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# MOTORSPORT NEWS



FULL REPORT FROM THE HUNGARIAN GP **P4**

# ADVANTAGE LEWIS

**Fifth win gives Hamilton the title lead**



## SHARROCK MAKES HIS MARK



**MN CIRCUIT RALLY CHAMPIONSHIP REVIEW P29**

## HISTORIC RACING'S UNSUNG HERO



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# UNLOCKING THE SECRETS OF THE SILVERSTONE CLASSIC **P30**

**MOTORSPORT NEWS** ISSUE **MJ3037** JULY 27 2016

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**After a testing Hungarian GP, drivers and**

**TEAMS HIT**



Rosberg (left) and Hamilton disagreed on yellow flag behaviour, Ricciardo did too...

**By Rob Ladbrook**

**Key members of the F1 paddock have called for a review on grand prix racing's current rules following a turbulent race weekend in Hungary, during which multiple drivers spoke out about their fears for the sport's future.**

The Hungarian GP weekend brought controversy during both qualifying and the race, with drivers complaining about inconsistencies with many current regulations, ranging from yellow flag behaviour through to the current radio restrictions.

Combined the incidents make for a grim picture for F1 rule makers, with many top team bosses calling for more common sense when creating regulations and running races.

Ferrari head Maurizio Arrivabene said those in charge must go back to the drawing board to simplify the rules, for the good of the sport and the spectators.

Following on from Ferrari president Sergio Marchionne's comments late last year that the current rule book should be scrapped due to its complexity, Arrivabene said: "My president raised this topic one year ago. We have too many complications. Clear and simple rules would help."

"When you have grey areas you never know where you are going. You start to look left, right, up, down. We need to clean up all the grey areas in the rules."



Yellow flags were sore point



Williams and Red Bull fell foul of 107% rule, but didn't...

**Radio row**

Chief of the issues during the Hungarian Grand Prix itself was the row between McLaren's Jenson Button and the stewards, who penalised the Briton following what they deemed as an illegal radio communication.

Button radioed his team early in the race when his brake pedal "went to the floor" after his McLaren-Honda lost hydraulic pressure. McLaren responded from the pitwall telling Button "do not shift [gears]" and then to "stay out [of the pits]", before calling him back to the pits where he managed to reset the system and continue.

The radio communication rules were tightened for Hungary onwards, with a change to the ruling now demanding that drivers needing technical assistance must be called back to the pits for instruction.

Despite Button pitting following the first instruction, he was later given a drivethrough penalty for receiving the message while on track.

Button, who is a director of the Grand Prix Drivers' Association, hit out after the race, branding

the current rules "stupid".

Button said: "I completely understand that drivers should not be fed information that helps us drive the car. I'm totally with that because I think it's wrong that we're told every corner where our team-mate is quicker or slower than us, and fuel saving and so many other things should be down to us."

"But when it's a safety concern with the brake pedal on the floor, you shouldn't be penalised for stopping an accident, and that's what they did today. We're told that if you have a problem you have to pit, and I'm guessing we had to pit earlier than we did."

"When you have a power unit that's so complex, a driver can't figure everything himself and when your brake pedal goes to the floor, I think of that as a safety concern."

"It's a joke really. Stopping an accident should be praised and not penalised. This sport's got a long way to go before it is good again."

Red Bull Racing's Christian Horner echoed Button's sentiments, adding: "We need a common sense rule, but in F1 that probably doesn't exist."

teams want answers on F1 regulations

# OUT AT F1 RULES



Button was in the points before failure, and penalty

I haven't seen what was said or recorded [with the Button radio messages], but we're over-regulating and making it too complicated for fans. You need to keep things simple."

### Flagging talk

Another contentious issue arose from qualifying when Nico Rosberg appeared to set his pole lap despite passing yellow flags in sector two.

Rosberg was on his final flying lap when he caught the tail end of an incident where Fernando Alonso had spun and beached his McLaren in the second sector, prompting double-waved yellow flags.

While both Daniel Ricciardo and Lewis Hamilton aborted their final laps, Rosberg continued to set both pole and a purple sector despite the caution.

Hamilton questioned the result with officials after the session, and the stewards looked into the incident, albeit a few hours later on Saturday afternoon.

Rosberg's data was analysed, and the stewards were happy that he had slowed sufficiently and let him keep his lap.

However, Hamilton again insisted after the race on Sunday that the rules need to be revisited.

He said: "If it's a double-waved yellow you have to be prepared to stop. Nico was doing the same speed at the apex as I was doing on the previous lap, so if there happened to be a car that was slowing or a marshal on the track, it would have been pretty hard for him to slow down."

"The fact he didn't get penalised means we have to be careful because the message we are sending to drivers in the lower categories is it's now possible for you to lose only one tenth of a second in a double-waved yellow section, which is one of the most dangerous scenarios."

"Before it was two tenths [minimum loss] with one yellow flag, and half-a-second with two yellow flags. Going into the next race we could be battling for pole and see double-waved yellows and we know just a small lift will do, only lose one tenth and we'll be fine – then go purple in the sector."

Rosberg countered that his speed and lap time were irrelevant due to the session

running in mixed conditions, with the driest laps coming late on.

"You have to significantly reduce your speed under yellow flags, so I went 20km/h [12.4mph] slower into that corner, that's a different world in an F1 car, you're proper slow and everything is safe," said Rosberg. "You're going faster every lap, so the times were irrelevant. It's not like the track was consistent."

Red Bull's Daniel Ricciardo added: "People are getting away with a micro lift to show the stewards they slowed down, when they didn't really. A double yellow is significant, and different to a single. I guess that's why we're not very happy right now."

### Qualifying times

There was further fracturing after qualifying when half of the grid was subject to a lengthy debate over whether or not they fell foul of the 107 per cent rules.

Heavy rain and four red flag stoppages meant that the first stage of qualifying lasted over an hour, with many drivers struggling to get clear laps in.

As a result 11 cars failed to meet the 107 per cent margin to the fastest lap of the session, set by Nico Rosberg.

All drivers eliminated from Q1 – either by accident or by time – started at the back, whereas frontrunning cars that still failed to meet the 107 per cent cut-off, chiefly Red Bull duo Ricciardo and Max Verstappen, were allowed to continue and qualify third and fourth respectively as their times were deemed to be set in "exceptional circumstances".

Ferrari's Kimi Raikkonen said: "It's a joke with the rules and qualifying is a good example. You have the 107 per cent rule and the people who didn't get through Q1 had it applied, but everybody else did not."

"How can you have the same rule and apply it in the same qualifying two different ways? Can somebody explain how that works?"

"It seems to be part of this place [F1] and something must change. It just looks bad to people outside and it's not fair. There's a rule and it should apply exactly the same every time."



Button said rules were "stupid" amid safety fears

# HUNGARIAN GP REPORT



BY STUART  
CODLING

## Hamilton made the most of a strong start to leapfrog team-mate Rosberg

**L**ewis Hamilton moved in to the lead of the Formula 1 World Championship with a beautifully measured win at the Hungaroring under tremendous pressure from his Mercedes team-mate Nico Rosberg throughout.

It was Rosberg who claimed pole position – controversially, after a stewards' investigation into whether he backed off sufficiently for yellow flags on his pole lap – but Hamilton won the battle to the first corner and defended his lead for the full 70 laps.

Behind the scrapping Mercedes duo, the Red Bulls and Ferraris battled for the remainder of the top six spots. Daniel Ricciardo successfully rebuffed a late attack from Sebastian Vettel to secure the final podium place, while 20s further down the road Max Verstappen held off a very determined Kimi Raikkonen. From a lowly grid slot of 14th, Raikkonen drove with an aggression rarely seen in him these days to make the best of an alternate tyre strategy.

### Qualifying

After several days of blazing sunshine and sultry heat, the weather quickly began to turn just two hours before qualifying began: a cool wind whistled through the paddock towards the pendulous thunderclouds building overhead. When these duly discharged their contents over the circuit and surrounding area, qualifying was delayed first by 10 minutes, then by 20, and when Q1 was finally given the green light, there was scarcely time for anyone to set a lap before the torrent began again, forcing a red flag.

After a further quarter-hour delay, the clouds were sufficiently dispersed for the remaining 13 minutes of Q1 to take place, albeit on a surface laden with standing water. Verstappen was first in the queue at the pitlane exit, theoretically enjoying the best visibility, but it was Ricciardo who popped in the fastest lap before the session was red-flagged once more, this time owing to Marcus Ericsson inserting his Sauber into the tyre barrier at Turn 10.

Another 10 minutes elapsed, and with less than that remaining on the Q1 clock, a handful of teams made a gamble on intermediate tyres. Among them was Williams, but Felipe Massa got no further than Turn 4 on his out-lap, losing it on the wet outside kerb at the exit and spinning into the inside barrier. This ensured that the track enjoyed another 10 minutes of unbroken sunshine during a third red-flag interruption, after which intermediates became the default tyre choice.

Just five minutes and 20 seconds remained of Q1 when it restarted, but Rio Haryanto then rotated his Manor into the scenery, and with just over a

minute left on the clock, race control elected to draw a veil over the session. That left the stationary Ericsson, Massa and Haryanto out of qualifying, along with Pascal Wehrlein, Kevin Magnussen and Jolyon Palmer – none of whom were able to set a time in those final minutes. In fact, only the top nine drivers set a lap within the 107 per cent cut-off, a fact that would keep the stewards in deliberation late into the night until they declared that there would be no action, on account of the exceptional circumstances.

A dry line was forming at the start of Q2, but not quite enough to warrant a move to slicks. The crossover point came at the middle of the session, flagged up by Valtteri Bottas, who swapped to super-softs and briefly went fastest of all. That time was quickly superseded by the other early adopters, but a better second run enabled him to cement his place in the top 10.

Hamilton ran wide at Turn 1 on his hot lap and was lucky to make the cut for Q3, stopping the clock just a tenth of a second faster than the Haas of Romain Grosjean, who was eliminated along with Daniil Kvyat, Sergio Perez, Raikkonen, Esteban Gutierrez and Felipe Nasr. If Raikkonen was Q2's surprise scalp, thanks to a delayed change to slicks, the pace of sketchy-surface masters Jensen Button and Fernando Alonso is one of life's certainties. Both McLarens making it through to Q3 was a welcome sight.

It was an uncharacteristic spin for Alonso, though, that derailed Hamilton's best lap in the dying seconds of Q3. Having lit up the timing screens in the first two sectors, the world champion had to back off as he encountered the stricken McLaren and waved yellow flags – and, since the chequered flag had already been displayed, there would be no further opportunities. Team-mate Rosberg then snatched pole position in spite of having what he described as “a big lift” as he entered the yellow-flag zone at Turn 8. Ricciardo was a fraction off in third, also frustrated by the yellow flags, while Verstappen – who had impressed earlier in qualifying – crossed the line two seconds too late to attempt a final flying lap and wound up fourth. Vettel was fifth for Ferrari, a full second off Rosberg's time, but he felt he had been baulked by a McLaren on his hot lap.

Carlos Sainz underlined his growing status as a safe and quick pair of hands with sixth place ahead of Alonso and Button. Nico Hulkenberg and Bottas rounded out the top 10, which came as a great disappointment to Williams, who believed they had the pace to qualify just behind Vettel.

Three hours after the session ended, Rosberg was summoned to the stewards to explain his pole lap. Although he was judged to have slowed down enough for the yellow flags (see column, page seven), his team-mate continued to fume...

# LEWIS



Hamilton held his ground as the field headed into Turn 2

### Race

The weather forecast declared just a 10 per cent chance of rain, and indeed there would be no further call on Pirelli's wet-weather rubber during the weekend. F1's tyre supplier predicted that a two-stop race would be optimal, recommending a maximum stint length of 14 laps on the super-softs and 29 on the softs, and not expecting anyone to use the mediums at all – apart from Force India, who put both their drivers through long runs on mediums on Friday afternoon, nobody had completed any meaningful running on them.

When the lights went out both Mercedes got away together, but it was Hamilton who edged it into Turn 1, super-late on the brakes and quelling a big twitch from the rear of his W07 Hybrid as he claimed the inside line. Ricciardo tried to go the long way round, braking deep into the corner and almost getting his nose ahead of Hamilton as they swung round to face the downhill run to Turn 2, but Hamilton had regained enough momentum to close the door decisively. He seemed a little tentative on the brakes into Turn 3, though, baulking the Red Bull a little and enabling Rosberg to nip round the outside into second place.

Further back, Alonso made a better getaway than Sainz to gain one position into the first corner, but over successive laps the leading pack of Hamilton, Rosberg, Ricciardo, Verstappen and Vettel moved clear. Button's race in the second McLaren was in effect over on the fourth lap when he suffered a drop

in hydraulic pressure that left him at the tail of the field; he ploughed on but had to retire later when he lost oil pressure.

Hamilton and Rosberg traded fastest laps but Hamilton was still able to create a margin little by little, finally creeping over the two-second mark, although he could never quite give his team-mate the slip. Ricciardo, though, was under greater pressure from his team-mate, who took to the radio to complain that he was having to drive “like a grandma”.

Raikkonen, meanwhile, was making the most of the free tyre choice granted to those qualifying outside the top 10. He began the race on softs rather than super-softs – as did Kvyat, Perez, Palmer, Massa, Magnussen, Haryanto and Ericsson – and if that seemed like a sit-and-wait tactic to gain track position simply by running longer before making the first pitstop, Raikkonen quickly defied expectations. He dispatched Perez and Kvyat, gained another spot thanks to Button's plunge, and was running in P11 by lap five. Grosjean was harder work, but having started on super-softs he obligingly pitted on lap 14, giving Raikkonen a clear road to work with, since next-place man Hulkenberg had also broken for the pitlane.

Vettel also went to the pits on lap 14, Ricciardo and Alonso one lap later, then Hamilton and Verstappen, then Rosberg, all going for softs. Vettel emerged ahead of his team-mate, avoiding the need for team orders, while Ricciardo had a stroke of good fortune, rejoining behind Bottas but

only having to follow for a lap before the Williams pitted. Verstappen, though, slotted in behind Raikkonen, who now found himself in fifth place.

Raikkonen finally pitted on lap 29, the maximum recommended service life of his soft tyres, and emerged on super-softs having only lost two positions. One of those he regained straight away, nailing Alonso at Turn 1 the next time around. But although he quickly gained on Verstappen, there would be no easy way past the feisty teenager.

Up front, Hamilton complained that he was “struggling for pace” at the beginning of his second stint, enabling Rosberg to close, while Ricciardo got up to speed very quickly on the softs and began to eat up the margin to the two Mercedes. It was enough to prompt Red Bull to entertain the notion of bringing Ricciardo in earlier than the Mercedes to attempt an undercut.

“We thought perhaps they were struggling,” said Ricciardo later. “So we thought we'd be aggressive and try to get closer to them, if they were going to pit very soon... but then once we pitted, it looked like they turned up the volume, unfortunately.”

Ricciardo stopped for a final set of new softs on lap 33, but Hamilton and Rosberg hung on until laps 41 and 42. Despite what Red Bull might have thought, Mercedes were still in control of the script. Vettel added to their worries by holding out until lap 41 to make his final stop, enabling him to draw closer to Ricciardo over the final laps.

Hamilton always had an answer to



Verstappen and Raikkonen's battle eventually came to blows

**'McLaren then torpedoed  
Jenson Button's race'**  
Radio communication drama, p7



# ROUND



Photos: LAT

# IN TOTAL COMMAND



Carefree: winner Lewis



Rosberg when it mattered, as demonstrated when he was baulked by Esteban Gutierrez on lap 51 and slid wide at Turn 12 on lap 62. Both times Rosberg closed in, but Hamilton immediately danced out of DRS range.

"It wasn't the easiest grand prix I've had here," he said. "But definitely one I enjoyed. And a great battle between the three of us."

Behind Hamilton, Rosberg, Ricciardo and Vettel, Verstappen and Raikkonen spent the second half of the race locked in combat. On previous occasions this year Raikkonen has been noticeably – even disappointingly – uncombative when behind Verstappen, but here he gave it a proper go. Matters came to a head on lap 57 when they tripped over each other on the entry to Turn 2 and Raikkonen lost a front-wing endplate, later complaining that Verstappen had made a double move to block the inside line. He had another crack later into Turn 1 but couldn't make it stick, and remained in the Red Bull's wake to the flag.

Alonso finished a lap down in seventh, ahead of Sainz, Bottas and Hulkenberg. Tenth place could have been Jolyon Palmer's, after he attached himself to Hulkenberg's rear wing on the way into the pits and Renault's crew sent him on his way first, but he then spun at Turn 4 and dropped three places.

"I'm gutted as my first points in F1 were there for the taking," he said. "The car was good and I was driving well within myself. It was the best drive of my career today and just one small spin took away those points." ■



Palmer was on course for a points finish before he was delayed with a spin

## RACE FACTS

Results © 2016 Formula One Administration Ltd

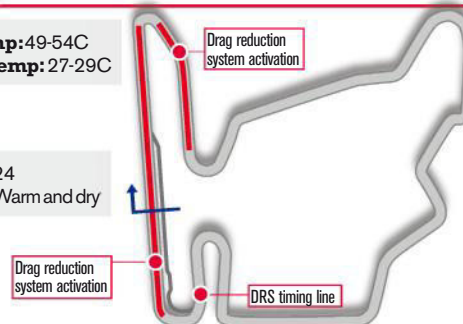


### HUNGARIAN GRAND PRIX

**Circuit:** Hungaroring **Lap:** 2.722 miles  
**Race distance:** 190.54 miles **Laps:** 70  
**Lap record:** 1m 19.071s (Michael Schumacher, 2004)  
**2015 winner:** Sebastian Vettel (Ferrari)

**Track temp:** 49-54C  
**Ambient temp:** 27-29C

**Date:** July 24  
**Weather:** Warm and dry



### TYRE CHOICE

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## RESULTS

### FIA Formula 1 World Championship, round 11/21

POS	DRIVERS	NAT	CAR-ENGINE	TIME
1	Lewis Hamilton	GBR	Mercedes	1h40m30.115s
2	Nico Rosberg	GER	Mercedes	+1.977s
3	Daniel Ricciardo	AUS	Red Bull-Renault	+27.539s
4	Sebastian Vettel	GER	Ferrari	+28.213s
5	Max Verstappen	NED	Red Bull-Renault	+48.659s
6	Kimi Raikkonen	FIN	Ferrari	+49.044s
7	Fernando Alonso	ESP	McLaren-Honda	-1 lap
8	Carlos Sainz	ESP	Toro Rosso-Ferrari	-1 lap
9	Valtteri Bottas	FIN	Williams-Mercedes	-1 lap
10	Nico Hulkenberg	GER	Force India-Mercedes	-1 lap
11	Sergio Perez	MEX	Force India-Mercedes	-1 lap
12	Jolyon Palmer	GBR	Renault	-1 lap
13	Esteban Gutierrez	MEX	Haas-Ferrari	-1 lap
14	Romain Grosjean	FRA	Haas-Ferrari	-1 lap
15	Kevin Magnussen	DEN	Renault	-1 lap
16	Daniil Kvyat	RUS	Toro Rosso-Ferrari	-1 lap
17	Felipe Nasr	BRA	Sauber-Ferrari	-1 lap
18	Felipe Massa	BRA	Williams-Mercedes	-2 laps
19	Pascal Wehrlein	GER	Manor-Mercedes	-2 laps
20	Marcus Ericsson	SWE	Sauber-Ferrari	-2 laps
21	Rio Haryanto	INA	Manor-Mercedes	-2 laps
R	Jenson Button	GBR	McLaren-Honda	L60/Oil pressure

Winner's average speed 113.747mph Lap leaders: Hamilton 1-15; Rosberg 16-17; Hamilton 18-40; Rosberg 41-42; Hamilton 43-70

**FASTEST LAP | KIMI RAIKKONEN : 1M 23.086s**

ON LAP 52 (AVERAGE SPEED: 117.955MPH)

## QUALIFYING

POS	DRIVER	TIME
1	Rosberg	1m19.965s
2	Hamilton	1m20.108s
3	Ricciardo	1m20.280s
4	Verstappen	1m20.557s
5	Vettel	1m20.874s
6	Sainz	1m21.131s
7	Alonso	1m21.211s
8	Button	1m21.597s
9	Hulkenberg	1m21.823s
10	Bottas	1m22.182s
11	Grosjean	1m24.941s

POS	DRIVER	TIME
12	Kvyat	1m25.301s
13	Perez	1m25.416s
14	Raikkonen	1m25.435s
15	Gutierrez	1m26.189s
16	Nasr	1m27.063s
17	Palmer	1m43.965s
18	Massa	1m43.999s
19	Magnussen	1m44.543s
20	Wehrlein	1m47.343s
21	Haryanto	1m50.189s*
22	Ericsson	1m46.984s**

\* = five-place penalty for gearbox change \*\* = pit lane start for new survival cell

Alonso was on form for seventh place



## CHAMPIONSHIP POINTS

### DRIVERS

POS	DRIVER	PTS
1	Lewis Hamilton	192
2	Nico Rosberg	186
3	Daniel Ricciardo	115
4	Kimi Raikkonen	114
5	Sebastian Vettel	110
6	Max Verstappen	100
7	Valtteri Bottas	56
8	Sergio Perez	47
9	Felipe Massa	38
10	Carlos Sainz	30

### CONSTRUCTORS

POS	CONSTRUCTOR	PTS
1	Mercedes	378
2	Ferrari	224
3	Red Bull-TAG Heuer	223
4	Williams-Mercedes	94
5	Force India-Mercedes	74
6	Toro Rosso-Ferrari	45
7	McLaren-Honda	38
8	Haas-Ferrari	28
9	Renault	6
10	Manor-Mercedes	1
11	Sauber-Ferrari	0

## NEXT RACE

Will Nico Rosberg be able to fight back on home ground at Hockenheim?

## GERMAN GRAND PRIX

JULY 31

# GP EXTRA

# ROUND



## MOTORSPORT NEWS STAR DRIVER



**FERNANDO ALONSO**  
The Spaniard's spin while overdriving in Q3 was out of character and cost him a place on the starting grid. But on Sunday he was immaculate and took best-of-the-rest honours behind the Mercedes, Red Bull and Ferrari drivers. Given the machinery at his disposal, that's as good as a win in terms of being the optimum result.



## MOTORSPORT NEWS COMMUNICATION AWARD

### McLAREN

By telling Jenson Button not to downshift because of hydraulic problems after he slowed with a brake pedal that was dropping to the floor, McLaren earned its already-delayed driver a drive-through penalty. But what McLaren actually did was find another problem with the regulations, for he was told not to downshift when he was touring in to retire, prior to the hydraulic problem clearing and Button being instructed to press on again. "It's a stupid regulation," was Button's summary.



Lewis Hamilton's is now the most successful driver in Hungarian Grand Prix history, winning it five times (2007, 2009, 2012, 2013, 2016). Michael Schumacher is the next-most successful, with four wins.

### FASTEST LAPS

DRIVER	TIME	LAP
Raikkonen	1m23.086s	52
Rosberg	1m23.670s	60
Hamilton	1m23.849s	69
Vettel	1m24.383s	59
Ricciardo	1m24.608s	60
Kvyat	1m24.669s	48
Verstappen	1m24.687s	40
Alonso	1m24.958s	62
Perez	1m25.021s	65
Sainz	1m25.103s	67
Bottas	1m25.273s	59
Massa	1m25.296s	68
Hulkenberg	1m25.392s	69
Ericsson	1m25.475s	47
Nasr	1m25.676s	66
Palmer	1m25.743s	41
Gutierrez	1m25.955s	39
Grosjean	1m25.958s	56
Magnussen	1m26.230s	39
Wehrlein	1m26.524s	47
Button	1m26.744s	9
Haryanto	1m27.791s	64



### STATS

# 11

Number of Hungarian Grand Prix attempts it took for Nico Rosberg to notch up his first F1 podium at the Hungaroring. The last time he was in the top three here was in the GP2 sprint race back in 2005.



Sebastian Vettel broke the 2000-point barrier with fourth place in Hungary. He now has 2006 points, with only Lewis Hamilton having scored more.

# 2000

## MOTORSPORT NEWS WOODEN SPOON

### FELIPE MASSA

The Brazilian strayed onto a white line at Turn 4 on a qualifying out-lap and shunted on Saturday during the opening period, then only made progress backwards in the race. Didn't do a good job to recover and finished a twice-lapped 18th, over 90 seconds behind team-mate Valtteri Bottas, which wasn't good enough despite steering gripes.



'New RFR car could dominate'  
FF1600 news, p10



Photos: LAT



Hamilton's Hungary win gave him lead

Brit now heads team-mate by six points

# HAMILTON FEELS HE'S STILL 'CHASING' TITLE

Lewis Hamilton still feels like he is "chasing" the championship despite taking the points lead from Mercedes team-mate Nico Rosberg after winning the Hungarian Grand Prix.

The Brit now heads Rosberg for the first time this season after the pair's 1-2 finish at the Hungaroring on Sunday, with Hamilton's advantage six points.

It marks a rapid turnaround for the world champion, who was 43 points behind Rosberg earlier in the year after the German won the opening four races.

But despite claiming the advantage, Hamilton is not going to change his approach for the rest of the campaign.

"It's not massive," he said of taking the F1 points lead. "Right now, I am still with

the same mentality of still chasing. I am very proud of coming back, but there's a long way to go."

Hamilton is aware that given the number of engine failures he had in the early stages of the season, he will soon have to start from the back when penalties are applied for using more than the permitted number of replacement parts.

He added: "I really would love to come out of the next race with another result like this so when I do go to Spa or Monza, whichever one it is where I take the penalty and I start from pit lane or last place, that is the minimum damage, it doesn't mean I am 25 points behind."

"I don't really want to get back to there. I honestly feel we are in the strongest

position we have been all year in terms of our performance and how unified we are."

Rosberg meanwhile has been boosted by signing a new deal to remain with Mercedes for the next two seasons, as his previous contract was due to expire at the end of 2016.

Despite losing the title lead, the German is now eyeing his home race this weekend as a chance to seize the initiative back.

"It's very close," he said. "Now I move my focus to Hockenheim, because it's my home race. I love the track and so I'm going to try and win there."

"Everything's still possible and I just want to focus on winning races, that's what I wanted to do today [in Hungary], I had my full focus on that, it didn't work out unfortunately, just losing out in turn one."

F1 RACING'S EXECUTIVE EDITOR

# STUART CODLING

"The news was that there was no news"



**W**ith its penchant for messing around with results after the fact, motor racing can often inadvertently send a bullet through its own proverbial metatarsal in a way other sports don't. Fans and spectators, paying customers all, want to know that what they've just watched has some meaning, and that the results won't be readjusted *ad tedium* behind closed doors by blazer-garbed officials.

So it was with a sigh of resignation last Saturday afternoon, as I composed the qualifying section of the Hungarian Grand Prix report you can read elsewhere in this issue of *MN*, that I noted how only the quickest nine drivers had gone under the 107 per cent time during Q1. Surely a rule that was introduced to keep dangerously slow cars off the grid couldn't be invoked to arbitrarily shuffle the order in these circumstances? We would find out – but it would take a few hours.

Of more pressing import was the business of Nico Rosberg setting pole position on a lap in which yellow flags had been displayed. To my mind this is the kind of event that warrants consideration straight away, before the fans in the grandstands have begun the trudge home in their wet shoes and the folks at home have switched off and adjourned to the pub. Make a decision or don't make a decision, even if that decision is to open an investigation that won't be concluded straight away.

On Saturday, over three hours elapsed between the end of qualifying and Rosberg being summoned before the stewards. He, like most of the spectators, had departed the circuit. The stewards declared themselves satisfied with his explanation and then moved on to their deliberations over the 107 per cent rule. Finally, at 21:17hrs, it was declared that the results of qualifying would stand...

Unless you're one of those people who obsessively follows the minute-by-minute stuff on social media, you were OK. The news was that there was no news.

But still the rancour rolled on, and in the post-race press conference there was an intriguing scene as Lewis Hamilton responded to a question about his call for clarification of the yellow-flag rules. "Nico was doing the same speed at the apex as I was doing on the previous timed lap," he grumbled. "If there happened to be a car that spun or a marshal on the track, it would have been pretty hard for him to have slowed down... the fact that he didn't get penalised for it means that we need to be careful because the message we're sending, not only to the drivers here but also to the drivers in the lower categories, is that it's now possible for you to lose only one tenth of a second in a double-waved-yellow-flag section, which is one of the most dangerous scenarios."

"Can I respond? Thank you very much," was Rosberg's rather prim response after Hamilton had reached a natural conclusion. "Thank you for making that statement, so now I'm going to put my response."

During the course of this exchange, neither man made eye contact with the other. I was half expecting the compere, BBC Radio 5 Live's Tom Clarkson, to stand in the stead of the absent Jeremy Kyle and demand a DNA test. Next time I'll bring some popcorn. This one is going to run and run...

## F1 ROUND-UP

### Rio out?

Rio Haryanto could drive for Manor in this weekend's German Grand Prix without funding after his initial deal only provided finance through to the Hungarian race. The Indonesian's manager Piers Hunnisett feels the team may give Haryanto dispensation to race in Germany and then use the summer break to find additional funding. There has been speculation that McLaren reserve driver Stoffel Vandoorne could race instead but the Woking squad has dismissed that as "just a rumour".

### Gutierrez angry

Haas driver Esteban Gutierrez has accused Lewis Hamilton of being "disrespectful" after allegedly receiving an abusive hand gesture when the Brit lapped him during the Hungarian GP. Hamilton denied raising his middle finger but the Mexican said of the incident: "Not a very respectful move from him. He should respect all of the competitors. You never know, maybe in the future I will be fighting for a championship with him, so he has to respect that."

**Palmer baffled**  
Jolyon Palmer has "no idea" what caused the spin that denied him a chance of taking his first F1 points finish in



Spin denied Palmer points

**Hungary. The Renault driver was running 10th in the closing stages when he spun at Turn 4 and eventually finished 12th. "I was driving really within myself," said the Briton. "I have no idea what happened. I didn't do anything different. I never had oversteer the whole race in that corner and then I turned in and lost the car completely."**

### Sauber secure

The future of Sauber has seemingly been secured after it has been acquired by Longbow Finance. The Swiss squad has struggled financially this season and is currently last in the constructors' championship. Founder Peter Sauber will retire and team principal Monisha Kaltenborn added: "We are convinced that Longbow Finance SA is the perfect partner to again make the team competitive and successful in Formula 1."

## THE FASTEST NEWS ROUND-UP



**Red Bull junior Pierre Gasly has claimed the GP2 points lead after taking a comfortable win in the opening race at the Hungaroring last weekend. Gasly led home Prema team-mate Antonio Giovinazzi before finishing seventh in race two to consolidate his advantage. ART driver Sergey Sirotkin won the second race, claiming his first victory of 2016, after making a storming start to climb from sixth to second. The Russian then passed leader Jordan King after a restart, denying the Brit the chance to claim a third consecutive reverse-grid win...**

British drivers starred in GP3 last weekend with a maiden win for Matt

Parry, first podium for Jake Dennis and Anglo-Thai racer Alexander Albon taking the championship lead. Parry took full advantage of polesitter Nyck de Vries stalling on the grid at the start of the opener to secure the win, the Koiranen driver managing to hold off the threat of Antonio Fuoco. Dennis completed the podium in third. Albon beat poleman Arjun Maini off the line in race two and was never threatened to the flag. With former points leader Charles Leclerc only picking up a sixth and a third, Albon now tops the standings by three points... **Kyle Busch dominated the NASCAR Sprint Cup race at Indianapolis last weekend, leading 141 of the 170 laps. Matt Kenseth and Jimmie Johnson completed the podium, while returning four-time champion Jeff Gordon – who came out of retirement to deputise for the ill Dale Earnhardt Jr – was 13th...**

Honda will run an extra works car for Super GT racer Ryo Michigami for its home race of the World Touring Car Championship in September...



Brit Parry leads the GP3 field after de Vries stalled on grid

**AGREE/DISAGREE?**  
mn.letters@haymarket.com

# RACING NEWS

## BTCC man Smiley moves to Clio Cup

Chris Smiley has switched from the British Touring Car Championship to the Renault UK Clio Cup for the remainder of the 2016 season.

The Northern Irishman, who has finished inside the top 20 in two BTCC races this year, has been let down by funding and his Team Hard Toyota Avensis has also been plagued by unreliability.

He will now swap to race a JamSport-prepared Clio for the remaining eight races of the year.

"It is a shame, because this was always meant to be the start of a long-term plan in the BTCC, but it has not been a happy few months," explained the 24-year-old from Carrickfergus.

"Everything has been a struggle and we simply have not been able to perform to the level I expected.

"I wanted to keep on racing, and doing it in the Renault Clio Cup is perfect because it keeps me on the radar of the touring car teams by being on the support package. I want to show that I am still capable of winning races."



Ellis will handle this Ford Falcon

## Ex-GT man Ellis gets Ford Falcon for Classic event

Former British GT champion Bradley Ellis will race a Ford Falcon at this weekend's Silverstone Classic.

Ellis, who has driven Mini and Tojeiro-Bristol cars, will race Elliott Norris's V8 Falcon in the Big Engine Touring Cars encounter for pre-1966 tin-tops.

The 29-year-old 2007 British GT champion, who has already tested the Falcon, said: "I've done some coaching with Elliott. He bought this car and wants to do some races in it.

"It'll be cool. It eats up the straights pretty quickly and it's a little bit of a handful. It's different to other cars I've driven, but once you get it balanced in a corner it's nice to drive - sideways."

Regular Classic competitor and 2012 World Touring Car champion Rob Huff is also entered to drive a Falcon (with Trevor Buckley), while experienced racer Nigel Greensall will handle another example with David Huxley.

Ex-British GT racer Chris Beighton will race his Super Touring Honda Accord.

# JTR TO ENTER CARRERA CUP

## Nick Tandy's team moves to sportscars with Porsche



Le Mans winner Tandy



JTR will run Porsches in Carrera Cup GB next year

By Kevin Turner

### Le Mans 24 Hours winner Nick Tandy's JTR squad will move into Porsche Carrera Cup GB in 2017.

Multiple British Formula Ford title winner JTR currently runs Patrik Matthesen in the F4 British Championship. It now plans to contest the Carrera Cup with three cars.

"We've been thinking about it for a few years and after meetings with Porsche about the future of the championship we decided now was as good a time as any," said Tandy, who pointed to recent slots supporting the World Endurance Championship (Le Mans in 2014, Spa in 2015 and Silverstone this season) and the arrival of the new Carrera Cup car in the UK in 2018.

"The calendar looks good, supporting the FIA WEC as well as British Touring Cars. Those sorts of events are good for the series.

"It'll be nice to be fully involved in the championship before the new car."

Tandy, who won Le Mans in 2015 sharing a Porsche 919 Hybrid with Force India F1 racer Nico Hulkenberg and fellow factory GT driver Earl Bamber, started his sportscar career at Carrera Cup level. He was a race winner in GB and took the 2011 German crown with Konrad Motorsport.

After winning races in the F1-supporting Supercup, Tandy became a factory Porsche GT driver. He believes his experience should help JTR run competitively in 2017.

"I was involved in the original development of the Carrera Cup car, and the new one [set to appear in the Supercup next season]," said the 31-year-old. "I know how to set them up, I know how to drive them, and I will coach our drivers.

"Ideally I'd like to run one car in each of the classes - Pro, Pro-Am1 and Pro-

Am2. We'll take on help from some top engineers from the Supercup and German Carrera Cup, and people from Porsche in Germany and North America. The idea is to come in and win straight away."

Although no drivers have yet been confirmed, Tandy has been talking to candidates for some time. "People have come to us about doing it before, including former JTR drivers looking into sportscars," he added.

"It's clear that if you win in GB you will get the opportunity to race in Germany and if you win there you have chances to race all over the world. As long as you keep winning, there is a natural progression into professional motorsport."

JTR has not ruled out continuing in single-seaters, but Tandy said that "at this point we are 100 per cent committed to running Porsches". The squad plans to start testing a car this year.



Caine will be back in the BTCC

## Caine rejoins BTCC grid with Team HARD Toyota

Former British GT champion Michael Caine will return to the British Touring Car Championship at Snetterton this weekend at the wheel of a Team Hard Toyota Avensis.

Caine will drive the Avensis previously raced in the category by Chris Smiley, who will switch to the Renault Clio Cup. Caine is due to finish the season with Team Hard.

Caine, 46, who last raced at Croft in 2013, said: "This opportunity came up, and it is interesting. The team has punched above its weight this season with Michael Epps and Jake Hill, and I hope I will be able to add some experience. Lots of people behind the scenes have helped to make this possible, and I will give it my best."

Team Hard principal Tony Gilham said: "Having someone of Michael's capabilities onboard will only help push us further forward."

## Snetterton's Montreal renamed for Wilson

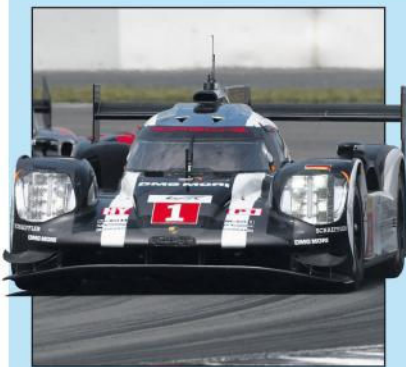
Snetterton's Montreal hairpin will be renamed in honour of IndyCar star Justin Wilson.

The second turn on the Norfolk circuit will be renamed Wilson hairpin, with this weekend's British Touring Car Championship event the first to run using the new corner title.

Justin Wilson was the inaugural champion of MSVR head Jonathan Palmer's Formula Palmer Audi Championship in 1998, and the pair worked together through International F3000 and into F1. Wilson then marked himself out as one of the top single-seater drivers in America, up until his death in an accident at Pocono last August.

Palmer said: "Justin was the epitome of a true sportsman."

## Porsche's reigning FIA World Endurance champions bag first win of the year



Porsche was back on top at home

Reigning World Endurance champions Mark Webber, Timo Bernhard and Brendon Hartley claimed their first win of the season at the Nurburgring last weekend.

The Porsche 919 crew has been blighted by problems so far this season with 10th place at Le Mans last month being the trio's best finish. But, despite an early puncture, the champions were able to end their poor run of results.

The LMP1 Porsches and Audis appeared equally matched in the early stages of the race with both Audis

leading during the opening hours. The Porsches then took command but the 919 of Neel Jani, Marc Lieb and Romain Dumas dropped out of contention after contact with backmarkers and a drivethrough penalty.

This allowed Webber/Bernhard/Hartley to win, and Webber said: "This is a brilliant win for our car. We kept our heads down and hung in there, and the Audis ran out of a bit of steam."

The Audi of Lucas di Grassi, Loic Duval and Oliver Jarvis beat Marcel Fassler and Andre Lotterer's sister R18.

The Signatech Alpine squad of Nicolas Lapierre, Stephane Richelmi and Gustavo Menezes made it a hat-trick of LMP2 wins, despite the G-Drive ORECA leading initially before being forced out with transmission problems.

Ferrari took a one-two in GTE Pro - with Gianmaria Bruni and James Calado first - after the Aston Martin of Nicki Thiim and Marco Sorensen lost out with the timing of its final pitstop.

The Aston of Pedro Lamy, Mathias Lauda and Paul Dalla Lana triumphed in GTE Am.

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*'That Matt Neal sits third with two wins is impressive'*  
Who's hot and who's not in BTCC, p22



Photos: Jakob Ebrey, Danny Walton



Beechdean car was damaged in Spa clash

Optimum Audi has struggled this year

## BEECHDEAN AND OPTIMUM TO SKIP SNETTERTON BRITISH GT

The British GT3 grid could hit its lowest entry for seven years at Snetterton following a number of high-profile withdrawals, including the reigning champion Beechdean Aston Martin team.

Andrew Howard and Ross Gunn have been forced to skip the double-header in Norfolk next weekend due to the heavy damage sustained to their Vantage GT3 during the previous race at Spa.

Howard was hit by an errant GT4 car at the first turn in Belgium, ripping a wheel off the Vantage in the process.

Howard, who is now ninth in the points alongside Gunn, said: "I am hugely disappointed the car will be unable to take part at Snetterton. We always knew that this was going to be a development year for us, and sometimes you have to take the rough with the smooth. British GT is an important series to us and we will continue to take part in the championship, despite this set back. I hope the championship continues to be the proving ground for the amateur driver."

Beechdean will continue to run its two GT4 division entries

for Jack Bartholomew/Jordan Albert and Paul Hollywood/Jamie Chadwick.

Another GT3 on the brink is the Optimum Motorsport Audi R8 LMS after the team parted company with drivers Ryan Ratcliffe and Will Moore.

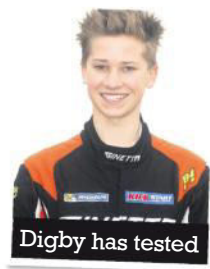
Ratcliffe and Moore are 11th in the championship, having scored points in just two races. Despite the split, Ratcliffe will continue to race with the team in the Creventic 24 Hour Series.

Team head Shaun Goff said: "We're looking for a new driver pairing for the final two rounds as we want to show what the

Audi can really do and we've had various issues this year which meant we couldn't.

"We're looking for a bronze driver now to pair with either a quick silver like Ryan or a gold driver [Craig Dolby is the team's driver coach], so hopefully we can sort a deal to keep the car on the grid."

Ratcliffe and Moore's withdrawal means there will be no all-silver pairing on the grid for Snetterton. It also means the GT3 entry might fall to just 11 cars, its lowest number since 2009. The GT4 entry is expected to keep the grid in the mid-20s.



Digby has tested

### Newcomer Digby signs up for Ginetta Juniors with HHC Motorsport crew

Charlie Digby will join the Ginetta Junior grid at Snetterton this weekend with the frontrunning HHC Motorsport team.

The 15-year-old competed in the Winter Series last year but has since been testing in preparation for his debut in the main championship.

Digby said: "I grew up around motorsport with my dad Peter. His Xtrac gearboxes feature in just about every class of motorsport from touring cars and NASCAR to Formula 1 and WRC. I have always been passionate about cars so I'm looking forward to getting behind

the wheel now and not just watching from the sidelines.

"I only did a small amount of karting for about a year when I was 11 and 12-years-old so preparing for my first race in my G40 on the Snetterton 300 Circuit has been a big challenge for me."

### GT Cup race to be rescheduled

The GT Cup sprint race at Oulton Park was abandoned last weekend after a first corner incident resulted in significant delays to the timetable.

Darren Nelson's Lamborghini Huracan crashed heavily into the barriers on the exit of Old Hall corner at the start of the race after contact with John Dhillon's Ferrari 458 Challenge, with the Lotus Evora GTE of Gareth Downing and Tom Webb's BMW M3 E46 GTR also being caught up in the aftermath.

With all three cars suffering heavy damage,



Nelson's stricken Lambo collects Downing's Lotus

there were insufficient recovery vehicles to collect all of the stricken cars in one attempt, leading to a delay of more than 30 minutes in the timetable.

"Due to unforeseen circumstances, race three for the GT Cup

Championship will be rescheduled at a later date," said a statement from organiser MSVR.

There are options to run the race at Donington Park in August, Silverstone in September or Snetterton in October.

### OBITUARY

#### John Blunsden 1930-2016

Former *Motoring News* editor John Blunsden has died at the age of 86.

A former local journalist, Blunsden was one of the first staff members at *Motoring News* when it was created in 1955, and went on to take on the editorship in 1959. He was responsible for changing the thrust of this title from general motoring to motorsport, and shaped its future direction.

Following on from his tenure at *MN*, Blunsden went on to work for *Motor Sport* magazine and used his skills as a driver to conduct track tests in a number of competition vehicles.

In 1969, he bought Motor Racing Publications and went on to produce a host of motorsport-themed books. He was also the grand prix correspondent for *The Times* newspaper for almost 20 years from 1970.

### Mazda MX-5 champion Chandler gets a late call-up to handle a Porsche 911 in the GT Cup

Reigning BRSCC Mazda MX-5 champion Brian Chandler made his GT Cup debut at Oulton Park last weekend, sharing the MAS Motorsport Porsche 997 GT3 Cup car with team boss Mike Sellar.

Chandler has been racing in the 750 Motor Club's M3

Cup this season, but took the chance to race in the GT Cup.

"Sam Tatler is one of the guys I run in the Mazdas and he works for Mike, who had a driver drop out so I got asked to step in. I was in the right place at the right time," explained the Haverhill man.

Chandler did not drive the car before Saturday's free practice session, but was immediately on the pace.

He drove in the sprint race, but that was halted after a first corner incident and was not restarted (*see story above*), and had only a short stint in the

endurance race, which Sellar started, after the car lost fourth gear and was delayed in the pits.

"We hope to be back out for Snetterton, as it is the local circuit to me so hopefully I can get some sponsors on board," said Chandler.

### DEPUTY EDITOR

# ROB LADBROOK

**"Would losing GT3 be a total disaster?"**



Before GT3 we had monstrous TVRs, like Speed 12

**S**o it's come to this, but is it time to panic? Not quite.

Yes, the British GT3 grid may only be barely reaching double figures for the next round at Snetterton, but is that such a catastrophe? Is it a sign that GT3 racing in Britain is slowly dying?

There are arguments both ways as to what the future holds for GT3 at British championship level. But let's not go jumping to conclusions. Beechdean is out due to circumstances beyond its control – a nasty hit at Spa saw to that – and Optimum is on the brink purely because its season hasn't quite gone to plan. Neither of those factors have bearing on either team's thoughts on the championship. Both are staunch supporters of British GT, and believe that if you want to race sportscars, the series is one of the highest levels in Europe.

They'll be back, of that I have little doubt, but the fact their absence is quite so keenly felt does raise some other issues.

I love GT3, but you can see difficulties in its future. Budgets have skyrocketed in recent years due to the level of competition and profile being raised. Teams now employ more people, do more testing and use more consumables. All of which just adds to the financial forecast.

There could come a time when British GT can no longer sustain GT3. The signs are already there with the shift in interest to the lower-cost GT4 category, which is now the most popular in terms of entries.

The teams have seen this too, and have elected a teams' association in an effort to try and lure back GT3 numbers. It's a good move and shows solidarity, but can it prove the difference?

Plus, would it be such a drama if GT3 were to be phased out of British GT altogether?

Yes the cars are spectacular, but let's not forget when GT3 was introduced it played second fiddle to GT2. How many of us can honestly say the current crop of GT3 cars raises the hairs on the back of your neck quite like the TVR Speed 12, Lister Storm or Dodge Viper GTS did?

But GT2 died out over cost, and then GT3 reigned supreme. Could we be seeing the same cycling of classes now, with GT4 the natural successor?

Don't be so fast to judge. Look at the new crop of GT4s. McLaren 570S GT4 wouldn't be far off GT3 pace without its restrictors, Porsche's Cayman GT4 will be a weapon when it's finally a full-fat GT4 car and Audi and Mercedes are both known to be eyeing new customer cars for the category.

If GT3 fades away, GT4 will take centre stage, and is that such a bad thing? GT racing is about drama on one hand, but it's also about great racing, and GT4 has that. Formula Ford 1600s don't breathe fire but produce superb racing, so retain popularity.

Once again, I truly hope GT3 racing in Britain survives and thrives. But it's not the end of the British GT if it doesn't.



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# RACING NEWS

## IN BRIEF

### Burke returns

Double Historic FF1600 champion and ex-VdeV racer Darren Burke had his first race in the UK for over three years, when he shared Chris Hyman's SR8 in the Radical European Masters at Silverstone. The pair secured two second places out of their three races. "I have been karting in Australia for the last few years, but it was nice to be back racing cars and for my Radical debut," he said. "I would certainly consider any further races in the car if I was invited."

**Radical Padmore**  
Historic F1 star Nick Padmore made a surprise return to Radical racing at Silverstone, when mentor Max Smith-Hilliard had to pull out. "It was late as Max suddenly had to work and asked if I would like to partner Neil Houston in an SR3," he explained. The pairing was third in class before Houston went solo for the rest of the weekend.

### GT Open plans

Nigel Mustill is looking to raise funds to continue in the European GT Open after his newly-purchased Lamborghini Gallardo took a debut win at Silverstone last weekend with Craig Dolby and Tomas Enge. "The tyre bills alone are a lot, but if we can be at the Red Bull Ring for the next round we will," he said.

### Charity lap

Charity fundraiser Noel Wilson completed a lap of the Anglesey circuit in his mobility scooter last weekend and hinted the Isle of Man is on his radar. Having already completed a lap of the Silverstone National, Brands Indy and Thruxton circuits, he toured the Welsh track in 10m14.33s, averaging speed of 9.08mph, his fastest so far.

Photos: Jakob Ebrey, Gary Hawkins

# WILLIAMS: TWEAKED RFR CAN "DOMINATE"



Williams has made progress with RFR

By Jack Cozens

**Ralph Firman Racing driver Luke Williams believes developments to the new RFFF16 will put the car in a position to "dominate" October's Formula Ford Festival after a recent upturn in form.**

The new RFFF16 is mid-way through its maiden season of racing, being the first fresh Formula Ford design from Van Diemen founder Firman since 1998. With limited testing before the start of the season, the new car was blighted by problems on its debut at Oulton Park in April, with first customer Williams suffering gearbox issues.

Despite completing a second car for James Roe, progress remained slow – with a third machine, in which 2015 Walter Hayes Trophy winner Graham Carroll had expected to contest a full campaign, yet to be completed.

But Williams twice finished on the podium at the National FF1600 round at Brands Hatch in July, which also coincided with a switch from a Scholar to a Bold engine, and team boss Ralph Firman said he expected more progress soon.

"The biggest problem was the engine – we just couldn't hold them together," said Firman, who co-founded the Van Diemen marque.

"The car was always going to come together late, but we should have been able to go to Oulton without problems. I think the car is getting better and better. There are already areas where it's stronger than the others."

Despite playing down the effect of swapping engines, Williams was bullish about the car's chances of being at the front

Williams: RFR FF1600 can win

come the end of season Festival and Walter Hayes Trophy blue riband events.

"First time out, the car felt like it had potential, but some problems were bound to happen," said Williams. "We switched to Bold [engines] before Brands Hatch but only for the rest of 2016 – we're still talking with Scholar. It seems too easy to blame the engine.

"Had the car been ready three months earlier and tested, we might have been in better shape to fight at the start of the year.

"I think if you give us until the Festival, we've a good chance of dominating. We've only started to get over the early issues and haven't added updates, but the tweaks we've made have had an impact."

Carroll has been told his machine will be ready to test before the next National round at Anglesey on August 6/7, with a view to competing there.



## Audi working on TT GT4, but not just yet

Audi Sport is evaluating producing a GT4 version of its successful TT racer.

The Ingolstadt brand already runs the single-make TT Cup series in support of the DTM German touring car series. The TT Cup operates for production-spec versions of the two-litre 310bhp TT RS.

Audi has this year announced its new 2.5-litre turbocharged 395bhp TT RS Coupe model for the road, and rumours have persisted that Audi Sport has begun evaluation work on making the car its new GT4 platform.

While Audi is a major producer of GT3 machinery – it last week rolled its 200th new-generation R8 LMS GT3 off the production line – has never produced a GT4 car.

Audi Sport's Chris Reinke told *Daily Sports Car* that the TT was being looked at for a new customer car, but played down talk it would be imminent.

"The green light for a GT4 car is a little way off – we have done some evaluation work, but it is not the car I expect us to offer as our next customer racing option, that's more likely to be a TCR-spec car," said Reinke.



Belcher will return to his jet-ski racing roots with charity outing

## BTCC man Belcher to race jet-ski for charity

British Touring Car Championship team principal Simon Belcher will return to jet-ski racing to raise money for charity.

Belcher, who raced with his Handy Motorsport squad in the BTCC for two years before stepping back to focus on team management, will compete in the British championship finals for the first time in 15 years to raise awareness of and funds for Cancer Research UK.

A multiple champion with five

jet-ski titles to his name, Belcher will contest six races over a two-day event at Doncaster Lakeside on September 3/4 using two fully restored jet-skis from the 1990s.

"I've certainly been missing active competition this year," said Belcher. "I thought this would be a perfect opportunity to do something and raise money for a fantastic cause."

● For more information and to donate to Belcher's jet-ski bid visit [justgiving.com/fundraising/Simon-Belcher](http://justgiving.com/fundraising/Simon-Belcher).

## Falcon, Richardson return to British F4 grid

Falcon Motorsport and Richardson Racing will return to British F4 action at Snetterton this weekend.

Both squads have been absent from the series so far this year having been regulars since the category ran as British Formula Ford, where Falcon twice ran Harrison Scott to second in the overall standings.

Falcon will now contest the next two rounds with Mexican driver Alexandra Mohnhaupt, who finished 13th in Mexican F4 this season.

Team boss Nick Streatfield said: "We've been talking to Alexandra through Mygale – they have got a contact obviously with people

over there as the cars are the same in the Mexican F4 championship.

"She's already familiar with the car, the engine and the chassis are the same, the only difference is that the Mexican championship runs on different tyres [Pirelli]."

Streatfield added that the team was still considering entering a car for the final three rounds of the season, but that its main focus was on working towards a full campaign in 2017.

Meanwhile, Richardson will also return to the grid with Alexandra Marinescu racing for the team for the remainder of the season.

The Romanian was due to drive for Falcon in MSA Formula last



Falcon ran in MSA Formula last season, but hasn't this term

year but suffered a hefty crash in practice for the first round and then struggled with budget.

"Alexandra has basically had five days of testing to try and catch up with rivals who have been racing for half a season, and have done numerous tests on top of that," said team boss

Gwyn Richardson. "With that in mind, we're delighted with how she has done so far, especially considering the amount of experience she has."

JHR Developments racer Billy Monger will also be back on the grid after missing the previous round at Croft in June.



TT Cup car will likely form basis of a GT4 car in the future

Photos: Gary Hawkins, Steve Jones, Michael Chester



Di Claudio: still in Saxo

## Combe Saloons ace Di Claudio keeps car

Castle Combe Saloon Car Championship leader Will Di Claudio will stick with his rented Citroen Saxo instead of switching to his own car and risk losing his points lead.

Di Claudio had spent the winter preparing his own Peugeot 106 to enter into Class C of the local championship, but build delays meant it was not ready for the start of the campaign.

To stay on the grid, Di Claudio rented a Citroen Saxo, in which he has dominated Class D with four wins from five rounds so far. He currently sits as joint leader in the overall championship, level with Class B driver Simon Thornton-Norris.

Di Claudio's Peugeot is now ready, but he has opted to continue in the Saxo to avoid throwing his title challenge away.

"I need to do some testing before we run the 106," Di Claudio said. "I want to make sure it is quick and capable of winning when it comes out."

"The plan is to try and wrap up the Class D title at the August Bank Holiday meeting, and then I can hopefully bring in the new car for the final round in October and not lose out."

# CLUBMANS STAR DOUBLES SEASON



Clarke has extended his deal in Lotus Cortina (67)

Teenager James Clarke will do double duty this year with campaigns in the Clubmans Cup and Historic Touring Cars, in what is just his second season of racing.

Clarke, 16, has already established himself as a frontrunner in the Clubmans Cup with five wins in the Sports 1600 class from his first eight races. The Junior Saloon Car graduate was made to wait until he turned 16 to make his debut at the third round of the season at Rockingham, and while he was denied a victory there by a brake failure,

he has since claimed five class victories in a row, including a double at Donington Park earlier this month.

Run by Orex Competition, Clarke has been driving a rebuilt Mallock Mk18BF 1600, which was modified and raced by the late *Autosport* cartoonist Barry Foley and his son Justin.

"We aimed to do two seasons in Juniors and spend the first learning," he said. "But halfway through the season I led the championship and nearly won it overall, so we thought it wouldn't be worthwhile to continue for a second year."

"We wanted to do something with slicks, that was rear-wheel drive and ideally had some aerodynamics to replicate a sports car."

"The team already ran in Clubmans and it ticked the boxes. As soon as I saw one I'd pretty much made my mind up."

Clarke has also raced in the HSCC's Historic Touring Car Challenge in a Lotus Cortina this year at the Brands Hatch Superprix event, and will contest further races at Croft from August 6/7 and the Gold Cup meeting at Oulton Park at the end of next month before the final

round of the Clubmans season.

"I'm really into historic cars and I've found it easy to jump between the two because I love driving them," he said.

"They're both great fun but for very different reasons: The Mallock is great because it does exactly what you want – you can carry so much speed through the corners without feeling uncomfortable – while the Cortina is the opposite and not great through the fast stuff, especially compared to the Mallock. You have to really fight it."



Moffett has split his BRC commitments with Supercars in Ireland

## British Rally Championship driver Moffett to fight for Irish Supercar crown

British Rally Championship driver Sam Moffett will miss the last round of the series in an attempt to win the Irish Supercar title at Mondello Park.

The 23-year-old has competed in select events in Supercars this year, but the Monaghan driver will now line up for the Leinster Trophy weekend (September 18/19) at the County Kildare circuit he won twice at earlier this month.

"There's three dropped rounds so

with all those considered we're three points behind [Peter] Barrable and Andy [O'Brien] is five points behind me," explained Moffett. "I wasn't planning to go to this event, I'd planned to do Rally Isle of Man as it's part of the FIA Celtic Trophy. I could do both but I'd be at the back of the grid for the racing on Sunday as I'd miss qualifying. I'm not going to do the Isle of Man now."

Sam's younger brother Josh – who

who is also a successful rally driver – has driven the family Supercar as has former rallycross regular and father Robert. After a lengthy period in storage the car was underpowered, but an engine remap helped him to second and first-place finishes in rounds seven and eight of the championship.

"The car was sat for seven years," he added. "I was only getting 198bhp while the rest are running 225 or 230bhp."

## Puma Cup seals a new college deal

Organisers of the Puma Cup series have struck a new deal with Hertfordshire Regional College, which will allow students to build and enter racing cars for the category.

The Puma Cup, which is promoted by Ford Racing UK, currently runs as a class within the Classic Sports Car Club's New Millennium series and operates for Ford's 1.7-litre tin-top coupe.

EMC Motorsport, which supplies the parts to build the cars, has delivered two conversion kits to Herts already for students enrolled on its Motorsport Technology courses to build. Ford Racing UK has also donated a donor car and the college has bought two more road chassis to convert.

"It's a great deal that works both ways," said Ford Racing UK's Kevin Shortis. "The college plans to build two cars per year, and the students get to do all of the work from welding in the



Students will build Ford Pumas

rollcages to fitting the suspension and preparing the engines.

"Herts' course is two years, so it is planned that first year students build the first two cars and then run them in year two, and the process starts over again for the new first year students."

## Team BRIT moves into Fun Cup racing

Armed Forces racing squad Team BRIT will switch to competing in the Fun Cup series next month.

The team, which gives injured British troops a chance to rehabilitate through motorsport, previously fielded a Volkswagen Golf Mk6 in both the Britcar and British round of the Creventic 24 Hours Series.

The Golf is now up for sale, and the team has ordered a 1.8-litre petrol Fun Cup car complete with sequential paddleshift transmission. Team BRIT's first round will be at Silverstone on August 27.

Team BRIT's trio of Joe Byrne, Mike Lewis and Warren McKinlay will race the car. All three gained experience through the sister KartForce programme.

Team BRIT head Dave Player said: "We really enjoyed our time in Britcar, but the Fun Cup offers

more variables for the guys to learn their racecraft.

"They'll be in a big grid where all of the cars are on a par and it comes down to driver skill to make the differences. They also get to face different race formats – from three hour races to four and we're also planning to enter the Spa 25 Hours next season too."



L-R: Byrne, Lewis and McKinlay



Team BRIT's new livery for Fun Cup



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# HISTORICS

*'The Pritchards will go head-to-head'*  
Historic battlers, below



Photos: Paul Lawrence

## DOWN THE PUB WITH

### BRIAN JARVIS

Age: 41 Lives: Cheltenham  
Porsche 924 racer

#### He followed his dad into racing

"My dad John raced in the 1970s, mainly in Lotuses. He raced a Lotus 23 with Brian Cocks in the early years of the HSCC. So it was in the family as I went racing with him and it just went from there. He's normally around helping us out, being a mechanic and still getting his hands dirty."

#### His brother also races

"I'm the younger brother of Andrew who races a Palliser in Classic Racing Cars. Now we get on and enjoy the racing, and 20 years ago it was the other way round and dad was doing the racing. If I had more time and money I'd like to run a Lotus Elan in Road Sports but they are expensive cars."

#### The 924 has served him well

"I've been racing eight years now; always in the Porsche 924 in '70s Road Sports. It is the only car I've raced so far. It's a great championship and I've had a lot of fun. Until Cadwell in June, when a wheel came loose on the warming up lap, I'd only lost the class once in three seasons. So it has been going really well."

#### The Porsche is a good value car

"It is a Porsche, so it works really well and I think it is probably the cheapest car on the grid. It is probably worth around £9000 and it holds its value pretty well. It is a reliable car; the gearbox works, the engine goes on forever and so it is about as cheap motor racing as you can get."

#### He helps his brother

"We help each other out at race meetings with things like pit boards and slave batteries. We both live in Cheltenham and Andrew now has two single-seaters as he's also got a one-litre F3 March."

#### He has family commitments

"I'll carry on racing and at the moment I've got a young family so the budget won't stretch any further. I've got three boys, twins aged five and a two-year-old, and they all come to the race meetings in the motor home. I run the car and spend time with the family and that's about it; I'm an accountant by profession."



Jarvis: racing is family fun



Rohrl drove the Cp S prototype

# RARE GROUP S AUDI IN PUBLIC OUTING

## Walter Rohrl gets behind the wheel of rally car that was never used

By Paul Lawrence

Rallying history was made at the Eifel Rallye Festival last weekend when the Audi S prototype from 1986 ran for the first time in public.

As the event celebrated 30 years since the end of the Group B regulations, Audi Tradition decided to field the unique Group S prototype with Walter Rohrl at the wheel.

As part of a record-breaking field of 60 Group B and Group S cars, the mid-engined Audi completed more miles than it has in the 30 years since the project was abandoned.

Group S was the planned replacement for Group B, with power limited to 300bhp and a requirement for only 10 examples to be built. However, following serious accidents in 1986, Group B was banned and

Group S was shelved in favour of the more standard Group A.

Several manufacturers built prototype Group S cars and the rules were later revamped in 1997 to form the basis of World Rally Car regulations.

"The Eifel Rallye Festival with its theme of Groups B and S was the perfect venue for us to celebrate this premiere," said Timo Witt from Audi Tradition. "So we can make a great

contribution to this festival. And here our prototype has completed more kilometres than before in 30 years.

However, we must also be careful, this is a single piece and all parts are irreplaceable."

Twice World Rally champion Rohrl said: "It was a terrific experience to be able to drive this unique prototype at its global premiere in the Eifel Rallye Festival."



Metros will make a return

## Three Metro Turbos to be reunited in Historic Touring Car Challenge

For the first time in more than 30 years, three MG Metro Turbos will race together in the Historic Touring Car Challenge at the Silverstone Classic.

Patrick Watts, part of the works Austin Rover team in period, has found and restored the three cars and is hopeful of

finding the remaining two of the five originally built.

Watts will share with Nick Swift, while Malcolm Harrison and Paul Taft will share the second Computervision car, recently found in Greece by Watts. The third car, back from Germany, will be driven by Till Bechtolsheimer,

whose grandfather's company sponsored the car for Armin Hahne in the 1984 German Touring Car Championship.

"There is one car we are hoping to retrieve from the USA where it ran in the IMSA series. The last one is in the UK, and I am close to finding it," said Watts.

## HSCC celebrates at Silverstone Classic

Fifty cars from across the HSCC's race championships and series will take part in a 50th anniversary at the Silverstone Classic on Sunday.

To the fore will be club chairman Frank Lyons in his Formula 5000 McRae GM1, representing the Derek Bell Trophy. Lyons' car is one of only around 15 cars built by New Zealander Graham McRae in 1972 and 1973.

Also on parade will be Charles Barter ('70s Road Sports Datsun 240Z), Simon Benoy (Historic Touring Car Hillman Imp), James Dean ('70s Road Sports Lotus Europa) and Tom Smith (Historic FF2000 Royale RP27).

All of them are former champions in their respective classes.



## Saloons will flood the circuit at Silverstone

Some 160 period racing saloons will compete during 'Tin Top Sunday' at this weekend's Silverstone Classic.

What is considered to be the biggest-ever gathering of period racing saloons will compete across four races, with cars ranging from Mini Coopers and Lotus Cortinas of the early 1960s to the final Super Touring cars from 2000.

The burgeoning Historic Touring Car Challenge has the biggest entry with 52 cars including Ford Capris for World Touring Car champion Rob Huff and historic legend Willie Green.

A total of 22 US V8s will contest the Pre '66 race but face the Mini Cooper of Jonathan Lewis and Martin O'Connell, which also runs in the U2TC race.

## OBITUARY

### Richard Budge

Historic racer and sponsor Richard Budge lost his battle with cancer last week at the age of 69.

Budge, boss of the RJB Mining business, sponsored the HSCC's Group 6 Sports Car Championship through the 1990s and his financial backing helped the club through a difficult period.

He was an accomplished racer with a passion for Chevrons and raced with great success in B8s and B19s. In 1983 he won the Oulton Park Gold Cup, sharing his Chevron with Vin Malkie in the Thundersports race.

Later he entered his Chevron B31/36 for Mike Wilds and enjoyed seeing the car win the RJB Mining Championship three times through the 1990s.

## IN BRIEF

### Peter Riley

MN is sad to report the death, at the age of 86, of Peter Riley who was one of Britain's leading rally drivers of the early 1960s. He competed on most of the leading international events of the era and drove Ford Cortinas, Austin Healey 3000s and Mini Coopers. His wife Ann (nee Wisdom) was an accomplished co-driver from the same era and died last October.

### Pritchards to battle

Father and son Eian and Jason Pritchard will have a rare head-to-head contest on this weekend's Harry Flatters Rally. Both will drive historic-specification Ford Escort Mk2s as Jason and co-driver Phil Clarke bid to get back into the title race after two recent non-finishes. Rivals for BHRC points include Rob Smith and Alun Cook in their Escort Mk2 from RSR Historic Engineering.

### Oxford tour

Oxford Motor Club is organising a scenic tour on Saturday September 3 that will conclude at the 'Cars in the Claydons' event near Buckingham. 'Cars to the Claydons' will start at the Cotswold Wildlife Park near Burford and cover a 70-mile route, avoiding main roads. The tour is aimed at cars at least 20-years-old and details are at [oxfordmotorclub.co.uk](http://oxfordmotorclub.co.uk).

### Asphalt is go

This Sunday's Harry Flatters Rally marks the first asphalt event of the season for the MSA British Historic Rally Championship. After four rounds, Northern Irishman Paul Barrett heads the overall points' table in his Pinto-powered Ford Escort Mk2. Barrett is no stranger to asphalt and has local co-driver Dai Roberts to guide him over the crests and dips of the Epynt military ranges.

### Gold Cup's juniors

The HSCC's Oulton Park Gold Cup meeting (August 27-29) will include the next chapter in the three-year Formula Junior Diamond Jubilee World Tour. Four races at the Cheshire track will start the third sector of the World Tour. Double-headers for both front and rear-engined cars will run at the Gold Cup.

### VSCC at Cadwell

The Vintage Sports-Car Club celebrated 40 years of racing at Cadwell Park on Sunday. The club's first meeting at the Lincolnshire venue was in August 1976, and the annual event has become one of the most popular race meetings on the VSCC calendar.

### Isle of Man scrap

Over 50 historic crews are among the first 100 entries for Rally Isle of Man on September 15-17. Competitors will tackle 167 stage miles in 20 special stages over three days in the toughest stage rally on the domestic calendar.



Isle of Man is filling up fast

# RALLY NEWS

Photos: mcklein-imagedatabase.com



**RALLY  
FINLAND  
PREVIEW**

## CAPITO: MEEKE WILL WIN IN FINLAND

### VW boss says road position will decide results again



Meeke took his second WRC win in Portugal

By David Evans

**Kris Meeke will win Rally Finland, that's Volkswagen Motorsport director Jost Capito's emphatic belief about this week's round of the World Rally Championship.**

Capito says the Northern Irishman's position running further back on the road will be enough to catapult him into an unbeatable position on the season's fastest rally.

Capito told *MN*: "It's clear, if Kris does no major mistake, he wins Finland. There's no doubt about that. Nobody else will stand a chance. This is clear already and now we can all see that this is clear."

"It's not just difficult for [Sebastien] Ogier to fight for the win, it's impossible now for Ogier

to fight for the win. Take away Poland and look at the last rallies – not one of the top five in the championship had the chance to win the rally. People understand now that this is wrong."

Even though Meeke won Rally Portugal, because of his part-programme for this season the Abu Dhabi Total World Rally Team driver hasn't collected enough points to elevate him higher than ninth in the standings. He will, however, start eighth on the road because of Dani Sordo being ruled out by injury. The Spaniard's Hyundai will be driven by Kevin Abbring, who is 22nd in the championship standings.

Meeke was having none of Capito's predictions about him making history by becoming the first British driver ever to win in Finland.

"That's bull," he said. "Finland's nothing like Portugal, or Sardinia or Poland. Even if it's bone dry this week, there are only a few places where it'll be more tricky [to be first on the road]. The weather here has been wet in the run-up to the event, there's been rain pretty much every day and there's no doubt running first on the road will be no disadvantage at all this week. In fact, it's quite possible it might be an advantage."

"It's nice that Jost is saying that, nice to be remembered when I'm away and not competing on these rallies – it's better than him saying: 'Meeke's rubbish and he's no chance,' but we can see this for what it is: mind games. Maybe he's trying to provoke me a little bit..."

Meeke hasn't driven a DS3 WRC competitively since scoring his second ever world championship win in Portugal two months ago and, while he has run right at the sharp end of Rally Finland for the last three years, he says winning is not a priority this week.

"I would have to really stick my neck out to be on the pace in Finland," he said, "and that's not what this rally is about for me. I

had to do that last year, I had to set those times to try and get the long-term deal that I wanted. When it was dry, I was able to match the Volkswagens and then they would pluck two or three [seconds] from me, but then I ran a wee bit wide when it started to rain and that finished it."

"Don't get me wrong, I'll be trying – I love Finland and it's a fantastic place to drive a rally car, but I've nothing to prove. The priority for me is to get my head down, more experience of the roads, keep working with the car and get myself in the best possible shape to come back. There will be more chances to win in Finland."

The Jyväskylä-based rally is the one where Meeke has the most experience (he's done it eight times before – the same as Spain and Rally GB) and it will be his fourth year straight in a DS3 WRC.

It was this event in 2013 where Meeke really set his stall out with an outstanding drive to run fifth on his debut in the DS3 before crashing in Ouninpohja. He finished third a year later and slid off in the Jukojärvi stage after leading early on last year.

### Ouninpohja shake up to cause drama

This week's Rally Finland will be – quite literally – a leap into the unknown for the World Rally Championship.

The Ouninpohja stage will run in its entirety in the opposite direction to previous years for the first time since 1994 this week.

There's nothing new in this, stages are turned around all the time, but the difference here is the speed, the flight and the familiarity.

"The trouble is, you'll feel familiar in the surroundings," said Kris Meeke. "You will recognise parts of the scenery, things like that. It'll feel like

we've been there before, which we have of course, just not in that direction. The trick comes with

the little crests and jumps, which ones will you fly over or which corners tighten up just a wee bit.

"To be honest, it's going to be a massive challenge, but you have to put that out of your mind and just listen and focus 100 per cent on the notes. One of the interesting places will be the famous jump by the yellow house. I've only ever driven it coming up towards the jump; what's the approach now? The road's absolutely flat out for a kilometre before it – what's going to happen when the road drops away beneath us at that speed?"

"It's going to be fantastic. Finland's always a challenge, but the route this year will really shake things up a bit."

David Evans



Ouninpohja test



Capito and Meeke disagree over where Ogier will finish

**MOTORSPORT NEWS CIRCUIT RALLY CHAMPIONSHIP REVIEW**

**PAGE 29**



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*'Results don't tell full BRC story for 2011 champion'*  
David Bogie's breakthrough, p21

Photos: mcklein-imagedatabase.com, FIA ERC

# CITROEN ROLLS OUT '17 C3 FOR ASPHALT TESTS



Meeke ran new Citroen on asphalt

Citroen has begun testing its C3 WRC on asphalt with works-driver Kris Meeke conducting the early running.

The French firm began Tarmac testing last week with a second test chassis. Meeke ran the car for three days in Fontjoncouse before handing over to Stéphane Lefebvre for a single day.

Citroen Racing technical director Laurent Fregosi told MN the initial asphalt running had all gone to plan – with the focus shifting to individual areas of the car.

“Even if we had an idea after the gravel testing sessions we did since April, we were eager to see the 2017 cocktail on Tarmac,” Fregosi said. “You can really feel the power and the traction efficiency at the exit of the corners. Obviously, we oversaw the specific parts of the Tarmac version: suspensions, brakes, gearbox ratios during the test. On the bumpy roads we used, Kris started to play with settings in the car, things like the springs, the stiffness, anti-roll bars.

“From our side, we worked particularly on centre

differential mapping. We didn't focus on aerodynamics. It's nearly impossible to do back-to-back tests on a rally road, so we will rely on the wind tunnel and CFD results for this.”

Meeke admitted that although any marker of the car's pace would have to wait until next year, the early signs are positive.

“It went very well,” he said. “It's a work in progress at the moment and we won't know exactly how impressive it is until we get to Monte Carlo, but the sensations from the car were very good. The initial feeling is

strong and there's no question it'll be quicker [on asphalt] than this year's cars.”

Asked if he agreed with the consensus that the 2017 cars might have too much grip, making them a little dull to watch, Meeke replied: “It certainly didn't feel boring from where I was sitting!”

Meeke returned to a test car on Sunday, but this time it was the DS3 WRC in Finland. Craig Breen and Khalid Al Qassimi shared the test on Monday.

Citroen's next 2017 test will be back on gravel next month.



## GROUP RALLYING EDITOR

# DAVID EVANS

**“A hat-trick would truly inspire Latvala”**



**I**t's Rally Finland time, so it must be time to wheel out the Latvala's last chance line...

And it is.

Except it isn't.

What's going to happen if Latvala doesn't win at home on Sunday? I'll tell you what: absolutely nothing. His deal's done with Volkswagen for next season, so finishing second or third won't have an adverse impact on his seat in a 2017 Polo.

What it will do, though, is knock Latvala's self-belief and self-confidence. The super-friendly Finn has been taken to the cleaners by the nerve, nous and raw speed of his team-mate Sébastien Ogier.

While he's clung to the Frenchman's coattails around the world, when it came to Finland and Latvala's beloved backyard, the Finn came out on top. And then some: his dogged determination and mind-blowing effort to beat Ogier on the stages and in his head two years ago was one of the J-ML's best ever drives.

Last year was more of the same.

And it's those victories that have allowed Latvala to hold his head high. Everybody knows what a 1,000 Lakes win means. All the drivers want the championship and victory at home, but after that it's Finland – this is still the one that splits the men from the boys. The top step of the podium remains the preserve of the chap sporting the largest set of gentleman's vegetables.

A hat-trick (and fourth Finland win in total) would doubtless inspire Latvala with confidence for the second half of the season, as we've seen before. But at some stage, it would be nice to see him going home as championship leader. Or at least in the same ballpark, points-wise as Ogier – that way the Frenchman would be forced to put title talk out of his mind completely and drive with the freedom of a real race.

Not that he stands any chance this time around, according to his boss.

Admittedly, talk of running order will abound, but we shouldn't let that detract in any way from what a winner achieves this week. If it stays dry, Kris Meeke will likely have premium grip – but these boys still have to drive the car. The difference between first on the road and 15th will be far less marked than on most gravel rallies and whoever wants to top the podium will still have to pull top and sit on the rev limiter longer than anybody. Not easy anywhere, but a particularly testing task in Finland.

And the great thing about this week is that it doesn't just show the frontrunners' mettle, the winner of WRC2, DDFT and Juniors will have to take themselves outside of their comfort zone if they want to bag the big points.

If there are any big points worth having this season, it's the ones on offer in Jyväskylä on Sunday afternoon.

Time for the brave pill.



ERC Junior in the frame

## ERC Junior could take JWRC's FIA status

Next year's European Rally Championship Junior series looks set to become the FIA's premier junior title.

MN understands the current Junior WRC will cease at the end of this season – understandably given that the DS brand has now officially left the World Rally Championship – and it could be replaced with a tie-in with the ERC.

FIA rally director Jarmo Mahonen has long been searching for ways to enhance rallying's pyramid with the regional series feeding into the World Rally Championship. This, he feels, could be just such an opportunity.

“It's no secret we have had meetings with Eurosport (ERC promoter) and running a [single] junior series with ERC is possible,” Mahonen told MN. “Right now the Junior WRC is too expensive and the R2 cars are perfect.”

Mahonen added that rebranding the Drive DMACK Fiesta Trophy is another alternative for next year – M-Sport's Fiesta R2 was the car of choice for the Junior WRC's forerunner, the WRC Academy before the current car, the R2T turbo Fiesta, appeared in 2015.

“The junior series are on the table for discussion at the moment,” Mahonen added.

“The ladder in the pyramid from ERC to WRC is there.”

ERC general co-ordinator Jean-Baptiste Ley said he felt ERC Junior was perfectly placed to become the FIA's preferred title.

Ley highlighted the current junior malaise, saying: “We have a constant and on-going dialogue with the FIA about the overall training of young drivers from regional to WRC level, seeing as everyone seems to reckon that the current system of career progression could be improved. In the last two years, 81 drivers have appeared in the three international junior series (Junior WRC, DDFT and ERC Junior) but only two drivers have made it all the way to factory cars: Stéphane Lefebvre [won ERC Junior in 2014] and Eric Camilli [ninth in JWRC in 2014].

“Of the three series, ERC Junior is the strongest and has the highest profile, thanks to 19 registered competitors, three manufacturers, an unrivalled dedicated television package and the newly launched ERC Junior Experience.”

## Acropolis organisers hoping for WRC return with Olympic Stadium usage

Acropolis Rally organisers have targeted a place on the World Rally Championship calendar next season.

The Greek event was one of the founding rounds of the WRC in 1973. Its absence since 2013 has left the calendar free from one of the car breaking-style rallies which provided the endurance element to the world championship.

The organisers have proposed an event which makes use of the Olympic Stadium – as it did so

successfully in 2005 and 2006 – and runs through central Greece out of a likely Lamia-based service park.

The organisers said: “The time seems ripe to make the necessary arrangements for our [rally] to return to its natural place in the World Rally Championship. We made a comprehensive proposal to the FIA for inclusion next year.”

The event is currently part of the European Rally Championship.



Olympic Stadium was used in WRC for 2005/06 events



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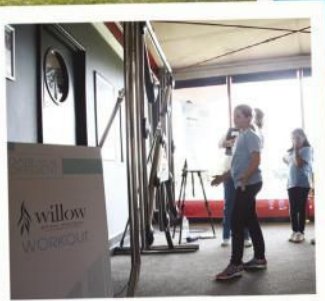
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# RALLY NEWS

Photos: mcklein-imagedatabase.com

## HUNT: SILK WAY RALLY TOUGHER THAN DAKAR

British battler steers his Union Flag-clad Mini to a top four finish



Hunt said the event was one of the toughest he's done

By Anthony Peacock

**Britain's Harry Hunt – who finished fourth on the Silk Way Rally in a Mini – has described the 10,000-kilometre marathon through Russia, Kazakhstan and China as “even tougher than Dakar”**

The 27-year-old former IRC and WRC Production two-wheel-drive champion had his first taste of the Dakar earlier this year and finished 10th on his debut.

The Silk Way Rally, also contested by Peugeot stars Sebastien Loeb and

Stephane Peterhansel, was Hunt's first time back in the car since the South American classic six months ago.

“I'm absolutely delighted; I really couldn't have asked for more,” said Hunt. “Before the start, I'd fixed a goal of a top five finish, although I knew it wouldn't be easy. So to finish fourth, in front of two of the Peugeots, is an amazing result. I definitely found it tougher than Dakar, mentally and physically, so to have done this event is a real bonus.”

Hunt suffered a setback in the very early stages of the two-week event,

when he strayed off course and was caught out by the terrain, costing him and experienced co-driver Andy Schulz more than 40 minutes. After that incident he made steady progress, with only punctures and his power steering failing for 155 competitive miles costing him further time before reaching the finish in Beijing.

“It's definitely been the best performance we've done, because of the way we were able to come back, and the fact that we could set top three stage times,” added Hunt. “This was

only the second marathon event I've ever done, so I've learned a lot more about how to approach these rallies as a whole, which will be really useful for Dakar. Massive thanks to Andy as always, who played a huge part in that, and to Mini; I think we showed that the car is still competitive.”

Hunt's confirmed programme before next January's Dakar will consist of the Rallye du Maroc in November – traditionally used by most of the frontrunners as a warm-up for Dakar – with the possibility of an extra event as well.

### Peugeot wasn't expecting Silk Way Rally success, says principal Bruno Famin

Peugeot's domination of the Silk Way Rally was more than the French team could ever have expected, according to team principal Bruno Famin.

Despite 2,250 miles of competition in a 6,670-mile, 16-day route from Moscow to Beijing, none of the three 2008 DKR's suffered any mechanical problems. Cyril Despres – a five-time Dakar winner on a bike – took his maiden victory on four wheels. Sebastien Loeb finished seventh

having dropped out of contention after missing a navigational waypoint late in the event, while Stephane Peterhansel's hopes of a repeat of his Silk Way win from last year were spoiled when he rolled his car. The Frenchman was 15th overall.

Peugeot won nine of 12 stages and Despres finished 25 minutes ahead of his nearest competitor, Mini driver Yazeed Al Rajhi.

Famin said: “As the small number

of incidents we had to report suggests, the Peugeot 2008 DKR now forms a matured package. Our objective was to gain more experience with the car and the crews, to reach Beijing with all three cars and win. We succeeded in ticking all those boxes.”

Winner Despres added: “We have grown in confidence and we had tremendous fun. The car was brilliant. I really like competing on four wheels now!”



Despres (r) enjoyed shock win

### Briton Greensmith chasing victory in Finland after unlucky start to the season

Gus Greensmith is hoping to underline his class leading pace in Finland this weekend after two consecutive retirements in the Drive DMACK Fiesta Trophy.

The Jyväskylä-based event is the third round of the DDFT season, but the second opportunity for landing two works WRC2 drives next season. This year's DDFT is split into pairs of scoring rounds and Finland scores will be added to the results from Rally Poland earlier this month.

Three of the top four places going into Finland are held by British drivers, with Jon Armstrong winning in Mikolajki,

Osiar Pryce second and Greensmith fourth. The Manchester driver is, however, determined to deliver on his potential.

“We've been quick, I've led the events and set fastest times,” he said. “Now I want to win. It's what we're here for. I've been put out of contention on the last two events by something out of my control, but all of that's behind us – the focus is on Finland now.”

Pryce secured the first two prize drives in Poland and admits this week will be among the biggest tests of his career.

“Finland's a really big deal for all of us,” said the Welshman. “The pace will

be as fast as anything we've done, but at the same time we have to keep an eye on the bigger picture in terms of points.”

Armstrong is odds on for the prize drive in Finland after his Poland victory, and remains bullish despite not visiting Finland before.

“We had never been to Poland before and managed to win there so here should be a similar approach,” said Armstrong. “If I'm too careful we could easily drop down the order on this event.”

● Britain's Louise Cook returns to WRC action for the first time in four years this week. The 29-year-old drives a Fiesta R2 in Finland.



Greensmith will face tough opposition from Brits Armstrong and Pryce

### IN BRIEF

#### McGarrity for Ulster

Multiple Northern Ireland champion Derek McGarrity became the first World Rally Car driver to enter the Ulster Rally as *Motorsport News* went to press on Monday. The event is a round of the Irish Tarmac and Northern Ireland championships as well as the British championship. Events in Ireland have received fluctuating World Rally Car entries as they can no longer score overall points in the Tarmac series.

#### Gardener comeback

BTRDA Gold Star champion Shaun Gardener will return to the series he won in 2012 in his Mitsubishi Lancer E5 on the Woodpecker Stages. The Welshman hasn't rallied since the Cambrian in February, but will compete on the Red Dragon Rally next month before the Woodpecker on September 3. Gardener finished fifth on the event last year after a period of almost two years on the sidelines.

#### MN circuit rally dates

Dates have been released for the events included in the second year of the Motorsport News Circuit Rally Championship. Brands Hatch (January 21), Snetterton (February 19, provisional) and Cadwell (April 9) were the dates yet to be confirmed. Donington joins the calendar for 2016 making Cadwell the season closer. The championship will open for registrations on August 12.

#### MacCrone returns to SRC for the Grampian

John MacCrone will return to the Scottish Rally Championship for the Grampian Rally on August 13.

The Ford Fiesta R5 driver was forced to miss the RSAC Scottish Rally due to a lack of budget, but will return after four months out with Australian Rhianon Gelsomino co-driving the MSL-prepared car.

“I've done the Granite City a couple of times and I know the stages are quite similar,” said MacCrone. “There's a 16-miler for the Grampian which should be good, nice to sink your teeth into it. I can't wait, it's an awesome car to drive I just wish I could drive it more often.”

The Grampian Rally, a new event to the Scottish Rally championship, is based in Aberdeenshire and will get underway from the picturesque Crathes Castle.

It's the penultimate round of the championship and Garry Pearson could be crowned champion in his first year driving a Fiesta R5.

The Duns driver leads Jock Armstrong but will seal the title with a win on either of the final two rounds. The Galloway Hills Rally is the final round of the series on September 10.

# RALLY NEWS

Photos: Jakob Ebrey Photography

# EVANS CONFIDENT OF ASPHALT PACE FOR ULSTER

## Welshman bullish as BRC title battle reaches fever pitch

### BRC POINTS

POS	DRIVER	CAR	POINTS
1	Elfyn Evans	Ford Fiesta R5	110*
2	Tom Cave	Ford Fiesta R5	71*
3	Fredrik Ahlin	Ford Fiesta R5	65*
4	Josh Moffett	Ford Fiesta R5	42
5	Jonathan Greer	Citroen DS 3 R5	36

\*Drivers who have played their double-points joker.



Evans won on the Nicky Grist Stages

### By Jack Benyon

**Elfyn Evans believes work on the DMACK asphalt tyres and set-up of his Ford Fiesta R5 puts him in good stead to challenge for the Ulster Rally win on August 18/19.**

Evans retired from the Circuit of Ireland on SS3 with a broken alternator belt, but was fastest on all but two of the event's stages including the Glens test he stopped on.

"The Circuit was a fantastic rally," explained Evans. "I really enjoyed it

and now we've learned a lot with the tyres, and also the car, we've got a good set-up going into the Ulster. It will be new to me, I don't think I've been on those stages. It'll be interesting."

The Welshman holds a 45-point gap over third-placed Fredrik Ahlin with a dropped score taken into account. Tom Cave is currently second, 39 points behind, but he has a score of eight points to discount.

After the Ulster, the series closes on the Isle of Man from September 15-17 where all drivers score double points.

Despite a significant championship lead, Evans believes a strong finish on the Ulster will give him crucial breathing space ahead of the Manx finale where the winning driver will land 50 points.

"A good result on the Ulster relieves a bit of pressure off the Isle of Man," added Evans. "It's a long rally, if Tom or Fredrik can win that and Ulster doesn't go well for us we'll be under a lot of pressure. We really need to finish Ulster; however I'd still like to win it and we're certainly aiming to."

Evans believes the BRC's points system should be adjusted for next year as many drivers have been ruled out of championship contention due to not winning on their joker rounds.

"For me at the minute there's too much of a gap between first or second," explained Evans. "Awarding 15 [for second] to 25 [for a win] is a big gap especially when you look at what happened on the Pirelli where we had the pace to win the rally but had a puncture and finished third. It's ruined some people's championships,

if you happen to non-score on your joker it's bad for your season."

BRC championship manager Iain Campbell confirmed the points system is under review for 2017.

"The championship scoring system this year has been designed to reward winning not consistency," said Campbell. "The 'joker' cards have provided another talking point on events but we are looking at options of reviewing the value of a 'joker' win for 2017. It is one of the many things in the melting pot for next year."

### THE CHAMPIONSHIP CONTENDERS



#### Elfyn Evans

Dominant all year and the driver really deserving of the title. A win in Carlisle would have likely given him the honours already, but a costly puncture kept Swede Ahlin in the game. Only a disastrous time on the remaining rounds will cost him the title.



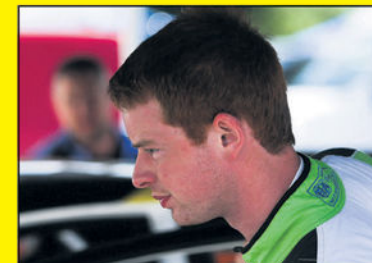
#### Tom Cave

Consistent all season, the Welshman has stepped up to his first season in an R5 admirably. His only shaky performance came on the Circuit of Ireland, but a stronger run over Epynt could point to an improvement in set-up for the Aberdovey man and an anomalous Circuit result. Showing a new turn of pace after the Scottish, he certainly can't be ruled out.



#### Fredrik Ahlin

Brilliant on all surfaces this year, the Swede has done nothing but improve his stock. A couple of mistakes have cost him dear, but his pace on the Circuit of Ireland – his first asphalt rally in a four-wheel-drive car – was epic; fourth until a small off on Saturday put him out. Another long shot but ready to jump if a chance is presented, on pace he's Evans' closest challenger.



#### Josh Moffett

Here's the most intriguing proposition of all. Moffett missed Carlisle to do Killarney in the Irish Tarmac Championship, but still has his joker to play. If he can win in Ulster with his joker, his dropped points tally will be 92. Being more comfortable on asphalt means a name not even considered in the hunt at the start of the year could be the man most likely to undo Evans outright.

### Tejpar aiming for Ulster comeback after costly RSAC Scottish Rally BRC roll

Nabila Tejpar is hoping to return to the British Rally Championship on the Ulster Rally after a roll on the RSAC Scottish Rally ruled her out of the last round, the Nicky Grist Stages.

Tejpar suffered eye damage after the shunt, but returned to the cockpit of a rally car at the Eifel Rallye – in historic campaigner and father Aziz's DAF 55 – last weekend and is confident of a return.

Tejpar said: "It wasn't as bad as I thought and it was nice to do [get back

in a car] in that way. I've got another check-up next week to make sure [everything is fine] but I'm feeling OK."

Tejpar's Ford Fiesta R2 needed a new bodyshell and is currently being repaired by MH Motorsport, the team that has prepared her car this year.

"The back end kicked out slightly and as I tried to correct it, there was a ditch on the outside, it's just sucked us in," she added. "After the crash I was fine but about six hours later I started

seeing dots. It turns out I detached something in my eye. I've got 20/20 vision back now."

This is Tejpar's first season of closed road and gravel rallying after spending last year competing on single venue events. The Dare to be Different advocate is competing with Allied Polymer on her car – made famous for backing Ari Vatanen's BRC campaign in the 1970s. Father Aziz bought the rights to the previously defunct company.



Allied Polymer back in BRC with Tejpar (r)



**'JRM to miss Canada World RX round'**  
**No Doran stand-in for team, p32**

Photos: Jakob Ebrey, Lyndon March and Songasport



Black was running in top three in 2014

## PETITION LAUNCHED TO SAVE JIM CLARK RALLY

A petition has been launched to help the Jim Clark Rally return to asphalt as the rallying community awaits the results of an enquiry into the fatalities on the 2014 running of the event.

The Lord Advocate – the chief legal officer of the Scottish government – is compiling a report into the incident two years ago when three people were killed while spectating on the rally.

While the wait continues for the Lord Advocate's dossier to be published, the rally can't run to a closed-road format and the incident remains under investigation.

The petition description reads: "We would like the Lord Advocate to bring

his inquiry regarding the fatalities on the 2014 event to a conclusion."

It was reported that the rally brought in more than £3 million for the local economy, while the gravel version has proved far less popular.

A Crown spokesperson told *MN* of the enquiry: "The investigation, under the direction of the Crown's Health & Safety Division and the Scottish Fatalities Investigation Unit (SFIU), into the tragic events at the rally in 2014 continues. The families will continue to be kept updated in relation to any significant developments."

Callum Black – who was on the podium

before the 2014 event was cancelled – believes the event offers an unrivalled challenge. "It's the only place you can do closed-road rallying over here," said Black. "You've got a stage like Abbey St Bathans where it's all happening, there isn't a minute to stop and think. It's got a bit of everything, it's a real challenge."

The British Rally Championship had included the event on its original calendar for 2016, but without closed roads, the rally lost that opportunity.

To read the petition, visit: [you.38degrees.org.uk/petitions/jim-clark-rally-we-want-our-closed-road-rally-back](http://you.38degrees.org.uk/petitions/jim-clark-rally-we-want-our-closed-road-rally-back).

### Giddings emerges as C2 title hopeful

After winning every round he's entered this year, James Giddings is targeting the GwynneSpeed Rally Championship with his double points joker still to play.

Giddings currently sits fourth, 15 points behind Ryan Gibson. With his joker a win could be boosted from 20 to 40 points.

"It's our third round and our third win, it's going pretty well," said Giddings, who is co-driven by Dan Johnson. "It's caught me by surprise a bit, it's only our second year competing. I've done a few Autostests before that, but nothing major."

Giddings won the last round – the Brawdy Stages – despite poor visibility due to fog. They took the win by two seconds after Charlie Robinson and Sam Davies hit a truck tyre.

The planned next round – the FODMC Time Trial – has been cancelled due to a lack of funding, meaning the series resumes on the Gareth Hall Memorial Stages on August 27.



Giddings: GwynneSpeed C2



### Moran debuted new Lancer-powered car in Ceri Moran rolls out new Lofthouse Evo

Reigning British Cross Country champion Mike Moran debuted his new Lofthouse Evo machine at round four of the championship held in Ceri forest last weekend.

The car is a development of the Lofthouse Frelander and has a two-litre Mitsubishi Lancer E9 engine, a contrast to the larger capacity machines used by Moran's rivals.

"We had a few electrical problems on day one caused by a bad earth and we also had a high-speed spin," said Moran. "Day two was better and we battled back to fifth which I'm pleased with as I'd not

driven the car at all before the event. There's more to come as I get more miles behind the wheel and get used to the extra power and different handling from my old car."

The event was won by Martin Gould in his Buxton 4x4 Rivet after a very close battle with Justin Birchall. Birchall had led early on in his Lofthouse Frelander but he was overhauled by Gould on run three. The battle continued with Gould eventually winning by just 13 seconds. Ryan Cooke completed the top three in his rebuilt Milner LRM-1 after a crash on the previous round.

### ROAD RALLY ROUND-UP

Howard Warren/Iain Tullie took a narrow victory on the **Ross Traders Historic Rally** on Saturday. They beat Paul Crosby/Andy Pullan by just three seconds after a day long battle.

However, at the lunch halt neither of these crews held the lead after both had picked up test faults; Crosby for a nudged cone and Warren for failing to stop astride a test finish line. Thus it was the Escort of Nick Bloxham/Richard Crozier who led by the narrowest of margins of one second. This performance was all the more impressive as it was Bloxham's first outing for some time and also his debut in a rear-wheel-drive-car steering a Ford Escort Mexico.

In the afternoon Crosby/Pullan took the lead, which they held until the last regularity when Warren/Tullie made up a four-second deficit to seal the win.

The Morecambe Road Rally was won by Richard Hemmingway/Sam Collis in a Proton Satria.

Ian Mills

#### Results

Organiser: Ross & District Motorsport Club Date: July 23  
 Where: Southeast Wales/Herefordshire Championships: HRCR Clubman & Premier Route: 140 Miles + 8 Test Starters: 51.  
 Results  
 1 Howard Warren/Iain Tullie (Porsche 911 Coupe) 9m59s;  
 2 Paul Crosby/Andy Pullan (911) +3s; 3 Nick Bloxham/Richard Crozier (Ford Escort Mexico); 4 John Ruddock/Cath Woodman (Escort Mexico); 5 Simon Mellings/Ryan Pickering (Nissan Stanza); 6 John Abel/Martyn Taylor (Sunbeam Tiger); 7 Mike Vokes/Matthew Vokes (Ginetta G15); 8 Darrell Stanforth/Les McGuffog (Mini Cooper S); 9 Andy Lane/Matt Fowle (BMW 2002); 10 Ken Jones/Charles Hughes (MG B GT).  
 Class winners: Jones/Hughes; Barry Quibell/Richard MacLachlan (Escort); Alan Wakeman/Tony Brooks (Rover 214).

### KEEPING AN EYE ON IRELAND

## BRIAN PATTERSON

**"Elfyn could emulate his father"**



**T**wenty years ago Gwyndaf Evans came to the Ulster Rally in a Ford Escort RS2000 and did more than enough to clinch his first and only British Rally Championship.

The event was won by Bertie Fisher in a Subaru, with Robbie Head in a development Renault Maxi Megane second. Neither driver was eligible to score BRC points, so third placed Gwyndaf got the maximum.

Like father like son, on the forthcoming Ulster Rally, it is within the bounds of possibility that Gwyndaf's son Elfyn, certainly the fastest man in the series this year, could take another step towards securing this year's BRC title.

We were reminded of this father/son connection when we called at the Randalstown car sales complex of John Mulholland, new sponsor of the Ulster Rally. Nestled in the corner of the showroom was what looked like a Hyundai WRC machine.

John explained that it is actually a car built by Steve Black's SBG organisation for Hyundai to be used for a *Top Gear* magazine article. The car looks stunning, has all the bells and whistles, the sequential box, the aero kit, the hubs, the brakes, the cage, the interior. John said that he jumped at the chance to buy the car, it gives him a 'Royal Flush' with his Ford Escort Mk2 and Skoda Fabia S2000, representing the three marques that he sells – Skoda, Ford and Hyundai.

He is hoping that his 18-year-old son Jonathan will be allowed to drive it as a course car on the Ulster. He already has a lot of racing experience competing in Ginettas and Formula Ford, but has yet to catch his dad's rallying bug. John explained that he had more or less grown up with the Ulster Rally in his blood. That he had finished 13th overall back in 1994 in a Harry Hockley Vauxhall Nova and has hardly missed a rally since.

In those days the event was based in Belfast, had a relatively benign Friday evening series of stages and then a 0400hrs start to Saturday with difficult stages down the Clogher Valley and then over to the really tough roads in the Sperrin Mountains.

Indeed, tucked away in the Sperrins are two stages, Barnes Gap and Rousky that are easily accessible from the rally's new base in Derry/Londonderry and which could prove a turning point in this year's Ulster Rally also.

Mulholland has great praise for the Ulster organisers, rating them top of the tree. He will be competing again this year in his Skoda Fabia S2000 after already using the car in Killarney and Donegal.

No doubt he will be keeping a keen eye out also for his son Jonathan – just as Gwyndaf will be for Elfyn!



**AGREE/DISAGREE?**  
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# BOGIE'S BRC CHALLENGE

Photos: Jakob Ebrey

Despite the lack of a podium finish, David Bogie's pace has been impressive in 2016. By **Jack Benyon**

## BOGIE: RESULTS DO LIE



Bogie's rally passion is back



Scot's pace better than 2016 results

**S**eventh overall in the standings, 84 points off the championship lead with two rounds remaining. That doesn't sound like a former British Rally champion making a breakthrough, does it?

But the results couldn't be further from the real story of David Bogie's 2016 BRC season as the Scot pushes the boundaries.

Last year the 28-year-old competed in the Scottish championship, finishing just over a minute ahead of Jock Armstrong on the RSAC Scottish Rally in a Ford Fiesta R5+. In a less powerful Skoda Fabia R5 this year, and despite multiple punctures, Bogie was 2m05s ahead of the nearest Scottish challenger on the penultimate stage when the BRC and Scottish Rally Championship ran together there last month.

Yes, Bogie had a recce whereas the Scottish contenders don't. But you don't gain a minute from a recce.

"In the Scottish championship, I drove as fast as I felt I needed to win," explains Bogie. "Whether I was driving at 80 per cent, 90 per cent or 100 per cent, that's the pace I was going to drive at. I was driving at a pace with no problems."

"Going into the BRC with Elfyn [Evans], who's match fit, is different. After 2011 he went to world championship level and has continued there since. Seat time at that level is a big thing."

"I rate Fredrik [Ahlin] very highly as a driver as well. He's my team-mate, I want to beat him but he's done 28 world championship events, he's done gravel notes for Mads Ostberg in the WRC. His day-to-day job is driving Audis for Audi Sport. After an event I'm back to work in the office!"

Bogie's pace is all the more impressive given what his contenders have been doing in the period after Bogie won the BRC title in 2011 (beating Elfyn Evans in the process). Evans went on to compete for two years in an M-Sport World Rally Car, while Ahlin has done enough events in his Fiesta R5 to be deemed an exciting prospect. Tom Cave, another BRC contender, spent the last two years in the WRC in the Drive DMACK Trophy. All while Bogie has been competing at national level on safety notes.

Many expected Bogie to be a strong title contender and be on the pace. In the wider sense, he's proven the latter. Bogie has beaten Evans and Ahlin, among others, on stages but has failed to put the whole event together. That's partly down to his refusal to settle for second place as proven on the Pirelli Carlisle, the third round of the year.

"We were five or six seconds behind Fredrik going into Sunday, the final day," explains Bogie. "But I didn't want second. All I wanted was the win, it was a win or nothing. Unfortunately we fell into a ditch and got stuck. I said to Kevin [Rae, co-driver] 'I really want the win, when have we ever said second is a good result?' For me if we had won on the Pirelli or got second, our championship would be alive and kicking. But of course, mistakes have been made along the way and that's not where I want to be. Ultimately the plan is to learn this year and come back and win the championship next year."

The switch of focus to next year has been forced by the lack of results for Bogie in the BRC, but it's also a result of his reinvigorated passion for rallying. The BRC needs to attract people like Bogie to stay sustainable

in the same way the British Touring Car Championship attracts Gordon Shedden and Jason Plato year on year; professional drivers who are almost certain to return and compete. The BRC is doing its job in that department.

"I've got a reignited passion for rallying in general," adds Bogie. "As soon as I can get away from work I'm gone and it's rally, rally, rally. That hunger just wasn't there before. The championship is growing and it really is an exciting time. I don't think I've met anyone as excited about the sport as Fredrik so that's certainly rubbed off too."

The Scot is certain that, combined with seat time and reigning in his flamboyant style a touch more, the next step will come from improving his notes as he finds his rhythm.

"I've followed Elfyn on a few rounds this year and his style is very tidy," elaborates Bogie. "I would say that for me a big factor is in 2012 I went back on to organiser's notes, no recce, driving someone else's notes. Since then Elfyn has been fine tuning his notes to a very good standard [while in the world championship] so I'm back at a stage of writing notes and it's been a big challenge. Pacenotes is certainly where further pace will come."

In hindsight, it would have been great to see Bogie rein in the bazooka-style attitude – especially in Carlisle – and focus on points and the championship. Retiring from the Scottish Rally while playing his double-points joker was a huge setback as Evans and Ahlin both won with theirs (25 points for a win doubled to 50). But it's easy to have a poor season of results in rallying, and the reassurance of pace means Bogie will be a factor on future rallies, and for future championships. ■



Carlisle ended badly for Bogie and Rae in a Kielder ditch



New livery didn't inspire improved result on the Scottish



Evans (l) and Ahlin (r) have benefitted from WRC running

### BOGIE'S 2016 SEASON

**MidWales:** First rally in his new Skoda Fabia R5. Time-consuming spin on SS3 left him fourth in tricky conditions.

**Circuit of Ireland:** Went off in free practice removing the chance to qualify and get a good road position. Showed pace on

first visit to the event despite radiator and tyre choice problems. Finished fourth in BRC.

**Pirelli Carlisle:** Was second heading into the final day but got stuck in a ditch pushing to keep up with CA1 team-mate and eventual winner Fredrik Ahlin.

**Scottish:** Played his joker hoping for a home win. Two punctures on the one-day event didn't help despite scorching times. A broken radiator put him out on the road section towards the ceremonial finish. Given a DNF as a result.

**Nicky Grist:** Landed awkwardly off a jump on Saturday morning and broke the intercooler pipe. Lost a minute in the next stage and was forced to play catch up from then on. Went well on Sunday's Epynt stages and finished fourth overall.

# BTCC HALF TERM REPORT

**Matt James** looks at who is hot and who is not at the BTCC mid-point

# RULING THE TIN-

**W**e are at the halfway point of the British Touring Car Championship and what a season it is proving to be. Since the introduction of the NGTC regulations, the most number of winners over the course of a campaign was 11 in 2014. So far in this contest, there have already been 10 victors – and there are several competitors knocking on the door to join that club.

The increasing pace from the factory Subaru team – headed up by Jason Plato and Colin Turkington – has given the traditional benchmarks Honda plenty to think about.

But both of those efforts have been put in the shade by BMW. Two of the three WSR-run cars sit comfortably on top of the table.

Here, we run through the season so far and look at the prospects for the next 15 rounds.

## TEAM WSR

**Car:** BMW 125i M Sport  
**Drivers:** Sam Tordoff (1st), Rob Collard (2nd), Jack Goff (5th)



There was very little that could be done at the end of the 2015 season. The cars were race winners, and there were no upgrades to the engines. But what the team did set out to do was understanding the new components, the RML firm.

They did that, and the rewards came. Collard was a winner at the second meeting at Donington Park. But it is Tordoff who has the most points and he has really hit his stride in the second half of the season. He has won two meetings before the break: Oulton Park and Croft. One of those circuits are rear-wheel-drive and he has won podiums in Cheshire and another at Croft. Tordoff is a Yorkshireman to the top of the points.

Despite that, a hectic opening two races at Croft meant he didn't get the BMW's advantage as much as he could. Collard's form at Oulton was hampered by suspension damage when he was on the podium. He had a haul of points in race two. That put him in a good position. A win at Croft clawed him back towards the top.

Alongside those two, Jack Goff has been impressive with competing in a rear-wheel-drive touring car and has been impressive on the horizon for him.

## TEAM DYNAMICS HONDA

**Car:** Honda Civic Type R **Drivers:** Matt Neal (3rd), Gordon Shedden (9th), Andy Neate (N/A)

That Matt Neal sits third in the points and has two wins to his name in the 2016 competition is impressive. The championship veteran certainly has the habit of prevailing in the reversed-grid encounter, and he has done that twice this season.

That is not because he can only win that way. He has been in the top two of the championship going into every meeting so far, which means he has carried at least 66kg of success

ballast. That means the Honda team has reversed engineered its race weekends, building to the crescendo of race three.

There is a new engine in the Civic this season and that caused some concern in early testing, but excellent work by the Pershore squad rectified this in time for Brands Hatch. However, Honda's pace has dropped off as the series has visited rear-wheel-drive-friendly circuits

recently and it will be crucial that the Japanese cars get back in the hunt at Snetterton this weekend.

One of the hard luck stories has been Gordon Shedden, who has twice lost points through tyre failures and he is in ninth in the points. Landing a third title looks unlikely at this stage.

Andy Neate's brief sojourn with the team only lasted until after the opening Brands Hatch meeting, when funding was not forthcoming.



## MOTORBASE PERFORMANCE

**Car:** Ford Focus ST  
**Drivers:** Andrew Jordan (4th), Mat Jackson (8th)



The performance of the Motorbase machines was the revelation of the latter part of the 2015 season, with Mat Jackson winning four races and taking four other podiums in the 15 rounds he contested. It lured Andrew Jordan to the team.

Paddock insiders were sure that the performance of the Ford EcoBoost engine would be 'turned down' over the winter.

The team was confident that the strengths of the chassis, plus tweaks to the internals of the car, would mean it could remain in the winner's circle.

The car certainly doesn't have the prodigious pace that it had in 2015, but it hasn't been shown up. Jackson has won twice and Jordan once, but Jordan has again been the master points collector to finish the first half

of the season. The two of them clashed at Brands Hatch and were some of the best drivers over the winter. If the form continues into the next half of the season, any match-up in the latter part of the season then both are in the mix.

## TRIPLE EIGHT RACING MG

**Car:** MG6 GT **Drivers:** Ashley Sutton (7th), Josh Cook (12th)

The Triple Eight Racing MG6 cars were getting bit long in the tooth. They have been in the championship since 2012 with very little in the way of upgrades.

However, the introduction of the new RML-constructed parts this season has revolutionised the car. The team was one of those that didn't go the whole way with the upgrades, choosing

only to bolt on selected parts of the new kit that is available. That blend has suited the car superbly. It has a turn of pace in the wet that it hasn't had before and it is able to look after its rubber better than it has done at any time in its history.

Add to that the two young chargers behind the wheel: Josh Cook and Ashley Sutton. Cook was already a podium finisher in

his maiden season. He has come extremely close to winning the Clio Cup. Sutton took pole at Croft and showed he is a charger with his elbows far off him. He is determined to turn the part of the

# TOP FIELD

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## TEAM BMR SUBARU

**Car:** Subaru Levorg GT  
**Drivers:** Colin Turkington (11th), Jason Plato (13th), James Cole (27th), Warren Scott (30th)



Most of the spotlight was on Subaru at the start of the season, but the car was very late on parade and only ran on the day before the opening qualifying session of the year.

And then the struggles got even worse. The engine wasn't able to breathe properly and that meant it was severely down on power to start with and then there was a problem with the high-pressure fuel rail that caused James Cole's car to go up in flames at

Donington Park. Ultimately the four machines were withdrawn from Thruxton after a fix could not be found.

Since then, the entire programme has taken a huge step forward. The car was allowed to run with a modified intake and that has helped it to use the power that the boxer-style engine had, despite that fact that the team had to agree to a drop in boost pressure to get permission to fit the new intake.

After that, the car has been the pacesetter with Colin Turkington taking wins at Oulton Park and Croft – admittedly, two rear-wheel-drive suited tracks.

The car is still in its development stages and more pace will be unlocked as the team understands more about the car, so more strong results are ahead – although it has lost too much ground in the championship chase to be a serious threat.

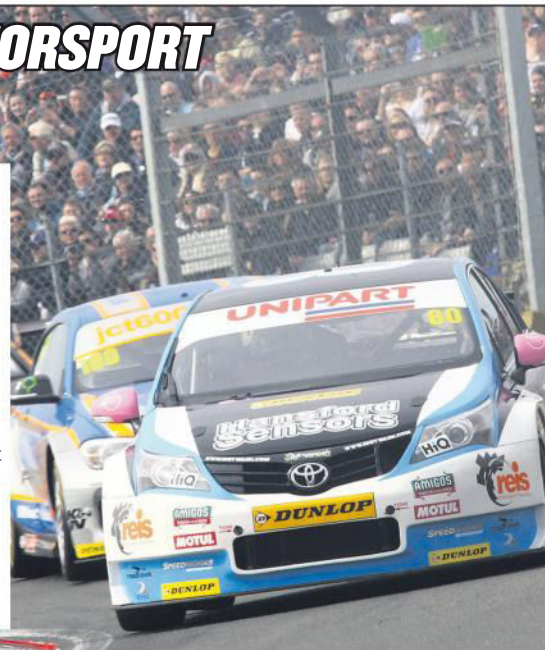
## SPEEDWORKS MOTORSPORT

**Car:** Toyota Avensis  
**Drivers:** Tom Ingram (6th)

There is no question that Tom Ingram has come of age over the opening part of 2016. Right from the opening qualifying session of the season, Ingram was on the pace.

He was on pole for the opening race at Brands Hatch and held off reigning champion Gordon Shedden for the win. A crash in the second race, while defending his lead, showed that he still has lessons to learn. He was prone to the odd other error earlier on in the year (such as jumping the start at Thruxton) but has gradually ironed those out now so that he is in the top six of the points.

The car has been well prepared by Speedworks Motorsport and Ingram has forged a strong relationship with his engineer Geoff Kingston. There should be more wins before the year is out.



## CICELEY RACING

**Car:** Mercedes-Benz A-Class  
**Drivers:** Adam Morgan (10th), Aiden Moffat (18th)

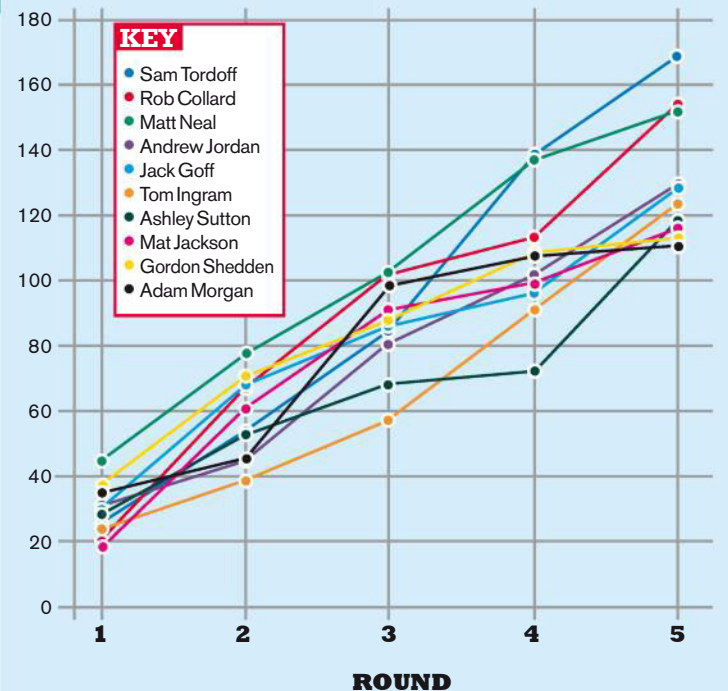


A change in the engineering strength at Ciceley Racing could have disrupted the flow for the team, as out went the renowned Paul Ridgway and in came Marco Calovolo and Federico Turrata to look after Adam Morgan and Aiden Moffat.

It has helped push the team forwards and Morgan has been a double winner this season with

glory at Brands Hatch and at Thruxton. The Mercedes has been a more consistent proposition this season in terms of pace and the sister car, driven by Scottish teenager Moffat, has also been at the sharp end with a front-row start at Thruxton.

There are some tracks coming up which will suit the squat German hatchback too, such as Knockhill.



### STANDINGS

2016 British Touring Car Championship (after 15/30 rounds)

POS	DRIVER	CAR	POINTS
1	Sam Tordoff	WSR BMW 125i M Sport	168
2	Robert Collard	WSR BMW 125i M Sport	156
3	Matt Neal	Team Dynamics Honda Civic Type R	153
4	Andrew Jordan	Motorbase Performance Ford Focus	131
5	Jack Goff	WSR BMW 125i M Sport	130
6	Tom Ingram	Speedworks Toyota Avensis	123
7	Ashley Sutton	Triple Eight Racing MG6	119
8	Mat Jackson	Motorbase Performance Ford Focus	117
9	Gordon Shedden	Team Dynamics Honda Civic Type R	116
10	Adam Morgan	Ciceley Racing Mercedes-Benz A-Class	110

### Runners and riders who are ready to step up

Outside of the top runners, the most impressive has been Team BKR and specifically Aron Smith.

The Irishman joined the new-for-2016 squad, which only got the green light on its plans to run the older GPRM-spec ex-Team BMR VW CCs on the very cusp of the media day.

Smith grabbed two podiums at the start of the season when the other teams, grappling with new RML-spec kits, were getting up to speed. The form has dipped slightly since, but Smith is there ready to pick up the pieces should the top runners slip. Team-mate Mark Howard is struggling.

Rob Austin switched to front-wheel drive this season with the Handy Motorsport Toyota Avensis and took a while to get to grips with it even though he had strong pace in testing. It is beginning to click, with strong performances at Thruxton and Croft, but there is a lot more to come. Both he and engineer Matt Taylor are learning their way.

Jeff Smith's Eurotech Racing team was ready to steal a march with its TOCA BTCC-engined Civics, and both the team owner and Martin Depper have been able to break into the top 10. But newcomer Dan Lloyd, who joined the team at Oulton, has a brace of front rows to the team's credit already. Once he has the hang of the real cut-and-thrust of the BTCC, he will become a winner.

Team Hard took on an ambitious programme with three cars this season.

The rapid Jake Hill's maiden full season at the wheel of the Toyota Avensis has been full of promise, with a sixth place at Croft last time out.

Michael Epps, in the sister car, has shown that he has the ability to be a star with a particularly battling performance at Thruxton, and has been unlucky not to land a big result.

The third car, in the hands of Chris Smiley, has been thwarted by unreliability.

Like his former team-mate Austin, Hunter Abbott has swapped to front-wheel drive with the Power Maxed Racing Chevrolet Cruze. Top 10 qualifying pace was ruined at Croft with an opening lap shunt, but the potential is there. Team-mate Kelvin Fletcher clearly needs more mileage at this level.

Dan Welch's Proton Persona, with a bespoke engine, had started from a reversed-grid pole at Thruxton. That should have brought rewards but for a suspension failure.

Matt Simpson is learning his craft in the Speedworks-run Honda Civic and has shown flashes of top 10 form, while Alex Martin's Ford Focus is still vigorously driven without landing any real results.

Ollie Jackson will be waiting for tracks better suited to the AmD Tuning Audi S3, while Stewart Lines has bitten off a lot running his Ford Focus with his Maximum Motorsport team. It seems like it is too much.

# RACING REPORTS

**SNETTERTON: MSVR BY LEWIS BEALES**
**JULY 23**

Photos: Richard Styles

## KEMP AND HOLLYMAN STAY CLEAN TO SCORE



Chris Kemp won GT4 event

The Aston Martin Owners' Club, the organiser of the first ever event at the Norfolk venue 65 years ago, hosted its fourth meeting of the season in East Anglia with a delightful array of exotic historic and modern race vehicles.

Errors decided the outcome of the joint GT Challenge and Intermarque Championship race to the delight of Christopher Kemp and Robert Hollyman respectively.

Kemp's chances of victory looked slim with an extra 30-second success pit stop penalty, especially when Richard Taffinder – having been forced down to fourth place by Kemp and the Mike Brown/Paul Cripps

Aston Martin during the opening two corners – looked serene in the lead. Even after the pit stops had worked their way through, Taffinder in his Lotus was well in command when officials ordered a drivethrough penalty as his stop was deemed one second too short. He rejoined the track just behind Kemp's Aston Martin. The fired-up Lotus racer piled the pressure on for the final four laps but Kemp kept cool to run out the victor.

In the Intermarque race the returning Robert Hollyman powered past James Hilliard in the Porsche 968 and kept James Guess behind too after he had taken over from Hilliard. In the final stages Guess

found a way past but mistakenly slowed thinking he had seen a red flag allowing the Hollyman Porsche 964 back in front and was unable to dislodge him for a second time. "I worked out early on I needed to pull away on the straights and keep them behind in the corners," admitted Hollyman.

Rod Begbie's first Equipe GTS race of the season yielded a comfortable victory as he roared his TVR Grantura from pole to leave the rest to squabble for the minor places. Rob Cull initially held second but John Andon displaced him on the sixth lap with Pete Foster, the last of the leading runners to take his pitstop, jumping Cull. Cull then pitted for his crew to check the exhaust mounting, rejoining to hold onto his fourth place – just. His cause was helped by Nick Matthews spinning at Hamilton trying to unseat his throaty sounding TVR.

Fast-starting Clive Morley was quickly demoted from the lead of the Pre-War Sports Cars/St John Horsfall/Bentley combined event by David Freeman. Poleman Michael Haig inherited the position when Freeman took to the grass at

Riches on the second lap and then controlled events with his low-line modified Bentley. Freeman kept second from the closing Morley until he retired leaving Peter Dubsky to claim the final podium place.

The concurrent 50s Sports Cars/Innes Ireland Cup was also settled by an error this time by the leading Ford Falcon pilot Jonathan Smare who inadvertently switched off the engine. "The car is new to me," explained the embarrassed former leader. This promoted Jeremy Cooke (Shelby GT350) who quickly handed over to Mike Dowd to drift his way to victory. Local racer John Burton led the early laps of the 50s Sports Cars before being passed by Andrew Keith-Lucas, who completed his pitstop quicker.

Mike Brown took in the Allcomers race to get in some practice before the upcoming British GT event and used the power of the GT3 Aston Martin to lap the field. A late misfire for Robin Marriott allowed the similar GT4 Vantage of Paul Cripps/Matthew Manderson to steal second on the penultimate lap.



Freeman's Horsfall winner

**RESULTS**

**AMOC Intermarque & Aston Martin GT Challenge (24 laps)**  
1 Christopher Kemp (Aston Martin GT4); 2 Richard Taffinder (Lotus Evora GT4) +0.490s; 3 Mike Brown/Paul Cripps (Aston Martin GT4); 4 Robin Marriott (Aston GT4); 5 David Tinn (Aston Martin GT4); 6 Tom Black (Aston Martin GT4). Class winners Taffinder, Robert Hollyman (Porsche 964), James Hilliard/James Guess (Porsche 968CS), Nicolas King (Aston Martin DB4), Bob Searles/Tony Jardine (Porsche 944 Turbo), Gavin Dunn/Tim Mogridge (BMW E36). Fastest lap Kemp 2m03.628s (86.45mph). Pole Marriott. Starters 17.

**Equipe GTS (19 laps)** 1 Rod Begbie (TVR Grantura MkII); 2 John Andon (Triumph TR4) +20.302s; 3 Pete Foster (Triumph TR4); 4 Rob Cull (TVR Grantura MkII); 5 Jonathan Smare (Lotus Elite); 6 Nick Matthews (Austin Healey 100/4). CW Andon, Smare, Matthews, Glenn Tollett/Rory Tollett (MGA Sebring Coupe). FL Begbie 2m23.197s (74.63mph). P Begbie. S 24.

**Pre-War Sports Cars/St John Horsfall/Bentley (8 laps)**  
1 Michael Haig (Bentley MK 6.3-litre); 2 David Freeman (Aston Martin 2 Litre Speed Model) +20.126s; 3 Peter Dubsky (Aston Martin 15/98 2 Seater); 4 James Morley (Bentley 3 4.5 Litre); 5 Richard Hudson (Bentley 3 4.5 Litre); 6 Duncan Wiltshire (Bentley 3 Litre). FL Haig 2m40.201s (66.71mph). P Haig. S 10.

**50s Sports Cars/Innes Ireland Cup (16 laps)** 1 Jeremy Cooke/Mike Dowd (Ford Shelby GT350); 2 Andrew Keith-Lucas (Jaguar XK120) + 34.109s; 3 John Burton (Jaguar XK120); 4 Nick Matthews (Austin Healey 100/4); 5 Mark Donnor (Jaguar XK120); 6 Jonathan Smare/Robin Ellis (Ford Falcon). CW Keith-Lucas, Matthews, Christopher Scholey/Nick Finburgh (Jaguar XK120), George Miller/Les Goble (Aston Martin DB4), Chris Pearson/Steve Reed (Mini Cooper S). FL Dowd 2m23.903s (74.27mph). P Smare. S 14.

**Allcomers Race (22 laps)** 1 Mike Brown (Aston Martin GT3); 2 Paul Cripps/Matthew Manderson (Aston Martin GT4) -1 lap; 3 Robin Marriott (Aston Martin GT4); 4 David Tinn (Aston Martin GT4); 5 Steve Atkinson/Andrew Peck (Porsche 968CS); 6 Robert Rawe/Xavier Sanz De Acedo (Porsche 968). FL Brown 1m57.768s (90.75mph). P Marriott. S 11.



While Robert Hollyman (9) topped the AMOC Intermarque element

**OULTON PARK: MSVR BY IAN SOWMAN**
**JULY 23**

Photos: Rachel Bourne

James Clink got out of jail with the help of two safety car periods and recovered to win the fifth Trackday Trophy race of the season despite spinning his Renault Clio to the back of the pack on the first lap.

Clink had started sixth, but emerged on the approach to Cascades in third only for a cold-tyre inflicted spin to put him into the gravel. He made his escape, but not before the safety car had been scrambled, which allowed him to catch back up to the pack.

Another caution period was required on lap four after Neil House (Clio) spun at the top of Clay Hill and involved David Scarborough (Lotus Elise) in his incident. The last lap under the safety car coincided with the opening of the pitstop window and Clink, already back up to 17th, took advantage. Other leading contenders spread their mandatory stops over the following racing laps, so by the time they were completed Clink cycled through on top.

"I dived in as soon as I could," he said. "The team on the pit wall were telling me where I was and when I saw I was first I couldn't believe it." For a time it appeared that Glen

Broster (Ginetta GT5) may threaten Clink's victory, but he ultimately finished a distant second. The pole position Mini of Keith Gibbs and Martin Amery completed a trio of class winners on the podium.

Polesitter Alistair Stenhouse (BMW E36) built up a lead after passing Mark Flower's E46 M3 at Old Hall on lap two of the Trackday Championship Feature race. Predictably Jordan Witt (Bentley Continental GT3) scored his 11th win of the season, despite having to serve ever-longer mandatory pit stops due to his success. He was stationary for 25 seconds longer than the John Dhillon/Aaron Scott Ferrari 458 GT3, but still won by more than half a minute.

An incident in the planned Sprint race led to a delay (see *Racing News*, page 9), and meant there was only just enough time for a solo GT Cup Feature race. Predictably Jordan Witt (Bentley Continental GT3) scored his 11th win of the season, despite having to serve ever-longer mandatory pit stops due to his success. He was stationary for 25 seconds longer than the John Dhillon/Aaron Scott Ferrari 458 GT3, but still won by more than half a minute.

Tom and James Webb took Class B victory and third overall even though their car was heavily damaged in the earlier accident. "We robbed some bits off Dad's [Martin] car," explained Tom of the rapid rebuild. "To come away with full points is unbelievable."

The quartet of BMW E36 M3s at the head of the Racing Saloons double-header was perhaps too evenly matched to produce thrilling racing. Stuart Waite led from pole to two race victories, while Karl Cattliff made a sluggish start from second to drop back to fourth in the opener, behind Nigel Innes and Stephen Pearson, where he stayed. Cattliff gave himself more to do in race two by bounding over the grass exiting Old Hall at the start, but he soon climbed back up the order to fourth with the rest finishing in the same order as before.

Ex-Saxmax and Clio exponent Will Davison made it four Production BMW wins from four; twice overcoming Matthew Wileman in the woodland section. Matt Swaffer extended his points lead with two third places as rival Harry Goodman claimed ninth and fourth as he recovered from a first lap off.



Clink spun on lap one, but won



Jordan Witt topped GT Cup... again

**RESULTS**

**Trackday Trophy (19 laps)**  
1 James Clink (Renault Clio); 2 Glen Broster (Ginetta GT5) +17.346s; 3 Martin Amery/Keith Gibbs (Mini Cooper S); 4 Kester Cook/Lewis Denslow (Ford Fiesta); 5 Steve Hewson/Matt Nossiter (Porsche 924); 6 Nick White (Renault Clio). CW Broster; Amery/Gibbs; White; Colin Tester (Ford Puma); Chris Campbell (Ford Fiesta). FL Broster 2m00.862s (80.17mph). P Amery/Gibbs. S 29.

**Trackday Championship (22 laps)**  
1 Mark Flower (BMW E46 M3); 2 Alistair Stenhouse/Steve Darbey (BMW E36 M3) +9.928s; 3 Kester Cook (Ford Fiesta); 4 Simon Clark (Porsche Boxster S); 5 Richard Bromley (BMW E36 M3); 6 James Britton (BMW E36 M3). CW Stenhouse/Darbey; Ben Abbott/Dan Abbott (Peugeot 306); Warren Allen (Ginetta G27R); Neil House/Andy Tate (Renault Clio); Jason Francis (Ford Puma). FL Stenhouse/Darbey 1m55.177s (84.13mph). P Flower. S 30.

**GT Cup (29 laps)** 1 Jordan Witt (Bentley Continental GT3); 2 John Dhillon/Aaron Scott (Ferrari 458 GT3) +33.886s; 3 Tom Webb/James Webb (BMW M3 E46 GTR); 4 Paul Bailey/Andy Schulz (Ferrari 458 Challenge); 5 Warren Gilbert (Marcos Mantis);

6 Neil Huggins/Jeff Wyatt (Lamborghini Gallardo Super Trofeo LP570-4); CW Webb/Webb; Bailey/Schulz; Colin Broster/Marcus Clutton (Porsche 996 GT3); Ray Grimes (Chevrolet GT4). FL Witt 1m36.682s (100.22mph). P Witt. S 19.

**Racing Saloons (8 laps)** 1 Stuart Waite (BMW E36 M3); 2 Nigel Innes (BMW E36 M3) +0.335s; 3 Stephen Pearson (BMW E36 M3); 4 Karl Cattliff (BMW E36 M3); 5 Cliff Pellin (Ford Fiesta ST150); 6 Brian Jones (BMW E36 M3). CW Pellin; Lawrence Ball (Jaguar XJS); Greg Barlow (BMW Compact); Callum Noble (BMW E30); Karl Graves (BMW 120d). FL Innes 1m56.195s (83.39mph). P Waite. S 16. **Race two (8 laps)** 1 Waite; 2 Innes +2.533s; 3 Pearson; 4 Cattliff; 5 Jones; 6 Pellin. CW Pellin; Ball; Barlow; Noble. FL Innes 1m56.221s (83.37mph). P Waite. S 15.

**Production BMW (7 laps)** 1 Will Davison; 2 Matthew Wileman +0.192s; 3 Matthew Swaffer; 4 Mark Palmer; 5 David Graves; 6 Andy Gay. FL Davison 2m07.044s (76.27mph). P Wileman. S 21. **Race two (6 laps)** 1 Davison; 2 Wileman +0.550s; 3 Swaffer; 4 Harry Goodman; 5 Palmer; 6 Graves. FL Davison 2m07.250s (76.15mph). P Davison. S 21.

# AND THE WINNERS ARE...

'Campbell took excellent win' **Swinging Sixties**



'BMW 318 duo dominated' **Tin Tops**



## ANGLESEY: CSCC BY JAKE JONES

## JULY 23/24

Photos: Steve Jones

# AHLERS UNSTOPPABLE AS MORGANS HEAD TO WALES



No-one could get close to Ahlers

**Morgan veteran Keith Ahlers dominated the first Morgan Challenge race held at Anglesey despite never having raced at the circuit.**

He got an excellent start and continued to pull away until the chequered flag, finishing 20 seconds ahead of Phillip Goddard, with Russell Paterson third just behind. Race two on Sunday was damp with the grid set on the previous day's results. Ahlers again crushed the field from pole to take his second victory of the weekend and his 88th in Morgans. Initially, he looked in trouble as wheelspin dropped him to fourth off the line. Elliot Paterson took advantage to lead from third place after a brilliant move on second placed Goddard at the banking hairpin. It was short-lived as Ahlers powered past on the back straight to retake the lead and cruise to his eighth win of the season. Paterson Sr finished 19 seconds behind



Winstanley had mixed event

after he overtook his son, Elliot, early on. The latter completed the podium. Colin Philpott was dominant in both the **Jaguar and GT** outings but was controversially excluded from the second race result. The safety car interrupted Philpott's excellent start in race one courtesy of a Corkscrew spin for Bruce Cologne-Brooks on the opening lap, but he weathered the pressure from Ian Drage throughout to secure his third win of the year.

He did the same in the wet race two, but his Jaguar XJS was found to be underweight post-race which gifted the victory to Drage. "I put the wet tyres on and I think that's where I slipped up with the lighter wheel," said Philpott. "I'm a little bit peeved because it was a difficult race, it was wet and then drying and we had a good race. I don't think Ian would have wanted to win in that way but fair play to him."

Gary Bate won both of the **Open Series** races in tense encounters. In race one Bate was bumped to second by Richard Carter at the start but reclaimed the lead halfway through on the back straight into Rocket. However, a speeding penalty during the pitstops dropped him back again behind his rival.

Bate was flying thereafter and copied his earlier move to re-take the lead and

win ahead of Carter and Nick Starkey in third. Bate stormed to a wet weather victory in race two as polesitter and race favourite Danny Winstanley started on the wrong tyres. Still, the race one victor was in a class of his own and had built a 20-second lead over the field by lap 10 and the race was a foregone conclusion when Winstanley pitted for the correct rubber midway through. As Bate was left to cruise to his second victory of the weekend a lap ahead of the field, a stirring fight back ensued for the polesitter as he finished fourth.

Winstanley started the **Magnificent Sevens** on the right tyres though and showcased the speed that made him favourite for the Open Series. Despite a pitlane start due to an issue, the Caterham Superlight was in the lead very early on, sweeping past Bate on the back straight and to the win. Peter Ratcliff re-took third position on track after Carter had nipped ahead at the midway stops.

David Marcussen was untouchable in the **Modern Classics and New Millennium** in which the safety car was prominent at the start. The non-starting Ginetta of Gary Wardle and a spin for the Porsche of Andy Yeomans meant a slow start to proceedings. Polesitter Nicolas Olsen tried hard to overcome his 30-second success

penalty applied from his win at Donington when the safety car peeled in. Once it settled down following the mandatory stops early on, Marcussen emerged as the lead driver. He stayed there until the flag with Mark Smith and Arran Moulton-Smith finishing 30 seconds back. Olsen and James Broad collided going into Rocket battling for third late on, with the latter losing out and having to settle for fourth.

Mark Campbell scored an excellent win in the **Swinging Sixties** series after a spin at the Corkscrew on lap one meant he ended the lap in 33rd place. Many in the field struggled with the wet conditions but once the order settled down following pitstops, Campbell's Triumph had clawed its way back to second. He swooped past Malcolm Johnson's Lotus Elan at Target to take the lead midway through and eventually the win just before polesitter Mark Halstead retired when his Ginetta lost drive.

Chris Boardman and Arran Moulton-Smith dominated **Tin Tops** so much so, that they still finished eight seconds clear of Nigel Tongue in second even after penalties for exceeding track limits were applied. Nigel Ainge and Mike Jordan's success penalty for a previous win meant the Honda Integra couldn't mount a victory challenge and finished fourth.



Philpott (l) and Drage battled in Jaguar opener

## RESULTS

**Morgan Challenge (16 laps)**  
1 Keith Ahlers (+8); 2 Phillip Goddard (+8) +21.169s; 3 Russell Paterson (+8); 4 Elliot Paterson (Roadster); 5 Andrew Thompson (ARV6); 6 Roger Whiteside (+8). Class winners E Paterson; Tim Ayres (+8); Simon Scott (Lightweight Roadster); Henry Williams (Sport); Ian Summer (+4). Fastest lap Ahlers 1m16.209s (73.22mph). Pole Ahlers. Starters 31. **Race two (15 laps)** 1 Ahlers; 2 R Paterson +19.547s; 3 E Paterson; 4 Goddard; 5 Andy Green (+8); 6 Tony Hirst (ARV6). CW E Paterson; Ayres; Scott; James Summer (4/4). FL Ahlers 1m17.032s (72.43mph). P Ahlers. S 27.

FL Winstanley 1m15.466s (73.94mph). P Winstanley. S 20.  
**Magnificent Sevens (32 laps)**  
1 Danny Winstanley (Caterham Superlight); 2 Gary Bate (Caterham CSR) +37.851s; 3 Peter Ratcliff (Caterham C400); 4 Richard Carter (Caterham R300); 5 Nick Starkey (Caterham C400); 6 Carl Woodwiss (Caterham R300). CW Carter; Woodwiss; Carl Naim (Caterham R300); Robert Cooper (Caterham Supersport); Stephen Mansell/Wil Arif (Caterham Roadsport); Peter French (Caterham 7); Nik Aveyard/Robert Sinclair (Aries Loco). FL Winstanley 1m11.307s (78.25mph). P Winstanley. S 25.

**Jaguar Saloon and GT Championship (13 laps)**  
1 Colin Philpott (XJS); 2 Ian Drage (XJS) +0.915s; 3 Kevin Doyle (XJ12 Coupe); 4 Chris Boon (XJS); 5 David Bye (XJ6 Coupe); 6 Ben Walker (XJS). CW Doyle; Boon; Steve Ashkam (XJ6 300). FL Drage 1m21.943s (68.09mph). P Philpott. S 19.  
**Race two (14 laps)** 1 Drage; 2 Boon +15.346s; 3 Richard Knott (XJS); 4 Walker; 5 Bye; 6 Ashkam. CW Boon; Ashkam; Patrick Doyle (XJS); Richard Crossley (XJS). FL Drage 1m27.888s (63.49mph). P Philpott. S 17.

**Modern Classics/ New Millennium (29 laps)** 1 David Marcussen (BMW M3 Evo); 2 Mark Smith/Arran Moulton-Smith (BMW M3 Evo) +34.392s; 3 Nicholas Olson (Lotus Spirit); 4 Alan Broad/James Broad (Porsche Boxter); 5 Matthew Evans (BMW M3); 6 David Whitmore (BMW M3). CW Smith/Moulton-Smith; Olson; A Broad/J Broad; Paul Calladine (Ginetta G20); Michael Russell (BMW M3 Evo); Carl Owen/Mark Neville (Audi TTS). FL Smith/Moulton-Smith 1m15.062s (74.33mph). P Marcussen. S 17.

**Open Series (32 laps)** 1 Gary Bate (Caterham CSR); 2 Richard Carter (Caterham R300) +1.247s; 3 Nick Starkey (Caterham C400); 4 Christophe Deboffe/Laurent Houvenaghel (MK Indy R); 5 Lewis Tootell/Gary Tootell (Caterham R300); 6 Jean Paul Bole (MK Indy R). CW Carter; Deboffe/Houvenaghel; Ian Haire/Andrew Greenwood (Caterham Supersport); John Saunders (Ginetta G40); Matthew Evans (BMW M3); Alexander Laidlaw/Kelvin Laidlaw (Morgan Roadster Lightweight). FL Bate 1m12.192s (77.29mph). P Bate. S 25.

**Swinging Sixties (Groups 1 and 2) (29 laps)** 1 Mark Campbell (Triumph TR5); 2 Malcolm Johnson (Lotus Europa) +21.520s; 3 Dave Bailey (Triumph TR4); 4 Tim Cairns (Austin Healey); 5 Christopher Edwards (Triumph TR4); 6 Ben Gough (Marcos GT). CW Johnson; Bailey; Cairns; Ian Everett/Gary Makein (BMW); Mike McBride (MG); Stuart McPherson/Thomas Wilkinson (Lotus Elan); Andy Edwards/Stewart Lyddall (Ford Falcon). FL Campbell 1m19.643s (70.06mph). P Mark Halstead (Ginetta G4). S 34.

**Race two (30 laps)** 1 Bate; 2 Danny Winstanley (Caterham Superlight) -1 lap; 3 David Marcussen (BMW M3 Evo); 4 Mark Smith/Arran Moulton-Smith (BMW M3 Evo); 5 Carl Woodwiss (Caterham R300); 6 Steven Boyles/Ashley Haigh-Boyles (Caterham R300). CW Winstanley; Marcussen; Woodwiss; Chris Petch/Oliver Petch (Ford Focus); Alan Pegram/Lawrence Barwick (Caterham 7); Deboffe/Houvenaghel; Stephen Mansell/Wil Arif (Caterham Roadsport).

**Tin Tops (30 laps)** 1 Chris Boardman/Arran Moulton-Smith (BMW); 2 Nigel Tongue (Peugeot 306) +8.576s; 3 Nigel Ainge/Mike Jordan (Honda Integra); 4 Colin Simpson/Steven Simpson (Peugeot 206); 5 Luke Rosewell (Renault Clio); 6 Maxwell Petch/Harry Petch (Ford Focus). CW Tongue; Rosewell; Stephen Slawson/Ryan Connelly (Honda Civic); Steve Papworth (Ford Fiesta). FL Ainge/Jordan 1m16.301s (73.13mph). P Boardman/Moulton-Smith. S 21.

## CROFT: BARC BY TOM ERRINGTON

## JULY 23/24

Jonny MacGregor suffered the highs and lows of motorsport in the **Britcar GT & Production Championship** last weekend at Croft.

Having damaged the floor of his Taranis in the opener, he and the team spent most of Sunday making repairs and just made the finale. Starting at the rear, MacGregor stormed from the back to a memorable win ahead of Andy Robinson and the third-placed Aston of Chris Murphy and Jonny Cocker.

In the first race earlier, difficult conditions caught out many of the small grid, with Lance Gauld managing his Porsche Cayman to a win ahead of Murphy and Cocker and the BMW E46 M3 of Mike Moss/Kevin Clarke.

The **Britcar Endurance Championship's** three-hour race was largely processional. The lack of overtaking was down in part to a dominant showing from Phil Hanson/Nigel Moore, who steered their Audi R8 LMS to a win and the championship lead. They finished a lap ahead of the second placed BMW Z4 GT3 of Ian Lawson/Kevin Clarke, with Calum Lockie and David Mason's Ferrari 458 GT3 finishing third.

James Dorlin left Croft a double-winner in

the **Michelin Clio Series**, but his second win came after holding his nerve. Polesitter Brett Lidsey was dispatched at Clervaux on the opening lap, but Lidsey relentlessly hounded the leader until the flag. Josh Cook rounded off the podium in third in a guest appearance, but earlier in the day he was the closest to Dorlin. A strong start in that first race had let Dorlin pull well clear, leaving a lonely race for Cook where he finished comfortably ahead of Tom Barley.

There was also a double-winner in the **Junior Saloons**, where Katie Milner continued her title challenge. Milner looked comfortable in the first race, converting her strong lead into victory ahead of Oliver Wilmott and Matteo Zanetti. However, she didn't have it all her own way early on. Solid defending led to her holding her points lead over title rival George Sutton, who could only place seventh.

Sutton would challenge Milner in the finale though. He initially held the lead, but an impressive move on the outside of Tower early on put Milner back in front and Wilmott seized the chance to jump Sutton for third, setting the race's final order.

A strong entry of 40 cars in the **Northern Saloons** was split into two grids, with Bill Addison storming to a brace in the A & E class and Kirk Armitage doing the same in the B, C, D & H showings.

Addison's Caterham was largely unchallenged, taking a simple win in the opener ahead of Paul Wolfitt's Mini and Andy Wilson's Porsche. The second was more challenging, with Wolfitt's Mini tipped into a barrel roll on the opening lap. With the driver unhurt, there was a shortened race and a restart that Addison had the measure of for his second victory.

There was more drama in the battle for second behind. Mike Cutt and Paul Brydon's battle for the position ended with the pair in the barriers at Clervaux, allowing Mark Jessop and Andrew Morrison to round off the podium.

Armitage's feat in the other race was more straightforward, winning the opener by more than half a minute. Behind, all eyes were on the thrilling battle for second between Martin Whitehouse in the BMW 328 and the Porsche 944 Turbo of David Botterill. Whitehouse came out on top with the podium then repeated in the finale.

## RESULTS

**Britcar GT & Production (28 laps)** 1 Lance Gauld (Porsche Cayman); 2 Mike Moss/Kevin Clarke (BMW E46 M3) -1 lap; 3 Chris Murphy/Jonny Cocker (Aston Martin Vantage GT4); 4 Del Shelton (BMW E36 M3); 5 Andy Wilson/Philip Seaman (Holden); 6 Marcus Fothergill/Dave Bennett (Porsche 997 Cup). CW Murphy/Cocker. FL Colin Wilmott/Jack Wright (Porsche 997). P Wilmott/Wright. S 9.  
**Race two (33 laps)** 1 Jonny MacGregor (Taranis); 2 Andy Robinson (Ford Falcon) +1m45.123s; 3 Gauld; 4 Fothergill/Bennett; 5 Murphy/Cocker; 6 Shelton. CW Robinson; Fothergill/Bennett. FL MacGregor 1m26.247s (88.69mph). P Gauld. S 8.

**Britcar Endurance (120 laps)** 1 Phil Hanson/Nigel Moore (Audi R8 LMS); 2 Ian Lawson/Kevin Clarke (BMW Z4 GT3) -1 lap; 3 David Mason/Calum Lockie (Ferrari 458 GT3); 4 Chris Murphy/Jonny Cocker (Aston Martin Vantage GT4); 5 Marcus Fothergill/Adam Dawson/Dave Bennett (Porsche 997 Cup); 6 Jason Dixon/David Cooper/Robert Gilham (BMW M3 E46). CW Murphy/Cocker; Dixon/Cooper/Gilham; Alyn James/Dan Wheeler (Honda Civic Type R); Mike Moss (BMW 1ME82). FL Hanson/Moore 1m21.460s (93.91mph). P Hanson/Moore. S 10.

**Michelin Clio Series (10 laps)** 1 James Dorlin; 2 Josh Cook +13.530s; 3 Tom Barley; 4 Luke Pinder; 5 Samuel Random; 6 Ben Palmer. CW Jack Fabby. FL Dorlin 1m34.477s (80.97mph). P Dorlin. S 15.  
**Race two (12 laps)** 1 Dorlin; 2 Brett Lidsey +0.288s; 3 Cook; 4 Barley; 5 Rory Collingbourne; 6 Palmer. CW Fabby. FL Dorlin 1m34.261s (81.15mph). P Lidsey. S 15.

**Junior Saloon Car (10 laps)** 1 Katie Milner; 2 Oliver Wilmott; 3 Matteo Zanetti; 4 Edward Moore; 5 Charlie Kennedy; 6 Ethan Hamerton. FL Wilmott 1m45.748s (66.12mph). P Milner. S 23.  
**Race two (10 laps)** 1 Milner; 2 Wilmott +0.599s; 3 Sutton; 4 Kennedy; 5 Hamerton; 6 Adam Batty. FL Milner 1m45.707s (72.37mph). P Milner. S 21.

**Northern Saloon & Sports Car Classes A & E (8 laps)** 1 Bill Addison (Caterham Superlight R400); 2 Paul Woolfitt (Z Cars Mini) +8.905s; 3 Andy Wilson (Porsche 911 GT3); 4 Mark Jessop (Ginetta G50); 5 Andrew Morrison (SEAT Leon); 6 Paul Brydon (BMW M3). CW Matthew Kirkby (Caterham C400); Mark Leybourne (Westfield FW); Neil Finningham (Caterham R400 SV). FL Addison 1m28.390s (85.54mph). P Addison. S 24.  
**Race two (8 laps)** 1 Addison; 2 Jessop +2.322s; 3 Morrison; 4 David Brewis (Caterham 7); 5 Kirkby; 6 Neil Gregory (Lotus Exige). CW Brewis; Kirkby; Leybourne. FL Michael Cutt (BMW M3 E36) 1m28.203s (86.73mph). P Addison. S 23.

**Classes B, C, D & H (11 laps)** 1 Kirk Armitage (BMW M3); 2 Martin Whitehouse (BMW 328) +37.955s; 3 David Botterill (Porsche 944 Turbo); 4 David Cox (Peugeot 205 GT); 5 Steven Craggs (Ford Fiesta); 6 Ian Humphis (Ford Focus). CW Whitehouse; Cox; Simon Baker (Ford Fiesta XR2); Ian Blacklin (Ford Capri). FL Armitage 1m35.568s (80.04mph). P Armitage. S 17.  
**Race two (11 laps)** 1 Armitage; 2 Whitehouse +19.052s; 3 Botterill; 4 Cox; 5 Craggs; 6 Lee Underwood (Honda Civic). CW Whitehouse; Cox; Andrew Robinson (Fiesta); Blacklin. FL Armitage 1m35.250s (80.31mph). P Armitage. S 16.

# RACING REPORTS

## DONINGTON PARK: BARC BY JASON NOBLE

## JULY 23/24

Photos: Mick Walker



The combined truck pack

# SMITH SUFFERS SPINS AND WINS IN TRUCK SHOWDOWN

It was a mixed weekend for Division One British Truck Racing Championship leader Ryan Smith, who overcooked it at the start of races one and three, which caused both to be red-flagged.

Fortunately for the Mansfield driver he was able to take his original top six places for the restarts of both – much to the chagrin of some of his rivals.

“There’s no need for it, it’s just crazy,” was championship challenger Stuart Oliver’s assessment of Smith’s starts.

Nevertheless, Smith cruised home in race one to a fourth consecutive win following his dominant weekend at the Nurburgring, and again with victory in race five. The third race didn’t end as planned when Smith came together with leader Shane Brereton into Redgate on the last lap, handing a surprised David Jenkins the win despite starting from 10th.

Jenkins’ victory made up for a tough second race in which debris pierced a hole in his MANTGX’s radiator, but he lost the race four triumph when he spun on the straight just a handful of metres from the chequered flag.

Oliver continued to show his talent for reversed-grid wins in the second and fourth contests, while Mat Summerfield won a non-point-scoring final race.

The Division Two trucks ran in separate races on Saturday for the first time since the Brands opener in March, before combining with the Division One runners on Sunday.

Trevor Martin took the first two races while title challengers Adam Bint and Simon Cole struggled.

“We were hoping to be picking up podiums so we are really pleased with that,” said Martin, who also finished third twice. “We have had pace but have just been struggling with reliability all year.”

Cole limped onto the grass in race one when his engine failed, putting him out of action for the remainder of the event. Meanwhile, Bint’s first four races were ruined by four separate boost pipe failures – a fault his team rectified in time to enjoy the class win in race five.

Ryan Colson recovered from brake faults on Saturday to win the third and sixth races, while Andrew Lovenbury claimed victory in race four on his debut weekend.

Scottish Legends frontrunner John Paterson proved why he is lauded north of the border with his guest appearance in the national series – picking up four wins and a third. He beat team boss John Mickel in the first two races on Saturday, and would have

done so again in race three had a red flag for trouble at the back not ended the final race – just as Mickel pitted from the lead with an oil leak. With the results going back to the previous lap, Mickel was declared the victor.

On Sunday Paterson again beat the boss twice in a pair of closely-fought scraps – even defying the slipstreaming conventions in race five to win by an impressive 5.418 seconds. It was too much of a good thing for the pair though – they came together with Connor Mills at the start of the last lap, handing 23rd starter David Hunter the final win.

In the Pickup Truck Racing Championship, series leader Freddie Lee narrowly defeated reigning champ Michael Smith. Lea Wood had been leading for much of the first race but Smith and Lee managed to slip through after a yellow flag zone at Roberts. A two-lap jostle through Redgate and the Craner Curves was settled in favour of Lee at the chequered flag. Wiring issues plagued David O’Regan, third in the championship, forcing him to retire from race one. Race two was good news for Mark Willis with a comfortable victory, while Smith was troubled with a loose pipe. Lee could only manage seventh in his struggle for grip.

The first Kumho BMW Championship race also featured a messy start into Redgate when Max Walton and Alan Thompson came together, but James Card held onto his pole position start to extend his lead at the top of the standings.

“We have got the car set up well and it suits most tracks,” he said, somewhat ominously for the competition.

That didn’t phase James MacIntyre-Ure though. The M3 E46 racer crept past the front two of Card and Roger Lavender and claimed victory in the second race, which ended with a red flag after a huge roll for race one Class D victor Guiseppe Callari at Coppice.

The weekend’s single Classic Formula Ford 1600 Championship race on Saturday was marred by a clumsy opening lap that put paid to the hopes of five cars and eventually resulted in the race finishing under red flags following another clash.

Mike Gardner weathered the chaos the best to finish first ahead of Adriano Medeiros and John Village.

In the Hyundai Coupe Cup, Alex Cursley halted Ian Goodchild’s searing season-long performance by claiming a brace of wins.

Goodchild was close to Cursley all the way through both duels but had to settle for two second places.

## RESULTS

**British Truck Racing Championship Division One (10 laps)** 1 Ryan Smith (MAN TGA 12000); 2 Steven Thomas (MAN TGX 1200) +1.563s; 3 David Jenkins (MAN TGX 12000); 4 Stuart Oliver (Volvo RH13 12000); 5 Mat Summerfield (MAN TGX 12000); 6 Shane Brereton (MAN TGA Euro 6 12000). Fastest lap Thomas 1m27.755s (81.18mph). Pole Thomas. Starters 11.

**Race two (12 laps)** 1 S Oliver; 2 Summerfield +5.744s; 3 R Smith; 4 Thomas; 5 Brereton; 6 Luke Taylor (Renault Premium MKR 13000). FL R Smith 1m27.779s (81.16mph). P Michael Oliver (Scania – 12000). S 11.

**Race three (10 laps)** 1 Jenkins; 2 R Smith +5.540s; 3 S Oliver; 4 Simon Reid (Iveco Stralis 13000); 5 M Oliver; 6 Luke Garrett (Renault T range 12000). FL S Oliver 1m27.713s (81.22mph). P M Oliver. S 13.

**Race four (11 laps)** 1 S Oliver; 2 Summerfield +4.521s; 3 Thomas; 4 R Smith; 5 Reid; 6 Jenkins. FL S Oliver 1m28.221s (80.75mph). P Steve Powell (MAN 12000). S 12.

**Race five (12 laps)** 1 R Smith; 2 Jenkins +1.918s; 3 Summerfield; 4 S Oliver; 5 M Oliver; 6 Reid. FL R Smith 1m27.483s (81.44mph). P S Powell. S 12.

**Race six (11 laps)** 1 Summerfield; 2 Jenkins +0.258s; 3 S Oliver; 4 M Oliver; 5 David Smith (Sisu SL250 12000). FL S Oliver 1m27.828s (81.12mph). P Garrett. S 6.

**British Truck Racing Championship Division Two (10 laps)** 1 Trevor Martin (Scania Track 11000); 2 Andrew Lovenbury (Renault Premium 11000) +9.759s; 3 John Powell (Ford Cargo 11000); 4 John Bowler (Foden 4x2 M1 Cummins 12000). FL Simon Cole (Mercedes Truck 12000) 1m34.534s (75.36mph). P Cole. S 8.

**Race two (11 laps)** 1 Martin; 2 Lovenbury; 3 J Powell; 4 Bowler; 5 Adam Bint (Volvo Aerodyne 12000). FL Ryan Colson (Foden Alpha 12000) 1m35.247s (74.80mph). P Bowler. S 6.

**Race three (9 laps)** 1 Colson; 2 Lovenbury +1.267s; 3 Martin; 4 J Powell; 5 Bowler; 6 Paul McCumisky (Volvo FM12 12000). FL Martin 1m35.681s (74.46mph). P Bint. S 7.

**Race four (10 laps)** 1 Lovenbury; 2 Colson +1.000s; 3 Martin; 4 J Powell; 5 Bint; 6 Bowler. FL Martin 1m36.191s (74.06mph). P Bowler. S 6.

**Race five (11 laps)** 1 Bint; 2 Colson +1.248s; 3 J Powell; 4 Martin; 5 Lovenbury; 6 McCumisky. FL Lovenbury 1m35.558s (74.55mph). P Bowler. S 7.

**Race six (11 laps)** 1 Colson; 2 J Powell +19.893s; 3 McCumisky; 4 Bowler; 5 Lovenbury. FL Colson 1m35.251s (74.79mph). P Bowler. S 5.

**Legends Cars Championship (10 laps)** 1 John Paterson (Legend 34 Coupe); 2 John Mickel (Legend 34 Ford Coupe) +0.112s; 3 Robert King (Legend 34 Ford Coupe); 4 Stephen Whitelegg (Legend Coupe); 5 Matthew Pape (Legend 34 Ford Coupe); 6 Will Gibson (Legend 34 Ford Coupe). FL Mickel 1m22.317s (86.55mph). Pole Mike Bourner (Legend 37 Dodge Sedan). S 23.

**Hyundai Coupe Cup (14 laps)** 1 Alex Cursley; 2 Ian Goodchild +0.415s; 3 William Tayforth; 4 Ian Brunning; 5 Kevin Middleton; 6 Jon Winter. FL Goodchild 1m28.981s (80.06mph). P Cursley. S 14.

**Race two (14 laps)** 1 Cursley; 2 Goodchild +1.134s; 3 Winter; 4 Brunning; 5 Middleton; 6 Steve Kite. FL Goodchild 1m28.687s (80.33mph). P Cursley. S 14.

**Race two (4 laps)** 1 Paterson; 2 Mickel +0.050s; 3 King; 4 S Whitelegg; 5 David Hunter (Legend 34 Ford Coupe); 6 Pape. FL Mickel 1m22.368s (86.49mph). P S Whitelegg. S 20.

**Race three (10 laps)** 1 Mickel; 2 Paul Simmons (Legend 34 Ford Coupe) +3.063s; 3 Paterson; 4 Pape; 5 Gibson; 6 Hunter. FL Paterson 1m21.505s (87.41mph). P Sean Smith (Legend 34 Ford Coupe). S 22.

**Race four (10 laps)** 1 Paterson; 2 Mickel +0.094s; 3 S Whitelegg; 4 Pape; 5 Jack Parker (Legend 34 Ford Coupe); 6 Simmons. FL Mickel 1m22.914s (85.92mph). P Garry Whitelegg (Legend 34 Ford Coupe). S 23.

**Race five (10 laps)** 1 Paterson; 2 S Whitelegg; 3 Pape; 4 King; 5 Mickel; 6 Connor Mills (Legend 34 Ford Coupe). FL Mickel 1m22.770s (86.07mph). P King. S 23.

**Race six (13 laps)** 1 Hunter; 2 S Whitelegg +0.348s; 3 Pape; 4 Simmons; 5 King; 6 Parker. FL Paterson 1m22.307s (86.56mph). P Claude Watteyne (Legend Chevy Coupe). S 23.

**Pickup Truck Racing Championship (15 laps)** 1 Freddie Lee; 2 Michael Smith +1.616s; 3 Paul Tompkins; 4 Paul Jones; 5 Mark Willis; 6 Scott Bourne. FL Lee 1m18.440s (90.82mph). P Jones. S 15.

**Race two (15 laps)** 1 Willis; 2 Lea Wood +3.414s; 3 Bourne; 4 Jones; 5 Tompkins; 6 Lee Rogers. FL Smith 1m17.957s (91.39mph). P Geoff Dixon. S 12.

**Kumho BMW Championship (16 laps)** 1 James Card (BMW M3 E46); 2 Roger Lavender (BMW E46) +0.910s; 3 Daniel Wylie (BMW M3 E46); 4 James MacIntyre-Ure (BMW M3 E46); 5 Kal Ezzat (BMW M3); 6 Oliver Taylor (BMW E36 M3). Class winners Taylor; Colin Whitmore (BMW M3 E36 Evo); Brian Anderson (BMW E36); Kevin Denwood (BMW E46 Compact); Guiseppe Callari (BMW Compact E36). FL Lavender 1m14.997s (94.99mph). P Card. S 29.

**Race two (14 laps)** 1 MacIntyre-Ure; 2 Card +0.049s; 3 Lavender; 4 Wylie; 5 Ezzat; 6 Taylor. CW Taylor; Alan Thompson (BMW E36 328); Russell Dack (BMW E46 Compact); James Ford (BMW 318i). FL Wylie 1m15.558s (94.29mph). P Card. S 28.

**Luna Logistics Classic Formula Ford 1600 Championship (10 laps)** 1 Mike Gardner (Crosle 32F); 2 Adriano Medeiros (Van Diemen RF80) +0.090s; 3 John Village (Crosle 25F); 4 Stuart Kestenbaum (Van Diemen RF79); 5 Nigel Lingwood (Van Diemen RF80); 6 Michael Wrigley (Van Diemen RF79). CW Alistair Littlewood (Merlyn Mk20A). FL Medeiros 1m17.403s (92.04mph). P Gardner. S 32.



Paterson (left) beat team boss and Legends benchmark John Mickel



Alex Cursley was on top in Hyundai Coupe Cup, taking two victories



MacIntyre-Ure leads Card in BMWs

# AND THE WINNERS ARE...

'Harper boldly raced Kurtis' Shuttleworth Trophy



'Plant and Bryant starred' Future Classics



## CADWELL PARK: VSCC BY MARCUS PYE

JULY 24

Photos: Richard Styles



# WALKER'S 11.7-LITRE AMILCAR WINS DOGFIGHT WITH MAEERS

Characterised by the thudding soundtrack of a World War 1 dogfight and the Lincolnshire Wolds backdrop on a glorious Sunday afternoon, the battle between ground level 'air aces' Tom Walker (Amilcar-Hispano) and Justin Maeers (GN Parker) for John Holland Trophy honours was among many highlights as the Vintage Sports-Car Club celebrated 40 years of racing at Cadwell Park.

If Walker was concerned that he had overheated the 11.7-litre Wright Martin US licence-built V8 engine under his magnificent beast's svelte bonnet in practice, it didn't show. Blasting from row four of the grid to second on lap one, he quickly engaged Maeers in combat. "It's like a rocketship off the line," said Tom. "I saw a gap between Tony [Lees, AC/GN Cognac Special] and Dougal [Cawley, GN/Ford Piglet] then set about catching Justin."

Thereafter they swapped the lead repeatedly, Maeers' extraordinary cornering bravado regularly taking his relatively puny 6.1-litre four-cylinder

Cirrus-engined hybrid ahead, only to be trumped by Tom's pure grunt on the long straights. "I had to over-rev the poor old Amilcar to beat him, but it was a great race," he grinned having retained the trophy he won last summer. "Justin had the Parker really tuned-up today."

Maeers faded a little in the later stages, but Lees wasn't far behind at the chequer in the car which the great Freddie Giles – who died earlier this month – made famous. Sue Darbyshire, who started her three-wheeled Morgan alongside polesitter Maeers, finished fourth after a tussle with Duncan Pittaway who was overjoyed to win the Bugatti OC's concurrent Williams Trophy, a rare accolade for an unsupercharged T35 against strong blown T35B opposition.

The annual **Frazer Nash/GN** feature – for which pole was left vacant in tribute to club hero Giles – attracted a stunning entry, from rorty pure race cars to a wonderful Anzani-engined 1926 FN Boulogne. Despite the disparity in performance, it harboured the host club card's closest finish, Julian Grimwade in the gruff 3.5-litre Alvis-powered FN Norris Special beating top qualifier Eddie Gibbs's supercharged 1500cc FN single-seater by 0.71s after a terrific catchweight contest.

Maeers, Charles Gillett (FN Super Sports) and Lees led the chase through the big field in which young Tom Waterfield tamed Tom Walker's Ford-

motivated GN Special impressively, beating Mark Walker's mighty 4.2-litre vee-twin GN Thunderbug en route to sixth. James Baxter was in unfamiliar territory at the blunt end of the pack, but delighted in Ian Balmforth's Boulogne. The race was stopped when Ian Bingham's FN Geoghegan Special rolled approaching the Mountain, but happily the joint FN Club competition secretary emerged shaken but not stirred from the incident.

'Works driver' Eddie Williams impressed with his pluck in Charlie Gillett's FN Super Sports, leading William Mahany's 1938 HRG for the first three laps of the **Geoghegan Trophy** race, then enjoying a fine duel. Mahany took the flag, but Williams scooped the coveted trophy as the first vintage finisher. Bahamian-based Mahany subsequently won the **Spero Trophy** for the 11th time in 12 years, narrowly defeating 2014 winner Christian Pedersen's supercharged Austin 7 Monoposto 'Miss Green'. Tom Waterfield landed the **Voiturette Trophy**, wringing great speed from a normally-aspirated A7 Special.

There was disappointment for ERA fans, not least last year's Shuttleworth Trophy winner Mark Gillies, when the Dick Skipworth-owned R3A smoked a piston in practice, sidelining the combo for the day. Nonetheless, Nick Topless gave a super demonstration of R4A's agility in winning the John Holland Trophy opener from the well-matched Nashes of Grimwade and Gibbs. Julian

Wilton drove R7B – the only returnee of four ERAs present at the VSCC's 1976 venue debut, with Dudley Gahagan up – to fourth.

Topless' dreadful start in the **Shuttleworth and Nuffield Trophies** race let Fred Harper in with the splendid and boldly driven Kurtis-Offenhauser Indycar. "I really thought I'd put the lights out," said Topless, who threw his hands in the air expecting to be hit, but amazingly the blue ERA stuttered away to salvage silver ahead of Gibbs. Dice of the race was a thriller between Morgan Super Aero invitees Bill Tuer and Hamish Bibby who raced and finished feet apart.

The **Classic Formula Ford and 500cc F3** guest races were crowd-pleasers. Brazilian Adriano Medeiros won the former from Switzerland's Ghislain Genecand after Mike Gardner had a grassy moment at Mansfield. Mike Fowler (Cooper Mk5) beat Xavier Kingsland (Staride) by a whisker in the latter contest.

Dougal Cawley bested Ewen Getley's rapid Bentley in the **Melville Trophy** staple. Swiss visitor Roland Woodtli (Riley) and David Lewis (Alvis Firebird) won the multi-start **Handicap** races. Having set fastest lap in the second of these, David Seber went straight back out and won the finale as an invitee, beating MG Triple M Register duo Mike and Harry Painter with Gregan Thruston best of the Austin 7 side in the match race, pursued by Simon Blakeney-Edwards.



Grimwade won FN/GN race

## BRANDS HATCH: MSVR BY MARK LIBBETER

JULY 23

Photos: Gary Hawkins

History was made when Oliver White became the first driver to secure four successive **Champion of Brands** race wins, despite the best efforts of Luke Williams, on pole, and American Chase Owen.

A fabulous five-car battle for the lead developed in the early laps, as Williams attempted to keep White, Owen, Richard Tarling and Andy Charsley at bay. Slight contact between White's Van Diemen and the RFR of Williams helped Owen to briefly take the lead at three-quarter distance, but White was able to power ahead of the leading Ray on the approach to Druids a lap later. White never looked back, leaving Owen to claim second ahead of Williams, who was struggling to select third gear in the closing stages.

There were no such problems for William Plant and Oliver Bryant in the well-supported **Future Classics** contest. Despite needing to serve a 30-second success penalty carried over from Plant's

win at Silverstone, the Morgan Plus 8 pair claimed a dominant victory. Perry Waddams (TVR Tuscan) just held off the Porsche 928 of Mark Chilton to claim second on the sprint to the flag.

Jeremy Timms was an equally convincing winner in the pair of **Monoposto 1800, 1600 & Moto 1400 & 1000** races, twice leading home cousin Jason in lights-to-flag successes. The star of both races though was Richard Gittings in his Jedi Mk6. Starting 17th in race one and last for race two, he charged through the pack to snatch third from Dan Levy's similar car as they charged across the line in the opener, before fighting his way through to fourth in race two behind Craig Hurrant.

Robbie Watts was victorious in a shortened opening **Monoposto F3, 2000 and Classic 2000** race, having powered around the outside of poleman Tony Bishop at Paddock. Late-race smoke from his Dallara F302's engine wasn't

enough to halt him as Bishop held second from Lee Cunningham.

The engine issue ruled Watts out of the second encounter with the story of the race confined to the final lap when leaders Bishop and Ben Cater were involved in a frightening collision exiting Clearways. Bishop's Dallara was launched into the air before rolling. Cunningham was handed victory ahead of Chris Hodgen.

Kenan Dole was a delighted winner of the opening **VAG Trophy** contest in his Golf GTi, withstanding pressure from the similar Mk5 model of Jason Tingle in the initial laps, and latterly by Tom Witts in his Mk7. Behind the top three, Darelle Wilson powered through from the seventh row to claim fourth ahead of former BTCC racer Andy Wilmot.

The second race was disrupted by two red flags, meaning a result was taken after just two laps. Dole was declared the winner with Tingle inheriting second after Wilmot's



Lewis (285) and Witts clash

Golf was disqualified for failing post-race scrutineering checks.

Stoppages in the **Porsche Club Championship** opener meant the second race had to be cancelled. Mike Johnson recorded his first win of the year in race one after he pulled off a superb move around the outside of Kevin Harrison at Paddock. Title leader Mark McAleer fought his way through to third, while son Jake scored a maiden triumph in class 2.

## RESULTS

**John Holland Trophy for Vintage Racing Cars & Williams Trophy Race for Pre-1935 Two-Seater GP cars (8 laps)** 1 Tom Walker (Amilcar-Hispano Special); 2 Justin Maeers (GN Parker Sp) +12.90s; 3 Tony Lees (AC/GN Cognac Sp); 4 Sue Darbyshire (Morgan Super Aero); 5 Duncan Pittaway (Bugatti T35); 6 Dougal Cawley (GN/Ford Piglet). Class winner Pittaway. Fastest lap Walker 1m51.43s (70.67mph). Pole Maeers. Starters 14.

Julian Wilton (ERA R7B), Inv Tuer. FL Harper 1m48.67s (72.46mph). P Mark Gillies (ERA R3A), S 8.

**Pre-1982 Classic FF1600 (13 laps)** 1 Adriano Medeiros (Van Diemen RFB0); 2 Ghislain Genecand (Crosse 25F) +5.50s; 3 Mick Gardner (Crosse 32F); 4 Nigel Lingwood (Van Diemen RFB0); 5 Stuart Kestenbaum (Van Diemen RFB0); 6 Scott Guthrie (Crosse 25F). CW Genecand. FL Gardner 1m35.68s (82.30mph). P Gardner. S 24.

**Frazer Nash & GN Cars (3 laps)** 1 Julian Grimwade (FN Norris Sp); 2 Eddie Gibbs (FN Single-Seater) +0.71s; 3 Justin Maeers (GN Parker Sp); 4 Charles Gillett (FN Super Sports); 5 Tony Lees (AC/GN Cognac Sp); 6 Dougal Cawley (GN/Ford Piglet). FL Grimwade 1m53.36s (69.46mph). P Gibbs. S 22.

**5000A Formula 3 (5 laps)** 1 Mike Fowler (Cooper-Norton MK0); 2 Xavier Kingsland (Staride-Norton MK3) +0.06s; 3 Brian Gillett (Cooper-JAP Mk3); 4 Andrew Turner (Cooper-JAP Mk3); 5 John Turner (Cooper-JAP Mk3); 6 Richard Bishop-Miller (Revis-JAP). CW Julliffe; Alan Croft (JP-Vincent Mk1). FL Fowler 1m59.73s (65.73mph). P Fowler. S 14.

**Geoghegan Trophy Race for Standard & Modified Pre-War Sports-Cars (6 laps)** 1 William Mahany (HRG Le Mans Model); 2 Eddie Williams (Frazer Nash Super Sports) +8.19s; 3 Andrew Mitchell (HRG 1½ litre); 4 Mike Preston (Bugatti T35B); 5 Mark Groves (Frazer Bash TT Rep Emeryson); 6 Richard Lake (Aston Martin 15/98 Speed Model). CW Williams. FL Mahany 1m58.44s (66.48mph). P Mahany. S 24.

**Melville Trophy Race for Special Pre-War Sports-Cars (6 laps)** 1 Dougal Cawley (GN/Ford Piglet); 2 Ewen Getley (Bentley 3/4½) +14.16s; 3 Andrew Mitchell (HRG 1½ litre); 4 Jeremy Brewster (Frazer Nash Geoghegan Sp); 5 Mark Brett (Ballamy-Ford LMB V8 Sp); 6 Mark Gillies (Aston Martin Speed Model). FL Cawley 1m59.34s (65.98mph). P Jonathan Cobb (FN Super Sports), S 21.

**Spero & Voiturette Trophy Race for Pre-War Cars up to 1100cc (5 laps)** 1 William Mahany (HRG Le Mans Model); 2 Christian Pedersen (Austin 7 Monoposto) +5.22s; 3 Mike Painter (MG Kayne); 4 Harry Painter (MG PA); 5 Tim Kneller (Riley Brooklands); 6 James Ricketts (Riley 9 Monoposto). CW Tom Waterfield (Austin 7 Sp). FL Mahany 1m56.19s (67.77mph). P Mahany. S 22.

**Pre-War Handicap Race (5 laps)** 1 Roland Woodtli (Riley 15/6 Sp); 2 David Saxd (Riley 12/4 Sp) +4.51s; 3 Michael James (Riley 12/4 TT Sprite Replica); 4 Tim Parker (Lagonda 2-litre Sp); 5 Michael New (Riley 12/4); 6 David Spence (Austin 7 Sp). FL James 2m02.00s (64.54mph). P Saxd. S 18.

**Pre-War Scratch Race (6 laps)** 1 Nick Topless (ERA R4A); 2 Julian Grimwade (Frazer Nash Norris Special) +2.47s; 3 Eddie Gibbs (Frazer Nash Single-Seater); 4 Julian Wilton (ERA R7A); 5 Christian Pedersen (Austin 7 Monoposto); 6 Michael James (Riley 12/4 TT Sprite Replica). FL Gibbs 1m53.12s (69.61mph). CW Grimwade; Gibbs; Christian Pedersen (Austin 7 Monoposto). P Mark Gillies (ERA R3A), S 17.

**Pre-War Handicap Race (5 laps)** 1 David Lewis (Alvis Firebird Speed 25); 2 Anthony Fenwick-Wilson (Raiton LS Tourer) +5.09s; 3 Richard Iliffe (Riley Kestrel 12/4 Sp); 4 Richard Lake (Aston Martin 15/98 Speed Model); 5 Jeffrey Edwards (Alvis Sports Sp); 6 Egon Tost-Fertig (Bumbershoot BK43). FL David Seber (Wolsley Hornet Sp) 2m03.00s (64.32mph). P Cyril Hancock (Fiat New Ballia), S 17.

**Shuttleworth, Nuffield and Len Thompson Memorial Trophies for Pre-1961 Racing Cars (8 laps)** 1 Fred Harper (Kurtis Indy Roadster); 2 Nick Topless (ERA R4A) +5.17s; 3 Eddie Gibbs (Frazer Nash Single-Seater); 4 Bill Tuer (Morgan Super Aero); 5 Hamish Bibby (Morgan Super Aero); 6

**Triple M Register MG v Austin 7 Handicap Race (6 laps)** 1 David Seber (Wolsley Hornet Sp); 2 Mike Painter (MG Kayne Sp); 3 Harry Painter (MG PA); 4 Gregan Thruston (AT Sp); 5 Simon Blakeney-Edwards (AT Sp); 6 Mark Doltin (MG PA). CW M Painter; Thruston. FL Seber 2m01.07s (65.04mph). P Christian Pedersen (Austin 7 Monoposto), S 23.

## RESULTS

**Champion of Brands (10 laps)** 1 Oliver White (Van Diemen JL15K); 2 Chase Owen (Ray GR13) +0.981s; 3 Luke Williams (RFR FF1600); 4 Richard Tarling (Van Diemen JL16K); 5 Andy Charsley (Ray GR15); 6 Neil Tofts (Mygale SJ08). FL Williams 1m36.083s (91.16mph). P Williams. S 11.

**Future Classics (22 laps)** 1 William Plant/Oliver Bryant (Morgan Plus 8); 2 Perry Waddams (TVR Tuscan) +47.000s; 3 Mark Chilton (Porsche 928 S4); 4 Miles Masarati (Porsche 911 Turbo); 5 Brian Lilley/Aaron Tucker (Ford Sierra Cosworth); 6 Martyn Adams (Triumph TR7 V8). CW Waddams; Lilley/Tucker; Tony Blake (Porsche 911 RSR); Tony Maryon (Porsche 944 S2); Dan Rogers (Mazda MX5 Mk1); Pantelis Christoforou/Andrew Constantinou (Ford Escort RS1600); David Bryant (Toyota MR2). FL Bryant 1m40.150s (87.46mph). P Plant/Bryant. S 41.

**Monoposto 1800/1600/Moto 1000 & Moto 1400 (9 laps)** 1 Jeremy Timms (Dallara F399); 2 Jason Timms (Dallara F311) +4.289s; 3 Richard Gittings (Jedi Mk6); 4 Dan Levy (Jedi Mk V); 5 Craig Hurrant (Jedi Mk6); 6 Omar Gazzaz (RF1000). CW Gittings; Julian Hoskins (Vector TF33); Chase Owen (Ray GR13). FL Jeremy Timms 1m24.828s (103.26mph). P Jeremy Timms. S 30. **Race two (6 laps)** 1 Jeremy Timms; 2 Jason Timms +2.426s; 3 Hurrant; 4 Gittings; 5 Andrew Gordon-Colebrook (Dallara); 6 Cato Poulson (RF1000). CW Hurrant; Hoskins; Geoff Fern (Van Diemen RFB8). FL Jeremy Timms 1m24.073s (104.19mph). P Jeremy Timms. S 25.

**Monoposto F3/Mono 2000/2000 Classic (6 laps)** 1 Robbie Watts (Dallara F302); 2 Tony Bishop (Dallara F302/4) +5.729s; 3 Lee Cunningham (Dallara F398); 4 Neil Harrison (Dallara); 5 Chris Davison (Dallara F301); 6 James Rimmer (Dallara F302). CW Mat Jordan (Van Diemen); Robin Dawe (Vauxhall Lotus). FL Watts 1m25.355s (102.62mph). P Bishop. S 22. **Race two (9 laps)** 1 Cunningham; 2 Chris Hodgen (Dallara F304) +0.163s; 3 Harrison; 4 Rimmer; 5 Davison; 6 Jordan. CW Jordan; Dawe. FL Ben Cater (Dallara F301) 1m25.369s (102.61mph). P Bishop. S 22.

**VAG Trophy (12 laps)** 1 Kenan Dole (Golf GTI); 2 Tom Witts (Golf Mk7) +0.805s; 3 Jason Tingle (Golf Mk5); 4 Darelle Wilson (Scirocco TDI); 5 Andy Wilmot (Golf); 6 Matthew Wilson (Golf GTI). CW Simon Tomlinson (Golf Mk 4). FL Witts 1m40.906s (86.81mph). P Dole. S 28. **Race two (2 laps)** 1 Dole; 2 Tingle +1.841s; 3 Wilson; 4 Darron Lewis (Golf GTI R); 5 Tommy Knight (Golf Mk5); 6 Witts. CW Barrie Culley (Vento VR6). FL Richard Morgan (Golf Mk5 GTI) 1m44.165s (84.09mph). P Lewis. S 24.

**Porsche Club Championship (6 laps)** 1 Mike Johnson (996 C2); 2 Kevin Harrison (996 C2) +0.504s; 3 Mark McAleer (996 C2); 4 Paul Winter (996 C2); 5 Michael Price (996 C2); 6 Peter Morris (996 C2). CW Jake McAleer (Boxster S); John Gilmore (944 S2). FL Johnson 1m39.255s (88.25mph). P Johnson. S 19.

# RACING REPORTS

SILVERSTONE: MSVR BY PETER SCHERER

JULY 23/24

Photo: Ollie Read

**Roy Nissany took his maiden Formula V8 3.5 victory and became the first driver to score a winning double too.**

Egor Orudzhev led race one from the opening lap, with Nissany joining him in an early break as poleman Matthieu Vaxiviere fought off championship leader Tom Dillmann for third. Rene Binder began to close too and his successful move on Dillmann on lap six gave Vaxiviere a break in third.

Soon, Nissany closed enough on the leader to begin a series of challenges, but it was another eight laps before the Israeli Lotus driver's challenge came to a head. "Orudzhev had blocked me fairly on the Wellington Straight but into Stowe I went for a gap, was alongside and he blocked me again before we both spun after contact," he said.

Orudzhev had a further touch with Dillmann and retired to the pits, leaving Nissany to claim a comfortable win, with Vaxiviere and Binder completing the podium.

Nissany looked a class act from the start of race two and became a dominant winner with Binder and Orudzhev regaining their early second and third places within a lap of their compulsory stops. Nissany was only out of the lead for four laps, while Vitor Baptista and Yu Kanamaru both ran longer before stopping.

Despite having dominated qualifying for both races, Vaxiviere ran wide at Copse, and dropped to fifth early on. He had managed to hold off Louis Deletraz after their stops and was set for sixth or



higher, but outraked himself into Brooklands two laps from home and was left to take seventh.

Craig Dolby and Tomas Enge scored a sensational debut win for Nigel Mustill's Lamborghini Gallardo in the first **International GT Open** race. Come Ledogar's McLaren 650S led the whole of the first half, with Phil Keen in the Balfe McLaren taking Gustavo Yacaman's BMW M6 for second on lap six, before Dolby moved into third at Copse just before the pitstop window opened.

Alexander West took over the lead car and was pressed hard by Balfe. Enge lay in wait but a queue began to form and the Lamborghini took both the lead cars in one lap before West spun and Fabrizio Crestani in the Lamborghini Huracan took second.

Balfe tried to hold on for third but lost out to the BMW of Miguel Ramos and Euan Hankey's Aston Martin before the flag as Enge/Dolby secured victory.

In the second race it was Jamie

Stanley's turn to lead the whole of the first half, debuting Paul McNeilly's Ferrari 488 and shadowed throughout by Hankey. Enge sat safely in third and Duncan Tappy's McLaren kept Crestani at bay.

After the stops Salih Yoluc took over the Aston Martin and built a decisive lead, but McNeilly's stern defence, once broken, crumbled further from second. Michael Benham had taken over from Tappy but couldn't quite hold on, exiting Luffield for the final time side by side with Yacaman, before losing out by 0.006s in the drag to the line. Crestani/Thomas Biagi were fourth, from Keen and Ramos, with McNeilly dropping to seventh.

Jamie Constable's Spyder was a last-lap winner in the first **Radical European Masters** race, after Bradley Smith's similar car cut out at Copse following a safety car interlude. Manhal Allos/Alex Kapadia's SR8 moved up to second and with the SR8 of Tony Wells

selecting a box of neutrals on the last lap, he stopped, only to be hit by Marcelo Marateotto who was chasing second in class in his SR3. Jim Booth's Spyder therefore completed the podium, from John Corbett/James Winslow (Spyder).

Smith did get his win in a farcical race two where a safety car intervention gave the top four of Johan Scheier, Smith, Darren Burke and James Littlejohn a lap lead, having failed to give the rest of the field a drive by before the green flag. Scheier then had a stop/go penalty, leaving Smith in the clear with Burke and Littlejohn joining him on the podium.

A furious Kapadia battled into fourth but was still almost a lap down, heading home Corbett and Constable, with Marateotto/Marco Cencetti taking a class win.

Allos/Kapadia were finally rewarded with the race three win after Smith's tyres had worn out. He still made the podium however despite losing out to Burke/Chris Hyman, but only after Littlejohn received a drivethrough.

Mike Cantillon in his Spyder had led but missed the pitstop window and dropped to fifth, with Andrew Ferguson's Spyder sixth and Marateotto/Cencetti taking another class win.

Leonardo Pulcini headed Colton Herta and Antoni Ptak from the opening lap of the first **Euroformula Open** race. Ptak then took his maiden win in the second contest despite Ferdinand Habsburg being never more than 0.5s behind throughout. Damiano Fioravanti joined them on the podium after Herta and Pulcini collided at Abbey early on.

## RESULTS

**Formula Renault V8 3.5 (23 laps)** 1 Roy Nissany; 2 Matthieu Vaxiviere +6.248s; 3 Rene Binder; 4 Tom Dillmann; 5 Aurelien Panis; 6 Pietro Fittipaldi. Fastest lap Nissany 1m43.960s (126.76mph). Pole Vaxiviere. Starters 13. **Race two (24 laps)** 1 Nissany; 2 Binder +17.091s; 3 Egor Orudzhev; 4 Dillmann; 5 Panis; 6 Louis Deletraz. FL Nissany 1m43.816s (126.93mph). P Vaxiviere. S 13.

**International GT Open (34 laps)** 1 Craig Dolby/Tomas Enge (Lamborghini Gallardo); 2 Thomas Biagi/Fabrizio Crestani (Lamborghini Huracan) +5.023s; 3 Miguel Ramos/Pieter Schothorst (BMW M6); 4 Salih Yoluc/Euan Hankey (Aston Martin Vantage); 5 Phil Keen/Shawn Balfe (McLaren 650S); 6 Gustavo Yacaman/Fernando Monje (BMW M6). Class winners Paul McNeilly/Jamie Stanley (Ferrari 488). FL Enge 2m00.732s (109.15mph). P Come Ledogar/Alexander West (McLaren 650S). S 13. **Race two (29 laps)** 1 Hankey/Yoluc; 2 Monje/Yacaman +27.080s; 3 Duncan Tappy/Michael Benham (McLaren 650S); 4 Crestani/Biagi; 5 Balfe/Keen; 6 Schothorst/Ramos. CW Miguel Sardinha/Manuel Da Costa (Mercedes AMG). FL Ledogar 2m00.601s (109.27mph). P Stanley/McNeilly. S 13.

**Radical European Masters (26 laps)** 1 Jamie Constable (RXC Spyder Turbo); 2 Alex Kapadia/Manhal Allos (SR8) +1.208s; 3 Jim Booth (RXC Spyder Turbo); 4 John Corbett/James Winslow (RXC Spyder Turbo); 5 Konstantin Gugkaev/Ivan Lukashевич (SR3 RSX); 6 Ricardo Dona/Stuart Moseley (SR3 RSX). CW Gugkaev/Lukashевич. FL Smith 2m01.254s (108.68mph). P Smith. S 23. **Race two (28 laps)** 1 Smith; 2 Chris Hyman/Darren Burke (SR8) +2.958s; 3 Tony Wells/James Littlejohn (SR8); 4 Allos/Kapadia; 5 Corbett; 6 Constable. CW Marcelo Marateotto/Marco Cencetti (SR3 RSX). FL Johan Scheier (RXC Spyder Turbo). P Smith. S 23. **Race 3 (29 laps)** 1 Allos/Kapadia; 2 Hyman/Burke +1.176s; 3 Smith; 4 Wells/Littlejohn; 5 Mike Cantillon (RXC Spyder Turbo); 6 Andrew Ferguson (RXC Spyder Turbo). CW Cencetti/Marateotto. FL Kapadia 2m00.971s (108.93mph). P Smith. S 19.

**Euroformula Open (15 laps)** 1 Leonardo Pulcini; 2 Colton Herta +4.933s; 3 Antoni Ptak; 4 Ferdinand Habsburg; 5 Damiano Fioravanti; 6 Enaam Ahmed. FL Pulcini 1m54.153s (115.44mph). P Pulcini. S 18. **Race two (15 laps)** 1 Ptak; 2 Habsburg +0.590s; 3 Fioravanti; 4 Ahmed; 5 Kantadhee Kusiri; 6 Diego Menchaca. FL Pulcini 1m54.174s (115.42mph). S 18.

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# MN CIRCUIT RALLY REVIEW

Photos: SMJ Photography and Kevin Money



Sharrock (centre left) topped the table

Mummery headed D2 class

Mairs was a worthy winner

# SHARROCK'S SEASON

Close battles throughout mark first Motorsport News Circuit Rally Championship season. By **Jack Benyon**

**A**fter a first win just after mid-season, you could be forgiven for thinking that Ashley Field was on his way to an inaugural Motorsport News Circuit Rally Championship.

But after a stunningly consistent year, it was James Sharrock who took home the title despite lacking an overall win.

Both drivers were overshadowed on the opening round, the Neil Howard, as Sharrock had only competed on select events before the start of the championship. Field was debuting the Darrian T90 GTR+ with only one prior rally under its belt.

The season got off to a fanfare as a host of top entries including Neil Simpson's Skoda Fabia R5 made a UK debut. It was another Simpson – Steve – who took the honour of the first championship win at Oulton in his Subaru Impreza WRC S12B in a series one-off, and another world car made the next round at Cadwell even more interesting with fan favourite and two-time British Rally champion Jonny Milner taking up the battle in his title conquering Toyota Corolla, although he could only manage second. He didn't appear in the championship again.

The championship battle really started to take shape on the third instalment, the Rockingham Stages, as Sharrock stole second overall behind Cadwell winner David Tinn. Field had dominated the round and was on for a certain win, Tinn had admitted defeat and ruled out the chance of back-to-back honours in the Millington-powered Proton. But a wrong slot at a split meant the Darrian driver packing his bags and trailering the Darrian

missile back to Mansfield. That being the case, former 205 Challenge driver Field came back stronger, and reeled off two consecutive second place finishes at Croft (Jack Frost Stages) and the Brands Hatch Stages to step into a lead that looked undeniable. A first overall championship win, at Anglesey in March, meant he was sailing to a title.

Only 2003 Le Mans winner Guy Smith in a Rally GB-winning Ford Focus WRC at Croft and Chris West's iconic Peugeot 306 Maxi at Brands could better the Darrian.

Sharrock on the other hand had a nightmare at Croft. A faulty oil pressure sensor meant he had to pull over and concede. "I thought the championship was over at that point," says Sharrock with hindsight aplenty. "I didn't have Stuart with me and that was always going to be a challenge from then on. After that we just tried to be consistent and after that we got quicker and quicker."

Couple that unfortunate end at Croft with a third behind Field at Brands and a misfire-fourth at Anglesey, it was almost a foregone conclusion for Field.

Anglesey was the round that best defined the MN Circuit championship's first season. The championship was set up to cater for the crews wishing to do a series around the countries' single venues. Most of the events were well populated in 2015 as individual rallies, but Anglesey ran with just over 30 cars in 2015. Fast forward a year and the championship filled the entry of over 70 with a little help from the Junior Formula 1000s.

In the lead fight, the tide would change at Cadwell where Field, leading the event, retired with a broken experimental driveshaft. Sharrock pounced and took second behind a

returning Tinn to take a strong lead into the finale.

Despite winning the final round at Snetterton, it wasn't enough for Field. The victory was bitter sweet in what could have been for he and co-driver Janice Moore, but still the duo had proved their pace and fine-tuned the car ready for trips to Ireland and Europe in late-2016 and beyond.

Sharrock was the real winner, in a car originally built for gravel, he and excellent co-driver (and full-time mechanic during the season) Stuart Faulds who's somewhat of an Escort guru.

Pushing both drivers to the very end were Steve Quigley and Tom Hutchings. A gearbox issue at Oulton and a poor run at Cadwell meant their season took a while to get going, but consistent performances in their Renault Clio Cup car delivered an excellent second in the championship. The front-wheel-drive car had no right to be in the top three come the end of the year. Their results were enough to seal second in the Michelin Cup, as the French tyre marque offered prizes for running on its tyres. Quigley won eight covers as did while Sharrock – the Cup winner – who also took home a free entry to next year's Neil Howard opener.

It was a season of consistency in the MN Circuit championship, and for only its first year there was plenty of positives for the series to build on. The idea of holding a championship for single venues was rewarded with strong entries even on events like Anglesey that have struggled in the past. Now the budding young organising team have to step it up a gear, and if 2016/17 is anything as good as the last, the MN Circuit Rally Championship will be well on its way to establishing itself as a future force. ■

## EVENT WINNERS

**Event:** Neil Howard Stages (Oulton Park)  
**When:** November 7, 2015  
**Winners:** Steve Simpson/Patrick Walsh (Subaru Impreza WRC S12B)

**Event:** Cadwell Park Stages Rally  
**When:** November 15, 2015  
**Winners:** David Tinn/Alice Tinn (Proton Satria Neo S2500-Millington)

**Event:** Rockingham Stages  
**When:** December 5/6, 2015  
**Winners:** Tinn/Giles Dykes

**Event:** Jack Frost Stages (Croft)  
**When:** January 17, 2016  
**Winners:** Guy Smith/Patrick Walsh (Ford Focus WRC)

**Event:** Brands Hatch Stages  
**When:** January 31, 2016  
**Winner:** Chris West/Steve McNulty (Peugeot 306 Maxi)

**Event:** Lee Holland Memorial Rally (Anglesey)  
**When:** March 20, 2016  
**Winners:** Ashley Field/Jack Benyon (Darrian T90 GTR+)

**Event:** Alan Healy Memorial Rally (Cadwell Park)  
**When:** April 10, 2016  
**Winners:** Tinn/Tinn

**Event:** MSVR Bolton Midnight Stages (Snetterton)  
**When:** May 15, 2016  
**Winners:** Field/Janice Moore

## DRIVERS POINTS

POS	DRIVER	CAR	POINTS
1	James Sharrock	Ford Escort Mk2	337
2	Steve Quigley	Renault Clio Cup 172	323
3	Ashley Field	Darrian T90 GTR	320
4	Nigel Mummery	Ford Focus WRC	304
5	Mike Taylor	Talbot Sunbeam Lotus	273
6	Michael Bayliss	BMW Compact	270
7	Stuart Gilks	Talbot Sunbeam	267
8	Joe Cunningham	Vauxhall Corsa	217
9	David Tinn	Proton Satria Neo S2500-Millington	217
10	Paul Sheard	Mazda MX-5	214

## TOP THREE CO-DRIVERS POINTS

POS	DRIVER	DRIVER, CAR	POINTS
1	Stuart Faulds	James Sharrock, Ford Escort Mk2	364
2	Martin Haggett	Mike Taylor, Talbot Sunbeam Lotus	318
3	Tom Hutchings	Steve Quigley, Renault Clio	311

## CLASS BATTLES

The overall championship battle was intriguing enough in the Motorsport News Circuit Rally Championship, but it was nothing on some of the tussles in the classes.

Most obviously, the **Class A** battle was a joy to behold. After seven rounds and countless miles of action, the sparring championship contenders were

a single second apart going into the final stage of the season at Snetterton.

After problems earlier in the weekend, Joe Cunningham and Mark Fowler's Vauxhall Corsa overcame Justin Lawson and Paul Hargreaves' Nova for the honours. The two crews were respectful in their fight, with plenty of boisterous needling along the way: exactly as

a grassroots rally battle should be.

After 40 years out of rallying, David Mairs returned to seal **Class B** in his RallyMe Volkswagen Polo. It resulted in him instantly wanting a bigger and better car to return in next year with co-driver Martin Young after the juices were flowing once more.

Steve Quigley and Tom Hutchings dominated **Class C** in

their Renault Clio, but the duo forgo the prize as they take second in the Michelin Cup. Therefore Stuart Gilks takes the honours with Michael Boyns on the notes in their trusty Talbot Sunbeam.

In **Class D1**, James Sharrock and Ashley Field topped the order after their season-long title fight, but they also give up class honours to take Michelin prizes. Hard working Mike

Taylor and Martin Haggett (Sunbeam Talbot Lotus) beat the reliable BMW Compact of Mike Bayliss to the class bragging rights.

Nigel Mummery headed **Class D2** in his Ford Focus WRC, ahead of David Tinn. The Proton driver won two of the four rounds he entered in the eight-round series. Finishing 48 points behind Mummery in class was a phenomenal result.

## CHAMPIONS

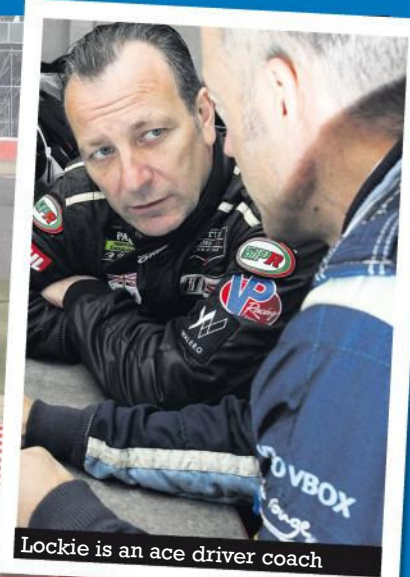
**Overall champions:** James Sharrock/Stuart Faulds  
**Michelin Cup:** Sharrock/Faulds  
**Class A:** Joe Cunningham/Marc Fowler  
**Class B:** David Mairs/Martin Young  
**Class C:** Stuart Gilks/Michael Boyns  
**Class D1:** Mike Taylor/Martin Haggett  
**Class D2:** Nigel Mummery/Fiona Scarrett

# SILVERSTONE CLASSIC PREVIEW

Photos: Jakob Ebrey

## THE CLASSIC LINE

silverstoneclassic.com



Lockie is an ace driver coach

We find out how to get the best from a classic at the Classic. By Rob Ladbrook



Julian Thomas and Lockie's Jaguar

**T**he demands of a historic racing car and a modern one are very different.

This weekend hundreds of different classic machines will tackle the Grand Prix Circuit as part of Silverstone's hugely popular Classic event.

Part of the event's festival-style atmosphere is both the variety of machinery on show, and also the drivers handling them, with a mixture of some of the finest historic drivers in the business and many modern racing stars trying their hand at taming a classic beast.

But what does it take to get the best out of an older racing car around the 3.7-mile Northamptonshire track?

Ace driver coach Calum Lockie knows both modern and historic racing inside-out. Using the latest Racelogic VBox data-logging technology, which can record and plot the optimum lines around any circuit, Lockie walks us through the ideal lap in the 1962 Jaguar E-type he shares with Julian Thomas. He also contrasts the driving style with that of his other regular steed, a modern Ferrari 458 Challenge.



Lockie can be aggressive in 458

### Abbey/Farm/Village

"This corner is pretty simple in a modern car as downforce changes everything. Without downforce your weight management becomes much more important and we're also on skinny Dunlop tyres in the Jag, so you have to be confident in sliding the car.

"To be fast in historic cars in the main you have to be sliding the car quite a lot, which is very different to modern cars where you don't want to slide. High-speed braking wants to be done in a straight line, so you approach the corner fast, and you do surprisingly little: it's just a brush of the brakes down to third to settle the car for an early turn-in. A lot of drivers turn in late, but you tighten the corner by doing that and it's better to go in early and then run wide through Farm and the brake diagonally back across for Village and into second gear."



### The Loop/Aintree

"People concentrate only on the high-speed bits, but the slow-speed parts are almost more important, particularly the exit from them. You spend more time in low-speed turns. Getting the right exit you'll be flat-out through Aintree and be able to carry the most apex speed there. There's a lot of oversteer as you have more power than grip and no electronics to help, but that's the nature of the beast. It's about not fighting the car, more controlling the car."



### Stowe/Vale/Club

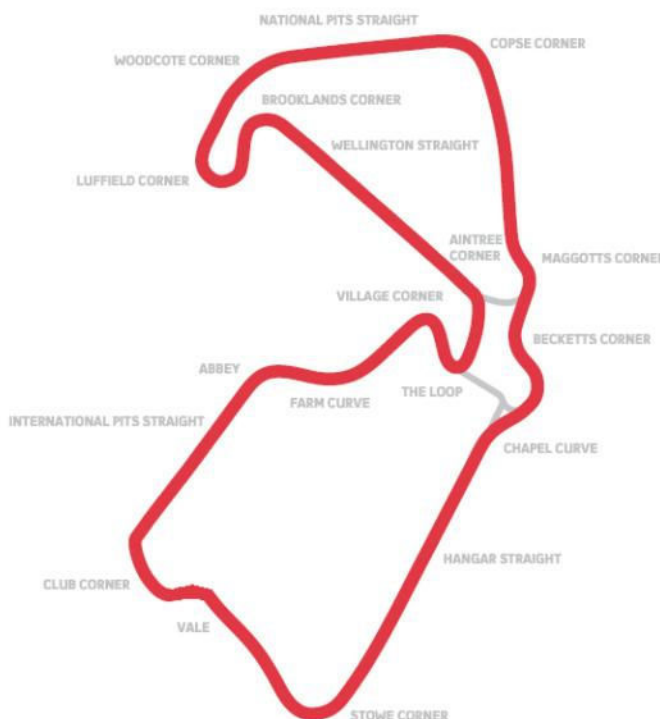
"You need maximum braking for Stowe. You can trail-brake into the corner as it's so wide that you want to turn in faster than you'll be going at the apex. It's strange for the brain as all impulses tell you it won't work, but it does. It takes some patience as the car will want to slow mid corner, and you have to let it and then get on the power for the exit. You want to get back to the right quickly for the classic version of Vale Corner. It's fast as you turn in early and have to ride the kerbs. The trick at Club is to manage the car balance as you have a lot of momentum pushing you left and you have to turn against it. I use the sight of the flat part of the Club apex kerbing as my turn-in point!"

### Brooklands/Luffield/Woodcote

"It may be older, but there's a lot of power in the Jag so we'll be arriving at Brooklands north of 130mph and going into heavy braking. That's tricky as you have no ABS, so heel-and-toe is essential to not lock the rear axle. If you haven't learnt heel-and-toe you have to add to your braking distance and bring the clutch out slower to compensate. In a modern car it's simply hard braking and let the electronics help out.

"The classic Brooklands line is to turn in very late, but the later you turn in the slower you have to make the car at the apex. An early turn in means you can brake hard right up to the apex and get hard on the power for the squirt up to Luffield and keep tight right around the corner because if you drift wide you're covering much greater distance. You're also relying heavily on the front-end grip, so having to turn tighter is making the weaker part of the car work even harder.

"Modern cars change direction very quickly, but historic cars can kick out into oversteer or understeer far easier. You have to spread the action and the load over greater time spans, so you get less unwanted reaction and can carry more speed."



### Copse/Maggotts/Becketts

"It's heavy braking from high-speed into Copse, and trail-braking is important here. With modern cars trail-braking is important and you can't be quick without it. But it's surprising how much you can do in historic cars, not to the same degree due to the grip, but you can do it a lot.

"I'd trail-brake for most of the turns on the track, but at Copse you need to take the braking into the corner as it brings the weight transfer over the front and gives you grip. Copse is blind entry, so you have to turn in slightly earlier and increase that steering until you can see the apex.

"If you overshoot one element of Becketts, you're out for the rest of it. It's a fast entry as the first right-hander isn't sharp, you have a brake and hold third gear. You must use the kerb on the left-hand element if not, you're on the wrong radius.

"The exit of Chapel is important. You want to release the steering lock and go right out to the right-hand side, as you have less steering on and can put more throttle on."



### TOP TIPS FOR MODERN DRIVERS AT THE CLASSIC

#### Manage your grip

"Be prepared to at least double your braking distances in many circumstances. You have more power than grip in all occasions. Many modern cars also have more power than grip, but when you factor in things like slick tyres and downforce at high speed they actually have huge amounts of grip. Classic cars don't change like that and you have to expect a lot of sliding and a lot of oversteer, and it's brilliant to watch and experience."

#### Watch the tyres

"You have to be patient with the tyres. These Dunlops have big sidewalls and it can be up to 0.4s before the tyres react to the load. You have to deform the tyre in order for it to grip, and then it will react. Without downforce your front end slides a lot more so turning in early is essential as the minute you get on the power the weight transfers to the rear and you'll get even less turning."



# PROFILE: CHRIS WARD

Photos: Paul Lawrence, Jakob Ebrey

Chris Ward is fast becoming one of the UK's most versatile and rapid racers of period machinery. By Paul Lawrence

## HISTORIC RACING'S HIDDEN HERO



Ward has gelled with the JD Classic Rover SD1

**T**he first half of the Chris Ward racing story is not unusual. Clearly very talented from the start, he was a winner in Formula Ford 1600 before struggling to raise the finance to move up to Formula Vauxhall in the mid-1990s. He was quick in what he did, but an F3 budget was never likely to materialise.

Instead, he switched focus to sportscars, initially in prototypes in the National Supersports Cup and then the V de V series before getting some GT drives. Winning GT4 in the 2011 Blancpain Endurance Series with Nissan was a career highlight but it was then a case of what to do next, and an unexpected door opened.

A chance invitation to race in historic cars came along and suddenly a whole new career opportunity developed. Of course, the patronage of Derek Hood at JD Classics has made a huge difference and Ward is now racing, winning and making a permanent living as part of the JD team. It's a motor racing feel good story and proves that the good guys can prosper.

### Promising start

It all started in Champion of Oulton FF1600 where the young Ward was a winner in short order while still a teenager. Formula Vauxhall came next but the Bill Durrant-tended car was run on a typical shoestring in the category's Class B. Ward duly won the class title in 1997, but there was no money to progress any

further up the single-seater ladder.

Mike Swinnerton, then chairman of the Clubmans Register and a fellow instructor at Silverstone, recognised Ward's talent and opened a door to some drives in what was to become the National Supersports Cup. At least Ward was still racing and the title followed in 1999. Some British GT and then a V de V title kept him match fit while he rose to become chief instructor at Silverstone.

"I started instructing at Silverstone in 1994 and became chief instructor in '99 and then the role developed from there," says Ward. "Latterly, it was more about overseeing the circuit on an operational basis."

### Historic chance

At the same time, he got the chance to race with Nissan and bagged the 2011 GT4 Blancpain title. The Nissan drive also led, indirectly, to the next phase of his career. "I started racing historic cars in the 1990s with a German family and they then decided to go off and do some sailing so the chance went away," explains Ward. "When I was driving for Nissan with Alex Buncombe, Alex was racing for JD Classics at the time and that led to a chance to try some of the historic cars. I had my first drive with JD in 2012 and it has been fantastic."

Over the next couple of years he did more and more racing for the JD squad and that led to the offer of a role in the classic car operation: "I'm now with JD Classics full time, co-ordinating the various departments and liaising with the customers in an overall management role. I thoroughly enjoy it and I'm very proud to be part of the JD team."

The guys are so passionate about what they do. Derek Hood has built the business up from scratch and he has a passion for classic cars."

### Racing variety

Now 41, Chris and his wife Gill moved to Essex with the new job. "The predominance of the racing I do now is historic and I thoroughly enjoy it, probably because there is more input from a driver's point of view," says Ward. "You don't have traction control, anti-lock brakes and so on. The car moves about a lot more and that suits my way of driving."

"I'd love to have another go at modern racing and I still think I've got the ability to drive a modern car very well. So if the opportunity was there, we'd have a go."

Clearly a front-line GT drive would be seized with both hands, but right now Ward is carving an enviable reputation in historic racing.

Inevitably, given the company's reputation in the Jaguar field, racing Listers, C-types, D-types and E-types has been at the core of Ward's racing over the last couple of seasons. But there is considerable variety to his programme. Ward: "It's not all about Jaguars, although from the racing side we tend to have mainly Jaguars. In restoration and sales it is Ferrari that is the busiest. We're also starting to diversify in the racing. We take the Cologne Capri out a lot and we've got the Bastos Rover so we're moving into different fields. I'm very lucky with the type of cars we have to race. We go from XK120s to C-types, D-types, lightweight E-types and more modern touring cars."

Last year Paul Gibson asked Chris to share his Lola T70 Mk3B in two-driver events. "That was fantastic. We've raced against each other for many years and Paul was a real rival in the days of National Supersports," says Ward.

"I'd like to try my hand at some historic single-seaters, maybe Formula 2 or Formula 1," he adds. They are the cars I grew up with."



Ward says he enjoys the challenge of taming a historic car



Former single-seater man has had plenty of success in Jaguars

### This season

At this year's Goodwood Members' Meeting, he raced the team's ex-Patrick Motors Rover Vitesse in the Gerry Marshall Trophy race and, partnered by Gordon Shedden, they finished second.

"The boys have done a great job to get the Rover going well and we had a good result this year," he says. "It's about team work and that's what I like about historic and modern endurance racing."

The 2016 programme has been based around the major historic racing festivals including Monaco

with the C-type, the Mille Miglia, the Brands Hatch Legends, Le Mans Classic, Silverstone Classic, Goodwood Revival and the Spa 6 Hours. It's a schedule that many drivers would love to have.

"I've got a lot to thank Derek at JD Classics for," agrees Ward. "Historic racing is fantastic; it's what racing is all about. There are lots of different types of cars and it is a spectacle, which is really important."

Ward has already shown he is more than capable of adding to that spectacle. ■



"I have been lucky with the cars I have raced"

CHRIS WARD

## SPORTING SCENE

Photo: mkpics.net

WIMBLEDON FACES  
WAIT ON ITS FUTURE

Famous stadium's future is in limbo

By Matt James

**Campaigners behind the fight to save Wimbledon Stadium from demolition are facing an agonising wait as political changes have stymied their campaign to keep the short oval race track open.**

Plans were approved in December 2015 for AFC Wimbledon's new 11,000 all-seater stadium on the Plough Lane site, which would mean the end of racing at the famous track, which was opened in 1962.

Campaigners, led by Peter Gray and Michael Burnage, were part of a group that helped put the brakes on the scheme and persuaded then-mayor, Conservative Boris Johnson to call in the plans. Johnson said that his office would decide the outcome.

Since then, Labour mayor Sadiq Khan has been elected and has yet to comment on the issue. "There is a state of limbo at the moment," said Burnage. "Mayor Khan was elected in May and there has been no indication as to what is going on. I understand that there are

many priorities in London to sort out. I hope that Mayor Khan will look in to the circumstances surrounding our campaign and we will get a fair hearing.

"Our passion, commitment and high levels of organisation took our opponents by surprise. "They underestimated our drive and abilities. This time they won't be so quick to dismiss us as insignificant and unimportant. The problem comes for us that with higher stakes, we will need financial assistance from the promoters and the sport's governing body

to help us defend our corner on a level playing field. Are we up for taking the fight to the next level? With the correct level of support yes we are..."

Short oval racing promoter Spedeworth has organised a roster of races at the south west London venue which run through the rest of the season and through to New Year's Day in 2017.

Spedeworth plans to make the season-opening meeting on October 2 a special celebration event to acknowledge that racing is still continuing at the venue.

## JRM on the sidelines as it hunts new driver

British World Rallycross team JRM Racing, which dropped driver Liam Doran last week, will miss the seventh round of the FIA World Rallycross Championship in Canada next month.

The team has been unable to find a suitable replacement driver for its Mini RX Supercar in the timeframe available. It raced at the Trois-Rivieres event last year with Patrick Carpentier and LP Dumoulin, but won't be back on World RX duty until the Loheac event in France in early September with a yet-to-be-announced driver.

Contrary to reports in America earlier in the year, it will not be skateboard star Danny Way behind the wheel. "It's very disappointing



that we won't be competing in Canada because it's one of the few tracks on the World RX calendar that we have previous experience of," said team head James Rumsey. "All of our kit was sent to Canada after Sweden and we were looking forward to putting our knowledge of the track to good use. But time has been against us as we've tried to find a suitable replacement. Our focus is now firmly on returning to competition at Loheac and we hope to announce a new driver for that event in the coming weeks."

## Tohill runs in Latvia to put miles on his car

Irishman Derek Tohill competed in the first rallycross event at the newest World RX venue near Riga in Latvia last weekend, and had his best event to date in his European championship Ford Fiesta Supercar.

Racing in a round of the FIA North European Zone Championship, Tohill used the event at the Bikernieki circuit for testing purposes in his Fiesta, and set the fastest lap times of the Supercar field in the opening two heats, where he also set the fastest heat times in the Bikernieki Cup category. However, a broken

driveshaft in heat three – a reoccurring problem from the most recent round in Sweden – forced him out.

The problem was repaired in time for Tohill to take part in the first of two official test days at the circuit on Monday, when he was joined by a number of Euro RX and World RX teams.

"We were flying until we broke a driveshaft, so I had to sit out the final," said Tohill. "We weren't sure if to come here directly from Sweden but I'm delighted we did."

The event in Latvia was won by Finnish Euro RX campaigner, Joni-Pekka Rajala.

## BriSCA F1

## Sworder slices through the field to take a seventh final victory at King's Lynn

BriSCA F1: King's Lynn

By Colin Casserley

Where: Norfolk Arena When: July 23 Starters: 43

**By his own admission Mick Swarder had a slow start to the season, but in recent weeks he has returned to form. That culminated in a heat and final win at King's Lynn on Saturday night for his seventh final victory at the Norfolk venue.**

Mark Sargent led the opening laps with Ben Hurdman and Dave Willis in pursuit. Behind them,

all hell broke loose as many of the top drivers were involved in a pile-up at the first turn. Swarder was able to escape the melee and quickly began to reel in the race leaders.

On lap five, Swarder forced his way into the lead and began to open up a gap over his rivals. But, just before the halfway point, the yellow flags came out after Nigel Harry slammed into the first turn wall and required medical attention.

On the ensuing restart, Swarder once again gained control of the race and was

never challenged over the remaining distance.

Behind him, European champion Dan Johnson moved into second as Hurdman and Willis retired after visiting the fence. James Morris moved to third to complete the podium.

"Normally I would hang back on the first lap and let everyone sort themselves out, but for some reason this time I just went for it from the drop of the green. I couldn't believe how quick I got through, I must have passed all the red tops in one corner," said Swarder. "I just

don't know why the car is so good tonight, we haven't changed it but in the last few meetings it is just handling so well. Paul Harrison caught me towards the end, but I knew he was a lap down as I remembered passing him early in the race, but I didn't know who was second.

"I tried looking at the scoreboard but that isn't easy when you are trying to get one of these cars round the track."

## Result

1 Mick Swarder; 2 Dan Johnson; 3 James Morris; 4 Mark Woodhull; 5 Paul Harrison; 6 Rob Speak; 7 Frankie Wainman, Junior Jr; 8 Murray Jones; 9 Peter Allin; no other finishers.

MN'S RALLYCROSS CORRESPONDENT

HAL  
RIDGE

**"Rooke has really turned some heads"**



**T**he headline on the story in *Motorsport News* on November 19, 2014 read 'Autocrosser stuns on rallycross debut'.

Exactly one year, eight months and two days later (last week), the headline on the report in *MN* of the latest round of the British Rallycross Championship in Belgium read 'Rooke gives a masterclass'.

I was first made aware of Dan Rooke at the penultimate round of the BTRDA Clubmans Rallycross Championship in November 2014, when the Devonian turned up at Croft with his autocross Citroen AX still in its originally intended specification with the addition of Tarmac tyres. The headline the following Wednesday was no exaggeration, Rooke raced the wheels off his car to make the podium in a competitive Super Modified field.

I sought out the timid 17-year-old after the final to discover that the outing was likely to be a one-off appearance, although he had enjoyed the experience.

Fortunately, Rooke and his family decided to enter the SuperNational category of the MSA British Rallycross Championship last season and sensationally left the final round with the title.

Rooke also impressed at the RX Talent Search before the British round of World RX in 2015, and both he and his family realised that if ever a driver was going to capitalise of the increased exposure the sport is enjoying, it's now.

The youngster assessed the European Super1600 Championship, but thanks to a not insignificant investment of faith from long-time Supercar competitor and Lydden Hill owner Pat Doran, Rooke was able to graduate to the top of the sport in Britain this year, driving a Citroen DS3 Supercar.

Rooke's move was brave; Supercar is a big step. But, at the season opener, (fittingly at Croft) he once again stunned and finished on the podium in his maiden appearance.

In fact, only once so far this year has he not finished on the podium (due to mechanical dramas at Pembrey) and he simply dominated in Belgium two weeks ago to extend his series lead.

There is still work to do for Rooke before he can start thinking about the championship title, but he already has the opposition almost beaten mentally.

Belgium podium finishers Julian Godfrey and Ollie O'Donovan, with six British RX titles between them, both admitted they had no answer to the 19-year-old's pace at Maasmechelen. Those are big sentiments from some of the sport's best in the UK.

Yes, the young driver has been in the right place at the right time, but you have to make the most of any opportunity, especially in motorsport. From making his rallycross debut in November 2014, come November 2016, Rooke could be a British Rallycross champion. If it happens, it will be proof that raw talent really can shine through.



**AGREE/DISAGREE?**  
mn.letters@haymarket.com

## SPORTING SCENE

Photos: mkpics.net, Sharon Woolmington

## WOOD GETS THE SHOW BACK ON THE ROAD



Wood had to battle for his Aldershot victory



Billy Wood claimed the final win

**National Hot Rods: Aldershot**

By Graham Brown

Organiser: Spedeworth Where: Aldershot When: July 24 Starters: 20

**Billy Wood came away with the final honours as the National Hot Rod campaign got back on the World Series trail that will lead to next year's big one at Ipswich.**

Wood executed a great pass on double world champion Chris Haird to take the feature win, while it was Paul 'Ratty' Gomm who made off with both heat victories.

Although the entry wasn't huge – probably not helped by some of the controversy surrounding the previous Aldershot meeting – there was still quite enough cars to ensure the track looked busy

for most of the afternoon's action.

Gomm had pole for the opening race and made a quick getaway too. But Alistair Lowe soon got the best of his early scrap for second spot with Dave Garrett and then Lowe shut down the leader's advantage.

The gap between them see-sawed for the rest of the race until Gomm looked like he finally had it sorted by placing a backmarker between them six laps from home. Lowe came back at him yet again, though, and was still right there at the finish ensuring that while Gomm may have led from flag to flag, he'd never had it too easy.

Garrett came home third ahead of Haird, who survived a last-lap clash with Dave York during their places dice.

The second heat looked initially like it might follow the same pattern with

Gomm powering away from pole to lead and Lowe passing Garrett early on to assume second, albeit at the expense of a black cross.

This time, though, Layton Milsom also relegated Garrett and then Lowe as well to set off after the leader. He never really got within striking distance however, despite Gomm catching backmarkers in the last couple of tours. Haird recorded another fourth spot to give himself every chance in the final from nearer the front of the grid.

Gomm still had his pole start for the final, but with men like Haird, Wood and Jason Kew all close behind, a hat-trick was never going to be easy.

A bit of argy-bargy behind him in the first couple of laps gave Gomm the chance to get into the lead once more

but, after they'd dealt with Lowe and Garrett, it was Haird and Wood who were in hot pursuit.

When Haird caught the leader, he made a feint to the outside along the back straight, followed by a sharp cut-back that had the desired effect at turn three, Wood shadowing him through the gap.

Now the fight for the lead was really on but Wood's car seemed able to stay very tight to the inside line and when Haird showed him a touch too much daylight at turn three, it seemed to be all over as Wood darted past.

Haird stuck to him like glue though and, as they encountered traffic in the last couple of laps, looked to have been rewarded when Wood went to pass a lapped car down the outside and found he couldn't, letting Haird back under

him. Left with no choice but to stay out wide and try to make it work for himself, Wood eventually completed the pass to take a worthy victory, helped by the backmarker making life no easier for Haird.

Nearing the finish, travelling Scot Rob McDonald claimed third place from Gomm as some reward for his long trip south.

**Results**

**Heat one:** 1 Paul Gomm (Vauxhall Tigra); 2 Alistair Lowe (Vauxhall Tigra); 3 Dave Garrett (Vauxhall Tigra); 4 Chris Haird (Vauxhall Tigra); 5 Danny Humm (Mazda RX-8); 6 Dick Hillard (Vauxhall Tigra); 7 Jason Kew (Vauxhall Tigra); 8 Billy Wood (Vauxhall Tigra). **Heat two:** 1 Gomm; 2 Layton Milsom (Vauxhall Tigra); 3 Lowe; 4 Haird; 5 Garrett; 6 David York (Vauxhall Tigra); 7 Kew; 8 Mikey Godfrey (Vauxhall Tigra). **Final:** 1 Wood; 2 Haird; 3 Rob McDonald (Vauxhall Tigra); 4 Gomm; 5 Kew; 6 Kym Weaver (Vauxhall Tigra); 7 York; 8 Bradley Dynes (Vauxhall Tigra); 9 Aaron Dew (Vauxhall Tigra); 10 Colin Smith (Vauxhall Tigra). **Points (after round 1/15):** 1 Gomm 64pts; 2 Haird 56; 3 Lowe 47; 4 Wood 45; 5 Kew 40; 6 Garrett and McDonald 38.

## Touring car ace and presenter tackles Gurston Down. By Matt James

O'NEILL  
KEEPS GOING HIGHER AND HIGHER

O'Neill shared with Mark Alley

Switching from race driving to holding a microphone for ITV's British Touring Car Championship coverage was an uphill challenge for presenter Paul O'Neill – but that was nothing compared to the task awaiting him last weekend.

He decamped to Devon to take on a totally fresh motorsport discipline for him: a run in a hillclimb car. The Liverpoolian was offered an outing sharing car owner Mark Alley's Swift FB91 Formula Ford 1600 machine on the testing Tarmac of Gurston Down. It was an experience that left him buzzing.

"It took me a while to acclimatise," admits the 36-year-old. "We had three practice runs on Saturday, and another practice run on Sunday

morning. I started to get serious on Sunday morning, looking at the split times and going out into the woods to watch the others and check their lines. I was learning as much as I possibly could.

"To begin with on the Saturday, I wasn't comfortable in the car. Mark [the car's owner] is taller than me, and I don't know how he squeezes himself into it! I am 6ft 11in but I was struggling – maybe that is down to my weightlifter physique..."

After setting a time that was good enough for sixth in the opening timed run on Sunday – taking one second off the benchmark he had recorded previously, O'Neill got out the racing driver excuse book for the all-pressure final run-off. He opened the book at chapter one: "I was 0.25s up on my best time at the opening split. I went through the Hollow absolutely flat out – I was being a hero. Then I got

towards the Karousel and powered into of it with a little touch of oversteer. I thought I had it nailed!"

Then the excuse kicks in: "I had to drop the car down from fourth to first gear for the corner and I snagged third instead of first. It got bogged down."

Despite that slip, O'Neill recovered for a time that meant he finished seventh from the 15 class entrants.

"I learned loads of lessons from doing it, and I absolutely adored it,"

"It is a really intense sport"

Paul O'Neill



said O'Neill. "It took me a while to get my head around it, but by the final run of the day, as I was slowing down, I thought 'yes, I really get this'. It is a really intense 30s dash that you have to really screw yourself up for:

"Walking around the paddock afterwards was a real eye-opener. Not one of the other drivers I spoke to said that they had completely got the most from their runs. There was always something left on the table for all of them. They were always like 'I could have got more out of this corner, I could have got a better start', that sort of thing. If they were doing a handbook for hillclimbing, it will be called 'Coulda, Woulda, Shouda'..."

"It was like going to a racing school where you are given a little taste of a great car, but you don't ever feel like you have had enough seat time. But that is part of the challenge – you have an intense 30s

and you have to be prepared for it."

Now O'Neill has had one taste of going uphill (relatively) quickly, he wants more. He will be back at the venue for an anniversary event next season, and he is aiming to push himself even further.

Aside from the competitive element, O'Neill was impressed with the family feeling created among the competitors. "Everyone was pushing each other on, and there was a great atmosphere," he said. "There was the usual racing banter that you get anywhere – and I think I added in a few new jokes, providing they could understand my accent.

"It was really friendly, and as a competitor, there is loads of time to spend with family and pals between the events. It is competitive, welcoming and a very cost effective way of taking part in motorsport. What more can you ask?" ■

# HAVE YOUR SAY

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MN does not always agree with opinions expressed in letters

## MN SAYS...

# Sticking to the rule of law

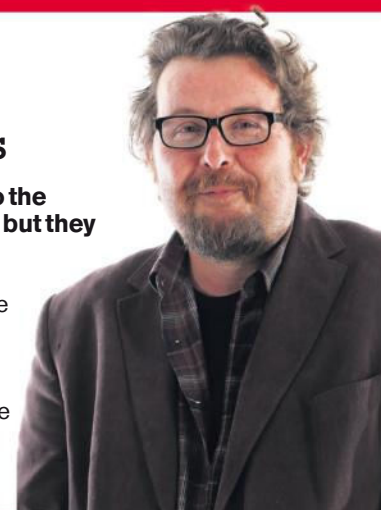
F1 drivers need to know just where they stand on regulations

Formula One has to be one of the most tightly regulated sports on the planet, particularly when it comes to the technology that confines the scope of the engineers. There are loopholes that spring up from time to time, but they are very quickly closed.

But when it comes to rules and regulations regarding the actual driving of the cars, it seems that things are a little more vague, which is unacceptable for an international sport watched by millions of fans across the globe. Several drivers were vocal after last weekend's Hungarian Grand Prix that the rule book either wasn't being applied properly or, in the case of the 107 per cent qualification rule, ignored completely.

It is hard not to agree with the drivers who, after all, are the men at the sharp end. The limited communications that the new radio rules dictate could end up causing a serious accident, and so could a flagrant disregard for yellow flags. Where safety is paramount, these things simply can't be ignored. It is not that F1 doesn't have rules to cover these eventualities, it is just that the application of them lacks consistency. This needs to be addressed.

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



## LETTERS



Motorsport News, July 20

### Ross Browning

I am sad to report that rallycross racer Ross Browning lost his long and brave fight against cancer recently.

Born into a farming family, his father and uncle built up a thriving business in poultry, pigs and later fruit.

Ross was thrust into the business when his father died at the age of 46. The following year Ross started his rallycross career by acquiring Mark Lloyd's Ford Escort Mk1. Racing in the C class, he learnt his trade with this car. Moving up to Class B he acquired Ron Pearson's 2.1-litre BDG Ford Escort Mk2. This class was where Ross had his most successful years.

He won the Swindon Class B National championship and also finished top two-wheel-drive car in the televised TVS series.

In 1990 he acquired Mike Quaife's Turbo Ford Escort Mk3 and moved into Class A. He retired in 1991 season.

He leaves a wife Alison and two children, Jessica and Robert. We all have many fond memories Ross: rest in peace.

**Mike Bromley (mechanic)**  
Via email

### Think again

I read with interest the various articles on the Nicky Grist Stages especially the sidebar on page 20 by Jack Benyon (*Motorsport News*, July 13).

I do agree that the organisers try really hard, are professional and relaxed and therefore not overly officious which is excellent. Also the marshals and scrutineering team were great.

Aside from that, the event was dire. The stages were torn up badly and those running down the field were treated to badly cut-up stages. In many places competitors drove a deep rutted corner on the sump guard. In the corners, drivers could go round the outside on the deep mud or torn-out gravel and have no traction or slide out into the undergrowth.

Is this a product of top-flight four-wheel-drive machinery or a product of poor stage prep? If it is the latter, then Natural Resources Wales are not spending the money they say they are.

Perhaps I'm looking through rose-tinted glasses as I can't remember it being this rough when rallying in my youth. I used to be one of the leading front-wheel-drive contenders seeded near the front of the field in the early 1990s when there were few four-wheel-drive cars and stages were typically used only once, so they were fantastic.

Can we get the relevant stage preparation folks to give us some quality roads used once that won't get easily rutted?

**Garry Wilson**  
Ledbury

## YOUR PICS



[MN.LETTERS@HAYMARKET.COM](mailto:MN.LETTERS@HAYMARKET.COM)

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

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



Paul Atkins took this photograph of his 14-year-old son Joe competing in this Nissan Micra



Knockhill drama, snapped by Alex Ireland



Chris Hosie's shot of a Radical at Oulton Park



Jamie Pinchbeck's Ginetta photo



Gary Hill enjoyed the Mini Festival at Brands



Hans Stuck taken at Shelsley, by Peter Taylor



Peter Atkins also snapped this epic IMSA Audi



Another pic of Stuck, by Peter Owen



Peter Atkins got this snap from the British GP

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## TV GUIDE

The question of which surface is better for rallying – gravel or asphalt – was momentarily forgotten about earlier this month when the British Rally Championship visited Wales for the **Nicky Grist Stages**. The event takes on Rally GB gravel roads on Saturday before a sprint over the tar-laden Epynt Ranges on Sunday (Wednesday, 1630-1730hrs, BT Sport 2). It's made for TV.

Sticking with the loose, there's a chance to watch **British Rallycross** from Maasmechelen (good luck pronouncing that). The series visited Belgium but it didn't throw latest Brit sensation Dan Rooke, who was on form again (Wednesday, 1300-1400hrs, BT Sport 1).

Strictly back in circuit mode, the *TV Guide* recommends the **World Endurance Championship** from the Nurburgring. It's been another good year of the series and last weekend's action didn't disappoint (Thursday, 1900-2000hrs, BT Sport 2).

There's also chance to catch up with the **Porsche Supercup** from Hungary. The championship supports Formula 1 (Wednesday, 0800-0830hrs, Eurosport 2).

Finally, something a little different from the TV guide. BT ESPN is showing a 'behind the scenes' type programme on the IndyCar Series, **IndyCar Chronicles**. Such documentaries aren't frequent in motorsport and that one isn't to be missed (Wed, 1100-1200hrs, ESPN).



Nicky Grist

## LIVE TV

### European Formula 3: Spa

■ **Race one:** Friday, 1100-1215hrs BT Sport 2  
 ■ **Race two:** Friday 1525-1620hrs BT Sport 2  
 ■ **Race three:** Saturday 1200-1300hrs BT Sport 2

### IndyCar Series: Mid Ohio

■ **Race:** Sunday 1930-2200hrs ESPN

### NASCAR Sprint Cup Series: Pocono

■ **Race:** Sunday 1900-2230hrs Premier Sports TV



BTCC at Snetterton

### British Touring Car Championship: Snetterton

■ **The day's action:** Sunday 1030-1800hrs ITV4

### Blancpain Endurance Series: Spa 24 Hours

■ **Watch online:** 24hoursofspa.com

## LIVE WRC TV

### Rally Finland

#### BT Sport Thursday

■ **SS1:** 1800-1900hrs, BT Sport 2  
 ■ **End of day review:** 2130-2230, BT Sport 1

#### Friday

■ **SS12:** 1830-1930, ESPN  
 ■ **End of day review:** 2215-2315hrs, BT Sport 1

#### Saturday

■ **End of day review:** 2215-2245hrs, BT Sport 1

#### Sunday

■ **SS24:** 1100-1200hrs, Motors TV

#### Channel 5 Monday

■ **Highlights:** 1900-2000hrs

## LIVE F1 TV

### German Grand Prix Sky Sports F1 HD coverage

■ **Drivers' press conference:** Thursday 1400-1430hrs  
 ■ **FP1:** Friday 0845-1100hrs  
 ■ **FP2:** Friday 1245-1455hrs  
 ■ **Team principals' press conference:** Friday 1530-1600hrs  
 ■ **The F1 Show live:** Thursday 1600-1630hrs  
 ■ **FP3:** Saturday 0945-1115hrs  
 ■ **Qualifying:** Saturday 1200-1435hrs  
 ■ **Race:** Sunday 1230-1530hrs  
 ■ **Highlights:** Sunday 1815-1915hrs

### German Grand Prix Channel 4 HD coverage (highlights)

■ **Qualifying:** Saturday 1745-1930hrs  
 ■ **Race:** Sunday 1800-2000hrs

### GP2: Hockenheim

■ **Practice:** Friday, 1100-1150hrs, Sky Sports F1 HD  
 ■ **Qualifying:** Friday, 1455-1530hrs, Sky Sports F1 HD  
 ■ **Race one:** Saturday, 1435-1605hrs, Sky Sports F1 HD  
 ■ **Race two:** Sunday, 0920-1035hrs, Sky Sports F1 HD



Kvyat in 2014: Hot work

### GP3: Hockenheim

■ **Qualifying:** Saturday, 0845-0920hrs, Sky Sports F1 HD  
 ■ **Race one:** Saturday, 1615-1715hrs, Sky Sports F1 HD  
 ■ **Race two:** Sunday, 0810-0910hrs, Sky Sports F1 HD

## LISTINGS

### RACING

#### FRIDAY/SATURDAY

##### ■ Kirkistown, N Ireland

**500MRCI meeting:** Saloon and GT, Road Sports, Ford Fiesta, Formula Sheane, Stryker Sportscar, Ginetta Junior, Supercars **Starts** Friday, qualifying from tba Saturday, racing from 1300hrs (qualifying from 0900hrs) **Admission** adult £15 child free **Web** kirkistown.com

#### FRIDAY-SUNDAY

##### ■ Silverstone, Northants

**Silverstone Classic:** FIA Historic F1, FIA Historic Sports, U2TC, Pre '63 GT, Pre '66 Grand Prix Cars, Group C, Classic GT, Super Touring, Pre '66 Touring Cars, Masters Can-Am 50 Interseerie, RAC Woodcote Trophy, Sir Stirling Moss Trophy, Historic Touring Car Challenge, Formula Junior **Starts** Friday, racing from 0900hrs Saturday, qualifying from 0900hrs **Admission** from £54 (advance only) **Web** silverstone.co.uk **Contact** 08704 588260

#### SATURDAY/SUNDAY

##### ■ Snetterton, Norfolk

**BTCC meeting:** BTCC, MSA Formula, Porsche Carrera Cup, Renault Clio, Ginetta GT4, Ginetta Junior **Starts** Saturday, racing from 1355hrs (qualifying from 0900hrs) Sunday, racing from 0915hrs **Admission** adult £33, under 13 free **Web** msv.com **Contact** 0843 453 9000

##### ■ Brands Hatch, Kent

**BARC meeting:** MGOC, MaX5, Historic Touring/Classic Saloon Cars, Pre-1983 Touring Cars, Pre-1993 Touring Cars, Pre-2003 Saloon Cars, Pre-2005-Production Touring Cars, Blue Oval Saloons, Thunder Saloons, Classic VWs, Historic Thunder Saloons, Deutsche Marques, Toyota MR2, Nippon Challenge, Tricolore Trophy, Intermarque, Tin Top Saloons,

##### Sevensque Sports Cars **Starts**

Saturday, racing from 1235hrs (qualifying from 0900hrs) Sunday, racing from 1120hrs (qualifying from 1000hrs) **Admission** adult £15, under 13 free **Web** msv.com **Contact** 0843 453 9000

#### SUNDAY

##### ■ Knockhill, Fife

**Super Lap Scotland:** MG Trophy **Starts** racing from 1100hrs (qualifying from 0900hrs) **Admission** adult £13, under 12 free **Web** knockhill.co.uk **Contact** 01383 723337

#### RALLYING SATURDAY

##### ■ Londonderry, Northern Ireland

Tyrone Stages **Starts** 1030hrs **Admission** free **Web** cookstownmotorclub.com

#### SUNDAY

##### ■ Bulth Wells, Powys

Harry Flatters Rally **Starts** 0830hrs **Admission** free **Web** breconmotorclub.co.uk

#### SPORTING SCENE SATURDAY/SUNDAY

##### ■ Wiscombe Park, Devon

**British Hillclimb Championship** **Starts** first runs from 0900hrs **Admission** adults £8 (Sat), adults £11 (Sun) **Web** wiscombepark.co.uk

##### ■ Knockhill, Fife

British Sprint Championship **Starts** 0900hrs (both days) **Admission** adults £5 (Saturday) £13 (Sunday) **Web** knockhill.com

#### SUNDAY

##### ■ Sheffield Raceway

BriSCA F1 **Starts** 1230hrs **Admission** tba **Web** f1stockcars.com

Correct at time of going to press, but please check before travelling

## THE VOICE OF BRITISH MOTORSPORT

# MOTORSPORT NEWS

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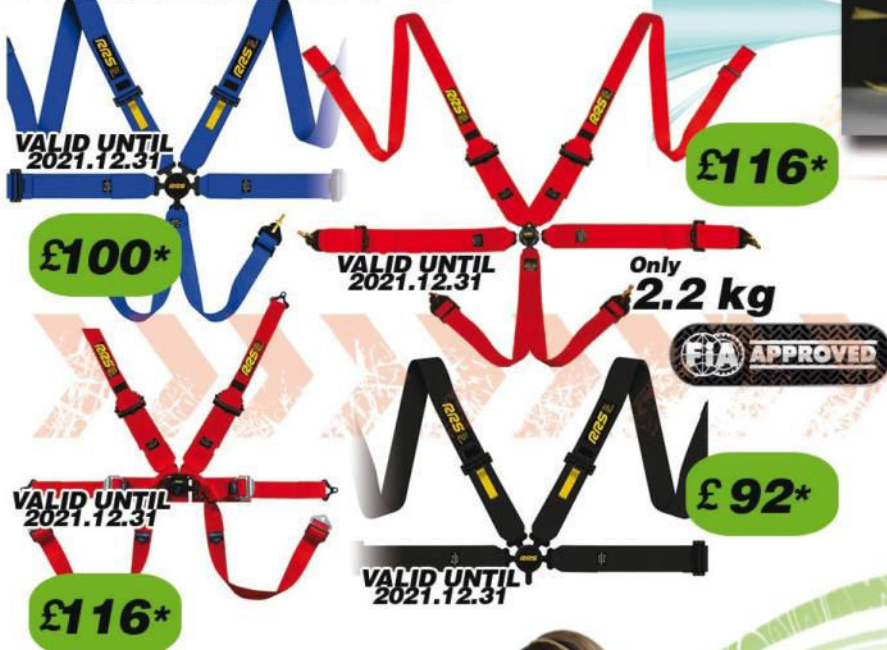
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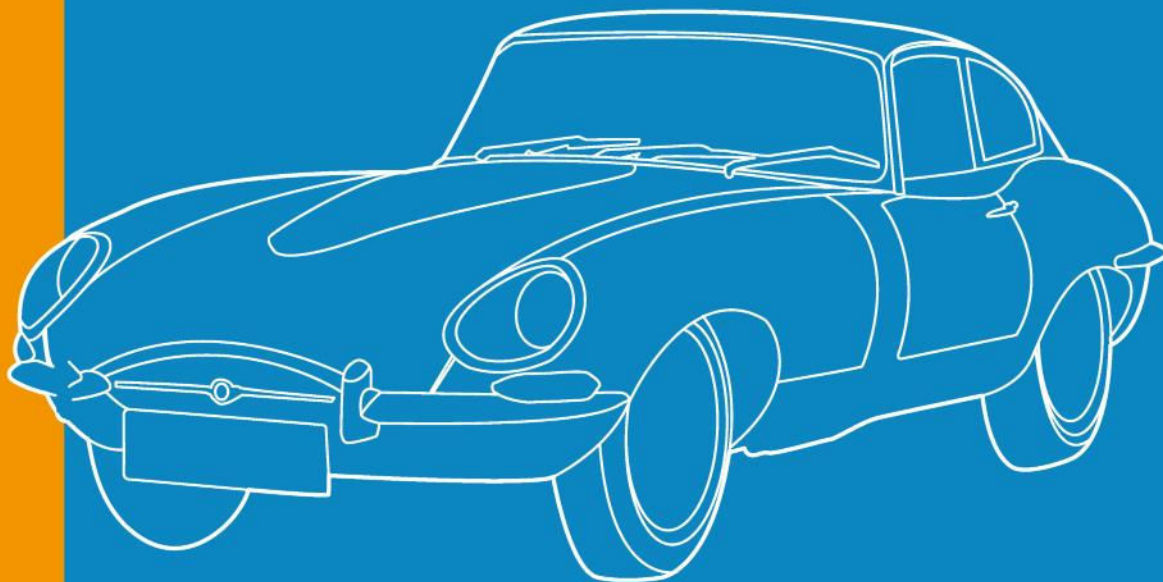
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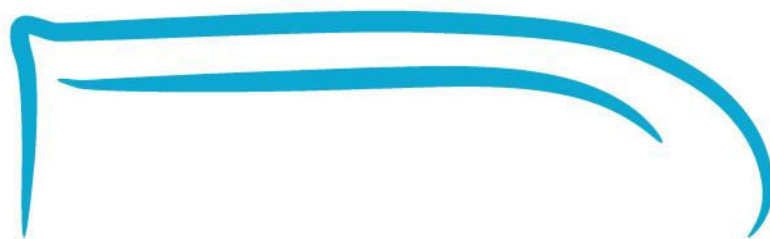
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