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FULL SEASON REVIEW **P20**

TANAK: I CAN MAKE HISTORY IN SPAIN

Yaris man on the brink of rewriting the record books

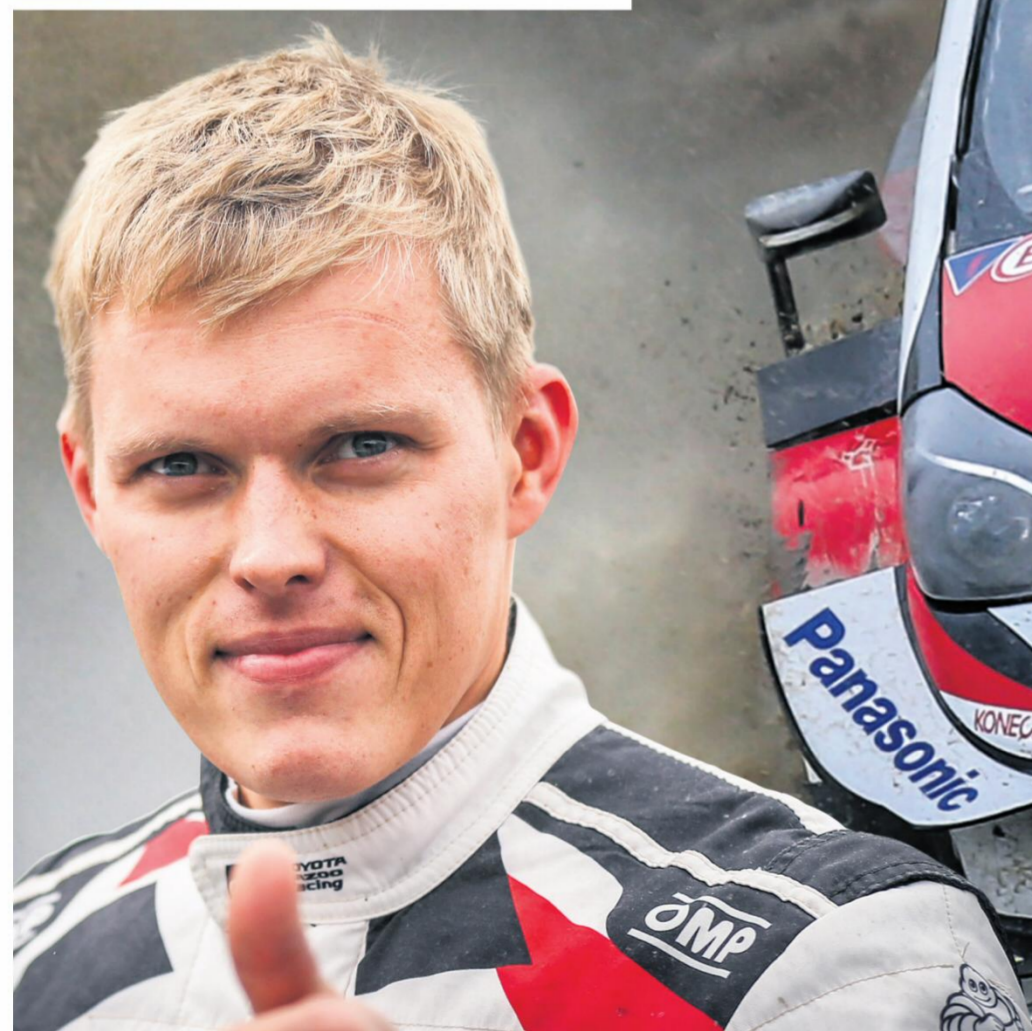
By David Evans

World Rally Championship leader Ott Tanak has called on himself to deliver a big performance in an effort to wrest the crown from Sebastien Ogier's head in Spain this week.

The Estonian is bidding for his first title and starts Rally of Spain 28 points ahead of his nearest rival with just two rounds remaining.

Tanak told MN: "The pressure is on, there's no doubt about that. We need to be on the big performance."

Full story, p2-3



THE VOICE OF BRITISH MOTORSPORT
MOTORSPORT NEWS

WHAT RALLY GB NEEDS TO DO NEXT

HOW BRITAIN'S WRC ROUND HAS TO EVOLVE **P18**



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Tanak says he is ready for Rally Spain challenge



Tanak was leading Rally Spain last season before problems restricted him to sixth place



Citroen's reigning champion Sebastien Ogier is the main threat to Ott Tanak's title hopes

THE FUTURE FOR WALES RALLY GB

HEADLINE NEWS

Photos: Toyota, mcklein-imagedatabase.com



Tanak has promised a cautious approach

TANAK ON THE CUSP OF DELIVERING MAIDEN CROWN

Estonian pledges to use his head on crucial Rally Spain showdown

By David Evans

World Rally Championship leader Ott Tanak has told Motorsport News he won't risk everything to land a maiden title at this week's Rally of Spain.

The Toyota star needs to finish just two points ahead of rival Sebastien Ogier in Salou, while Thierry Neuville, the only other driver capable of lifting the 2019 crown, needs to finish 12 points up on Tanak in an effort to keep his hopes alive.

Tanak acknowledged he would be in the spotlight this week, but added that he was ready for that.

The Estonian said: "The pressure is on, there's no doubt about that. We need to deliver and now we really need to deliver. We need to be on the big performance. On the personal side, I will put [in] a lot of attention and make sure I can be as ready and as well prepared as I can be. The time to perform is now."

Asked what more he could do to ready himself for what could be the biggest event of his life, the 32-year-old added: "I don't know if I can do any more than I do already or more than I normally do – I just need to make sure the feeling is perfect and if

it is then everything can be like normal.

"We had a good test and generally the feeling is quite good with the car, so now we have to see. I guess the focus will be on me, but at the same time [Sebastien] Ogier and Thierry [Neuville] will have to go all-out [to keep the championship alive]. There's no doubt about that from their side. But for me, there's no need to risk everything. I don't need to do anything if the feeling is not there. If I'm comfortable with the car then I'm sure we can make the fight, but let's see how it goes.

"We will focus on ourselves and do all we can. If it takes more than that [to beat Ogier or Neuville] then there's no need to push it – if we don't do it here then we can take it [the fight] to Australia."

Tanak led from the third stage in Catalunya last year, but lost the top spot when he suffered a puncture on the asphalt El Montmell test on Saturday morning. He eventually finished sixth.

Tanak said: "I really like Spain, generally the gravel's not so rough – but it can be loose. The roads are nice and flowing. Last year I performed very well. For sure, the Tarmac stages are the best [in the championship] and if everything goes well then it can be very good.

"As always, I will aim to do my best, but we need to be smart. We know that it could be tricky for us on the first day, as we'll be running first on the road on gravel. The weather could change things too. We saw last year that we can easily get rain in Spain at this time of year, but I believe that our performance should be good on both surfaces. We were already fast on this event last year and hopefully that will be the case again this time, and we can get the result we need."

Title success would mean a first FIA world championship for Estonia and the end of 16 years of French rule in the World Rally Championship, with Ogier having won the last six titles while his countryman Sebastien Loeb took the previous nine.

The Yaris WRC driver was engaged in a three-way title showdown in Australia last year, but couldn't stop Ogier taking a second title with M-Sport and a sixth successive crown in total.

Toyota team principal Tommi Makinen is confident in the machinery beneath Tanak. He added: "We are on a good run at the moment and we need to keep pushing for the best results in Spain and Australia, with the drivers', co-drivers', and

manufacturers' titles in our sights.

"We have been preparing for Spain just as planned, with our pre-event tests on both gravel and asphalt. The mix of surfaces can mean that this is a tricky rally to get right, but we are confident in how our car performs on both types of road. At the same time, we are taking nothing for granted and everyone is working hard to provide our drivers with the strongest car possible."

Toyota starts Spain eight points behind manufacturers' championship leader Hyundai.

Neuville's championship chance is a long shot, he is 41 points adrift of the series leader, but it's possible Ogier – who finished second to Loeb in Salou 12 months ago – could force the title race to the wire in Coffs Harbour.

To do that, Ogier needs to score three more points than his former M-Sport team-mate to keep his hopes alive.

Were the top two to finish Australia tied on points, Tanak would be confirmed as champion courtesy of the fact that he's already won six from 12 rallies and his total number of victories couldn't be matched or beaten by either Ogier or Neuville.

STANDINGS

World Rally Championship
Drivers after 12/14 rounds

POS	DRIVER	CAR	PTS
1	Ott Tanak	Toyota Yaris WRC	240
2	Sebastien Ogier	Citroen C3 WRC	212
3	Thierry Neuville	Hyundai i20 WRC	199
4	Andreas Mikkelsen	Hyundai i20 WRC	102
5	Kris Meeke	Toyota Yaris WRC	98
6	Elfyn Evans	Ford Fiesta WRC	90

Points: 25-18-15-12-10-8-6-4-2-1. Powerstage: 5-4-3-2-1.

STANDINGS

World Rally Championship
Manufacturers

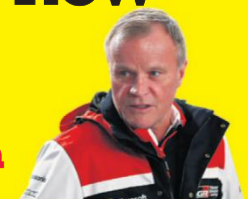
POS	TEAM	PTS
1	Hyundai Shell Mobis WRT	340
2	Toyota Gazoo Racing WRT	332
3	Citroen Total WRT	278
4	M-Sport Ford WRT	200



Hyundai leads the makes' contest

"We are on a good run right now"

Tommi Makinen



RACING NEWS

F1 ROUND-UP

Merc's focus

Lewis Hamilton has called on Mercedes to ensure its 2020 car has less drag and more power, saying "it's not been a great year" for engine development by his team. "It's been a really hard time for the guys, they've been working as hard as ever but it's just not been as successful in that department," he added.

More Alphas

A request for Toro Rosso to rename itself AlphaTauri has been approved by the F1 Commission for the 2020 season, MN understands. AlphaTauri is Red Bull's fashion label, named after a star in the Taurus constellation.

Windtunnel woe

Renault has revealed its late-2019 development programme was hampered by having to shut its windtunnel down for a prolonged period either side of F1's summer break. The early-season problems with the team's 2019 design made it aware that the Enstone windtunnel needed an upgrade that was going to put it out of action, so Renault did so at the earliest opportunity to ensure it didn't have an impact on preparations for the 2021 rule changes.

Senna festival

F1 will celebrate Ayrton Senna's career with a fan festival and street demonstration in Sao Paulo ahead of next month's Brazilian Grand Prix. Senna's countrymen Emerson Fittipaldi and Felipe Massa will both drive examples of his old F1 cars on the city streets.



Ferrari has been on pole for last five races

LEGALITY OF FERRARI'S ENGINE UNDER SCRUTINY

Rival teams have asked FIA for clarity over the Italian squad's engine advantage

By Scott Mitchell

A number of Ferrari's Formula 1 rivals have written to the FIA for clarity over the legality of design aspects they believe are behind the Italian team's engine advantage.

It is understood that Ferrari's competitors are seeking clarification over whether they are clear to pursue similar concepts themselves or if the ideas fall foul of the regulations.

The requests have come after Ferrari's recent performance breakthrough revealed the full extent of its engine advantage, which is believed to be worth up to

0.8 seconds at some tracks and has been described as 'ludicrous' by one high-level team source. Since the summer break, Ferrari has topped all five qualifying sessions and won three grands prix.

A major car upgrade in Singapore has helped counter the cornering performance deficit that held it back through much of the season, and turned its speed advantage into a crucial qualifying edge.

One theory relates to Ferrari's intercooler and how a controlled leak may allow a small amount of oil to enter the combustion process, and produce a power boost for a short period of time.

Using oil in the intercooler,

which Ferrari is thought to be alone in utilising, is permitted by the regulations, although the rules demand that such systems "must not intentionally make use of the latent heat of vaporisation of any fluid with the exception of fuel for the normal purpose of combustion in the engine".

At least one of Ferrari's rivals believes this could be where part of its qualifying advantage comes from and has sought clarification.

Ferrari's energy recovery system has also drawn attention from a different competitor, which has raised its own query with the FIA.

However, Ferrari's rivals say they have not had responses to

their attempts to gain clarification.

When asked about the concerns from Ferrari's rivals, the FIA said it "continues to monitor all parameters relating to conformity of power units in the FIA Formula One World Championship to the technical regulations".

It also stated it has "received no protest from any competitor regarding any current designs".

The lack of a response from the FIA to specific correspondence has left Ferrari's rivals uncertain about how to proceed, though a protest is thought unlikely as protesting can lead to teams targeting one another and create greater conflict.

Part of the worry is also whether this is among the fall-out from Charlie Whiting's shock death and the redistribution of his wide-ranging responsibilities.

When Whiting held his position as race director, formal and informal queries were a common way of clarifying the governing body's position on potential grey areas, and fostered trust that the FIA was on top of sensitive technical matters.

This was the case when the scrutiny over Ferrari's progress started in earnest last year, with an investigation into its ERS that ended with Whiting insisting the FIA was "satisfied".

F1 set to abandon reversed grid idea after lack of team support

Formula 1 looks set to abandon attempts to trial different race weekend formats in 2020, after teams failed to get behind the idea of reversed-grid experiments last week.

The idea was that at three grands prix – France, Belgium

and Russia – F1's normal qualifying session would be replaced with a short race whose grid was put together in reverse championship order. The end result of this race, which would be roughly 100km (62 miles) in length, would

decide the starting order for the main event on Sunday.

But the plan failed to get the unanimous support needed for a change of regulation to happen.

It is understood some frontrunning teams were against the plan because they believed that it would be too difficult for them to make up enough ground if they started at the back. F1 sees little gain in wasting time pursuing it further now that top teams are entrenched against it.

There have been some suggestions that the bigger outfits would be open to a compromise of a more normal qualifying race on Saturdays – with grid position for that perhaps set by Friday practice times – but there is believed to be little enthusiasm for this from the series chiefs.



Top teams have rejected idea of fighting through from the back



New Brazilian president isn't a fan of the Petrobras F1 deal

McLaren's five-year Petrobras deal set to end after one season

The McLaren Formula 1 team's sponsorship deal with Brazilian oil company Petrobras – opposed by the country's president Jair Bolsonaro – looks set to be brought to an official end within a matter of days, MN has learned.

Petrobras, which is 64% owned by the Brazilian government through direct and indirect means, announced last year that it would be tying up with McLaren from the start of this

season with a long-term technical partnership. But in May, Bolsonaro took to social media to reveal that he had ordered the original five-year partnership to be called off.

It is understood that discussions between McLaren and Petrobras to end the deal have been ongoing since although, as recently as the Russian Grand Prix, McLaren CEO Zak Brown was openly discussing the relationship

having a future.

The situation now appears to have moved on with papers published by Brazil's Ministry of the Economy last week claiming that the deal is to be ended. The document, which ran through the government's financial plans, said: "An unjustifiable Petrobras sponsorship agreement for the McLaren Formula 1 team – worth £163million – has been terminated."

ALL THE NATIONAL HOT ROD AND BTRDA RALLYCROSS ACTION

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'How Adam won a fourth title'
British GT season review, p20



BMW LEADS FORMULA E TEST AHEAD OF NEW SEASON

The manufacturer again dominates test event while Vandoorne and Buemi 'win' trial races

By Alex Kalinauckas

While testing times are of very limited value in Formula E, one thing cannot be denied from last week's 2019-20 Valencia pre-season action: BMW Andretti again set the fastest time.

Following on from its domination of testing a year ago, BMW headed the timesheets in 2019 courtesy of Maximilian Guenther's 1m15.087s on the final afternoon.

That put BMW on top by 0.103 seconds over Mahindra Racing, which took second thanks to Pascal Wehrlein's 1m15.190s, with Dragon driver Nico Muller taking third ahead of Antonio Felix da Costa (DS Techeetah). The top 11 times were covered by just 0.649s, with NIO's best effort – a 1m16.568s from Oliver Turvey – well off the back.

FE newcomers Mercedes and Porsche had low-key starts. In the overall times, Porsche headed Mercedes thanks to Andre Lotterer's 1m15.699s, but both were only ahead of NIO when it came to the week's fastest laps.

Mercedes and Porsche were among the many squads forced to spend time fixing their cars because of crashes at the specially-constructed chicane FE adds to the Circuit Ricardo Tormo's National layout. Despite being slightly wider in 2019

– allowing the drivers to take it at 40mph rather than 20mph – incidents at the sequence were a regular occurrence.

For the second year in a row, FE – in conjunction with the FIA and the teams – put on a test 'race' to trial the system updates required by new sporting rules, with a second 'E-Prix Exercise' added on the final afternoon.

Vandoorne 'won' the first event ahead of Edoardo Mortara of Mercedes customer squad Venturi, although Mortara explained "a problem with the calculation of energy" had given the pair an advantage over the 'opposition'. In the second, after the Virgin drivers, clearly running to a different energy target, had raced into a dominant lead and then 'retired' well before the end, Sebastien Buemi 'triumphed' for Nissan e.dams in a race that featured a surprising amount of contact for a non-competitive affair.

Crunching the best average lap times from each team in this action suggests Nissan may be on top in the long-run stakes. Buemi averaged a 1m21.985s ahead of Mortara (+0.183s), Virgin's Sam Bird (+0.253s), Muller (+0.262s), Audi's Lucas di Grassi (+0.273s), Vandoorne (+0.427s), Wehrlein (+0.574s), Lotterer (+0.611s), Jaguar driver Mitch Evans (+0.642s), DS Techeetah's reigning champion Jean-Eric Vergne (+0.746s), Alexander Sims (BMW at +0.761s) and Turvey (+1.378s).

Photos: LAT



BMW again showed strong pace at Valencia circuit

QUICK LAPS THE FASTEST NEWS ROUND-UP

DJR Team Penske has been given a \$250,000 [£132,500] fine – believed to be the largest in series' history – had 300 teams' championship points deducted and had its second car demoted from sixth to 21st in the Bathurst 1000 results for breaching 'obligation of

fairness' rules. It was found to have asked Fabian Coulthard to slow the field up excessively during a safety car period to let race-winning team-mates Scott McLaughlin and Alex Premat make a pitstop. The race win still stands and \$100,000 [£53,000] of the fine is

suspended to the end of 2021... Another four drivers were eliminated from NASCAR Cup Series title contention at Kansas on Sunday, with reigning champion Joey Logano only just making it after a late scare when he was sent spinning on the grass as the field avoided a crash. His eventual 17th place was

enough to get him into the 'round of eight', but his Penske team-mate Brad Keselowski was among those knocked out... Jan Magnussen has been dropped from Corvette's sportscar line-up after 16 years. The 46-year-old father of F1 racer Kevin has achieved four class victories

in the Le Mans 24 Hours and a pair of titles in both the American Le Mans Series and the IMSA SportsCar Championship with the team since joining in a part-time deal in 2004. He has indicated he will not retire and will search for a new seat for next year.

Monger tests FIA F3 ahead of possible 2020 campaign

Billy Monger made his first step towards competing in the FIA Formula 3 Championship by taking part in the series' post-season test at Valencia this week.

He drove with the Carlin team he won the Pau Grand Prix with in Euroformula Open earlier this year. It has not yet been made clear what system Monger is using to drive – although MN understands it is similar to that of his Euroformula car.

"Budget depending, my goal for next year is FIA Formula 3," Monger said before the test. "I'm so stoked though to be out here in Valencia testing. Let's get amongst it."

Aston Martin Autosport BRDC Young Driver of the Year Award finalist Enaam Ahmed was also in action with FIA F3 teams' champion Prema, while BRDC British F3 runner-up Johnathan Hoggard impressed with the Sauber Junior Team.

Max Fewtrell, the 2018 Formula Renault Eurocup champion, moved to Hitech Grand Prix from ART Grand Prix for the test, and fellow Brit Jake Hughes stuck with the HWA team he has raced for this year.

Monger tested F3 car with Carlin



Eaton was initially critical of all-female category

EATON UNVEILED AS PART OF INITIAL 18-DRIVER 2020 W SERIES GRID

Abbie Eaton, the 2014 Mazda MX-5 Supercup champion, will join the W Series grid for 2020 having secured one of the first six places earned in the latest selection process.

Eaton, who is now best known for her role as test driver on Amazon's *Grand Tour* series and has most recently raced in Titans rallycross and Australia's Super2 series,

participated in simulator sessions at W Series' UK base and assessment testing at Almeria in Spain before being picked.

Sometime IndyCar racer Katherine Legge also took part in the assessment programme but was not on the initial list of selected drivers, though MN understands the two remaining spaces on the grid could still go to

other contenders from the Almeria selection event.

W Series also confirmed that the 12 drivers who earned automatically 2020 grid spaces based on their 2019 results have all accepted the offer – meaning Williams F1 protege Jamie Chadwick will defend her title and fellow Brits Alice Powell, Sarah Moore and Jessica Hawkins will also stay on.

Ticktum to bid for Macau GP hat-trick with Carlin

Dan Ticktum will aim for a Macau Grand Prix hat-trick with a surprise entry into the event with Carlin, while Ferrari's junior Brit Callum Ilott also makes an unexpected step down from F2 for the famous street race.

Ticktum won the last two Macau events with Motopark, but that team did not gain an entry to the new FIA Formula 3 Championship this year and therefore couldn't take part in the non-championship Macau event that uses the same cars.

Ticktum will instead race for Carlin, which he drove for in three races in European Formula 3 in 2016.

Ilott is a regular at Macau but stepped up to F2 this year where he has impressed in a sometimes struggling Sauber Junior Team. Ilott is in a good position for a strong seat in F2 next year, while Ticktum is also in talks with teams over joining that championship.



Briton will make a surprise return

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RACING NEWS

Photos: Jakob Ebrey, Steve Jones, IAME Karting



Browning is F4 race winner



Foster was an F4 frontrunner



King won GT4 Supercup title



Hanafin has won in Ginetta Jr

PORSCHE REVEALS ITS GB JUNIOR FINALISTS

Four talents from the BTCC support bill to battle it out for impressive Carrera Cup prize

By Stephen Lickorish

Four teenage stars of the British Touring Car Championship's support series have been selected as finalists to become the new Porsche GB Junior.

Motorsport News can reveal that Luke Browning, Louis Foster, Lorcan Hanafin and Harry King have all been selected to take part in the final shootout

at Silverstone next week.

Browning and Foster have both impressed in British Formula 4 this season, with Foster retaining an outside chance of taking the title at the final round at Brands Hatch earlier this month. Hanafin is a multiple Ginetta Junior race winner while King clinched the Ginetta GT4 Supercup crown at Brands in his second season in the category.

The previous three Juniors –

or Scholars, as they previously referred to – have all gone in to win the championship. Current Junior Dan Harper was unstoppable on the way to the title this year, winning eight of the 16 races, to follow in the footsteps of Josh Webster and Charlie Eastwood.

"It's a privilege to be in this position," said Foster. "It should be a good shootout – it will be tough competition but the aim

is to win it. I've been a massive Porsche fan all my life and I just love the car."

King added: "I've been working my way through the ranks of the TOCA package and I've seen the Carrera Cup cars in the paddock. I've looked up to them and I've always wanted it to be where I ended up. It's going to be really competitive with some really good drivers."

Hanafin is hoping to follow in

the footsteps of Harper, who had also only raced in Ginetta Junior.

"What Dan did was amazing – it's proven that Porsche do put their faith in young drivers," said Hanafin. "Dan was in the same shoes as me two years ago and it's such an amazing opportunity."

The winner of the shootout will receive £85,000 towards their budget for the next two Carrera Cup seasons, as well as a wealth of support from the manufacturer.

IN BRIEF

Adam wins again

Four-time British GT champion Jonny Adam was recognised with the Allan Simonsen Award for a second time at series organiser SRO's end-of-year prize-giving ceremony last weekend. The Scot becomes the first driver to receive the award – for drivers who have shown the same speed and spirit that characterised Simonsen, who lost his life at Le Mans in 2013 – on more than one occasion, having previously won it in 2014.

Revolution rises

Experienced sportscar racers Marcello Marateotto and Michel Frey have joined the board of fledgling prototype manufacturer Revolution. Gentlemen driver Marateotto is a Michelin Le Mans Cup podium finisher and has raced in a number of other categories, including Radicals, while Frey is a Le Mans 24 Hours regular in the LMP2 class. This year marked the Revolution's first season of on-track racing with several cars competing within the new UK Sports Prototype Cup.

Scholarship launch

The Junior Saloon Car Championship has launched its 2020 scholarship, with one driver securing a fully-funded season next year along with team support and a year's supply of Dunlop tyres. Applicants will have their driving judged as well as undergoing fitness and media tests and taking part in an autotest at Croft in February next year. Drivers do not need an ARDS licence to apply and the scholarship is open to drivers aged between 14 and 17.

Official licences

British motorsport governing body Motorsport UK has revealed that it will scrap its £35 licence fee for officials for next season. In the past, clerks of the course, scrutineers and timekeepers have had to pay the sum to renew their licence grading but this has now been scrapped. Any officials who have already renewed for 2020 will be receive a refund.

Hill's success

Two Twin-Spark Cup class wins meant Tom Hill became the first-ever three-time winner of the Alfa Romeo Championship in his 156 at Donington Park last weekend. Nearest challenger Dave Messenger (156) also won his class in both races to clinch the Power Trophy crown.

Gillman crowned

Robert Gillman was crowned OSS champion at Donington Park last weekend in his Class C Radical SR3. Class A champion Patrick Sherrington (MCR Sports) had led the points going into the finale but retired from the first race when a rosejoint broke and caused his rear suspension to collapse. Mike Jenvey took his Jenvey-Gunn TS6 to victory and, while Sherrington hit back with a pair of successes on Sunday, it was not enough to wrest the title away from Gillman.

From kart to Civic

Sixteen-year-old karting graduate George Alp-Williams joined the Civic Cup at Donington Park last weekend ahead of a planned full season in 2020. Alp-Williams qualified 16th of 24 cars before finishing 13th and 11th in the races. "It's difficult getting used to the driving style of cars but I find it a lot more exciting and more challenging than karting," said the youngster.



Grid grew at Donington

Touring Car Trophy organisers targeting more entries from current BTCC cars after Donington boost

Touring Car Trophy boss Stewart Lines is targeting more entries from current-specification British Touring Cars as several of the current crop bolstered the TCT grid at Donington Park last weekend.

TCT, which incorporates the TCR UK championship, has struggled for entries in its inaugural season, failing to reach double figures for any of its first four meetings. But Lines would like the 13-car Donington meeting, which was boosted by additional entries from Team Dynamics, Power Maxed Racing, Team Hard

and Ciceley Motorsport, to be a blueprint for the series' future.

"The idea is that next year, if we run this, we run it like a B-series to the main series [BTCC]," said Lines. "Teams like Dynamics can bring their RML cars and then they can run it like a test programme, or maybe for a third driver to give them experience, and it won't interfere with the main series."

"It gives a chance for more drivers to come out, have a club race, and sample the car because it's a lot cheaper to race in this than BTCC."

Team Hard entered three of

its VW CCs at Donington for Ginetta GT4 Supercup driver Darron Lewis and VW Cup racers Josh Coggan and Paul Taylor. Lewis finished fourth and set fastest lap in race one, while Coggan impressed with his pace.

"We've been talking about doing it a long time because we've still got the Toyota Avenis at the workshop as well," said team principal Tony Gilham. "The cars are great, as are the TCR cars. But it has to come down to the commercial strength of the championship. If the grids are strong next year,

we've got plenty of cars so we can always put them out."

Lines himself was at the wheel of Rob Collard's BTCC Vauxhall Astra run by Power Maxed Racing, while Will Neal drove his father Matt's latest Civic Type R FK8 BTCC machine.

A further addition was BTCC driver Adam Morgan, driving a second TCR-spec Cupra for Ciceley to assist James Turkington's successful title bid. On his TCR UK debut, Morgan scored an overall win and a class victory, helping Ciceley win the teams' championship.

Jordan's team plots Porsche Cayman entry

British Touring Car Championship star Andrew Jordan is looking to expand his family-run team into the new-for-2020 Porsche Sprint Challenge GB and he will sample one of the cars at the category's taster day at Silverstone at the end of this month.

The Jordan Racing Team, which is prolific in historic motorsport, is looking to expand into the Porsche Carrera Cup GB in 2020 and has also decided to evaluate a programme in the new series, which will feature the 718 Cayman machines.

Jordan, whose father Mike was a Porsche champion in 1987, 1988 and 1991, said

that the new contest has plenty of appeal.

Jordan said: "I think that this is going to be the perfect platform for drivers who maybe don't have the budget to go straight into the Carrera Cup or those who need a little bit more experience."

"I am going to try the car and we have lots of experience with all kinds of Porsches, so I think we will be able to do a really good job. We have some customers already interested, and we could run several cars."

The six-event Porsche Sprint Challenge GB will feature on the British GT Championship and the British Touring Car Championship support bill, as well as a Porsche club meeting.

BTCC ACE SUTTON WINS KART TITLE

British Touring Car Championship racer Ash Sutton enjoyed a dream IAME X30 Super Shifter International Final debut at Le Mans last weekend by taking victory.

The 25-year-old tried the Super Shifter, a Xenon chassis, for the first time at Rye House in the UK a few weeks ago to reacclimatise to karting.

The 2017 BTCC champion set the 12th fastest time in qualifying. Sutton gambled on slicks in a wet-but-drying 15-lap Pre Final, where he finished third.

Chasing down Final leader Rowan Grinwis, Sutton made a first bid for the lead on lap 11

but was unable to make it stick, bringing the chasing pack back into contention. The Brit sealed the place at the second attempt soon after.

Sutton said: "Karting was where it all began for me so it was great to go back to my roots and compete. I'd not driven a gearbox kart until a couple of weeks ago so I went into the event with no real expectations – just to have some fun. We were in the fight throughout the Final and I knew that, as long as I was in the mix towards the latter stages, I was in with a shot. I bided my time and then just went for it."

British GT Championship



Sutton won IAME Super Shifter

racer Dean Macdonald won the X30 Senior Pro World title. Mini/Cadet class was claimed by Irish racer Alex O'Grady from Brits Alfie Slater and Lewis Wherrel. UK drivers Freddie Slater and Leo Robinson finished on the rostrum in the X30 Mini division. Briton Oliver Bearman won the X30 Junior class, while Mark Kimber won the X30 Senior class from Ben Barnicoat.

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RACING NEWS

BRITISH F3 REVEALS 2020 CAR CHANGES

Protection fin and revised front and rear wings are among the tweaks for next year

By Stefan Mackley

The BRDC British Formula 3 Championship has unveiled the changes it will make to next year's cars, including revised front and rear wings as well as an IndyCar-style fin in front of the driver.

The championship, which is run by MotorSport Vision, will retain the Tatuus-Cosworth cars that were first introduced in 2016 but which will be modified for next season.

The major change is an 'Advanced Frontal Protection' (AFP) which sits in front of the driver and will help deflect debris and act as a secondary roll structure.

Other changes include revised front and rear wings offering more downforce, bargeboards in front of the sidepods and a new engine cover featuring a shark fin.

Jonathan Palmer, chief executive of MSV, said: "The existing Tatuus chassis has proven itself as a very dependable car with superb performance and our teams are extremely happy to continue using it."

"Working in coordination with the teams, we have agreed

on this upgrade package that ensures the car will remain at the forefront of European junior single-seater racing, while potentially unlocking a little more performance. "Given the current health and level of competitiveness of the BRDC British F3 Championship, we expect the updates to make the car and series even more appealing for young drivers on the path to F1."

MSV approached teams about the changes, which cost in the region of £8000 to make, after it was decided to keep the car for 2020 instead of switching to a halo-fitted machine.

"We felt we needed to do something [regarding head protection], we couldn't get the halo so the next best thing was to do that," said Lanan Racing team boss, Graham Johnson.

Johnson also admitted that the extra downforce might not help with overtaking.

"I don't think it's going to make them any worse [to overtake with] but it's not going to make them any better," he added.

Wayne Douglas, boss of Douglas Motorsport, however believes that the change in bodywork might create more drag meaning it's easier to



Photos: Jakob Ebrey, Mick Walker, Richard Styles, Nick Dungan Photography.

Car will also now include shark fin and bargeboards

overtake. "I think there might be more drag so the slipstream could be bigger and there's more of a chance to pass," he said.

"The problem was on the old configuration we were maxed out on the rear wings 90% of the time so this gives us a lot of options to change the cars."

"I don't think it will make a huge difference [to the performance], you're probably talking a couple of tenths [per lap] at maximum."

Clarke is second British F3 signing

British teenager Oliver Clarke has become the second driver to be confirmed for the 2020 BRDC British Formula 3 Championship after signing with Hillspeed.

The 16-year-old has spent the last two years racing in the F4 United States Championship after a successful career in karting.

He said: "The BRDC British F3 Championship is a proven championship and the perfect platform for me at this point in my career and age. Having tested the car in recent weeks it quickly became apparent as to how good the car is, and that made things even clearer that this is what we wanted to do."

"Joining a team with the pedigree that Hillspeed has is only going to serve me well too, and I've every confidence we can enjoy plenty of success moving forward. I'm just raring to go to see what we can achieve together, hopefully towards the front of the field."



Clarke tested last week

Mini Challenge entry nearly full already

The Mini Challenge JCW entry is already almost full for next season, when the category joins the British Touring Car Championship support bill.

Despite the JCW season only concluding at Snetterton last weekend, over 30 entries have already been received for 2020 since applications opened earlier this month.

Organisers have put in a number of incentives to help ensure a full grid for the series' first season on the BTCC package, including drivers competing in the category this year receiving 20% off entry fees for 2020.

"We put in a lot of work this year to spread the message of the Mini Challenge as being the place to race for drivers aiming for a career in touring cars, and all that effort has been rewarded



Large grids are set to be transferred to the BTCC bill next year

with a near-capacity entry for our first year as a BTCC support series – and it's not even November yet!" championship promoter Antony Williams said.

Although limited to 34 full-season entries, the series could feature larger grids at venues such as Silverstone and Donington Park next year where grid capacity is less restricted.

The JCW class is set to support the BTCC at eight events next year, while the Cooper category is due to appear at the other two meetings.

One of the first drivers to reveal they will be on the grid next year is Ronan Pearson, who has spent the past two seasons competing in the Michelin Clio Cup Series.

Hedley and O'Sullivan eye single-seater move

Newly-crowned Ginetta Junior champion James Hedley is targeting a graduation to single-seaters in 2020.

Hedley held a commanding lead in the Ginetta Junior points going into the final round at Brands Hatch earlier this month and secured the title by winning the opening race. He then helped Elite Motorsport clinch the teams' championship with a pair of fifth places in the remaining contests.

Hedley now plans a programme of testing in both BRDC British Formula 3 and British Formula 4 machinery before confirming his plans for 2020.

"I've got some tests lined up," he said. "If I'm honest, we're more [likely] to do F4 but we might test in F3 [too]."

Championship runner-up Zak O'Sullivan also looks set to switch to slicks-and-wings, with F4 – either in Britain or in Europe – the most likely destination.

"Some sort of F4 series but I'm not too sure which team yet or which country," said O'Sullivan. "I've seen some people I've raced in karts go to the Italian and German [championships] – they've got very strong grids, European teams and also you get to learn some of the circuits. But obviously there's more of a price tag on that so we'll see how it goes financially."



Williams Formula 1 driver George Russell was at Donington Park last Thursday to support his former team, Lanan Racing, and offer advice to three potential BRDC British F3 drivers. The 21-year-old won the BRDC F4 title in 2014 with Lanan and returned to his roots by helping F4 drivers Australian Bart Horsten, American Carter Williams and Brit Tommy Foster. Russell said: "It's been great to see the Lanan boys again and see what's going on in the F3 paddock. It only feels like yesterday that I was last here! I stay in touch with Graham [Johnson, team boss] and the other guys even now."

New BT62 set to become "permanent fixture" in Britcar series

David Brabham and Will Powell will drive the new Brabham BT62 for its racing debut in Britcar, with the track car set to become a "permanent fixture" of the championship.

The BT62's 5.4-litre V8 will run a power-reducing ECU mode and weight ballast to bring performance in line with GT3 machinery, so the car will stay eligible for Britcar rather than competing in the November 9-10 twilight race on the Brands

Hatch Indy circuit as a one-off.

Sporting director of Brabham Automotive and 2009 Le Mans 24 Hours winner David Brabham will partner GT and prototype racer Powell for the maiden race.

Brabham said: "Driving a Brabham BT62 on Brabham straight at Brands Hatch will be a very special moment for me. It will also be an incredible milestone for Brabham Automotive as it brings this

iconic marque back to racing."

Powell will progress through the company's Driver Development Programme, which trains BT62 owners.

He said: "David Brabham and I have been doing all we can to prepare... it's been great to learn from him."

MN understands the Brabham BT62 will undertake a full Britcar season in 2020 ahead of a World Endurance Championship campaign in 2022.



David Brabham will tackle Brands Britcar race next month



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HISTORICS

'Armstrong joins Aurora grid'
Radical man's single-seater switch, below



Photos: Paul Lawrence

DOWN THE PUB

PIERRE LIVINGSTON

Historic FF runner-up
Age: 19 Lives: Winchester



Livingston: learning his craft

He's wanted to race for a long time

"I don't have a background in racing and none of my family is into racing. It's just been a passion since I was eight or nine and I used to go indoor karting at birthday parties. It kind of went from there and I started doing more competitive rental karting."

He was exposed to Historic Formula Ford

"I had friends who raced when I was an early teenager and a friend called Andy Wiggins used to race in Historic Formula Ford. So I was helping him out and just being around it. When I was 16 I took my race licence and managed to persuade my dad to get me a test with Speedsport, just to see how we'd get on."

He joined the Speedsport team

"That test went really well and it just went from there. We managed to raise enough sponsorship to do three race weekends last season and that went really well. So we got a plan together to do a full Historic Formula Ford season this year."

He had some tough opposition

"Cameron Jackson has been the benchmark and it's good to race alongside someone who is at that level. I've learnt a lot from him and we've been getting closer to him. We've had a few podiums and missed out on a couple of wins. I've had two strong team-mates in Ben Tusting and Ed Thurston and it has always been pretty tight."

He'd like to switch to moderns

"The racing in Historic Formula Ford is so good and some of the best drivers are racing in it. The budget is more realistic. If I went down the modern single-seater route I'd be spending a lot more and the racing is just as good in historic. It is all about the driver and basic racecraft. But if money was available, I'd love to move to modern single-seaters. We need to sit down with Mike O'Brien from Speedsport and figure it out. I may be need another season in Formula Ford for experience."

He's still a student

"I'm studying international management and French at the University of Bath. I spent the summer working in France just to improve my French and earn a bit of money."



Ed Morris was a double race winner

MORRIS STUNS ON SLICKS AND WINGS DEBUT AT SILVERSTONE

Former Le Mans battler races ex-Nigel Mansell machine for the first time

By Paul Lawrence

Former Le Mans racer Ed Morris made his slicks and wings single-seater debut at Silverstone to take a brace of Classic Formula 3 wins in the March 783 of Sean Walker.

Back in 2006, Morris, now aged 31, created a piece of history by becoming the youngest British driver to

race in the Le Mans 24 Hours, aged just 17 at the wheel of a P2 category Courage.

More recently, his work as a driver coach has led to some races in historic cars including a Lotus 18 grand prix car and a Lotus Elan from the Ricketts Racing team.

"I've been coaching Sean's son Mackenzie in a Lotus Elise and he invited me to race the F3 car this weekend," said

Morris. "It's the first time I've driven a single-seater with slicks and wings and I've never driven anything that fits you like a glove. It's an ex-Nigel Mansell car as well."

After a test a month ago, Morris took Silverstone pole by nearly a second in the 1978 F3 car. Despite a rain shower just before the start of the first race, he won both contests convincingly.

After racing at Le Mans and contesting the FIA GT Championship, Morris was effectively out of racing for five years until 2013 and has only raced occasionally over the last six seasons.

"I'm good mates with Nick Padmore and he's done really well to establish himself in historic racing," said Morris, who would be keen to race more if the chance arises.

Park leads the way as Historic Sports Car Championship crowns are settled at last meeting

A number of Historic Sports Car Championship titles were settled at Silverstone, notably by Cumbrian racer Andrew Park who sealed a fourth straight Historic Formula Ford 2000 crown.

Park did enough in the first race to be champion, which

was fortunate as his engine let go spectacularly late in the second race. "I've never had one let go before in seven years," said Park.

Chris Drake (front-engined) and Andrew Taylor (rear-engined) were the key winners in Formula Junior, while

Simon Armer sealed the Historic F3 title in his March 703.

"I came here with a three-point lead, so more than anything I needed to finish," said Armer who repeated his 2016 title.

Clubmans aces Mark

Charteris and Barry Webb claimed their respective categories in Classic Clubmans, with Charteris taking his sixth title in a row.

Ross Hyett (Guards Trophy) and Ben Stiles (Classic FF2000) were other winners.

Gathercole joins historic committee

Historic race and rally driver Lorraine Gathercole has been appointed as Chair of the Motorsport UK Historic Committee.

Gathercole, who is already chair of the British Women Racing Drivers' Club, succeeds Rod Parkin as chair of the group that considers major historic motorsport topics on behalf of Motorsport UK.

As Historic Committee Chair, Gathercole has also been appointed on to the Motorsport UK Council to advise the decisions and proposals of the Historic Committee and work alongside the other council members.

"This is a personal honour and I am extremely proud," said Gathercole. "I am delighted to be tasked with helping with the strategic development of motorsport."



Glasswell took two finishes on his debut in the slicks-and-wings category at Silverstone

GLASSWELL JUNIOR JOINS FORMULA FORD 2000 GRID

Ben Glasswell joined his father Stephen on the Historic Formula Ford 2000 grid at Silverstone for his debut race.

The Bury St Edmunds team has built up a second Reynard for Ben to start

racing and have restored the 1977 chassis used by Rob Wilson in period.

"I've been coming racing with my dad since I was six years old, but qualifying at Silverstone was my first run in the car," said Ben, 24.

In tricky conditions, he qualified 21st in the 33-car field, three places ahead of his father. In the first race he finished 16th, five places behind Glasswell Sr and then took an encouraging 12th in Sunday's race.

IN BRIEF

R.A.C. volunteers

A final call has been issued for marshals for the Roger Albert Clark Rally in November. Volunteers are needed for stage starts and finishes, in-stage, passage controls, service areas, radio crews and more. In particular, volunteers are needed for the Welsh leg of the rally on Thursday-Friday November 21-22. Volunteers should contact r.a.c.rally@btinternet.com

Dee-Crowne's role

Andy Dee-Crowne has been appointed to the Motorsport UK Historic Committee. Dee-Crowne took over the role of chief executive officer for the Historic Sports Car Club in January and has experience as a competitor, race official and clerk of the course. As well as being a member of the Historic Committee, Dee-Crowne will also represent the Historic Committee on the Race Committee.

F1 titles settled

Former rising single-seater star Matteo Ferrer-Aza (Ligier JS1 1/15), Martin Stretton (Tyrrell 012) and Henry Fletcher (March 761) have been confirmed as the three category champions within the FIA Masters Historic Formula One championship. Jason Wright (Shadow DN8) won the Grand Master Trophy for drivers over the age of 65.

Titles determined

Other champions with Masters Historic Racing in 2019 were Christophe d'Ansembourg (Lola-Aston Martin DBR1/2 in Masters Endurance Legends), Julian Thomas (Shelby Cobra Daytona Coupe in Gentlemen Drivers) and Tom Bell (Mini Cooper S in pre-66 Touring Cars). Jason Wright and Andy Wolfe took top honours in the FIA Masters Historic Sports Car Championship with their Lola T70 Mk3B.

Packed FF2000 field

Pre '82 Formula Ford 1600s will have a pre-final on Saturday and a final on Sunday during the Walter Hayes Trophy at Silverstone (November 2-3). Cars from the Historic and Classic Championships are therefore guaranteed two standalone races and can also enter the main knock-out event if they wish. "This is a better deal for the Pre '82 cars," said event coordinator James Beckett.

Atlantic Armstrong

Former Radical racer Neil Armstrong joined the XL Aurora grid at Silverstone for his first race in a Formula Atlantic Lotus 69. Armstrong, who also has a one-litre March 703, acquired the car from Andrew Thorpe along with a Lotus 20 Formula Junior. He finished sixth and second in class on Sunday.

Davison's outing

Historic Road Sports and Guards Trophy champion John Davison had his first races of 2019 at Silverstone after being laid low for much of the season by a bout of shingles. Davison is planning to race his Road Sports Lotus Elan and the ex-Digby Martland Chevron B6 regularly next season.

Dallas Smith stops

After 62 years' service as a scrutineer, Dallas Smith had his last event as chief scrutineer at the HSCC Silverstone meeting. Now 90 years old, Smith has handed the role to his son Matthew Lambkin-Smith but still intends to officiate at selected events next year.

RALLY NEWS

Photos: mcklein-imagedatabase.com



Hyundai will tweak its R5 challenger

HYUNDAI AIMS TO BOOST R5 PROGRAMME

Intensive testing for i20's second-division challenger to increase its pace for 2020

By David Evans

Hyundai Motorsport is working on a complete overhaul of its R5 programme and will introduce two new cars in the next two years.

The South Korean firm is planning 20 days of testing between now and the end of the season in an effort to make up for a car which, according to motorsport director Andrea Adamo, was introduced in a rush three years ago.

The i20 R5 hasn't made anything like the impression of M-Sport's Ford Fiesta, Skoda's Fabia R5 or the latest iteration from Volkswagen, the Polo R5 – a car effectively sold out until late summer 2020.

Hyundai has embarked on a major test and development plan to introduce a new car for the start of next season and Craig Breen will work on a 20-day programme to evolve the new i20. Adamo said he expected increased testing, allied to a stronger customer racing team, to deliver significant improvements to the car.

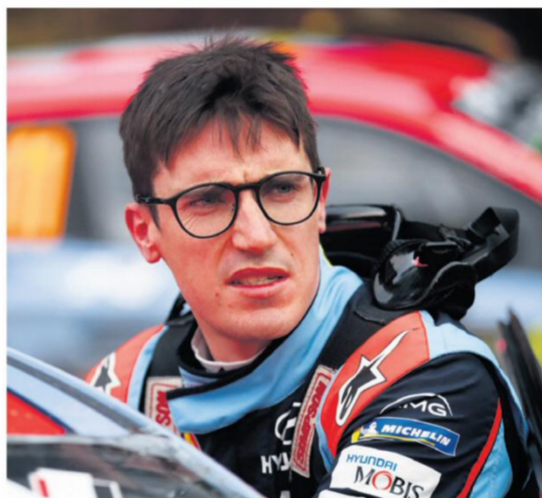
"Customer racing [in] Hyundai was born in a rush when not everybody was happy to have customer racing," said Adamo. "We built the prototype and developed the car in a rush and, of course, when you do things in a rush, nothing can be perfect, so we've struggled in the first year.

"We had to get the customer racing department up and running in the same moment we were doing many things in a matter of, let me say, a tough situation. In the same moment, we started to do [the i30] TCR and this was born in a different environment, when we were able to do things in the proper way. The success of TCR is much more than the success of R5.

"I always said I wanted to have an R5 project up and running as well [as] TCR is. From July we start a serious development process, not that the process wasn't serious [before] I don't want to get misunderstood, but now we put even more energy because we had more people working in customer racing. When I started we were three [people]. We are now 70."

Next year's i20 will come with new dampers, steering and engine work – with much of this detail carried through to a completely new R5, which will be based on the all-new i20 road car, expected next season.

"We have these new parts to keep the car competitive," said Adamo. "The target is to homologate the new components on January 1 in order to keep the current car up and running even more competitive than how it is [now]. [Also] 2021 is another target. The more competitive the next R5 car,



Breen has a 20-day test programme

the better the new [2021] car can be.

"The 2021 car will be coming in the middle of the year. It's so important for our customers that we show them we are not throwing the towel in. We are working very, very hard to make the new R5 car right up there – we do this to keep our customers, otherwise our rivals will approach them. When you have the customers, you have to support them. I need to give them the support."

Next year's new specification will be sold as a kit to be fitted to the current i20.

"Let's call it a kit," said Adamo, "or an interim [car]. It's easy to update the current



Adamo has targeted improvements

car and the target is to compete with the other R5 cars out there. With the current rules the cars are not so different. R5 is a very fashion-driven market, right now it seems more fashionable to drive the Volkswagen; it's a World Rally Championship winner, and it's the new car. But they (VW) didn't come here and win everything."

In addition to the new i20 R5s coming, Adamo is also targeting a hot i20 road car version.

"With the new i20, we could have the i20 N," he said. "It would be great to do the copy and paste story of what we did with the i30 N."

WRC 2 team on the horizon

Andrea Adamo says it remains his intention to launch a WRC 2 team for next season – providing he can find the budget to do it properly.

"I would really like to do it," he said. "I put an internal budget together, I want to do it in the proper way. For sure I will need small support from customers because I don't have the total budget, but I want to do it right. It would have to be the flagship of the R5 car.

"To compete in WRC 2 Pro, or WRC 2, 3, 4, 2.5, 100, 10, I don't know what is the name, maybe we say: 'a strongly supported Hyundai Motorsport R5 programme in the world championship.'

"It's a longer title, but it's better than sounding like we play bingo."

CONTROVERSIAL END ON TYRONE STAGES RALLY

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'BTRDA men spring a surprise'
Turning heads on Rally GB National, p23



HIGGINS TAKES A TENTH TITLE



Subaru Motorsports USA driver David Higgins celebrated a 10th American rally title in Michigan on Saturday. The Manxman has won three of the eight rounds he started this season and was leading Oliver Solberg at the Lake Superior Performance Rally when his WRX STI was ruled out with a holed sump. Solberg won the rally, while Higgins took his Stateside title tally into double figures.

UPGRADE PLAN FOR CITROEN SHELVED FOR RALLY SPAIN

French firm unable to bring its revised aerodynamic package in 2019

By David Evans

Citroen looks to have been thwarted in its efforts to deliver significant upgrades to the C3 WRC for the second event in succession – with its radical aero package not coming to the car for this week's Rally of Spain.

The French firm had hoped to introduce new suspension for the last round in Wales, but a lack of homologation opportunities precluded such a move. And it's the same story with the significant aerodynamic evolution the Versailles team made in testing earlier this week.

Pictures of Citroen's radical changes to the aero on its C3 WRC surprised many in the service park, but a spokesman from the Parisian squad has confirmed there won't be any

Photos: mcklein-imagedatabase.com, Hugo Blancher



Citroen will revert to its regular C3 WRC for Rally Spain

aero upgrades on Sebastien Ogier and Esapekka Lappi's C3 WRCs used in Salou this week.

Ahead of the penultimate round of this year's WRC, Citroen maintained radio silence on the subject of changes to the C3.

Citroen's lack of asphalt pace has been a talking point and Ogier will be concerned at his chances of maintaining a challenge for this year's title on the Spanish Tarmac this

weekend. The Frenchman needs to finish ahead of Ott Tanak to remain in the title fight.

Asked what he thought of the changes to the Citroen, Tanak said: "It looks aggressive, but in places it does look a little bit like a copy and paste from our car..."

In an effort to assist in Ogier's bid for a seventh straight title, and if the title race goes down to the wire, Citroen will run a third car for Mads Ostberg at the



New aero has been tested

season-closing Rally Australia.

Ostberg finished on the podium with third place in Coffs Harbour last year and, courtesy of a preferable place further down the running order on day one in New South Wales, he could be in a strong position to help Ogier.

MN contacted the FIA for comment on the reasons Citroen had been unable to use its new parts, but the governing body offered no response.

Legend Carlos Sainz ready to aim for Dakar Rally hat-trick with Mini deal

Carlos Sainz says he is confident in his ability to fight for a third Dakar win when he starts the Saudi Arabian event in January.

The two-time World Rally champion's participation with Mini was confirmed last month, with the Spaniard starring at the Morocco Rally. Sainz finished second and won two stages. It's that pace and developments to the Bahrain-

Sainz wants Dakar victory



backed Mini's Buggy that have inspired him for Dakar.

"If I didn't think I could win then I wouldn't be competing," Sainz told MN. "I'm trying to make sure I arrive in the best shape possible. Dakar is a race you have to respect and you have to show that respect in your preparation.

I'm confident we are ready for the fight and I'm pleased with support from Bahrain as well as Red Bull. This

support is great for the interest in the event in the area.

"Last year we had some problems with the Mini, but this year there have been more improvements in areas like the suspension and the front end [of the car] is shorter, so we can attack the dunes harder."

Theoretically, the move away from South America to the desert of Saudi Arabia should favour Mini's rear-wheel drive machinery more than the four-wheel drive Hilux of its main rival Toyota.

"We have to wait to see what the terrain is," said Sainz.

"We've seen some photographs and videos and it looks like typical desert, it looks like it'll be more similar like in Africa. I think it will be a close fight again with Toyota."

Sainz, who won the 2010 (Volkswagen Race Touareg 2) and 2018 (Peugeot 3008 DKR Maxi) editions, finished 13th on his Dakar debut in a Mini in January.

● Toyota will announce its line-up for Dakar tomorrow (Thursday), with Fernando Alonso expected to join Giniel de Villiers and this year's winner Nasser Al-Attiyah.

Breen sidelined for Rally Australia outing

Craig Breen's hopes of returning to Rally Australia next month have been dashed after Hyundai elected to field Dani Sordo and Andreas Mikkelsen in its second and third i20 Coupe WRCs.

Sordo won Rally Italy and Mikkelsen has always shown well in New South Wales, beating his then VW team-mate Sebastien Ogier in a classic final-day showdown three years ago.

Breen's absence from the entry list for Coffs Harbour is not understood to have dented his

chances of a possible Hyundai deal for next season. Any possible deal for Breen will have to wait at least another week as Ott Tanak has yet to finalise his plans.

What could well be the final WRC round in Coffs Harbour will start with 26 entries in the main field.

Behind 12 factory World Rally Cars, Jan Kopecky's Skoda Fabia R5evo is the sole WRC 2 Pro entry, with four WRC 2 crews expected to make the start.

Dates set for 2020 European contest

Next year's European Rally Championship will run to the same eight-event format as this year, starting with the Azores Rally in March.

The series includes the same events as this season and tours the Canaries (May 7-9), Rally Liepaja (Latvia, May 29-31), Rally Poland (June 26-28), Rally of Rome (July 24-26), Rally

Zlin (Czech Republic, August 28-30), Cyprus Rally (October 9-11) and Rally Hungary (November 6-8). The calendar is split with half asphalt and half gravel rounds.

This year's ERC reaches its conclusion with Briton Chris Ingram taking a 19-point lead into the final round in Hungary (November 8-10).

GROUP RALLYING EDITOR

DAVID EVANS

"The WRC needs go to city centres"



Is communism the answer to driving the World Rally Championship forward? Quite possibly. Or it is, at least, one option worth considering.

Last week, M-Sport team principal Richard Millener outlined service park plans which he feels could offer event organisers and the WRC as a whole more dynamism and profile in terms of route planning. Basically, he wants the four manufacturers to commit to big tents.

All tents will be equal; nobody's tent will be more equal than anybody else's tent.

And I'm with him. Wales Rally GB's service park – as scrutinised elsewhere in this issue – was an example of a great idea poorly executed. But that poor execution is because manufacturers have been given free rein to rule the event organisers, severely limiting service area options because of the sheer size of the structures being used.

If Formula 1 can make Monaco fit (like it did before the Mediterranean got smaller and the Principality got bigger), the WRC should be able to sit on the Llandudno seafront.

Millener's plan makes a lot of sense financially, with economies of scale ensuring the production, assembly and running of these hospitality areas will be much more cost-effective across the board.

And, crucially, the deployment of the Millener plan would take the WRC directly to the heart of the matter. We'd be slap, bang in the middle of towns and cities across the world, getting in people's way and force feeding them WRC.

The flip side of that is the absence of shock and awe when residents of Llandudno rock up and ask how on earth a Hyundai car dealership has been built in the coach park in three days.

The service park – with the Koreans in all their three-storey splendour – and the rest of the teams given space to spread out is an impressive sight, but how important is that? Surely it's more important to make it manageable and sustainable. And anyway, the arrival of a current World Rally Car surely makes the occasion?

One to think about.

The other thing I want to talk about this week is America. Granted, the United States is not a natural continuation for a column which starts by extolling the political far left. But David Higgins is, once again, the king of stateside rallying.

Congratulations to the Manxman, who scored a 10th American win in a Subaru WRX STI. Much of the American Rally Association limelight has been stolen by his Subaru Motorsports USA team-mate Oliver Solberg this season, but the former British Rally champion has quietly gone about his business and six podiums from eight starts has been enough to keep him at the top of the tree on the pond's far side.

Subaru USA's commitment to rallying is as admirable as it is all-conquering, but there are surely signs of more competition coming for the WRX STI. Bary McKenna's American operation is growing and the 100 Acre Wood Rally winner could pose a more significant threat with his Ford Fiesta R5.

Engaging America in rallying is absolutely one of the best ways possible to grow our sport and to lead us towards the Holy Grail that would be the return of the World Rally Championship to those shores.

RALLY NEWS

OBITUARY

Andrew Cowan 1936 - 2019

Having weaved myself through the barbed wire at the top of the hill high above the ford at Langton Mill, I readied myself to enjoy the rally cars back in the very early days of a closed-road Jim Clark Rally.

I became aware of somebody standing beside me.

"So young man, you've come to the right place," said a beaming, typically ruddy red-faced Andrew Cowan. The next hour or so passed in a flash. We talked farming, fishing, shooting, single malts and Scotland.

Andrew was, for me, always the very best of company.

Less so, perhaps for those trying to computerise him and Ralliart's bought ledger through the 1990s though.

Born into a farming family in the Scottish Borders, Cowan took to the fields and occasionally the lanes as he learned to drive at a tender age. His fascination for motorsport took him to Berwick and District Motor Club, where he became close friends with fellow member and Duns resident Jim Clark.

While Clark was bound for the circuit, the stage beckoned for Cowan.

Successful in European sprint-style events (if you could call a Sixties Scottish a sprint) he won the 1962 and '63 Scottish Rallies in a Sunbeam Rapier. A 1964 Tour de France victory, aboard a Ford Mustang, demonstrated his ability to win in a variety of cars, but it was his ability to win a wide variety of events that really caught the eye.

He won London to Sydney twice, in a Hillman Hunter in 1968 and a Mercedes 280E nine years later – and enjoyed yet more success Down Under with five consecutive Southern Cross wins in Australia.

Cowan had a real penchant for long-distance rallying, easily able to blend speed with the required mechanical sympathy to nurse a car to the finish.

He was fairly adept at nursing other people's cars to the finish too. Roger

Clark would likely have missed out on his 1972 RAC Rally win had it not been for Cowan pulling over to offer the Englishman a wheel bearing from his own car to assist Clark's RS1600 from the final stage to a victorious finish.

Second overall on the 1985 Paris-Dakar, Cowan finally stepped out from behind the wheel in 1990, by which time Ralliart was demanding his full focus.

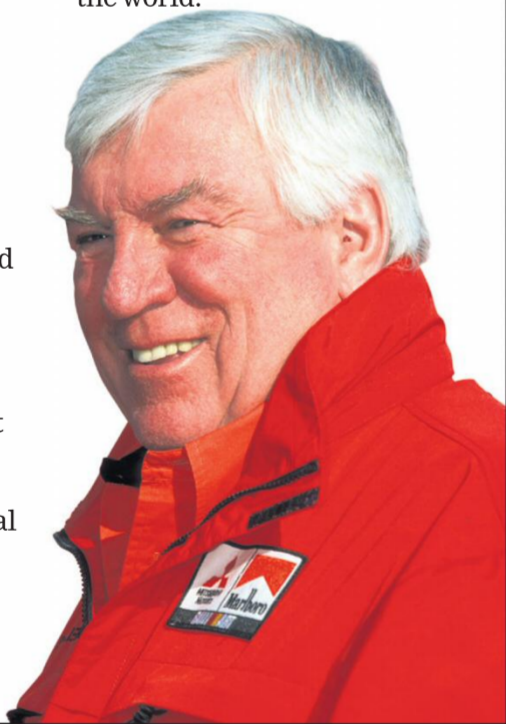
The canniest of Scots, Cowan was always conscious of the budget and the success he achieved with Mitsubishi was testament to his ability to deliver even in the tightest of fiscal squeezes.

Cowan was a great conversation. Always. No matter what you wanted to talk about from potato prices in the field to what made Makinen tick, Andrew was always, always worth listening to.

So many folk have so much to thank this man for. Always willing to give somebody a chance and an opportunity to further their own career, Cowan was a warm-hearted and genuinely lovely man.

He was sorely missed when he departed the service park 14 years ago and knowing he's no longer among us brings deeper sadness.

Motorsport News offers its deepest sympathies to his wife Linda, along with his family and many friends all around the world.



Winning the London to Sydney Marathon in 1968



Cowan (c) celebrates with Makinen (l) and Eriksson (r)

TRIBUTES FROM ACROSS RALLYING

Cowan remembered by rallying fraternity following death

By David Evans

Leading lights in the world of rallying have paid tribute to former Mitsubishi Ralliart team principal Andrew Cowan, who passed away last week following a short illness.

Cowan ran Mitsubishi's World Rally Championship programme when the Japanese firm was at the height of its power, winning five world titles in four years between 1996 and 1999.

Cowan retired from motorsport in 2005, having worked as a consultant for Mitsubishi in the previous two years.

Prior to going into management, Cowan had enjoyed exceptional success in his own right as a driver. He won the London to Sydney Marathon twice, finished second on the Dakar and tackled the Safari Rally as a factory Mercedes driver.

WRC-winning co-driver Robert Reid worked with Cowan for three years alongside Richard Burns.

Reid said he and Burns had an awful lot to thank Cowan for.

"It's possible Richard and I wouldn't have achieved what we achieved without Andrew," said Reid. "At the end of 1996, Subaru didn't have anything for us. There were some negotiations with Ford, but it was Andrew who stepped forward. Maybe it was because he wanted to back a Brit, I don't know, but he could have gone to any number of drivers. Had he done that then, for sure, it would have made Richard's career far more difficult."

"I have some great memories of that time, not least Andrew encouraging Richard to get on and shave Phil Short's moustache off while we were in the swimming pool celebrating our Safari Rally win!"

Short was Cowan's team manager at Mitsubishi from 1995 until 2000.

"I'd come from teams where there had been back-biting and little cliques of people," said

Short, "so to come to Mitsubishi was a real breath of fresh air. There was none of that. Everybody got on and everybody worked to a common goal inspired by Andrew."

"I always enjoyed Andrew's company. We had some great times together, plenty of fun and amusement, as well as some tough times, not to mention a long-running mutual respect and friendship. I'll miss him greatly."

Derek Dauncey followed Short into the role of team manager and remembers Cowan fondly.

"Andrew always had everybody's best interests at heart," said Dauncey. "He put everything into the team, like he had when he was competing. But there was so much more to him than the sport, there was the farm in Duns, that was his sanctuary away from what was a high-pressured environment."

"I loved working with him and loved sitting alongside him in a car. I remember we were using



L-r: Cowan, Moss and Ireland

one of the Ralliart [Mitsubishi] Pajeros as a management car when we were running James Thompson on the Jim Clark Rally. We were at the end of all the stages and we were getting there pretty quickly... When we arrived at the end of one stage, it became clear a police car had been chasing us for some time. I remember thinking: 'Oh my God, this is going to be serious...' They got out of the car and walked towards us, but when they saw it was Andrew, they stopped in their tracks, said 'good morning Mr Cowan,' turned around and walked back to their car!"

Date confirmed for McRae Rally Challenge at Knockhill which will celebrate 25th anniversary of Scot's World Rally Championship

The McRae Rally Challenge organisers have confirmed the date for next year's Knockhill event will move back to October 3-4.

The event – a celebration of 25 years since Colin McRae won the 1995 World Rally Championship – expects to draw the biggest names in the sport. Its original

September date clashed with the WRC-qualifying Rally Turkey.

Five-time British Rally champion Jimmy McRae said he was pleased with the shift in date.

"It makes sense to move it back," said the Scot. "I'm sure there will be a lot of folk wanting to come up to the event – we've already heard there's been

a lot of interest.

"That October-November time is much more the time of the year that we traditionally think about the RAC or Rally GB, so that's

better all around. And, of course, we can rely on the Scottish weather at that time of the year."

The invitation-only event will be based at the Fife circuit.

HOW WALES RALLY GB NEEDS AN OVERHAUL

PAGE 18



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MORE TO COME SAYS KELLY AFTER VW POLO R5 DEBUT

Ride and handling set-up work needed to get most from car



Donegal Harvest Rally runner-up

By Jason Craig

Donagh Kelly has said a podium finish on his Volkswagen Polo GTI R5 debut has left him feeling encouraged as he makes preparations for the final round of the Irish National Forest Rally Championship this weekend.

Kelly and co-driver Conor Foley head to the Fastnet Stages Rally this weekend fresh from guiding the German machine

to the runner-up spot on the Donegal Harvest Stages Rally earlier this month.

"The car is brilliant, I really feel comfortable in it," said the former Irish Tarmac champion.

"We had a few moments when we were really pushing in it but [at the end of a stage] you think 'I could have gone faster there' and when you go faster you say 'I could have gone faster again'."

Despite an encouraging first run out in the Polo, Kelly admits there is still ride and handling

set-up work needed which will be done via technical support from VW.

"I know I have a lot more to do to but I'm encouraged by this result," he said. "There is so much more we need to learn about the car and its limits but so far I am impressed."

Meanwhile, the Donegal Harvest Stages Rally's clerk of the course, Tony Boyle, has said the competition will return to the Redcastle area in the near future.

The last time it visited there

was 2011 but Boyle said the response from competitors and spectators had given his team food for thought.

"It's been really well accepted and we hope to be back here soon. Everything ran really well and we had a lot of local interest," he said.

"The crews have been very positive [about the return to Redcastle] and the competition was very tight. There was nothing to separate the top four cars."

John Horton Award goes to Redpath

Max Redpath has won this year's Scottish Rally Championship John Horton Star Driver Award shootout and a day of tuition with 1999 British Rally champion Tapio Laukkanen.

Held at Knockhill last week, Redpath, Bobby Mitchell, Scott Peacock and Fraser Smith faced one-on-one interviews and a media assessment before heading out to make pacenotes with 2001 world champion co-driver, Robert Reid.

"It's difficult to take in at the moment, but what a year it has been and what a moment [to win]," said Redpath, who will have the test next Tuesday.

"It was a great day at the shootout with so many experienced people there, not just assessing but giving advice as well. I'm very much looking forward to a day with Tapio Laukkanen to absorb all of his years of experience."

SRC Junior champion Jude MacDonald will also receive tuition courtesy of winning the Junior title.

TOURISH HEADS FASTNET ENTRY IN FORD ESCORT MK2

Damian Tourish returns to the Fastnet Stages Rally this weekend, the final round of the Irish National Championship, as the top seed having won the event 12 months ago.

He bridged a 30-year gap in 2018 by becoming the first person since Bernard O'Brien to take victory with a Ford Escort on the event.

His opposition this year is much stronger and will be led by former Irish National and Tarmac champion Donagh Kelly, who will have his second outing in his recently-acquired VW Polo GTI R5, the car he campaigned to second spot on its debut at the Donegal Harvest Rally (see above).

Former event winner and local driver Daniel Cronin (Ford Fiesta R5) is seeded at three and will be eager to atone from crashing out while leading last month's

TOP SEEDS

Fastnet Stages Rally, Irish National Rally Championship, round 7/7, October 27

NO	DRIVER/CO-DRIVER	CAR
1	Damian Tourish/Domhnail McAlaney	Ford Escort Mk2
2	Donagh Kelly/Conor Foley	VW Polo GTI R5
3	Daniel Cronin/JJ Cremin	Ford Fiesta R5
4	Melvyn Evans/Patrick Walsh	Skoda Fabia R5
5	Kevin Eves/Chris Melly	Toyota Corolla
6	Gary Kiernan/Keith Moriarty	Ford Escort Mk2
7	Chris Armstrong/Dylan Doonan	Ford Escort Mk2
8	Jack Newman/Barry Meade	Ford Escort Mk2
9	Vincent McSweeney/Michael Kearney	Mitsubishi Lancer E7
10	Kevin Barrett/Declan Tumilty	Subaru Impreza WRC

Cork '20' International Rally.

Another former Fastnet winner and the only non-Irish driver to win the National series, Welshman Mel Evans, who was second last year in a Ford Fiesta WRC, returns in a Skoda Fabia R5.

Kevin Eves in his rear-wheel-drive Toyota Corolla and a number of talented Escort Mk2 drivers, including Gary Kiernan, Chris

Armstrong and Jack Newman follow.

The top 10 is completed by Vincent McSweeney (Mitsubishi) and Kevin Barrett in the Triton Showers-liveried Subaru Impreza WRC.

The eight-stage event will take place on Sunday and consist of Mizen Head, Mount Gabriel and Mount Kid.

THE STRAIGHT-TALKING SCOT

JOHN FIFE

"Attention to detail is a key issue"



The need for change can often be used as an excuse for failure, such as a change in team manager or driver, and change for the sake of change may breed failure.

On that basis, the organisers of this month's returning Mull Rally took no risks. They changed nothing. Not even the date on the 2016 maps which they had re-prepared for the 2019 event.

OK, that's not strictly true as they did change some of the dates, but not on the 'non-essential' paperwork given to some folk, which led to one journalist standing at a rather too quiet Saturday 'restart' at Craignure wondering where all the cars had gone. In fact, they restarted from Garmony further up the road but fortunately the lone scribbler twigged pretty sharply.

Attention to detail is a key issue that will help determine the success or failure of any enterprise. That this year's Mull Rally ran pretty much to plan and virtually on time with few delays, despite the atrocious weather conditions, is testament to the team's efforts.

However, organisers will have to be careful in future as the rally could become a victim of its own success.

With the 'big' ferry which runs from Oban to Craignure fully booked for days, many crews and supporters travelled across on the smaller ferry which runs from Lochaline to Fishnish. The queues were pretty bad, with one crew reporting joining the queue at 1400hrs on Thursday and didn't get on the boat for a further five hours. The ferry ran non-stop all day until 2200hrs causing one observer to note that it had cut a groove across the Sound of Mull which would have impressed Moses.

So many fans and spectators wanted to be there on the event's 50th anniversary that there were fears the island would grind to a halt with the traffic density and number of folk seeking bed and food. It didn't and that was down to the good-natured welcome and tolerance by the locals.

On a more serious note, I watched Ade Fitness and Tom Wilson grapple with their marshals' spreadsheet on Saturday evening as they tried to ensure sufficient numbers at key locations during the night. While there were plenty of people on the island, the number of volunteers was barely adequate.

Which leaves the organisers with a dilemma. Do they stick to the tried and tested format, or do they try and introduce change for 2020? Of course, they do have plans and ambitions, including more daylight stages, but the night time tests are a major part of the attraction and atmosphere.

On this year's experience, it is the popularity of the event which is its own biggest enemy.

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RALLY NEWS

BIRD RETURNS FOR AT LEAST TWO MN CIRCUIT ROUNDS

Photos: Jakob Ebrey, SMJ Photography



Winner earlier this year: Bird

Ford Focus RS WRC '07 outings at Oulton Park and Knockhill in 2019-20

By Stephen Brunson

Single-seater driver Frank Bird will return to the Motorsport News Circuit Rally Championship for the season opener at Oulton Park next month, with a further appearance at Knockhill also confirmed.

Bird, who has plied his trade in the Formula Renault Eurocup single-seater series this year, will continue to drive the Ford Focus RS WRC '07 which his dad, BTRDA Rally Series stalwart Paul, owns.

A full MN campaign has been ruled out due to calendar clashes, but Bird said that he was raring to go for selected rounds in the championship, which he still regards as "a bit of fun".

"The plan was to do the full season

initially, but we've had a look at the calendar and there are a few clashes, so we'll only be doing the odd round here and there," said Bird, who will be co-driven again by Jack Morton. "We'll be doing Oulton Park, and then we're also going to head up to Knockhill. "That'll be an interesting experience as I've never driven the rally loop, and I've only driven the proper circuit once before."

Bird participated in three rounds of the championship in the 2018/19 season, winning on just his second outing on the Lee Holland Memorial Stages at Anglesey.

He made his first stage rally debut at Leuchars in May before taking a win on the Greystoke Stages in the same Focus RS WRC in the summer.

WRIGHT ACCEPTS STEWARDS DECISION AFTER PROTEST THROWN OUT AND TYRONE VICTORY LOST BY JUST TWO SECONDS

Northern Ireland Rally Championship leader Stephen Wright says he respects the decision reached by stewards of the Tyrone Stages Rally, despite their ruling denying him a first outright win.

On a day of high drama, two seconds was all that separated the Skoda Fabia R5 of eventual winner Derek McGarrity and the Ford Fiesta R5 of Wright. The

main talking point, however, was the need for Wright to slow down on the 11th stage due to a large gate lying across the road.

At the finish Wright and his co-driver, Liam Moynihan, lodged a written protest with the organising Cookstown Motor Club stating they should get back the time they

lost, but this was rejected.

"In my time I have had a lot of good results, but wins don't come along too often and when you are that close you have to bring it to the attention of the organisers given the circumstances," said Wright, who tops the points' standings with one round to go.

"We brought it to the attention of

the organisers, they have listened to our views and have reached a decision which we respect. All we can do now is put this behind us and look to the final round."

Responding to the ruling, Tyrone Stages Rally clerk of the course, Wayne Turkington, said: "These things happen. Unfortunately on this occasion it was

something that was outside of our control."

Wright might still have taken victory had McGarrity not had a time penalty for clipping a chicane bale rescinded after several crews did the same thing.

The final round of the season, Glens of Antrim, takes place on November 9.

ROAD RALLY ROUND-UP

Mark Lennox/Ian Beamond put themselves into pole position to take this year's Welsh Championship title by winning the **1000 Lanes Rally** earlier this month. They survived a night of mist and rain in their Ford Escort to finish narrowly ahead of Matthew Jones/Ryan Griffiths (Vauxhall Astra). Paul Morgan/Jamie Mills (Honda Civic) finished third to maintain their challenge for the Welsh title. However, they need good finishes on the remaining three rounds to stand a chance of denying Lennox and Beamond the crown.

At Petrol, Escort crews Daniel Jones/Dale Bowen and George Williams/Cadog Davies were tied for the lead, having dropped just one second each. The former led thanks to having not incurred their solitary penalty until the

third section, while the latter had picked up theirs on the first test; neither had a happy second half to the rally. Jones/Bowen retired soon after the restart with electrical problems, while Williams/Davies lost time after becoming stuck and finished in sixth.

Ian Mills

Results

1000 Lanes Road Rally
Organiser: Heads of the Valleys Auto Club
When: October 12/13 Where: South-east Wales
Championships: WAMC Starters: 68.
1 Mark Lennox/Ian Beamond (Ford Escort) 3m27s; 2 Matthew Jones/Ryan Griffiths (Vauxhall Astra) +13s; 3 Paul Morgan/Jamie Mills (Honda Civic); 4 Steve Knibbs/Robbie Pugh (Peugeot 206); 5 Mark 'GT' Roberts/Dylan Jenkins (VW Golf); 6 George Williams/Cadog Davies (Escort); 7 Kevin 'Penclawd' Jones/Dafydd Evans (Toyota Corolla); 8 Ben Lloyd/Michael Jones (Peugeot 205 GTI); 9 Daniel Williams/Shawn Richards (BMW 318i); 10 Matt Barker/Jordan Dziadulewicz (206 GTI 180).
Class winners: Experts: Morgan/Mills; Semi-experts: Gareth 'Kipsy' Reed/David Bradley (BMW 318i); Novices: Lyle Merchant/Owen Thomas (BMW 318i).

CREIGHTON WANTS MORE R5 DRIVES

Junior British Rally Championship driver William Creighton has hinted that winning Motorsport Ireland's Billy Coleman Award could mean further outings in a R5 car next year.

Creighton was nominated for the prestigious award, which grants €50,000 to the winner, for his performances between May and July.

This year he won his class in the Irish Tarmac and Irish Forestry championships, and finished second in the JBRC.

"Right now R2 is our intent - that is very much the case," he said. "Like a lot of the guys in R2, the wish is to compete in R5. The problem is budget - that is the thing that holds you back."

"However, I'm in the running to win the Billy Coleman Award and if we do well in that our plans could change. It's great to be a part of the award because it can bring great things."

Creighton made a return to the R5 division on last

weekend's Tyrone Stages after a deal with David Greer Motorsport to drive Jonny Greer's ITRC Ford Fiesta.

Despite initially struggling with the gearing the 21-year-old quickly adapted and set a string of top three times on his way to third place with Liam Regan. On the same event 12 months earlier Creighton clinched the runner-up spot in a Citroen DS3 R5.

"I tested the Fiesta with Jonny the day before the rally and that was fantastic," he said. "Jonny knows the Fiesta pretty much inside out and what I gained from the session really did help me."

"It is difficult to make a comparison between the two cars because a year has passed between each drive but I'm really impressed with the Fiesta. We finished second here last year but the competition was much stronger this time with Derek [McGarrity] and Desi [Henry] being here."



Creighton finished third overall on his latest R5 outing on Tyrone Stages

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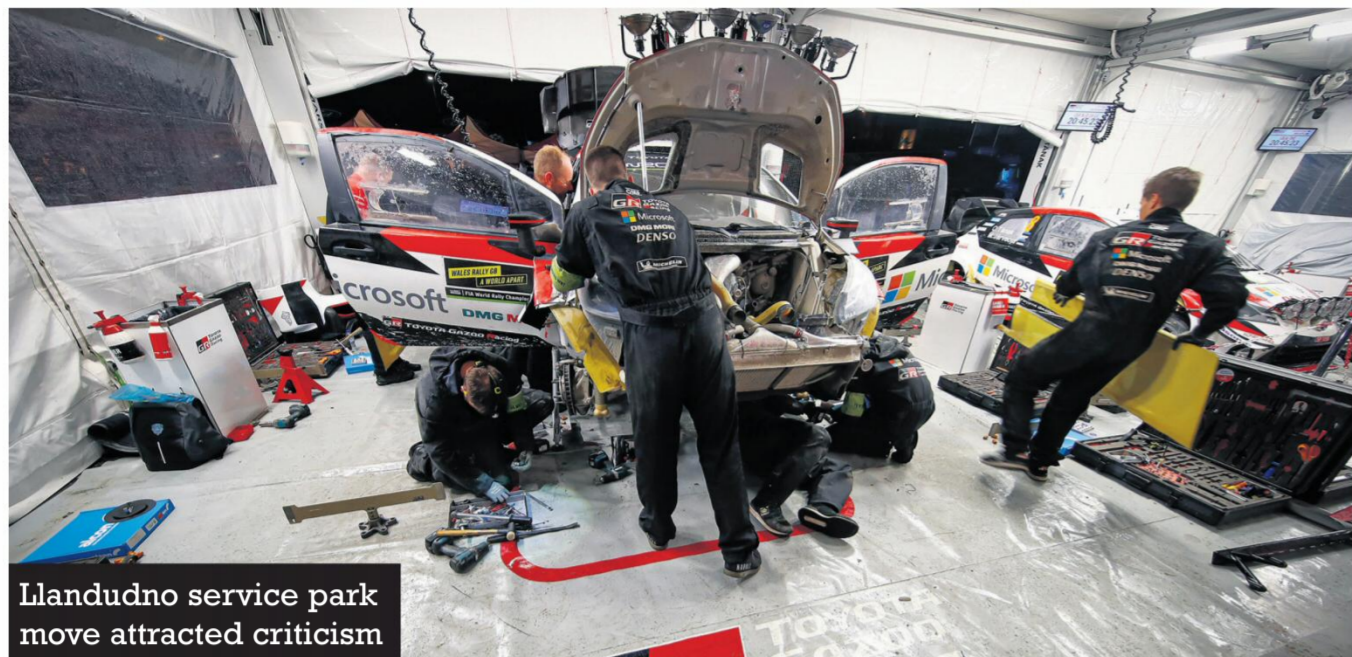
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FEATURE



Llandudno service park move attracted criticism



Photos: mcklein-imagedatabase.com

Cars ran through the centre of Liverpool

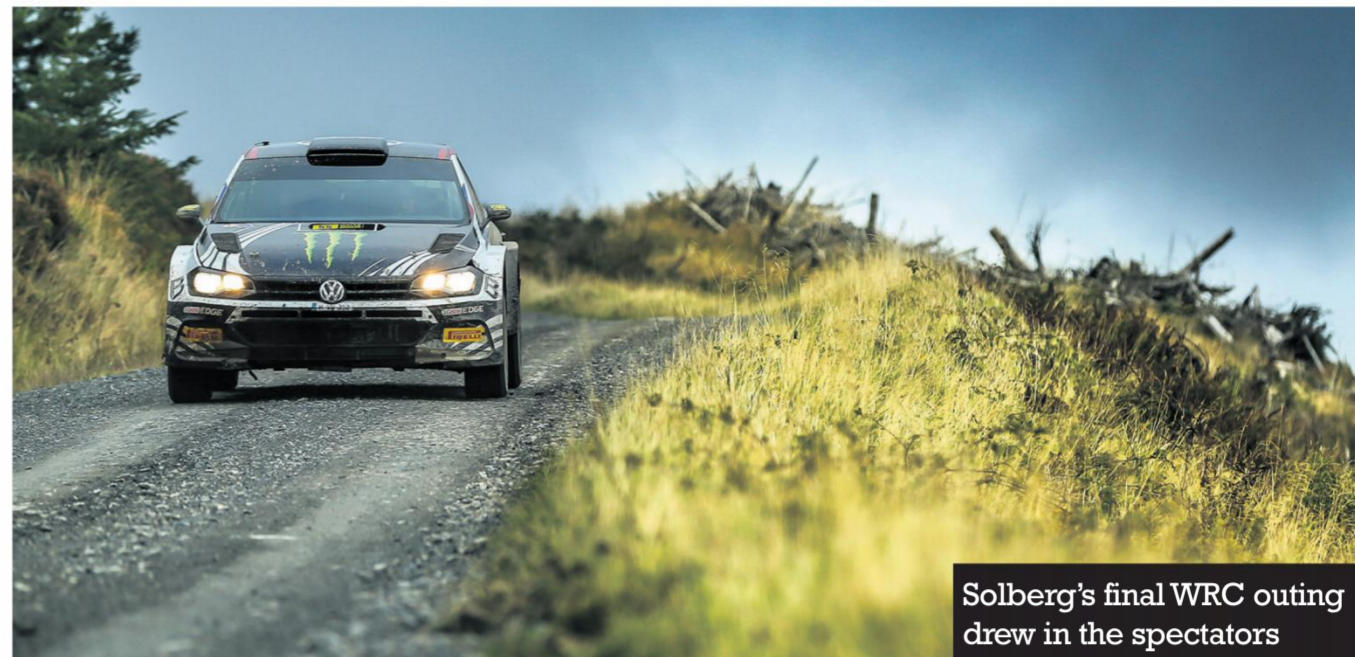
RALLY GB:



Changes for 2019 weren't all popular



Oulton Park stage proved a hit with great atmosphere



Solberg's final WRC outing drew in the spectators

ONE STEP FORWARD, OR TWO BACKWARD?

David Evans looks at the fall-out from a revamped WRC showpiece in the UK in 2019

Citroen team principal Pierre Budar didn't look quite ready for a Saturday night shaking it down at Broadway Boulevard. Which is a shame, given that he spent the larger part of last week right on the doorstep of Llandudno's number one nightclub.

It's fair to say Budar didn't see Citroen's next-to-a-nightclub location in Rally GB's new home as a selling point. It did, in fact, make him cross. Very cross, which was understandable. Citroen and its six-time World Rally champion Sebastien Ogier were hidden away in the service park when Rally GB moved to Llandudno last week.

There was, unfortunately, very little alternative.

Moving the event north out of Cardiff saved its very existence in 2013 and the Deeside service park used until last year was a means to that end.

But Deeside was never the long-term answer. A wide expanse of open space next to a car factory on an industrial estate within spitting distance of the English-Welsh border almost made a few folk clamour for a return to Rally GB's sometime Swansea base in Felindre. Well, almost...

Lots of noise was made about significant change being brought in for this year's Rally GB route. Even more noise was made about the event being 'A World Apart' – the chosen marketing slogan.

Beneath that fluff, the guts of the route remained pretty much identical – utilising the very best woods in the middle and north of Wales. The changes actually involved taking the start to Liverpool and the service park to Llandudno, with the addition of an Oulton Park stage as a Thursday night loosener along the way.

Putting the WRC into Llandudno was a square peg and round hole situation. But even with much chiseling from service park maestros Steve Cridge and Alun Pritchard, the thing still didn't fit.

M-Sport and Toyota were in the car park of the town's swimming pool, Hyundai was next door in the coach park and Citroen was round the corner in... well, we know where Citroen was. The town's foremost nightspot.

So, what about the seafront, the prime service park real estate? That went to

the privateers, the national runners, WRC2 and the Junior cars.

To the uninitiated, that made absolutely no sense. OK, Skoda, the Solbergs and the JWRC village brought a chunk of cool to the promenade, but some sections were very much more national clubman rally championship than WRC. Personally, I loved being able to watch the amateurs' army Land Rovers being sledgehammered-back into roadworthiness, but this wasn't necessarily the vision of world championship-standard service park punters had expected.

But unfortunately, the seafront simply wasn't wide enough to accommodate the manufacturer service areas. Cridge and Pritchard had no choice but to put the big guns elsewhere.

During the event, tongues were held and people made do. But, since it concluded, I've been surprised by the strength of the anti-GB backlash. In the eyes of the WRC's stakeholders, Rally GB was not good enough. One official within the governing body told me: "It's [gone] back 15 years."

Hmm, not sure I'd go back that far, but certainly Llandudno wasn't exactly what we'd hoped for. Motorsport UK CEO Hugh Chambers described the move as a step in the right direction, and I'd agree with that.

In fact, the whole service park agreed with that. The philosophy of the job was absolutely right. Taking rallying to the people is a drum that's been banged for a very long time. But, here's the thing: what's the point of taking the service park to the people, only to run service when there are no people around?

Friday at midday was the only sensible service time on last week's itinerary. Saturday, the manufacturers cried out, was the perfect lunchtime appointment for the cars in town. In all honesty, the families and folk the event had come to Llandudno to entertain were probably in bed at 0540hrs when the cars came in for morning service. And, quite likely to be bound for Broadway Boulevard when they returned 14 hours later. Where were the WRC stars at lunchtime? Newtown.

Route coordinator Andrew Kellitt and clerk of the course Iain Campbell have my sympathy here. Saturday is the busiest day for punters and Dyfi and Sweet Lamb are the stages that can take the most spectators. But if the rally goes there to satisfy the hardcore, it makes it very difficult to get back to Llandudno

to do something for the wider population in the middle of the day.

My sympathy for those on the sporting side of the event was shared universally between the WRC stakeholders.

Returning to Chambers' suggestion of a step in the right direction, I'm afraid there's very little room for mere 'steps' these days when it comes to the WRC calendar.

When events as efficient as Rally Spain are being lost from next year's schedule (yes, there will be rotation, it's back in 2021 – but Salou's not on the list next year) and Germany appears bound to be dropped in '21, steps just don't cut it.

WRC Promoter will not tolerate this next season – wherever Rally GB ends up. Sources within the organisation told me in no uncertain terms that Rally GB's standing has slipped as low as it was in 2012. That's bad.

For the first couple of calls from disgruntled WRC folk, I stoutly defended Rally GB. And Llandudno. And when mention of the cancellation of the Great Orme stage – because safety divers couldn't get close because of rough seas near the route – came up, I pointed out the dangers of the swell beneath the surface. A swell that would have clattered the divers against the rocks.

But what I couldn't defend was the treatment of spectators on the Sunday. The organisers told folk they could take their Orme tickets to the Brenig stage and get in there for free.

Here's one fan's experience: "We got up on the Orme early and walked for an hour to find an amazing place. We saw Esapekka Lappi come by at about 10mph, found out the stage was cancelled and walked the hour back.

"We then queued for half an hour to get off the Great Orme, drove an hour to Brenig, only to be told we weren't

allowed in. But we could park the car and walk for another hour to the stage. Instead, we drove back to Llandudno to watch the finish, couldn't find anywhere to park, and when we finally got to the podium, we couldn't see a thing anyway. "We won't be coming back."

Ouch.

One stage Chambers holds up as a beacon of accomplishment is Oulton Park. And he's not wrong. It was superb. It sold out and delivered a great atmosphere. But shouldn't that credit be bound for circuit owner Jonathan Palmer and MotorSport Vision? Granted, there was no end of Motorsport UK input, but it was the MSV infrastructure that made it fly.

It would be great to see Oulton back next year but, if we go back to Liverpool, the event simply can't go there without a superspecial stage in the city.

Talking of Liverpool, it was a case of right place, wrong time. Rally cars rolling onto the city's waterfront between 1500hrs and 1600hrs on a Thursday was, undoubtedly, a source of much frustration to the office workers looking down from their desks. If the £200,000 needed to run a superspecial in Liverpool can't be found, then let's not bother having a token presence there.

Chambers has acknowledged this and is on the case, which is good. But, the more digging I did and the more calls I made, the more concerned I became about the situation.

The last line of my defence of the event was to point out how much GB had evolved since 2013 and how much the administration had listened, taken criticism onboard and moved forward with it.

That brings me to quite possibly the biggest concern. Since former Rally GB managing director Ben Taylor's exit, it seems there's very little goodwill

towards UK motorsport's governing body from the rallying world.

I walked the service parks – national and WRC – to gauge opinion and the overriding adjectives offered regarding UK motorsport chiefs wouldn't make for great reading.

The objects of such criticism may well blame Motorsport News for spreading negativity. In fairness, there's been no criticism of the event in the national media. As far as I could see, the event largely passed national newspapers by – although the *Daily Telegraph* did manage to squeeze the results of the event in between American ice hockey and the US Open Squash in Philadelphia.

And the objects of my criticism could point me in the direction of packed car parks and ticket sales 50% up on last year. That's a great achievement. But, as one of the organisers said: "Petter Solberg won't be there to save us next season."

The hike in sales when Solberg announced his participation spoke volumes. As did the movement of spectators out of stages once the 2003 world champion had passed by.

Now, I fully expect to be ostracised by some (again) for voicing an opinion shared by the WRC stakeholders, not to mention legions of fans and competitors out there.

I don't care. Call me a trouble-causer, call me what you want. But once you've done that, take a look in the mirror. And don't even think about a communal burying of heads in the sand.

Without getting all leftie, Rally GB doesn't belong to any individual in the UK motorsport hierarchy. It belongs to the thousands of rally fans out there. And we owe it to those people to make sure any steps we take are very big ones. Let's look for leaps – leaps would be good here.

Frustratingly, I've got all the way down here and I haven't even had time to talk about the increasingly toxic atmosphere among the teams, an atmosphere that is unnecessary and far from conducive to driving the world championship forward. But there's plenty of time, we'll come to that soon enough.

Like we'll come to the Rally GB sums and the challenge of balancing the books with diminishing investment from Wales and growing bills from WRC Promoter. Look out for rudimentary rally economics in the coming weeks.

For now, am I too late for last orders at the Broadway Boulevard? Pint, Pierre? ■



Spectator numbers were higher this year

BRITISH GT REVIEW



Scottish pair Adam (l) and Davidson celebrate title



Adam pips Cocker to the flag in race two at Snetterton

HOW THE BRITISH GT CROWN WAS DECIDED BY 0.08s

James Newbold looks at how Aston Martin pulled a phoenix from the flames

It was truly a shame that the 2019 British GT championship ended in acrimonious fashion outside the Donington Park stewards' office. With four minutes to go, the narrative was changed from hailing a comeback that put West Bromwich Albion's 2004-05 escape from relegation in the shade, to one of penalty controversy.

TF Sport Aston Martin pairing Jonny Adam/Graham Davidson faced a 54-point deficit after Silverstone, but fought back in the final four races to beat Jonny Cocker/Sam De Haan's Barwell Motorsport Lamborghini by just 2.5 points.

While many could dwell on the controversial Donington finale, as WPI Motorsport driver Dennis Lind was punished for contact with Adam that demoted the Scot from fourth to sixth on the road (and, briefly, made Barwell champions), the outcome equally hinged on Adam beating Cocker to the line for third by just 0.082 seconds at Snetterton.

Having trailed all season and only assumed top spot right at the end, 2019 was the total opposite of TF's last GT3 title in 2016, which began with now four-times champion Adam and Derek Johnston scoring back-to-back wins at Brands Hatch and Rockingham in the old V12 Vantage. With its replacement, the new V8 turbo Vantage GT3, proving sensitive to slight changes in temperature and requiring much greater commitment from the drivers to get the most out of its aero, it was hardly surprising that results didn't come immediately at Oulton Park.

"It definitely needs a very gentle touch to get the best lap times out of it," explains Davidson. "I was confusing myself with what I should be doing and what the car could do."

The eventual champions languished in 10th on the grid for both races and matters got worse in race two when Davidson crashed out on the final lap while running sixth.

"I would put that down to learning the

car," he says. "I was carrying over a habit from the V12 Vantage, which required a lot harder braking pressure."

A first podium followed at Snetterton but, with Barwell pairing Phil Keen/Adam Balon winning both races in Norfolk, a big result was required at Silverstone to turn the tide. They delivered in qualifying, scoring the Vantage's first pole, and led until Adam's tangle with the unsuspecting Mustang GT4 of Chad McCumbee at Becketts took him out of the race. The sole comfort was that Balon had hit De Haan on the opening lap, resulting in a penalty for the former and a puncture for the latter. They finished eighth and ninth, but the 54-point gap still looked insurmountable.

Davidson admitted later that he considered ringing TF boss Tom Ferrier to call it a day, but arrived at Donington in determined mood. His first Am pole was converted into a lead they would never lose, and was a testament both to his mental strength – and the influence of acknowledged Pro-Am master Adam.

"The big difference this year is I've got a lot more self-confidence and I'm a lot more relaxed in the way I approach a race weekend," says Davidson. "I've learned a lot from Jonny, he's very relaxed, doesn't let anything get him out of kilter and knows how to get me focused on the right things. [Former co-driver] Max [Martin] was good at telling me how to drive fast, but Jonny had got my head in the right place."

At Spa, Davidson had climbed from 10th into the podium placings when slight contact with a backmarker resulted in a penalty. That was compounded by a leaking brake cooler that dropped Adam to eighth, but they were again fortunate that Barwell failed to capitalise – Balon crashed at Blanchimont and De Haan was limited to seventh, having again fallen victim to lap one contact (this time from 2017 champion Rick Parfitt's JRM Bentley, which having won round one at Oulton, never made it to the podium again).

Another victory followed at Brands Hatch, after Davidson crucially passed poleman Shaun Balfe at the start, which put them just six points adrift heading to



Barwell Lamborghini of Keen/Balon fell away after strong start to the year



Bell/Balfe was the form crew after missing Oulton, winning at Donington

the high-pressure finale at Donington. Problems with the diff compromised qualifying but, once pre-race points leader Balon was sidelined by a toe-link failure, Davidson just had to ensure Adam emerged ahead of Cocker and duly delivered the 20s needed to negate their Brands success penalty.

"When qualifying has not gone as well as he'd like, he's always known that he could race better than he's qualified," says Ferrier. "What's saved him a lot of the time is being able to drag it to the front if we haven't quite got it right."

Pro-Am champions De Haan and Cocker only won once, in the second race at Oulton Park, but consistent scoring kept them in the hunt for the overall crown despite De Haan's first lap misfortunes. The real body-blow to their hopes came at Brands Hatch, where Cocker lost fourth – and the

championship lead – to Keen on the final lap at the fast Hawthorn Bend. His loss of momentum then cost another three spots; the difference of three points between seventh and eighth would have major consequences.

Balon's final round heartache actually dropped him to fourth in the points as Balfe and Rob Bell took a long overdue first victory for the Balfe Motorsport McLaren 720S GT3. That it finished just five points off the title, with four podiums in the seven races it contested, was all the more remarkable having been forced to withdraw from both Oulton races due to a mysterious electrical glitch. It also lost out on a debut podium at Snetterton when Bell suffered a puncture and then was denied another at Silverstone by debris that damaged the door and resulted in a lengthy delay at the final stops. ■

TOP 5 DRIVERS GT3

1 Phil Keen

Getting Adam Balon to challenge for the title in his first year in GT3 was a huge achievement. Dominant at Snetterton, opportunistic when he needed to be – see Brands Hatch – and never put a foot wrong all season, he would have been a worthy champion. Copy, paste.

2 Graham Davidson

Firing it off on the final lap at Oulton was clumsy and picked up a costly penalty for contact at Spa, but responded brilliantly to Silverstone disappointment with Donington pole and won Brands by beating Shaun Balfe off the line. A far more rounded package than in 2018.

3 Jonny Adam

Blotted his copybook with rare accident at Silverstone while battling for victory, but was only Pro to make an Am look completely comfortable in the new Aston and once again showed a calm head under massive pressure in Donington finale.

4 Shaun Balfe

Difficult to quantify his performance as the only McLaren runner, but every bit a match for the other Ams from Silverstone on. Ended the year with two poles and the most dominant stint of the year at Donington. What could have been had the car worked at Oulton?

5 Sam De Haan

Earned his first series win at Oulton with well-judged moves on Mark Farmer and Richard Neary, and unlucky to lose big points through no fault of his own in first-lap contact at Silverstone and Spa, and being spun out at Snetterton. Ended the year as champion on the road, but the stewards ruled otherwise.

Photos: Jakob Ebrej

GT3



DOWN



DOUBLE DELIGHT FOR TF



GT4

Aston pair Canning/Hand took spoils in cagey finale

Two non-scores at Oulton Park is hardly the ideal start to a British GT title-winning campaign but, like their GT3 counterparts, TF Sport pair Tom Canning and Ash Hand recovered from a rough start to seal the title.

TF's expansion into GT4 with two new Aston Martin Vantage GT4s hit a few snags in the off-season. Hand was the third driver announced to partner Canning, after deals with Alex Toth-Jones and Rory Collingbourne fell through, and had only 10 wet laps of testing under his belt prior to Oulton Park.

But after collecting accident damage in both races, they rebounded at Snetterton with a podium in race two as impressive 17-year-old Canning – who TF Sport boss Tom Ferrier likens to a young Richard Westbrook – began to hit his stride.

Fourth at Silverstone – promoted to top Silver-class finisher after the Multimatic Motorsport Mustang of Seb Priaulx and Scott Maxwell was docked 30-seconds for driving too slowly in the pits – and fifth at Donington was followed by a first win at Spa, after Canning doggedly tracked Josh Smith's McLaren.



Dorlin/Smith took long overdue first win at Brands Hatch

That would prove to be a turning point for their season. Even with a 20s penalty, they finished third at Brands Hatch – as another post-race penalty for Priaulx/Maxwell dropped them to ninth – which meant third was enough in the Donington finale with Priaulx unable to pass the Steller Audi of Sennan Fielding for the win he needed to overhaul the Aston.

Multimatic was left to rue its penalty misfortune as Priaulx/Maxwell finished 7.5 points short – 19.5 were lost in one hit at Brands for the car not being properly earthed in the pits – but the Mustang still impressed in its first season in the UK. A BoP adjustment after Priaulx qualified a second quicker than anybody at Oulton meant it was no longer the fastest package, but still won in the second Oulton race and on the first visit to Donington.

Meanwhile, McLaren's wait for a GT4 title with its 570S continues

as, despite winning more races than any other manufacturer, they were spread across each of its leading cars. Tolman pair Smith and James Dorlin were arguably the fastest of all, but DNFs while in winning positions at Silverstone (engine), Donington (contact with a GT3 car) and Spa (contact with Canning) meant their Brands Hatch breakthrough came too late.

Jordan Collard and Lewis Proctor won at Snetterton, but rarely carried the same threat as their team-mates, so McLaren's greatest title threat instead came from McLaren newcomer HHC Motorsport. The 2017 champions won first-time out at Oulton with Dean Macdonald and Callum Pointon, and ended the year third after an electrical glitch at Spa.

The ultra-consistent Martin Plowman and Kelvin Fletcher were comfortable Pro-Am champions in their Beechdean AMR Aston Martin.

TOP 5 DRIVERS GT4

1 Tom Canning

Surpassed expectations after an ordinary debut year in Toyota/Merc machinery and rebounded from pointless start to become the benchmark Aston driver. Mature beyond his years – seen in his patient stalking of Josh Smith at Spa – and has the potential to go a long way.



2= James Dorlin/ Josh Smith

Dorlin was found wanting a few times in qualifying, and Smith culpable for Spa DNF with overly forceful defence on Canning. Otherwise superb in first year of GT racing, Dorlin the year's start-kick with ballistic opening laps at Spa and Brands. Surely favourites if they return together next year.



3 Seb Priaulx

Andy's lad lived up to the name in his rookie GT campaign. Soaked up co-driver Scott Maxwell's knowledge to extract the maximum from the Mustang where it wasn't at the races and hunted down Mark Kimber's BMW to win in style at Donington Park. Would certainly have been champion without Brands penalty.



4 Dean Macdonald

On his return to McLaren after a bitty 2018 in Toyota/BMW machinery, the pint-sized Scot showed a new maturity after partnering Jack Mitchell in the title run-in last year. Shone in qualifying – three tenths up on anyone at Spa – and helped HHC in its learning curve with the 570S, taking victory first-time at Oulton.



5 Kelvin Fletcher

Found another level this year in new Aston, qualifying third in wet at Spa and fifth in dry at Donington Park in June. Confirmation of his Pro-Am title only delayed by pitstop issues at both races that cost him overall podiums. Ready for GT3 graduation.



STANDINGS

GT3

POS	DRIVERS	TEAM-CAR	PTS
1	Jonny Adam/Graham Davidson	TF Sport/Aston Martin Vantage GT3	131
2	Jonny Cocker/Sam De Haan	Barwell Motorsport/Lamborghini Huracan Evo GT3	128.5
3	Shaun Balfe/Rob Bell	Balfe Motorsport/McLaren 720S GT3	126
4	Phil Keen/Adam Balon	Barwell Motorsport/Lamborghini Huracan Evo GT3	122
5	Callum Macleod/Ian Loggie	RAM Racing/Mercedes-AMG GT3	100.5
6	Bradley Ellis/Oliver Wilkinson	Optimum Motorsport/Aston Martin Vantage GT3	91.5

GT4

POS	DRIVERS	TEAM-CAR	PTS
1	Tom Canning/Ash Hand	TF Sport/Aston Martin Vantage GT4	140
2	Seb Priaulx/Scott Maxwell	Multimatic Motorsport/Ford Mustang GT4	132.5
3	Dean Macdonald/Callum Pointon	HHC Motorsport/McLaren 570S GT4	112
4	Jordan Collard/Lewis Proctor	Tolman Motorsport/McLaren 570S GT4	99
5	Martin Plowman/Kelvin Fletcher	Beechdean AMR/ Aston Martin Vantage GT4	98.5
6	James Dorlin/Josh Smith	Tolman Motorsport/McLaren 570S GT4	84.5



RAM Merc took second at Spa

BRITISH F3 REVIEW



Novalak led points from Oulton Park

STANDINGS

BRDC British F3 Championship

POS	DRIVER	TEAM	PTS
1	Clement Novalak	Carlin	505
2	Johnathan Hoggard	Fortec	482
3	Ayrton Simmons	CDR	450
4	Kiern Jewiss	Douglas	438
5	Neil Verhagen	Double R	357
6	Manuel Maldonado	Fortec	348



Jewiss came good by end of the year



Hoggard/Simmons/Novalak/Jewiss

NOVALAK COMES OUT ON TOP

Perfect blend of speed and consistency secures him the BRDC British F3 title. By **Stefan Mackley**

The word consistency is often a two-edged sword in motorsport.

A vital part of any season, it's also often seen as a boring even

'unsexy' way to win a championship but there's no denying that with the right blend of speed it can prove crucial to the winning formula.

And consistency is certainly one way Clement Novalak won the 2019 BRDC British Formula 3 Championship with a race to spare and eventually by a handy 23 points.

Until the penultimate race of the campaign at Donington Park, where the Carlin driver clinched the championship, he'd finished every race in the top 10; something his main title rivals could only dream of.

But arguably by the end of the year the 18-year-old was only the fourth quickest driver in the championship.

He took only two wins during the season – five fewer than the season's best – and scored just a further six podiums in a 24-race calendar.

Perhaps even more startling is that, after scoring 81 points in the opening round at Oulton Park – courtesy of a win and a second place – Novalak's average continually decreased every weekend to the point where he picked up just 42 points at the final round.

But you have to dig much deeper into the season's statistics to understand how Novalak was able to clinch the crown. Not only did he have an impressive 100% points finishing record, but in the full-reversed-grid second races – where points are awarded for each position gained by a driver – Novalak comfortably scored the most after 48 places gained.

It all serves to paint a picture of a driver who seized chances when they came his way, but who didn't take needless risks.

"I think at the beginning of the year we had a bit more performance compared



Hoggard (l) was nearest challenger

to the others than we did towards the end of the year," says Novalak. "So obviously that helped with the wins etc. But the whole team was at the front, we were showing strong pace and I think from around round four onwards everyone else started developing a really strong pace.

"I think that the ability we've had this year of going through the reversed grids and managing to pick up a lot of positions has been a deciding factor in the championship. We've outscored everybody and by quite a big margin."

Novalak's nearest challengers were the top three drivers from British F4 last season: Kiern Jewiss, Ayrton Simmons and Johnathan Hoggard. Of the three Brits, it was Hoggard who came into the season as arguably the favourite, having taken the most wins during the 2018 F4 campaign and the greatest amount of points in the second half of the year. Pre-season he also admitted that the higher downforce of the British F3 Tatuus-Cosworth machine suited his driving style, and it proved to be the case as he was Novalak's nearest challenger.

By the midway point of the season, Fortec Motorsports racer Hoggard was just 28 points behind Novalak, courtesy of wins at Oulton Park, Snetterton and Donington Park. This was despite two retirements, both after collisions with other drivers. But then came Spa. Although he finished all three races, his best result was seventh.

"I didn't qualify as well as I normally do at Spa and I think that really set the tone for the weekend," admits Hoggard. "It was quite tough in the races because everyone was sort of the same speed. So up Eau Rouge and down the [Kemmel] straight, any sort of slipstream opportunity you did get was limited because everyone was just holding the same gap."

Hoggard dropped 55 points behind his title rival with nine races to go. Ultimately, it was a gap he couldn't recover, but he still proved to be a star of the season in many ways, collecting three more wins at Brands Hatch and Donington to take his total to seven. His seven poles and nine fastest laps were almost double the next best, but he admits a lack of consistency cost him.

"I think it's where we've non-finished [Snetterton and Donington] that's cost us the championship," says Hoggard. "Clement's done a good job of finishing

every race, so that's where he's gained most of his points."

Consistency was also what let Simmons down as, on his day, the Chris Dittmann Racing charge was unstoppable. He took three wins – two at Silverstone and one at Spa – and at Silverstone in June he scored the highest amount of points anyone managed over a single weekend in 2019. But two nightmare events at Donington meant he had to settle for third in the standings.

"The biggest thing is definitely consistency," says Simmons. "Sometimes it's not about risking it all to win or finish on the podium, which is something I didn't do this year and it cost me a championship."

Arguably the biggest disappointment of the season was Jewiss. Big things were expected of the 2018 British F4 champion, but it took time for the 17-year-old to get on the pace of the frontrunners. Qualifying down the order meant he was in the thick of the action, and on more than one occasion he was left with a damaged car and dropped points.

But the Douglas Motorsport team helped him find his way in the second half of the season and, over the final three rounds at Brands Hatch, Silverstone and Donington, he comfortably took more points than the leading three drivers in the championship.

While this quartet were the class of the field, they weren't the only ones to stand on the top step, as no fewer than 13 drivers won a race throughout the season. Kaylen Frederick (Carlin), Lucas Petersson (Carlin), Benjamin Pedersen (Douglas), Josh Mason (Lanan), Nicolas Varrone (Hillspeed), Nazim Azman (CDR) and Manuel Maldonado (Fortec) all benefited from the full-reversed-grid race two.

Aside from the top four drivers in the standings, only Frederick, Hampus Ericsson (Double R) and Sasakorn Chaimongkol (Hillspeed) took a victory in either race one or three.

But regardless of how many people stood on the top step of the podium, the year belonged to Novalak.

"You push every race to get the best result you can and it just turns out we didn't have the pace to score the best results all the time," he says. "But we kept finishing races, scored the maximum points we could, and it turns out it was the way to win the championship." ■

TOP 5 DRIVERS

1 Johnathan Hoggard

Team: Fortec Motorsports
Championship position: 2nd
Wins: 7

The fastest driver over the course of the season, recording the most wins, poles, fastest laps and laps led. He was mighty at Donington Park and Brands Hatch, but retirements at Snetterton and Donington, plus a lacklustre weekend at Spa, ultimately cost him the 2019 title.



2 Clement Novalak

Team: Carlin
Championship position: 1st
Wins: 2

Novalak arguably didn't put a foot wrong all year and despite only scoring two wins (Oulton Park and Silverstone) was a worthy champion. He ironed out the mistakes of 2018 and showed great maturity by finishing every race and making up the most positions in reversed-grid outings.



3 Ayrton Simmons

Team: Chris Dittmann Racing
Championship position: 3rd
Wins: 3

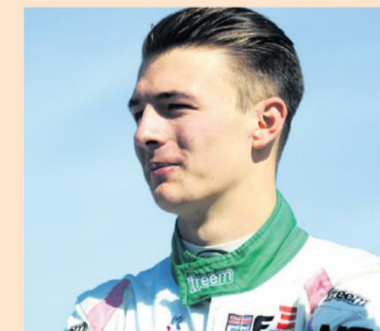
Scored the most points of any driver during a race weekend on the first visit to Silverstone, notching up another win there and at Spa later in the season. Too much inconsistency, especially a nightmare weekend at Donington in June, prevented a serious championship bid.



4 Kiern Jewiss

Team: Douglas Motorsport
Championship position: 4th
Wins: 1

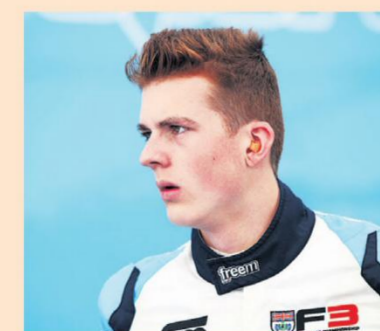
The 2018 British F4 champion struggled for the first half of the year with pace and as a result of getting caught up in incidents. But he became the in-form driver in the second half, taking a maiden win at Brands, and should have added at least another victory at Silverstone.



5 Ulysse De Pauw

Team: Douglas Motorsport
Championship position: 7th
Wins: 0

In only his second season in single-seaters, the Belgian just lost out to the much more experienced Neil Verhagen and Manuel Maldonado in the final standings. He improved throughout the year, netting two podiums, and was towards the sharp end of the grid by the conclusion of the season.



RALLY REPORTS

Photos: Jakob Ebrey, Kevin Glendinning

OVERTURNED PENALTY DECIDES VICTOR

McGarrity wins by just two seconds after time penalty rescinded

Tyrone Stages Rally

By Jason Craig

Organiser: Cookstown Motor Club **When:** October 19 **Where:** Benone, County Londonderry **Championships:** Northern Ireland Rally Championship **Stages:** 14 **Starters:** 49

A successful appeal against a contentious time penalty paved the way for Derek McGarrity and Paddy Robinson to record the narrowest of triumphs on the Tyrone Stages Rally last weekend.

Their shot at winning the penultimate round of the Northern Ireland Rally Championship hung in the balance after they incurred a stage maximum on the fifth test when they hit a chicane bale.

In one short 2.79-mile blast, the pair dropped over 20 places and appeared out of the running. The penalty was rescinded, however, when it emerged other crews had fallen victim to the same chicane.

"I'm pleased that sense prevailed in the end," said McGarrity, who made it to the rally despite breaking the steering rack on his Skoda Fabia R5 during a test prior to the asphalt event.

Defending champion McGarrity set equal fastest times on the first two stages before losing pace due to set-up issues with his ex-Chris Ingram car. That allowed Desi Henry to pull out a nine-second gap by stage six, even though he overshot a junction in his Ford Fiesta RS WRC.

The Fiesta R5 of Stephen Wright was a further two seconds back in third while William Creighton, on a one-off appearance in an R5 car, was fourth as he struggled to get a handle on the gearing of his Fiesta.

Henry set a scratch time on stage seven and for all the world appeared as though he would add to his Lakeland Stages and Bushwhacker

wins – but it was not to be. He surrendered 13 seconds on stage eight, the result of skidding on a patch of gravel that left his Fiesta wedged in a bank. Further time was lost to spins on SS9 and SS10 allowing Wright and Creighton to leapfrog him.

As they squabbled for position, McGarrity, now leading, looked to preserve his 11s buffer after SS11. His case for a win was helped on the penultimate loop as Wright had to slow down for a gate that had fallen across the road. That reignited the fire in the Monaghan man's belly and a huge push over the closing two runs meant he finished just two seconds behind McGarrity, with Creighton netting third a further 10s back.

Henry coasted to fourth just 17s off the win, and Gareth Sayers battled overheating issues to take fifth in his Fiesta.

James Kennedy's (Ford Escort Mk2) quest to win the modified trophy was halted with engine woes on the penultimate stage, handing the initiative to rally-long protagonist John Devlin (Escort Mk2). But a time 11s quicker than Devlin meant Barry Morris snatched the win right at the death in his Darrrian T90 GTR+.

Results

1 Derek McGarrity/Paddy Robinson (Skoda Fabia R5) 47m12s; 2 Stephen Wright/Liam Moynihan (Ford Fiesta R5) +2s; 3 William Creighton/Liam Regan (Fiesta R5); 4 Desi Henry/Conor Mohan (Fiesta RS WRC); 5 Gareth Sayers/Gareth Gilchrist (Fiesta R5); 6 Martin Cairns/Peter Ward (Fiesta RS WRC); 7 Barry Morris/Declan Campbell (Darrrian T90 GTR+); 8 John Devlin/John McCarthy (Ford Escort Mk2); 9 James/Heather Kennedy (Escort Mk2); 10 Fintan McGrady/Stephen Jess (Escort Mk2).
Class winners: Joel Eakin/Sean Doherty (Honda Civic); Paul Britton/Niall Devine (Subaru Impreza N16); Philip White/Eathan McColgan (Nissan Micra); Gerard Neeson/Michael Murray (Peugeot 106); Marc Johnston/Colin Irvine (Escort Mk2); Devlin/McCarthy; Morris/Campbell; Creighton/Regan; McGarrity/Robinson; Drew Wylie/Jim McSherry (Ford Escort RS1800).



Derek McGarrity (r) and co-driver Paddy Robinson took top spot



Winning margin for Skoda Fabia R5 crew was just two seconds

Fowden and grandson romp to win aboard Impreza

Merlin Stages

By Simon Cronow

Organiser: Carmarthen Motor Club **When:** October 20 **Where:** Welsh Motorsport Centre, Pembrey **Championships:** Welsh National Tarmacadam; FMP Rally Challenge; Welsh Junior Challenge; Senior 1000; F1000 Junior **Stages:** 5 **Starters:** 67

Once a problematic shift system had been fixed, which initially left his Subaru Impreza WRC with no gears, Bob Fowden went on to have a problem-free run to win the Merlin Stages at Pembrey.

With grandson Mathias alongside, Fowden set equal fastest time with Nigel Jones/Tracy Davies on the opening stage before narrowly beating his fellow Impreza crew by small margins on the next two tests.

Stage four proved to be decisive as Jones changed to a harder compound tyre and dropped 18 seconds to Fowden, who secured the win with fastest time on the final stage.

Jones took a fine second ahead of Phil Turner/Simon Anthony, who had an incident-free run to third in a Mitsubishi Lancer E9.

Early on, Llyr and Sion Jones headed the two-wheel-drive runners in their Ford Escort Mk2 but, as the day progressed and the roads dried out, they were overtaken for the class win and fourth overall by reigning Welsh National Tarmacadam champions Richard Merriman/Kath Curzon, who look destined to retain the title in their Darrrian T90.

Despite suffering brake and gear linkage issues, Rob Dennis/Rhys Stoneman finished sixth in their new Impreza. In seventh, James Munden/Dale Lovegrove had to overcome power steering issues on the debut outing of their new Ford Escort Mk2 to win their class, finishing just one second ahead of class rivals Nathan Jones/Tim Murphy in a similar car.

In the Junior 1000 Rally Challenge there was a day-long battle between Ioan Lloyd/Jonathan Jackson and Elliot Payne/Patrick Walsh in their respective Citroen C1s. Over the first two stages, Payne held the advantage but a late charge enabled Lloyd to win by two seconds.

Results

1 Bob/Mathias Fowden (Subaru Impreza WRC) 48m40s; 2 Nigel Jones/Tracy Davies (Impreza WRC) +26s; 3 Phil Turner/Simon Anthony (Mitsubishi Lancer E9); 4 Richard Merriman/Kath Curzon (Darrrian T90); 5 Llyr Jones/Sion Jones (Ford Escort Mk2); 6 Rob Dennis/Rhys Stoneman (Impreza); 7 James Munden/Dale Lovegrove (Escort Mk2); 8 Nathan Jones/Tim Murphy (Escort Mk2); 9 Jayran Lewis/Owain Price (Vauxhall Chevette); 10 Darren James/Ryan Jones (Mitsubishi Lancer E9).
Class winners: William Mains/Claire Williams (Vauxhall Nova); Eilan/Flynn Lewis (Ford Fiesta); Michael/Ben Jowers (Escort Mk2); Merriman/Curzon; Munden/Lovegrove; Jones/Davies; Manfred Kampschulte/Mark Rodway (Escort Mk2); Ioan Lloyd/Jonathan Jackson (Citroen C1).

POWELL PLOTS WALES GB RETURN

Top two-wheel-drive crew from National event assessing options for 2020 campaign. By Luke Barry

BTRDA regular Chris Powell had one of the standout performances on Wales Rally GB National earlier this month aboard his Talbot Sunbeam.

Powell and co-driver Jim Lewis sealed fourth overall and comfortably finished as top two-wheel-drive crew, less than a minute shy of the podium.

Contesting this year's Rally GB was an "easy decision" for Powell, who has either spectated or marshalled on the event almost every year since he was a child.

"Jim [Lewis] and I decided not to go to the Trackrod due to the BTRDA 1400 championship being decided on the Woodpecker, so we used that budget to enter the event," Powell explains.

"The chance to enter the event and be watched by thousands of spectators was an opportunity not to be missed."

The plan was to enjoy the event, get to the finish and soak up the atmosphere but that plan soon "flew out of the window" as

Winners: Powell (l) with Lewis



soon as the pair got into the stages.

"About half a mile into stage one we were having too much fun on the slippery stages and I couldn't help myself in front of all the spectators," Powell admits. "We had a great run, Jim was immaculate on the notes as normal. Despite a big spin on Penmachno and catching a certain Jimmy McRae's [Porsche] 911 when he had visibility issues, it was a trouble-free run."

Powell's result was a fitting culmination

of how far his Sunbeam has come since its first event five years ago.

"We first ran the car on our first gravel event, the Wydean, in 2014," adds Powell. "It was low spec with a one-litre engine, four-speed H-pattern [gearbox] and some old Bilstein [suspension, but] it's been slowly developed since then to a fairly high spec 1400S [car] for the BTRDA."

"We've had a couple of engine rebuilds due to my enthusiasm and it has Proflex suspension all round with a Sadev six-



Talbot Sunbeam finished fourth overall and was top two-wheel-drive car

speed sequential [gearbox].

"The car is great to drive and we've had a lot of fun and some great results including a rally win in it over the past few seasons. The only mods going forward could be a change to a higher capacity engine. We hired a two-litre Escort on the Red Kite earlier in the year and enjoyed the extra power!"

Powell is assessing his options for 2020 and is looking to contest next month's Wydean Stages Rally in a

four-wheel-drive car.

"We're looking at hiring a four-wheel-drive [car] for the Wydean in a few weeks just to try something new and then we will decide on options for 2020," Powell says.

"Our only current plan for 2020 is that we will be rallying. We may upgrade the Sunbeam to run in BTRDA Silver Star, we may end up in historic if I can find the right car or we might look at BTRDA Gold Star. [But] we enjoyed Rally GB [National] so much I expect we will return in 2020." ■

RACING REPORTS

SILVERSTONE: HSCC BY PAUL LAWRENCE
OCTOBER 19-20

Photos: Mick Walker/Steve Jones



Silverstone slipstreamers were both won by Jackson

JACKSON TAKES FOUR AFTER FFFORD THRILLERS

Aside from infinitely better driving standards, it could have been a 1971 Silverstone Formula Ford race on Saturday when as many as a dozen cars contested a slipstreaming thriller in the Historic Formula Ford Championship.

Ultimately, Cameron Jackson scored his 11th win from 14 starts in the Winkelmann and none have been harder earned than this one as he edged Linton Stutely by seven-thousandths of a second after a race that had onlookers holding their breath for most of the 14 laps.

In the early stages, Jackson and Stutely (Royale RP3) went up against the Speedsport Merlyn trio of Ed Thurston, Pierre Livingston and Ben Tusting with as many as seven more cars towing along.

This was exemplary wheel-to-wheel racing of the highest order and finally, after countless place changes, it came down to Jackson, Stutely and Thurston for the final lap. It took all of Jackson's racecraft to stay ahead for the sprint to the line but Stutely came so close to giving the Royale a first win. "That was awesome," said Jackson. "I looked in the mirrors at one point and saw a never-ending train of cars behind me!"

It was a mighty performance from Stutely – "I got alongside on the last lap but couldn't outbrake him," he said – while Thurston chased them over the line. A few yards back, Livingston just beat Brian Morris, having the race of his life, Matt Wrigley, Tusting and Ted Pearson.

Sunday's race was just as good as

Jackson, Stutely and Livingston eventually escaped from the pack and this time around Jackson beat Stutely to the line by 42-hundredths of a second after Stutely did all he could to unseat the champion.

Jackson had already won on Saturday afternoon before he climbed into the Winkelmann as he dominated the first rear-engined Formula Junior race in his Brabham BT2. US racer Tim de Silva offered a persistent pursuit but had slipped six seconds back at the flag. Sunday's result was similar as Jackson took his weekend tally to a remarkable four race wins.

De Silva and Wrigley were also central to a barnstorming XL Aurora Trophy race on Saturday as their F2 cars went up against the Formula 5000 Lola T300 of Michael Lyons. The trio made a glorious spectacle across the early laps before de Silva went out with an input shaft failure and Wrigley squeezed clear of the hard-charging Lyons.

With de Silva and Lyons (diff problems) absent on Sunday, Wrigley should have had an easier time, but Andrew Hibberd drove a mighty race in his Brabham BT38 to give the newer car a proper fight. Hibberd led into the final corner but Wrigley responded and got to the line a tenth of a second before his rival.

Hibberd celebrated recent parenthood by taking both Historic F3 race wins in his Brabham BT18 as rival Jon Milicevic (BT21B) lost the battle with an electrical gremlin. Measured third and fourth places were enough to secure the championship title for

Simon Armer in a March 703.

Former Le Mans racer Ed Morris was unstoppable in the first Classic F3/Classic FF2000 race despite a light shower of rain as the slick-shod field lined up. The first couple of laps were a bit tip-toe, but Morris kept Sean Walker's March 783 pointing the right way and edged away as Benn Simms made the best of the slippery track to push his FF2000 Reynard up to second. Team-mates David Thorburn and Fraser Gray were the next F3 cars home. Morris did it again on Sunday as Steve Maxted, up from the back of Saturday's grid in his Ralt RT3, edged Thorburn for second and Simms again topped the FF2000s.

Kevin Kivlochan signed off his Road Sports season in much the way it has gone all year: on the top of the podium. Against a mighty 70s Road Sports field, his Morgan +8 was narrowly ahead when the safety car was deployed. Unfortunately, a tardy backmarker was between Kivlochan and the chasing pack when the race went green and Kivlochan instantly took a massive lead as Dave Karaskas (TVR), Nic Strong (Marcos) and John Williams (Porsche) had to wait and wait to get to the green flag.

Later, Kivlochan hopped into his AC Cobra to blitz the Historic Road Sports field for a 13th time as the +8s of Robin Pearce and Richard Plant battled for second. The returning John Davison should have given Kivlochan a hard time but his Lotus Elan suffered a failed hub bearing on the warming-up lap. Jake Byrne (Reynard SF79) came,

Jake Byrne (Reynard SF79) came,



Kivlochan ended the Road Sports season in style, winning both 70s and Historic

saw and conquered in Historic Formula Ford 2000, winning in style on Saturday, despite a tardy start, as a mighty contest raged just behind. While the Irish invader set a fierce pace, Benn Simms, Andrew Park, Callum Grant and Ian Pearson had a fabulous ding-dong for second and it was Simms who just beat Park to the line after Grant lost momentum with a half spin at Luffield. It was another corker on Sunday but the demise of Simms (throttle linkage) and Park with a grenaded engine left Grant and Pearson hassling Byrne to the flag.

Saturday was a day of contrasting fortunes for Formula Junior racer Chris Drake. At the start of racing, he won the first front-engined contest in his Terrier MkIV against the best efforts of Ray Mallock (U2 Mk2). Then, a couple of hours later, in his Elva 300, he was out of the rear-engined

encounter at Becketts on the first lap after he spun and was collected by the unsuspected Richard Ferris (Donford). Drake then bagged another front-engined win on Sunday to seal the title.

A mid-race safety car impacted the balance of power in the Guards Trophy and the TVR Griffith of Mike Gardiner and British Touring Car racer Josh Cook paid a heavy price for its early stop. Charles Allison (Chevron B8) had a few seconds in hand over Andrew and Michael Hibberd (Lotus 23B) at the flag, but a 30s penalty for pitlane speeding dropped Allison to fourth and presented Andrew Hibberd with his third win of the day.

Finally, Richard Belcher's Ford Lotus Cortina took a double in Historic Touring Cars in the face of a valiant challenge from series newcomer Jack Moody.



Byrne (r) was an instant hit in Historic Formula Ford 2000



Wrigley (r) and Lyons battle for XL Aurora Trophy honours

WINNERS

Historic Formula Ford
Races 1 & 2: Cameron Jackson (Winkelmann)

Formula Junior rear-engined
Races 1 & 2: Cameron Jackson (Brabham BT2)

XL Aurora Trophy
Races 1 & 2: Matthew Wrigley (March 782)

Historic F3
Races 1 & 2: Andrew Hibberd (Brabham BT18)

Classic F3/Classic FF2000
Races 1 & 2: Ed Morris (March 783)

70s Road Sports
Kevin Kivlochan (Morgan +8)

Historic Road Sports
Kevin Kivlochan (AC Cobra)

Historic Formula Ford 2000
Races 1 & 2: Jake Byrne (Reynard SF79)

Formula Junior front-engined
Races 1 & 2: Chris Drake (Terrier MkIV)

Guards Trophy
Andrew Hibberd/Michael Hibberd (Lotus 23B)

Historic Touring Cars
Races 1 & 2: Richard Belcher (Ford Lotus Cortina)

Classic Clubmans
Races 1 & 2: Mark Charteris (Mallock Mk20/21)

'Daily clinched a third crown'
Compact Cup, below



DONINGTON PARK: BRSCC BY MARK PAULSON

OCTOBER 19-20

Photos: James Roberts/Steve Jones

ANOTHER TIN-TOP TITLE FOR A TURKINGTON



Fourth in class was enough for Turkington



Herbert heads the MX-5 Supercup pack en route to a third championship

WINNERS

Touring Car Trophy/TCR UK

Race 1: Adam Morgan (Cupra TCR)

Race 2: Henry Neal (Honda Civic Type R FK2)

Mazda MX-5 Supercup
Races 1 & 2: Luke Herbert

Race 3: Aidan Hills

Civic Cup
Races 1 & 2: Lee Deegan (EP3)

BMW Compact Cup
Races 1 & 2: Steven Dailly

Porsches
Race 1: James

Coleman (Boxster)
Race 2: Garry Lawrence (Boxster)

Clubsport Trophy
Bruce Winfield (Honda Civic EP3)

Alfa Romeos
Races 1 & 2: Graham Seager (GTV)

OSS
Race 1: Mike Jenvey (Jenvey-Gunn TSG)
Races 2 & 3: Patrick Sherrington (MCR Sport)

Track Attack
Race 1: Richard Hockley (Honda Civic)
Race 2: David Baldwin (Renault Clio)

It's been a successful couple of weeks for the Turkington family. Seven days after Colin claimed the British Touring Car Championship title in dramatic fashion, his younger brother James was crowned TCR UK champion, as Adam Morgan and Henry Neal shared the race wins.

Laden with 60kg of ballast as a result of winning the previous round at Brands Hatch, Turkington could only drag his Cupra TCR to seventh on the grid for the first Touring Car Trophy race, slowest of the TCR cars. Chief rival Lewis Kent was also struggling with 48kg on board his Hyundai i30 N but produced a lap at the death good enough for fourth.

Damage limitation was Turkington's aim in the opening race but a number of incidents left him running fourth, and second registered TCR UK runner. First Kent slid into Will Neal after muddying his tyres through the opening turns, then Darelle Wilson turned around polesitter Henry Neal shortly after receiving a drivethrough penalty for moving at the start. As newcomers Morgan (Cupra) and the unrelated Alex Morgan (Renault Megane) eased home first and second, Kent mounted his recovery. He passed Turkington around the outside through the Craners on his way to third, as Turkington – further hindered by an earlier hit from behind – lost out to Henry Neal's NGTC-spec Honda and the TCR Opel of Wilson in the final yards, slipping to eighth.

"It's better losing one place than not finishing," said a philosophical Turkington. His lead cut, Turkington needed to finish on the TCR podium if Kent won the finale. But fourth in class proved enough as, having finally demoted Alex Morgan, Kent could not catch TCR leader Adam Morgan. Henry Neal raced to a dominant outright win to make up for his earlier disappointment.

"I knew I just had to keep it clean on the first two laps, not get involved in anything silly and keep a couple of the TCR cars behind me," said a delighted Turkington. "I'm chuffed to bits."

But for Aidan Hills' heroics, Luke Herbert's third consecutive Mazda MX-5 Supercup crown might have

been celebrated with a hat-trick of wins. Herbert's title rival Jack Harding won race one on the road before being penalised for cutting the chicane as he usurped Herbert on the final bend. Harding felt hard done by in race two as well, squeezed onto the grass in a three-wide battle on the Exhibition Straight, as Herbert clinched the crown with victory.

A heavy rain shower in the finale caught out many, as Hills lost the lead to a trip through the McLeans gravel trap. With half the field following suit, he rejoined in third albeit six seconds down on squabbling leaders Simon Baldwin and Herbert. In "the best race of my life", Hills chased them down to win, with Baldwin just edging Herbert for second.

Already crowned Civic Cup champion, Lee Deegan displayed his prowess with two emphatic wins. But Deegan's second win from 10th on the grid was arguably outshone by Bruce Winfield's charge to second from 21st. Contact with Daniel Reason had pitched Winfield into the Old Hairpin gravel in race one. Reason, who finished second, successfully appealed his grid penalty and points deduction then steered clear of trouble to finish fourth in race two, enough for second in the championship.

With wins seven and eight of 2019, Steven Dailly clinched a third consecutive Compact Cup crown in convincing fashion. Title contender Ian Jones beat Dailly to pole position but excursions at the Old Hairpin dropped him to an eventual fourth behind Tom Griffiths and Matt Parkes in race one. Parkes looked set to win second time out until he put a wheel on the wet grass and spun exiting Coppice. He was later excluded from second for failing to release his car for post-season scrutineering. Mikey Doble scored a maiden podium as the Griffiths/Jones battle got physical.

Garry Lawrence secured the Porsche championship by chasing down Richard Avery, in the car started by fellow returning champion Ed Hayes, in the championship's first-ever 40-minute mini-enduro, which closed its season. Lawrence had lost out in the sprint race to James Coleman, another of the returning drivers who boosted the entry, with Hayes second.

The second edition of the new Clubsport Trophy proved as popular as July's inaugural event at Brands Hatch and attracted an even more eclectic field. Among the capacity entry were the almost unique Caterham 21 of David Fender and Mark Thomas's Group 1 Ford Capri.

"It's 'Group 1.5' at the moment," said Thomas, owing to the three-litre V6 'Essex'-engined machine's uprated brakes, "but it can be Group 1 spec." He bought the car from Classic Touring Car Racing Club competitor Jeremy Knight and spent a year rebuilding it. Newly resplendent in a livery matching that of the 1982 Nurburgring 24 Hours winner, Thomas debuted the car alongside father Dave, the 1990s Thundersaloon racer, at the Spa 3 Hours in June, before its second outing at Donington.

"It's doing well for an old car," said Thomas, who qualified eighth overall in the 40-car field, before slipping to 17th in the heavy rain of the race, which suffered the weekend's worst weather. "It's 40 years old and it's not easy to drive!"

"I hope it will encourage other people to turn up with different cars," he added. Thomas plans to contest the full complement of Clubsport Trophy rounds in 2020, with dad Dave likely to bring his Mk1 Capri too, as well as having an eye on the Gerry Marshall Trophy at Goodwood.

With less than 50 examples built to celebrate Caterham's 21st anniversary in 1994, the Caterham 21 was

Caterham 21 was in action



effectively a Series-3 Caterham 7 with fully enclosed bodywork. Fender, a former engineer with MG Rover, started building his example from an insurance write-off when he retired in 2011.

"It's all little bits and pieces of bespoke engineering that's taken me a few years to get to how I like it," said Fender. "It didn't have a hard top and it had a lot of rear-end lift, so I made a hard top for it."

The car runs a Rover K-Series engine and a six-speed Caterham gearbox, delivering around 160-170bhp to the wheels while weighing only around 700kg. Fender, who had previously given the car a handful of outings in the 750 Motor Club's Roadsports series, could only qualify 33rd before a couple of off-track excursions led to his retirement from the race.

The event's pacesetters were drivers doubling-up from the Civic Cup. Bruce Winfield made amends for losing out to Paul Sheard's Mazda MX-5 on the final bend of the last lap at Brands Hatch with a resounding victory over Ben Sharpe. A fast-closing Paul Taylor had to settle for third after running out of laps to make his switch to wet tyres overcome the extra time spent in the pits. Top non-Honda was Ben Buckley's Caterham 270R in fourth.

"Brands Hatch was a bit hard to swallow," admitted Winfield, "but [this race] was good fun – apart from not being able to see very well! We're going to be doing Civic Cup next year so if the two are on separate days like they are [here] then we'll probably do them."

ECLECTIC MIX IN CLUBSPORT TROPHY



Thomas's newly-restored Ford Capri in 1982 Nurburgring 24 Hours-winning livery was among the entry

RACING REPORTS

SNETTERTON: MSVR BY PETER SCHERER
OCTOBER 19-20

Photos:Richard Styles

WINS FOR HARRISON FAIL TO DENY GORNALL



Harrison (r) won twice, as Gornall (l) took crown



Jones ended his long search for a Racing Saloons win, and then won again

WINNERS

Mini Challenge – JCW Races 1 & 2: Nathan Harrison	(Dallara F317) Racing Saloons Races 1 & 2: Brian Jones (BMW E36 M3)
Radical SR1 Cup Races 1 & 2: Shane Stoney	Race 3: Jamie Jeffrey (BMW Z4)
Mini Challenge – Cooper Pro/Am Race 1: Dominic Wheatley Race 2: Lydia Walmsley	Mini Challenge – Cooper S Races 1 & 2: Daniel Butcher-Lord
F3 Cup Race 1: Darragh Daly (Dallara F308) Races 2 & 3: Stefano Leaney	Production BMW Races 1 & 2: Matthew Swaffer Race 3: Ross Stoner
	Z Cars Races 1 & 2: Jamie Jeffrey (BMW Z4)

A winning double for Nathan Harrison in the Mini Challenge JCW finals at Snetterton still wasn't enough for him to stop the title going to James Gornall.

Once Ben Palmer had ousted early leader Harrison into Wilson on the opening lap of race one, his lead began to grow, which left Harrison defending second from Gornall, before Dan Zelos made it a three-car fight.

But, on lap five of 10, Harrison had not only closed the gap to the leader, but went into Riches side-by-side with Palmer before nosing ahead at Wilson Hairpin. Palmer fought back, however, before Harrison made it stick through Turn 3, as they became the head of a four-car train. "It was hard staying out there on my own," Palmer admitted.

Although the lead grew decisive for Harrison, Palmer was also a clear second, after Gornall spent his final laps holding off a determined Zelos.

Jack Davidson was excluded from fifth after contact, which left Max Bird and Harry Gooding to complete the top six.

With the top seven reversed for the race two grid, there were bound to be fireworks. Gooding and Davidson were side-by-side through Riches from the start, before Gooding went sideways and tumbled down the order.

Davidson therefore led from Bird and Gornall, before Harrison charged through to second by the end of the opening lap.

Gornall tried to retake third but was lucky to stay on after getting out of shape at Riches, which then left Davidson, Harrison and Palmer nose-to-tail.

Harrison had just made it through to lead at Oggies before the safety car came out but, after one lap, the green flag was out and Harrison eased himself clear for win number two.

After Gornall made it into second at Riches on lap six, that left behind a huge scrap for third. Davidson was off at the Bombhole on lap eight, which allowed Rory Cuff to claim the final podium place, from Lewis Brown, Tom Rawlings and Palmer.

Elsewhere, there was a masterclass from newly-crowned **Radical SR1 Cup** champion Shane Stoney. Once he had held off Ross Elliott at Riches on the opening lap of race one, he romped away to victory by over 16 seconds. Elliott and Will Hunt held station behind, despite running in close formation with Matt Jones, James Pinkerton and Dean Warriner.

Stoney had to give best to Elliott initially as the second race got underway, but first-corner contact had put Jones out, requiring a one-lap safety car intervention.

There was an immediate break from the green flag, with Elliott, Stoney and Warriner dropping the pursuers, led by Pinkerton. But, before the lap was completed, Elliott had lost out, as Stoney stormed ahead to build a 20s winning margin, over Pinkerton and Warriner.

Despite running wide at Wilson Hairpin on the first tour of the opening **Mini Challenge Cooper Pro/Am** race, Robbie Dagleish had clawed his way back to lead by the end of the lap.

Dominic Wheatley pushed him hard however – and their duel allowed Toby Goodman to join them, and split the duo from Wilson on lap five of seven.

With a lap to go, Wheatley surged past them both on the Bentley Straight to claim victory, with Dagleish just holding off Goodman, as all three took the flag covered by 0.578s. Archie O'Brien was a comfortable Am winner.

Although it was a lights-to-flag maiden victory for Lydia Walmsley in race two, she had Dagleish inches behind throughout. Their duel also allowed Goodman to join them, starting the last lap in second, before Dagleish snatched it back to be crowned 2019 champion.

Wheatley grabbed a late third, as both he and Alex Nevill made the most of Goodman's aborted lead challenge, while Andrew Langley topped the Ams.

There was some close racing among a thin **F3 Cup** field. Darragh Daly took Shane Kelly on the second lap to win race one, from Stefano Leaney and Cian Carey, before Leaney dominated race two as Daly and Carey disputed second.

Although Leaney took a second win in the finale, he couldn't shake off Carey, who clinched second over Daly to take his second consecutive title.

Brian Jones had waited 10 years for his first win, then took two **Racing Saloons** victories in his BMW M3, after Cliff Pellin's Ford Fiesta retired from a comfortable race one lead having lost drive.

Jamie Jeffrey's BMW Z4 chased Jones all the way to the flag in race two, before reversing the positions in their third and final race.

The F3 Cup has suffered from diminishing numbers in recent years and, for its season finale at Snetterton, could only muster an eight-car grid.

It's only a couple of seasons since the equivalent race not only was well into double figures, but also sported Red Bull Juniors Carlos Sainz and Antonio Felix da Costa in preparation for their Macau Grand Prix appearances.

As well as running a BRDC British Formula 3 team, Chris Dittmann is the 2012 F3 Cup champion and has run now two-time champion Cian Carey, who retained his title over the weekend.

"I normally run Cian and three other cars," Dittmann explained. "They are great cars to work on and we have been involved with the championship since I won it in 2012. It's customers that own the cars though rather than the team and we run them, so it's more arrive and drive and is about a quarter of the cost of a BRDC F3 season.

"You can run a Dallara F317 European-spec car, but they are mostly the older F312. It's the same basic chassis really, with a few modifications, but whatever the make of engine, they are all sealed, which helps keep costs down," he added.

Dittmann added the cars are great to drive. "They're unbelievable to race, proper race cars and the corner speed is mind boggling," he concluded.

So why are there less cars on the grid, when the opportunity is there to race the fastest single-seaters in the UK? CF Racing's Hywel Lloyd, an ex-Formula Renault champion who raced in the original British F3 Championship

for a number of years, believes one factor is it takes a while for new drivers to get up to speed.

"The cars make it, but the cost, the performance and the chance to race a proper full spec F3 car that's affordable for the gentlemen driver [makes it attractive]," he said. "Some drivers have stuck with it for years, like Stuart Wiltshire and Tony Bishop, but you can't just come in for one year and expect to be champion and move on. It's hard for new people to fulfil their hopes, but if they stick with us they will get there."

The consensus among drivers and teams is that the championship needs promotion. "The plans are hopefully there for next season," Lloyd added. "We know there are enough cars out there and there's a possibility that the current-spec cars will be allowed, as they will be redundant with the European Championship changing cars [Euroformula Open will switch to a new Dallara machine next season]."

Other options discussed have been a tweaked class structure, to attract owners of F3 cars who may race elsewhere. There has already been a structure in place with a Trophy Class for cars from 1981 to 2007, the Cup Class open to those from 2008 to 2016 and the Open Class for post-'97 chassis. On only a few occasions has anyone raced outside the Cup Class, and at Snetterton all eight cars were in that class.

Regardless of the structure, it's more entries that the series needs. And the teams are adamant that it's still a great place to race.

"What else can you drive that fast as a gentleman driver in national racing?" Lloyd concluded.

F3 CUP SEEKS TO HIT THE BIG TIME AGAIN



Just eight cars participated in the F3 Cup races at Snetterton, as numbers continue to dwindle

SPORTING SCENE

NATIONAL HOT RODS

HAIRD PICKS HIS WAY THROUGH TO IPSWICH GLORY

Three-time World Final winner avoids the chaos at Foxhall to make his way to the head of the pack

Photos: mkpics.net, Trevor Coulson

National Hot Rods: Ipswich

By Graham Brown

Organiser: Spedeworth When: October 19 Where: Foxhall Heath, Ipswich Starters: 30.

The last National Hot Rod meeting of the season at Foxhall reached a controversial climax with rather too much contact leading to a raft of penalties in the final. None of this bothered Chris Haird, however, with the three-time world champion carving to the front of the field to take a convincing victory.

Lance Bowen led the first heat, which was to be the least dramatic of the night, before losing out to Shaun Taylor.

Taylor, with his previously troublesome car seemingly now sorted for both pace and reliability, was soon leaving the rest behind as he drew well clear.

Bowen had been unable to keep second, dropping down the order as Mark Shelper, Bradley Dynes and a host of others charged past to dispute the podium spots. Shelper and Dynes hung onto second and third with Scott Bourne a close fourth.

Matters warmed up on track considerably in heat two.

Shelper, Taylor and Bowen were the pacesetters and Shelper remained out front despite Taylor heaping the pressure on. Bowen stayed in touch while addressing a challenge from Dave York and Terry Hunn, with the lead dice clearly slowing the protagonists down. This allowed the rest to close, creating a five-car lead battle with another quintet locked in combat behind them with Dynes leading this group.

It all got a bit desperate with the appearance of the lap boards. Taylor



Haird battled his way to first place

forced his way past Shelper into Turn 3 with the rest also streaming through before the erstwhile leader could recover. Bowen had remained in the vanguard of the places and was still heading a 10-car pack as they took the flag. He was rewarded with the win when Taylor was docked for his pass on Shelper.

Penalty or not, Taylor still had pole for the final. But with a mob of seemingly very evenly-matched cars and drivers all around him, turning that start into another win was likely to be hard work. Nevertheless, Taylor easily beat fellow front row man Hunn into Turn 1 and commenced building a lead. Hunn scrapped with Dynes for second until Hunn's Fiesta got sent spinning, an incident that would have consequences for Dynes later.

Dynes stayed busy defending second against Dick Hillard, a fight that got more interesting when Rob McDonald turned up, and more interesting still once Haird also joined them. McDonald took to the outside to pass Hillard and was looking to



Chris Haird has moved up to sixth in the points table by taking an accomplished victory in the Ipswich final

take Dynes as well, only for a backmarker to loom up ahead and frustrate the pass. In what turned out to be the winning move, Haird ducked underneath them, out-fumbling McDonald to take the Scot's place on Dynes' shoulder.

Overtaking Dynes still turned out to be no easy matter but Haird eventually made the pass stick and was just closing in on the leader when McDonald lost an oil line at Turn 3. The sudden lubrication

of the track sent Hillard and others spinning, Haird zapping past Taylor in the resulting confusion.

A late yellow for a multi-car crash at Turn 2 made no odds to Haird, who simply marched away from the rest in the final two-lap dash, leaving Taylor and Bourne to the other podiums after Dynes became one of no less than seven drivers disciplined after the race.

Results

Heat 1: 1 Shaun Taylor (Vauxhall Tigra); 2 Mark Shelper (Peugeot 206cc); 3 Bradley Dynes (Vauxhall Tigra); 4 Scott Bourne (Vauxhall Tigra); 5 Terry Hunn (Ford Fiesta); 6 Dick Hillard (Vauxhall Tigra); 7 Dave York (Vauxhall Tigra); 8 Perry Cooke (Vauxhall Tigra). Heat two: 1 Lance Bowen (Vauxhall Tigra); 2 Hunn; 3 Taylor; 4 Hillard; 5 Dynes; 6 Bourne; 7 Gavin Murray (Vauxhall Tigra); 8 Shelper. Final: 1 Chris Haird (Vauxhall Tigra); 2 Taylor; 3 Bourne; 4 Shane Bland (Vauxhall Tigra); 5 Ivan Grayson (Vauxhall Tigra); 6 Jack Blood (Vauxhall Tigra); 7 Aaron Dew (Ginetta G40R); 8 Murray; 9 Jason Kew (Ginetta G40R); 10 Cooke. Points (after 6/14 rounds): 1 Dew 185; 2 Carl Waller-Barrett 172; 3 Kew 172; 4 Bland 167; 5 Blood 164; 6 Haird 164.

BTRDA RALLYCROSS SERIES



Fourth position was enough for Constantine

CONSTANTINE MAKES A RARE SLIP BUT STILL DOES ENOUGH FOR BTRDA SPOILS

BTRDA Rallycross Series: Knockhill

By Hal Ridge

Organiser: BTRDA/DDMC When: October 20 Where: Knockhill, Fife Starters: 53.

The battle to become the overall 2019 BTRDA Clubmans Rallycross champion went right down to the wire at the season finale, as rallycross returned to Knockhill for the first time in six years.

Having continued his incredible run that carried him to the 2018 overall crown through 2019, Junior racer Luke Constantine headed into the final round with the points lead. However, with dropped scores taken into account and Constantine having missed the season-opener at Blyton due to an event clash, Production racer Dale Ford was also right in the hunt.

Constantine qualified on the front row for the Junior final at the Scottish circuit, which boasts the longest straight in UK rallycross. With the 15-year-old's British RX single-make specification Suzuki Swift powered by a 1.3-litre engine, he was made to work hard by the 1.4-litre engined Volkswagen Lupo of Abbie McGuinness on the run to Turn 1.

Unusually, Constantine made a mistake in the opening corner in his bid to control

his own destiny in the title race, as he lost the rear of his Swift and headed through the gravel. He emerged relatively unscathed and would end up fourth, behind a battle for the lead that was won by Ben Sayer. McGuinness finished second with James Constantine third.

The Junior final result meant that if Ford could finish second or better in the Production final he would claim the crown, but a throttle cable problem at the start of the race ended his chances and it was Constantine who secured the coveted Gold Star title for the second successive season.

"The car ran faultlessly all day and I felt I acclimatised to the track almost immediately after we did a test at the track on Saturday," said Constantine. "It felt good to finally travel south on the way back from a rallycross event. Living in Yorkshire I'm used to going back home up north! I'm really happy with the result and to finish the season at Knockhill. To win the title two years in a row is really special."

While Sayer took the Junior class title and Ford claimed the Production crown, the winner of the last Production final of the year was Citroen C2 racer Juozas Meskauskas. Having qualified on pole, Meskauskas led from lights to flag, extending his lead over former British

Touring Car driver Harry Vaulkhard (making his debut in the category in a Citroen Saxo), to over six seconds to claim his maiden win. Graham Aspinall scored a personal best finish of the year in third.

Round seven winner Guy Corner led the Super Modified final in the early stages but was hunted down and overtaken by Patrick Ryan, who claimed victory and the category title, with Todd Crooks second with his BMW Mini and Leigh-Anne Sedgwick third in a similar machine.

Marc Jones concluded a successful season in the Classic class with victory and the championship spoils, as David Ewin finished second at Knockhill and local driver Dave Black completed the podium.

Results

Super Modified: 1 Patrick Ryan (Vauxhall Nova); 2 Todd Crooks (BMW Mini) +8.488s; 3 Leigh-Anne Sedgwick (BMW Mini); 4 Michelle Swallow (Porsche Boxster); 5 Guy Corner (Lotus Exige); 6 Sam Bovill (Vauxhall Astra). Production: 1 Juozas Meskauskas (Citroen C2); 2 Harry Vaulkhard (Citroen Saxo) +6.440s; 3 Graham Aspinall (Renault Clio); 4 Jonny Chrisp (Ford Ka); 5 Sue Lane (Honda Civic); 6 John Rook (Peugeot 106). Classic: 1 Marc Jones (Toyota MR2); 2 David Ewin (Ford Fiesta) +1.213s; 3 Dave Black (Vauxhall Astra); 4 David Martin (Peugeot 205); 5 Gabe Hamill (Fiat X19); 6 Steve Bell (Peugeot 205). Junior: 1 Ben Sayer (Suzuki Swift); 2 Abbie McGuinness (Volkswagen Lupo) +0.919s; 3 James Constantine (Suzuki Swift); 4 Luke Constantine (Suzuki Swift); 5 Max Langmaid (Suzuki Swift); 6 Amy Baines (Vauxhall Corsa).

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SPORTING SCENE

IRISH RX ON THE BRINK
AS ROUNDS CANCELLED

Mondello Park double header bites the dust as a lack of entries makes it unstable

By Hal Ridge

A Motorsport Ireland Rallycross Commission meeting will be held this week to decide if the final round of the Irish Rallycross Championship, set to be held at Mondello Park next month, is viable to run.

Following the Kildare circuit being forced to cancel the double-header penultimate event of the season last weekend due to a lack of entries, Mondello Park's managing director Roddy Greene has said it's difficult to see the future for Irish Rallycross but the circuit will continue to support the division of motorsport.

"It's always very disappointing to have to cancel any event," said Greene. "We've been working hard with Motorsport Ireland to try and revive rallycross over the last couple of seasons and this makes it even more disappointing to have to take the

decision to not run [last] weekend's event. It's difficult to see where rallycross goes from here and it will be up to Motorsport Ireland and their Rallycross Committee to decide that. We will support them wherever we can and hope that we can see a return to Mondello Park by the Irish Rallycross Championship in the near future."

Having enjoyed a gradual resurgence in recent years, Irish Rallycross has struggled to make the minimum required entry numbers for events this season. A statement said this was "despite exhaustive efforts to breathe new life into the championship by Mondello Park, Motorsport Ireland and a number of other parties".

It read: "Entry numbers had fallen below the threshold to make Irish RX events financially viable, but the circuit had stuck with the championship in an effort to see it return to its glory days. [Last] weekend's entry however, was just too low for the event to go ahead."



Photos: Sean Hassett, Paul Phelan, Colin Casserley

Grid sizes have been too slender in Irish Rallycross so meeting was axed

AUTOTEST



Steven Ferguson was part of the winning team and took individuals title

NORTHERN IRELAND MAINTAINS ITS GRIP

Ken Wharton Autotest

By Paul Phelan

Organiser: Hagley and Light District Car Club **When:** October 19
Where: Chateau Impney, Droitwich **Starters:** 28.

For the second year in succession, the Ken Wharton Memorial Autotest returned to its original home, the Chateau Impney at Droitwich. Once again, it was the quartet representing Northern Ireland which ruled the roost, winning the coveted trophy for the 38th time in the 63-year history of the event.

Just to emphasise the team's domination, in case there could be any doubt, the Northern Irishmen equalled their own record of eight victories in a row.

England had the worst possible start with two of the team having maximum times on the opening test. John Moffatt broke a driveshaft on his Vauxhall Nova,

while his recently crowned Motorsport UK and BTRDA champion brother Alastair went astray. Early leaders were the Republic of Ireland, three seconds ahead of NI, who collected two penalties, with Wales third ahead of England.

The favourites went ahead on test two when the leaders picked up two penalties, and remained there for the rest of the day. After four runs at the opening test layout, the lead was a healthy 54s and, by the finish, it had grown to a very convincing 58s, aided by three further penalties for Ireland.

England overhauled Wales for third position, but the early maximum times for the Moffatts had put the home team completely out of contention.

The NI foursome of Steven Ferguson, Sam Bowden, Trevor Ferguson and Mark King ran out the clear victors over Ireland's Guy Foster, Chris Grimes,

Kevin Hansen wraps up maiden Titans crown

Swede Kevin Hansen has been crowned as the first ever Titans RX Europe Champion by winning the season finale at Estering in Germany.

Hansen entered the last double-header weekend of the season with the points lead before overcoming challenging wet conditions to maintain his 100% podium record for the season.

He took second place on Saturday to Frenchman Jerome Grosset-Janin and victory on Sunday in a double-points scoring round to secure the title.

Former World Rallycross regular Kevin Eriksson made his debut in the series but crashed out of the final on Saturday, in which only two cars would finish, after contact with Hungarian driver Csucs.

Title contender Toomas Heikkinen dropped out of the race lead on Saturday with broken suspension but was classified third, with the other driver in the hunt for the crown, Timmy Hansen, in fourth spot.

While the younger Hansen brother stormed to victory on Sunday with Eriksson and Grosset-Janin completing the podium, Timmy Hansen was slowed by a technical issue and finished fifth. Heikkinen was sixth although his view was obscured when the bonnet on his Pantera RX6 opened. Italian Tamara Molinaro finished fourth.

BriSCA F1

HARRIS SURVIVES A LATE ASSAULT FOR BriSCA GLORY

BriSCA F1: King's Lynn

By Colin Casserley

Organiser: Trackstar **When:** October 19 **Where:** King's Lynn, Norfolk **Starters:** 55.

Tom Harris moved himself into position to add the National Series title to his 2019 World and British titles when he won a dramatic final at King's Lynn on Saturday. The win moved him to the top of the shoot-out point table, just 13 marks ahead of Frankie Wainman Jr.

Rob Jacklin grabbed the lead from the drop of the green flag until he clouted the home stretch wall, bringing out the first caution of the race.

Geoff Nickolls assumed the lead but was quickly overtaken by Liam Gilbank after the race restarted. Just after half distance, a pile-up on the third bend brought out another yellow flag. Gilbank maintained the lead on the ensuing restart but Fairhurst muscled his way into the lead as the five-laps-to-

go board came out. Harris then started his charge to the front. On the final lap, Gilbank nudged Fairhurst wide but, in doing so, Harris slipped by the both and into the lead. Going into the final turn, Fairhurst punted Harris into the wall, but the momentum also took the Fairhurst machine into the fence.

Both cars bounced off the wall but Harris somehow managed to control his car crossing the line sideways.

Harris said: "I knew the last-bend hit was coming from Fairhurst, so I just prepared myself for it. When he hit me I lined my car up so that it would bounce off the fence.

"I had to be patient early in the race, my car wasn't set-up for the wet, so when they watered it during a yellow flag that put me back a bit. When the track started to dry out I was able to make a move forward."

Fairhurst said: "My inside tyre started to go away after I took the lead and I wasn't able to pull away. I had to give it



Tom Harris found the track surface coming to him as the race unwound

a go on the last bend, that is what stock car racing is about, and what the crowd pay to see."

Mat Newson claimed third position after Gilbank clipped

the spinning Fairhurst machine a few metres from the finish line.

Result

1 Tom Harris; 2 Lee Fairhurst; 3 Mat Newson; 4 Mick Sworder; 5 John Lund; 6 Jelle Tesselaar; 7 Bobby Griffin; 8 Karl Hawkins; 9 Danny Wainman; 10 Ian Noden.

ROUND-UP

Simon Kingsley won his fourth Sporting Trial this year at the **Mercian** to take a step towards the British championship with three rounds left.

Kingsley arrived in determined mood to trickle his way to a good result and led after the first round of eight slippery grass-strewn hills. By lunch this was extended by four points but, come the afternoon, an error nearly proved costly. It allowed Josh Veale to tie on scores. Kingsley won on the tie break.

Ian Wright returned for the first time since April and completed the podium but had suffered with a poor first round.

Richard Sharp, similarly, slipped up during second round and was suffering with engine issues come the end of the day to finish a distant fourth. Unusually, Jerome Fack beat twin brother John Fack in fifth.

Duncan Stephens**Results****Mercian Sporting Trial**

Organiser: Midlands Trials Car Club **When:** October 19
Where: Long Compton, Banbury **Starters:** 29.

1 Simon Kingsley (Crossle) 26 marks; 2 Josh Veale (Sherpa) 26 marks; 3 Ian Wright (Sherpa Indy); 4 Richard Sharp (Cartwright); 5 Jerome Fack (MSR); 6 John Fack (MSR); 7 Mark Milne (Crossle); 8 Alastair Moffatt (RBT); 9 Bob Packham (Kincraft); 10 Andy Wilkes (Crossle).

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MN does not always agree with opinions expressed in letters

MN SAYS...

The WRC pressure ramps up in Spain

The contest reaches its boiling point and the spotlight will shine brightly

The battle for this season's World Rally Championship is reaching its climax, and Rally Spain this weekend will be another serious staging post for Ott Tanak and the Toyota team.

The driver himself, Tanak, finds himself in new territory going head-to-head with the old master Sebastien Ogier, who will wring everything he can out of the somewhat recalcitrant Citroen. But the pressure will be on Tommi Makinen too.

Toyota has a storied history in the World Rally Championship, and it has had its dark days too when it was kicked out of the contest for running an illegal Celia in 1995. It needs some redemption, and it has not sat on top of the WRC since 1994, when Didier Auriol prevailed. Manufacturers don't spend money to come second, and the heat will really be on in Spain this weekend. It will be the headline of the tense struggle for glory in what has been one of the most fascinating World Rally Championship run-ins for years.

Matt James, Editor (Twitter: @MattJMNews)



YOUR PICS

LETTERS@MOTORSPORT-NEWS.CO.UK

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



Justin Ward braved the weather at Snetterton's final 750 Motor Club Bikesports meeting of the season to capture this photograph



MN journalist Duncan Stephens sent in this Car Trialling shot



Scottish Minis battle for space at Knockhill, from Alex Ireland



Some recent Wiscombe Park action, taken by Tim Hall



An historic Arrows F1 machine testing, from Rich Cranston



Chris Noble's pic of Teemu Suninen's damaged Fiesta



Garrick Collier photograph from Wales Rally GB



Callum Grant, aged 15, captured this from the service park



An F4 car on the limit at Brands Hatch, taken by Barry Kenny

GOT AN OPINION?

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

TV GUIDE



Devine delighted with first win on Donegal Harvest Rally

The Donegal Harvest Rally was an event of firsts for the top three finishers. It was a first overall rally win for Callum Devine. And it was the first rallies in a Volkswagen Polo GTI R5 for Donagh Kelly and Josh Moffett.

To find out how Devine was able to take that first win – and how those Polo debuts unfolded – catch all the best of the action on Saturday (1630-1700hrs, BT Sport 3).

However, if circuit racing is your preference, there's also highlights of the World Touring Car Cup this week. Ahead of the latest rounds of the series at Suzuka, catch

up on all of the action from a wild final race at the Ningbo circuit last month (Friday, 2015-2115hrs, Eurosport 2).

Also taking place this weekend is the Mexican Grand Prix and, to get you in the mood, Sky Sports F1 is showing some Classic F1 races from Mexico. First up (Wednesday, 2100-2145hrs) is the 1986 edition, featuring a first win for the Benetton squad. That's followed by the 1991 installment, (Thursday, 2100-2145hrs) a race that marked the final point scored by a Lola-built chassis in F1, courtesy of Eric Bernard's sixth place.

LIVE TV

Australian Supercars: Surfers Paradise

■ **Race one:** Saturday, 0500-0800hrs, BT Sport 1
 ■ **Race two:** Sunday, 0500-0700hrs, BT Sport ESPN

WTCR: Suzuka

■ **Race one:** Saturday, 0650-0750hrs, Eurosport 2
 ■ **Race two:** Sunday, 0100-0215hrs, Eurosport 1
 ■ **Race three:** Sunday, 0215-0330hrs, Eurosport 1

Porsche Supercup: Mexico City

■ **Race one:** Saturday, 2015-2130hrs, Eurosport 2
 ■ **Race two:** Sunday, 1600-1705hrs, Eurosport 2/1615-1650hrs, Sky Sports F1

NASCAR Cup: Martinsville

■ **Race:** Sunday, 1830hrs, Free Sports



NASCAR will race at Martinsville

LIVE F1

Mexican Grand Prix Sky Sports F1 HD

■ **Drivers' press conference:** Thursday, 1700-1730hrs
 ■ **Welcome to the weekend:** Thursday, 2000-2030hrs
 ■ **FP1:** Friday, 1545-1745hrs
 ■ **FP2:** Friday, 1945-2145hrs
 ■ **FP3:** Saturday, 1545-1710hrs

■ **Qualifying:** Saturday, 1800-2030hrs
 ■ **Race:** Sunday, 1830-2200hrs
 ■ **Highlights:** Sunday, 2230-2330hrs

Channel 4 HD highlights

■ **Qualifying:** Saturday, 2245-0015hrs
 ■ **Race:** Sunday, 2300-0100hrs

LIVE WRC

Rally Spain, BT Sport

Friday

■ **End of day one review:** 2200-2230hrs, BT Sport 2

Saturday

■ **SS9:** 0930-1030hrs, BT Sport 3

■ **End of day two review:** 2130-2200hrs, BT Sport 1

Sunday

■ **SS15:** 0730-0830hrs, BT Sport ESPN

■ **SS17:** 1100-1230hrs, BT Sport ESPN

■ **End of day three review:** 2230-2300hrs, BT Sport 1



Loeb won in Spain in '18

Red Bull TV

■ **End of day one review:** Friday, 2100-2130hrs

■ **SS12:** Saturday, 1420hrs

■ **End of day two review:** Saturday, 2100-2130hrs

■ **End of day three review:** Sunday, 2100-2130hrs

■ **End of day three review:** Sunday, 2100-2130hrs

5Spice

■ **Highlights:** Monday, 1855-2000hrs

LISTINGS

RACING SATURDAY

■ **Oulton Park, Cheshire**

BARC meeting: Britcar Endurance, Clio Cup, Sports/Saloons, Mighty Minis **Starts** racing from 1120hrs (qualifying from 0830hrs) **Admission** £15 **Web** msv.com **Contact** 0843 453 9000

SATURDAY/ SUNDAY

■ **Silverstone, Northants**

750MC meeting: Birkett Six-

Hour Relay, BMW Car Club Racing, Classic Stock Hatch, Club Enduro, Hot Hatch, Roadsports **Starts** Saturday, racing from 1100hrs (qualifying from 0900hrs) Sunday, racing from TBA (qualifying from TBA) **Admission** £15 **Web** silverstone.co.uk **Contact** 08704 588260

■ **Brands Hatch, Kent**

Formula Ford Festival: FF1600, Classic FF1600, Sports 2000, Irish Supercars/ Global Lights, Ford Fiesta,

Fiesta Junior **Starts** Saturday, racing from 1450hrs (qualifying from 0900hrs) Sunday, racing from 1130hrs (qualifying from 1000hrs) **Admission** adult £16, under 13 free **Web** msv.com **Contact** 0843 453 9000

■ **Donington Park, Leics**

CSCC meeting: Jaguar Saloon and GT, Tin Tops, Swinging Sixties, Future Classics, Magnificent 7s, Modern Classics, Classic K, New Millennium, Turbo Tin

Tops **Starts** Saturday, racing from 1245hrs (qualifying from 0915hrs) Sunday, racing from 1210hrs (qualifying from 0915hrs) **Admission** adult £16, under 13 free **Web** msv.com **Contact** 0843 453 9000

RALLYING SUNDAY

■ **Bantry, Co Cork**

The Westlodge Hotel Fastnet Stages Rally **Starts** 0800hrs **Admission** TBA **Web** skibbdcc.com

SPORTING SCENE SATURDAY

■ **Mildenhall, Suffolk**

BriSCA F1 **Starts** 1700hrs **Admission** adult £20, children 5-14 £7 **Web** spedeworth.co.uk

SATURDAY/ SUNDAY

■ **Croft, Yorks**

British Rallycross Championship **Starts** TBA **Admission** adult Saturday £12,

Sunday £15, weekend £24 **Web** croftcircuit.co.uk

SUNDAY

■ **Northampton, Northants**

BriSCA F1 **Starts** 1200hrs **Admission** adult £19, children 5-14 £7 **Web** spedeworth.co.uk

Listings correct at time of press but please check before travelling

NEXT WEEK

OUT WEDNESDAY, OCTOBER 30

A TITLE-DECIDING WEEKEND?

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TOYOTA DRIVER ON THE BRINK OF VICTORY

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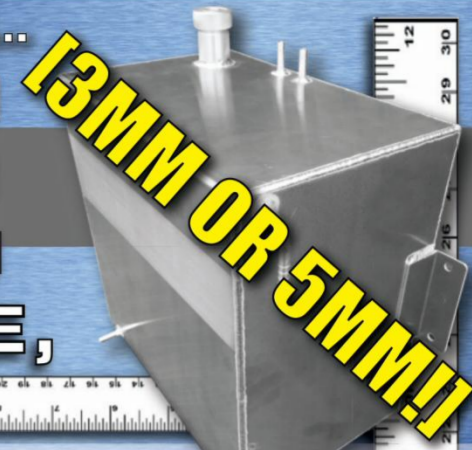
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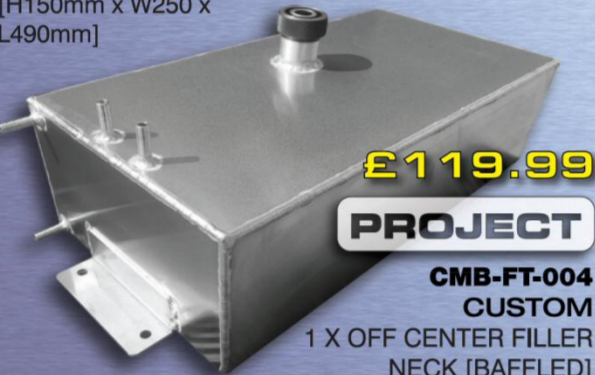
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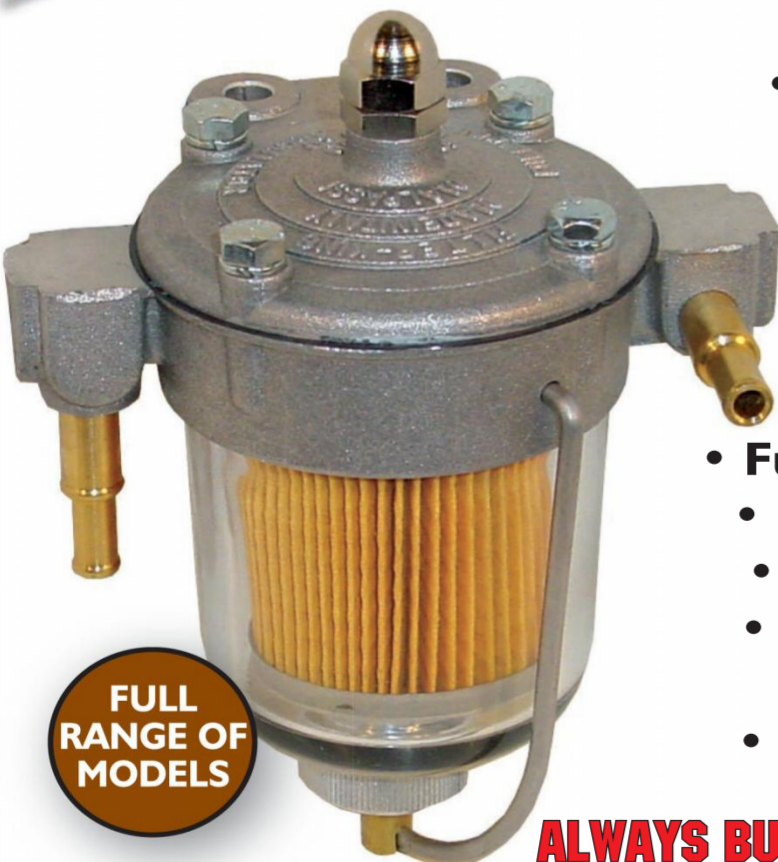
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Wavy plate	each	£16.30	£19.56
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Atlas axle casing, thick tube, double pinned & breather Pig's head only **£198.60 £238.32**

Axle end stubs, R/H & L/H thread **pair £49.90 £59.88**
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 Locking ring adjustment tool **£25.50 £30.60**
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Fully floating hub assembly without shafts	pair	£218.60	£262.32
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Flange to suit F/F hub kit		£49.50	£59.40
SPARES			
Studs	each	£5.90	£7.08
Seal pack	pack	£13.90	£16.68
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All Blackline halfshafts Group 1 and Group 4 are manufactured from 4340 alloy steel and have induction hardened teeth to Rockwell 50 HRC specifications. 4340 is about twice as strong as 1040 (the material which OEM halfshafts are normally manufactured from). It has a high degree of ductility to absorb shock loadings of abrupt acceleration, taking some load off the differential and CWP. However, it has a very high yield strength to sustain high torque loads without failure. 4340 is the ideal halfshaft material.

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SPARES			
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Bearing '4340'		£48.90	£59.76
Halfshaft, suit semi-floating kit		£77.50	£93.00
Flange, not semi-floating, suit std. axle		£59.50	£71.40
Flange, Group 1 type		£59.50	£71.40
Brake disc, 265 x 10	each	£34.50	£41.40

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