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# MOTORSPORT NEWS

## D'AMBROSIO HEADS THE CHARGE



FORMULA E GOES CRAZY IN MOROCCO P17

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### Series bosses delighted at British fans' support

# WRC SPARKS INTO LIFE

## AT AUTOSPORT INTERNATIONAL

By David Evans

The 2019 World Rally Championship was launched in spectacular fashion ahead of thousands of fans at Autosport International on Saturday.

British rally hero Kris Meeke was delighted to see so many people attending the first series launch on a public day at Birmingham's NEC.

"This really is a fantastic way to launch the season," Meeke told MN. "Last year we did it on a trade day, but this year to do it on a day for the fans was just brilliant. It was pretty full-on, but it's mega and so nice to be here with so many people."

Full story P2-3



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**MOTORSPORT NEWS** ISSUE MJ3163 JANUARY 16 2019

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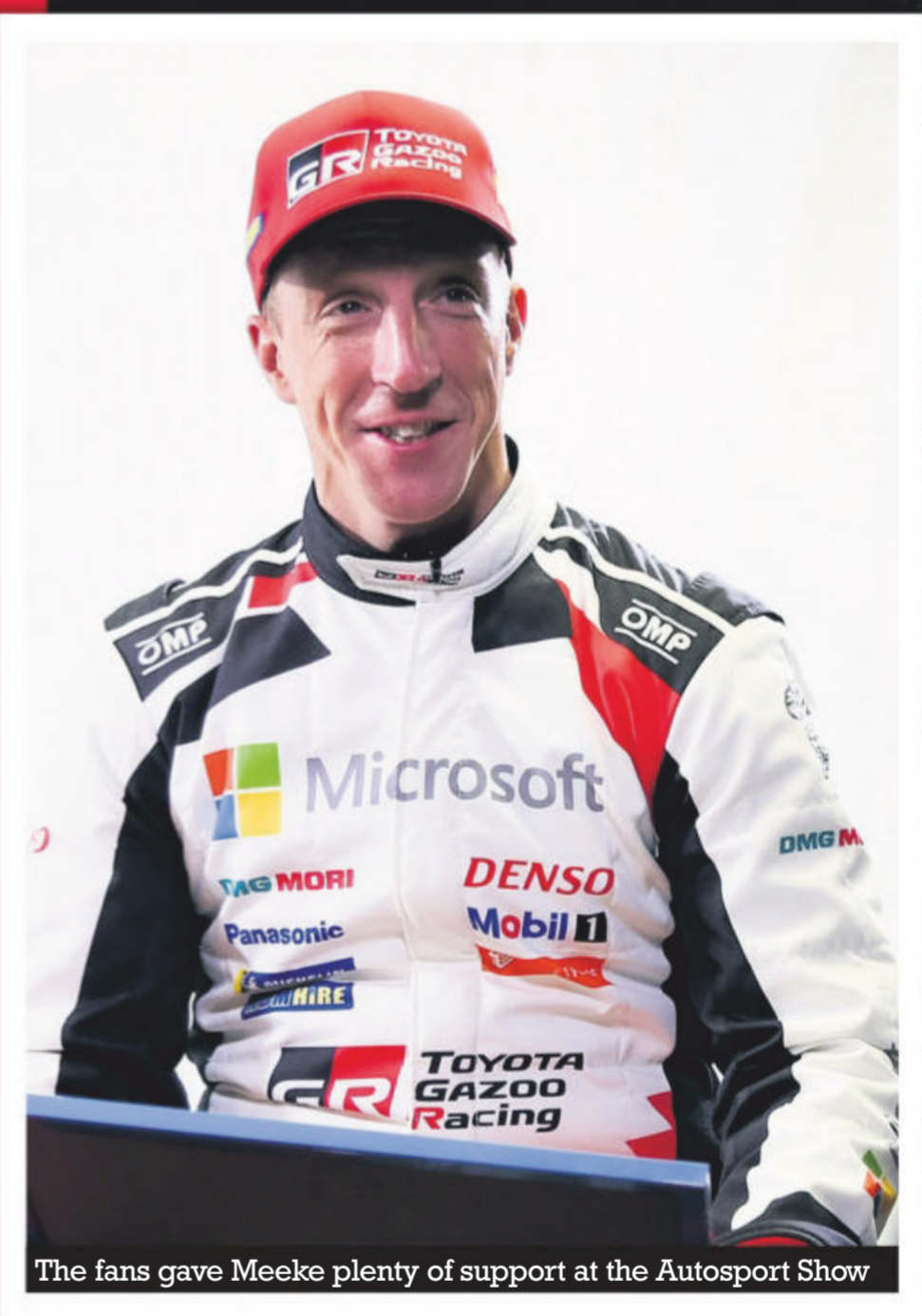
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**Team bosses, drivers and supporters**

**STARS OF SHINE AT**



The fans gave Meeke plenty of support at the Autosport Show



**By David Evans**

**World Rally Championship chiefs lauded Saturday's series launch at Autosport International as the perfect start to what's expected to be one of the most competitive WRC seasons ever.**

Thousands of fans flocked to Birmingham's NEC after *Motorsport News*' sister title

*Autosport* elected to shift the WRC series launch to a public day for the first time this year. All four factory teams unveiled their 2019 liveries and only Sebastien Loeb and Daniel Elena were missing, with the Hyundai crew still in Peru on the Dakar Rally.

In addition to the cars, the drivers also revealed the competition numbers which they have selected for the first time this season.

WRC managing director Oliver Ciesla told *MN*: "To see the fans – and so many of them – getting into contact with their heroes was fantastic. This huge crowd has really impressed me and it was a great move to come here on the Saturday."

"We still have clearly the memory from last year, which was one of the greatest in a long time and now we look forward to 2019.

"There are major drivers in each team and to have the two main champions [of this generation in Sebastien Ogier and Sebastien Loeb] who will battle on nearly a half championship, we will make some great stories."

Four-time champion and Toyota team principal Tommi Makinen was impressed with the Birmingham launch – and with the knowledge and memories of the fans.

"It's so fantastic to see so many people here," he said. "We know in England we will have a lot of fans, the sport is very big, very popular here – and it's nice to see that some of them can also remember the times when I was driving."

It was Kris Meeke, Makinen's newest driver, who got the biggest cheer when he was called up, along with Toyota team-mates Ott Tanak



Ogier: back in red overalls

# HEADLINE NEWS

Photos: LAT

## back Birmingham show launch

# WORLD RALLY AUTOSPORT



Teams took the wraps off their new liveries at the NEC

and Jari-Matti Latvala, to pull the covers off this year's Yaris WRC.

Meeke, back after being dropped by Citroen mid-way through last season, said: "When a big company like that [Citroen] acts the way they did and tries to put you down on the floor and stamp on you, to walk back in to a reception like that... you must be doing something right. It's been a really full on day, but it's so fantastic for the fans. It was nice, it was mega."

Rally fan Mark Collins travelled from Lancaster to see the launch. He said: "The feeling when they were walking through the show at the start, it was a really nice atmosphere. And then the cheer when Kris [Meeke] came on stage - it was a bit like the times when Colin [McRae] was around. The chance to see them all in their overalls, ready to go, it was amazing. I can't wait for this year - and Rally GB."

Hyundai's new team principal Andrea Adamo said the

interaction with the fans was vital.

"We are no longer in the Eighties," said Adamo. "We can no longer talk about this sport between ourselves. If we continue to do this then somebody will come to ask us: 'Why are we spending all of this money?' Making this an open day for the normal fans is just what we needed."

Three of the four teams showed significant changes in their liveries, with only Toyota's Yaris WRC remaining largely unchanged for the season ahead.

Citroen's C3 WRC is devoid of Abu Dhabi branding for the first time in five years, but Ogier's return to Versailles means he brings Red Bull branding back to the French machine again. Hyundai's i20 Coupe WRC has a new design, with its usual blue and orange colour scheme.

M-Sport's Ford Fiesta WRC is without Red Bull input, leaving the Cumbrian squad with a livery similar to 2016.



The Autosport crowds were able to get up close to the cars and the star drivers of the WRC

### DRIVER NUMBERS

In a change for 2019, the WRC drivers chose their own numbers for this year's series. They talk *MN* through their number choices.

#### Elfyn Evans: 33

"It's not a big reason: it's my initials backwards..."

#### Teemu Suninen: 3

"I started karting, I was 310. When I went to national classes I had to drop a number and I was 31 and now I'm on the top level I drop another number to number three."

#### Ott Tanak: 8

"It's the same as last year and that was quite a good year. But actually, I believe there is something behind the number eight: it's a lucky number in Japan and we drive for a Japanese manufacturer."

#### Kris Meeke: 5

"I have no affiliation with any number, so I asked my four-year-old daughter to draw a picture of a car and put her favourite number on the side. She chose five."

#### Jari-Matti Latvala: 10

"When we joined Toyota in 2017 our number was 10 and we had one of the best seasons with this number. And, if you cover the zero then it's a number one!"

#### Thierry Neuville: 11

"Nicolas [Gilsoul, co-driver] and myself have very good memories from driving number 11 in 2013. This was when we were second in the championship for the first time. We always loved this number - and there's the number one in there and hopefully, one day, we're going to be there."

#### Andreas Mikkelsen: 89

"My co-driver Anders [Jaeger] and I were both born in '89, so we are team 89."

#### Dani Sordo: 6

"This is my number from the last three years with Hyundai - I already used this one a lot, so I keep it."

#### Esapekka Lappi: 4

"I'm very professional, so we can use this number on the hashtag. It will be L4PPI..."

#### Sebastien Ogier: 1

"This is the number we're all fighting for, so I'm proud to have it on the doors again."

# RACING NEWS

Photos: LAT

## F1 ROUND-UP

### Cost cap troubles

Renault's Cyril Abiteboul believes Formula 1's smaller outfits will be helped by the distraction of top teams needing to make redundancies after the planned 2021 budget cap is introduced. "We know we have a huge deficit in resources against the teams that ultimately we want to fight against," he said. "But we also know that things like the budget cap will kick in. It makes no sense to stack up resources knowing that we will have to reduce and go down. In a certain respect it will be most unprofessional to do that, to hire people that we may have to lose in the future."

### Wehrlein's role

Former Mercedes protege Pascal Wehrlein will work with Ferrari this season in a development role. Wehrlein, who spent two years racing in F1 in 2016 and '17 with Manor and Sauber, split with long-time backer Mercedes at the end of last year following a season back in the DTM. He made a shortlived Formula E race debut last weekend with the Mahindra team where he was crashed into on the first lap and will combine his racing commitments with work on Ferrari's simulator.

### Steiner's warning

Haas team boss Gunther Steiner reckons there would be no point in him carrying on in F1 in the long term if there was never a chance of his team being able to challenge the sport's top three outfits. Steiner says that he can accept such a situation carrying on in the short term, but thinks that he would have to question his involvement longer term if things do not change. "I think for two years yes, it's sustainable," Steiner said. "But long term: no, it gets old. If it doesn't change at some point there's no point to just be in it. The business as a business doesn't work if you cannot take and feel the enjoyment of competing for podiums and wins."

### Not Leclerc

Antonio Giovinazzi says he will not try to replicate Charles Leclerc's success as an F1 rookie when he drives for Sauber in 2019. Leclerc's efforts last year paved the way for an immediate graduation to Ferrari and opened the door for Giovinazzi to move into a full-time drive at Sauber. "I didn't speak much to him about this jump, I want to focus on myself," said Giovinazzi. "I don't want to repeat Charles' results last year or improve his results – my target is just to do the best I can on my side."



Giovinazzi replaces Leclerc

# McLAREN HIRES FORMER PORSCHE BOSS SEIDL

## Struggling F1 team gets new recruit



Seidl will attempt to stop the wheels falling off at troubled McLaren



Porsche succeeded under Seidl's control

By Jonathan Noble

**McLaren has appointed former Porsche World Endurance Championship boss Andreas Seidl as its Formula 1 team's new managing director.**

Following a major shake-up at McLaren last season in the wake of a disappointing start to its first campaign with Renault power, CEO Zak Brown has lured Seidl away from Porsche.

Seidl joins McLaren after overseeing three WEC drivers' and constructors' championship doubles in 2015-17, as well as Le Mans 24 Hours successes in all three years, before Porsche then withdrew from the series to focus on its impending Formula E move slated for '19/20.

He had been due to take on a new role with overall control of motorsport at Porsche had he remained with the manufacturer.

Speaking about his move to McLaren, Seidl said: "This is an enormous privilege and challenge, which I am ready for and committed to.

"To have an opportunity to contribute to the McLaren legacy is extremely special and inspiring.

"McLaren has the vision, leadership and experience but, most importantly, the people to return to the front, and that will be my absolute focus and mission."

Seidl will be placed in charge of McLaren's F1 operations as Brown felt he could not manage the race team as well as McLaren's other extensive racing operations.

Reporting directly to Brown, Seidl will manage the three key heads of departments tasked with McLaren's revival.

Technical director James Key, who is set to join McLaren later this year, will be in charge of car design, Simon Roberts will have responsibility for car production and Paul James, team manager, will lead operations at the track.

Seidl's appointment will also allow sporting director Gil de Ferran more freedom to move into a role where he can help oversee McLaren's wider racing activities – including its assault on this year's Indianapolis 500 – rather than be devoted fully to F1.

Seidl is no stranger to F1, having previously made a name for himself

working at BMW Sauber until 2009 before overseeing BMW's return to the DTM in '12.

McLaren CEO Zak Brown said Seidl's appointment was important.

"This is a significant appointment for us on two fronts," he said. "First, it is another important step in our F1 performance recovery plan and long-term commitment to F1.

"Second, concentrated senior leadership on our F1 programme is an integral part of the long-term strategy of McLaren Racing to expand into other forms of global motorsport over time.

"Andreas is a highly capable leader with a track record of success in everything he has been involved with, and I look forward to working with him."

## Former tech boss Anderson criticises Ferrari's promotion of Binotto

Ferrari made the "wrong decision" picking Mattia Binotto to replace Maurizio Arrivabene as its Formula 1 team principal, says former F1 technical director Gary Anderson.

Binotto took charge of Ferrari's engine development after its dismal performance at the start of F1's V6 turbo-hybrid era in 2014.

He was then promoted to a role as overall technical chief in mid-2016 as part of an overhaul designed by then-

president and CEO Sergio Marchionne.

Former Jordan technical chief Anderson said: "Binotto is someone who has been very good at being a technical manager. You've got to allow him to be a technical manager.

"That is a full-time job, seven days a week. It's not a part-time thing. That is going to dilute their technical effort for sure.

"I think it's the wrong decision. They should have brought someone else in."

It is unclear who will replace Binotto as head of Ferrari's technical department, but there are suggestions the team may elect to simply hand more responsibility to aero chief Enrico Cardile and head of its engine department Corrado Iotti.

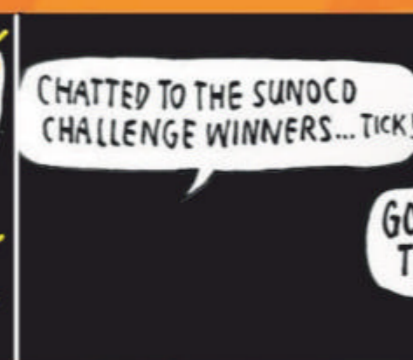
Anderson added: "I don't really see why you would take your best technical person... and put him in a management, political position which is not his forte."



Binotto has replaced Arrivabene

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Photos: LAT, Jakob Ebrey

# DA COSTA TAKES BLAME FOR BMW CLASH



Sims managed to finish fourth



BMW were on for 1-2 in Morocco

Antonio Felix da Costa believes his team-mate Alexander Sims could have won the ABB FIA Formula E Marrakech E-Prix and blames himself for the clash between the BMW Andretti team-mates.

Sims mounted an assault for the lead towards the end of the race that da Costa had led after passing early leader Sam Bird, but the BMW drivers locked up going into the Turn 7 left-hander and then collided as da Costa slid wide into the

barriers and subsequently retired.

Jerome d'Ambrosio went on to win, while Sims recovered from the fracas to rescue fourth place.

"I'm sorry – that's a mistake and a mistake coming from me only," said da Costa.

"[It's] terribly frustrating in this story because we lost a win, we lost a one-two, and even if it was just me, Alex could have won the race.

"But because of that, I denied him the win, denied the team a one-two.

I'm feeling very bad for myself."

Watching the race was Red Bull driver Max Verstappen, who was observing the stewarding proceedings and serving one day of the public service he was given for shoving former Force India racer Esteban Ocon in the aftermath of the 2018 Brazilian Grand Prix.

But Virgin Racing's Bird questioned the decision to bring Verstappen to an FE event in the post-race press conference in Marrakech.

"I didn't see him, it's nice that he's here," said the Brit who finished third.

"[But] I mean, to call coming to a Formula E race community service I think does Formula E a bit of a disjustice.

"This is an amazing category, and people pay to come and watch us, it shouldn't be a punishment to come here.

"I hope he enjoyed it, and I hope he will give good feedback to some of his colleagues."

## Turkington wants to beat Rouse's record

Reigning British Touring Car champion Colin Turkington is aiming to break championship records by winning the most titles in the series' history.

The WSR BMW 125i M Sport driver, a 46-time winner in the category, announced before Autosport International that he would remain in his drive for 2019 and carry the number one.

He has three titles, the same as fellow 2019 racer Matt Neal, and Turkington says he is now aiming even higher.

"I feel honoured to have three titles," he said. "If that is as far as I can go, I will be happy with that. But everyone keeps telling me that Andy Rouse is the only one to have won it four times and I just keep thinking 'wouldn't five be great?' If you are the most successful, that is something else – a whole new level. Why not shoot for the moon?"

"That would be an amazing feat and that would be the dream, but you need a lot of ingredients to be right for that to happen. I think I have that in place this year."



Turkington wants five titles



Drivers Neal (l) and Cammish

## Neal and Cammish aim for BTCC title bids

Three-time British Touring Car champion Matt Neal says that knowledge gained with the new-shape FK8 Honda Civic Type R can help turn the Team Dynamics machine into a constant threat for the 2019 crown.

Neal and rookie team-mate Dan Cammish will return and have targeted improvements at circuits which were a struggle in 2018.

Neal said: "There was a lot to learn and a lot to process. We had some great results, but it didn't always go well: there was fantastic speed in the car at certain events but not at all. We have now got a year's data with the car and I have had a year working forward to expanding on that."

Neal finished ninth in the standings last year with two wins, one place in front of Cammish, who also took a brace of victories, in the overall driver standings.

"During the middle to the end of the season, I was strong with some great results," said Cammish, who won the Jack Sears Trophy for the top driver who had yet to gain a podium at the start of the 2018 contest. "In 2019, I am no longer a GT driver pretending to become a BTCC driver. I am a fully-fledged BTCC driver now. I am going to start the season with the intention of being right in the shake-up at the end of the season."

## QUICK LAPS THE FASTEST NEWS ROUND-UP

**The 2009 Formula 1 world champion Jenson Button will remain in Super GT in 2019 to defend his drivers' crown. Button will again pair up with established Japanese racing star Naoki Yamamoto at Team Kunimitsu after the duo successfully clinched the 2018 GT500 title...** Toyota will bring back the legendary Supra

name to Super GT next year after revealing a concept version of the racecar. The Japanese manufacturer first used the Supra in Super GT's forerunner the All Japan Grand Touring Car Championship (JGTC) in 1995 and won a total of four titles with the car... **Mario Andretti's 1969 victory in the Indianapolis 500 will be celebrated this year with a special logo and a display**

**of some of his most famous cars in the IMS Museum. The logo features Andretti waving next to the Borg-Warner Trophy, with the zero in the '50' representing the oval track and the historic Yard of Bricks start-finish line...** Retired 2003 Champ Car title winner Paul Tracy will make a return to racing next month, sharing a Ford Mustang run by MARC Cars

at the Bathurst 12 Hours. He will replace the injured Boris Said in the team's invitational class Ford Mustang alongside 2014 Bathurst 1000 winner Paul Morris and team owner Keith Kasselke... **The DTM will switch its Misano round to daytime in 2019, having announced uniform start times for its 18-race schedule. The Italian venue held DTM's first-**

**ever night races under floodlights in August last year, in what was Misano's first season on the schedule. It has kept its spot for 2019, but the races will no longer run at night...** Carlin has announced Honda protege Teppei Natori as its first driver signing for the 2019 FIA Formula 3 season. Natori finished second in Japanese F4 last year.

## Chilton and Jackson sign with Motorbase

Tom Chilton will remain at the Motorbase Performance Ford Focus RS squad for 2019, alongside the team's new recruit Ollie Jackson.

Chilton, who returned to the British Touring Car Championship for 2017 with Power Maxed Racing after a five-year sabbatical, finished third in the standings last year and won one race in the Shredded Wheat-backed Motorbase Ford.

Jackson took his first podium in the category last term in a AmD Tuning Audi S3 during a wet-but-drying race at Brands Hatch in the second race of the season.

The team has another entrants' licence to run a third car in the series, and is in talks with drivers. An announcement is expected soon.

"I absolutely love the guys at Motorbase, they are such hard workers and I genuinely believe we can go on to take the title from



Motorbase boss David Bartrum (l) with new recruit Ollie Jackson

where we started in our first year together," said Chilton.

Motorbase has a "significant" testing programme planned ahead of the coming campaign, which will allow Jackson to get up to speed with the car.

The 34-year-old raced with Motorbase in the Porsche Carrera Cup GB in 2009 and '10, and

claimed the Pro-Am 1 division spoils in his second season.

Jackson said: "Having had the relationship with [team boss] David [Bartrum], I was lucky enough to test the Focus at the end of last season, and being in a more competitive car proved that I was ready to make the step up into a race winning team."

## Brabham aims for 2022 Le Mans 24 Hours

The revived Brabham marque is aiming to be on the grid at the Le Mans 24 Hours in 2022.

Australian-based Brabham Automotive, which launched last May with 2009 Le Mans winner David Brabham – son of marque co-founder Sir Jack Brabham – at the helm, is planning a World Endurance Championship entry in the GTE Pro class at the start of the 2021/22 season.

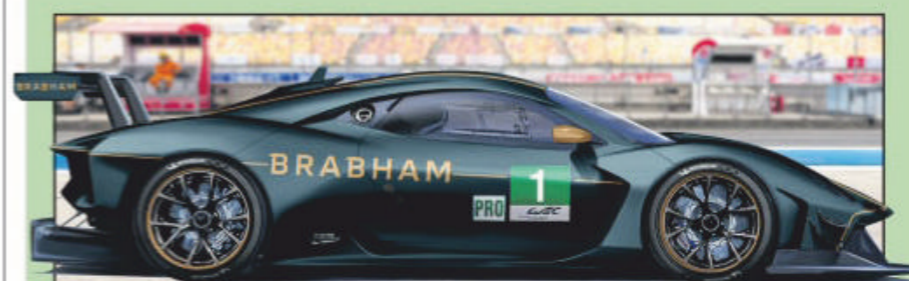
The GTE car will be based on a new road-going sportscar

that will have its roots in the million-pound BT62 trackday car unveiled last May.

Brabham said: "It is important that we return to racing, because it is in our DNA.

"We told everyone when we launched that we wanted to go racing and that the ultimate goal was to get to Le Mans.

"There has been a lot of speculation about how we might do it, so we want to confirm the direction in which we are going and that's GTE in 2021/22."



GTE car will be based on the BT62 road-going sportscar

# RACING NEWS

Photos: Jakob Ebrey, LAT

## IN BRIEF

### Mazda tyres

The British Racing and Sports Car Club's Mazda MX-5 Championship will switch to running on Avon tyres this year. The move from Hankook rubber brings the series for Mk1 MX-5s in line with the BRSCC's two categories for Mk3 MX-5s, the Super Cup and Super Series. A transition period will allow drivers to use up their existing stock of Hankook tyres.

### JSCC entries

The Junior Saloon Car Championship is reporting strong interest ahead of the 2019 season. Twenty-eight drivers have so far signed up with series bosses targeting increased 30-car grids for this year. A new rookie prize will also be introduced in conjunction with Dunlop.

### TCR UK appointment

Experienced race series administrator David Sonenscher has been appointed as the chief operating officer for TCR UK. The TCR Asia and TCR Malaysia boss began working with the series last year and has now taken on a more formal role with the category for its second season.

### Legends prize

Up to 11 drivers from this year's Legends Cars National Championship will take part in the annual end of season touring car experience weekend. Former British Touring Car Championship team HMS Racing will once again host the weekend, which will include high-speed passenger laps in the squad's Alfa Romeo Giulietta with driver Rob Austin.

### Rockingham grandstand

Councillors have voted unanimously to tear down the grandstands at Rockingham, following the race track's closure in December. All signage directing traffic to the 52,000-seater venue is also to be removed.

### RGB regular Spire joins CSCC Magnificent Sevens

Multiple 750 Motor Club RGB champion manufacturer Spire Sports Cars will enter the Classic Sports Car Club Magnificent Sevens fray for the first time this season, with new RB7 cars in build at its Derbyshire base for existing customers John Cutmore and David Watson.

"I'd been planning to retire for a while, but Dave and John were very persuasive," said Spire founder Paul Nightingale.

"Some of the components used in the front-engined Bikesports car we ran last year, including much of the frame, are carried over to the RB7. Having worked with the scrutineer to ensure that it conforms to the series' [Group B motorcycle-engined, Class J] regulations the project is moving along quickly now and the body is being made. Both cars will be powered by 1440cc Suzuki Hayabusa engines."

Long-time RGB Spire racer and former championship class winner Cutmore already has a bike-engined Caterham which he tested at Snetterton towards the end of last season.

However, the Suffolk house builder who initially raced a Westfield Megablade in RGB is looking forward to the challenge of developing a new bespoke racer with Nightingale, whose rear-engined GT3 designs he has raced for a decade.



Apollo will run scholar Brooks in Millers Oils car



## LEWIS AND DONNELLY CREATE GINETTA TEAM

Duo plan to run four cars with new Apollo outfit

By Stephen Lickorish

**Ex-Formula 1 driver Martin Donnelly and former single-seater team owner Jonathan Lewis have teamed up again to set up a Ginetta Junior squad.**

The duo have worked together with a Formula Vauxhall Junior programme in the past after Lewis had run the works Van Diemen team in Formula Ford. Now Lewis, who has also achieved success in Mini racing, will again work

alongside Donnelly as they plan to run four cars in Ginetta Junior this season.

"We feel that the experience we have together from Vauxhall Junior, we want to use that knowledge and have decided to set up the team," 13-time grand prix starter Donnelly explained. "Although the juniors probably

Donnelly is behind new Ginetta squad

don't even know me and Jonathan from back in the day!

"We looked at what was available, what was affordable and what was doable. And Ginetta Junior is the same thing [as Vauxhall Junior] just with a bodysell on it.

"Jonathan encouraged Eddie Ives and Elite to do Juniors and we're looking to come along to

kick Elite Motorsport's ass."

The team has already made two signings for the 2019 season with Apollo running the new Ginetta Junior scholar Ethan Brooks in a Millers Oils-backed car, following the firm entering a technical partnership with Ginetta. It will also run fellow karting graduate Alex Walker.

Ginetta motorsport manager Ash Gallagher added: "It's always nice to have some new teams in the series. Although it's a new name, it's a very established team of people."



### British F4 increases engine testing for 2019 season

Any driver who wins three races in British Formula 4 this year will have their engine tested, as part of plans to increase the monitoring of competitors.

Once the three wins have been achieved – and they don't have to be consecutive – the engine will be taken to the series' tuning partner Neil Brown Engineering for tests ahead of the next event.

Championship promoter Sam Roach said: "They're not expecting to find anything, it just gives that reassurance to everyone. Neil Brown Engineering are doing an exceptionally good job

with equalising these engines and we want to expand on that."

Neil Brown Engineering replaced Sodemo as the category's engine support provider from the 2018 season.

● British Formula 4 driver Josh Skelton will remain with the JHR Developments squad for a second season in the series this year after finishing 10th in the standings in 2018.

"We went to Valencia to test and he was on fire – he did a very good job," said JHR team boss Steve Hunter. "I would expect him to be running right up at the front for the duration of the season."



Skelton is the latest driver to be announced as competing in British F4



Coates has joined Team Hard

### Coates to have another attempt at winning Clio title

Renault UK Clio Cup title contender Max Coates will remain in the series this year after entering a new partnership with British Touring Car squad Team Hard.

Coates headed the standings for much of the 2018 season driving for Team Pyro but ultimately fell to third behind Paul Rivett and James Dorlin.

He had targeted a move into the BTCC for this season but, after being unable to find a seat, Coates instead aims to become the final Clio champion as the series will be scrapped at the end of this season.

"We said all along what we wanted to do was touring cars," said Coates. "I would've loved to have done that but I also really enjoy racing in the Clio Cup. We've got to be aiming for the championship and

I want to be the last one [champion]."

Coates will be joined by VW Racing Cup driver Ethan Hammerton at the team.

"Tony [Gilham, Team Hard boss] approached me over the winter and said he would like to do something with me and Ethan in Clios," Coates added. "We know what to do in terms of running a team and they are helping to provide the infrastructure to do that under the Team Hard banner. And having that touring car link is great."

● Clio Cup International Final winner Jack Young will also return to the UK Clio Cup this year. The 2017 Clio Junior champion made his debut in the senior series mid-way through last season and will again compete with MRM in 2019.



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Photos: LAT, Jakob Ebrey



Two-time Clio champion Palmer

## Palmer moves into Mini Challenge with Hard

Double Michelin Clio Cup champion Ben Palmer will switch to the Mini Challenge this season, driving for Team Hard.

The 23-year-old made his debut in the series at Donington Park last year, instantly impressing by taking pole and two fifth-place finishes.

He will now race in the series full-time in 2019.

"I can't wait to get started in the Mini Challenge for 2019 after I dipped my toe in the water at Donington Park in 2018," said Palmer. "After two seasons in the Michelin Clio Cup, I felt the time was right to make the next step in my career."

"The Mini Challenge presents a fantastic opportunity to get my name out in the world of motorsport especially with the news that the championship will be joining the BTCC circus for 2020."

## Wood buys Holden Supercar to race

Special Saloon preparation expert Ric Wood has acquired a V8 Supercar, with a view to racing it in the UK.

Wood, whose most recent project has been the completion of Vauxhall Dealer Team's 'Mega Bertha' special, has had the 5000cc 2008 Holden Commodore shipped over from Australia but has not made a commitment to a particular series yet.

"It's eligible for everything from Thundersaloons to possibly the Super Touring races," said Wood.

"There's probably eight proper, genuine cars in the UK now. There's almost a series there or a class for them."

"I bought it because I love the noise and I love the car. Is it going to pass the noise scrutineering? No!"

He is also rebuilding a Group A Nissan GTR R32, although the project is in its early stages.

"No-one's managed to get a proper Group A Nissan with FIA papers yet, so my mission is to do a proper Group A Nissan with papers," he added.

# VOTE TO DECIDE UK MOTORSPORT'S FUTURE

## EU will decide on the implementation of the Vnuk ruling



All UK series could be affected in future

The future of motorsport competition could be decided on January 22 when a vote within the EU will help to decide the implementation of the Vnuk insurance ruling.

The legal case known as Vnuk led the European court to determine that the Motor Insurance Directive was being implemented incorrectly, and that all vehicles – even on private land – must have third party insurance adding a potentially catastrophic level of cost to grassroots participants.

Conservative MEP Dan Dalton sits on the European Parliament's

internal market committee, which is currently discussing his suggested amendment to the revised Motor Insurance Directive which would effectively exclude motorsport from needing to have third party insurance for vehicles on private land.

If a vote within the committee on January 22 is successful, it will likely be accepted by parliament as it generally ratifies the suggestions of its own committee.

Dalton, an ex-professional cricket player and son of a club motorsport marshal, said: "This is the kind of legislation that gets people so angry

in the UK where those writing the laws don't understand how bad regulation can hurt individuals and companies.

"I'll be fighting in the European Parliament to make sure that we try and secure an exemption for motorsport."

Dalton said that the success of the vote is too close to call. The vote will be preceded by a meeting in Strasbourg to discuss the amendment.

"We have the political groups – the ECR, the Liberal group and there's the EPP – the three groups

have a narrow majority in that committee, and the three groups are supporting this package. But it's very, very tight. The other groups are generally not supportive of what we are trying to do.

"I'm confident we can get it through. If it goes through them, I imagine it will have to go to the main parliament, which will likely happen in February."

Dalton believes that if the changes pass before Brexit, or during a planned transition phase of two years once the UK has left the EU, then the Motor Insurance Directive will apply.



Lucy Morson (second left) won the inaugural Henry Hope-Frost Fever Award

## New Autosport award honours Henry Hope-Frost

Autosport International's tributes to the late Henry Hope-Frost included the launch of a new journalism prize in his honour – the HFF Fever Award.

Lucy Morson became the first recipient of the award, which will be given annually to the most promising member of the Autosport Academy training scheme and offers a year's paid internship with the Autosport publications.

A Motorsport News contributor since she first joined the Academy as a 16-year-old in 2015, Morson was presented with the award on the Autosport Stage by Hope-

Frost's father Tim and son Oscar.

Autosport Academy founder Matt Beer said: "Everyone who shared the Autosport office with Henry will remember his loudly-expressed disdain for bad writing and grammatical errors, so it's entirely appropriate that the award winner is someone whose extremely high-quality copy would've delighted him every time it landed on his desk."

Morson's Autosport role will commence when she completes her English degree at Oxford Brookes University later this year.

## Wilcox returns to British GT in GTC class Porsche

Former British GT class champion Adam Wilcox will make a category return in a GTC class Porsche Carrera Cup car entered by WPI Motorsport.

Wilcox, who won the 2004 GT Cup division in a Ferrari 360 Challenge, will share the new 911 GT3 Cup with British GT newcomer Michael Igoe, reprising the line-up that contested selected Britcar and GT Cup meetings last year.

FIA Silver-graded Wilcox last competed in British GT in 2013, when he raced Ferrari and Aston Martin GT3 machinery.

WPI is the only team so far to be confirmed for the GTC division, created for cars originating from single-make championships, and becomes the first Porsche entrant since Team Parker Racing ditched the unloved Cayman GT4 Clubsport MR at the end of 2017.



Porsche 911 GT3 Cup will race in GTC

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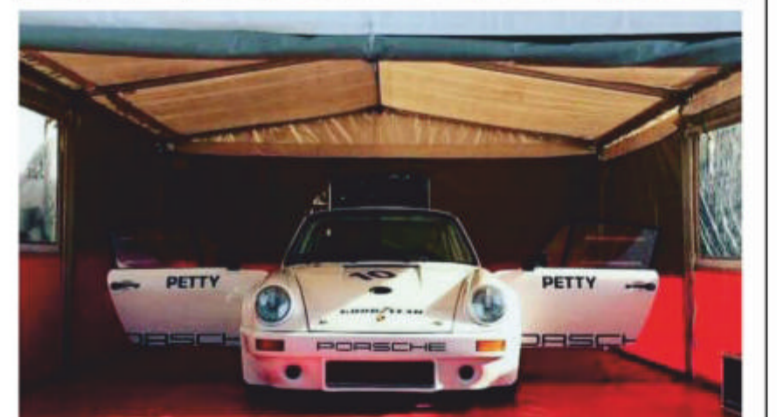
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# RACING NEWS

Photos: Jakob Ebrey, Richard Styles, Gary Hawkins, Matt Barrington

## CATERHAM FOUR-HOUR ENDURANCE RACE PLANNED

Roadsport, 270R and 310R cars will be eligible



Race will be at Silverstone

By Stephen Lickorish

**The British Racing and Sports Car Club will run a special Caterham endurance race at Silverstone at the start of this season.**

The four-hour Caterham Motorsport Team Enduro will take place on the National circuit on March 16 and is open to Roadsport, 270R and 310R competitors.

Drivers will be graded based on their finishing position in past seasons and each team's driver grading total will have to match a pre-determined

score to help ensure parity.

"We wanted to give them an opportunity to get rid of the winter rust," said BRSCC chairman Peter Daly. "It's something we've been looking to do for a few years. It's an opportunity for them to race their new cars as a lot of drivers would be moving up to the next series."

The club wanted to organise something special as it's the first time Caterhams have visited the Silverstone National circuit for almost 10 years. The first round of the Caterham championships also

take place there three weeks later, meaning the endurance race is a perfect testing opportunity.

There will also be races for non-Caterhams, with Daly believing the success of the Plum Pudding event – where 26 drivers took part in the Saloon Car contests – shows there's a market for races outside of the main season.

"We're also running open saloon car and sports car races for members of any club," said Daly. "It's an opportunity for any racer to get their car out of the garage and give it a bit of a shakedown."

### New 'superpole' qualifying format for 420Rs

The Caterham Seven 420R championship will introduce a 'superpole' qualifying format for this season.

The series is the highest rung of the Caterham ladder and series bosses in conjunction with the British Racing and Sports Car Club have devised a unique qualifying format.

The first part of qualifying will run as normal before the top 10 order will then be decided by

one flying lap for each driver.

"The 420Rs have very competitive qualifying sessions and the level of racing is semi-professional," said BRSCC chairman Peter Daly. "We've decided this with Caterham and believe it's a good idea to spice it up."

"The top 10 cars will be released in 15- to 20-second intervals in reverse order to do one flying lap to decide the grid. It should add some excitement."



Series was part of CTCRC roster

### Championship status for Classic VW Cup in 2019

The Classic VW Cup has secured championship status for this season and also plans to introduce a new GT Cup class.

The series was originally part of the Classic Touring Car Racing Club's roster but for last season it became a standalone British Automobile Racing Club category in its own right. Now it will become a championship for the first time and has also named Nankang as its control tyre supplier for this season.

"It shows it's coming of age,"

said series coordinator Ian Fowler. "Anyone can run a series but you can't just go to Motorsport UK and say 'I want a championship permit'. To get that this year shows that the hard work is paying off."

While the main series caters for pre-2003 Volkswagens, Fowler plans to run the new GT Cup class too at Silverstone, Snetterton and Anglesey. This is open to all Volkswagen Audi Group cars, and they don't have to meet Classic VW Cup regulations.

### Prize money for new drivers

A £10,000 prize pot is on offer for any new crew which takes a victory during the 2019 Fun Cup season.

Alongside the top prize, a second place will earn a new crew £3000, and third £1000.

Both professional and amateur drivers will be eligible for the prize provided they have never competed in a Fun Cup race prior to this year.

"It's for drivers that

have never raced in the Fun Cup before," said Paul Rose, Fun Cup race director, who has predicted a 30-car grid for 2019.

"It's called Fun Cup and people say it's easy because of the name, people say they can win that and we said 'well you can hire a car and prove it'."

"We've got two teams signed up already who are new for this year."

### Fiesta championship makes class changes

A change to the class structure of the British Racing and Sports Car Club's Fiesta Championship has been made to increase competition at the front of the field.

Previously running four classes for models of various ages, the series will now be headlined by a Championship class for the Mk6 ST and Mk7 Zetec S models. The older Mk3 Si and Mk5 Zetec versions will comprise a new Classic class.

Tuning specialist Pumaspeed has

developed a new ECU map and cams which, together with a revised airbox and lower minimum weight, will give the Zetec S a power-to-weight ratio similar to the ST.

Multiple class winner Jon Cooper's Zetec S is the first to be fitted with the upgrade kit and will test at Brands Hatch this month.

Cooper said: "It may be a bit of trial and error for the first few rounds but everybody's pulling in the same direction."



There will be just two classes

### Cottrell joins 750 Motor Club as clerk of course

The 750 Motor Club has appointed Bernard Cottrell as its new clerk of the course for the next two years.

Having worked with the World Endurance Championship and Blancpain series, Cottrell is one of Europe's most experienced race directors and clerks of the course.

He was also previously clerk for the British Racing and Sports Car Club as well as its chairman and will replace Viv Ayres at the 750MC, who is stepping down

from the role after 30 years.

"I was a [750MC] member many, many years ago and it's always been one of those clubs just under the radar a little bit," said Cottrell, who will work as a steward at this year's Formula 1 British Grand Prix.

"I mean if you look they've got cracking grids and they've got some good people as well and I just felt it was a bit of an opportunity when they approached me so I'm looking forward to it."



Cottrell joins 750MC

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# HISTORICS

*'Norris targets more Lola races'*  
XL Aurora Series, below



Photos: Paul Lawrence

## DOWN THE WORKSHOP

### F5000 GURNEY EAGLE FA74

Current owner: Frank Lyons

#### It has Indycar origins

"The chassis was designed for Indycar racing and Dan Gurney had sponsorship from Jorgensen Steel and he originally had this mad idea to make as much of the car as possible from titanium. When he took this idea to Bill Jorgensen, Jorgensen didn't want to sponsor a car like that."

#### They were changed to F5000s

"Dan had a brief spell in Formula 5000 in the early days with an Eagle so after the Indy programme in 1973 he had an idea that it would make a good F5000 car. He actually built four cars but one of the four was written off in period. The other one is in the States. They are a very well made car and it is a heavyweight compared to a Lola T330, but has incredibly good handling."

#### Lyons got it in 2005

"The first time I saw this car was at Brands Hatch and it belonged to Ian Giles. I'd always liked the car and he decided he wasn't going to race it anymore, so I ended up buying it. That was more than 10 years ago. My wife Judy started driving it and enjoyed it. Then, out of the blue, about three years ago a dealer in the US phoned me and asked if I'd like another Eagle."

#### He now has two

"It was the unraced chassis number 1 in the Vijay Malia collection in California. So I went over and had a look at it, and really liked it and ended up with that one as well. When we started preparing it, there was a crack in one of the uprights so I went back to Gurney's son to ask about another upright. He said they had loads of them but his dad would not sell anyone anything made from magnesium because of the long-term liability. So we had to cast our own uprights."

#### He collects F5000s

"We will race the other one at some point. We've owned the Sid Taylor McLaren M18 for 20 years; we have a McRae and several Lolas. I really should stop collecting them and get them to people who will go out and race them. In 1975, Gurney did an FA75, which James Hunt raced but there was only one of those, which looks a bit like a McLaren M26."



Lyons now has two Eagles

# EXTENDED R.A.C. RALLY ROUTE PROVES POPULAR

Competitors happy as full route is unveiled



Pritchard is impressed by the new 2019 route

#### By Paul Lawrence

**The announcement of the full route for the 2019 Roger Albert Clark Rally has been met with widespread approval from across the sport, notably from competitors.**

The event's 32 special stages over five days will deliver 300 forest stage miles to make the longest and toughest stage rally in Britain for more than 20 years. The list of entry deposits placed has now hit 175.

Speaking at Autosport

International, rally manager Colin Heppenstall added some details to the route: "We've got 12 stages that are over 10 miles long and the Kershope and Bewshaugh stages are over 17 miles. The second run of Bewshaugh will be the final stage of the rally to give it a proper sting in the tail."

The rally will open with two nine-mile stages in Radnor forest on Thursday evening to offer an equally challenging start.

The 2017 winner of the biennial event, Marty McCormack, said: "That's

a great route. I'm already looking forward to the rally of the year!"

Three-time British Historic Rally champion Jason Pritchard said: "The route is very good and Radnor in the dark will be for the local heroes."

"Hopefully our third attempt will be different after two non-finishes. I only used the Escort once last year so we'll do a couple of events this year before the Roger Albert Clark. To win it would be very special but there will be plenty of people with the same aim."

#### R.A.C. RALLY ROUTE

Thursday November 21 (18 miles)

TIME	STAGE	VENUE
1800	Event start	Leominster
1905	SS1	Radnor 1
2015	SS2	Radnor 2
2215	End of leg	Leominster

Friday November 22 (34 miles)

0731	Restart	Leominster
0930	SS3	Cefn 1
1010	SS4	Gwibedog 1
1025	Service	Epynt
1101	SS5	Epynt 1
1130	SS6	Halfway 1
1145	Service	Epynt
1225	SS7	Cefn 2
1300	SS8	Gwibedog 2
1320	Service	Epynt
1355	SS9	Epynt 2
1420	SS10	Halfway 2
1430	End of leg	Epynt

Saturday November 23 (106 miles)

0800	Restart	Carlisle
0905	SS11	Kershope 1
0950	SS12	Ash Park
1045	Service	Carlisle
1205	SS13	Kershope 2
1340	Service	Carlisle
1510	SS14	Clintburn
1540	SS15	Chirdonhead
1610	Service	Kielder
1755	SS16	Harwood
1930	SS17	Pundershaw
2035	SS18	Paddaburn
2210	End of leg	Carlisle

Sunday November 24 (77 miles)

0800	Restart	Carlisle
0905	SS19	Greskine 1
0940	SS20	Ae 1
1035	Service	Lockerbie
1210	SS21	Greskine 2
1250	SS22	Ae 2
1345	Service	Lockerbie
1455	SS23	Twiglees 1
1525	SS24	Castle O'er 1
1615	SS25	Craik
1750	SS26	Twiglees 2
1820	SS27	Castle O'er 2
1945	End of leg	Carlisle

Monday November 25 (66 miles)

0700	Restart	Carlisle
0800	SS28	Newcastleton
0855	SS29	Falstone 1
0935	Service	Kielder
1015	SS30	Bewshaugh 1
1045	Service	Kielder
1125	SS31	Falstone 2
1205	Service	Kielder
1235	SS32	Bewshaugh 2
1500	Event finish	Carlisle/Brampton

## Super Touring Trophy is expanded to wider range of cars in revamp



Wide range of cars eligible

The Dunlop Saloon Car Cup is the new title for the revamped Super Touring Trophy and will now take in a wider range of racing saloons from 1970 through to 2006.

The Historic Sports Car Club series will feature three distinct groups of saloon and

touring cars: Group 1, Group A and Super Touring/S2000, and will take in eight races at four historic racing festivals. Each group will have a dedicated podium. The earlier Group 1 cars from up to 1982 will be able to run on slicks or treaded tyres and all cars will use Dunlops.

Andy Dee-Crowne of the HSCC said: "I am delighted to unveil the Dunlop Saloon Car Cup. It will be home to a fabulous array of period racing saloon and touring cars and we are keen to ensure that each group of cars has its own identity."

## Special Mini races at Silverstone Classic

As many as 50 pre-1966 Minis will race at the Silverstone Classic (July 26-28) to mark the 60th anniversary of the original Mini Minor.

Masters Historic Racing will deliver a grid for two sprint races on the Silverstone GP circuit, dedicated to FIA Appendix K specification Minis. Model specialists like Nick Swift, Nick Padmore and Jonathan Lewis

are expected to top the entry. "We are delighted that Masters has been asked to organise these Mini-only celebration races," said Ron Maydon from Masters Historic Racing.

"Minis are very close to my own heart and, in their 60th anniversary year, it only seems right that we should be showcasing a grid of 40-50 FIA-specification pre-66 Minis."



Up to 50 pre-1966 Minis are expected to take part in the races

## IN BRIEF

### Aurora rises

The XL Aurora Series is the new title for the Derek Bell Trophy, the HSCC's series for the fastest and most spectacular single-seaters in UK historic racing. The rebirth of the series for pre '79 racing cars is a result of a partnership between the HSCC and supercar leasing specialists XL Limited.

### Bailey's plans

Race and rally driver Jerry Bailey plans to contest more rallies in 2019 after business commitments forced him to miss most of last season. He will field two Ford Escort Mk2s, one in gravel trim and one in asphalt specification, on rounds of the British Historic Rally Championship and Historic Asphalt Championship as well as the Roger Albert Clark Rally in November.

### Hogarth to race M3

GT racer Paul Hogarth will race his ex-Tim Harvey BMW M3 in selected events this season alongside a programme in the new Ferrari Challenge UK. Hogarth only raced the Labatt's-liveried car once last season, taking a Historic Touring Car victory at the Oulton Park Gold Cup. "It's an iconic livery for me," said the Cheshire-based racer.

### Norris wants more

Historic single-seater racer Keith Norris hopes to do more races in a Formula 5000 this season in the revised XL Aurora Series. Norris raced the ex-David Hobbs Lola T300 at the HSCC Silverstone Finals last year and will now do more events in the car owned by XL founder Martin Walker. Norris previously raced a Chevron B49.

### Clee Hill's entry

A strong entry of 65 cars will contest Sunday's Clee Hill Trial, which returns after a year's absence. Based from Ludlow, the Midland Automobile Club classic trial features a dozen hills in Shropshire and includes entries from former Historic F2 racer Tim Barrington (Dellow) and leading historic rally driver Alan Walker (Singer Junior).

### Orr blimey

Northern Irishman Stanley Orr will return to contest the British Historic Rally Championship this season after a two-year absence. Orr's Ford Escort Mk1 will be among the quickest Category 2 contenders and Orr hopes to add the Roger Albert Clark Rally to his schedule if funds allow. "It would be a dream come true to do it," he said.

### Bromyard back

The Bromyard Speed Festival will return to the Herefordshire town on Sunday April 7 after a year's sabbatical. In what is now planned to be a biennial format, the demonstration sessions around the streets of the market town will feature a raft of classic and period competition cars. A special feature will honour the memory of local racer 'Whizzo' Williams.



Bromyard event to return

# RALLY NEWS

## HUNT FORCED TO PULL OUT OF DAKAR ATTACK WITH SORE BACK



Sebastien Loeb's PH Sport team-mate Harry Hunt was forced to retire from Dakar with back pain. The Briton was running in seventh place overall when he rolled his Peugeot 3008 DKR. He started Sunday's stage, but could not carry on. Loeb meanwhile has secured three stage victories as he tries to take his first win on the event. As MN went to print on Monday he sat second overall and trailed Toyota driver Nasser Al-Attiyah by 37m43s, with Stephane Peterhansel third and 41m14s adrift.

## MILLIONS COULD BE INVESTED IN UK DRIVERS

Motorsport News can reveal details of Rally Team UK's multi-million-pound bid to deliver the next generation of British rally stars to the World Rally Championship.

Details of the new initiative have been spreading since the new year – and were confirmed when the Rally Team UK name was launched on social media last week.

The intention is to offer several British drivers the opportunity to progress through the ranks in cars – four Hyundai i20 R5s and six Ford Fiesta R2Ts – which will be purchased by Rally Team UK.

Chris Ingram and Rhys Yates look set to be the highest profile drivers with speculation that they could compete in WRC2 under the RTUK banner. The other two Hyundais are reckoned to be set for the British Rally Championship, where they will be driven by Osian Pryce and Meirion Evans.

Competing in a variety of junior programmes, MN understands Tommi Meadows, James Williams, George Lepley, James McDermott, Gina Walker and Finlay Retson will be driving the M-Sport-sourced Fiestas.

All the drivers – who have been issued with draft contracts – attended

a meeting with Paul Curson, the man behind RTUK, and former Ford Motorsport director Martin Whitaker, who has accepted a role as the team's CEO.

Whitaker said: "We have been working very hard on Rally Team UK for the last month. Unfortunately, Autosport International came just a little bit too quickly for us to make a full formal launch, but we have released the team name and some of the structure."

"I can't talk about names of drivers because we're still in the contract stage with them. I would expect to have news on the drivers in the very near future, in the next two weeks. We have a lot of work to do, the new season is right around the corner with the world and British championships starting very soon."

Whitaker wouldn't be drawn on the funding required for the immediate purchase of more than a million pounds' worth of rally cars.

"All I can tell you is that the programme is funded out of the private sector," he said.

MN understands Curson's own rally car leasing firm is involved.

Whitaker underlined the importance of the project, adding: "The emphasis

here has to be on the way we're going about this, this is a fully-formed, funded and well-structured programme. It's about giving youngsters a path on which they can develop themselves to move towards the top of the sport. And it's not just about driving the car, Rally Team UK has all the necessary areas such as fitness, nutrition, media work and coaching covered.

"Britain has an amazing heritage in motorsport and we have produced some great drivers, but it's been 20 years since Colin [McRae] and Richard [Burns] and we haven't really had anybody at the top of the sport since then – that's not a criticism, it's a fact of life. We've had the talent, but they haven't had the opportunity to actually get to the top."

"This is a very big investment in British rallying."

The cars are expected to be run by Meirion Evans' father Mel Evans, who runs his own eponymous preparation firm in Wales.

BRC manager Iain Campbell told MN: "We've seen some very successful driver management and development models around the world and it would be great if the UK could have one of its own. This is a fantastic opportunity for these drivers."



Ingram is among drivers linked

Ingram, who scored a WRC2 podium on his debut in the series in Turkey last season, said: "It's very flattering to be offered a place in Rally Team UK and it's definitely one of the options we're looking at in the coming season."

Yates was of a similar opinion. He added: "This is a really exciting opportunity for the future. What a prospect! And not just for me, but for rallying in Britain. It's very exciting."

Whitaker confirmed he had discussed the programme with Motorsport UK chairman David Richards as well as other leading figures in British rallying.

### New scheme gratefully received, but can it pay?

By Sunday night, pretty much the entire population of rally drivers in the United Kingdom had been signed up to Rally Team



UK. And there wasn't a rally car to be had – Rally Team UK had bought them all. And then ordered some more.

Everybody is in on it, everybody is part of it. But who's paying for it? Cue serious inspection of your own shoes.

Certainly, Rally Team UK sounds like the grandest of plans from Paul Curson and his team. Without doubt, this is what British rallying has been waiting for: benevolence which comes with a credit line reportedly registering not just millions, but hundreds of millions. Some of which, as Martin Whitaker confirms, will be spent on bringing Britain back to the big time – worth remembering two of the 10 full-time factory seats on offer in the World Rally Championship are actually taken by Brits this season...

Cynicism comes with the territory when you work on these pages and any question marks over a programme of this magnitude simply reflect the mood in the wider British rallying community.

But let's put that to one side and wish Rally Team UK the best for an ambitious future.

WELSH CHAMPIONSHIP SECURES MULTIPLE R5 JUNIOR PRIZES

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'M-Sport and Hyundai prizes for Welsh series'  
Rally news, p15



# GRONHOLM TO RALLY SWEDEN IN YARIS WRC



MN predicted WRC return for Gronholm

Marcus Gronholm's World Rally Championship return in Sweden next month is a delayed 50th birthday present to himself.

The two-time world champion will drive a Toyota Yaris WRC on the Torsby-based event, but he's already emphasising the outing is all about enjoying himself rather than pushing for a record-breaking sixth win on his favourite round of the series.

Gronholm and Swedish legend Stig Blomqvist are the most successful drivers on Sweden's round of the WRC with five wins.

As revealed by MN in September, Gronholm came close to competing in Sweden 12 months ago, only to miss out due to a lack of car availability.

Next month he will compete with his brother-in-law and the man who navigated him to both world titles in 2000 and 2002, Timo Rautiainen. Rautiainen now works as the FIA's vice-president of the WRC Commission, but he will be used to the co-driver's seat again after contesting the Arctic Rally with Valtteri Bottas in a Ford Fiesta WRC.

Gronholm will compete in a privately entered Yaris which will be serviced alongside – but not part of – the three factory Toyota Gazoo Racing cars.

"This is about me enjoying my birthday present on the great roads of Rally Sweden," said Gronholm, who turns 51

the week before his WRC return. "I have many unforgettable memories from the event and I scored my very first WRC win there in 2000. So, now I'll be doing the rally one more time.

"I'm kind of over-aged as a rally driver, so I'll be driving accordingly. But, my starting place will be good behind the others, so I guess we could still come up with something..."

Gronholm was quick to thank TGR team principal Tommi Makinen for his part in the deal, saying: "Driving a rally with Toyota is, of course, a big deal. I owe a huge thank you to Tommi Makinen, who agreed to go along with my idea."

Makinen told MN last year he

is looking forward to seeing what his countryman can do in Sweden.

"He could be very fast, especially in somewhere like Sweden which was one of the rallies he loves," said Makinen. "With some testing, he could be good and it would be brilliant to see him back on that rally after he won it so many times."

Gronholm is no stranger to the Yaris after he drove a factory car for demonstration purposes on the Harju street stage at Rally Finland in 2017. Despite driving the stage with no notes (he was co-driven by prize winners), Gronholm's time for the second test was just a fraction slower than the quickest competitive time.

GROUP RALLYING EDITOR

# DAVID EVANS

"Meeke stars in WRC launch"



One question, five times in two minutes.

"Where's Kris?"

I still didn't know. Toyota Gazoo Racing's interview was already late. Autosport International was waiting, interviewer Colin Clark was waiting. The watching world – via *autosport.com* – was waiting. Too late, we had to go. Team principal Tommi Makinen led out three co-drivers and, er, two drivers.

Cleaned up and in precis, the last message from an increasingly pale colleague contained two words: "Find him!"

Meeke had been delayed in another interview and was spotted valiantly trying to make the last few metres to the stage while stopping for another selfie and signing another autograph. Seeing a gap in the crowd, he pulled his cap down and bolted for the barrier – which he cleared comfortably before climbing up on stage. Almost unnoticed. And a bit like the Milk Tray man in Toyota overalls.

Saturday was like that. Mad.

But mad in the very best and most fever-filled sense of the word.

Working for MN and *Autosport*, I had a bit of a hand in the launch of this year's World Rally Championship. It was, for example, my idea to gather everybody in the *Autosport* hotel reception before leading a five-minute walk through the slightly less glam parts of our second city's exhibition halls, to place the good and the great on the Centre Stage before 0900hrs.

Ott Tanak and I led the way, but looking back up the road was a slightly sobering experience as every driver, co-driver and team principal followed in the full expectation that I had remembered the way. Fortunately, I had.

The first part of the launch was a parade from Centre Stage through two halls and into the WRC area, where all four factory cars waited with their 2019 liveries hidden beneath a sheet. The atmosphere when we walked into a crowd already being measured in the thousands was quite extraordinary.

Sebastien Ogier, Julien Ingrassia and their colleagues were treated like the genuine heroes they are. But the most special moment came when Meeke was called up to help pull the cover from his new company car. The cheer that reverberated through Hall 3 was precisely the same noise that accompanied Colin McRae's unveiling of pretty much anything.

Saturday was a truly memorable start to what's got the potential to be a very special season. As we all know, these things are a team effort and the team behind Autosport International is nothing short of brilliant. But the team leader's even better. Unfortunately for us, Kate Woodley's leaving for pastures new this month. She leaves some brilliant, warm and wonderful memories alongside a pair of very big shoes for somebody to fill.

If Kate organises the show, it will forever turn around one man: Henry Hope-Frost. This was the first year without H and it was always going to be a bit of a rollercoaster of emotions. Seeing his wife Charlotte, son Oscar and father Tim arrive for a tribute and inaugural presentation of the Fever Award was a moment of humility which put everything in order. What a collection of genuinely exceptional human beings.

It wasn't the same. How could it be? Not without a mention of 'mud' or one of Dr Fever's imaginary handbrake turns in the middle of the stage.

## Hyundai development programme in sabbatical as Huttunen is left high and dry

Hyundai has suspended its Motorsport Driver Development scheme in an effort to further

focus on its World Rally Championship title tilt in 2019.

The move leaves Jari Huttunen without a full-time drive for the season ahead.

The 24-year-old Finn will contest next month's Rally Sweden in a privately run Skoda Fabia R5, but beyond that event the future of Marcus Gronholm's protege is uncertain.

Hyundai Motorsport director Andrea Adamo explained the decision, saying: "So far, it's on hold. We have to be more focused on the World Rally Championship and winning and to make these things [happen], we want to do things properly."

Adamo said the scheme, which also helped South Korean driver Chewon Lim, will be back.

Asked about Huttunen's future, Adamo said: "There is no programme... I think he's a very talented guy, but he was competing against other

people who were focused on winning the [WRC 2] championship – but Hyundai is focused on winning the world championship. Now, we prefer to keep our feet on the floor and make things in a proper way."

Adamo confirmed the i20 R5 – which also comes under his jurisdiction as he retains control of the South Korean firm's customer racing department – will have further updates in the near future, including new engine mapping software to enhance power.



Huttunen is currently without a WRC seat

## Loeb's co-driver Elena criticises Dakar roadbook after costly error setback

Sebastien Loeb's co-driver Daniel Elena has admitted he wanted to quit Dakar early and head back to Europe in preparation for next week's Monte Carlo Rally.

Nine-time world champion co-driver Elena has been angered at what he sees as inaccuracies in the roadbook for the Peru event. Loeb and Elena were one of many crews who got lost on the event's third stage after a reference point was indicated in the wrong place in the roadbook.

"Everyone, motorcycles, cars, we've all had the same problem at the same point," explained Elena. "I want them to recognise it's their problem."

The Dakar organiser refused to give the lost time back to the PH Sport Peugeot 3008 DKR crew,

prompting Elena to question the point in continuing.

"Sebastien understands my anger," he said, "but for the sponsors, for the team, he wants to continue. If we continue here, we will arrive at Monte Carlo completely burned out."

Carlos Sainz was angry at what he saw as a roadbook mistake. His event was spoiled on the same stage when his Mini's front suspension was damaged after hitting a ditch.

Xavi Colome, the man in charge of the roadbook, said: "The truth is that we have received criticism from the roadbook, especially from stage three, where Loeb and Elena and other participants were lost. At that particular point, it's true that there was

an inaccuracy. The analysis has been done by the stewards and they have decided that this inaccuracy is the same for all the drivers, so times will not be returned."



Loeb (above) was hurt by roadbook issues

AGREE/DISAGREE?  
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# RALLY NEWS

Photos: ERC, Jakob Ebrej

## YATES STEPS UP TO WRC 2 CAMPAIGN

### Brit to contest nine rounds in Fabia

Chesterfield ace to compete on World stage



By David Evans

**Britain's Rhys Yates has confirmed a nine-round World Rally Championship programme in his Skoda Fabia R5.**

The Chesterfield driver starts his maiden WRC 2 effort at next week's Monte Carlo Rally and admits he's jumping in at the deep end. Having only contested five WRC rounds before – Rally GB three times and Spain twice – seven of the events he will compete on this year are new to him in 2019.

"I'm under no illusions, it's going to

be a very steep learning curve," Yates told *MN*. "Take the Monte... we thought about skipping it and starting in Sweden, but you've got to go there for the first time at some stage, so we're going. We've got a test before the start, which will really help."

Yates will be co-driven in the French Alps by five-time world rally event winner Denis Giraudet. This year will be the Frenchman's 22nd start on the Monte.

"Denis has done the Monza Rally with me for the last two years and he's the perfect man for the job in Monte Carlo," said Yates.

"It's going to be fantastic to compete there for the first time – but the emphasis really is on taking as much experience as possible. It's the same story for Sweden, which is another first and another really different style event for me. I've only done just over 100 miles of testing on snow in my life."

Beyond the first two rounds, Yates will compete in Corsica, Portugal, Sardinia, Finland, Germany, Spain and GB.

In addition to those rallies, he will tackle the Ypres Rally, the OK Auto Ralli as a Finland warm-up and some British Rally Championship rounds.

Yates admitted the regulation change, preserving WRC 2 for privateers, helped decide his programme.

"Of course we want to compete against the factory cars," he said, "but we have to be realistic and running against private drivers in WRC 2 is better for me. Like I said, this year's about experience, but we're not going to drive like grandma. We want to be pushing for podiums towards the end of the season, but to be going to places like Finland is just amazing."

In addition to his own programme, Yates has also been linked with Rally Team UK (see p12) for the year ahead.

### Oliver Solberg to make competitive R5 debut

Oliver Solberg will compete on his first event in a Volkswagen Polo R5 when he tackles this weekend's Rally Aluksne.

The 17-year-old is no stranger to the Latvian snow event, having finished second in class for the last two years. But driving the same car his father Petter used to contest October's Rally Catalunya is a big step for Solberg Jr.

He said: "The Volkswagen is actually much easier to drive than the [Peugeot] 208 R2I I was using before and I already feel quite comfortable with the driving. Aluksne's a nice rally. It's fast but also narrow and tricky. I have no real goal going into the event as it's my first event in this car, so we'll push at around 95 per cent and try to take experience and get to the finish."

Solberg Sr joined his son for a pre-event test in Anttila, Sweden and couldn't make the Polo any quicker



Solberg Jr has tested

than Oliver had managed. "Having my father around has been really helpful in terms of setting the car up initially," said Solberg Jr. "But I was in control of the set-up changes and when dad got back in the car at the end of the test he had no improvements to make – which was really encouraging."

"This is the start of a new challenge this year and, of course, it's going to be a very exciting season with the focus moving to rallying for me."

The 10-stage Rally Aluksne starts with two six-mile stages on Friday evening, before the balance of the 60 competitive miles comes on Saturday.

### Retro Subaru livery for Higgins as he targets 10th title

David Higgins has applauded Subaru Rally Team USA's decision to return his WRX to a retro livery ahead of this year's American Rally Association series.

The Manxman is chasing a 10th Stateside title in 2019 and will do so in a colour scheme reminiscent of Subaru's World Rally Championship glory years. "When I did Rally GB in a Subaru in 2015, the team ran this kind of retro livery and the reaction was great," said Higgins. "We all know it doesn't make the car go any faster, but this new livery is a big deal for the team and for the fans. For so many people, Subaru in rallying means blue and yellow and to have these colours back this year is really cool."

Higgins will be joined in the

Infamous colours

Subaru USA squad by Travis Pastrana again this season.

ARA has expanded the programme to nine rounds, but the team has elected to skip the season opening Sno\*Drift in Michigan next week.

"We start our season with the 100 Acre Wood Rally in March," said Higgins. "It will be a bit tougher this year. Missing that first round means we'll be playing catch-up and counting our best seven scores from eight rather than nine rounds."



## HANSEN BROTHERS SWITCH TO NEW GLOBAL RX EUROPE SERIES

## PAGE 29

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**RYAN**  
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*'Tarmac champion targets British title'*  
Rally news, p16



Photos: mcklein-imagedatabase.com

## R5 PRIZES FOR WELSH CHAMPIONSHIP



Co-driver will test with M-Sport

Hyundai R5 and M-Sport rally tests are among the prizes for the relaunched Welsh Rally Championship junior category.

For Under 23s, it is £35 to enter the class or £60 for a crew to take part in the eight-round series which mostly shares the same stages as the BTRDA calendar.

The winning driver will receive a test in an R5 with Philip Case Rally Sport in Ireland, while the winning co-driver will be imbedded with M-Sport on an official test with WRC2 works driver Gus Greensmith, including navigating alongside him.

The drivers will also receive advice and tuition through the year on things like car set-up.

The series has already announced a host of updates, including the addition of Irish pacenote provider Killian Duffy and British Championship winning co-driver Craig Parry to create notes and give pre-empt advice on the roads.

Parry co-drove for Greensmith before a career ending injury in Germany last year and has organised the M-Sport prize, while Duffy has linked the championship up with Case.

"With Gus, I had two years co-driving for him in the

WRC," explained Parry.

"After the accident and me retiring from the sport, it's impacted on us both fairly hard. With the prize and everything we're trying to do, it's a great incentive, and he is aware of how difficult it is to move up through the sport. He said he'd do whatever he could to help."

Case added: "I know Killian and Craig, Killian asked me about getting involved, and it's great to give a young driver a chance in an R5 car.

"It's something maybe we take for granted when you're working with the cars regularly. You put yourself in the position

of a 17-year-old for example, it becomes a big thing. We're really looking forward to it."

Championship co-ordinator David Evison confirmed that the series has been trying to create a scheme like this for a number of years.

"There's some fantastic opportunities for the Under 23s and it's been something we've been trying to do for a while, supporting junior drivers," he added.

"What can we say about Welsh stages, rallying history starts there. They can use the same roads as the likes of Colin McRae and Roger Clark."

## Longer stage for Rally Tendring and Clacton

Rally Tendring and Clacton will join the first two stages together from last year to up the stage mileage in the second year of the pioneering event.

The south-east event made its debut last year, and was the first rally to run entirely on public roads since new law was implemented in England to devolve the power to award closed-road permits to the sport's governing body Motorsport UK, and the relevant local government authority.

It received almost universal praise, with one of the only items of feedback from competitors being a longer stage would be well received after the longest in 2018's event was 3.8 miles.

"We've confirmed joining the first two stages, stage mileage will be in the mid 50s," said event director Tony Clements. "There will be four stages, with 17-18 stage miles, run three times.

"As a competitor you like longer stages so that was always part of the plan for the event.

"Having been involved with events for years, if you stand still you're effectively going backwards. You have to try harder. You have to try and get better every year otherwise you're going backwards."

The event takes place on Sunday, April 28 and will once again be based in Clacton.

● The North West Stages has opened for entry. The event had a hiatus in 2018 while organisers planned the implementation of closed-road stages, and they will make up roughly 35 miles of the route. It has moved to Garstang this year and has received over 90 entries as MN closed for press.



Jason Pritchard won 2018 title

## Motorsport UK Asphalt Rally Championship reveals unchanged calendar

The Motorsport UK, formerly the MSA, Asphalt Rally Championship has revealed an unchanged calendar for 2019, with the series electing not to include Rally Tendring and Clacton in the event's second season.

The series will visit Epynt twice, Northern Ireland, Belgium and Otterburn this year, while despite being in

preliminary talks with the event organiser, the series has elected to stick with the Isle of Man rather than include the Tendring event. Both run in close proximity.

"After the Asphalt Rally Championship took a sabbatical in 2017, we could not have hoped for a stronger and more healthier return in 2018," said BTRDA president Mike Broad.

### CALENDAR

#### Motorsport UK Asphalt Rally Championship

DATE	TRACK
March 10	National Tour of Epynt
May 10/11	Manx National Rally
June 15	Rally van Wervik
July 20	Down Rally
Aug 25	Mewla Rally
Sep 22	Cheviot Stages Rally

## McGloin to rally and launch school

FIA Disability and Accessibility Commission president Nathalie McGloin will make her rally debut in the Donington Park round of the Motorsport News Circuit Rally Championship, before setting up a rally school for disabled drivers.

McGloin and the charity she co-founded, Spinal Track, already offer free of charge trackdays at Silverstone, and will replicate that for rallying in partnership with Phil Price Rally School in Turweston later this year. It is also set to be free of charge.

McGloin regularly competes in circuit racing in a Porsche Cayman, but will field a Toyota GT86 navigated by partner and regular rally



McGloin's rally GT86

competitor Andrew Bayliss.

"When you see rallying and you know someone involved, you're intrigued, and I love going sideways," McGloin told MN. "When we talked about doing it for the charity, I just had to do it, I can't wait.

"Have to do my BARS and

we're going to do some testing at Bicester, then we'll just hope for the best.

"I've driven the sister car, I broke the suspension after 20 minutes! The car is great, the gearbox is a really good automatic. It doesn't get bogged down or anything."

## GROUP NATIONAL EDITOR

# JACK BENYON

**"National rallying proved strong at Autosport Show"**



**A**n initial look at the Autosport Show suggested there was a fair gap in the itinerary, with Wales Rally GB and the British Rally Championship lacking a stand for the 2019 unofficial season launch.

However, it didn't detract from some brilliant stories coming out of Birmingham. And it's not often that is written.

As ever, my colleague David Evans had his news snout firmly planted to the ground and delivered the news of Rallying Team UK, which by my maths is an investment well in excess of £3 million, an unprecedented sum for rallying. Detail is extremely light, so let's hope these young hopefuls haven't been given false hope and the new initiative is set to signal a rebirth of a junior development scheme worthy of UK competitors.

Speaking of development schemes, the work going on in the Welsh Rally Championship is phenomenal. For years, it has had the feel of shadow, following the BRC for the majority of its rounds and lacking a significant USP.

Thanks to the hard work of David Evison and his team, that has been well and truly reversed with the addition of Craig Parry and Killian Duffy. The contacts of both have meant that for £40, you can register for a class that awards R5 tests for its victors. Good luck finding that elsewhere in the UK and Ireland.

Parry in particular has had some spare time on his hands since his career-ending crash last year. But he's attacked the future of the Welsh series with the same ferocity as he did the stages, all while recovering the feeling in his legs. His walk from the train station to the stand at the NEC was far more triumphant than any journey made by the WRC drivers on their walk from stage to stage.

The Welsh series took refuge on the Rally4Wales stand this year, and to see its huge Volvo road grader in the hall was a show-stopping site of majesty, not just for what the machine does but for the achievement it represents, R4W basically saving Welsh rallying from oblivion when it took over from the government in repairing Welsh roads in 2017. The success Richard Ceen and Jamie Edwards have spearheaded has without doubt made what the Welsh series is doing with juniors possible, by offering them beautiful stages to rally on in the first place.

And building on my words from last week, we have more and more R5s coming out of the woodwork for the Irish Tarmac and British Rally Championship, a far cry from last year. Enda McCormack, Sacha Kakad, Josh Moffett and Alan Carmichael are all new entries to the BRC in R5s for 2019, and the Galway entry list for the ITRC is building rapidly. The signs are good for a R5 rebound in 2019, even if the formula is still too expensive for national rallying...



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# RALLY NEWS

Photos: LAT, Jakob Ebrey, pro-rally.co.uk



Home outings for ERC driver

## Munnings gets Red Bull UK backing

European Rally Championship regular Catie Munnings wants to compete in the British Rally Championship this year, after becoming the first women in motorsport to receive backing from Red Bull UK.

Munnings, 21, has competed in the ERC since 2016, when she won the Ladies Trophy. Last year she began to finish in the top five in the ERC Junior Under 27 class.

However, Munnings is now hoping to return home, with potential entries into BRC rounds and Wales Rally GB at the end of the year on the agenda.

"I'm hoping this is a long-term relationship with Red Bull and I'm honoured to join some of the amazing athletes that are involved with the brand," Munnings told MN.

"I'm planning on doing the ERC again with my 208 and Sainteloc Racing, but also some rounds of the British Rally Championship as I've never competed on any major events in the UK before.

"I'll bring Sainteloc over for those as they do so much more than look after the car, with testing and physical preparation.

"I'm definitely working towards Rally GB at the end of the year as well, that's also in my plans. It would be great to build more of a presence in the UK."

# IRISH TARMAC CHAMP MOFFETT TO BRC

## Fiesta driver returns after two-year absence



Moffett's last BRC season was 2016



Fiesta driver Moffett seeks titles

By Jason Craig

**Reigning Irish Tarmac Rally champion Josh Moffett will contest the British Rally Championship in 2019, alongside an ITRC defence and a shot at the Irish National Championship.**

Moffett has made retaining his Irish Tarmac Rally Championship crown the priority in 2019 and will begin the defence of his title on the one-day Galway International at the beginning of next month. Joining him at the new-look closed-road meeting will be older sibling Sam in a second Ford Fiesta R5.

Moffett is desperate to win the National Rally Championship after losing out in a three-way title fight last year. That result effectively ended his hopes of conquering all three Irish series in the one campaign after he had wrapped up the Irish Forest Rally Championship alongside the ITRC in 2018.

Perhaps of biggest significance is the 2017 Billy Coleman Award winner's decision to return to the British Rally Championship for the first time since 2016. On that occasion he ended up in fifth place with his single best performance coming on the Circuit of Ireland with ex-team-mate, John Rowan.

"I know it isn't going to be easy but I want to defend my Irish Tarmac title this year," Moffett told MN. "We just missed out on the National Rally title last year, so we will go after it too.

"As for the British Rally Championship it was a no-brainer to have another go at it. Two of the rounds [West Cork and the Ulster International Rally] brings British Rally and Irish Tarmac crews together.

"The last time we went up against guys from the BRC was August [Ulster Rally] – and we finished on the podium.

"We have to be realistic. Three titles is the goal, but to get even just one will be nice."

Meanwhile, Moffett has revealed both he and Sam are on the look out for a new World Rally Car to replace their existing Ford Fiesta. Prior to the New Year Josh got the chance to drive the latest era of World Rally Car at M-Sport's test facility in Cumbria. It was the same Fiesta that took MotoGP legend Valentino Rossi to a seventh victory at the Monza Rally Show over in Italy at the start of December.

"We were extremely fortunate to get that opportunity," explained Moffett. "We have been looking at changing our current Ford Fiesta for something fresher and the latest car would be the ultimate machine. The new generation cars take things to a new level. They are unbelievable bits of kit."

The current spec World Rally Championship cars were never supposed to be used on national events, with WRC manufacturers receiving special dispensation to run the cars on just a handful of events.



Carmichael has driven on gravel and asphalt, ninth in Grizedale pictured

## Carmichael signs up first right-hand drive R5 for British Rally Championship

Alan Carmichael has become the first person to take advantage of the British Rally Championship's new rule that permits right-hand-drive R5 cars to score overall points.

Carmichael will kick-off his campaign on February's Cambrian Rally in a Hyundai i20 R5 that has been converted to RHD by its owner Philip Case Rally Sport. No R5 manufacturer has a RHD drive R5 homologated.

The i20 has already been driven by

Carmichael; he ended the Grizedale Stages in ninth after suffering visibility issues on the final test before taking second on the Turkey Run Rally.

"The car is excellent," said Carmichael. "We're going to do the whole championship this year and I'm looking forward to getting started. For the first few events we need to focus on finishing and banking as many miles as we can.

"I think we are going to struggle against the top R5 drivers on gravel

but I'm confident we can work with them when we move to Tarmac."

Carmichael insists having looked at both left- and right-hand-drive R5 cars there is no difference in performance. "The only thing that has been changed on this particular car is the steering," he said.

"All of the parts that have been used on the car are 100 per cent genuine. Hyundai Motorsport has said if they can get five customers wanting a right-hand-drive i20 then they will homologate them."

MOMENTS OF THE AUTOSPORT SHOW: HIGGINS BACK IN A SUBARU

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# FORMULA E: MOROCCO

Photos: LAT

Alex Kalinauckas watched the Formula E tempers boil over in Morocco

## D'AMBROSIO PROFITS AS BMW DUO TRIP OVER THEMSELVES IN MARRAKECH



D'Ambrosio now leads the points



Winner survived a safety car period

**G**iven how dominant DS Techeetah had appeared to be in round one, and the BMW Andretti squad following up a clean sweep of testing with pole at the Ad Diriyah race, Formula E paddock observers were intrigued to see if that pattern would be repeated last weekend in Marrakech.

However, both teams were usurped in qualifying by Virgin Racing's Sam Bird, who produced a wild but scintillating fastest lap in superpole to claim his first pole since the second New York race in FE's third season.

Techeetah driver Jean-Eric Vergne would start second, ahead of Nissan e.dams driver Sebastien Buemi, who produced yet another notable qualifying performance. Alexander Sims started fourth in just his second FE race for BMW, ahead of the ever-impressive Mitch Evans (Jaguar) and Antonio Felix da Costa (BMW).

When the lights went out, Bird made the better getaway from the front row, with Vergne fractionally slower away. As he had swung left to cover off his season four title rival, it appeared as Bird had the lead sealed.

Indeed he did, but it all got a bit dramatic behind. This was because as they arrived at the apex, Vergne was suddenly lunging down the inside of Bird, arriving at a much higher speed in what looked like an out-of-character move of

desperation. With Bird so far ahead and taking the racing line, Vergne wrestled his car onto the run-off area on the inside, came alongside Bird and clattered into his sidepod.

Fortunately, given he was at no fault for the collision, Bird was able to nip inside the spinning French driver, but Buemi and Evans had to slow and go hard to the right to get around, which dropped them from fourth and fifth to 13th and 14th by the end of lap one.

Vergne's error was catastrophic for his own race and that of several others. Sims had to brake hard but was able to nip inside the spinning French driver, but Buemi and Evans had to slow and go hard to the right to get around, which dropped them from fourth and fifth to 13th and 14th by the end of lap one.

While that was unfolding, Pascal Wehrlein's first FE start for Mahindra Racing was brought to an unceremonious and unfortunately early halt when he was rear-ended by Lucas di Grassi. The Brazilian driver and his Audi team felt he was boxed in with nowhere to go, but he still arrived into the melee at much higher speed than those around him after locking up, and he was perhaps fortunate to avoid picking up a penalty for that collision, which also included a touch with Nelson Piquet Jr and nudged Wehrlein into Evans.

Bird raced off at the front, hotly pursued by the BMW pair, Robin Frijns (Virgin), who had cut across the run-off area at Turn 1 to rise from eighth on the grid, Mahindra's Jerome d'Ambrosio and di Grassi. This was the front pack that

would fight it out for the win.

Da Costa moved ahead of Sims at the Turn 3 attack mode corner on lap four of what would become a 31-lap event. Bird was eventually overhauled at the Turn 4/5 chicane on lap 11, with Sims following da Costa by on the next straight. From there, Bird appeared to struggle for pace and was overhauled by Frijns, d'Ambrosio and di Grassi – although the quartet swapped around regularly as the attack mode strategies played out in entertaining fashion.

But a major error from da Costa produced the ultimate race winner. The BMW pair looked as if they had the race won by lap 21, with a 5.132s gap to d'Ambrosio, running line astern and on for a second win in succession. But Sims was not lagging behind, he was glued to the rear of his team-mate's car. Over the course of the next five laps, the gap to third came steadily down to almost nothing at all.

Approaching the big stop at Turn 7 on lap 26, Sims got a run on his team-mate and moved to the outside. The Briton locked up, but a fraction later da Costa did too. This meant the leader slid wide and they came together as Sims, who had got things back under control, turned in and found he had been left with nowhere to go. Sims was able to make it through the turn and emerge in fourth, but da Costa was out in the barriers and wanting "to find the deepest hole in Marrakech and put myself in it".

The safety car led the pack around as da Costa's car was recovered,

### RESULTS

ROUND 2/12, Marrakech (MA), January 12 31 laps - 57.166 miles

POS	DRIVER	CAR	TIME
1	Jerome d'Ambrosio (BEL)	Mahindra Racing / Mahindra M5Electro	46m45.884s
2	Robin Frijns (NLD)	Virgin Racing-Audi e-tron FE05	+0.143s
3	Sam Bird (GBR)	Virgin Racing-Audi e-tron FE05	+0.461s
4	Alexander Sims (GBR)	BMW-BMW iFE.18	+0.740s
5	Jean-Eric Vergne (FRA)	DS Techeetah-DS E-Tense FE19	+1.232s
6	Andre Lotterer (DEU)	DS Techeetah-DS E-Tense FE19	+1.457s
7	Lucas di Grassi (BRA)	Audi Sport Abt-Audi e-tron FE05	+1.633s
8	Sebastien Buemi (CHE)	Nissan e.Dams-Nissan IM01	+2.455s
9	Mitch Evans (NZL)	Jaguar-Jaguar I-TYPE 3	+2.980s
10	Daniel Abt (DEU)	Audi Sport Abt-Audi e-tron FE05	+4.014s
11	Jose Maria Lopez (ARG)	Dragon Racing-Penske EV-3	+4.528s
12	Maximilian Gunther (DEU)	Dragon Racing-Penske EV-3	+6.034s
13	Edoardo Mortara (CHE)	Venturi-Venturi VFE-05	+6.790s
14	Nelson Piquet Jr (BRA)	Jaguar-Jaguar I-TYPE 3	+6.833s
15	Oliver Rowland (GBR)	Nissan e.Dams-Nissan IM01	+7.529s
16	Oliver Turvey (GBR)	NIO-NIO 004	+9.241s
17	Mitch Evans (NZL)	NIO-NIO 004	+9.665s
18	Felipe Massa (BRA)	Venturi-Venturi VFE-05	+10.250s
R	Antonio Felix da Costa (POR)	BMW-BMW iFE.18	25 laps/accident
R	Gary Paffett (GBR)	HWA-Venturi VFE-05	3 laps/accident damage
R	Pascal Wehrlein (DEU)	Mahindra Racing-Mahindra M5Electro	1 lap/accident damage
R	Stoffel Vandoorne (BEL)	HWA-Venturi VFE-05	1 lap/accident damage

Winner's average speed: 73.345mph. Fastest lap: di Grassi 1m20.296s (82.767mph).

Super pole: 1 Bird 1m17.489s; 2 Vergne 1m17.535s; 3 da Costa 1m17.626s; 4 Buemi 1m17.738s; 5 Sims 1m18.400s; 6 Evans 1m29.379s. Qualifying: 1 Bird 1m17.851s; 2 Buemi 1m17.906s; 3 Sims 1m17.935s; 4 da Costa 1m17.950s; 5 Vergne 1m18.042s; 6 Evans 1m18.106s; 7 Wehrlein 1m18.126s; 8 Frijns 1m18.200s; 9 Piquet 1m18.347s; 10 d'Ambrosio 1m18.440s; 11 di Grassi 1m18.595s; 12 Rowland 1m18.604s; 13 Lopez 1m18.612s; 14 Turvey 1m18.624s; 15 Massa 1m18.780s; 16 Abt 1m18.921s; 17 Mortara 1m19.133s; 18 Dillmann 1m19.338s; 19 Paffett 1m19.516s; 20 Lotterer 1m19.633s; 21 Gunther 1m23.332s; 22 Vandoorne 1m33.404s.

Championship: 1 d'Ambrosio 40; 2 da Costa 28; 3 Vergne 28; 4 Lotterer 19; 5 Frijns 18; 6 Bird 18; 7 Evans 14; 8 Sims 12; 9 Buemi 12; 10 di Grassi 9.

with d'Ambrosio leading Frijns and Bird. A frantic one-lap shootout ended the race as the 45-minute-plus-one-lap limit ticked over, with d'Ambrosio just prevailing ahead of the Virgin pair to take his first on the road FE win – the third overall victory of his career in the electric category – by a mere 0.143s.

Sims finished fourth ahead of Vergne – who recovered magnificently and in the process pretty much confirmed his team's pace advantage over the rest of the pack. Andre Lotterer raced from 20th to sixth, with di Grassi, Buemi, Evans and Daniel Abt (Audi) completing the top 10.



Da Costa and Sims before they got... personal...



Jean-Eric Vergne made a doomed bid for the lead

## INSIGHT

Fifty years since F5000 made its UK debut was celebrated at ASI. By Paul Lawrence

# FORMULA 5000 REMEMBERED



Only four Gurney Eagle FA74s built

**I**t was Easter 1969 when Formula 5000 made its debut at Oulton Park. To mark that golden anniversary, the Historic Sports Car Club staged an F5000 display at Autosport International and brought together some drivers from the late 1960s and early 1970s to remember a category that delivered a mighty spectacle.

Big, brash and noisy, the five-litre monster single-seaters ran in a European series which featured most UK tracks. This was truly ground-shaking racing and Formula 5000 retains a special place in the hearts of those involved and those who saw the races. *Motorsport News* asked some of the drivers to share their memories of the series.



## Dave Berry

"I did 1969 in a Brabham with a twin-cam engine and for 1970 we converted it to a Formula 5000. I was sold what was allegedly a Buick engine but it turned out to be an Oldsmobile and it was wet-sumped and proved to be a total disaster.

"So I knocked it on the head late season and abandoned the project. I took a hacksaw to the chassis and put four inches in it and dry-sumped it and tweaked the engine a bit.

"We ran for two years and I was basically the best of the rest. I was giving away about 200bhp so it was like racing a Sopwith Camel against Concorde. But we had some fun and we used to get £50 if we finished and that's about £500 today. I couldn't afford to go racing otherwise.

"It blew up pretty spectacularly at Oulton Park in 1973. I got to Lodge and coasted into the pits. There was a massive pool of oil and I could have stuck my head into the crankcase, the hole was that big. So I stopped racing and got married to my pit crew, and she is still my wife!"

## Alan Rollinson

"My first race in Formula 5000 was in 1969 in Doug Hardwick's Lola T142. That was the early days of wings on cars and they fell off with monotonous regularity.

"I raced the Lotus 70 in 1970 and it broke in half at Brands Hatch.

It was totally rebuilt and they brought it out again at the end of the year. I went out in practice and going into Hawthorns, the same place, the rear radius rods pulled out of the monocoque again.

"I raced for Alan McKechnie in 1971 and 1972 in the Duckhams

Lola T300. It was a super car and it was under development all the time with Frank Gardner and Eric Broadley and I loved that car. At the end of the season Alan sold it to Terry Sanger and he wrote it off at Mallory Park, first time out."



## Damien Magee

"I'm lucky enough to have done Formula 5000. The only time I was ever really alive was driving a racing car and that was the racing car to drive.

"I only did bits and pieces and didn't have a regular drive in 5000 after doing Formula Ford and Formula 3, but it was fantastic.

"I hadn't got a decent drive and I just walked away from the sport in 1977. I'm now 73 and I don't tend to go to racing very much."



Hailwood raced Surtees TS8 car



Lola T142 was on the grid for the inaugural race at Oulton Park

## Steve Thompson

"I was in Formula 5000 in 1972 and 1973 and they were crazy days. It was like wrestling with a bear and winning; sometimes! They were fabulously satisfying cars to drive. You had to start in second gear otherwise it would just stand still and set the tyres on fire in first.

"We had a few career high spots but Formula 5000 was probably number one in terms of enjoyment, success and seeing the world. I had a Surtees in 1972 and then Servis sponsored an ex-Brian Redman Chevron B24 in '73. We did the Tasman series with the Chevron as well."



## Bob Evans

"I started driving for Alan McKechnie in Formula 3 in 1971 and promptly broke my neck. But, bless him, he was such a wonderful guy that he saw me out of hospital and back into a car.

"We did F3 in 1972 and then bought a Trojan T101 for F5000. It took a while to get to grips with that after a 1600cc F3 car. It was like falling down a lift shaft in a straight line but it was great fun. Then Alan decided to buy a Lola T332,

which was the car to have.

"I had a very good time in Formula 5000. It was a marvellous era and we lived in a bubble and had a great time. It was mad to take a Formula 5000 car to places like Mondello Park and Mallory Park. Looking back, it was mental and you'd never do it now.

"They were incredible cars to race: very unsophisticated by today's standards but you could get a lot out of them once you got used to that heavy old Chevy engine."



## Gordon Spice

"Tony Kitchiner, who was a complete and utter nutcase but a lovely man, had a budget of £1500 to build a Formula 5000 car and run it for a season in 1970 and I volunteered to drive it for him.

"I was only 30 at the time and I thought I was on

my way to Formula 1! We had a fantastic time but we ran out of money in about July.

"I later had a huge accident at Mallory Park in a Formula 5000 Lola T332, which was the end of my single-seater career but we went on to race touring cars and Group C sportscars."



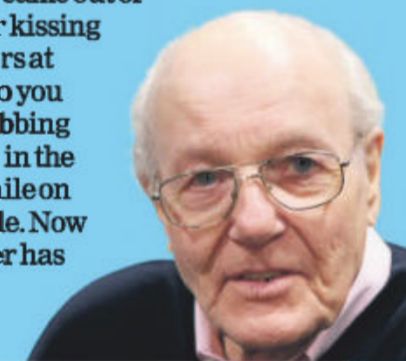
## Ray Allen

"The F5000 cars were animals but I loved every minute of it. They were magic and we were a bit brave and a bit stupid; mostly stupid I think. You had to really wrestle with them and, at the time, they were quicker than an F1 car in a straight line, but they wouldn't go round the corners.

"They had a 500lb, five-litre Chevy lump in the back, which produced 500bhp. You could really chuck the F1 cars into the corners.

"At Monza in the old McLaren M10B, I was nudging 190mph at the Curva Grande. The guys in the new cars, the best Chevrons and Lolas, like Frank Gardner were going in flat. Frank told me I didn't have to brake at 400 yards, so I worked on that and managed to get into the corner with a little dab on the brakes at about 50 yards just to settle the car.

"You turned in, got flat on the throttle again and came out of the corner kissing the barriers at 160mph, so you were scrubbing 30mph off in the corner while on full throttle. Now that corner has miles of run-off!"



## Robs Lamplough

"In 1969 I put a GT40 engine into the back of Jim Clark's Lotus 43 to run in Formula 5000. We went to Oulton Park and got terrible oil surge, which took out the bearings and that ended the race. But the car was quite quick.

"The next race was at Brands Hatch and I was summoned to John Webb's office, which was in the bar. He said they were really struggling for entries and did I have anything I could bring along? So I took a Lotus 41 F3 car with a 1600cc twin-cam engine for the F5000 races. It wasn't what F5000 was meant to be!

"The F5000s were fantastic cars and I enjoyed driving them more than anything else. The camaraderie among the drivers was particularly good; people like Mike Hailwood and Ulf Norinder."



Lolas were quick in F5000

# INSIGHT

Photos: Jakob Ebrey, LAT

The series joins the BTCC in 2020, but this year isn't a write-off either. By **Jack Benyon**



Williams is confident of good grids



JCW Minis will support the BTCC at eight rounds in 2020

## THE DEFINING MOMENT OF THE MINI CHALLENGE

**A**s predicted in last week's *Motorsport News*, the Mini Challenge revealed at Autosport International that it would replace the Renault UK Clio Cup on the British Touring Car Championship support package.

The move had been rumoured for some time and it is something that series chief, ex-competitor and team boss Antony Williams has been working on for a while, describing it as a "defining moment" for the series.

Having been in existence since 2002, Williams took over the series in 2013 and in recent years it has supported the British GT Championship, with grids rising in its various categories to the point where the series has effectively merged into two grids.

The top class features the JCW Mini Cooper S F56, with 256bhp on tap, it's what Williams likes to call a "Mini touring car", making its jump to the BTCC support-package that bit more relevant than the Clio it replaces. It regularly gets upward of 25 entries per round. And last year the title was won by an ex-BTCC racer, Ant Whorton Eales.

Its other main grid (there's also another smaller standalone one for the older Cooper S) provides a feeder series, with Cooper Am and Pro categories yielding another 20+ entries at most rounds. It will also get two rounds supporting the BTCC while the JCWs will get the lion's share with eight rounds to itself. It's a ginormous step for the championship, taking on the increased spectators, TV coverage and publicity that TOCA offers.

"It is for sure a defining moment," says Williams. "As Alan Gow [BTCC boss] often says, it is the only show in town."

"It has unrivalled media coverage, unrivalled pedigree, unrivalled exposure for drivers and teams alike."

"It is something I've been working on for a few years. Alan is a loyal guy and ultimately until Renault decided it didn't want to be there, there was no slot for us. We did a very good job of running the championship on the British GT package, they have been very good to us, I would recommend other championships to seriously consider that."

What the announcement has done is put the series in what could be described as a holding pattern, with 2019 JCWs again supporting the British GT Championship, for one last time.

Onlookers might be forgiven for thinking that entries may drop or stagnate this year for that very reason, but a shrewd move by the organiser could actually see the series boost its entries for 2019, in anticipation of its step up in 2020.

"Based on the unprecedented number of enquiries we've received at Autosport International, I think that we are looking at being over subscribed in 2020," adds Williams. "We've had a significant number enquiring about 2019 too."

"The people who race in 2019 will get first refusal in entries for 2020. In addition to that, we're also going to be offering competitors who enter in the 2019 season a 20 per cent discount on their 2020 entry fee, and even more discount for teams that have been around for many seasons to reward the loyalty they have given me. There's up to

a 35 per cent discount on offer."

A possible reduction in the amount of testing allowed for 2020 could also encourage more entries in the JCWs, as teams hoping to hit the ground running that year will have to do rounds in 2019 to prepare. So 2019's interim year could yet see the series grow even further.

One thing the series has regularly done to help improve entries and promote the category is to put 'star' drivers in a Dunlop guest car.

BTCC racewinner and now ITV4 commentator, Paul O'Neill, has done multiple rounds in the series and describes it in his unique manner.

"They're just awesome," says O'Neill. "It's probably the most difficult front-wheel-drive car I've ever driven. They're really stiff, keep you on your toes and it reminds me of the Chevrolet Cruze S2000 [BTCC car]. Stiff and they want to do their own thing."

"There's too many front-wheel-drive cars now that are numb to drive, because they have a wider track. With the Mini it's the opposite and you have to be really careful, which I think is excellent."

"The competition at the front is immense. I'm really happy it's supporting the BTCC and I'd love to do a round of it while it's on the TOCA package."

The only way the JCW series has stumbled in recent years is with a few instances of driving standards issues. O'Neill explains: "The only issue I have and I've voiced my opinion on this to the drivers as Rob Collard has before, there are a few too many red flags in the series."

"It improved towards the end of the year, but because the cars don't heat the rear tyres up very quickly,



O'Neill enjoyed guest outing

it's tough to handle the cars at full-pace early in the race. I have to say though, the drivers were really receptive to feedback."

Driving standards is a touchy subject, but what must be remembered is that this series is not on the BTCC support package yet. No doubt when it is, it will attract a higher calibre of driver and team, and standards will inevitably rise. The current series features many more drivers who are competing for fun than the current Renault UK Clio Cup does, because of the relative stature of the two series.

There's no major plans to make car changes to the JCW for 2019, and the current car will be in use until at least 2025. That means the series doesn't have to replace its car so regularly as other manufacturer-backed single-make series often have to do.

Make no mistake, 2019 isn't a write off year for the Mini Challenge. It has big boots to fill replacing the mighty Clio Cup in 2020, but the ingredients are there to make it a mainstay in the shadow of British Touring Cars. ■

### CALENDAR

#### JCW

DATE	TRACK
Apr 21/22	Oulton Park
May 18/19	Snetterton
Jun 8/9	Silverstone
Jun 22/23	Donington Park
Jul 20/21	Brands Hatch
Aug 3/4	Brands Hatch GP
Sep 14/15	Donington Park
Oct 19/20	Snetterton

#### Cooper Am, Pro and S

DATE	TRACK
May 11/12	Snetterton
Jun 15	Oulton Park
Jul 20/21	Brands Hatch
Aug 17/18	Croft
Sep 7	Cadwell Park
Sep 28/29	Donington Park
Oct 19/20	Snett

### JCW SPECIFICATIONS

**Car:** Generation 3 Mini F56 **Engine:** Two-litre, 256bhp **Gearbox:** Quaife sequential dogbox **Differential:** Plated limited slip **Dampers:** Three-way adjustable, by Nitron **Tyres:** Dunlop slicks **Weight:** 1160kg **Cost new:** £49,950 plus VAT including data logger, wheels, tyres, seat and harness (cars available around £30,000 used).

# REVIEW: AUTOSPORT SHOW

*Autosport International never fails to live up to expectations and 2019 was no different*

**MATT JAMES EDITOR**



**CHANCE TO MEET RACING LEGENDS**

Skaife (l) with MN's very own Matt James

I will admit it: I broke a few rules at Autosport International. Doing the job we do, keeping a level of professionalism is important. Hero worship is something you have to do your best to disguise at all times, otherwise you will lose the respect of anyone you are interviewing. But I let my guard down.

I'd spotted Mark Skaife's name on the list of stars who were attending,

and was desperate to meet him. When he wandered on to the British Touring Car Championship stand, where I was based, I couldn't help but slip straight into 'fan boy' mode. I must have been feeling brave, because I interrupted a chat between BTCC series director Alan Gow and Skaife to force a meeting with the five-time Supercars champion. He didn't

disappoint, and luckily snapper Jakob Ebrey was on hand to capture the moment. I maybe lost the professionalism and integrity for a moment, but I got a photograph I will cherish.

Thinking of tin-top legends, it was also a delight to see Andy Rouse at the show. The four-time British touring car champion and master engineer was on the

Autosport Stage to collect an accolade to acknowledge that he was voted as the greatest driver of the first 60 years of the BTCC. That poll was conducted by *Motorsport News* and *Autosport* in August last year, and again it was a privilege to have been part of that as well – another real show highlight. And I haven't even mentioned the cars that were there too...

**STEPHEN LICKORISH DEPUTY EDITOR**



**UNEXPECTED SURPRISES AT ASI**

The TWR Jaguar XJ220C at ASI

You never quite know who or what you'll find around the corner at Autosport International. In terms of announcements at the show, you usually have a better idea of what to expect. But there was one very exciting project revealed at ASI this year that

completely caught me off guard. Martin Donnelly and Jonathan Lewis need no introduction in the motorsport world (respectively, an ex-Formula 1 driver and serial team boss – including for the Duckhams Van Diemen Formula Ford squad – for

those who don't know). And the news they're setting up a Ginetta Junior team together called Apollo Motorsport was unexpected, but quite a talking point. Speaking to Donnelly, his passion for the team was clear and he's determined that it will "kick [frontrunning

squad] Elite's ass".

But as a further reminder of the unexpected nature of the show, I'd thought by Saturday afternoon I'd seen more or less everything. Then I noticed a stunning TWR Jaguar XJ220C on the Turatello Trailers stand. Just brilliant.

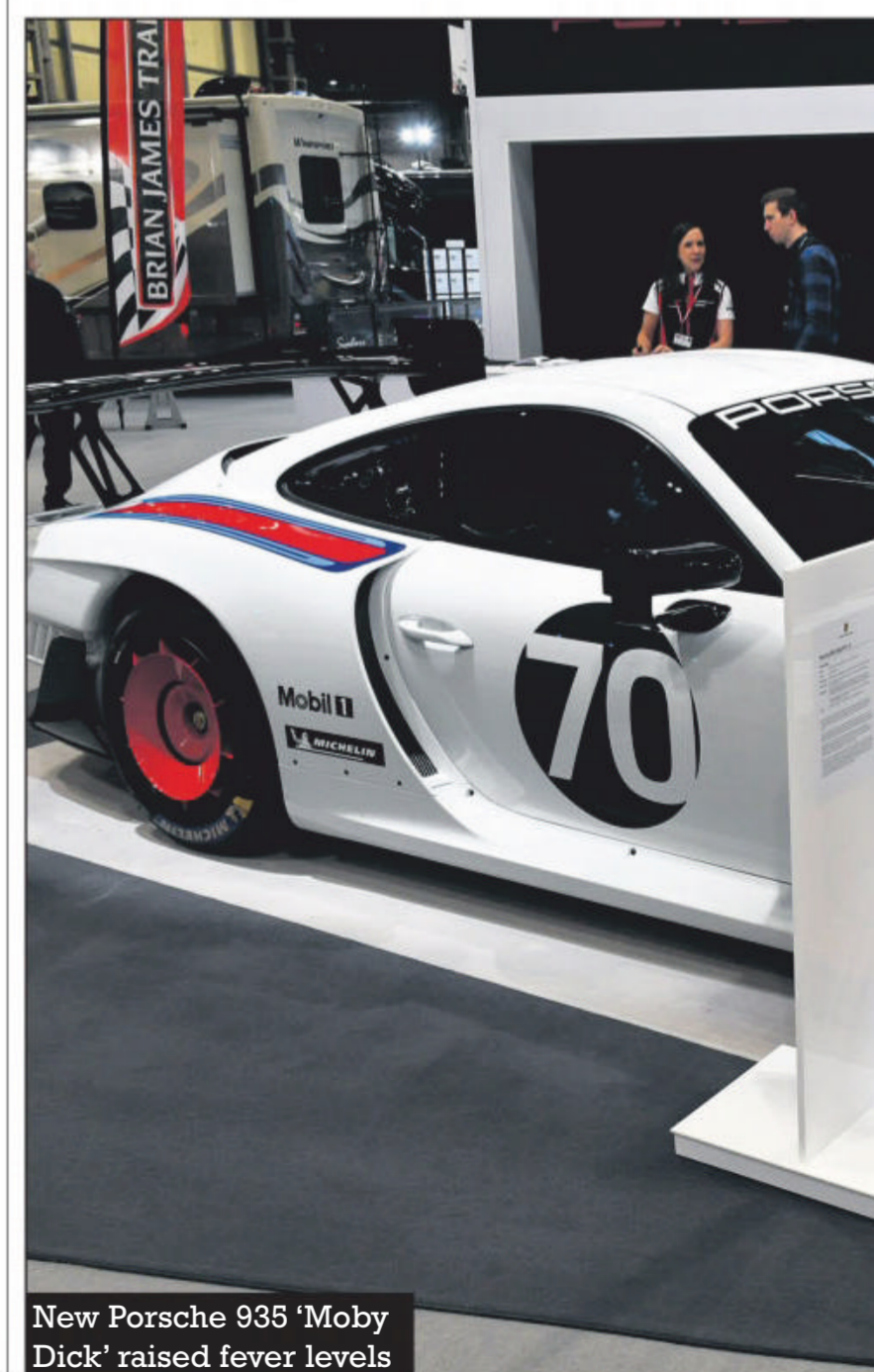
## MOTORSPORT AT AUTOSPORT

**A**utosport International is one of the highlights on the motorsport calendar and is a must for any petrol head, racing enthusiast or just a family looking for a fun day out.

In some ways it signals the start of the motorsport year, a time when spirits are high and expectations go into overdrive with the 2019 edition, held at its usual location of Birmingham's National Exhibition Centre across four days, being no different.

For the second year in a row the World Rally Championship was officially launched – this time on Saturday on the first public day – featuring all the cars and drivers from Toyota, Hyundai, Citroen and M-Sport, as well as there being a selection of Formula 1 cars which never fail to be the centre of attention.

Here, *Motorsport News* staff share their highlights and the best images from another fantastic ASI.



New Porsche 935 'Moby Dick' raised fever levels

# IT'S GREAT AND GOOD SHINE AT INTERNATIONAL SHOW



Autosport Stage got the attention of punters



(L-r) Chandhok, Herbert and Monger open ASI



Jackie Stewart's 1970 March 701 was popular



PORSCHE  
CARRERA CUP  
GREAT BRITAIN

## JACK BENYON GROUP NATIONAL EDITOR



### MEGA BERTHA STOPS YOU IN YOUR TRACKS



The bonkers Mega Bertha was on display

The more consecutive Autosport International shows you attend, the more often you miss items of great beauty, simply because you have seen them before and they are a regular appearance at the event.

After seven consecutive shows as a punter and now staffer, that's a

regular occurrence, but there was one moment where I was stopped completely dead in my tracks by Mega Bertha.

A car that never actually competed in period, the car which joins Baby and Old Nail has been restored at the request

of Ric Wood, and made its racing debut in 2018 after many years of construction.

The car is the kind no longer seen in modern motorsport which is dominated by single-make formulas, or series that create similar cars off a set of regulations

because technology is now so advanced. With its odd gear-knob position, its dramatic wings, a 8.5-litre V8, and in silver, red and green Dealer Team Vauxhall colours, it's a thing of great beauty and a reminder of the brilliant and crazy ideas synonymous with club racing.

# REVIEW: AUTOSPORT SHOW

## STEFAN MACKLEY REPORTER

### A FITTING TRIBUTE

One of, if not *the*, focal point of any Autosport International is the Autosport Stage, where every year a plethora of motorsport stars appear and 2019 was no exception.

New McLaren drivers Lando Norris and Carlos Sainz Jr discussed their prospects for the coming Formula 1 season, double-amputee Billy Monger recounted his return to racing in 2018 and of course the World Rally Championship drivers and cars were unveiled.

One notable absence from

the Autosport Stage this year though, was presenter and journalist Henry Hope-Frost, who had been a mainstay of the stage before he was killed in a motorcycle accident last year.

An emotional tribute was fittingly paid to him on Saturday when his dad Tim and son Oscar took to the stage, before the inaugural 'Henry Hope-Frost #Fever Award' was handed out to the Autosport Academy's most impressive young journalist from the past year, which was presented to Lucy Morson.



Henry Hope-Frost's dad Tim (far left) and son Oscar (second left)



British Touring Car Championship had stand



Subaru Impreza in action in Live Arena

## DAVID EVANS GROUP RALLYING EDITOR

### LIVE ACTION ARENA IS A BIG HIT

In 1996 Kenneth Eriksson drove a Subaru Impreza 555 to seventh place on the Catalunya Rally. It was, as a result, some distance from the affable Swede's finest hour. Just over 22 years later, that same flat-four was fired up once more. But, instead of the Catalan mountains, it was Birmingham's NEC which

reverberated to world rallying's most famous burble.

And last weekend, the cheers were louder and far longer as Mark Higgins guided the car from drift to donut to deliver my highlight of Autosport International.

It would have been easy to bang on about the launch of this year's

World Rally Championship (I know, because I have – on page 13), but seeing ex-factory cars in all their glory is still a real privilege. Even more so when they're driven properly – and there can be absolutely no doubt that Higgins did the job properly. The man, like the machine, is a legend.



Senna sculpture marked 25 years since his death



Porsche 917/30 looked fearsome

## PAUL LAWRENCE HISTORICS EDITOR



# THRILL OF THE CARS EVEN WHEN PARKED

Proper racing cars should be a bit scary even when parked and the Porsche 917/30 on show with the Porsche Club GB was just that.

Chassis five of six was on show and is the car owned by Australian Peter Harburg. The vast monster is finished in the colours of the car entered by Roger Penske for Mark Donohue in the 1973 Can-Am series when Donohue was so successful that the rules were changed for 1974.

This fearsome rocketship fields a 5.4-litre, twin-turbo

engine turning out 1000bhp and more and is capable of 240mph. Donohue famously lapped the Talledega tri-oval at an average of 220mph.

Take a closer look and your respect for the drivers of the era grows still further. The forward cockpit position puts the driver's feet ahead of the front axle, with scant protection offered by the front of the tube chassis. Stunning, brutal, completely mad and scary even when parked: that's the Porsche 917/30.



Competition was held for Le Mans Esports

## HAL RIDGE RALLYCROSS EDITOR



# TEENAGER CONSTANTINE CONTINUES TO IMPRESS



Constantine's title-winning Swift at ASI

At ASI 2018, Luke Constantine had never driven a car. Twelve months on he was present as the youngest BTRDA rallycross champion in history.

With stars like the entire WRC field and McLaren's Lando Norris and Carlos Sainz in the house, it would be easy for a young driver who had just delivered an exceptional first term to get carried away with their potential, but 15-year-old Constantine's feet seemingly remain firmly on the ground. Displaying his title-

winning Suzuki Swift on the BTRDA Clubmans rallycross stand, having won all nine Clubman events last year and taken the British RX Junior Rallycross challenge to the final round, Constantine talked only of plans for self-development in his second campaign, rather than getting carried away with his unexpected and impressive success of last year. Composed with the media too, the unassuming young Yorkshireman has genuine potential to succeed.



There was plenty for families to do at the NEC in Birmingham



Formula 1 cars once again were a big focal point of ASI

# JANUARY

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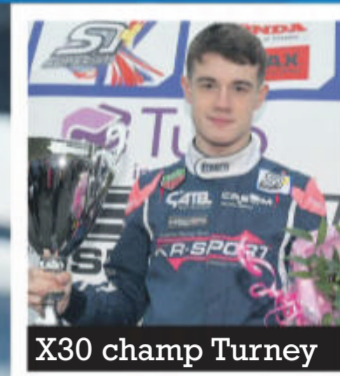
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# INTERVIEW

Photos: kartpix.net

Joe Turney achieved major karting success last year and is now looking to make the move into cars. By **Stephen Lickorish**

# NO ORDINARY JOE



X30 champ Turney

## CV

**Joe Turney**  
Age: 17  
From: Milton Keynes

**2018**  
Senior X30 World and British champion  
Senior BNL champion  
Senior Rotax Kartmasters champion  
Runner-up in British Senior Rotax

**2017**  
Runner-up in OK Senior British

**2016**  
Junior Rotax British champion  
Junior BNL champion

**2015**  
Fifth in British Rotax Mini Max

**2014**  
Tenth in British IAME Cadet  
Seventh in LGM IAME Cadet

**2011-13**  
Club-level karting

Turney could often be found at the front

**T**here's no denying that 2018 was a successful season for Joe Turney. To take

British, Belgian and world Senior karting titles is some achievement. And he came close to adding a European championship crown too, but for a spark plug failure proving costly.

But Turney would never have enjoyed such success were it not for two chance events. The first was the decision for his 10th birthday party to be held at a kart track.

"I started karting at a birthday party at just a corporate track near where I live," he explains. "I did alright at that and so I continued, did a championship there, and did quite well."

The second chance event was ex-Formula 1 driver Anthony Davidson happening to watch Turney karting at that Daytona

Milton Keynes circuit. He was impressed by Turney and suggested to him and his family that he should start racing in competitive Motorsport UK classes. And that's exactly what he did – gradually rising up through the ranks, enjoying plenty of success along the way.

But a tricky 2017 put a halt to that progress. His first season competing at Senior level – having already won British Junior titles – didn't go exactly to plan. It coincided with Turney taking his GCSE exams so a full campaign wasn't planned anyway, but that was compromised further when he broke his finger.

With that in mind, Turney decided to continue karting last year rather than try and graduate into cars.

"I think my first year in Seniors, due to exams and breaking my finger, I didn't achieve what I wanted to," he says. "I was still young and still only 16 at start of the year so did another year to give it a good shot."

He certainly did, but choosing which of the plethora of karting series to race in proved difficult.

"We started 2018 not knowing what classes to race," Turney continues. "We had quite a few options, and weren't sure which ones to take within the karting scene so went for most of them and spread our bets a bit."

"We ended up doing four championships, expecting to drop out of one or two if we didn't have a good first few rounds. The first half of the season went really well and we ended up carrying on with all of the series."

In the end, he won two: the BNL Senior championship and British Senior X30, the latter enabling him to compete at the world finals.

Unsurprisingly, his success on the world stage was the real highlight of the season as he beat 144 other drivers to take Senior X30 honours.

"It was definitely very big," admits Turney. "Only a few years ago I would read karting magazines and look up to the drivers who were winning the world championships so to be like that and hopefully having the same effect on Cadets right now is quite good."

"At that event it was so close between the top 15 that anyone could have won it so when we won it, it was a massive shock. It wasn't like we knew we were going to win because of the pace, anyone out of that top 15 could've won and we did, so it took a while to sink in but feels very good."

But there was still time for one more success in 2018 as Turney also secured the Motorsport UK Young Driver of the Year award after impressing on the simulators at iZone – becoming the first karter to win the award in the process.

However, Turney feels now is the time to move on and make the switch to cars. So far he has had two tests in different Formula 4 machinery. The first was with Double R at a very wet Pembrey, far from ideal conditions for his first ever run in a single-seater. The second came with the Italian F4 squad BVM at the Adria circuit and this time the weather was dry – and Turney was able to impress.

"The speed was really good, and the progression through the day was very encouraging," Turney

says. "The time at the end of the day was only a tenth off that team's best qualifying time in May when the track was warm and on qualifying fuel load and new tyres, and we didn't have new tyres or a qualifying fuel load. To be a tenth off was good and they were definitely happy with it and would like us to come back."

Now it's all down to money. The Italian series is currently the preferred route – although Turney is certainly not ruling out a campaign in any F4 championship across the world.

But a possible late deal and a lack of pre-season testing does not faze Turney. In fact, very little does.

"I'm fairly confident if it came to it I would be able to sit in the car at the first round of the Italian F4 championship without any testing," he states. "I think I would be able to compete fairly well."

Given the way his second ever test went, that confidence is justified. In the meantime, Turney is trying to do as much as he can to prepare for whatever the season ahead has to offer.

"I think it will be a late decision and I'm doing days at iZone to stay comfortable in the car," he explains. "We're also entered for the IAME Winter Cup in Valencia in a few weeks in karts. We'll give that our best shot and will [help to] stay fit."

The result in that particular event is not crucial for Turney, but given his progression in recent years there may be some far more significant results to come this year. At a time where British drivers have achieved major success in single-seater series across the world, Joe Turney could become the latest driver to star in the junior ranks. ■



A common sight in 2018 was Turney celebrating after a victory



Italian F4 test at Adria demonstrated Turney's pace in the car

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Changes to the British touring car rules for 2019 will shake up the order. By **Matt James**

# THE BTCC LOSES WEIGHT TO KEEP DRIVERS ON THEIR TOES



Turkington had 2018 battles...



Ingram struggled in the opening races

**T**here are many factors which have been deliberately introduced to even the playing field in the British Touring Car Championship. To taste the ultimate glory, a driver has to navigate their way through myriad pitfalls, including normal and option tyres, as well as reversed grids.

The biggest handicap in the modern era has been success ballast. Since 2015, the driver leading the championship has come to each meeting carrying 75kg decreasing in a sliding scale to 9kg for 10th place.

Those measures are put in place to make sure that a driver doesn't run away with the contest should he have the most dominant car.

However, the landscape in the BTCC has changed significantly over the last five seasons.

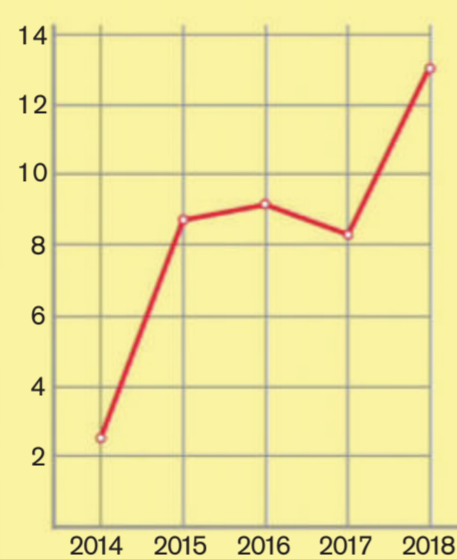
For example, the top 29 on the grid at Silverstone in 2018 was covered by just over one second. In a grid that close, fractions matter and the success ballast was becoming an anvil around the ankles of those with real speed.

There are changes: for 2019, the top level of weight will reduce to 54kg. The top 10 cars will all carry weight but it will be on a lesser scale than previously.

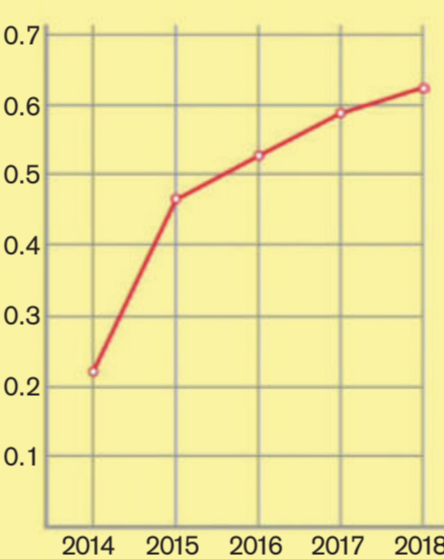
British Touring Car Championship series director Alan Gow explains the rationale behind the move. "It is a good thing that we can reduce the level of ballast," he says. "It's a reflection of how competitive the grid is right now. The field is so tight that 75kg can have a huge effect and so we have looked at the situation and made the appropriate change."

## STATS

Average qualifying position with maximum ballast



Average gap to pole with maximum ballast



Weight: the highest level of ballast was 45kg in 2014, upped to 75kg from 2015 onwards

### Excluded qualifying sessions:

2014: Thruxton – Andrew Jordan and Jason Plato tied and shared second placed ballast; Oulton International – Jordan had top ballast, session red flagged before the end; Brands Hatch Grand Prix – Colin Turkington had top weight but the session was wet but drying.  
2015: Donington Park – Matt Neal and Jack Goff tied and shared second placed ballast. 2016: Donington Park – Neal had top weight but wet-but-drying session cut short with red flag. Oulton Park – Neal and Rob Collard shared second placed ballast. Rockingham – Sam Tordoff failed to set a representative lap time with electrical problems.

The handicap was never more apparent than at the final round of 2018. The championship challengers Colin Turkington (WSR BMW 125i M Sport) and Tom Ingram (Speedworks Motorsport Toyota Avensis) came to the event carrying 75kg and 66kg respectively and could only line up in 17th and 19th positions.

While the big prize was at stake, fans were having to look further down the order to see how the fight for the crown was playing out.

As our statistics show (see above), that was not a unique situation. Those carrying 75kg have, generally speaking, been half a second away from the qualifying pace. Five years ago, that would have given a racer a

chance in race one to bank a sensible result. However, with the ramped up level of competition, it has now meant even a result in the top 15 is greeted as a success.

The average qualifying position for a fully ballasted car last term was 13th spot, which tells its own story. When the 75kg of ballast was first introduced, the pack was a lot more spread out in terms of lap times. In 2015, the average starting spot for a driver with the top weight after qualifying for race one was eighth place.

Series runner-up Ingram, who won Dunlop's Forever Forward award for the driver who does the most overtaking in a season,

explains: "I was going into each meeting effectively having to write off the opening race of the weekend.

"You go by the rule of thumb that you lose 0.1s per lap for every 10kg of extra ballast that you carry. So that means at the shorter circuits, like Silverstone, you are almost staring down some impossible odds before you start. It was a question of just getting through the opening race of any given weekend and then plotting your strategy after that. We were almost always factoring that race one would be useless for us.

"They are the rules we all signed up to and I have no problem with that, and if you are carrying weight then it means that you have done a good job up to that point – so it is not all bad. But when you come to race with that amount of weight in the car it makes it a very tough job indeed."

Turkington was the main loser in terms of the success ballast last year, given that he was on top of the points pile going into five of the nine rounds where drivers carry the extra lead, which is bolted to the passenger footwell of each machine.

While WSR team boss Dick Bennetts has welcomed the rule change, he has his reservations.

"It will be the same for everyone," he is quick to point out. While that is true, it means that the main players in the title chase will have a chance to rescue something meaningful from the opening race each weekend, which has not been the case in 2018.

"Race one was simply a non-event, and you were just on a damage limitation exercise," explains three-time champion Turkington. "It wasn't what you could call racing. I would be in a pack of cars and there is simply nothing you can do. It wasn't racing, and it wasn't enjoyable – and we should be enjoying what we do."

"I understand the reasons behind success ballast and that it is there to do a certain job. That is fine, but it needed to change because it left us with no chance.

"That final round at Brands Hatch is an interesting case in point: you are gunning for the biggest prize of your life and the shackles are on. It is as frustrating for the drivers as it is for the trackside fans."

Of course, the BTCC is all about on-track entertainment. The fact that one of the factors to equalise performance has been reduced goes to show two things: the levelling up of the cars is working and the competitiveness of the grid has increased.

The ballast isn't the only thing to change for 2019, with option tyres altered too. Firstly, at Knockhill, the softer Dunlop will be the standard tyre, while the medium will be the joker (or 'option') tyre.

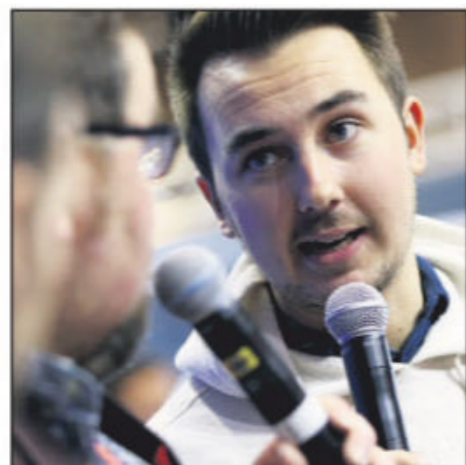
The most radical change will come at Snetterton in early August, where racers will use all three varieties of rubber – the soft, the medium and the hard – across all three races and therefore do not have to nominate before the event what is used when.

The only time fans, and rivals, will know is when the car emerges from their garages at the beginning of each race. These elements, too, will add to the strategy. Three-time champion Matt Neal explains that this will alter the thinking process, as the option tyre, which is used everywhere apart from Thruxton, has been an integral part of the planning process.

With two rounds at Thruxton in 2019 and the Snetterton trick, it means tyre usage will be one of the key factors in the year ahead.

"Before, we had to use the option tyre three times in race one, three times in race two and three times in race three," says Neal. "You would start your planning with the end of the season and work out what type of tyre you wanted where and then come backwards to the start of the year, selecting which races you could take the tyre pain. "That will be out of the window, and it could have a significant effect. It is a freedom we haven't had before."

The main selling point of the BTCC is the close racing, and the rule tweaks introduced for the season ahead should ensure that its calling card remains as strong as ever. ■



Ingram: 'Race one is a write off'



Changes to the tyre regulations have pleased Honda's Neal



Champion relishes '19 changes

## INSIGHT

Photos: Jakob Ebrey, Steve Jones

Mittell Cars and AB Performance will enter new cars in Bikesports this year. By **Stefan Mackley**

# IS RADICAL'S BIKESPORTS STRONGHOLD UNDER THREAT?



Scott (l) and Ian Mittell with the MC-41R

**U**nless a driver was at the wheel of a Radical PR6 or SR3 in the 750 Motor Club's Bikesports series in recent seasons it arguably hasn't been worth turning up to race, such has been the dominance of those models in the category.

But that could be about to change in 2019 as two cars, produced by Mittell Cars and AB Performance respectively, could bring Radical's reign of dominance in the category to an end.

Mittell Cars has produced the MC-41R, which broke cover for the first time at Autosport International last week, and has been developed by Scott Mittell along with father Ian for the marque's first foray into Bikesports.

The established team has had great success in the 750MC's RGB Sports 1000 series, winning the championship in 2015 and finishing runner-up in 2017, but a greater freedom in the Bikesports regulations has prompted the new venture.

"It's [Bikesports] a brilliant category, there's a lot more freedom in it compared to the RGB," says Scott Mittell who will drive the new car this season.

"The beauty of RGB is that it is



AB Performance will run three Sabre Escala cars (above) in Bikesports

so tightly restricted and things like that which make great racing, but from a design point of view and wanting to go faster point of view it's [Bikesports] a lot more free.

"We can put some underbody aerodynamics on it and we can make it a central seat car which we couldn't do in RGB and put a wing on the back and put slick tyres on. So it's a chance to make it the quickest thing we can do with a 1000 [cc engine]."

While there are obvious differences when it comes to the aerodynamics and appearance of the MC-41R and Radicals, perhaps the biggest difference between them is in the back.

The PR6s and SR3s use a 1300+cc Hayabusa engine but the latest

generation Escala but with updated bodywork driven by Adrian Moore.

"To be fair it's two different size hammers to crack the same problem," says owner of AB Performance, Andy Bates, when comparing his Escalas to the Radicals.

"We've done a lot of work with [former Williams, Ferrari and Lotus] Formula 1 designer Enrique Scalabroni and the first question he asked me was 'when you're designing a car how much horsepower can you afford to lose with top-body aero?' and the answer was minimal.

"Our car is very much an underfloor car, it gets more aero off the floor and so there's far less drag attached to it.

"I think we might lack the same speed coming out of the corner as the Radicals but I'm confident it's a match for its straightline speed.

"The Radical has bigger torque and bigger wings but for us we're trying to do it more economical from a price and aero point of view."

For Mittell as well, the idea and challenge behind using a less powerful engine has been to save costs while remaining competitive.

"When we were looking at Bikesports the obvious thing is people go out and buy a PR6 or SR3 and you've got a big 1300/1400 Hayabusa engine in it," Mittell says.

"The problem is you go and get one of those engines rebuilt and you're spending a lot of money. I mean to go and buy one of the Hayabusa engines you're looking at least £11-12,000 and that's not the high spec numbers, some of them are £17,000.

"We know the 1000cc engine really well from RGB, we know it's a really good engine and our thoughts were we can go into the Bikesports in the lower weight category with that 1000cc and see if we can compete on a much more limited budget engine.

"You can buy a second hand GRS6000 engine for around £2000 and if you want to get it rebuilt the rebuild is around £2000 again so even if you buy an engine and get it rebuilt and start fresh you're paying £4000 for an engine."

Both Mittell and Bates are under no illusions that it will take time to beat the Radicals but are confident their respective machinery is up to the challenge.

"I think we will be up there and we won't disgrace ourselves. We have got a lot to learn with the F3 tyres but we're fast learners," adds Bates.

Mittell says: "In terms of pace we know where we are with an RGB car, we know where we would be in the Bikesports championship with an RGB car on road tyres so we're working off that and fitting F3 slicks on it, a big wing on the back bit more aero underneath and we're hoping to be there [on pace]."

"You can't buy a new PR6 anymore so Radical are not interested in the PR6, they've washed their hands of those. They're a good car but all the ones out there are getting quite old so if we can sort of replace that but with a cheaper engine and go just as fast then there should be a market there."

A market there certainly will be if either the MC-41R or Sabre Escala can take the Bikesports mantle from Radical. ■



Mittell Cars has enjoyed success in RGB, taking the title in 2015



AB ran Arion S2 for Matt Higginson in RGB, winning 2016 title

# SPORTING SCENE

Photos: Hal Ridge, mkpics.net



Cook took the wraps off Ford

## Cook prepared for new BTRDA campaign

Former BTRDA rallycross champion Gary Cook will return to the series this year with a freshly built Super Modified Ford Fiesta.

Cook revealed the new car at Autosport International last weekend, which replaces his 2012 title-winning MG ZR. Cook plans to test the Fiesta for the first time at Blyton Park next month before undertaking a full season campaign.

"We've got more power than the MG used to have, we're around 300 horsepower from our Exxon Race Engines Duratec and have got a Quaife five-speed dog box," said Cook. "The suspension on it is all original from the Ford Puma Junior WRC cars so it should all work OK. I've driven it onto the trailer and that's as far as it's been at the moment. Hopefully we're going to do a full season, obviously the first season will be more of a development year to make sure everything is working right but hopefully we can have a good season with some good results."

Cook, who is entering his 40th year of competition, says while he will focus on the Clubmans series this year, he would like to compete in British RX before he stops racing.

# GLOBAL RALLYCROSS EUROPE BID FOR HANSEN BROTHERS

## Ousted World RX men face new challenge

By Hal Ridge

**Swedish brothers Timmy and Kevin Hansen will compete in the new Global Rallycross Europe series in 2019.**

The former works Peugeot World Rallycross Championship drivers will race under the Hansen Motorsport banner, with one Hansen in the single-make GRC Titans class for the new PanteraRX6 machine and one in a Supercar.

Kenneth Hansen's sons were left without a drive when Peugeot withdrew from World RX last year.

"I am very happy and excited about joining GRC Europe in 2019," said Timmy Hansen.

"The cars will be fast and the calendar features iconic circuits. I can't wait for the season to begin. I want to thank Max [Pucher, series boss] for taking the initiative to launch GRC Europe, a high-

profile championship with a vision to take rallycross back to its roots. It is exactly what our sport needs right now."

The GRC Europe season will begin at Dreux in France in June, before the second round takes place at Lydden Hill in July. The Hansen brothers join Finn Toomas Heikkinen and two-time Le Mans winner Alexander Wurz as the first drivers to be confirmed for the series.

"I am young, I am fast and I am hungry for success," said former British Junior RX champion Kevin Hansen. "I am eager to show my true potential and get back to the victory lane. Big thanks to Max for giving me this amazing opportunity in GRC Europe!"

Alongside the GRC Europe programme, Kenneth Hansen is continuing to work on returning to World RX this year with his own team as a private entry.



Kevin (left) and Timmy Hansen

## Loeb goes back to the ice with Andros attack

Sebastien Loeb will return to the Andros Trophy winter series for the season finale in Paris next month, his third event of the year.

Loeb will share a top-category Elite Pro four-wheel-drive electric car with ex-Formula 1 driver Franck Lagorce, built and run by Exagon Engineering.

For the series' return to the Stade de France in the country's capital city, instead of two drivers sharing a car in the separate Elite and Elite Pro categories, racers competing in the Parisian stadium will share a car in the same class in an endurance-type format, which includes mid-race driver changes.



Sebastien Loeb will team up with ex-F1 racer Franck Lagorce in Paris

Loeb made his Andros Trophy debut driving a Citroen DS3 silhouette at Val Thorens in 2014. It will be a busy month for the nine-time WRC champ, who is competing on the Dakar Rally before his Hyundai WRC debut on the Monte Carlo

rally, ahead of his Andros Trophy start.

Olivier Panis and Andrea Dubourg shared the spoils in the Isola 2000 round of the Alps-based series last weekend, while triple-champion Jean-Baptiste Dubourg took the points lead.

## Upgraded Peugeot 205 revealed at Autosport

Lee Carlin's third evolution of a Peugeot 205 Hot Rod broke cover at Autosport International.

The rear-wheel-drive version of the French hatchback was first created by Sonny Howard Preparations and were the dominant force in National Hot Rods when the original version came on stream.

The new version on display at the NEC is the next generation of the car, which has also been built by SHP. Power comes from a two-litre Anderson Racing Engines motor, and A1 Performance has fitted the retro bodysheet and running gear. More versions of the car are in build. Plans for the car are currently



Carlin's 'new' Peugeot NHR racer

unclear. Carlin's regular Vauxhall Tigra was also on display.

● Lee Rudge's National Hot Rod was on display. The Vauxhall Tigra is an ex-Ken Marriott car, Rudge is a leading Lightning Rod driver but took the chance to switch categories.

## BTRDA GOLD AND SILVER STAR SPORTING TRIALS



Roland Uglow added the Gold Star to the list of titles that he has won

### BTRDA Gold and Silver Star Sporting Trials

By Duncan Stephens

Organiser: BTRDA/Bristol Motor Club When: January 12 Where: Frocester, Stroud Starters: 42.

**Roland Uglow and long-term passenger Laura Wilks finally won the coveted BTRDA Gold Star, an accolade which stretches back over 70 years, for the first time.**

Uglow and Wilks are multiple British champions but hadn't won the one-off 'cup final' event before and they have had a quiet year from competing while Wilks recovered from a knee issue. Uglow dropped just two points over the 30 dry sections overlooking the Severn Estuary and held it together despite the pressure over the closing section.

John Fack took the early lead and was the only person to climb section eight, where Uglow dropped his two points. However, two hills later, Uglow snatched

these back while three others equalled the zero score. Uglow led after the first round, from Fack and Richard Sharp.

Conditions dried over the second round and there were six clean rounds from John McKinney, BTRDA chairman Stuart Beare, Andrew Woodhead (who had borrowed Martin Grimwood's car), Ross Bruce, Ian Veale and leader Uglow.

Tyre pressures were increased by organisers in the hope of extracting some more marks, but a quarter of the entry didn't add to their scores. Therefore, Uglow won from previous multiple champion Fack and 2015 champion Veale.

NPTCC champion Bryan Walker, an expected challenger, dropped six of his seven points on hill eight to finish in fourth overall, just ahead of Boyd Webster and Sharp who slipped back dropping two points on the afternoon round.

Outgoing BTRDA champion Ian Wright could only muster ninth overall just ahead of Bruce, who has excelled stepping up to

BTRDA level this year and netted the Silver Star title in a fabulous 10th overall on his debut at the event.

Alan Baker finished agonisingly close, a point behind Bruce and second in the Silver after lunchtime leader John Cole slipped back with a number of small points dropped. Both Bruce and Baker campaigned live-axle cars proving their worth still. In his HSTA Post Historic-eligible X-Factor Mark Howse was driving superbly but a costly error late on dropped him from the fringes of the top 10 overall.

Simon Kingsley surprised a few with his old Kincraft instead of his Crossle and won best live-axle in the Gold Star just ahead of double previous champion Josh Veale.

### Results

1 Roland Uglow/Laura Wilks (Crossle) 2 marks; 2 John Fack/Andy Gowen (MSR); 3 Ian Veale/Sandy Veale (Sherpa); 4 Bryan Walker/Mark Simpson (Jedi); 5 Boyd Webster/Andy Gains (Crossle); 6 Richard/Jo Sharp (Cartwright); 7 Jerome Fack/Tristan Veale (MSR); 8 Paul Price/Kate Kirk (CAP); 9 Ian/Kiel Wright (Sherpa Indy); 10 Ross Bruce/Jarrod Goodwin (Concord) (Silver Star winner).

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

### MN SAYS...

## The fans prove that WRC is a big hit

The launch of the 2019 season at Autosport International got the juices flowing

Moving the reveal of the 2019 World Rally Championship at the NEC last week to one of the public days at Autosport International was an idea of genius proportions. The championship is all about its connection with the fans and to put the series front and centre is something that was needed, and the reaction it got fully justified the switch.

Given the proximity of the opening round of the championship – which is only two weeks away when the teams will regroup in Monte Carlo to begin battle – the effort that the teams and drivers put in to spreading the word of the WRC was impressive.

It is always fascinating to hear the bullish proclamations from each driver and team boss about the expected level of performance during the season ahead. But every top-level driver in the WRC has a reason to be optimistic. The WRC is probably one of the most competitive global competitions in motorsport at the moment, and now the driver merry-go-round has halted ahead of the fresh challenge, the portents are that the 2019 contest could be even more of a dogfight than the 2018 version was. Whatever the stories that unfold between Monte Carlo and Rally Australia in November, the major players will remember the excitement created at Autosport International before any of those chapters had been written.

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



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



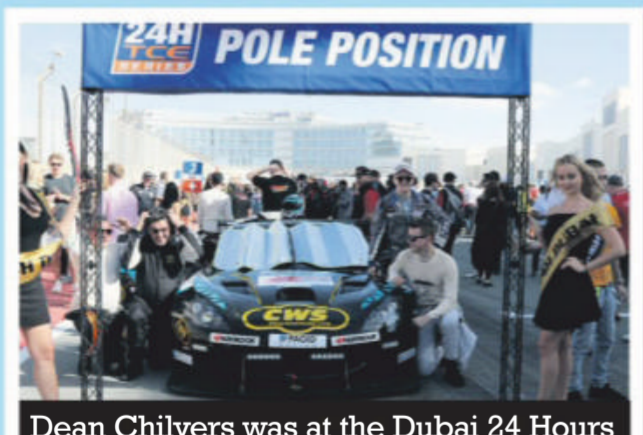
Paul Trueman enjoyed the Live Action Arena at Autosport International last weekend



Duncan Stephens captured this trials shot



James Lomax from Rally GB National



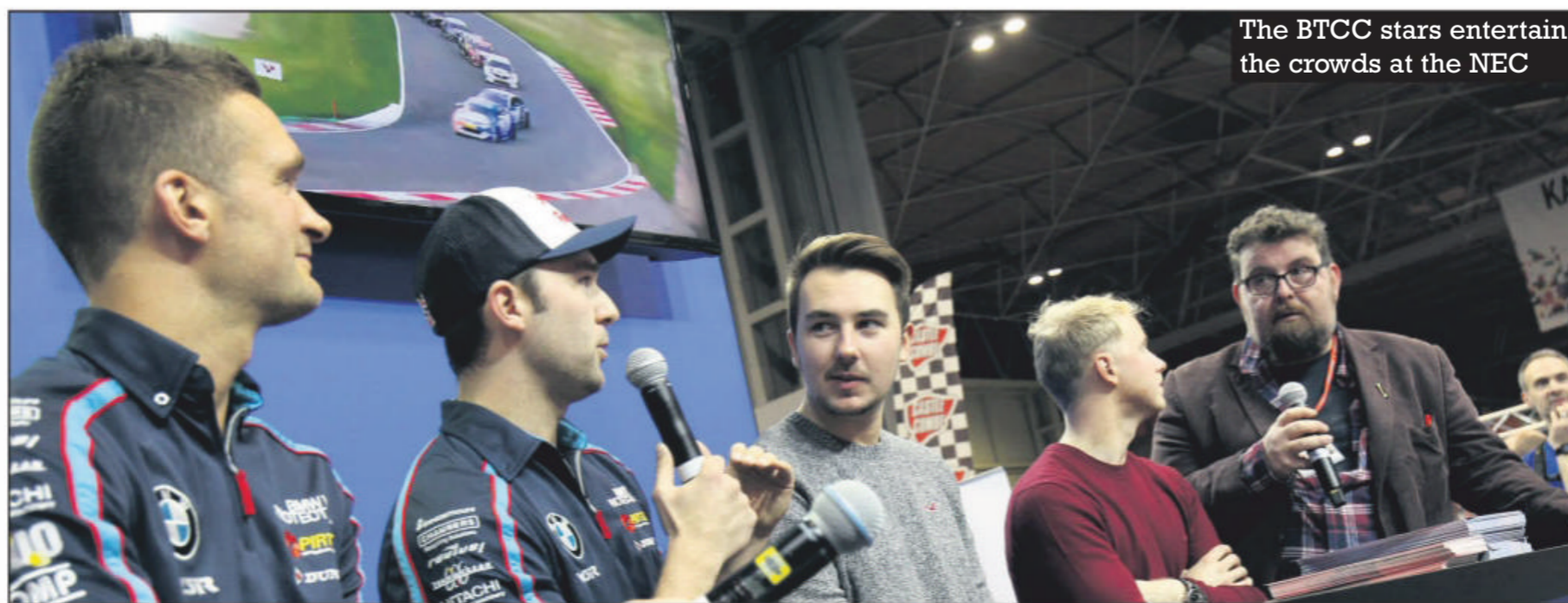
Dean Chilvers was at the Dubai 24 Hours



Autotesting an MR2, taken by Mike Bouts



Mike Bouts also braved the weather at the Christmas Stages at Croft at the end of 2018



The BTCC stars entertain the crowds at the NEC

## BTCC'S BIG NAMES COME OUT TO SUPPORT MN

The Kwik Fit British Touring Car Championship stage, presented by *Motorsport News*, was at the heart of Hall 2 at Autosport International. The stand featured a number of cars which will take to the grid for the 2019 competition, and most of the championship's major players paid a visit over the course of the weekend.

Thanks are due to the vast array of guests. They included: David Addison; David Bartrum; Carl Boardley; Martin Broadhurst; Mike Bushell;

Rory Butcher; Mickey Butler; Dan Cammish; Max Coates; Michael Crees; Christian Dick; Tony Gilham; Jack Goff; Alan Gow; Ethan Hammerton; Jake Hill; Shaun Hollamby; Tom Ingram; Ollie Jackson; Andrew Jordan; Dan Kirby; Andy Lane; Aiden Moffat; Matt Neal; Senna Proctor; Daniel Rowbottom; Gordon Shedden; Matt Simpson; Chris Smiley; Rob Smith; Ash Sutton; Bobby Thompson; Sam Tordoff; Colin Turkington; Adam Weaver; Antony Williams.

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## TV GUIDE



FE highlights on BT Sport ESPN

Once again the **Dakar Rally** provided drama and intrigue throughout this month and you can watch a recap of all the best bits from the 2019 running on Friday (2300-2330hrs, Eurosport 2). Two-time Dakar winner Nasser Al-Attiyah led into the final stages of the event but would he be able to withstand the growing speed of nine-time World Rally champion Sebastien Loeb, who was attempting to take his first win on the rally?

Relive the drama from the second round of the 2018/19 **Formula E** season in Marrakech, as two teammates collided in the final stages throwing away a comfortable victory (Saturday, 0730-0830hrs, BT Sport ESPN). But who would take the win? And finally get in the mood for next weekend's **WRC Monte Carlo Rally** World Rally champion Sebastien Loeb, who was attempting to take his first win on the rally? (Tuesday, 1600-1700hrs, BT Sport 3).

## LIVE TV

**Race of Champions:**  
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Coulthard (l) won in 2018

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### SUNDAY

■ **Kilkenny, Leinster**  
**Willie Loughman Forest Rally**  
Starts 0830hrs Admission TBA  
Web carrickonsuirmotorclub.com

Details correct at time of press but please check before travelling

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## BOOK REVIEW WAITING

"I believe that's the humanity I was trying to preserve back then; all the laughs, the luck, and the laments with images that tell their story," writes photographer Richard Kelley in the introduction to his book *Waiting*. "It was an immense privilege to have had that chance."

From 1972 through to 1984, in what he dubs as 'The Golden Age' of Formula 1, Kelley attended the United States Grand Prix each year. While there, he set about capturing the more emotional side of F1 – showing the drivers' "stories", as he puts it, through his cinematic use of black and white photography. This book is the culmination of that work and contains more than 300 photos.

Kelley demonstrates he was not aiming to capture photos which would be used as "weekend sports headlines", but instead he looked to shoot something more visceral, and more human with his work.

The book is ordered chronologically, with breaks in between the various years to share the more personal stories of several of the key

drivers during that era, such as James Hunt and Niki Lauda. At the beginning of each chapter Kelley takes time to contextualise what was happening during that period, focusing on the ever-changing landscape of grand prix racing. He goes on to reflect more personally on the time, often with a mournful tone about many of the drivers who lost their lives, as well as the direction F1 was taking because of rule changes.

Many, but not all the photos, are portraits of drivers and key personnel often in conversation, or preparing themselves, or the cars for the session ahead. While this might be considered mundane compared to the actual racing, it's the nature of the drivers themselves and their dangerous profession which elevates these images, and which Kelley has attempted to capture. Nowhere is this more apparent than in the chapter devoted to Francois Cevert.

The photos of Cevert are, on the surface, rather ordinary shots of him in a car preparing for qualifying ahead of the 1973 United States Grand Prix. But what makes these

photos extraordinary is the circumstances that followed. Shortly after Kelley captured the shots of Cevert, he died in a fatal accident at the Esses at Watkins Glen. The ephemeral nature of Kelley's photographs result in truly unique imagery which, taken in conjunction with the stories provided in the book, give a unique outlook into F1 at this time.

To accompany the images, Kelley uses captions with anecdotes and stories about his time in the paddock. If there is a criticism to be made of the book, it's that at times these captions feel repetitive. Often the chapters devoted to certain drivers will go over similar facts and tales as already mentioned in previous pages.

But this book is not a conventional narrative history of F1 in the 1970s and '80s per se. Rather, and as captured in the quote at the beginning in Kelley's introduction, this book is more about letting the photography shine through and reveal the stories of this age. Therefore, the overlapping captions can be forgiven. They are not there



Book *Waiting* by Richard Kelley is available to buy now, RRP £30

to tell the stories of the drivers, they are there purely to provide some context to the photos. It is the images that provide the true narrative.

*Waiting* is a personal and reflective journey through one

of the critical eras in F1 as told in the medium of photography during a time when drivers were a "band of brothers" living, racing and dying alongside each other in the pursuit of glory.

Amanda Smith

## NEXT WEEK

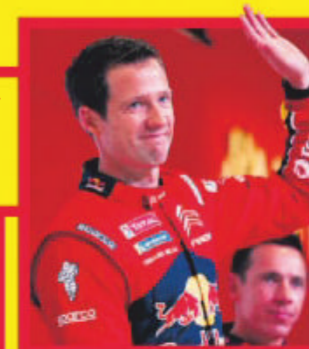
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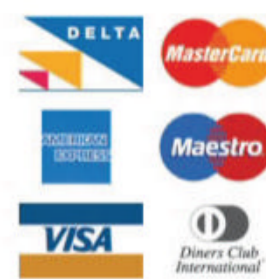


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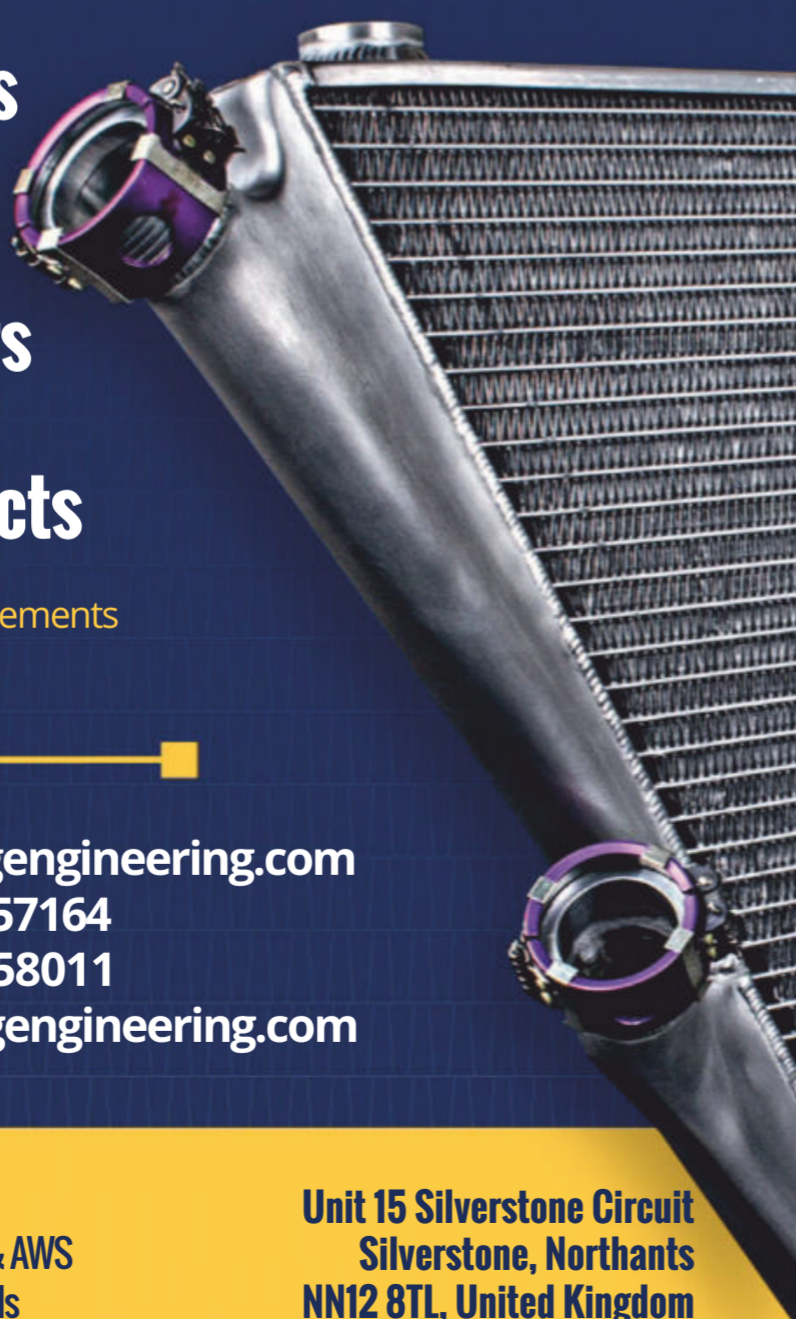


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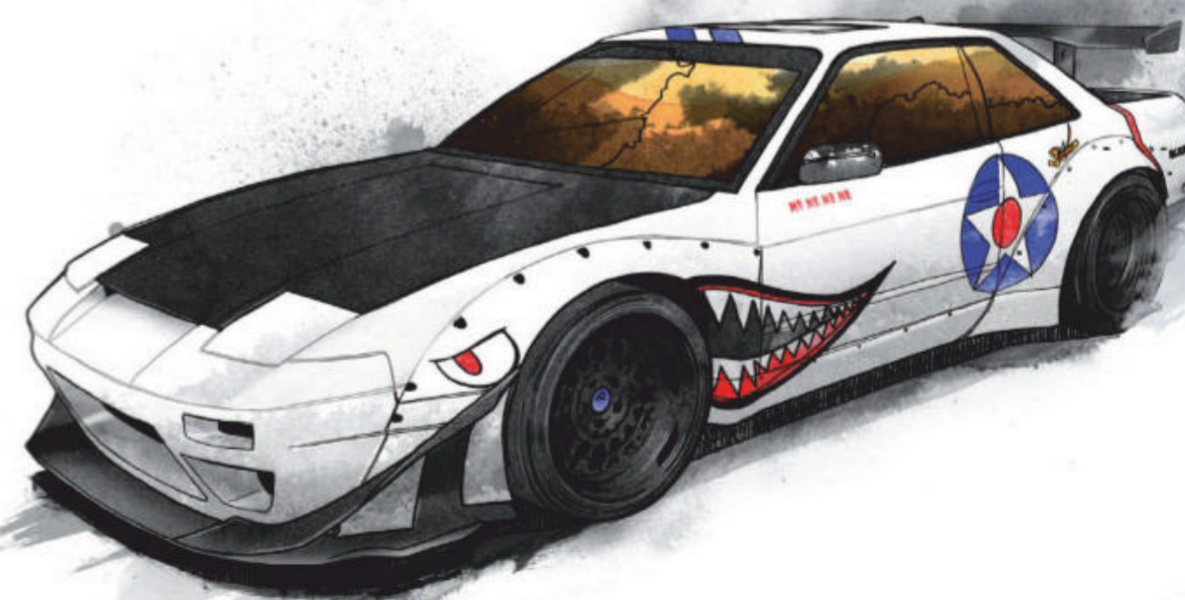


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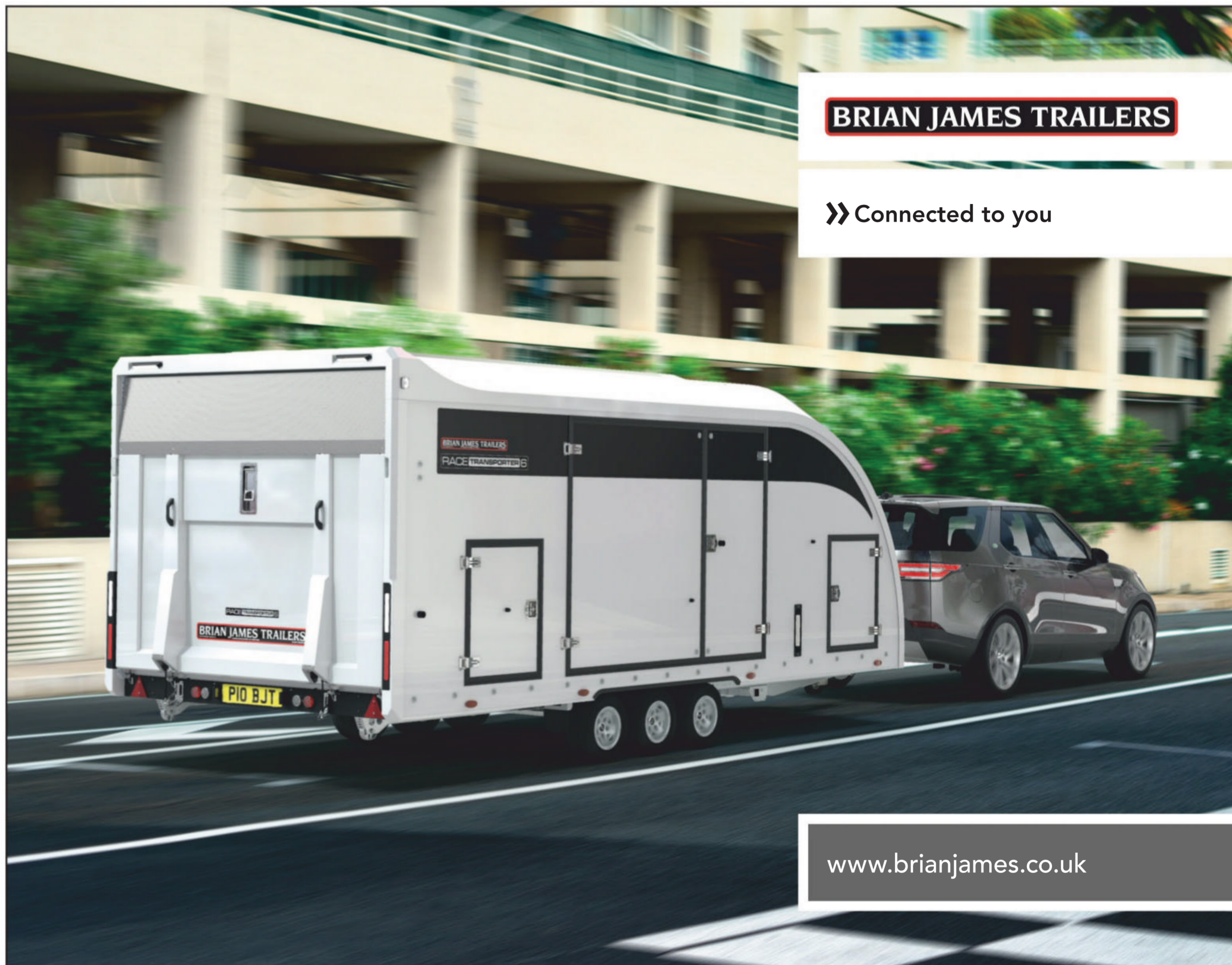
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