thorburn.

Former early 1970s works Escort racer Yvette Fontaine will demonstrate a replica of her 1972 Belgian championship-winning

Mk1 and will be reunited with former team mate Gillian Fortescue-Thomas. Henry Mann will also demonstrate Frank Gardner's British Saloon Car Championship winning car, XOO 349F, which will be joined by the ex-Jackie Oliver XOO 347F.

Rally man Graham Lepley passes

Motorsport News is sad to report the death of Graham Lepley at the age of 75 after an illness.

Lepley was a leading figure in national rallying in the 1970s and won many events, notably in the East Midlands including the Tour of Lincs when it was a national status event.

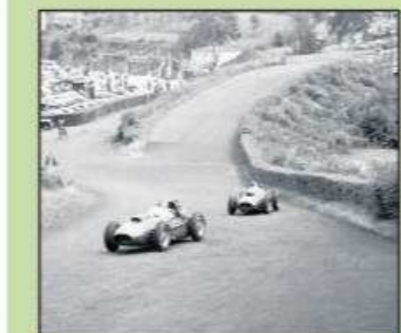
He owned Derby Road Garage in Nottingham and developed a

reputation for dealing in ex-works Escorts. He owned and rallied the ex-Roger Clark Escort Mk2, POO 505R.

His sons Richard and Jason followed him into the sport and are both well known for their rallying-based businesses. His grandsons George and James, Jason's sons, are now competing successfully.



Osian Pryce and Jessica Hockley overcame a strong local entry to win the historic section of Sunday's Escort Rally Special in Belgium. Their Rally Xtreme Ford Escort Mk2 led from the start to win by nearly a minute, despite some final stage problems. Rob Smith (third), Simon Webster, Tom Pearcey and Ben Friend made it five UK crews in the historic top 10.



Hawthorn: British champ

Celebration to mark 60 years since Hawthorn's F1 championship

The 60th anniversary of Mike Hawthorn's World Championship victory will be marked by a parade of race cars through his home town of Farnham in Surrey on Sunday October 14.

"We plan to run cars in batches around a town centre

figure of eight circuit to give spectators the chance to see, hear and smell some serious machinery," said lead organiser Michael Ballard. Cars from Hawthorn's career will be running.

A similar celebration in January 2009 marked the

50th anniversary of Hawthorn's death in a road accident, just two months after he retired from racing.

October's event will run on the closest weekend to Hawthorn clinching the title in Casablanca in 1958.

IN BRIEF

Administrators for JD

The future of the prolific historic race-winning JD Classics team is now in doubt after administrators were appointed to the company formerly headed by Derek Hood. The difficulties first came to prominence via a court case from a previous customer. JD Classics has successfully entered many cars, including Jaguars, in high-level historic races, often driven by Chris Ward.

VSCC at Snetterton

The Vintage Sports-Car Club will take over the Snetterton circuit this weekend. On Saturday, a sprint will form the penultimate round of the Club's Speed Championship while on Sunday the VSCC's final Formula Vintage race meeting of the season will be held on the 300 circuit.

Members in April

The Goodwood Members' Meeting will move three weeks later for the 77th edition to run in April for the first time. In a bid to avoid the freezing weather and snow that hit this year's event, the 2019 Members' meeting will run over the weekend before Easter, April 6/7.

Escorts in Belgium

Simon and Alister Crook's run on the Escort Rally Special in Belgium on Sunday lasted barely two stage miles before their Escort Mk2 was sidelined by front suspension failure. The Staffordshire brothers and their crew had worked hard in the run-up to the event to repair the car from damage sustained on their previous trip to Belgium.

Historic FF battle

Ben Mitchell and Cameron Jackson will continue their head-to-head battle for the Historic FF1600 title at Brands Hatch this weekend in rounds 14 and 15 of 17. When dropped scores are factored in, Mitchell has a 10-point advantage heading into the deciding four races at Brands Hatch and then Silverstone in mid-October.

Deja vu fund raiser

The 2018 Deja Vu Ulster Rally retro event has raised more than £10,000 for Macmillan Cancer Support and Cancer Fund for Children. The September 1 event featured a cavalcade of 115 cars, including many period rally cars, driving through classic Antrim special stages including Torr Head, led by Walter Rohrl and Paddy Hopkirk.

Gately and Brooks win

Having competed in all four of the Endurance Rally Association's Alpine Trials, Jim Gately and navigator Tony Brooks claimed the trophy on the three-day event. Their 1937 Cadillac completed the challenging final day less than a minute ahead of the 1934 Talbot 105 Alpine of Wilfried Schaefer and Sandra Hubner.



Cadillac scooped honours

RALLY NEWS

Photos: ERC Media, Red Bull Content Pool, mcklein-imagedatabase.com

TANAK: WE ARE IN THE FIGHT FOR TITLE

Form-man Tanak has three rallies to beat Neuville



Tanak: in the battle for his first WRC drivers' title



Three wins in a row launches Tanak into fight

By David Evans

Ott Tanak's World Rally Championship hat-trick of event wins has blown this year's title race wide open, with the Estonian going into next month's Wales Rally GB just 13 points behind leader Thierry Neuville.

Tanak backed up victories in Finland and Germany with a more strategic success on the WRC's return to Turkey last week. Going into the summer break after Rally Italy, before Finland, the Toyota driver was 72 points adrift of Neuville, but the Marmaris win moves him past Ogier and up into second place behind Hyundai driver Neuville.

M-Sport Ford's Ogier and Neuville suffered rallies to forget, both retiring from the event on the second day. The Belgian won the powerstage taking five points, Ogier was second and took four points – but his 10th overall meant he equalled Neuville's tally of five points – while Tanak was third and took three.

After refusing to acknowledge his place in a championship fight after back-to-back wins last month, Tanak was in a more bullish mood after sealing his first WRC hat-trick.

"We are in the fight now," he said. "And now we need to focus on this."

Tanak admitted his Yaris WRC didn't have the pace of its rivals in Turkey and said it was potentially the worst performance of the season, but it won because he kept the car in one piece and on the road. Coincidentally, with Jari-Matti Latvala second, it was the Japanese marque's first 1-2 in 20 years, the last coming when Carlos Sainz and Didier Auriol took the top two spots on Rally New Zealand in 1998.

Tanak wants more work, especially on the suspension and geometry ahead of next month's Deeside-based Rally GB.

"All the team need to keep their heads down and keep working and focus on the next events," he added. "We didn't have the speed at times and we need to keep improving if we want to stay in this fight. The coming events are different challenges. All the people in the team are so motivated to do well."

"We hope we have enough. I have no doubt that everything is possible. It's difficult in this moment, when you are used to fighting at the top, and we did not have the pace and this is, maybe, our lowest event of the season."

"But now we have a 1-2 and it's been a

history-making result for the team. We need to carry on like this. We had some weaknesses in events like Sardinia and it's good to see that the engineers have been working on some improvements."

Toyota has moved into the top spot in the manufacturers' championship, with Tommi Makinen's squad five points clear of Hyundai and 40 up on defending champions M-Sport.

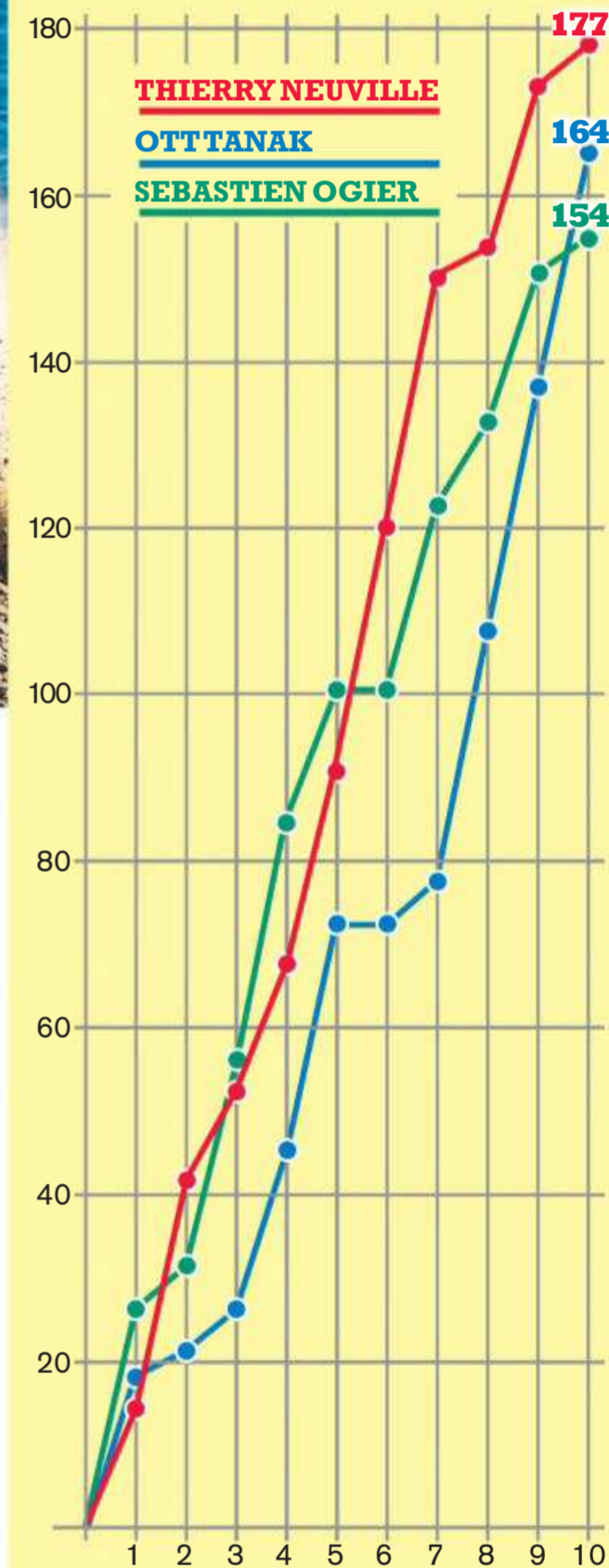
With three rallies to go, Neuville refused to be rattled by Tanak's run of success and insisted he had the speed to win in Turkey.

"We are fighting for the championship against some very hard guys to beat," he said. "We had to give it everything. In all honesty, I feel we should have taken the win this weekend. We were clearly the fastest, especially on Friday when we were first on the road and leading at the end of the day."

Ogier, who would have lost a point to Neuville had Elfyn Evans not sacrificed his sixth place to move his team-mate up to 10th and into the points, was similarly defiant.

"Now we can definitely see it's a three-way fight," he said. "There are still three rallies to go and everything is possible. Nothing is finished yet."

THE 2018 TITLE CHASE SO FAR



Russian Lukyanuk takes first ERC title

Lukyanuk wins his first European Rally Championship as rival Magalhaes won't enter Rally Poland

Alexey Lukyanuk has been gifted a maiden European Rally Championship title thanks to Bruno Magalhaes' decision not to enter this week's Rally Poland.

In the absence of the Portuguese driver, forced out after his funding dried up, Lukyanuk starts the Mikolajki-based event with an uncatchable 87-point advantage over his nearest rival in the Norbert

Herczig. Lukyanuk has dominated this year's ERC, winning three of the six rounds in his Ford Fiesta R5.

Magalhaes, who finished runner-up in the ERC last season to Kajetan Kajetanowicz, will return to the series in his Skoda Fabia R5 in 2019, but admits his Russian rival is a worthy champion.

"To be honest, he's a fair winner because he shows during the whole

year that he's the fastest driver," said Magalhaes. "Everybody knows he's sometimes too fast and makes some mistakes, but I can understand his position. He's so fast and has his own rhythm and sometimes it's difficult to go one step down."

"If I cannot be the champion, I am very happy Lukyanuk will be. He's a very nice person and I'm happy he can take the title because

he deserves to be champion."

Dropped by the WRC following spectator control concerns last season, the 75th running of Rally Poland returns to the ERC for the first time since 2013. The event runs a familiar route to the one used in the world championship, starting from Mikolajki on Friday and finishing two days and 15 stages later on Sunday afternoon.

KRISTOFFERSSON DEFEATS LOEB AGAIN, EDGES CLOSER TO WRX TITLE >>> PAGE 17



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'Stars and cars come out for Rallyday fun'
Castle Combe preview, p14



Edwards wants early BRC title

EDWARDS WANTS WRC2 TEST

Newly-crowned BTRDA champion Matt Edwards hopes to sew up his maiden British Rally Championship title early enough to test himself against WRC2 regulars on next month's Wales Rally GB.

The cancellation of Rally Isle of Man was a double-edged sword for M-Sport Ford Fiesta R5 driver Edwards: it offers him the chance to be crowned at home in Wales, but that comes at the cost of a full-scale assault at the world's fastest R5 drivers.

BRC entrants aren't allowed to enter WRC2 because the two series have clashing regulations on items like fuel.

The Deeside-based event is a double-header BRC round with full points available on the opening day of the October 4-7 event and fourth place among the BRC runners on that Friday – or fourth on the second leg – would be enough to seal the title for the Swift-driver.

Edwards said: "It would be quite poetic to win it at home,

but if I could have had it sorted out on the Manx and then been let off the leash on Rally GB that would have been nice.

"I've got to be honest here and say the full focus is on the British Rally Championship, that's where the main effort has been all year and that's where it will be in Wales next month.

"Having said that, if we can do that on Friday, the plan would be to see what we can do against the WRC2 runners on the weekend."

"If I do get the chance to mark times against the WRC2 drivers, it'll be good to see how we go, but we shouldn't be expecting miracles. It's not like I've got another gear to go into to find more pace. I'm just so pleased to be doing the event in a car like this and with fantastic backing from my sponsors."

Edwards made his WRC2 debut on last year's Rally GB taking seventh in a conservative drive with the aim of building experience.



The VW Beetle of Beales has been a hit with CB fans

Beales' Beetle returns for Rally GB assault

Crowd favourite Bob Beales will line his 60-year-old Volkswagen Beetle up against the elite of the World Rally Championship at next month's Wales Rally GB.

Beales, 69, is tackling the WRGB National Rally – which follows the main WRC counter through the Friday and Saturday stages – for the fourth time in succession, with the Herefordshire driver chasing a third class win on the Deeside event.

Beales said: "Bertie [the Beetle] was 60 a few months ago and it's going to be a wonderful way to celebrate in Wales.

"This is the highlight on the UK rallying calendar and it's great to be on the same event as

all those world championship cars and drivers.

"We won our class in 2015 and 2016 but sadly were forced to retire from a big class lead last year when a gearchange coupling snapped. That big disappointment means we are really looking forward to making amends next month."

Originally a taxi in Hereford, the Beetle was converted into a rally car by legendary Herefordshire rally driver Bill Bengry in the 1960s.

"We put a lot of smiles on faces," added Beales. "I try to give all those waving a toot, but only when I have enough hands available to hit the horn button."

Wales Rally GB bosses prepare for intensive work to create a special final stage for event

Building the Llandudno street stage in 16 hours will provide the Wales Rally GB organising team with one of its toughest challenges to date next month.

The final day's all-new Great Orme Llandudno test has already proved to be a big hit with fans, with the organisers having to increase grandstand and hospitality capacity to meet demand. But event director Ben Taylor admits the logistics for the event's closing test are challenging.

Taylor said: "The road isn't fully closed to traffic until 1600hrs on

Saturday (October 6) and we have to have everything ready for the first safety cars going through before 0800hrs the following morning. It's a very big ask of everybody, but fortunately we have an amazing team to do it."

In the course of the evening, Taylor's team will line the route through the north Welsh seaside town with 550 metres of steel barriers, 50 metres of concrete barriers and 100 metres of water-filled plastic barriers as well as more than 1000 grandstand seats.

"On top of all of that, we'll have kilometre after kilometre of crowd

barrier," Taylor added. "And then we've got to dress it all up to make sure it looks fantastic. We have had to become experts very quickly in the planning required to run a stage through the centre of a town – and it's so much more in depth than we might have imagined. It's fair to say Llandudno has taken a disproportionate amount of time and effort for the competitive mileage (4.98 miles – of which about 1.5 will run through the town, the rest is on the Great Orme headland road) it is offering, but equally I wouldn't change a thing – we've been working on this for over

a year and I'm so excited about what we have to offer in Llandudno.

"In commercial terms, it's really hard to quantify the return in Llandudno, because it is a free admission stage; so we believe that the investment we put in here will pay dividends further down the line as we look to grow the event and the sport in general. It's certainly capturing the attention and the town is really getting behind it; we've doubled the original order for grandstands and we've extended the hospitality capacity so that's a good sign."

GROUP RALLYING EDITOR

DAVID EVANS

"Turkey provided a test that the WRC needed"



Too rough? Not a hope. Last week's Rally Turkey was, without question, the most entertaining round of the World Rally Championship for ages.

As the event neared its rocky conclusion, I toured the service park and sought the thoughts of all four factory team principals. Mercifully, they agreed the event had genuine merit and it was down to them to make their cars stronger. Good on them.

We're not short on places for today's drivers to show their speed, but for too long we've missed the opportunity for them to show who's the smartest; who can drive slowly, quickest. Turkey is that rally.

And there's no getting away from the fact it was a toughie. Ambient temperatures in the mid-30s on incessantly twisting roads led to cockpit temperatures moving north of 60 degrees on stages. Turkey is the challenge the WRC has been missing. That's not to say there weren't a few rough edges needing to be filed.

What, for example, is the point of having a service park tucked away in the mountains, a 20-minute drive (admittedly up and down a road providing a hugely enjoyable mix of Corsican curves and Kiwi cambers) out of town? Marmaris is a holiday town, pure and simple, with tattoos and Turkish tat for sale on every corner. Folk come in by bus, settle by the sea and don't move for a week. The WRC Promoter must insist the service park moves Sardinian-style to the seafront next year.

Thursday night's superspecial through Marmaris aside, there was little if any evidence of a WRC counter coming to town and that's just not good enough. There's a captive audience right there, ready to be converted to this great sport of ours.

It's been far too long since the last new rally, Rally Australia's move to Coff's Harbour seven years ago. The sense of anticipation and excitement is incredible when the WRC's discovering a new road. And Turkey was a real treat in terms of backdrop, with the forested hills rising steeply out of the sea.

It was interesting, but probably in no way surprising to see President Erdogan arrive in Marmaris for the finish on Sunday. As far as I know it was the 64-year-old's first ever WRC round and it looks like he quite enjoyed himself. He was certainly well looked after (it's the first time snipers have been placed on the roof of Hyundai's service park structure).

All in all, it wasn't a bad weekend for Erdogan. He got to be there for Ott Tanak's first ever WRC hat-trick just a day or two after being handed the keys to £300m worth of blinged-up Boeing 747, a gift from Qatari Sheikh Tamin bin Hamad Al Thani.

On the downside, the Turkish Lira has lost 40 per cent of its value since the start of the year and he was a day late for all that epic Saturday morning action.

Yin and yang. Turkey, I loved it.



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

RALLY NEWS RALLYDAY PREVIEW

Photos: William Neill, LAT Images



Bogie at Rallyday for the first time

TIMETABLE

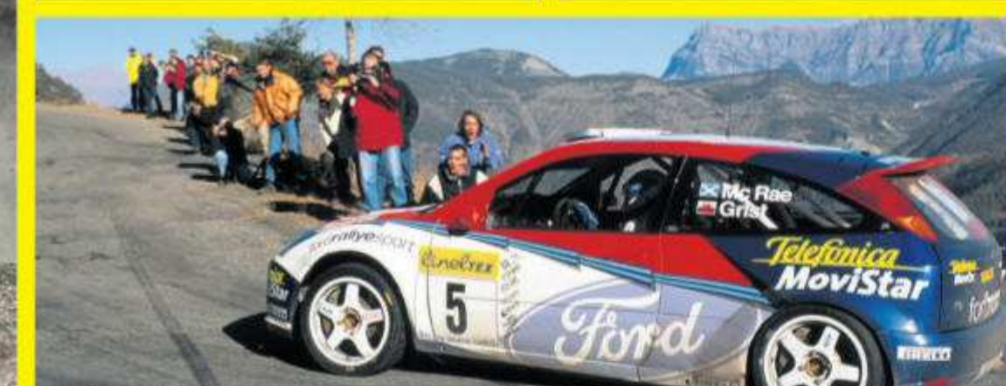
RallyDay, September 22, Wiltshire

TIME	EVENT
0900	Gates open
0900	Clubmen/open track
1030	Jimmy McRae/Russell Brookes interview
1100	Clark family interview
1130	Miki Biasion interview
1150	Escort/Chevette parade laps
1235	Feature stage
1400	Elfyn Evans interview
1600	Spirit of Rallyday presentation
1700	Rallyday closes



The clubmen rally stage stars

Escort Mk1 has anniversary



Crist made his name next to Colin McRae and is at the event

STARS AND CARS JOIN FOR RALLYDAY SPECIAL

Biasion, Grist and Escort celebration in store at Combe

TOM DAVIS Q&A



What's going to be the highlight of Rallyday for you?

"Genuinely, there's going to be so many. Seeing Miki [Biasion] here for the first time, seeing Elfyn after what he did in Wales last year. There are probably too many to talk about, but the big thing for me is to just make sure that everybody comes in here and enjoys themselves. We've got a huge number of cars coming and some really special stuff in the Clubmen section, I'm really looking forward to it."

We saw a 2017 World Rally Car in public for the first time in Britain at Rallyday last year, why isn't there one coming this time?

"Believe me, we have tried. We've worked with all four manufacturers to try to find a way to get a car here, but it's just not possible. The cars are all either making their way back from the last round in Turkey or they are testing for Wales. We're already working on plans to make sure we've got them with us next year. But there's still some amazing cars out there – including Gary Le Coadou's ex-works Hyundai i20 WRC."

Tell us more...

"It was used by the factory in the world championship through 2014 and 2015, driven by Dani Sordo. But the last time it was used was by Hayden Paddon, when he finished fifth on the 2015 Rally Australia."

By David Evans

World champions, British heroes and one of the finest collection of rally cars will combine to make Saturday's Rallyday at Castle Combe one of the season's highlights.

Two-time World Rally champion Miki Biasion and last year's Wales Rally GB winner Elfyn Evans headline the Wiltshire event, alongside legends of the sport Jimmy McRae and Russell Brookes and modern-day British Rally Championship stars like David Bogie.

Scotsman Bogie is delighted to be making his first appearance at the event and with the emphasis on fun, he's bringing his Millington-engined Ford Escort Mk2 to Combe. "Rallyday is an event I've always wanted to come along to," he said, "I've heard so much about it. I got the invite to come down with Palletforce and I'm really looking forward to getting out there and having some fun in the Escort. I'm sure it's going to be a great day."

The Ford connection

Bogie's Escort will be in good company on Saturday, with



Hero Biasion gets Delta run

plenty more Mk2s in attendance – including plenty of ex-works metal on show. But it's the Mk1 which really falls under the spotlight, with a 50th anniversary celebration of the car marked on the day. And one of the drivers who helped develop Ford's very first Escort rally car – Roger Clark – will also be well remembered two decades on from his death in 1998. Clark's family will attend Rallyday to help celebrate the career of Britain's very first World Rally Championship event winner.

Former Ford team manager Stuart Turner, the man who helped mastermind Clark's RAC Rally wins in 1972 and 1976, will be interviewed on stage.

Bringing the Blue Oval into 2018, Elfyn Evans will talk about his history-making Rally GB win in Wales last year and what it's like to partner five-time World Rally champion Sebastien Ogier in the M-Sport Ford World Rally Team.

Italian flavour

Biasion's Rallyday debut will bring a genuine Italian flavour to the event and the sight of the 1988/89 World Rally champion driving, and array of Lancia Delta Integrales will be one of the highlights of Saturday.

"This year I celebrate 30 years on from that first championship," said Biasion. "This is really a nice time to be coming to Rallyday for the first time. And I always love to drive the Delta rally car again."

"I was the driver from the factory who did the testing and development on these cars. To me, the Delta is like a baby. The memories are so special. I won two titles, but as part of Lancia we won six championships – that's incredible."

There will be plenty of precious Italian metal on display in both the feature and clubmen sections.

The British buzz

The names Brookes and McRae conjure plenty of Opel Manta 400 or Vauxhall Chevette HSR memories and those two titans of British rallying will be on stage to talk through the highs and lows of their time fighting for home rule.

Coming more up to date, current BRC manager Iain Campbell will be on hand to talk about this year's title fight and the recently announced 2019 BRC calendar.

Wales Rally GB challenger Tom Cave and former BRC event winner Ryan Champion will keep fans entertained on and off the track.

And fan favourite Nicky Grist returns to Rallyday with stories of his 21 World Championship wins and some epic years alongside world rallying's first genuine megastar in Colin McRae.

Catch the Clubmen

Alongside those stars of the British and world stage are some superb clubmen entries at Rallyday. Where else would fans get the chance to watch and wonder at Will Nicholls' gorgeous ex-Richard Burns Subaru Impreza WRC running

alongside an Eaton Yale-liveried RS1800, and Warren Philliskirk's ex-works Triumph Dolomite Sprint? And if they're not entertaining enough, keep an eye out for the BMW 118d! Beyond one of Rallyday's strongest ever clubmen entries, the Rallying History club provides more machinery worthy of mention.

Jari-Matti sorry...

Toyota Gazoo Racing driver Jari-Matti Latvala was one of the highlights of last year's Rallyday. The Finn is testing his Yaris WRC just over the border in Wales on Saturday, otherwise he would have been in Chippenham for the second year running. But, while he can't make it, he's sent some of his coffee for you to try.

Latvala said: "I'm really sorry I can't be there this time – I loved this event last year. Seeing so many different rally cars in one place was fantastic and seeing the passion all of the people had was so nice. I will come back, but for now I wish Tom [Davis, event organiser] and his team and all of the people going a really good day."

Further details of the event are available from www.rallyday.com



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JENNINGS: BETHUNOIS WIN A CAREER HIGHLIGHT

Photos: Rally-Art Photography, chasingthecars.com



Jennings/Kennedy won French event

Garry Jennings says winning Rallye du Bethunois earlier this month ranks as the best in his rallying career.

Jennings became the first British driver to win the two-day event, which ran over 12 special stages and 87 miles in the north of France.

Making his debut on the event with regular co-driver Rory Kennedy alongside, Jennings stormed to fastest times on six stages at the wheel of his Subaru Impreza S12B World Rally Car that was freshly rebuilt following a high-speed accident on June's Donegal Rally.

His winning margin over the Peugeot 208 R5 of Marc Amourette was 29 seconds.

"The win is as big, if not bigger, than anything I have achieved so far," said Jennings, after competing on his first French event since Rally Touquet in the Peugeot Sport Super Cup in 2002.

"We went over there as underdogs as no one expected us to do well. That meant there was no pressure on us.

"It's extra special to go and win a rally that lots of other British drivers have tried – and failed – to do.

"The real difference compared to driving in France and competing back home are the six- or seven-foot cuts and the fact there are no hedges to tell you where the next corner is or how far you are from it."

Jennings plans more outings on mainland Europe with his team, including RallyLegend in San Remo in mid-October with the likes of Craig Breen and Kris Meeke competing on the event.

First, the 2013 Irish Tarmac champion is heading to Rally Charlemagne on the Belgian-French border at the end of September.

Steve Hendy/Aled Davies (Ford Fiesta R5) were the only other British crew to make the top 10 in ninth, while Peter Taylor and Graham Coffey both retired their respective Fiesta RS WRCs.

John Cope's ex-Andrew Nesbitt Cuisine de France Subaru Impreza was 17th.

IN BRIEF

Gwynne remembered

A celebration of the legendary and late Bill Gwynne's life will be held at 1400hrs on September 28 at the Holt Hotel near Steeple Aston in Oxfordshire. Some of Gwynne's memorabilia, cars and bikes will be on display. The family has asked for no black, and donations instead of flowers. Donations can be made by contacting Humphris Funerals on 01295 265424.

Cadwell Stages

Entries open this Friday for the North Humberside Motor Club Cadwell Stages, with entries expected to sell out quickly for the popular Motorsport News Circuit Rally Championship event. It also forms a round of the ANWCC and the Junior Formula 1000 Rally Championship. Last year the event was narrowly won by David and Alice Tinn in their Proton Satria Millington S2500.

Strong Omagh entry

The Omagh-based Bushwhacker Rally has attracted a strong entry despite the Irish Forest Rally Championship already being decided. Champion Josh Moffett (Ford Fiesta) is among the 123 entrants, as is last year's winner Desi Henry (Skoda Fabia R5). Scottish Rally champion Jock Armstrong finished third last year and returns in his Subaru.

NH Stages fills

The opening round of the Motorsport News Circuit Rally Championship, the Neil Howard Stages, filled rapidly after opening for entries last Friday. Last year's winner Kevin Procter is among the entries in his 2-litre turbo Ford Fiesta, along with reigning MN Circuit Rally champion David West. The Oulton Park event will be concreted in the places it cut-up heavily last year and the watersplash returns. Nine stages offer 60 miles of action.

Kelly's Escort win

Last weekend's Escort Rally Special in Belgium boasted many British and Irish crews among its 120 entries. Frank Kelly and his 'Baby Blue' Escort took the overall win, pushed hard by British Rally Championship frontrunner Osian Pryce in a historic-spec car. The event took place in Couvin and also attracted period road cars and service barges used by works teams.

New Eagle date

The Eagle Road Rally – which was supposed to take place in June – has a new date, and will take place on December 1/2. For more information on the event, organised by Newtown and District Automobile Club, contact Lowri Davies at lowri686@hotmail.com. The rally will now be the last round of the Welsh Road Rally Championship.

John Horton Award

Seven Scottish Rally Championship drivers will compete for a chance to receive tuition from British champion Tapio Laukkanen today (Wednesday, September 19). The drivers have been picked from each round of the SRC to compete for the John Horton Award, named after the famed rally GB and British Grand Prix press officer and rally co-driver. Gunning for the prize are Paddy Munro, Angus Lawrie, Ross Hughes, Steven Wood, John Wink, Michael Binnie and Alasdair Currie.

RALLY REPORTS

Haining gets a Junior title boost

Memorial Garden Stages

By John Fife

Organiser: Condor MC When: September 15 Where: RM Condor, East Angus Championships: Junior 1000 Ecosse Stages: 6 Starters: 32

With two rounds to go in the Junior 1000 Ecosse Challenge, Lewis Haining's win and Andrew Blackwood's second place at last weekend's Memorial Garden Stages Rally has opened up this year's race for the title.

Haining said: "I had nothing to lose today, so I just went for it." Despite a lurid overtaking moment on the grass on one stage, he did just that.

Blackwood did his own title hopes no harm, overhauling Johnnie Mackay for a fighting second.

In the supporting 'senior' event, Ian Paterson took the win after early leader Ian Forgan had to withdraw after four stages with a faulty oil pressure switch.

Then Iain Sanderson dropped out of the top three when his Ford Escort Mk2 broke a bottom arm stranding the car mid-stage.

That meant Alan Wallace finished second with Greg Inglis getting third place, third time out in his Lotus Exige.

Results

1 Lewis Haining/George Myatt (Skoda Citigo) 58m28s; 2 Andrew Blackwood/Richard Stewart (Citroen C1) +22s; 3 Johnnie Mackay/Gordon Reid (Suzuki Alto); 4 Oliver Hunter/Tom Hynd (Peugeot 107); 5 Cameron Davidson/Ian McRae (Nissan Micra); 6 Amy McCubbin/Jane Nicol (Citigo); 7 Jack Hall/Niall Thomson (Micra); 8 Aaron Webster/Colin Baxter (Micra); 9 Erica Winning/Mark Runciman (Micra); 10 Fraser Anderson/Ian Shiells (C1). Senior rally: 1 Ian Paterson/Allan Paterson (Subaru Impreza) 48m57s; 2 Alan Wallace/Darren Robertson (Mitsubishi Lancer EB) +1m40s; 3 Greg Inglis/Ian Parker (Lotus Exige); 4 Graeme Rintoul/Jim Rintoul (Ford Fiesta); 5 Cameron Stout/Jamie Stout (Impreza); 6 Gareth Dalgliesh/Kenneth Dalgliesh (Impreza).

Moffett wins, Boyle nears National title

Clare Stages Rally

By Martin Walsh

Organiser: Clare MC When: September 16 Where: Ennis, County Clare Championships: Triton Showers National Rally Championship; West Coast Championship Stages: 8 Starters: 114

Although his Ford Fiesta RS WRC lapsed onto three cylinders for the opening exchanges of the Clare Stages Rally, Monaghan's Josh Moffett went on to claim victory by 7.7 seconds ahead of Roy White, with Daragh O'Riordan a distant third rounding out a Fiesta RS WRC top three.

Declan Boyle in another Fiesta RS WRC was fifth and only needs 10 points (a top eight championship finish) from next month's final round in Donegal to claim a third Irish National title.

The opening stage was cancelled but on on SS2 and SS3, White set the pace and led Moffett by 4.2 seconds. It wasn't until SS6 before Moffett moved ahead.

Daniel Cronin, brother of four-time British champion

Keith, took fourth in his Fiesta R5 behind O'Riordan and ahead of a conservative Boyle who took points for the fourth registered driver home.

Chris Armstrong (Ford Escort) netted the two-wheel-drive class and won the Mk2 Champions Trophy within the National series.

Gareth MacHale's Fiesta R5 debut ended in eighth place.

Results

1 Josh Moffett/Keith Moriarty (Ford Fiesta RS WRC) 52m53.5s; 2 Roy White/James O'Brien (Fiesta RS WRC) +7.7s; 3 Daragh O'Riordan/Andy Hayes (Fiesta RS WRC); 4 Daniel Cronin/Shane Buckley (Fiesta R5); 5 Declan Boyle/James O'Reilly (Fiesta RS WRC) 6 Padraig Egan/Brian Hassett (Subaru Impreza WRC); 7 Chris Armstrong/Chris Melly (Ford Escort Mk2); 8 Gareth MacHale/Brian Murphy (Fiesta R5); 9 Stuart Darcy/Aileen Kelly (Darran T90 GTR); 10 Johnny Jordan/Paddy McCrudden (Toyota Starlet). Class winners: Desmond Roche/Kevin Enright (Honda Civic); Ronan Denning/Karl Egan (Peugeot 208 R2) Micheal Rodgers/Aiden Connolly (Civic); Trevor Bustard/Kenny Bustard (Mitsubishi Lancer EB); Cronin/Buckley; Kevin Barrett/Sean Mullally (Impreza S14 WRC); Pat Ryan/Jack Dalton (Escort); Michael Hamilton/Dylan Donoghue (Civic); Christy Gallagher/Lee Cullen (Starlet); Brian Armstrong/Aodhan Gallagher (Escort); Jordan/McCruden; Armstrong/Melly; Niall Moroney/Elgan Davies (Impreza S9 WRC); Cathal Nolan/Stephen Joyce (Civic); Philip McKibbin/Tommy Commans (Escort); Boyle/O'Reilly.



Moffett took victory

Meadows gets another R2 chance



Meadows in R2 car for Rally GB National

BTRDA 1400 regular Tommi Meadows will drive a Ford Fiesta R2 on his Wales Rally GB debut in the National event.

Meadows, who has been driving a Ford Ka in the BTRDA this year with entry fee help after winning the 2018 John Easson Award, has already been given two prize outings in the Fiesta owned by Swift Caravans' Pete Smith. Smith has again allowed Meadows to take the car for Rally GB.

"It [GB] is something I've wanted to do for a long time, I have the support of the John Easson Award so I thought 'why not?'" said Meadows, who will fight with BTRDA R2 champion George Lepley on the event.

"It would be nice to win the class, but we all know George is rapid and has had a lot of time in that car. We'll keep chipping away at it and see how close we can stick to him over the weekend."

Lepley will miss the last round of the BTRDA Championship, the Trackrod, after brilliantly securing the Silver Star title, usually claimed by high-powered two-wheel-drive cars.

Meadows will compete on the event in his Ford Ka in the 1400 category as he hunts for points.

Meadows has worked with camera crews on Rally GB in recent years, but is looking forward to taking on classic stages like Alwen and Myherin.

● One of the biggest prizes in UK rallying, the John Easson Award, is open for entries with the deadline set at October 31. The winner receives £5000 towards entry fees and a £1000 bonus if that driver wins their class that year. Previous winners include Chris Ingram and Osian Pryce. Drivers must submit a CV, covering letter and letter from a third party to be eligible. More details can be received from Allan Durham via email: allandurham@btconnect.com.

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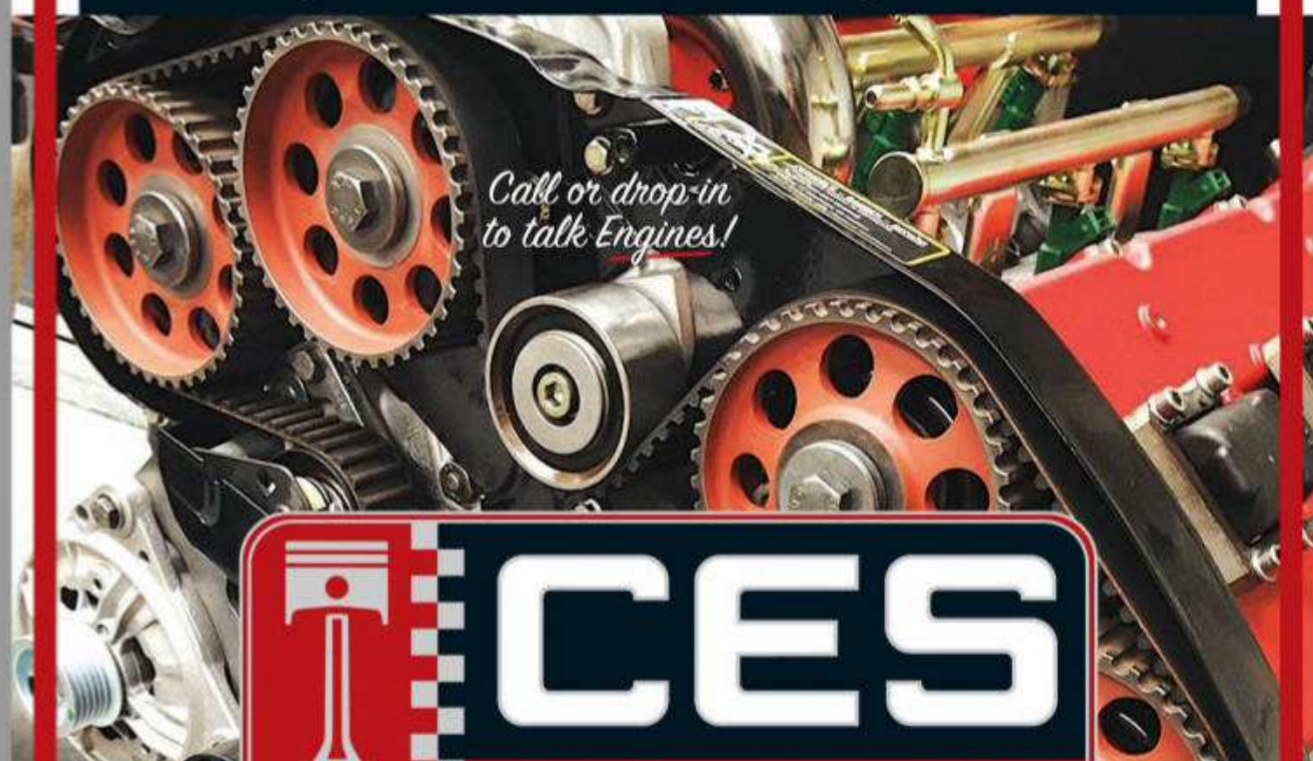
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DAYTONA

WORLD RALLYCROSS: LATVIA

Photos: mcklein-imagedatabase.com

For multi-car teams in the World Rallycross Championship, the ideal scenario for achieving the best grid position for the final is that your cars start in separate semi-finals. That way, both drivers theoretically stand the best chance of graduating to the final without the potential of either contact with each other, or one car putting the other out when only the top three move forward to the next stage. That situation is exacerbated further still when a team has three cars in the series.

Peugeot's works World RX effort had a difficult opening day at the Latvian round of the series last weekend. Sebastien Loeb just missed out on the fastest time in Q1 by a mere 0.009s to runaway championship leader and eventual final winner Johan Kristoffersson, but then suffered from contact with a tyre wall on the exit of turn two in Q2 and, bizarrely, befell the same broken front suspension competent as his team-mate Timmy Hansen in the session.

Kevin Hansen meanwhile, in the third 208 WRX, was twice forced wide in the opening corner and dropped to the back of the pack. A fightback on day two from all three resulted in a fastest time for Timmy Hansen in Q3, as Loeb ended qualifying second to Kristoffersson, who had been fastest in Qs 1, 2 and 4.

Timmy Hansen wound up fourth in the Intermediate Classification, with Kevin Hansen 10th. With the odd numbers in the top 12 going into semi-final one and the evens going into semi-final two, all three Peugeots lined up in semi two.

Sharing the front row for semi 2, Timmy Hansen and Loeb survived a challenge from second-row starter Andreas Bakkerud, who pushed the nose of his EKS Audi S1 into the gap between the pair, but had the partially-open door squeezed closed.

As Loeb led the race, British driver Liam Doran, on his second start with the GCK squad, moved to second but, come the finish, both Hansen brothers had climbed the order with a first- and fifth-lap joker to amazingly put all three Peugeot's through to the final.

There, they met Swedes Kristoffersson and EKS Audi's Mattias Ekstrom, the championship leader having fended off the former champion's equally fast-starting Audi to that of Bakkerud's at the start of his semi-final. Kristoffersson forced to brake deep into the corner.

But, while the Peugeots had lucked

KRISTOFFERSSON AGAIN FOR LATVIAN TRIUMPH

Hal Ridge watched the champion take yet another WRX victory

RESULTS

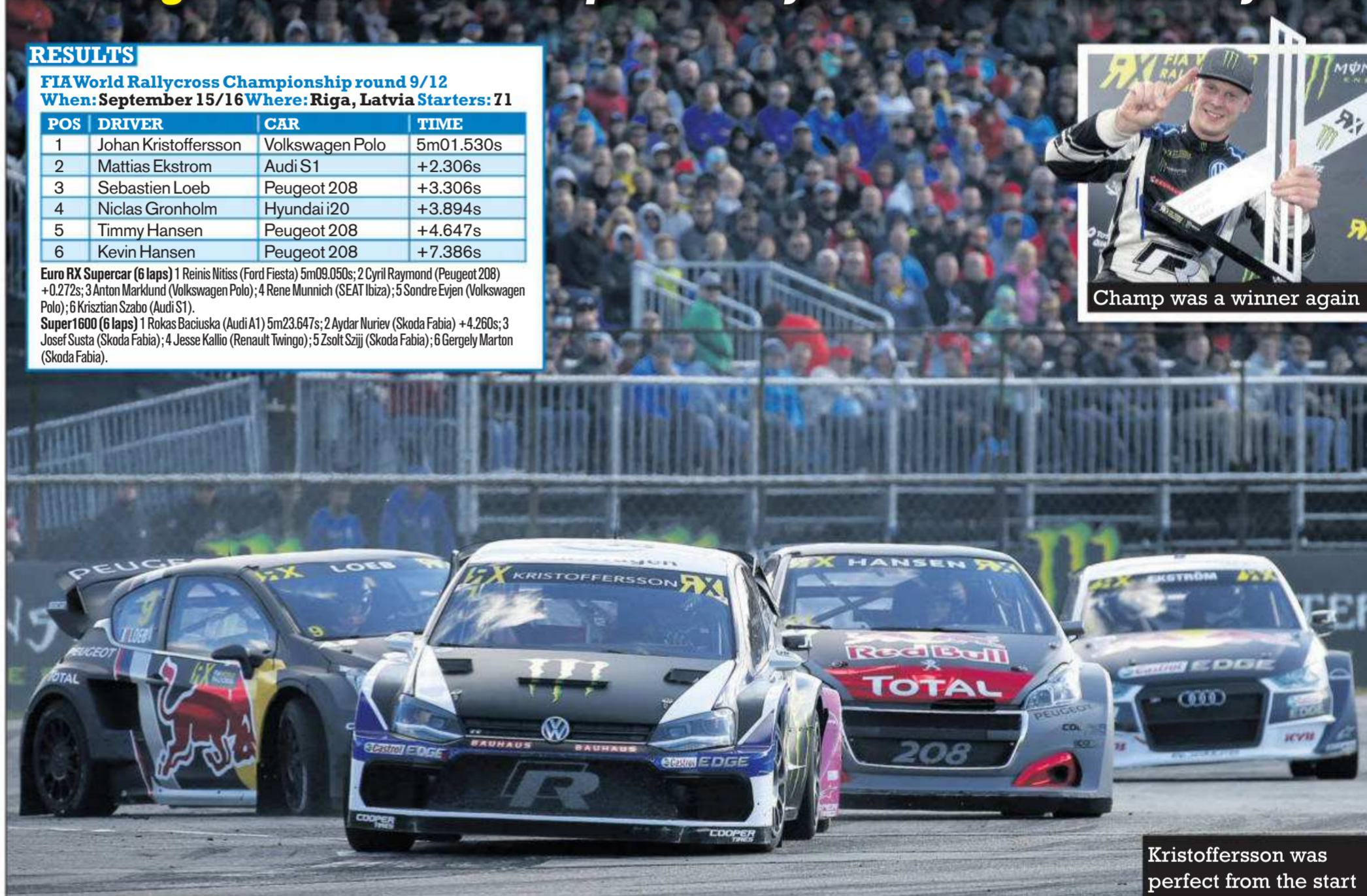
FIA World Rallycross Championship round 9/12

When: September 15/16 Where: Riga, Latvia Starters: 71

POS	DRIVER	CAR	TIME
1	Johan Kristoffersson	Volkswagen Polo	5m01.530s
2	Mattias Ekstrom	Audi S1	+2.306s
3	Sebastien Loeb	Peugeot 208	+3.306s
4	Niclas Gronholm	Hyundai i20	+3.894s
5	Timmy Hansen	Peugeot 208	+4.647s
6	Kevin Hansen	Peugeot 208	+7.386s

Euro RX Supercar (6 laps) 1 Reinis Nitiss (Ford Fiesta) 5m09.050s; 2 Cyril Raymond (Peugeot 208) +0.272s; 3 Anton Marklund (Volkswagen Polo); 4 Rene Munnich (SEAT Ibiza); 5 Sondre Eivjen (Volkswagen Polo); 6 Kriszian Szabo (Audi S1).

Super1600 (6 laps) 1 Rokas Baciuska (Audi A1) 5m23.647s; 2 Aydar Nuriev (Skoda Fabia) +4.260s; 3 Josef Susta (Skoda Fabia); 4 Jesse Kallio (Renault Twingo); 5 Zsolt Szijj (Skoda Fabia); 6 Gergely Marton (Skoda Fabia).



Champion was a winner again

Kristoffersson was perfect from the start

in, Kristoffersson's team-mate Petter Solberg lucked out. For the second time in a row, Solberg was spun into the wall at the first corner of the semi-final in Latvia but fortunately, unlike 12 months earlier, the Norwegian avoided injury. He was out of contention however, and for the third year in a row missed out on the Latvian final.

That left Niclas Gronholm to pass Doran's GCK team-mate Guerlain Chicherit and make it into the final.

In the final, Ekstrom again made the best start and dived up the inside of

Loeb into the first corner, forcing the Frenchman and Timmy Hansen wide. As Kristoffersson got a clean getaway and took the lead, Gronholm snuck into third in the opening corners.

Behind, Timmy Hansen passed brother Kevin for fifth into Turn 4, the latter following Loeb into the joker at the first opportunity.

Timmy Hansen closed in on Gronholm and took his own joker on lap two, but was passed by Loeb at the exit, the Frenchman then moving to third when Gronholm followed

Ekstrom into the extra route on the third tour.

Having dropped time to Loeb before taking his joker, Gronholm closed right onto the back of the rally legend's Peugeot in the closing stages, setting identical lap times in the final two laps, but would finish fourth and just miss out on a first World RX podium.

Up front Kristoffersson cruised to his eighth win of the season and extended his margin at the head of the table to 73 points. Ekstrom's weekend

haul moved the Swede up to second in the standings ahead of Loeb, while a fierce battle with Doran in the semi-finals meant Bakkerud didn't progress to the final.

Audi DTM driver Nico Muller impressed in a one-off outing for the EKS team, as he had 12 months earlier, and may have made the final for a second year in a row, but was caught in the turn one contact instigated by Bakkerud's attempt to squeeze between the front row-starting Peugeots in semi-final two.

Nitiss plays to the home crowd and lands the European championship

While the vocal Latvian crowd appreciated and celebrated Kristoffersson's win in the World RX final, the noise and enthusiasm when the Swede crossed the line was nothing compared to when Reinis Nitiss wrapped up the European Rallycross Championship Supercar title.

He did that by qualifying for the semi-finals which prompted the Latvian star to jump onto the roof of his SET Promotion-run Ford Fiesta at the end of his Q4 race. Released of the pressure of having to consider points permutations for the semi-finals and final, Nitiss delivered a champion's performance to take victory in both races. That was despite a strong challenge from round four winner Cyril Raymond, who made the best of close fighting in the opening corners

to move up to second early in the final.

Closing the gap to Nitiss to less than a second before taking his lap-five joker, Raymond wasn't quite close enough to move into the lead when the Latvian took his extra route on the final tour. Nitiss took victory to celebrate his second Euro RX title in style, having won the Super1600 crown with the same team in 2013. Fittingly, the former World RX event winner was presented with the Champions' trophy by sport's most successful driver, 14-time European champion Kenneth Hansen to chants of his name from the crowd.

Second place for Raymond was almost enough for the Frenchman to finish second in the standings in a Peugeot Sport 208 WRX, despite having missed the season opener in Spain, but that didn't happen because

outgoing champion Anton Marklund finished third in the race. The Swede had been slowed in the semi-finals by a broken engine mount that damaged his power steering, then lost time while making a pass on reigning Euro RX Super1600 champion Kriszian Szabo at the entry to Turn 4 and was passed by Raymond. Recovering to run third, Marklund again suffered the same problem in the final after a hasty repair from the Marklund Motorsport squad between the semi and final. It was all the Polo driver could do to hold off Rene Munnich for the final podium spot to ensure his runner-up position in the standings. Volland Racing driver Rokas Baciuska dominated the Super1600 category to take maximum points and move into the lead of the title race with one round remaining.



Reinis Nitiss accepts the applause of the crowd after a title victory

RACING REPORTS

DONINGTON PARK: CSCC BY PETER SCHERER
SEPTEMBER 15/16

Photos: Mick Walker

BROTHERS BATTLE FOR TIN TOP VICTORY



Jarman/Mensley (741) won with late move



Eclectic Future Classics grid was full of interesting cars at Donington Park

WINNERS

Tin Tops Robert Jarman/Paul Mensley (Renault Clio)	Race 3: Patrick Doyle (XJS)
Future Classics Tim Bates (Porsche 911 SC)	Magnificent Sevens Colin Watson (Caterham C400)
Swinging Sixties Group 1 Ian Whitt (MG Midget)	New Millennium Peter Challis (Porsche 997 Cup)
Swinging Sixties Group 2 Will Plant/Richard Plant (Morgan +8)	Modern Classics Miles/Piers Masarati (Porsche 964 Turbo)
Classic K Alasdair Coates (AC Shelby Cobra)	Turbo Tin Tops/Puma Cup/4Two Cup Keith Issatt/Josh Fulbrook (Mini Cooper S)
Jaguar Saloon and GT Race 1 & 2: James Ramm (XJS)	Open Series Tim Davis (Caterham C400)

There was a dramatic battle between brothers in the finale of the Tin Tops race at Donington Park, with Renault Clio pair Paul and Tom Mensley taking their personal duel to the flag.

Tom Mensley had battled early on with William Hardy's Corsa but, after Robert Jarman had handed over to Paul Mensley, it became a family duel.

Paul Mensley managed to make a move stick at Melbourne a lap from home, despite losing third gear and his brakes to give the car started by Jarman the victory. Colin/Steve Simpson's Peugeot 206 completed the podium from second on the grid.

Tim Bates' Porsche 911 SC took a dominant Future Classics win, with a pair of TVR Tuscan racers in Perry Waddams and Stuart Daburn ousting Martyn Adams' TR7 V8 to complete the podium.

Having made his compulsory pitstop early, Ian Whitt's MG Midget comfortably won the Swinging Sixties Group 1 race by 22 seconds as a four-car battle for second raged. Ian Everett's BMW 1502 finally held the place, over early leader Chris Watkinson's Mini.

Victory in the Group 2 race never looked in doubt as the whole field was lapped. Will Plant built a huge lead before handing the family Morgan +8 to father Richard, who sealed the win.

Despite a spin exiting the chicane on the opening lap which placed him 16th of 21 cars, Jon Wolfe's TVR Tuscan V8 fought back to second by half distance. Malcolm Johnson's Lotus Europa headed Bruce Weir's Datsun 240Z for third place.

Once the pitstops had been completed in the Classic K race, Alasdair Coates restored his AC Cobra to the fore for an easy win, despite picking up two track limit penalties worth 10 seconds in arrears. He still won by over half a minute from Paul Tooms' Lotus Elan, with

David Garrett's similar car third.

James Ramm was the man to beat in the Jaguar Saloons & GTs. His XJS led from lights-to-flag in race one, with Colin Philpott second until his flywheel broke and left him stuck in fourth gear. Patrick Doyle got by on the last lap, but Philpott managed to retain third.

Ramm passed Philpott at the Old Hairpin for win number two on the last lap, with Alasdair McGregor third behind Philpott.

But when a third win looked almost certain, Ramm suffered 'diff failure' on the last lap, leaving Doyle to snatch the victory spoils. A terrific duel between Tom Robinson and Philpott settled the top three in Robinson's favour.

Colin Watson's Caterham C400 led for most of the Magnificent Sevens race, despite the close attention of Tim Davis' similar car throughout. After spinning off at Coppice on lap five of the 21, Peter Ratcliffe fought back to snatch third from Mike Aikens with one lap remaining.

It was a comfortable win for Peter Challis's Porsche 997 in the New Millennium race, after the compulsory lengthy pitstops put paid to Graham Charman's Ginetta G55 and Mike Cutt's BMW M3 hopes. Christopher Griffin's Lotus Elise and Dave Griffin's BMW M3 were well spread in second and third.

Miles/Piers Masarati's Porsche 964 Turbo won the Modern Classics, despite being hit in the pitlane by early sparring partner Kirk Armitage in his BMW M3, but the fight for second went right to the flag with Tim Bates's Porsche 911 SC just keeping Craig Wilkins' 996 at bay.

Keith Issatt/Josh Fulbrook were clear winners in the Turbo Tin Tops in their Mini, while Nigel Tongue/John Hammersley's Renault Megane just held off Carl Chambers' Peugeot 208 for second.

CASTLE COMBE: CCRC BY GRAHAM KEILLOH
SEPTEMBER 15

Photos: Steve Jones

Two championships were decided at Castle Combe's Grand Finals meeting, the traditional season-closer for Castle Combe Racing Club competitions.

Ilsa Cox in a SEAT Leon took her second CCRC GT Championship in a row, by winning Class D and taking the extra point for class fastest lap in sixth overall.

Class B's Tony Bennett in his Caterham entered the race a point ahead of Cox and took his own class win and third overall, but crucially was denied the fastest lap point by Andy Southcott's rapid MG Midget. It's Cox's third Combe championship having also won the Saloon title in 1997.

"I'm absolutely thrilled to be Combe GT champion for the second year on the trot," Cox said. "I'm a little bit guilty about pipping Tony Bennett who's such a lovely guy."

The overall GT race win was taken by David Krayem in a Chrysler Viper and he later dominated the special open Sports v Saloons race by half a minute with Bennett second.

Adrian Slade also wrapped up the CCRC Saloon Car Championship in his Citroen Saxo, his first overall title. Second-in-the-table Simon Thornton-Norris in his Mitsubishi Colt did his part for the title by winning Class B and indeed winning the race overall. But Slade only required third place in Class C to confirm the championship and made sure by winning his class in 12th overall.

"Really chuffed," Slade said, "I've been trying to win the [overall] championship now for nearly 10 years. I didn't expect it this year."

COX TAKES A THIRD COMBE TITLE WITH GT SUCCESS



Cox (1) class win secured GT title



Cox took sixth in trusty SEAT Leon

"A few problems this morning – overheating and battery problems but the car was faultless for the race."

When asked what had made the difference for 2018, he said: "Consistency. Finishing every race, preparation on the car, just being thorough."

The Combe Formula Ford title was decided in Luke Cooper's favour at the last round, and in the season-closing race he finished runner-up to deposed champion Josh Fisher's Van Diemen.

Fisher took the lead from poleman Cooper's Swift at the off and built a 5.9-second lead after three laps as those behind squabbled. Cooper then got back into second and closed on Fisher with a succession of fastest laps to be within a second at the end.

Combe hosted the penultimate double-header meeting of 750 Motor Club's MR2 season, scheduled as a replacement for its snowed-off Donington races from March. Title protagonists Shuan

Traynor and Ben Rowe took a win apiece but Traynor has the points advantage after a clash in the second race.

Rowe held off a race-long challenge from Chris Thomas to win race one while Traynor could only manage third. In race two Traynor won after spinning leader Rowe around at Bobbies, leaving Rowe to trail in fifth.

The Monoposto Tiedeman Trophy was starting its six-race autumn championship. Jason Timms dominated

race one from pole in his Dallara F301 and was doing the same in race two until a chain came loose in his engine on the track's bumps with two laps left, meaning James Drew-Williams' Lola inherited the win. Drew-Williams also won the day's other special open race for single-seaters.

William Di Claudio in his Peugeot 106 GTI continued his strong form in the CCRC Hot Hatch Series, taking an imperious win by 24 seconds in the 20 minute race.

RACE WINNERS

Combe GTs David Krayem (Chrysler Viper Oreca GT3)
Combe Sports v Saloons David Krayem (Chrysler Viper Oreca GT3)
Combe Saloons Simon Thornton-Norris (Mitsubishi Colt)
Combe Formula Ford 1600 Josh Fisher (Van Diemen JL 14)
750 Motor Club MR2s Race 1: Ben Rowe (Toyota MR2) Race 2: Shaun Traynor (Toyota MR2)
Monoposto Tiedeman Trophy Race 1: Jason Timms (Dallara F301) Race 2: James Drew-Williams (Lola)
Combe Single-Seater Challenge James Drew-Williams (Lola)
Combe Hot Hatch William Di Claudio (Peugeot 106 GTI)

MONDELLO PARK: LMC BY LEO NULTY

SEPTEMBER 15/16

Photos: Michael Chester

Paul Dagg knew his only chance to win the Leinster Trophy for a second time was to get the jump on polesitter Stephen Daly off the line and that's exactly what he did.

This set up a fascinating battle as Daly tried everything he knew to get by as Dagg used all his experience to hold the Dallara F308 driver back.

It took an inspired move by Daly to snatch the lead away around the outside of Paddock corner and although Dagg tried to fight back it was futile as Daly romped to victory by nearly 2.5s to take the famous trophy for a third time.

Barry Rabbitt gave his usual giant-killing performance in his Formula Renault to complete the podium.

In the **BOSS Ireland** championship race, Dagg was the early leader, before polesitter Daly took the lead on lap two. A result was declared after a red flag called a halt to proceedings late on, by which time Daly had pulled out a healthy lead.

Timmy Duggan (SEAT Ibiza Cupra) took the opening **Future Classics** race victory once penalties were applied to a number of drivers for breaking the lap time barrier. In race two, Adrian Dunne spun out of the lead on the opening lap. His subsequent charge back to the front meant he broke the laptime barrier on a number of occasions again, placing him well down in the results. Anthony Kelly fought off an attack from Aidan Byrne in a race-long battle to take the win.

Se O'G Martin fell back from pole on the opening lap of the first **Ginetta Junior** race which allowed Robbie Parks Jr to lead and eventually take the win – but only by 0.011s ahead of Matthew Nicholl in a photo-finish. Martin took a dominant victory in the second race.

Anthony Cross took the **Formula Vee** opener from Colm Blackburn but race two was an absolute cracker with a four-way battle for the lead throughout.

DALY SEALS LEINSTER TROPHY HAT-TRICK



Daly (19) pipped Dagg to victory

On the final tour Blackburn put the issue beyond doubt with a breathtaking move around the outside of the battling Dan Polley and Cross to snatch the lead and take the flag first.

Jackie Cochrane (Sunbeam Tiger) repelled an early attack from Bernard Foley to take yet another **HRCA** win, with David Kelly holding off Lewis Dunlop for third. In race two, it was Cochrane again, with Dunlop (Crossle 9S) his closest challenger.

Stephen Ross took **Irish Strykers** pole and disappeared into the distance in race one, leaving series title contenders Greg Kelly and Andy Dalton to finish in that order well behind. The trio finished

in the same positions in race two.

Darragh Cormack led the **Fiesta Zetec** grid away but Owen Purcell piled on the pressure immediately and was joined by Lloyd Murphy and William Kellett. Cormack fell back mid-race as Kellett grabbed the lead and initially eased away. In the closing stages though, Purcell displaced Kellett on the back straight and hung on for the win as Michael Fitzgerald took race two victory.

David Parks was unbeaten in **Formula Sheane** in 2018, but Richard Kearney came so close to ending that run in race one. He managed it in race two despite race long pressure from Parks.

Ian Conroy was on course to dominate

the **Irish Legends** opener but a detour through the gravel at Bridgestone Corner handed the lead, and the win, to Johnny Taylor. James Holman drove superbly in the second race to relieve Taylor of the lead on the penultimate lap and also went on to take the third race with relative ease.

In the combined **ITCC/Endurance** race, Erik Holstein nailed the perfect start to lead away from row two with team-mate Barry English and Shane Murphy in hot pursuit. Murphy retired early on as English couldn't stop Holstein adding to his tally of Mondello wins. Holstein had not qualified however, and was subsequently excluded for being ineligible giving the win to English.

RACE WINNERS

Leinster Trophy Stephen Daly (Dallara F308)	Ford Fiesta Zetec Race 1: Owen Purcell Race 2: Michael Fitzgerald
BOSS Ireland Stephen Daly (Dallara F308)	Formula Sheane Race 1: David Parks Race 2: Richard Kearney
Future Classics Race 1: Timothy Duggan (SEAT Ibiza Cupra) Race 2: Anthony Kelly (Honda Civic)	Legends Race 1: Jonathan Taylor Race 2 & 3: James Holman
Ginetta Junior Ireland Race 1: Robbie Parks Jr Race 2: Sé O'G Martin	ITCC/Endurance Barry English (SEAT Leon)
Formula Vee Race 1: Anthony Cross (Sheane) Race 2: Colm Blackburn (Leastone JH002)	Supercars/ITCC/Endurance Barry English (SEAT Leon)
Historics Race 1 & 2: Jackie Cochrane (Sunbeam Tiger)	Ford Fiesta ST Race 1: Dave Maguire Race 2: Gordon Kellett
Irish Strykers Race 1 & 2: Stephen Ross (RAW Stryker)	Open Endurance Series Shane Murphy (SEAT Leon)
	Supercars Cameron Fenton (ASK Supercar)

KNOCKHILL: SMRC BY STEPHEN BRUNSDON

SEPTEMBER 15/16

Photo: Jim Moir

MINI TITLE BECKONS AFTER SLEIGH BRACE



Lead is nine points for Sleigh

RACE WINNERS

Scottish Mini Cooper Cup Race 1 & 2: David Sleigh Race 3: Robbie Dalgleish
Scottish Formula Ford 1600 Race 1 & 2: Ross Martin (Ray GR17)
SMTA Hot Hatch and Fiesta Race 1: Steven McNab (Renault Clio) Race 2: Yumen Lai (Renault Clio 182)
Scottish Saloons & Sportscar Race 1 & 2: Andrew Forrest (Westfield Sei)
Scottish Classic Sports & Saloons Race 1: Andrew Smith (Morgan +8) Race 2: Raymond Boyd (Porsche 911)
Scottish Legends Race 1: David Hunter Race 2 & 3: Duncan Vincent
Formula Junior Race 1: Stephen Cooper (Cooper T59) Race 2: Robin Longdon (Lotus MK5)

David Sleigh heads into the final round of the **Scottish Mini Cooper Cup** with a nine-point lead in the standings after taking two victories at Knockhill's second reverse layout round of the season.

His main championship rival, Minimax's John Duncan, suffered an up-and-down meeting but limited the damage with a podium in the final race of the day to remain firmly in contention ahead of October's finale.

Title outsider Robbie Dalgleish claimed pole position for the opener but lost out to Sleigh under braking for the Hairpin for the first time. The safety car then made an early appearance after incidents for Simon Holderness at Clark's and Ashleigh Morris exiting the Hairpin.

Sleigh fended off Dalgleish's spirited attacks throughout, with the latter ceding second to Newcomers title winner Michael Weddell after an optimistic last-lap dive at Clark's for the lead failed.

It was a similar tale in race two as Sleigh headed Dalgleish and Weddell, while Duncan lost valuable points after running wide at Clark's and finishing seventh.

Duncan made amends in the reversed-grid final race by snatching second place from Ian Munro by just 0.4s over the line. Dalgleish kept his slim title hopes alive with his sixth win of the season, while Sleigh secured fifth to hold a healthy advantage with one round remaining.

"The car has been just perfect, I really feel like I'm back to the level I was at when I last won the title [in 2012]," said Sleigh.

Ross Martin produced a wet-weather masterclass in the opening **Scottish Formula Ford 1600** race to clinch his second consecutive title with three races to spare. The Graham Brunton Racing man led from pole position and completed a dominant performance to beat series

returnee – and 2014 champion – Ciaran Haggerty by a staggering 12 seconds in as many laps. Martin doubled up in a dry second race to remain unbeaten in 11 races this season ahead of GBR team-mate Sebastian Melrose and Haggerty.

The **SMTA Hot Hatch and Fiesta Championship** was given a long-overdue boost in the form of two Renault Clios for Yumen Lai and Steven McNab.

The pair proved utterly dominant over the rest, taking a race win apiece on a day where Wayne MacCaulay claimed the title with third place in race two.

A strong entry of 12 cars helped the **Scottish Saloons and Sportscar Championship** deliver two intriguing races behind runaway winner Andrew Forrest's guest entry Westfield SEI.

Reigning champion Will Robson (Ford Focus RS) managed to extend his championship lead to 25 points over Paul Rankin's Westfield Aero thanks to a brace of third places.

The **Classic Sports and Saloons** championship fight became a de facto two-way battle between Raymond Boyd and reigning champion Alastair Baptie after Jimmy Crow failed to turn out.

Boyd fought tooth-and-nail in his Porsche 911 against the pole-sitting Morgan +8 of Andrew Smith, with each taking a win apiece. John Kinmond was best-of-the-rest in the opening encounter in his Rover 3500 while Bruce Mitchell's Lotus Europa completed the podium in race two.

Knockhill commentator Duncan Vincent bounced back from a frustrating August meeting to take his first two victories of the **Scottish Legends** season. Points leader David Hunter bagged the opening race win before Vincent scored back-to-back victories in races two and three, the latter red flagged after Colin McNeill crashed at the Hairpin.

BTCC REPORT: SILVERSTONE

BY MATT JAMES

Ingram closed the gap to Turkington in three action-packed Silverstone events



Ash Sutton's race two was ruined with floor damage before the start



Motorbase man Sam Tordoff held off Tom Chilton for race one glory



Colin Turkington struggled in the opening rounds with weight and tyres



The pressure was on Scot Aiden Moffat in the final race of the weekend



Dan Cammish was in the top 10 twice and claimed the Jack Sears Trophy

A second-race win was crucial in the title chase



This was the weekend which would set the backdrop for the showdown at Brands Hatch at the end of the month.

In a series as competitive as the British Touring Car Championship in 2018, any handicap means a struggle. And so coming to the 1.64-mile track with weight on really hurt points leaders Colin Turkington and Tom Ingram – so much so that they were left to fight for the minor points in the opener, with Turkington just inside the top 10 as Sam Tordoff took his maiden win of the year in his Motorbase Performance Ford Focus.

Race two was a win for Ingram, who scorched through the field from 14th on the grid in his Speedworks Toyota Avensis, and race three was a season's first triumph for Aiden Moffat in the Laser Tools Racing Mercedes-Benz A-Class after he had held off a high-pressure train of Ingram and Turkington (WSR BMW 125i M Sport).

Race one

The polesitter Tordoff blasted away at the start and immediately covered off the inside line going into Cope corner to ward off any threat from the third-placed starter Ricky Collard in his WSR BMW 125i M Sport.

That move allowed Tordoff's teammate Tom Chilton into second place in his Shredded Wheat-backed Focus while Collard ran wide. Collard's error allowed Andrew Jordan into third place in his WSR BMW 125i M Sport and Jack Goff's Eurotech Honda Civic Type R into fourth ahead of the recovering BMW.

While the top two raced clear, they were interrupted by a mid-race safety car to clear up the abandoned car of Josh Cook (Vauxhall Astra) from the Brooklands gravel after a nerf from the BTC Norlin Honda of Chris Smiley, which meant the Northern Irishman would start race two from the back of the grid as

it was his third penalty of the season.

Jordan was forced to pit after 11 laps with a throttle body problem on his two-litre turbocharged car just as Collard managed to repass Goff, which put him up to third. The order remained unchanged to the flag.

Tordoff said: "This win has been a long time coming. I got a good start and I cut across in front of Ricky just in time. From there, it was about building a rhythm and controlling things, although I did make a slip-up just after the safety car and flirted with the gravel at Luffield.

"That put Tom right back on my tail and they got on the pits to car radio to tell me that there would be no team orders. I would have to work for this one, but I held on and it was a perfect result for me and for the team."

Chilton said that he pushed once he had seen Tordoff's error, but was just unable to make a move.

"I thought Sam had used up his front tyres," said Chilton. "I pushed hard, but he was so fast and there was just nothing I could do about him."

Collard took a career first podium in his third meeting in the BTCC. "I was determined not to lift at the first corner, and I didn't," he said. "That put me wide and I had to hand over some of the places, but I was able to pick my way back ahead of Jack and profited when Andrew had his problems."

Behind the top three, Goff sealed fourth from the Honda Civic Type R of Matt Simpson and the Ciceley Motorsport Mercedes-Benz A-Class of Adam Morgan.

Championship leader Turkington, who had only qualified in 18th place in his WSR BMW 125i M Sport laden with 75kg of ballast, picked his way up the order and ran 12th after 10 laps of the 25.

He climbed through the lower ranks of the top 10 and eventually followed Mike Bushell's Team Hard VW CC home for eighth position at the flag – although Bushell was later penalised for early race contact with Rob Austin's

Alfa Romeo, which consigned the VW man to the back of the grid for race two.

Turkington was well clear of championship rivals Ash Sutton, who was 11th in his Team BMR Subaru Levorg, and Ingram, who was 15th in his Toyota.

Turkington said he was struggling to get the car turned into the corners: "The weight just makes the car lazy on turn in – it makes it hard to commit to the corners. The car was better than it was in qualifying, but there is nothing you can do when you are hampered like that."

Ingram, whose car was fitted with 66kg of ballast and with the harder tyres, said: "It was hard work with the hard tyre and the weight – you can't stop it, you can't start it, you can't turn it in. It is everything you don't want from a car. It was so hard to make any progress, it was horrendous, but at last we know that the next one it going to be good with no weight. Least we got a point out of it, and now we have to the rocket ship back with no weight for the next race."

Race two

Turkington was optimistic ahead of the second race, particularly given that his title-chasing rivals were all behind him. In fact, Sutton wasn't even on the grid at all.

The Team BMR crew were working frantically on fixing the car, which had been dropped off its jacks in preparation for the race when it struck an item on the garage floor which punctured the underneath of the machine. Repairs were made and he was forced to start from the end of the pitlane.

In the end, it was Ingram who reignited his title hopes with a stunning victory.

The reigning Independents Trophy holder started the race in 14th place but, with his "rocket ship" back and with the preferable softer tyres on the car, zoomed through the order to break into the top three after only six laps.

Ingram capitalised with a strong exit from Becketts on lap seven to power

BTCC REPORT: SILVERSTONE



MOTORSPORT NEWS STAR DRIVER

TOM INGRAM

It was not so much Ingram's performances, although they were sublime, it was the way he set about his weekend that was impressive. Knowing that the weight and the tyres would cause trouble, he opted to get all of the negatives out of the way in race one before starting his charge. It worked perfectly.

MOTORSPORT NEWS WOODEN SPOON

WSR RELIABILITY FOR ANDREW JORDAN

Jordan had a good chance of some decent results at the weekend and was genuinely optimistic of pushing himself right back into the middle of the title hunt. However, his throttle body broke, and then the alternator failed in race two right at the end. He is now out of the title picture.




DRIVER ANALYSIS BY MATT JAMES

MATT NEAL **5/10**

Dynamics Honda Civic

It is hard to know where the Civic's strengths lie: it was fast at Thruxton and also at Knockhill, two very different tracks. At Silverstone, it was a struggle. Neal lined up sixth but had hard tyres for race one, and was ruled out by contact. His charge back brought him an eventual seventh in the finale.



DAN CAMMISH **6/10**

Dynamics Honda Civic


A weekend that was hard to judge for Dan Cam. Qualified 11th with no weight and raced to 10th, but hard tyres stymied his race two pace and he was 15th. A fightback to eighth in the finale, in the wheeltracks of team-mate Neal, was a high point. Claimed the Jack Sears Trophy nevertheless.



TOM INGRAM **9/10**

Speedworks Toyota

Ingram decided to get it all out of the way in race one: hard tyres and the 66kg of ballast. It was a smart plan. Although he only finished 15th in race one, he powered up the order for a sensational win in race two. His second place in race three has kept him firmly in the title picture.



COLIN TURKINGTON **8/10**

WSR BMW 125i M Sport

Coming to the meeting with full ballast was always going to be a tough exercise but he coped manfully in race one to climb from 18th on the grid to finish eighth and give himself a fighting change. Free of ballast, he took hard tyres to eighth in race two and then gradually picked his way through to third in the finale.



SAM TORDOFF **8/10**

Motorbase Ford Focus

Finally it came together for the Motorbase man. From his first pole of the year, he controlled the start beautifully to power to a win – despite a mid-race slip – but was fully ballasted for race two. That held him back to third place, but the hard tyre pain in race three was too much: he came home in 14th place.



ANDREW JORDAN **8/10**

WSR BMW 125i M Sport


The BMW man felt confident of a strong weekend and qualified on row three, but a broken throttle body ruined what was a more-than-likely podium in race one which put him to the very back. Then a failed alternator robbed him of power in race two although he was 22nd. Ninth in race three showed what might have been.



ADAM MORGAN **7/10**

Ciceley Motorsport Merc


Morgan admitted to having to dial himself in a bit in terms of his driving at the start of the weekend, but was a strong sixth in race one before converting that to a superb second place in race two, although he was defenceless to hold off Ingram. Hard tyres in race three left him in 17th.



TOM CHILTON **7/10**

Motorbase Ford Focus


The rejuvenated Chilton, fresh from his first win of 2018 at Knockhill, was on the pace and on the second row after qualifying. Kept team-mate Sam Tordoff honest in race one and then had a hard-tyre struggle to 13th in race two, but he was right in the mix for sixth in race three, with some damage too.



JOSH COOK **8/10**

Power Maxed Vauxhall

It wasn't an easy day for the Power Maxed Vauxhall Astra man, who was dumped in the gravel in race one which blunted his charge – although he had, at least, got the hard tyres out of the way by that stage. He fought back to 12th in the second race and then improved that to a superb fourth position, after a dogfight, in the final race of the weekend.



ASH SUTTON **6/10**

Team BMR Subaru Levorg

The team was struggling with set-up and his 11th, from 25th in race one, offered hope but he was denied a grid start in race two when the team damaged the floor of the car in a pre-race pit mix up that meant he had a car that needed some rapid repairs. He was 27th and then took hard tyres to 12th in the finale. A disappointment.



MATT SIMPSON **7/10**

Simpson Racing Honda

After switching to his self-run car, Simpson showed his increased competitiveness at Silverstone, despite some wild moments in the build-up. He was fifth in race one and backed that up in race two before a spill left him last in race three.

RICKY COLLARD **8/10**

WSR BMW 125i M Sport

A mature pair of opening races for a maiden podium and a fourth place show how far Collard has come in just three meetings. He was fizzing with excitement. Hard rubber in race three left him struggling in 10th, but it was a good weekend.

AIDEN MOFFAT **8/10**

LaserTools Mercedes

When he is in the mood, he can fly, and he did in race three. He held off a huge queue of cars, including two of the finest talents on the grid in Ingram and Turkington for his maiden win of the season and said it had been his best victory.

ROB AUSTIN **6/10**

HMS Racing Alfa Romeo

Austin was competitive over the weekend and could have had more had he not been tipped out of race one after contact. Drove brilliantly to climb to ninth in race two and then was in the pack at the front for an eventual fifth in race three.

JASON PLATO **3/10**

Team BMR Subaru Levorg

You get the feeling that Plato just wants this season to be over. He lined up in 26th on the grid – a legacy of the car's straight line woes – and then damage caused his bonnet to flick open in race one. He scored no points.

SUPPORTS

*'Foster has won seven of the last eight races'
Ginetta Junior, below*



Photos: Jakob Ebrey

Strong Silverstone for leader Ladell

Ginetta GT4 Supercup

By Dan Mason

A brace of Silverstone wins handed Charlie Ladell a 42-point Ginetta GT4 Supercup championship lead.

Pole position set the scene and Ladell duly converted with a confident victory from Harry King, but race two honours proved harder to come by.

A feisty Tom Roche charged towards the front as Ladell faltered at the start and fell behind King, Roche soon squeezing inside King at Becketts. New leader Roche would be left "fed up", however, as he lost drive, handing the advantage back to Ladell who had rounded King at Brooklands.

Ladell doubled up and confirmed Rob Boston Racing as teams' champions, surviving a safety car period to remove the departed bonnet of Lee Frost's rapidly-deteriorating G55.

Angus Fender felt the interruption "screwed" his podium prospects as he and the recovering Carl Boardley went into combat for third. Boardley pounced on the Century Motorsport driver at Becketts after an unsuccessful attack at Copse, grabbing third by 0.030s after further contact at Luffield.

Stewards later handed Fender third, but Boardley made amends by winning race three from pole. Ladell recovered to second, while a slow-starting Fender grass-tracked past a defending King for third.

Zamparelli ekes out points advantage

Porsche Carrera Cup GB

By Stephen Lickorish

An errant team-mate and a late fluid leak threatened to dent Dino Zamparelli's title lead but he survived both to eke out his points advantage over Tio Ellinas to eight.

Zamparelli was dominant in the opener. He led from pole throughout but had a scare when his fellow Redline racer Fraser Robertson spun in front of him at Luffield. But Zamparelli avoided him and comfortably headed home Ellinas and Tom Wrigley.

"It was my team-mate and he was trying to do right [after the spin]," said Zamparelli. "But it ended up causing me a bit of worry!"

"I got a strong start, got ahead of Tio and drove my own race."

Wrigley squeezed ahead of reversed-grid polesitter George Gamble into Copse in the second race and was untroubled after that. He was aided by Gamble having to keep the squabbling pack behind before suffering a puncture. Ellinas was therefore running second on-the-road but a track limits penalty meant he ended up fifth, ahead of Zamparelli who struggled to make progress and was then hampered by a fluid leak after striking Gamble's debris.

BURNS' DAY AS CLIO CUP TITLE FIGHT IGNITES

Rivett and Coates both penalised amid controversy



Burns (1) was the star amid chaos behind

Renault UK Clio Cup

By Stephen Lickorish

Twelve months ago it was all very simple. Mike Bushell sealed the Clio Cup title at Silverstone with second and fifth places after a dominant season. This time three controversial incidents featuring points leader Max Coates have thrown the championship wide open – with the winner now set to be formally decided in court after the final Brands Hatch race.

The first of those incidents came on the fourth tour of the 21-lap opener. Coates had already lost places over the first few laps before a hit from behind at Becketts by Lee Pattison – team-mate to Coates' main title rival, Paul Rivett – sent the Pyro driver off and out of the race. The clerk of the course investigated but agreed with Pattison that it was a mistake. With Rivett finishing second, he was handed a huge advantage in the title race.

And he looked to have extended that

after finishing third with Coates fourth in race two. But the second incident involving Coates soon changed all that. Rivett was later excluded for what was judged deliberate contact with Coates that sent him wide. An appeal to the stewards was unsuccessful with the matter now set to go to the National Court.

But there was to be further drama as Coates was also given a time penalty after contact with Pattison at Luffield as he climbed up to fourth on-the-road. WDE appealed this decision arguing it was inconsistent with Rivett's penalty, and this will also go to the National Court.

After all of that, Coates is now six points ahead of Rivett with James Dorlin just one further back.

The controversy took away from two superb performances from Bradley Burns. He was in great form all weekend, impressively qualifying on pole by a quarter of a second.

He did lose the lead at the start of the



Coates lost, then regained title lead



Rivett was excluded for Coates hit

opener to Rivett but fought back a few laps later. Their squabbling allowed Mike Epps, Dan Zelos and Jack Young into the mix but the trio soon dropped back down the order as Young foolishly tried to make it three abreast into Brooklands. This left Burns able to take his maiden win from Rivett and Dan Rowbottom – who put in a sterling drive from 16th on the grid after suffering a gear-box failure in qualifying.

Burns again lost out to Rivett into Copse in race two but powered back ahead on the Wellington Straight and kept Dorlin at bay to make it a double win.

"I've been waiting for a win all season," said a delighted Burns. "This is where I made my debut last year and it just went really well. For the first five laps I was defending and backing the pack up. I started to break away when Paul and Dorlin were battling and broke the tow."

But his impressive performance was sadly just a side story to the increasingly ill-tempered title fight.

Louis Fosters title ambitions after remarkable run of form continues with hat-trick

Ginetta Junior

By Dan Mason

Louis Foster stole a march on his Ginetta Junior Championship rivals with an emphatic hat-trick of wins at Silverstone.

Foster was "out of sight" all weekend according to title rival, Adam Smalley, who lost ground after a race one incident – ironically – with team-mate Foster.

In a reversal of their collision at Snetterton, Smalley came off worse after race-one contact between himself

and Foster in a first-lap squabble at Brooklands. The spinning Smalley was collected by a trio of cars including Elite Motorsport team-mate Greg Johnson, resulting in a race stoppage.

Foster pulled clear on the restart for victory after fending off polesitter Ruben Del Sarte's attack at Becketts, also aided by a mistake from the chasing Fin Green in second place.

James Hedley inherited second to match his season-best result, Luke Browning taking the first of his two podiums.

Foster required 11 laps to take the lead of race two despite starting from row three, lunging inside long-time leader Patrick Kibble at Copse in a tactical slipstreaming contest.

The treble was completed when Foster dived inside Del Sarte at Brooklands on lap one of the final race, making it seven wins from the last eight despite a late scare.

"I had the beginning of brake failure," Foster said, taking away a 21-point lead, as Smalley was second.

Luffield key for Kiern as Jewiss takes control

British F4

By Stephen Lickorish

Luffield may prove to be the corner that seals Kiern Jewiss the British F4 title. Two opportunistic moves from Jewiss on his title rival Ayrton Simmons at Silverstone National's penultimate turn have given the Double R driver a commanding 62-point lead ahead of the Brands Hatch finale.

Jewiss was stuck behind the race-winning Fortec car of Johnathan Hoggard for the entirety of a dull opener. And he spent much of race two on the tail of Hoggard too until a last-lap move at Copse. Then, with Simmons and Dennis Hauger

squabbling for third ahead, Jewiss pounced at Luffield, diving down the inside and passing them both in a brilliant manoeuvre.

"I didn't expect to get third!" enthused Jewiss. "Ayrton wasn't aware of me and I just managed to get up the inside and then it was a big drag race to the line. It wasn't too risky, it was at slow speed and it was calculated."

Simmons had started the partially-reversed grid race from pole but locked up at Becketts on the first lap, allowing Arden drivers Jack Doohan and Patrik Pasma to pass. They banged wheels out of the corner but Doohan got the advantage and led for the remainder.

"I made a good start and put myself in a good position," said Doohan. "He



Jewiss (c) made double pass

[Patrik] wasn't going to give it away without a fight otherwise why would he show up!"

The finale got off to a difficult start for Jewiss as he was hit from behind by team-mate Paavo Tonteri at Becketts, letting Doohan and Simmons through.

But Jewiss was determined to recover and Luffield proved to be the key corner again. Simmons was slightly wide on lap seven of 21 and Jewiss saw his opportunity, diving up the inside. Simmons tried to defend

but it was too late – the pair made contact and Jewiss was ahead. This was a more significant move as it put the rest of the pack onto the tail of Simmons and he soon tumbled down the order, before spinning at Copse when tussling with Sebastian Alvarez.

Upfront, Jewiss easily passed Doohan at Brooklands but his nemesis again proved to be Hoggard. Jewiss had to settle for second with Doohan and Hauger making light contact as they fought behind.

RESULTS

Renault UK Clio Cup (21 laps) 1 Bradley Burns (Team Pyro); 2 Paul Rivett (WDE Motorsport) +0.387s; 3 Daniel Rowbottom (DRM); 4 James Dorlin (Westbourne Motorsport); 5 Michael Epps (Matrix Motorsport); 6 Jack Young (MRM). FL Brett Lidsey (MRM) 1m04.503s (91.55mph). P Burns. S 21. **Race 2 (18 laps)** 1 Burns; 2 Dorlin +2.636s; 3 Lee Pattison (WDE); 4 Max Coates (Team Pyro); 5 Young; 6 Lidsey. FL Lidsey 1m04.398s (91.70mph). P Burns. S 21. **Points (after 16/18 rounds)** 1 Coates 277; 2 Rivett 271; 3 Dorlin 270; 4 Rowbottom 228; 5 Burns 220; 6 Epps 197.

Ginetta GT4 Supercup (16 laps) 1 Charles Ladell (Rob Boston Racing); 2 Harry King (Elite Motorsport) +0.736s; 3 Tom Roche (Rob Boston Racing); 4 Carl Boardley (Team Hard); 5 Andrew Gordon-Colebrooke (Century Motorsport); 6 Reece Somerfield (Privateer). FL Roche 58.587s (100.80mph). P Ladell. S 18. **Race 2 (25 laps)** 1 Ladell; 2 King +2.290s; 3 Angus Fender (Century); 4 Boardley; 5 Somerfield; 6 Carl Shield (AK Automotive). FL Roche 58.440s (101.05mph). P Ladell. S 18. **Race 3 (22 laps)** 1 Boardley; 2 Ladell +0.371s; 3 Fender; 4 King; 5 Jac Constable (Fix Auto Racing); 6 Gordon-Colebrooke. FL Roche 58.692s (100.62mph). P Boardley. S 18. **Points (after 20/23 rounds)** 1 Ladell 609; 2 Boardley 567; 3 King 448; 4 Roche 366; 5 Constable 344; 6 Fender 327.

Porsche Carrera Cup GB (28 laps) 1 Dino Zamparelli (Redline); 2 Tio Ellinas (Slidesports) +3.829s; 3 Tom Wrigley (JTR); 4 George Gamble (Parker); 5 Dan Harper (JTR); 6 Will Bratt (In2Racing). FL Zamparelli 56.091s (105.28mph). P Zamparelli. S 23. **Race 2 (28 laps)** 1 Wrigley; 2 Harper +4.536s; 3 Lewis Plato (JTR); 4 Ellinas; 5 Zamparelli; 6 Seb Perez (Parker). FL Harper 56.287s (104.92mph). P Gamble. S 23. **Points (after 14/16 rounds)** 1 Zamparelli 109; 2 Ellinas 101; 3 Wrigley 90; 4 Plato 75; 5 Harper 74; 6 Gamble 67.

Ginetta Junior (6 laps) 1 Louis Foster (Elite Motorsport); 2 James Hedley (Elite) +1.032s; 3 Luke Browning (Richardson Racing); 4 Ruben del Sarte (TCR); 5 Patrick Kibble (TCR); 6 Fin Green (Elite). FL Lorcan Hanafin (Douglas Motorsport) 1m11.685s (82.38mph). P del Sarte. S 20. **Race 2 (14 laps)** 1 Foster; 2 Kibble +0.286s; 3 Browning; 4 Adam Smalley (Elite); 5 Green; 6 del Sarte. FL Gustav Burton (Douglas) 1m11.386s (82.72mph). P Browning. S 18. **Race 3 (14 laps)** 1 Foster; 2 Smalley +3.779s; 3 Kibble; 4 James Taylor (Richardson); 5 Browning; 6 del Sarte. FL Ethan Hawkey (TCR) 1m12.045s (81.97mph). P Foster. S 19. **Points (after 23/26 rounds)** 1 Foster 641; 2 Smalley 602; 3 Browning 575; 4 Kibble 459; 5 Taylor 409; 6 del Sarte 401.

British Formula 4 (21 laps) 1 Johnathan Hoggard (Fortec); 2 Kiern Jewiss (Double R) +0.762s; 3 Jack Doohan (Arden); 4 Dennis Hauger (Arden); 5 Patrik Pasma (Arden); 6 Ayrton Simmons (JHR Developments). FL Jewiss 56.926s (103.74mph). P Hoggard. S 13. **Race 2 (19 laps)** 1 Doohan; 2 Pasma +2.899s; 3 Jewiss; 4 Simmons; 5 Hauger; 6 Hoggard. FL Doohan 56.990s (103.62mph). P Simmons. S 14. **Race 3 (21 laps)** 1 Hoggard; 2 Jewiss +0.388s; 3 Doohan; 4 Hauger; 5 Manuel Sulaiman (JHR); 6 Pasma. FL Jewiss 57.407s (102.87mph). P Hoggard. S 14. **Points (after 27/30 rounds)** 1 Jewiss 404; 2 Simmons 342; 3 Hauger 317; 4 Doohan 314; 5 Hoggard 281; 6 Pasma 275.

RALLY TURKEY



BY DAVID EVANS

Tanak picks up the pieces as his title foes implode

I'll be honest, I'm not entirely sure Ott Tanak has been to Wolverhampton. Or maybe he has. Certainly, the Estonian's at one with the motto taken by the Midlands' city: out of darkness, cometh light.

Last Friday lunchtime, some distance south of Wolverhampton, Tanak was in total darkness, the blazing Turkish sunshine offered no respite from the gathering gloom – the cloud he sat beneath cut a sharp contrast to the blue skies.

For the last two rallies, the Estonian had been on top of the world. Untouchable. Sublime. Winning rallies for fun. And now he was nowhere. What, I asked, was needed?

Tanak smiled a thin smile and leant in. "I think," he said quietly, "we need a miracle."

His Toyota was running third on the road, and grip across the stages in the hills back from the Mediterranean coast was at a premium. The Yaris WRC was skating across the top of the rocks rather than absorbing the undulations with the kind of compliance that can be turned into traction. The absence of the latest specification engine (not allowed because of chassis/engine pairing regulations) didn't bother him.

"It would just give us more wheelspin," he explained. "What we need is some work on the chassis, work on the geometry and the dampers. We have some ideas. But we have no speed."

If he's honest, Tanak had seen this one coming. For months the world has been talking about how rough this event would be and the likes of Mexico and Sardinia have shown this Finnish rally driver's not entirely comfortable when the going gets rough. The decision to hold the team's pre-event test in Portugal didn't help.

"We should have gone to France," said team principal Tommi Makinen "To the, the... Fon-jon place."

Given the amount of Dakar metal that's been tried, tested and tuned at Fontjoncouse, the Aude region would have seemed sensible. Not that it helped Citroen much. The French squad suffered a shocking rally, with Mads Ostberg slowed by suspension failure on day one and turbo trouble on Saturday. His team-mate Craig Breen led brilliantly early on, but was then hit by multiple punctures. All of that paled into insignificance when his C3 WRC was lost to fire following Datca 2.

Back to Toyota. And some more from Tommi.

"We needed rocks [in the test]," said the Finn. "In Portugal we got a hard road, but we didn't get the big rocks we have found here."

The cooling issues that had plagued the Yaris when the sun came out had been cured by revised ducting and a new radiator. But still, Tanak had nothing to smile about. On Friday at least.

The first stage on Friday morning

was something of a disappointment. The chance to watch a current-spec World Rally Car will always get me out of bed before sunrise, but as a news man the 24 miles of Cetibeli left me just slightly underwhelmed.

All hell, we'd been reliably informed, would be breaking loose around 0800hrs. Instead, Gus Greensmith slipped off the road, Elfyn Evans' intercom went on the blink and there was a bit of dust about. Hell hadn't really done its thing.

The drivers could see my point. Drama? Second time through, there would be, no doubt.

Hmm... Jan Kopecky got two punctures, Tanak stalled in a hairpin and the M-Sport Fords flew. Turkey's toughest test? More pussycat than tiger.

And that looked like the end of the drama, with the weekend roads widely considered to be smoother (*smoother?* OK, less rough). So Friday night's service park chatter was dominated by what all the fuss had been about. All that changed on Saturday morning.

From the moment a near-side front top mount was spied peeking through the bonnet of Thierry Neuville's Hyundai i20, rough rallying was well and truly back in the WRC. The championship leader and his nearest points rival Sebastien Ogier had been in a different league throughout the weekend's opening day, and you had to feel for the Belgian as he battled to find a way to keep his rally on the road. His was a losing battle, however, beyond even the most far-fetched mechanical miracle.

Neuville was distraught. Devastated was his adjective of choice. "It felt like a puncture," he said. "The car was getting slower to turn and then that..."

The failure's finer details could wait. Neuville needed to be elsewhere. Anywhere, in fact, his apparently dwindling championship aspirations weren't being pored over.

Informed of his rival's downfall, Ogier's response was more than admirable. There was no glee, just a grim acceptance that this was the sport. Equilibrium demands the lows must balance the highs. An hour later, while leading, his turn.

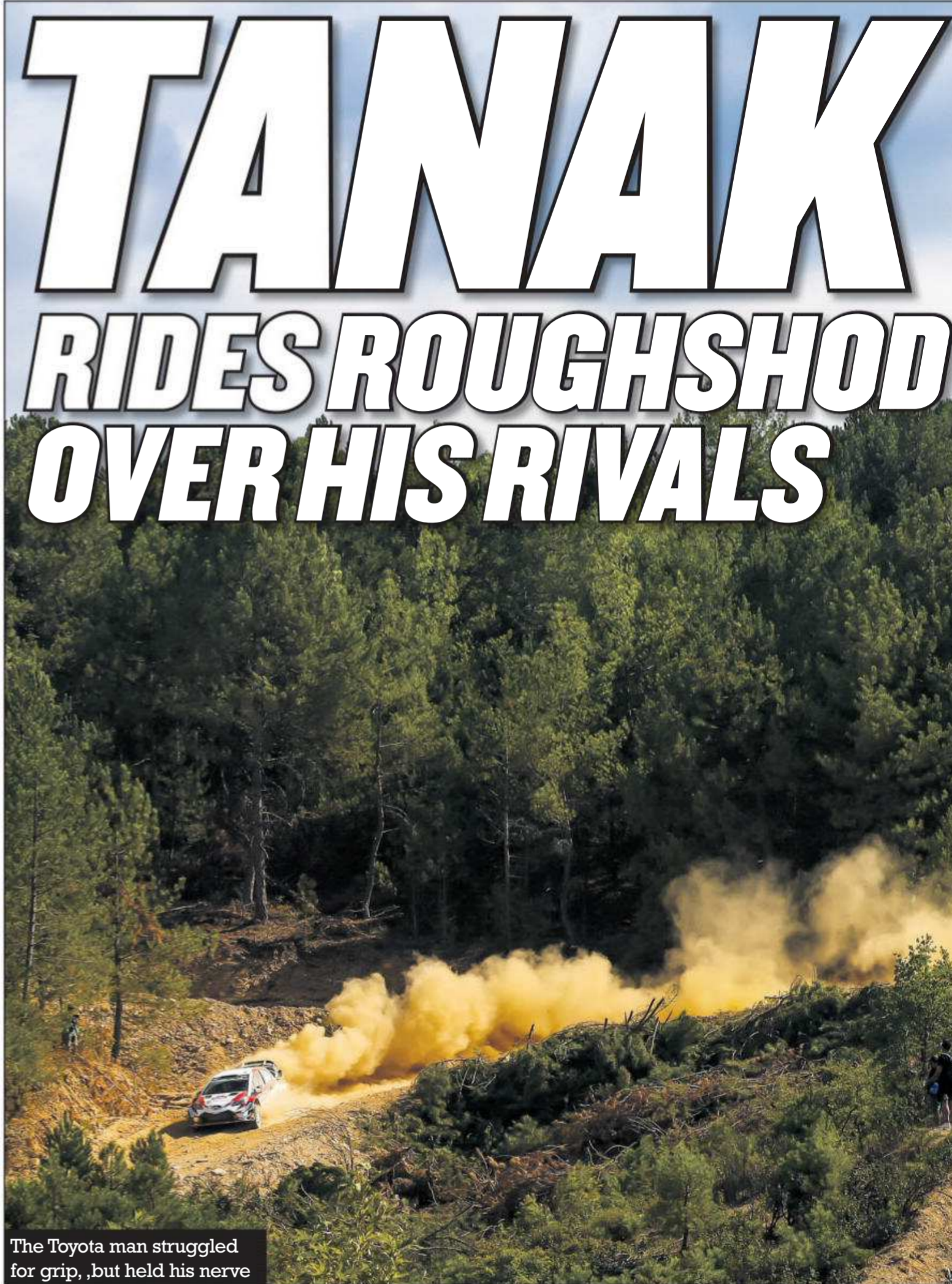
The M-Sport Fiesta flew over an apparently innocuous crest just over a mile from the end of Datca, second on Saturday. All looked well until it sent the right-front wheel into a hole on landing. The wishbone went south and the wheel followed. Ogier clung to the lead and remained calm.

Spare wishbones, steering arms, suspension links and more are loaded into the cars on events like this. He and co-driver Julien Ingrassia needed to remain calm and crack on.

They did. They didn't even bother to call the team, they just pulled over and started work. The close proximity of the sump guard meant getting the new wishbone in was tricky, and getting the final bolt in once it was in situ became impossible. A rock eased it into position, and a cable tie and ratchet-strap did the job of the final bolt.

By then Evans (his event already spoiled by rear 'diff failure) arrived, bringing with him years of experience and knowledge he'd learned from the coalface at Gwyndaf Evans Motors in Dolgellau. Asked what he'd done to help, Evans was typically understated. "Nothing," he said. "I was just being nosy."

Shortly after Henning Solberg pulled over, the Norwegian's orange overalls brought a cheer from the watching M-Sport technicians. If anybody can



The Toyota man struggled for grip, but held his nerve

make it go, Henning can. The former M-Sporter has always been one of world rallying's most popular figures. And a supreme fixer.

"Remember that alternator belt thing?" said Anna Rudd, M-Sport's PR officer. "It was Sweden, 2012; [team boss] Malcolm [Wilson] told me Henning was out – the alternator belt had come off. I was telling the journalists when I heard Henning on the radio saying: 'No problem! I fixed it!'"

The effort to get the wishbone in was impressive enough, but that was only the half of it. In the process of working on the car, the driveshaft had come out of its housing and simply refused to be forced back in. Ogier dismantled the end of the shaft, taking off the three rollers that transfer drive out of the differential. That allowed him to reinsert it. There would be drive to the right-front – and not to the front-left – but it would be far from perfect – and unlikely to last.

With the next stage up and running, WRC *All Live* departed Ogier's car to

focus on the action. M-Sport was left staring at an obstinately red #1 on the tracking screen. Radio silence. The Frenchmen worked on. Blob goes green with not long to make the 20-mile road section. Six minutes late meant a 60-second penalty. Not ideal, but better than Neuville's superally bill, which was racking up seven minutes for every stage missed.

Now for the morning's final stage. What would Ogier do? How would he play it? Slowly some of M-Sport's most respected and experienced engineering brains emerged from the team's inner sanctum talking. Their man had made the stage. But part two of this most compelling drama was just about to begin.

"He can't push," one of the older hands told me. "He can't risk breaking it and not coming out of the stage."

Wilson was about the only man willing to offer an opposing view. "Watch him go," grinned the Cumbrian. "I tell you, just watch him go."

To be fair, the fix had been given a

reasonable shakedown on the road section. Back in service by now, Neuville stood and stared at the telly. Transfixed and totally absorbed, albeit for slightly different reasons to most of us.

Would Ogier risk launching the car off the line? Such a move would instantly stress every part of the car, including that cable tie. Lights out. He sent it. Fastest. Naturally.

It was impossible not to remember Colin McRae in Argentina, 1998 smashing his Subaru's rear suspension link back into line after clobbering a rock in Giulio Cesare. The Scot made the following El Condor test seconds before maximum lateness, forgot his car was missing a rear anti-rollbar and crabbed his way to an unforgettable fastest time.

"Told you!" laughed Wilson. "Did you hear about the driveshaft? He totally disassembled the end of it to get it back in."

Is it normal to think of that?

"No, that's not normal," came the reply.



Ogier was hands on with his Fiesta

'A stunning drive through the opening stage'
Craig Breen's rally rated, p27



ROUND

10

Photos: mcklein-imagedatabase.com



Miracles do come true: Tanak came through for an unlikely win in Turkey

STAGE TIMES

- **SS1 SSS Turkey (1.52 miles)**
Fastest Mikkelsen 2m03.9s
Leader Mikkelsen **Second** Breen +2.5s
- **SS2 Cetibeli 1 (23.67 miles)**
Fastest Breen 28m32.3s
Leader Breen **Second** Mikkelsen +4.8s
- **SS3 Ula 1 (13.61 miles)**
Fastest Neuville 16m14.8s
Leader Breen **Second** Mikkelsen +3.4s
- **SS4 Cicekli 1 (7.80 miles)**
Fastest Mikkelsen 10m32.0s **Leader** Mikkelsen **Second** Breen +6.3s
- **SS5 Cetibeli 2 (23.67 miles)**
Fastest Ogier 27m54.8s
Leader Mikkelsen **Second** Ogier +12.7s
- **SS6 Ula 2 (13.61 miles)**
Fastest Neuville 15m59.7s
Leader Mikkelsen **Second** Neuville +1.9s
- **SS7 Cicekli 2 (7.80 miles)**
Fastest Tanak 10m22.3s
Leader Neuville **Second** Ogier +0.3s
- **SS8 Yeilbelde 1 (22.37 miles)**
Fastest Ogier 27m19.7s
Leader Ogier **Second** Tanak +1.8s
- **SS9 Datca 1 (6.65 miles)**
Fastest Mikkelsen 8m29.2s
Leader Ogier **Second** Mikkelsen +7.5s
- **SS10 Icmeler 1 (12.68 miles)**
Fastest Ogier 14m28.2s
Leader Mikkelsen **Second** Tanak +36.3s
- **SS11 Yeilbelde 2 (22.37 miles)**
Fastest Tanak 27m12.3s
Leader Tanak **Second** Latvala +13.0s
- **SS12 Datca 2 (6.65 miles)**
Fastest Latvala 8m33.9s
Leader Tanak **Second** Latvala +8.0s
- **SS13 Icmeler 2 (12.68 miles)**
Fastest Tanak 14m37.5s
Leader Tanak **Second** Latvala +13.1s
- **SS14 Marmaris 1 (4.42 miles)**
Fastest Neuville 5m07.2s
Leader Tanak **Second** Latvala +15.1s
- **SS15 Ovacik (5.00 miles)**
Fastest Ogier 6m22.8s
Leader Tanak **Second** Latvala +17.6s
- **SS16 Gokce (8.23 miles)**
Fastest Ogier 8m12.3s
Leader Tanak **Second** Latvala +19.7s
- **SS17 Marmaris 2 (Power Stage) (4.42 miles)**
Fastest Neuville 4m59.5s
Leader Tanak **Second** Latvala +22.3s

COLIN CLARK

"The R2 drivers showed what could be possible"



My old mate George Donaldson, who knows a thing or two about rallying, told me many times that the sport shouldn't be all about who is the flat-out fastest driver. He argued that, at the core of rallying, is the ability to drive fast, to work smart, to plan well, to react intelligently and to think tactically.

I guess he was saying that what makes a great driver is someone who has horsepower, right-foot power and cerebral power in equal measures.

Well didn't Rally Turkey just demonstrate that beautifully?

OK, I've heard the arguments and the rants about the tough conditions in Marmaris at the weekend. But I'm really not buying them. And to prove my point I won't go the obvious route and use the Tanak-Toyota example. No, the most obvious way to prove Donaldson's point is look way further down the start order. All the way down in fact to our R2 Ford Fiestas and the brave and bright boys and girls of the Junior World Rally Championship.

Surely Friday and Saturday's road conditions – conditions that did for so many of our WRC crews and WRC2 teams – would have decimated the JWRC field? Nope, every car that took to the start on Thursday evening made it through both days. OK, so one or two then seemed to suffer brain fade on Sunday's short leg and went on to chuck their cars off the road, but the point was proved at service on Saturday evening.

Incredibly, at the start of this event nearly all of the JWRC crews entered still had a mathematical chance of taking the title in Turkey, courtesy of the double points available on the final round. So, what did we see? We saw measured, intelligent drives from youngsters who demonstrated a level of maturity and ability which was well beyond their years.

They understood the challenge, and they balanced the risk. Rocks didn't have to be driven over, the foot didn't have to be firmly planted all the time, the fastest line wasn't always the most intelligent line.

And, at the same time, they collectively should have silenced those serial moaners whinging about a few rocks (OK, maybe more than a few...) in the road.

Let me say it now: Rally Turkey was a great event; quite different to the smooth, flat, fast, predictable – in essence sprint events – we've sadly become used to in recent years.

Too many gravel rallies become just another gravel rally with no real defining features or challenges. But Rally Turkey had character. And character that made it a worthy challenge for the very best drivers and teams in the world.

And to add to that, the organising team shone with their youth, exuberance and energy. It was a breath of fresh air dealing with officials who bent over backwards to help you do your job, rather than stepping in to hinder.

Turkey is apparently on the calendar for another two years at least. It fully deserves to be there.

And on a parochial and back-the-Brit note, well done Chris Ingram. He demonstrated every one of the qualities that George Donaldson told me were needed to make a great champion. On his first outing in WRC2 and only his second event in an R5 car on gravel he twice led the field, ultimately finishing in a worthy third place. Succession is always a talking point in UK rallying, but in Ingram we have a real talent, real potential and real hope.

"That's why they're champions."

Ogier's gratitude to Evans, Solberg and respective co-drivers Dan Barritt and Ilka Minor spoke volumes about how Seb's mates had come to his aid. But now everybody just wanted to talk about his latest fastest time.

"I started out slowly," said Ogier. "I just wanted to see how it was feeling, but it was OK and the drive was quite clean."

Ogier's a perfectionist. Happy to be back in service, he couldn't be completely happy.

"I'm disappointed we couldn't get to the stage without the penalty," he said. "We tried everything. I was close to giving up [with the repair], I had no energy. But we did it."

He happily handed his car over to the M-Sport technicians. Armed with the right tools, they had the front suspension off in little more than a minute. It was a slightly different story next door. Evans was underneath his own car, changing his own wishbone.

continued on page 26



The tough terrain damaged Thierry Neuville's Hyundai i20 and ruined his victory hopes

NOW TURN OVER TO READ MN'S DRIVER RATINGS

RALLY TURKEY



BY DAVID EVANS

RALLY ESSENTIALS

Day one: 91.24 miles; 7 stages

Weather: sunny 19-35 celsius

■ Thierry Neuville makes a solid job of running first on the road to lead at the end of day one. His task is slightly more straightforward courtesy of the dust he creates for his rivals following him through the morning, but the Belgian's day one drive is still one of his best of the season.

■ Hyundai is looking good for a Friday night 1-2 and Andreas Mikkelsen's fortunes look to have improved. A brave tyre choice including four softer Michelins pays dividends through the morning and he only misses out on the overnight lead when he runs out of useable rubber through the afternoon. The two i20 Coupes are split, at the end of the day, by world champion Sebastien Ogier.

■ M-Sport star Ogier is frustrated by the dust on the morning's opener and when he and his colleagues made their feelings clear to the organisers, they are permitted an extra minute's gap in the afternoon. Ogier is at his best on the second half of the event's longest stage – the 24-mile Cetibeli test – where a scratch time moves him from seventh to second.

■ Ogier's team-mates Teemu Suninen and Elfyn Evans are also on sublime form through SS5, with the Finn second quickest and the Welshman well up on the splits, but steadier in the rougher stuff towards the finish. Evans' hopes are, however, already shot after he spent half the morning in front-wheel drive following a rear 'diff failure. Suninen ends the day ninth.

■ Toyota trio Ott Tanak, Jari-Matti Latvala and Esapekka Lappi hold the middle order with fourth, fifth and seventh respectively, although the Yaris WRC looks increasingly uncomfortable as the running gets rougher.

■ Second quickest on the first run through Cetibeli is Hayden Paddon's high point in a day which stands him sixth at close of play. The only man quicker than the Hyundai driver through the first long stage is Craig Breen. The Irishman is sensational on his run to fastest time and the lead. Two punctures later and he's tumbled to eighth.

End of day one:

1 Neuville/Gilsoul 1h52m28.2s; 2 Ogier/Ingrassia +0.3s; 3 Mikkelsen/Jaeger +2.6s; 4 Latvala/Anttila +16.3s; 5 Tanak/Jarveoja +31.9s; 6 Paddon/Marshall +35.1s.

Day two: 81.16 miles; 6 stages

Weather: sunny 25-36 celsius

■ Neuville retires from the lead with damaged front-left suspension on the day's opener.

■ Ogier breaks the front-right wishbone, but manages to carry on and get through with heroic effort. Then slides off the road on the next one.

■ Mikkelsen is the third leader in as many Saturday stages, but he doesn't last – his i20 suffers transmission problems and he drops down the order leaving Tanak, as surprised as anybody, at the top of the timesheets.

■ Toyota's day is even better with Latvala ending Saturday in close attendance in second place despite a late-in-the-day hydraulic scare. Lappi's 10th stage shunt – partly caused by a reluctance from his Yaris to downshift cleanly (or at all...) is the only downside for the Finnish-based squad.

■ Paddon saves Korean face with third after a consistent and pacy drive and Suninen gives M-Sport a reason to be cheerful with fourth place in his Fiesta WRC.

■ Citroen suffers a shocking Saturday with Ostberg departing with a turbo problem early on. Worse was to follow when Breen's C3 WRC caught fire and burned out on the afternoon's first stage.

End of day two:

1 Tanak/Jarveoja 3h34m22.5s; 2 Latvala/Anttila +13.1s; 3 Paddon/Marshall +1m10.5s; 4 Suninen/Marckula +3m22.2s; 5 Mikkelsen/Jaeger 6m25.4s; 6 Solberg/Minor +11m55.5s; 6

Day three: 21.73 miles; 4 stages

Weather: sunny 28-34 celsius

■ Tanak cruises through the morning untroubled to take a 19.7s lead into the powerstage, where he picks up three bonus points for third quickest.

■ No changes in the top places as the likes of second and third-placed Latvala and Paddon keep to their words and bring their cars home as requested.

■ Ogier picks up one more point when Evans takes a five-minute penalty, dropping him from sixth to 12th, but crucially elevating his team-mate into the top 10. Neuville beats Ogier on the power stage as they run one-two, but Ogier's 10th place cancels out the gain by Neuville on the final Marmaris test.

Continued from page 25

"The team called me on the way into service," Evans said. "They told me they were going to have a bit of a rush on with Seb's car and I might have to do a bit myself. To be honest, I'm no miracle worker, one of the guys was there and he pointed me in the direction of the right bolts and bits!"

Ogier sought solace from the glare of the media as he tried to compute the last couple of hours. His hopes of rally victory had been on a roller coaster, with his championship chances following closely behind. It was on; probably off; possibly on. And now, definitely on. He would start the afternoon 46.1s behind leader Andreas Mikkelsen in fourth place.

The atmosphere around M-Sport as Ogier battled to keep his hopes alive was something else. Watching the mechanics change everything but the engine in the front of the Fiesta was a classic, old school Safari story.

Departing service with a fully functioning Fiesta beneath him, Ogier was a man on a mission. Full of confidence, P1 in the crosshairs, Neuville's points lead was in sight. Self-belief coursing through him, Ogier was busily barging the top three aside and could have come out of SS11 in lead having pulled back over 30 seconds. He was flying.

Then he was off. And out.

The sight of the stricken Fiesta wedged against a tree just off the side of the road on a left-hander made no sense. What about the last couple of hours? The drama? The fix?

Sorry to reach for football, but it's the best I can do: remember 2012, when Manchester United was seconds from title glory only for Manchester City's Sergio Aguero to stick a knife through the heart of the Old Trafford faithful. This was that. Shocking.

Over to you Hyundai. Over to Mikkelsen and his opportunity to turn around a tough year with a win. Not so fast. There was one more twist. Turkey had one more blow to deal and it was coming in the direction of the likeable Norwegian. A broken



Breen's car was a burnt out shell

driveshaft on the same stage as Ogier's retirement sent his i20 into an entirely understandable fury.

As the WRC seas miraculously parted, it was the familiar sight of Tanak's blue, white and black-flagged Toyota that came into view.

Reminded of his Friday request 48 hours later, Tanak couldn't help but laugh. "We knew before the start that this rally probably wasn't going to be by going the fastest," he said. "We definitely weren't the fastest and we have won! This is a pretty incredible result."

Fast, slow, smooth, rough, gravel or asphalt, Tanak's got it licked right now. And a championship challenge that seemed fanciful in the extreme a couple of months ago

is very, very much alive right now.

As is Toyota's climb up the leaderboard in the makes' race. A superb second for Jari-Matti Latvala rounded off a perfect weekend for the team and did the Finn's self-belief no harm before he heads for the delights of Myherin and his favoured Wales Rally GB early next month.

Hayden Paddon saved Hyundai's blushes with third in his i20. Out of the car in Germany (Dani Sordo shares the car), the Kiwi approached a difficult event with common sense and speed where it was needed; the team was more than thankful for him and Seb Marshall keeping it in the makes' race. Teemu Suninen did a similar job for M-Sport in fourth.

Mikkelsen was fifth with a far, far chirpier Norwegian behind him. Henning Solberg drove the rally of his life to bring a Toksport Skoda Fabia R5 home in sixth place. How we've missed that man, his speed and his stories.

Ultimately, Turkey remembered its lines and its part in this year's World Rally Championship story. After the rocks took their toll, it was hat-trick man Tanak who accepted the keys to a £15m superyacht and a week's cruising around the Med – a side benefit to victory in Marmaris.

I can't imagine a driver less motivated by such ocean-going opulence. He'll take the points, some of the plaudits and enjoy the move out of darkness and into ever-brightening light.

Kopecky wins as Ingram is the star

Were mountaineering his thing, Chris Ingram was handed an ice axe and a pair of crampons for the first time on Friday morning. Pointed in the direction of the Eiger's north face, he was told to get on with it. Crack on. Enjoy the view. But remember, the prizes are all at the top. And, whatever you do, don't look down.

Armed with an R5 car on gravel for the second time, on his first foreign World Rally Championship round, the 24-year-old was forgiven a passable impression of a rabbit caught in his own Skoda Fabia R5's headlights ahead of the start.

Ingram knew what he had to do. The finish was everything for the Manchester star, who finally looks to have the gilt-edged opportunity he's chased for years.

"Everybody in the [Toksport] team has been telling Ross [Whitlock, co-driver] and I what we need to do," said Ingram. "Honestly, this is going to be a high-speed race. Nobody's expecting a result and that's an amazing position for me to be in. I'm going to repay that faith, keep my head and drive sensibly."

And that's exactly what he did.

There was an omnipresent temptation to push, to turn it up just a fraction, but he didn't. He kept it neat, he kept it tidy and, on his WRC2 debut, he kept it on the podium's bottom step – only a late puncture kept him from one or two steps higher; he'd led the class for five of the 17 stages.

"I know I have more pace," he said at the finish. "A lot more, but I'm so chuffed that I've kept to the plan and done what I set out to achieve. I have experience of one of the toughest WRC rounds of the season."

Ingram climbed his mountain in arguably the most mature drive of his career.

A couple of places further up the WRC2 order (one ahead of second-placed Simone Tempestini), there was another Skoda driver celebrating in the shape of Jan Kopecky. The Czech star delivered a superb drive to bag his fifth WRC2 win in succession. In a much anticipated first head-to-head between himself and Skoda team-mate Pontus Tidemand, it was the Swede who blinked first, dropping his Fabia off the road on Friday. Kopecky overcame transmission



Ingram said he drove with caution, but he was third in WRC2

trouble and punctures to take a win that carries him to within touching distance of the WRC2 title.

The Junior WRC title was decided in Marmaris, with Emil Bergkvist saving his best until last. The Swede hadn't won any of the previous four rounds of the series and had been forced to give best to Ken Torn as the event moved into its final day. When the Estonian rolled, Bergkvist moved to the front and stayed there,

claiming this year's Junior title (and the brand new Ford Fiesta R5 which goes with it) ahead of Denis Radstrom.

"I don't think this has sunk in, I don't know when it will!" said Bergkvist. "It's just incredible. Unreal. I don't think there are words for this..."

Briton Tom Williams was sixth, describing the event as the toughest he'd ever done.

ROUND

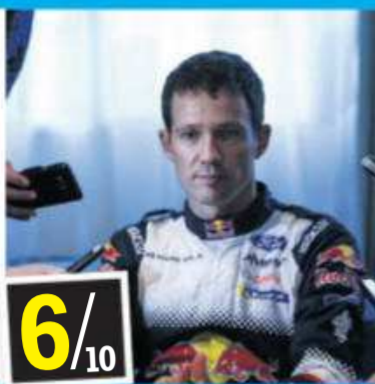


DRIVER ANALYSIS BY DAVID EVANS



SEBASTIEN OGIER M-SPORT FORD FIESTA

Gets a 10 for the effort he put in to getting the Fiesta back to service on Saturday lunchtime. But dropping it two stages later? By his own admission, he must have switched his brain off.



6/10

ELFYN EVANS M-SPORT FORD FIESTA

Deserved more from his trip to Turkey, but running a front-wheel-drive Fiesta on Friday ended his – and Malcolm Wilson's – hopes of a victory in Marmaris. Got an unexpected chance to demonstrate he's lost none of his engineering skills.



5/10

TEEMU SUNINEN M-SPORT FORD FIESTA

Was all at sea early doors, simply couldn't dial himself into Turkey and what was needed to make the car work on these roughest of rough roads. Kept his head, stayed cool and brought the Fiesta home fourth.



6/10

THIERRY NEUVILLE HYUNDAI MOTORSPORT HYUNDAI i20

Not entirely sure I agree with his end-of-rally assessment that this win was his. Certainly, he had the speed, but Ogier was never a million miles away and the Hyundai wasn't up to the job. Brilliant powerstage though.



7/10

ANDREAS MIKKELSEN HYUNDAI MOTORSPORT HYUNDAI i20

Mikkelsen can feel justifiably hard done by. Had his i20 kept all four driveshafts turning, he would more than likely have picked up his first win for the team. They didn't and he finished fifth.



6/10

HAYDEN PADDON HYUNDAI MOTORSPORT HYUNDAI i20

Like his team-mate Mikkelsen, probably didn't have the ultimate speed to win the event. But Paddon kept the car in one piece on the rough terrain with enough pace to bring it to the podium on Sunday afternoon.



7/10

MADS OSTBERG TOTAL ABU DHABI CITROEN C3 WRC

That's one of those fives which reflects more on the car rather than the driver. Ostberg started well, but didn't get the chance to challenge after transmission then turbo trouble stopped the C3.



5/10

CRAIG BREEN TOTAL ABU DHABI CITROEN C3 WRC

Stunning drive through the opening stage to put his Citroen straight into the lead. A multitude of punctures, mechanical issues and ultimately a car-destroying blaze meant this was never going to be his event.



7/10

JARI-MATTI LATVALA TOYOTA YARIS WRC

Not having won since Sweden last year, Latvala would have been desperate to have a pop at team-mate Tanak on the final day, but played the longer – career-sustaining – game and settled for second instead.



7/10

ESAPEKKA LAPPI TOYOTA YARIS WRC

Never ran higher than sixth and eventually slipped off the road while struggling with a downshift issue. Lappi looked a bit lost on this rally – almost like he was distracted. Possibly by something in France.



5/10

OTT TANAK TOYOTA YARIS WRC

For a variety of reasons the Estonian could find nothing like the pace he'd mustered to win Finland and Germany. Ironically, that reduced speed was what help place him on the podium's top step for the third time in succession.



8/10

KHALID AL QASSIMI TOTAL ABU DHABI CITROEN C3 WRC

When the Sheikh – a master of Middle East roads – gets to the end of a rally and talks of it being one of the roughest of his career, you know it's been a toughie. He came through it with the C3 in one piece.



5/10

MOTORSPORT NEWS STAR DRIVER



HENNING SOLBERG

Right from the first corner of shakedown, Henning was on a mission to show what the World Rally Championship has been missing. Regardless of the car, nobody matched his commitment in hurling a Skoda at a sensational top-six result.

MOTORSPORT NEWS WOODEN SPOON



ESAPEKKA LAPPI

Undoubtedly, Lappi was far from the sort of form which carried him to Rally Finland victory just 14 months ago, but the award of the wooden spoon has more to do with his Yaris WRC's demise after he'd gone off. With the car on a steep slope, the handbrake was locked on as the crew emerged. Unfortunately, as the brakes cooled, the car rolled away and raced down the bank and into a tree.

RESULTS

FIA World Rally Championship, round 10/13, Rally Turkey, September 13-16

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Ott Tanak (EST)/Martin Jarveoja (EST)	Toyota Yaris WRC	3h59m24.5s
2	Jari-Matti Latvala (FIN)/Miikka Anttila (FIN)	Toyota Yaris WRC	+22.3s
3	Hayden Paddon (NZL)/Sebastian Marshall (GBR)	Hyundai i20 Coupe WRC	+1m46.3s
4	Teemu Suninen (FIN)/Mikko Markkula (FIN)	Ford Fiesta WRC	+4m10.9s
5	Andreas Mikkelsen (NOR)/Anders Jager (NOR)	Hyundai i20 Coupe WRC	+7m11.7s
6	Henning Solberg (NOR)/Ilka Minor-Petrasko (AUT)	Skoda Fabia R5	+13m40.6s
7	Jan Kopecky (CZE)/Pavel Dresler (CZE)	Skoda Fabia R5	+18m25.2s
8	Simone Tempestini (ITA)/Sergiu Iu (ROU)	Citroen C3 R5	+19m37.1s
9	Chris Ingram (GBR)/Ross Whittock (GBR)	Skoda Fabia R5	+20m21.3s
10	Sebastien Ogier (FRA)/Julien Ingrassia (FRA)	Ford Fiesta WRC	+20m51.2s
12	Elfyn Evans (GBR)/Daniel Barritt (GBR)	Ford Fiesta WRC	+22m09.0s
15	Khalid Al-Qassimi (UAE)/Chris Patterson (GBR)	Citroen C3 WRC	+35m56.1s
16	Thierry Neuville (BEL)/Nicolas Gilsoul (BEL)	Hyundai i20 Coupe WRC	+38m46.5s
23	Mads Ostberg (NOR)/Torstein Eriksen (NOR)	Citroen C3 WRC	+54m36.1s
R	Craig Breen (IRL)/Scott Martin (GBR)	Citroen C3 WRC	SS12/fire
R	Yazeed Al-Rajhi (KSA)/Michael Orr (GBR)	Ford Fiesta RS WRC	SS11/fire
R	Esapekka Lappi (FIN)/Janne Fern (FIN)	Toyota Yaris WRC	SS10/accident

CHAMPIONSHIP POINTS

DRIVERS			MANUFACTURERS		
POS	DRIVERS	PTS	POS	TEAMS	PTS
1	Thierry Neuville	177	1	Toyota Gazoo Racing WRT	284
2	Ott Tanak	164	2	Hyundai Shell Mobis WRT	279
3	Sebastien Ogier	154	3	M-Sport Ford WRT	244
4	Esapekka Lappi	88	4	Citroen Total	169
5	Jari-Matti Latvala	75			
6	Andreas Mikkelsen	75			
7	Dani Sordo	60			
8	Teemu Suninen	54			
9	Elfyn Evans	53			
10	Hayden Paddon	49			

WALES RALLY GB OCTOBER 4-7

NEXT RALLY Who can make a mark in the forests of Wales?

AUTOSPORT INTERNATIONAL



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Photos: mcklein-imagedatabase.com, Hal Ridge, Tony Adams

Bardy rejoins hunt for British RX wins

Rallycross preparation expert Tony Bardy will return to the British Rallycross Supercar field this weekend for the penultimate round of the series at Pembrey.

Bardy last drove a Supercar in the season-closing Rallycross Grand Prix at Croft last October, where he campaigned Ollie O'Donovan's Ford Fiesta to a podium finish. This weekend he will race the Irish driver's Ford Focus in a two-car effort for Team RX Racing.

"The Focus is a great car and with three event wins under its belt already this year, the pressure is on," said Bardy.

"I want to do my best, I hope I still have the energy to do a race distance."

O'Donovan is in a battle for the British RX title with points-leader Mark Higgins and five-time champion Julian Godfrey. Bardy said: "I'm not going there to get involved in the fight for the title. I'm just going to do my own race. Once again a huge thanks to Ollie for giving me another opportunity."



Bardy will drive this Focus

WORLD RX MEN FOR NITRO BID

Hansen and Ekstrom head to USA for specially designed challenge

By Hal Ridge

Leading drivers from the World Rallycross Championship and the Americas Rallycross series will take part in the inaugural Nitro Rallycross event, a part of the 2018 Nitro World Games this weekend at the Utah Motorsports Campus in America.

Headed up by extreme sports racer, rally and rallycross driver Travis Pastrana, drivers set to compete in the event include works Peugeot pilot Timmy Hansen in a 208 WRX and Mattias Ekstrom, who is expected to drive an Audi S1.

ARX regulars Ken Block, Scott Speed, Tanner Foust, Patrik Sandell, Steve Arpin and Chris Atkinson are also expected to take part.

The circuit, which features a higher-than-usual percentage of loose-surface sections, includes banked corners and the gap jump at a section of the circuit where cars will take one of three cross-over routes, including a table-top

jump and a tunnel. "Rallycross is where all the action sports motor-heads eventually end up," said Pastrana.

"Drifting sideways and flying through the air brings in all the elements of excitement we are used to from our childhood, only faster and less physically demanding on our broken bodies. All of the drivers participating are a threat to win, the course is so unique that it is truly anyone's event."

Hansen will drive a 208 in the same specification to the car he used in the early part of the 2018 season. "It's really exciting to be going there and the track is completely crazy," the Swede told MN. "They've tried to make a unique rallycross circuit."

The event format is expected to be based on cars running two at a time, similar to a concept previously used in X Games events.

"The format will be a bit different and there are some shortcuts and some jokers, it will be a new challenge," added Hansen.



Hansen will tackle Utah

WATERGATE BAY HILLCLIMB

Competitors thrilled by Watergate challenge

After the first ever English hillclimb staged on closed public roads following new legislation was held in Cornwall over the weekend, organisers declared their event an "outstanding success".

The Watergate Bay Hotel, near Newquay, was the setting for the ground breaking first speed hillclimb competition, organised and hosted by three local clubs: Truro & District Motor Club, Newquay Auto Club and Plymouth Motor Club.

Deputy event director Dave Brenton, who originally came up with the idea, said: "We did have concerns about the possible reaction from local people and businesses due to the road closure, but without exception the feedback has been totally positive and simply inspiring."

"The response from competitors on the organisation, track layout and batch runs has been equally rewarding, showing true recognition of the five years of effort put in by the organising committee and members of the respective clubs."

On two separate one-day events, a wide variety of cars took part, ranging from a classic Mini, through a highly modified Citroen 2CV, Volvo Amazon, rally cars and a Caterham Seven to a Radical sportscar.

Funds were raised over the weekend for Cornwall Air Ambulance and the Cornwall Food Foundation, which includes Jamie Oliver's apprentice training scheme at Watergate Bay Hotel's Fifteen restaurant.

Sporting #1 on his Rover Mini Cooper and first on the hill for this historic event was 70-year-old David Garner, of Penzance, who admitted to being very nervous. He said: "I am thrilled to be given the honour and privilege of being the first car to run and just hope that I can set a decent time, but really,



The backdrop was breath-taking



Garner was the first up the hill



A wide variety of cars competed

thanks must go to the organisers for their hard work in putting on such a splendid occasion."

Taking time off from her circuit racing activities was motorsport blogger Charlie Martin, driving a BMW Mini Cooper. She said: "With a background in hillclimbs I am used to these tight tracks but the setting here is exceptionally beautiful. The course itself is very steep but great fun to drive and of course, being the first closed-road event the whole place has a real festival atmosphere."

The Best Time of Day was taken by Doug Bennett, of Tavistock, with his 2.3-litre supercharged Honda-engined Sylva Striker, adding: "Any hill is a good hill but the success of this event will now hopefully open up a whole new arena of events for club motorsport enthusiasts."

"As competitors we only need to prepare and drive the cars, but it is the army of volunteer marshals and behind the scenes organisers who deserve credit for bringing this ground-breaking event to fruition and I look forward to similar events being staged in the future."

Bennett set the fastest time on Saturday with a run of 24.74 seconds and on Sunday it was Stuart Lillington, driving a Radical SR4 sportscar, with a time of 23.57 seconds.

While competitors heaped praise on the event, there were grumbles from spectators over the limited viewing due to the nature of the location featuring low level narrow roads flanked by banking, wide hedges and the need to keep people at a distance away from the track.

Tony Adams

BriSCA F1 WORLD FINAL

Stuart Smith Jr lands a second stock car world title

BriSCA F1

By Colin Casserley

Organiser: Skegness Raceway Where: Skegness When: September 15 Starters: 105

Stuart Smith Jr chalked up his second world title at Skegness on Saturday night. His first victory in the BriSCA F1 championship of the world came 11 years ago at King's Lynn.

Smith joins his father Stuart and brother Andy as multiple winners of stock car racing's most prestigious race.

Between them the Smith family has won the race 13 times with Stuart Sr's first win coming at Belle Vue Manchester back in 1969.

Smith took the lead at the drop of the green flag but was shunted wide on the first turn allowing Tom Harris and Lee Fairhurst to pass him. On the next turn, Fairhurst made his move for the lead and punted Harris wide but in doing so he also went wide too, allowing Smith to regain the lead which he held until the chequered flag in a race that surprisingly went the distance without a caution flag.

Behind Smith, Dan Johnson was in

pursuit but couldn't get close enough to make a challenge for the lead and was passed in the closing stages by defending world champion Nigel Green. As the laps wound down Smith negotiated his way through the lapped traffic and stayed a safe distance ahead of Green.

Johnson held on for third. Mat Newson made up the most places in the race; he qualified via the consolation semi final earlier in the day and came home seventh from his 29th starting spot.

"It's been 11 years since I last won the World Championship, and in the last 10 years there has been a lot of disappointments, so to win is such a relief," said Smith Jr. "After I got in the lead I had a couple of scary moments when some cars spun in front of me, but I managed to avoid them. After that it was a case of trying to be smooth and replicate each lap. I was concerned about my tyres going off so I changed my driving style in the last few laps, I went a bit slower and it paid off."

Result

1 Stuart Smith Jr; 2 Nigel Green; 3 Dan Johnson; 4 Frankie Wainman Jr; 5 Tom Harris; 6 Ryan Harrison; 7 Mat Newson; 8 Harmen Zverberg; 9 Paul Hines 10 Christian Weyenburg.



Stuart Smith Jr claimed the BriSCA F1 World Final glory at Skegness

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MN does not always agree with opinions expressed in letters

MN SAYS...

One more WRC chance for Kris Meeke

Links to the Toyota team could offer a lifeline which Northern Irishman must grab

Life in the World Rally Championship has moved on, and this year's superb struggle for the title is able to write headlines of its own. Last weekend's Rally Turkey was a case in point, with all the drama you could wish for from one event.

In that fast-paced world, it seems like an age since Kris Meeke was in the hot seat, but it was only early in June when he and Citroen parted ways. But now it seems like he might be back in the frame for one of the top drives as Toyota has shown an interest in putting him in the hot seat of a Yaris next season, depending on the shake-up in the driver situation.

Meeke's two golden WRC chances have been uphill struggles. The short-lived stint with the Prodrive Mini programme met an unsatisfactory end, and then he was plonked into a Citroen when the French giants were beginning a slump from which they have yet to emerge. Give Meeke a shot with a top car and we will really be able to see where he sits alongside the established benchmarks.

Matt James, Editor (Twitter: @MattJMNews)



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ART EDITOR MIKE STOKOE'S FAVOURITE OF THE WEEK!

Andy Webb's St Mary's shot from Goodwood



The VSCC took over Loton Park and Ben Lawrence, aged nine, captured this shot



Ben Forrester's Promenade Stages pic



Glenn Watts's perfectly timed photo



Rob Austin, taken by John Henderson



Michael Vickers went to TCR UK at Croft



Richard Salisbury's rallying photo



Les Sayer's action shot from Brands



Sam Nudd enjoyed a recent visit to the Goodwood Revival and caught this beauty



Rich Crantson captured this classic early 1980s Brabham testing at Donington Park

GOT AN OPINION?

LET US KNOW: LETTERS@MOTORSPORT-NEWS.CO.UK

TV GUIDE motorsport.tv

Catch highlights from the latest round of the **British Rallycross Championship** from Lydden Hill (Friday, 0700-0800hrs) as just one point separated Mark Higgins, Ollie O'Donovan and Julian Godfrey heading into the seventh round.

The **World Rally Championship** visited Turkey for the first time since 2010 and produced arguably the event of the year as the title battle between the leading contenders reached a crucial stage of the season.

Watch all the best bits from the new-for-2018 **Rally Turkey** on Friday (2100-2200hrs).

And the latest bout of the **LMP3 Cup** comes from Donington Park (Saturday, 1930-2000hrs) for the penultimate round of the championship as Colin Noble and Anthony Wells lead the standings.

LIVE

TCR Europe: Monza

■ **Race 1:** Saturday, 1615-1705hrs

■ **Race 2:** Sunday, 1115-1205hrs

European Le Mans: Spa

■ **Race:** Sunday, 1515-1930hrs

TV GUIDE

Enjoy the best bits from the latest round of the **WRC** and **Rally Turkey** (Thursday, 1800-1900hrs, BT Sport 1) as Thierry Neuville, Sebastien Ogier and Ott Tanak battle for the title.

Take a trip back in time with **F1 Classic Races** and the 2003 Monaco Grand Prix (Thursday, 2100-2315hrs, Sky Sports F1).

F1 greets Michael Schumacher, Kimi Raikkonen and Juan Pablo Montoya fought for the win.

The final round of the **IndyCar Series** comes from Sonoma as Scott Dixon aimed for his fifth title and went into the event with a 29-point lead over Alexander Rossi (Friday, 0800-1030hrs, BT Sport ESPN).

And enjoy the best bits from all three races of the **European Formula 3 Championship** from the Red Bull Ring (Tuesday, 1300-1515hrs, BT Sport 3) as Brit Dan Ticktum leads the standings, just, from the in-form Mick Schumacher.

LIVE TV

European F3: Red Bull Ring

■ **Race 1:** Saturday, 1000-1100hrs, BT Sport 3

■ **Race 2:** Sunday, 1000-1100hrs, BT Sport 1

Euroformula Open: Monza

■ **Race 1:** Saturday, 1400-1500hrs, BT Sport EPSN

International GT Open: Monza

■ **Race 1:** Saturday, 1500-1645hrs, BT Sport ESPN

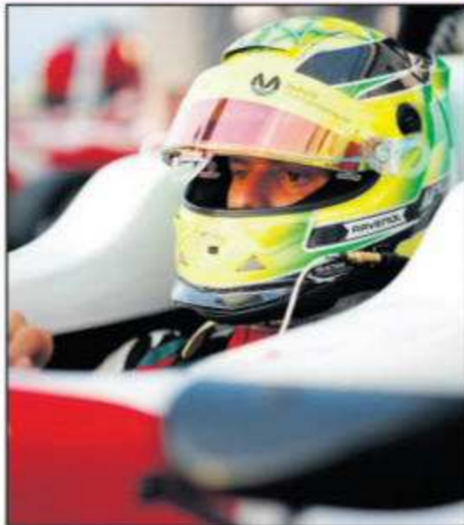
Renault Eurocup: Hockenheim

■ **Race 1:** Sunday, 1100-1200hrs, BT Sport 1 (delayed)

■ **Race 2:** Sunday, 1515-1615hrs, BT Sport 1

NASCAR: Richmond

■ **Race:** Sunday, 0000-0430hrs, Premier Sports



Schumacher is in hunt for F3 title

LISTINGS

RACING SATURDAY

■ **Snetterton, Norfolk Classic and Modern Motorsport Day:** Pre '80 Sports/GT/Saloons, FISCAR, Pre '66 Sports, Post '80 Sports/GT/Saloons, 1950s Sports, Jaguars, Sports/Saloons, Pre '66 GT Cars **Starts** racing from TBC (qualifying from 0900hrs) **Admission** adult £16, under 13 free **Web** msv.com **Contact** 0843 453 9000

■ **Silverstone, Northants BRSCC meeting:** Caterham 420R, Caterham 310R, Caterham 270R, Caterham Roadsport, Caterham Academy, Sports 2000, Fiesta, Fiesta Junior **Starts** Saturday, racing from 1255hrs (qualifying from 0900hrs) Sunday, racing from 0935hrs (qualifying from 0900hrs) **Admission** adult £15, under 15 free **Web** silverstone.co.uk **Contact** 08704 588260

■ **Rockingham, Northants BARC meeting:** Pickups, Kumho BMW, Racing Fords, MaX5 **Starts** Saturday, qualifying from 0900hrs Sunday, racing from 0900hrs **Admission** £16 **Web** rockingham.co.uk **Contact** 0870 1660438

SUNDAY

■ **Snetterton, Norfolk VSCC meeting:** Vintage and Pre-War races, Ferrari Classic, 500cc F3 **Starts** racing from 1200hrs (qualifying from 0900hrs) **Admission** adult £20, under 13 free **Web** msv.com **Contact** 0843 453 9000

■ **Brands Hatch, Kent HSCC meeting:** Ford Escort race, Heritage FF1600, Classic Formula 3/Classic FF2000, Historic FF2000, Historic FF1600, Historic Touring Cars, Classic Clubmans, Historic Road Sports, '70s Road Sports, Front-Engined

RALLY SATURDAY

■ **Omagh, County Tyrone McKelvey Asbestos Bushwacker Rally** **Starts** 0930hrs

Admission free **Web** omaghmotorclub.org.files.wordpress.com

■ **Castle Combe Circuit, Wiltshire Rallyday in association with Motorsport News** **Starts** 0900hrs **Admission** adult £18, see website for packages **Web** castlecombecircuit.co.uk

SUNDAY

■ **Kames Motorsport Complex, East Ayrshire Albar Kames Trophy Rally** **Starts** TBC **Admission** TBC **Web** eastayrshirecc.co.uk

SPORTING SCENE SATURDAY

■ **King's Lynn, Norfolk BriSCA F1** **Starts** 1730hrs **Admission** TBC **Web** brisca.com

SATURDAY/SUNDAY

■ **Loton Park, Shrops British Hillclimb** **Starts** 0900hrs **Admission** adult £12.50, under 16 free **Web** britishhillclimb.co.uk

■ **Tullyroan, NI National Hot Rods** **Starts** 1630hrs/1300hrs **Admission** TBC **Web** nationalhotrod.com

SUNDAY

■ **Pembrey, Camarth British Rallycross** **Starts** 0900hrs **Admission** adult £15, under 14 free **Web** rallycrossbrx.com

Details correct at time of press but please check before travel

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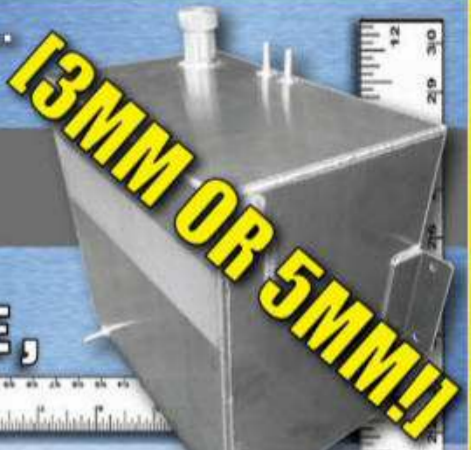
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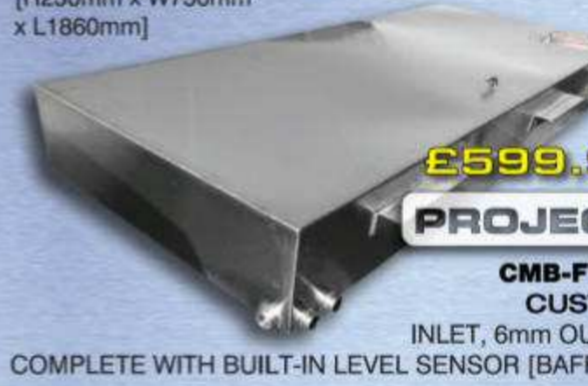


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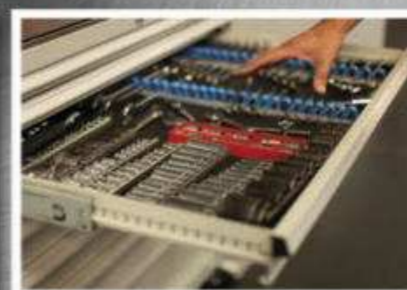


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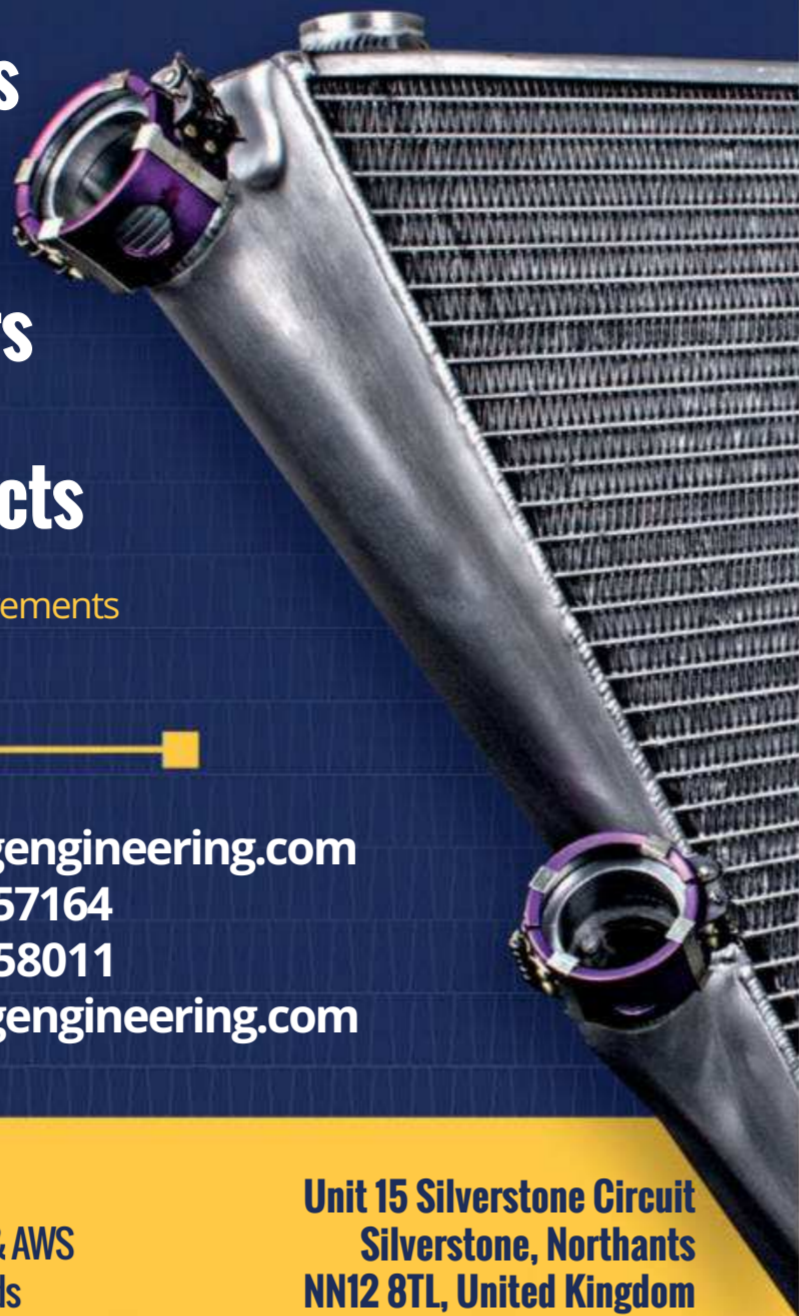
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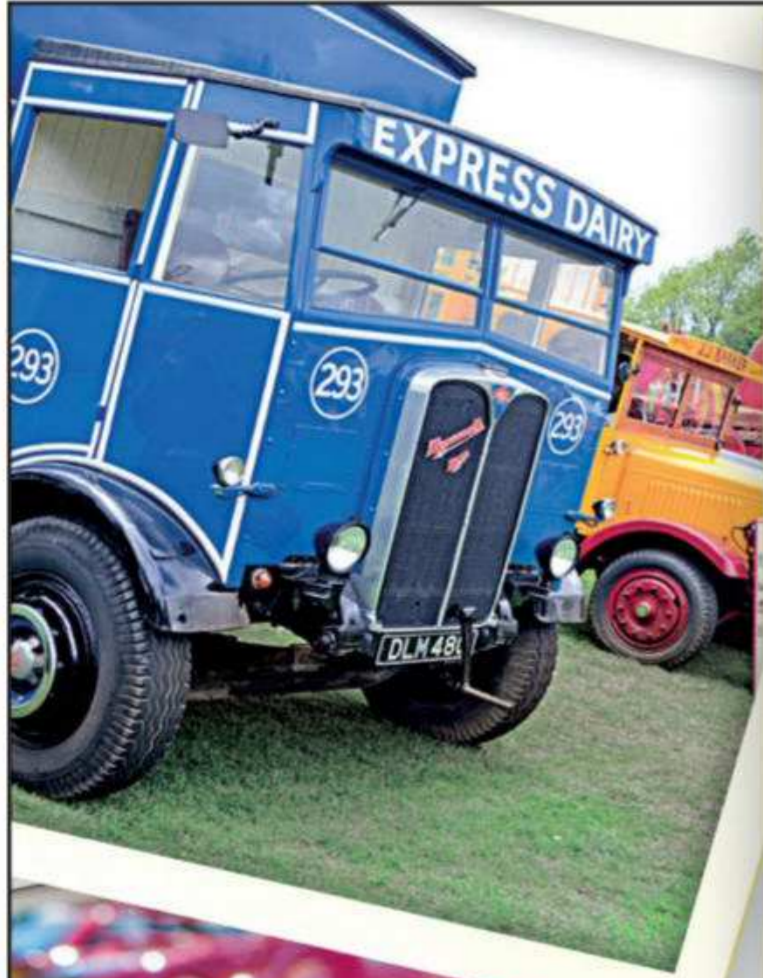
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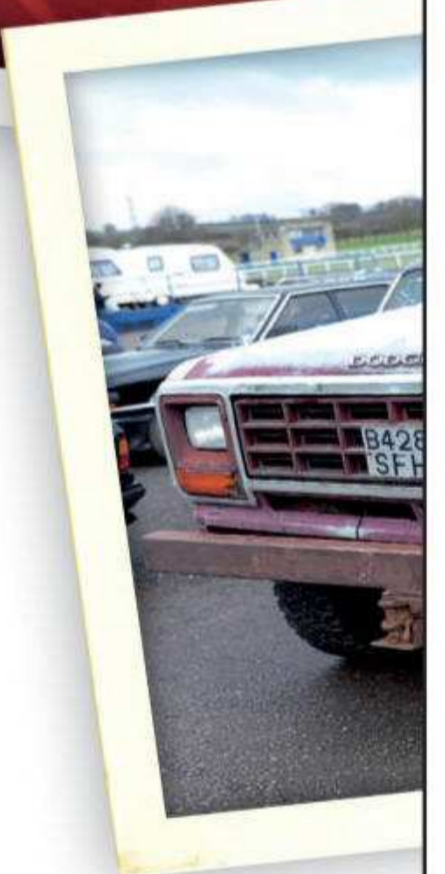
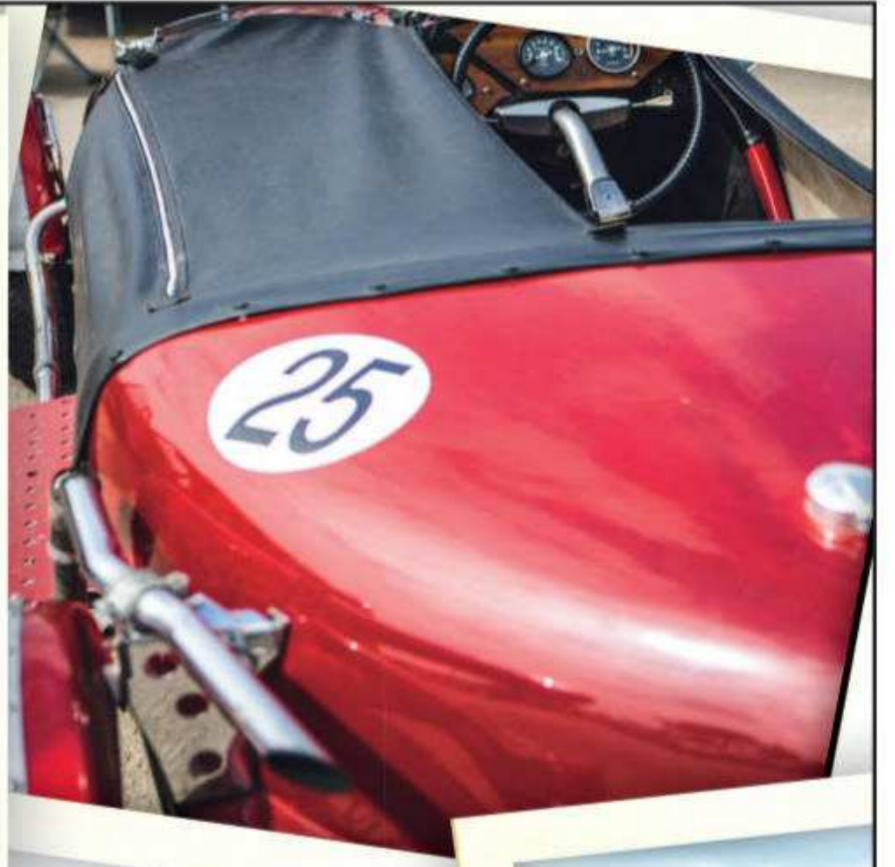
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