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EIGHT-PAGE SPOTLIGHT ON MOTORSPORT SAFETY

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STARTS P19

MOTORSPORT NEWS

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By Stephen Lethbridge



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Young British-Thai driver grabs dream chance at F1's top table



ALBON LANDS RED BULL DRIVE FOR REST OF 2019



By Matt James

London-born Thai Alex Albon has been handed a dream drive at Red Bull for the remainder of the 2019 season.

He will replace struggling Frenchman Pierre Gasly in the Honda-powered team for the last nine races of the campaign, and his performances will be assessed for a full-time seat alongside Max Verstappen in 2020.

Albon made his Formula 1 debut with Toro Rosso this season and has scored points in five of the 12 races so far. He will get his first chance to race the Red Bull at the Belgian Grand Prix on September 1.

Full story, p2-3



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DTM STARS ROCK BRANDS HATCH

AUDI AND BMW SHARE THE HONOURS AT BRITISH BATTLEGROUND, P18



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FOR MOTORSPORT NEWS STAFF CONTACT DETAILS PLEASE SEE P35



ALBON HAS TO JUSTIFY

Red Bull takes a close look at a new

By Matt James

British-born Thai Alex Albon has been named as a shock successor to Pierre Gasly as part of the Red Bull Racing team for the remainder of the 2019 Formula 1 season.

Gasly's position in the team since his promotion at the start of this term has been under scrutiny after a string of poor results alongside his team-mate Max Verstappen.

Gasly has been unable to land a podium with the Honda-powered Red Bull, which has been a two-time winner in Verstappen's hands. Gasly's best result in 2019 has been a single fourth place, which he achieved at Silverstone in July.

The 23-year-old Frenchman was drafted into the Toro Rosso squad in the latter part of 2017 to replace Russian Daniil Kvyat, who had shown lacklustre pace up to that point. Gasly was retained by Toro

Rosso for the 2018 campaign and he finished in the top 10 on five occasions.

Verstappen is third in the 2019 championship on 181 points, while Gasly is sixth, but he is 118 points adrift of the sister machine. Red Bull-Honda is also 44 points behind Ferrari in the race for second spot in the constructors' contest.

Evaluation

Paddock insiders had expected Albon's Toro Rosso team-mate Daniil Kvyat to replace Gasly, who will now step down to the second-string squad in a straight swap.

Kvyat has scored more points than his team-mate this season – 27 compared to 16 for Albon – and he also landed the team's second ever podium finish in grand prix racing with third place at the German Grand Prix at Hockenheim.

However, he has been sidestepped in favour of

CITROEN DEBATES FUTURE IN WORLD RALLY CHAMPIONSHIP

HEADLINE NEWS

Photos: LAT



Red Bull has pinned its hopes on British-born Thai

NINE RACES HIMSELF talent for its future line-up

Albon, who is in his maiden year at the top level. Albon, who was third in the F2 contest with four wins in 2018, joined Toro Rosso at the start of the season.

The son of former British Touring Car Championship racer Nigel, Albon has scored points on five occasions and scored a best finish of sixth place, also in the German Grand Prix.

A statement from Red Bull said that the nine-race run-in to the 2019 season would give it time to evaluate Albon's potential and there was a chance he would be promoted to a full-time drive with the team in the future.

The statement said: "Red Bull are in the unique position of having four talented Formula 1 drivers under contract who can be rotated between the [main] team and Toro Rosso.

"The team will use the next nine races to evaluate Alex's performance in order to make an informed

decision as to who will drive alongside Max in 2020."

Future perfect

Red Bull, through its talent development scheme, has a long history of being harsh with its driver policy. Several drivers have fallen off the energy drinks firm's staircase of talent, usually at the stage where they join the top flight with Toro Rosso.

Only three of the 13 drivers who have come through the Toro Rosso team have made the full-time step to the top table and been able to make a lasting impression. Sebastian Vettel took part in his first full season with the Italian-based operation in 2008 before he was promoted to the front rank. Australian Daniel Ricciardo was also picked by the Red Bull bosses after two seasons with Toro Rosso.

Current incumbent Max Verstappen also spent a season and a half with the team before he was selected to replace Kvyat after four races in 2016.



Pierre Gasly has been blighted by accidents

THE UNDERDOG WHO HAS GOT HIS TEETH INTO HIS CHANCE TO PROGRESS TO THE VERY HIGHEST LEVEL



Albon was a four-time winner in F2 last season on his way to third in the standings

When the news broke that Alex Albon had secured a Toro Rosso Formula 1 seat, it was difficult not to be pleased for him. Britain loves an underdog, and this might just be the biggest underdog story this motorsport decade.

Albon was dropped from the Red Bull junior programme in 2012 and spent the next five seasons struggling to rebuild his reputation, but he never floundered or wavered in his ultimate goal of F1.

Decent Formula Renault and F3 seasons followed before taking the runner-up spot in GP3 in 2016 which should have catapulted him towards a GP2 (now Formula 2) title charge with the ART Grand Prix squad, but he was beaten by Charles Leclerc and his future was in serious doubt.

In stepped DAMS, providing a lifeline. He began the season on a race-by-race basis and ended it narrowly losing second place in the points, behind George Russell and Lando Norris.

All three made it to F1 in a dream year for British fans, Albon grabbing a late deal to return to Red Bull and its feeder team Toro Rosso after negotiating an exit from a deal with Nissan and its Formula E team.

Pierre Gasly has struggled to gel with the Red Bull and floundered in comparison to a team-mate Max Verstappen. In relation to rumours of Gasly's future, Red Bull Motorsport advisor Helmut Marko said after the German Grand Prix last month: "This year we won't change. We will end the season as we currently are."

The tables have turned and Albon is the one to benefit. Many expected that if a change came it would be for Daniil Kvyat – Albon's Toro Rosso team-mate who is ninth in the points compared to Albon in 15th –

but Red Bull has clearly seen something.

The pressure will be intense on the 23-year-old as he steps up to what is a race-winning package. It's his first F1 season and he's shown himself well.

Albon has shown he has the mental fortitude to bounce back, and it doesn't get much more tricky than trying to stand out or even do an average job compared to a driver in Verstappen's form. But Albon has the tools to do it.

Whether he can do enough to keep the seat remains to be seen. But what can be celebrated is that a driver who has brought little or

no cash to his racing programme in the past few years has made motorsport's biggest step.

Jack Benyon



Albon has already proved his talents

RACING NEWS

Photos: LAT

IN BRIEF

Mexico secure

Formula 1 ended the doubts over the Mexican Grand Prix's future by announcing a new deal last week, helped by private financial backing being secured for an event that has so far depended on government support. The Mexico City news moved F1 closer still to a 22-race 2020 calendar, as it had been one of five events in jeopardy going into this season. Only the German GP looks set to fall off the calendar now as the Netherlands and Vietnam join.

Miami back?

Another new addition to the calendar that appeared to be dormant has been revived, with F1 chief Chase Carey saying the Miami Grand Prix plan might still have a future. That race was supposed to join the calendar this year but complications including local objections delayed it, and the intended street location was dropped for a new stadium-based plan. Carey said F1 had "made good headway" towards another US race and that Miami was still an option, but also hinted at Las Vegas.

Vettel's 5/10

Sebastian Vettel rates the first half of his 2019 F1 season as "five out of 10". Ferrari's strong winter testing performance meant he began the year as title favourite, but Vettel is still to win a race this season, has often been outperformed by new team-mate Charles Leclerc and is 94 points behind leader Lewis Hamilton in fourth in the drivers' championship. "I struggled here and there to really get on top of the car," said Vettel. "I feel I can do a better job in the second half."

Going green

F1 plans to do more to make itself more environmentally sustainable, and to better publicise its achievements on that front so far. "The hybrid engine was an incredible step forward in terms of fuel efficiency, while retaining power," said series chief Chase Carey. "And we are working aggressively on things like synthetic fuels, working with the oil industry as a whole on synthetic fuels, bio fuels, hydrogen fuels. You'll see between now and year end the sustainability issue becoming much more front and centre."

McLaren's battle

McLaren insists it can't consider the battle for 'best of the rest' won even though it is now 39 points clear of its nearest rival in fourth in the constructors' championship. "We have seen how quickly it can change and we have seen how close the others are in the race," said team principal Andreas Seidl. "It is good to have this gap at the moment in the points standing. For us it is important to not get carried away with that. It's heads down and make sure we keep fighting."



Hamilton (r) has rebuffed Rosberg's recent vlog

HAMILTON SAYS HIS ABILITY IS NOT GOING TO TAIL OFF

Five-time champion thinks former team-mate Rosberg is wide of the mark in assessment

By Adam Cooper

Lewis Hamilton has hit back at former Mercedes team-mate Nico Rosberg's suggestion that his ability level will tail off now he is in his mid-30s.

Rosberg used his video blog ahead of the Hungarian Grand Prix to suggest that Max Verstappen had overtaken Hamilton to become "the best driver out there".

Speaking about Hamilton, who is now 34, Rosberg had said

"the best age for racing drivers is 30, 31, 32 – and that's because your ability as you're getting older slightly decreases, but experience counts so much in this sport. So experience will outdo the small decrease in your natural ability as a human as you get a bit older."

When Rosberg's comments were put to Hamilton, the reigning world champion said: "I've never seen the blog, I don't know who follows it, but it has no bearing on anything that I do."

"I don't care, everyone has

their own opinion. Whether he's right or wrong, I don't really care. All you have to do is look at my tally of results over the years and they kind of speak for themselves.

"So naturally there will be people that have not had the success that I've had, and might want to talk it down, but that's OK."

Hamilton said a "really good book" called the *Four Agreements* had helped him avoid worrying about people's opinions.

"There's an element in there where it says don't take anything personally, so when someone says something about you, it's not actually about you, it's how they feel about themselves," he said.

"I'm 34 years old, but I feel like I'm driving better than ever. Hopefully you can see that I've not lost any speed."

"Qualifying is not always going to go great, you just have to move on. Races are not always going to go great, the last one [in Germany] sucked.

"But you know what, you move straight on, let it go, there's nothing you can do about the past, all you can do is try to shape the future."

As recently as June, Hamilton had stated that he could "definitely" race for another five years in F1 and he reiterated that retirement is not on his agenda. "Right now I feel fantastic physically, generally, this year, and mentally," said Hamilton. "There's more to achieve together inside and outside of the car."

Bottas has 'options' in fight for F1 future

Valtteri Bottas admits that he has already been exploring other options should he not be retained by the Mercedes Formula 1 team in 2020.

Team boss Toto Wolff has confirmed that Bottas (*below*) is in a fight with Esteban Ocon

for the seat alongside Lewis Hamilton next season, with a

decision due to be made during the summer break.

Bottas said he knows he has to have at least one alternative in place should the decision go against him.

"When you're in that kind of situation and when you still want to race in F1, you need to have plan B, possibly plan C," he said. "I've been thinking and talking about stuff. It's good to have different plans."

Bottas conceded that amid the pressure of the looming 2020 decision it had not been easy for him to judge how much risk to take in recent races.

"People think that some drivers perform better under pressure when things are on the limit, but for me it doesn't help," he said.

HORNER: IT WOULD TAKE A MIRACLE TO CLAIM TITLE

Red Bull team boss Christian Horner thinks only a "gargantuan" blunder by Mercedes would allow Max Verstappen to challenge for the world championship this year.

Verstappen has scored more points than any other driver at the four most recent grands prix, and Mercedes boss Toto Wolff said at the Hungarian Grand Prix that form had made the 21-year-old a title threat.

But Horner reckons the comfortable 69-point advantage that Lewis Hamilton holds over third-placed Verstappen with just nine races remaining means his team's title dreams are not realistic.

"Lewis has close to a three-race [win's worth of points]



Even Red Bull bosses think overhauling Merc is unlikely

advantage with nine races to go, so he would have to not turn up for three races," said Horner.

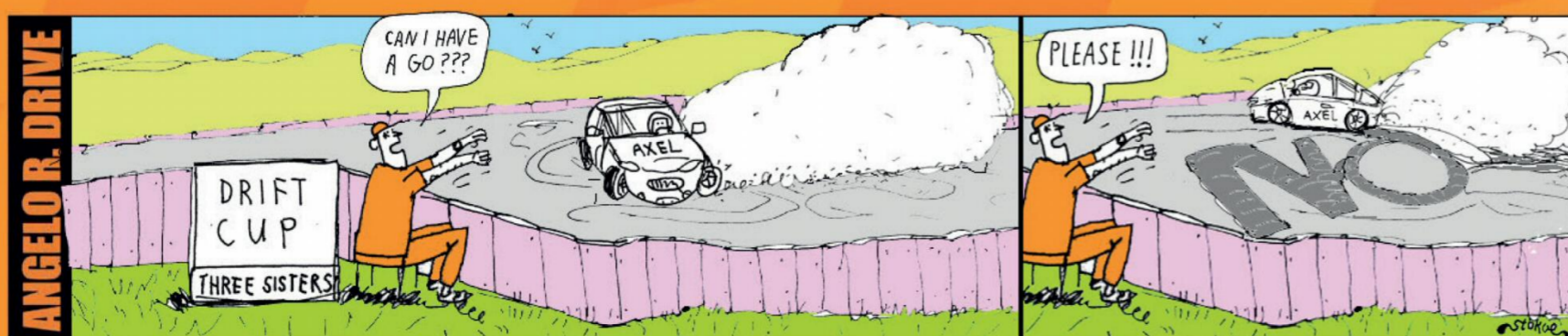
"They would have to f*** up by gargantuan proportions not to win this championship."

"Our target in the second half

of the year is very much to close that gap. And as we get more performance on the car as Honda continues to make progress, this is very much a building year as we transition into 2020."

MN'S SAFETY SPOTLIGHT

PAGE 19



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'Rast was in great form'
DTM Brands Hatch report, p18



McLAREN COMMITS TO FULL-TIME INDYCAR ENTRY

F1 squad enters new partnership to form Arrow McLaren Racing SP



Alonso failed to qualify for one-off McLaren Indy 500 bid

By Matt Beer

McLaren will join the IndyCar Series full-time for the 2020 season, partnering with Sam Schmidt and Ric Peterson's established team to create Arrow McLaren Racing SP.

After the humiliation of its failure to qualify at the Indianapolis 500 this May when it returned with an independent project for Fernando Alonso, two years after he starred with the joint McLaren/Andretti Autosport entry, McLaren made clear that finding an experienced partner team was likely to be key to its long-held IndyCar ambitions being fulfilled.

Double CART IndyCar champion and 2003 Indy 500 winner Gil de Ferran will lead the management of the new programme, which will run two Chevrolet-powered cars.

A McLaren statement said de Ferran would "helm a dedicated group from McLaren Racing, independent of the F1 team".

McLaren CEO Zak Brown described the Schmidt tie-up as giving McLaren "the right synergy as a strategic partner" and added "we come to IndyCar in full respect of the sport, our competitors, the fans and the task ahead".

The likely McLaren IndyCar driver line-up remains unclear.

Brown recently underlined that Alonso was "top of our list" for any such project, but admitted that the double Formula 1 world champion had so far been reluctant to commit to a full season in America.

SPM's current lead IndyCar driver James Hinchcliffe is under contract for 2020 but has strong links with its outgoing engine supplier Honda and had initially seemed set to lose his seat due to the McLaren-induced switch to Chevy power – with other Honda IndyCar teams making moves to expand for Hinchcliffe.

But in a social media post after the announcement, Hinchcliffe intimated that he might prioritise

the chance to be part of the McLaren project over his Honda ties and stay on.

His present team-mate Marcus Ericsson is thought unlikely to continue into the McLaren era, but Ericsson's sometime Sauber F1 partner Felipe Nasr – the reigning IMSA SportsCar champion – recently tested for Schmidt and has been tipped as a strong McLaren option.

Formula 2 title contender Nicholas Latifi, whose father Michael is a McLaren investor, has been linked to the IndyCar team too but is also believed to be closing on a chance to replace Robert Kubica in the Williams F1 line-up for 2020.

QUICK LAPS THE FASTEST NEWS ROUND-UP

Paul di Resta was left unimpressed with DTM officials having been hit with a marginal jump-start penalty after vaulting his Aston Martin into the lead at Brands Hatch. Di Resta had qualified fourth in changeable conditions but muscled his way to the front on lap one of the opener. "If that's a jump start, then every single start every single person has done for the last 15 years

would be illegal," di Resta argued. He later retired with an engine-related problem...

Former Audi LMP1 racer Oliver Jarvis will make a one-off World Endurance Championship return for the Fuji round later this season, standing in for Paul di Resta at the United Autosports LMP2 team when the Scot has a DTM clash. Jarvis, who now races for Mazda in the IMSA SportsCar Championship, contested the

2003 Formula Ford Festival with United managing director Richard Dean's JLR team... **Ferrari Formula 1 simulator driver and Toyota World Endurance Championship racer Brendon Hartley will compete for the Dragon Racing Formula E team in the 2019-20 championship. Ex-Toro Rosso F1 driver Hartley, who is set to contest the 2019-20 World Endurance Championship in Toyota's**

LMP1 car, is the American FE squad's first confirmed signing for the next campaign. The factory Porsche driver was a candidate for the manufacturer's own 2019-20 line-up – and Hartley drove for Porsche in the initial stages of its FE manufacturer-allocated private testing programme – before Andre Lotterer was signed up to partner Neel Jani.

CHADWICK SAYS TITLE-WINNING RACE WAS "AWFUL"

Inaugural W Series champion Jamie Chadwick described the Brands Hatch finale where she beat Beitske Visser to the title as "probably the most stressful 30 minutes of my life".

Chadwick took a fourth place finish to secure her championship victory – having headed to Brands Hatch with a healthy lead of 13 points over Visser – but the British finale marked the first time the Williams

Formula 1 development driver has been absent from the podium all season.

She was overtaken by race winner Alice Powell and Emma Kimilainen simultaneously through Paddock Hill Bend, before losing the final podium spot to Visser a few laps later too.

"It will sink in later, it hasn't at all," said Chadwick. "Now I'm still thinking about that race – which was awful."

"Honestly as the race goes, it was probably the most stressful 30 minutes of my life and I've never really experienced that level of pressure before, wanting to win the championship but in the back of your mind you just want to win the race.

"I'm a bit gutted still, I don't want to be that typical racing driver but I would have loved to have won today and I would have loved to secure the championship in style."



W Series champion took fourth place

EDITOR

MATT JAMES

"The pure speed of the DTM cars is breath-taking"



Travelling to Brands Hatch on Sunday for the DTM I was all prepared to compare and contrast the series to the British Touring Car Championship, which is a category I have reported on for 16 seasons now. I very soon realised that it isn't really comparing like with like.

Yes, they are both tin-top categories and DTM is (nominally) a national series, but that is about where the comparison ends.

The DTM cars are purpose-built race machines and that is their sole intent. The BTCC cars are truer to – although still a long way from – their production roots. The ancestry of the machines in the two different disciplines mean that any attempt to measure the two against each other would be pointless.

The race at Brands Hatch was a nail-biter, and the ebb and flow of the battle between the Audis of Nico Muller and eventual winner Rene Rast (see report, page 18) was great to watch.

The most breath-taking thing about the DTM cars was their pure speed. Having got used to the pace of the BTCC cars, it takes some recalibration of the eyes to realise that the DTM machines will actually make it around the corners.

The second race on Sunday, the one I watched, was tense rather than all action: maybe that is the fault of the circuit configuration for cars with that much grunt and aero. There were overtaking moves, but they could be counted on one hand.

But all of that is forgotten when you simply watch the cars. The speed and the energy that they provide can gloss over any follow-my-leader processions that are happening.

So then there was the experience of the raceday, and the DTM does deliver in that department. Sure, the roster of races is not as jam-packed as the BTCC support bill, but it seems a little bit better for it. Hats off, as usual, to the Mini Miglia and Mini Se7en categories, which never fail to entertain. And to David Coulthard, who brought the sounds of F1 to Brands Hatch with two entertaining demo runs in a Red Bull RB7-Renault.

The meeting has time to breathe given the space on the timetable and the anticipation when the races actually do happen is much higher than at a normal event.

The amount of money spent by the three firms involved – Aston Martin, BMW and Audi – is simply mind-blowing. There are activities for fans all over the place and a lot of engagement, although it is very hard to see how the figures stack up financially for this trip to Brands Hatch. I am not going to knock it, though, so long as the show keeps coming to town.

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

RACING NEWS

PRODUCTION SPLIT FOR BRITCAR

Organisers consider specialised events

By Jason Noble

Britcar Endurance Championship bosses are pursuing plans for additional races in 2020 dedicated to production cars.

Feelers were put out on social media at the end of July by series chief Claire Hedley, which proposed to run two races of 30 or 45 minutes length on Sundays for its class 5-7 production cars, while the two one-hour races would remain on Saturdays for the existing more powerful GTs in the series' 1-4 classes.

Hedley said the idea had already attracted strong interest from drivers, who were largely in favour of 45-minute races instead of half-hour sprints.

"When I started, production was what we were doing [a production series ran alongside the main Britcar Endurance Championship for many years]," she said.

"I thought about what to develop with Britcar and there is nothing wrong with class fives – they want to be in Britcar but they don't want to be lapped by

GT3s. The feedback has been incredible, and I think we understand what our customers want.

"It would be crazy not to look at doing something. There was a wake-up moment that we are going to lose our class fives if we don't do something about it."

The championship currently hosts its two races on a Saturday, but according to series staff it already has its hospitality tent in place until Monday mornings at race weekends, meaning it is only additional catering and overnight staff accommodation that would need to be added to begin running Sunday races.

While no formal proposal is in place yet, work is continuing on the logistics, race fees and negotiations with the British Automobile Racing Club to establish the plan.

It has not yet been decided whether the new Sunday races would run as a series or championship, although Hedley admitted having championship status would likely draw in more competitors.



Britcar could split the grids for 2020 races

Photos: David Lord, Ollie Read, Jakob Ebrey



Donnelly: facing medical battle

Ex-F1 racer Donnelly faces an extended wait to find out if he can keep his injured leg

Ex-Formula 1 driver Martin Donnelly must wait up to another four months before finding out whether he can keep the leg damaged in a recent charity moped ride crash.

In excess of £50,000 was raised to support Donnelly while he is unable to work, having broken his already damaged left leg while riding in Ireland to raise money for the Teenage Cancer Trust.

After his 1990 grand prix practice crash at Jerez, Donnelly contracted the MRSA bacterial infection. The 55-year-old suffered another infection while in hospital last

month, which meant he was unable to have a cast fitted to his broken leg.

"The whole of the thigh just turned to what looked like bubble wrap," said Donnelly. "It was red and orange blisters and then it moved to my other leg and back. It was all infection."

Donnelly has since had a metal structure screwed into the bone, but so far his body has been slow to embrace it. Last Thursday he was meant to find out from doctors if he will keep his leg, but that decision been postponed in order to give Donnelly's body more time to begin the healing process.

Pace frustration leads Edgerton to quit Juniors

Ginetta Junior driver Theo Edgerton has quit the championship after a difficult start to the season.

The Total Control Racing driver took a best result of third at Donington Park but felt a lack of straightline speed was hampering his efforts.

He contested the first two races of the

four-round Snetterton weekend earlier this month but decided against racing in the other two. TCR team boss Lee Brookes says Edgerton is now looking at alternative categories for the future.

"He says he's fed up with people passing him on the straights and not in the corners," added Brookes.



Edgerton has decided to walk away from the Ginetta Junior competition



Dan Harper was the recipient of the Porsche Scholarship and leads points

APPLICATIONS OPEN FOR PORSCHE SCHOLARSHIP

Applications for the 2020-21 Porsche Carrera Cup GB Junior programme will open later this week.

The scholarship scheme provides the winner with £85,000 towards their

budget for each of the two seasons and the chosen Junior will also benefit from a wealth of support, including a bespoke training programme and advice from Porsche Motorsport engineers.

In addition, the winner gets to represent Porsche at major motorsport events.

The programme has a proven track record with current Junior Dan Harper leading the championship by 20 points ahead of this weekend's Thruxton rounds, while the previous two scholars – Charlie Eastwood and Josh Webster – both won the crown.

"I wish I could go back on for another two years!" said Harper. "I can't recommend it enough."

"There's also lots of opportunities that you would never get if you're not on the Junior programme. I've got to drive some awesome cars and meet a lot of people. "I was the only one finalist to come from junior racing and it shows, as long as you can perform and they see potential in you, you're in with a shout."

The Junior programme is open to drivers born between November 30, 1999 and March 1, 2003. Applications open tomorrow (Thursday) and can be submitted via porsche.com/uk/pccgb-junior-programme.

Younger Brabham to make race comeback in Porsche Carrera Cup GB at Thruxton

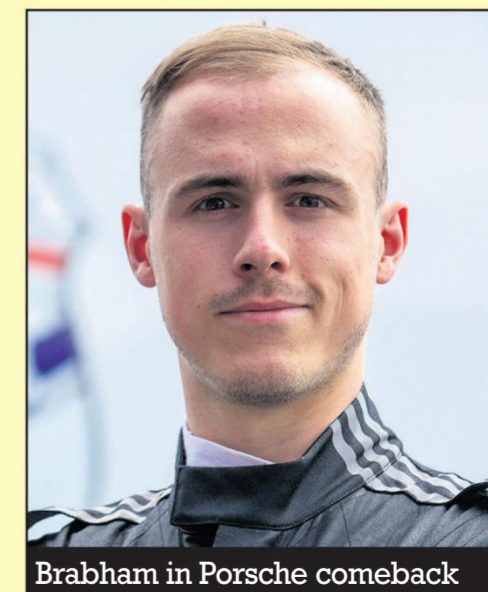
Sam Brabham and the Brookspeed Motorsport squad will return to the Porsche Carrera Cup GB at Thruxton this weekend.

Brabham, the son of three-time Le Mans 24 Hours winner David, will make his first outing since a one-off appearance in the Porsche category at Silverstone last year. The 2016-17 scholarship finalist and British Formula Ford race winner now plans to contest the remainder of the season in the Pro-Am class.

Brookspeed will also be making a return to the category after last fielding Jayde Kruger in the series in 2015.

"It feels amazing to be heading back to the track and rejoining Porsche Carrera Cup GB," said Brabham. "Last September seems a long time ago so it's great to be back in the race seat with a four-race

commitment, which will really help me with consistency and understanding the car to build on progress each round."



Brabham in Porsche comeback

NATIONAL FF1600 TEAMS CONSIDER BGT MOVE

After the disappointment of TCR UK, series is evaluating its future

Photos: Gary Hawkins, Jakob Ebrey



FF1600 could appear alongside British GT

By Stefan Mackley

National Formula Ford 1600 team bosses and the British Racing and Sports Car Club have discussed the possibility of moving the championship onto the British GT support bill.

The BRSCC-run series has

appeared at TCR UK meetings since 2018 but, with that series struggling for numbers, FF1600 teams are considering other packages for the future.

A number of meetings have taken place to discuss the possibility of joining the British GT support bill, which is run by SRO, either full-time or

potentially at a one-off meeting.

"Personally I think it would be a good move forward," said Oldfield Motorsport team manager James Oldfield.

"This championship has been growing from 2010 when really it was just a mix of Midland and Northern [championships] but every

year it's improved bit by bit. "It requires commitment, at the moment you can pay round by round if you want but with the package with SRO the championship needs to commit as a group."

Cost is understood to be the largest stumbling block, with a 'serious financial commitment' needed to join the British GT support bill.

Dominic Ostrowski, competitions director at the BRSCC, confirmed joining for a single round would be a more realistic option.

"As I made it plain to the team managers about a month or so ago, if they go on the GT package it's a serious financial commitment, you've got to commit to the track and commercial costs," he said. "We can't commit to that without knowing the teams are going to support it.

"That's [joining for a single event] a possibility as well but the continuing success of the SRO package means that track-time comes at a premium."

A spokesperson from SRO said: "There are no plans to add any more championships as the GT support package is full at the moment for next year."

Eastwell to make racing comeback in National FF1600, with Festival and Hayes also planned

Michael Eastwell will return to National Formula Ford 1600 for the remainder of the season, having taken a sabbatical from racing.

The 23-year-old, who reached the final selection of last year's Mazda Road to Indy Shootout, finished runner-up in the National series in 2018 with Kevin Mills Racing.

After purchasing a US\$2000 car, Eastwell had planned to race in America this year, but the strain of trying to forge his career abroad meant he took a step back from racing at the start of the season.

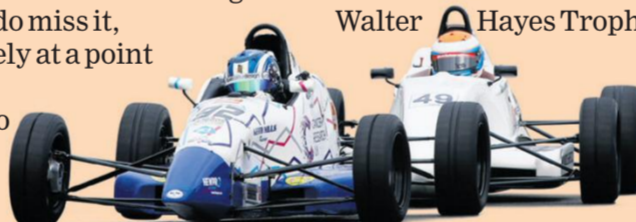
"I did just run myself into the ground," he said. "Kevin [Mills] has tried to convince me [to come back to FF1600]

since I told him I wasn't doing America this year.

"When I came back to the UK and met up with Kevin a lot of memories came flooding back and I do miss it, I'm definitely at a point now where I'm ready to get back."

Eastwell

(below) will drive his Spectrum 011C, which he used last year, at the remaining National rounds, as well as the Festival and Walter Hayes Trophy.



Maloney has 54-point lead

British F4 points leader Maloney defends his attacking style

British Formula 4 points leader Zane Maloney says he is more focused on wins rather than consistency.

The Carlin driver dropped 23 points to closest rival Sebastian Alvarez at Snetterton earlier this month after being caught up in one of several race two incidents.

A final-corner collision with Bart Horsten, which left Maloney out of the race, was

investigated afterwards, but only reprimands were handed out.

Despite the setback, Barbados racer Maloney says he would "try exactly the same move" if the scenario presented itself again.

"Bart looked across in his mirrors, tried to block it and would have otherwise hit the kerb," said Maloney. "It's racing, and we'll move on.

"I'm not really bothered about picking up the points to be honest - I'd rather just go out for as many wins and podiums as I can."

Horsten added: "Personally, I don't know if I would do the same if I was leading the championship. He went for a move, and it didn't come off - these things happen in racing when you're so close together."

MN CORRESPONDENT

LUKE BARRY

"The long-awaited new Jim Clark museum is brilliant"



What do Ayrton Senna and I have in common? It's a question even I have never asked myself, but here's your answer: we have both visited the Jim Clark Room in Duns.

Now, sorry Ayrton, but last month I eclipsed you as I visited the brand new Jim Clark Motorsport Museum.

The long-awaited revamped Jim Clark memorial museum is now open and, let's cut to the chase, it's brilliant. As my mum's partner put it: "You could spend days in there."

There was absolutely nothing wrong with the old room but, now that the site has been expanded into the garage next door and converted into a true museum, what stood before now seems pathetic.

"You need to bring life into anything no matter whether it's the Jim Clark Room or the British Museum," the museum's assistant curator Andrew Tulloch tells MN.

"We needed to bring it more up-to-date, we needed to add cars because people wanted to see cars, we needed to introduce more modern display techniques, go beyond just here's a trophy and then another trophy.

"We're trying to get through to the story behind the trophy, the cars, the circuits, the type of racing, things that were touched on but not really covered in the old museum. And it's done in such a way that the visitors can get as much or as little as they want."

Clark's career and his tragic demise will be familiar to you as an MN reader, but even motorsport anoraks like us will walk out of the museum with new-found knowledge of Jim's superb life and career.

Did you know that his first trophy was won navigating on a rally? Or that he was a founding member of the Scottish Motor Racing Club? Or that he was an avid supporter of road safety, creating a campaign to stop youngsters speeding? I didn't.

The presence of Clark's 1963 championship-winning Lotus 25 and the Lotus Cortina he took to the 1964 British Saloon Car Championship no doubt adds interest. The plan is to change this cast as the years progress to freshen up the display and keep the visitors coming back.

The final word must go to the Jim Clark Trust and Live Borders for their tireless work to create a truly interactive and poignant experience. Make sure you get yourself to Duns in the Scottish Borders and take a look for yourself. Tickets cost £5 and are valid for an entire year.

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RACING NEWS

SUPERKART ACES MAKE THE MOVE TO LEGENDS SERIES

Champions Platt and Needham to join Clark in competing in popular category

Photos: Mick Walker, Jakob Ebrey, Steve Jones

Clark took a best result of seventh at Donington



By Dan Mason

Successful British Superkart racers Paul Platt and Chris Needham have lined up outings in the National Legends Championship ahead of next season, where they intend to join fellow karter Daniel Clark.

Five-time Superkart

champion Platt has agreed to share a Clark Motorsport Legend with 2017 MSA Superkart champion Clark, potentially prior to the end of the current season.

Clark returned to Legends this summer after 13 years away from the national series, and also hopes to expand into a two-car entry for 2020.

"I'd sold all my karts and

bought two Legends in about 24 hours," said the Northumberland racer. "It's so much fun, and it'll be great sharing with a few old friends in something a bit different for them."

Platt intends to dovetail racing in Legends with further Superkart appearances, adding: "By sharing a car, only the car is registered for points,

so we can both take it in turns to help me dip my toe in the water of something new. I'm really looking forward to it."

Fellow karting champion Needham also visited Clark at the recent Legends meeting at Donington Park with plans to join the series next season, but as a privateer entry with car owner Gareth Sheridan.

"I'm pretty game for it,"

said Needham. "Myself and Gareth are going to do this ourselves. We've got the car, so it will just be about getting a feel for it. It feels safer too, so you step back a bit and think what's best for you."

Clark enjoyed a strong weekend at Donington, taking a personal best result of seventh alongside five top 10 finishes.

Bell determined to end British GT season on a high with new McLaren GT3's first win after recent podium finishes



New McLaren had slow start to season but has got quicker

Balfie Motorsport driver Rob Bell says he's determined to drop the tag of British GT bridesmaid following a third podium visit of the season at Brands Hatch earlier this month.

After electrical problems forced it to withdraw from Oulton Park, the McLaren 720S Bell shares with Shaun Balfie has had the pace to win at every round since Silverstone, but has yet to break through and take its first series victory, finishing second, fourth and

second in the last three events.

"We're getting there but we're still the bridesmaid at the minute," Bell told MN. "To be honest I'd rather win and come fifth [the next weekend] than have second, second, third, because we're here to win. That's the end of the story."

After taking a first pole of the season at Brands Hatch, Balfie was mugged off the startline by Graham Davidson, and Bell was unable to get back on terms with Davidson's team-mate Jonny Adam in the second stint.

It was a similar story to Donington Park, where Bell had trailed Adam to the finish, and the McLaren factory ace is looking to turn the tables on the championship's return to the Leicestershire track next month.

"The fact that we're consistent is nice but now we need to take the next step and that's really what we want," Bell said. "But we're working hard, we're not resting on any laurels and the car keeps getting better every weekend."

Jaguar Series Elite category forced to cancel another event after more car woes

Series Elite took the "difficult" decision not to race at Donington Park last weekend due to brake-related issues.

The Jaguar Project 8 championship's races were called off on Saturday morning after overheating brake problems emerged from testing at the circuit earlier that week.

It was another setback for the series, after curing electronic issues that led to the Brands Hatch event being cancelled, but series organisers said there was "no alternative" but to withdraw from the Donington event.

Series founder Graeme Glew said: "We are confident we can fix the issues, but to be on the safe side, we need to carry out more testing and development. "We were looking forward to this one as we had five drivers lined up and the times [in testing] looked as though we would have had some exciting races again."

Glew added that interest in the Jaguar Project 8 model has been "growing" overseas, and that grids are expected to increase for the remaining rounds at Snetterton and Portimao.

Tegiwa's Honda NSX racer makes UK debut in Club Enduro

Tegiwa Imports' Honda NSX race car made its UK debut in 750 Motor Club Enduro at Silverstone last weekend.

The car was driven by Taiwanese competitor Sheng Ping Yuan, boss of aftermarket suspension and brake specialist Yellow Speed Racing, and Nankang Tire man Yuan Hu Lin. The car was first seen at Spa last month driven by Chris Nylan and Adam Burgess. Following limited shakedown testing, the car showed promise once throttle position sensor issues which bugged qualifying were solved.

This example was acquired in trackday-spec, but a modified two-litre EP3 Type-R engine,

a Tegiwa speciality, was fitted for the lower power-to-weight ratio Class B.

The lighter 242bhp four-cylinder engine is mated to a six-speed Civic gearbox.

Sheng Ping Yuan, who raced the Yellow Speed Honda Civic

and BMW E46 M3 at the equivalent Silverstone events in 2017 and '18, climbed from 17th on the 49-car grid to the back end of the top 10 in the early stages of the race. His compatriot retired at three-quarters' distance when a misfire set in.



The NSX's Silverstone race ended late on with a misfire

IN BRIEF

Praga woes

The VR Motorsport Praga R1T of Grant Williams and Alastair Boulton was unable to take up its front row start in the first Snetterton Britcar race last weekend, and eventually retired as a result of fuel flow problems. The Praga was wheeled off into the pitlane just minutes before the green flag lap with a fuel switch issue, necessitating a pitlane start. The three-time winners were able to get going but later suffered a fuel flow problem – which proved terminal for their race and any chance of starting race two.

Saker shock

Identical driveshaft issues plagued the two JPR Motorsport Saker RAPX cars during the second Snetterton Britcar race resulting in a double retirement. The #4 entry of Steve Harris and Chris Hart pitted at the end of lap two before the sister #3 entry followed suit two laps later. It emerged that both cars had suffered bizarre issues with intermittent power cuts which had sheared the driveshafts. The Paul and Kristian Rose #3 car had earlier taken a podium in the opener.

Morris pounces

Rick Morris reclaimed the lead of the Classic Formula Ford 1600 Championship with two victories at Snetterton as chief challenger Tim Harvey stumbled. The 1992 British Touring Car champion was a solitary point ahead of Morris following Thruxton's June round, but left Norfolk 15 points behind. Harvey struggled off the line from fourth in the first race to drop as low as 10th, but managed to recover to sixth by the chequered flag. But his nightmare weekend was compounded when a broken rear wishbone on the first lap of race two forced a retirement.

Liversidge's late call

Barry Liversidge stormed to a podium in the UK Sports Prototype Cup finale after making the last-minute decision to complete the 50-minute encounter at Snetterton. The Radical SR3 driver had tested on Friday at the circuit, but opted not to contest either of Saturday's two races. A last-minute decision to turn up for the third race on Sunday, which included a hasty gearbox installation, was rewarded with second place. He said: "It was unexpected – I really hadn't scheduled to do it but I found myself available. I didn't know I was coming until about 0800hrs this morning!"

Prebble's new car

Club saloon car ace Gary Prebble switched cars from a Peugeot 205 to a Honda Civic for last weekend's 750 Motor Club Hot Hatch races at Silverstone. "Considering we built the car up over two weeks, third and second places out of the box is a result," said the Southampton stalwart, Castle Combe's most successful racer, who also plans to run the Honda in its Hot Hatch Challenge series.

Mutch's problem

A driveshaft problem contributed to Ginetta GT5 Challenge frontrunner Gordie Mutch's troubles in the opening race at Snetterton earlier this month. Rather than the spin reported in last week's issue of Motorsport News, the mechanical trouble led to the Fox Motorsport driver pulling off the circuit. Mutch went on to take third in race two.

HOT LAP, COOL ENGINE



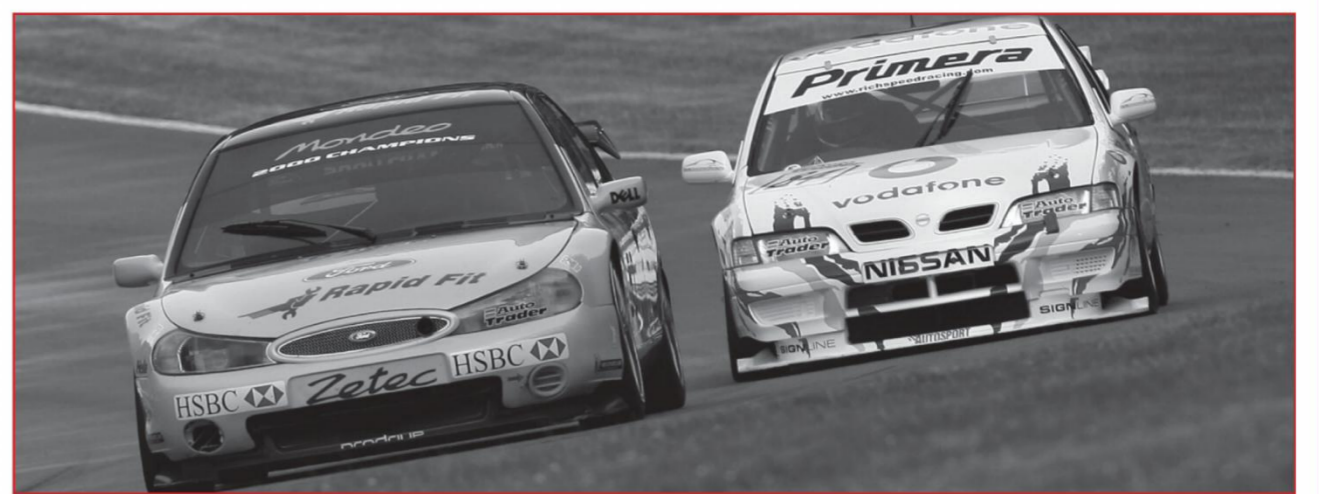
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HISTORICS

'Slaughter will run dual campaigns'
Race and rally campaigns are shared, below



DOWN THE WORKSHOP

LOLA-PORSCHE T492

Owner: Graham Lomax



Car is an ex-Kelly Girl motor

The Lola-Porsche is a one-off

"It's a 1978 Lola T492 with a 3.2-litre Porsche engine and I use it for hillclimbing. It is the only one of its kind. It came to me as a rolling chassis with a nice new body on it, but no engine. Previously it had a Ford Sierra Cosworth RS500 engine fitted and I should have bought the whole thing, but I didn't."

He went for a Porsche powerplant

"I'd been a Porsche guy for 30 years and started hillclimbing with a 911, so I decided Porsche power was the way to go. At the time, it was either the Porsche engine or a Rover V8 and I couldn't find a suitable gearbox for the Rover and the Porsche engine came with a gearbox, so in it went."

He traced the history of the machine

"The chassis was eventually identified as HU62, which started life as one of the Kelly Girl-sponsored cars in Sports 2000 and was later raced by Alan Humberstone as a Special Saloon with a Skoda body."

The engine and box are mainly standard

"In the early days I was very good at missing gears so it had two gearbox rebuilds and two engine rebuilds, so I tend to be a little bit careful now. I change gear really quite gently; you can't rush across the box as it is a road-going gearbox. The engine is a standard 3.2-litre Carrera, which means that the crank and the crankcase are for the turbo so they are really robust. It's got different cams as it runs non-turbo. The gearbox is a magnesium cased unit from an early 911, which is quite a rare beast. It has a limited slip diff with some nice gear sets. But the engine, apart from carbs at the top, and a home-made manifold underneath, is bog standard."

He's had a level success on the hills

"I bought it about 11 years ago and I've raced it for eight years. For the last three years I've won my class in the Midlands championship. I mainly do Prescott, Loton Park and Shelsley Walsh. That's nine events in the season and you need time to mow the lawn and go on holiday. I budget for about £2000 a year to cover entries, fuel and most other things, which is not bad for a season of motorsport in these surroundings."



Webster is in the boxed seats

HISTORIC RALLY CHASE HOTS UP

Tense six-way shoot out for BHRC title honours

By Paul Lawrence

An unprecedented six crews are in contention for the overall crown in the British Historic Rally Championship going into Saturday's Ulster Rally, the penultimate round of the seven-event season.

New championship leaders after the recent Harry Flatters are Simon Webster and Jez Rogers and they top the six-strong Ford Escort pack before the Ulster. None of the six contenders have won the title before and all bar Steve Bennett are heading to the Ulster Rally.

After Saturday's asphalt rally, the season will conclude back on gravel during the Trackrod Historic Cup at the end of September. Just nine points cover the top three, while the dropped scores situation brings three more crews into the contest. Drivers count their best five scores from the seven rounds.

Webster also has the best position when dropped scores are considered, while Rudi Lancaster/Guy Weaver will be the only crew dropping a score this weekend if they finish well as they have scored strongly on all five rounds to date.

Northern Irish drivers Stanley Orr (the only one in a Mk1 Escort) and Adrian Hetherington are on home ground this time, while Joe Price tackles the event for the first time.

STANDINGS

British Historic Rally Championship

	DRIVER	POINTS (DROPPED)
1	Simon Webster	101 (drop 0 then 9)
2	Rudi Lancaster	99 (drop 12 then 14)
3	Steve Bennett	92 (drop 0 then 14)
4	Stanley Orr	87 (drop 0 then 16)
5	Joe Price	85 (drop 0 then 0)
6	Adrian Hetherington	73 (drop 0 then 0)

Silverstone Classic to celebrate three decades of historic racing with 2020 extravaganza



Silverstone Classic will reach a big landmark

The 2020 Silverstone Classic will be a special event to mark the 30th edition of the historic racing festival at Silverstone Classic.

For logistical reasons, the Classic normally runs two weeks after the British Grand Prix, giving a provisional 2020 date of July 31-August 2.

The forerunner of the Classic was the Silverstone Historic Festival, first run in 1990 as Britain's earliest such event.

Despite several changes of promoter, the event has grown into the Silverstone Classic.

"I know we say this every year, but the Classic just keeps getting better as we work hard to ensure that each year is the best yet," said Nick Wigley, event CEO. "Now, with our own special landmark ahead in 2020, we will be keeping our pedal firmly to the metal and building ever further on what's been achieved to date."

SHRIKE SPORTS 2000 CALL FOR HALL

Former Formula Ford ace Rob Hall has switched to Historic Sports 2000 this summer with a Shrike P15 and hopes to run a full season in 2020.

The Castle Combe Formula Ford frontrunner started karting aged nine and has raced in FF1600 for around a decade. However, aside from a Britcar race in a BMW, the Silverstone Classic

Thundersports race was his first time out of single-seaters.

"John Phipps who owns the car is a family friend and we got it as a restoration project," said 29-year-old Hall. "It was my first race of 2019 and I jumped at the chance."

They now have a second Shrike and hope to run them both more regularly next season.



Hall has moved away from a single-seater background

Photos: Paul Lawrence



Webster has challenge

Simon Webster's view:

"I'm very much looking forward to the rally although I'm a bit worried about my lack of experience on this type of rally, as I simply don't have any."

"I think it will be tough as it is 100 miles of twisty lanes and I think it will be very physical so I hope my time in the gym pays dividends. It is all to play for with the championship and we will be trying very hard to win and wrap it up in Ulster."

"With Joe Price clearly very quick on asphalt and Stanley Orr on his home turf it won't be easy, and of course Rudi will be trying to get a good result as well. I think it is going to be wet as well so that's another factor."

IN BRIEF

Ames race

After a slow rebuild over the last decade by Richard Ames, the ex-Huub Rothengatter Chevron B42 Formula 2 car is just about ready to run. Originally prepared by Alan Docking, the 1978 car finished third in Macau in 1979 when converted to B48 specification. Ames now plans to sell the car and concentrate on other projects.

Slaughter double

Competitor James Slaughter is having a trying season in parallel historic race and rally programmes. His Ford Escort Mk2 rally car is currently being repaired after chassis damage sustained during an off on the Carlisle Stages, while his ex-Patrick Watts Ford Capri is now running again after an engine failure at Thruxton a week before the Carlisle accident.

Project 214

Aston Martin specialist John Goldsmith has built a Project 214 replica and ran it for the first time in qualifying for the Pre '66 GT race at the Silverstone Classic. Based on a DBS chassis, the car is a tribute to the one-off Project 214 Aston Martin race car and has been built over six years by Adam Galloway. After a handful of shakedown laps at the Llandow circuit in South Wales, Silverstone was its first public appearance.

Penson expands

Lotus enthusiast Lee Penson has added two sportscars to his fleet alongside his Lotus 51 Formula Ford single-seater. An Elan S1 is being finished ready to race in the Spa Classic Six Hours in late September while his ex-Rodney Bloor 23B sports-racer is due to appear in 2020 when Penson hopes to race all three cars.

Junior Ecosse

The Scottish Motor Racing Club will run a pair of non-championship Formula Junior races at Knockhill on Sunday September 1. The rare chance for Formula Junior single-seaters from 1958 to 1963 to race at the Scottish track has drawn good interest, including several cars from Scottish racers like father and son John and Jonathan Fyda.

Open day date

The 2020 edition of the annual Open Day for the Historic Rally Car Register will be held on Saturday, January 11, 2020, at the British Motor Museum at Gaydon. The event will mark 60 years since the first special stages were used on the RAC Rally, a change that sparked the development of special stage rallying in the UK.

Trackrod open

Entries are now open for the Trackrod Rally (September 27-28), the final round of this year's Motorsport UK British Historic Rally Championship. The 55-stage mile historic section of the event, likely to be a title showdown for the BHRC, includes a stage in the darkness of Friday evening before the championship is settled in the Yorkshire forests during Saturday.

RALLY NEWS

Photos: mcklein-imagedatabase.com



Citroën has unclear future in the WRC

CITROËN'S WORLD RALLY FUTURE UNDER A CLOUD

Champion Ogier's departure could lead to French team's WRC exit after 2020

Ogier's last victory was in Mexico in March

By David Evans

Citroën's long-term future in the World Rally Championship has been called into question after CEO of the French firm Linda Jackson declined the opportunity to confirm the team's participation in the series beyond the end of next year.

Six-time world champion Sébastien Ogier will depart the Versailles squad at the end of 2020 with sources suggesting the Frenchman's move will spell the end of Citroën's time at the top of world rallying.

Jackson has always been clear on the need for a hybrid and electric future in the WRC for Citroën to maintain its participation at rallying's highest level. With world rallying's roadmap to hybrid now in place, Motorsport News asked Jackson if she was ready to confirm Citroën would be part of the sport's next generation.

She said: "As a manufacturer where I am introducing electric cars and the whole automotive business is being

managed to meet CO2 emissions, it's a paradox to be in rallying if it doesn't fit in. As a principle, as I've always said, to be in rallying it has to move towards hybrid and electric, we need to understand the current regulations.

"Right now I want to focus on 2019 and 2020 to maximise our investment. I won't talk about what comes after that. I want the team's motivation to be on the next two years, right now they need to be 100% focused on what they're doing right now."

Asked for her feelings on the WRC's move to electric for 2022, Jackson added: "Like the other manufacturers we will wait until the last minute to understand the rules. We will be ready to do whatever we want to do."

Jackson added that a 2021 sabbatical – similar to the one Citroën took while developing the C4 WRC – was not something which had been discussed as a way of gearing-up for the 2022 hybrid era.

No budget deficit
Jackson also defended Citroën's

investment in the current WRC programme, denying a budget shortfall had stalled progress and development of the C3 WRC.

"Inevitably you have to put a limit on what you spend," she said. "Saying we don't have the money to develop the car is not true – clearly we have been developing the car all the way through the season and making little tweaks, all off the back of the experience that Sébastien [Ogier] is giving to us."

"I don't think we'll be in the position where we won't do well because we couldn't do this or we couldn't do that [to the car], otherwise there wouldn't be any point being here. Inevitably, there's a finite amount of money to assign to that. I think we're going to be OK. Last year everybody talked about the money, but this is a marketing tool with a definite budget. The team has to manage 'X' amount in that budget."

Landing Ogier cost the team millions of Euros, but Jackson said the Gap driver remained a worthwhile investment.

"He's absolutely worth it," she said.

"Seb only has to get in the car and it's like the [Sébastien] Loeb factor – the social media goes up before he even puts his foot on the pedal and the work he's done in helping us develop the car has been fantastic."

No third driver

Citroën's efforts in landing a ninth manufacturer title have been hampered by the absence of a full-time third driver and that policy will remain next year. Ogier and team-mate Esapekka Lappi have contracts until the end of 2020, but Jackson confirmed the factory would not retain a third driver next year – the chances of a third C3 WRC being seen would depend wholly on a commercial agreement being struck.

"There are no regrets about the decision [not to take a third driver]," she said. "We took that decision and we stick to it. It's the same policy next year. We're very happy with the drivers – we knew when we took these [drivers], Sébastien is a world champion and [Esapekka] is also one of the fastest and most promising young drivers. The very

fact that he's young, promising and fast means he's learning for the future. I really think he will come through and we will give him our full support."

"Could do better..."

Citroën halted M-Sport's advance on its third place in the makes' race with a strong performance and return to form for Lappi at Rally Finland earlier this month. But Jackson wants more.

"I'm pleased with the first half of the year," said Jackson, "but, like I told Pierre Buda: 'We could do better.' Until Sardinia we'd had a podium each time, so we were doing well. Sébastien has really pushed our team and I know some journalists asked how we managed when he was quite critical of the car, but actually that's really motivated the team. This team has always been a family but now we're really hyped up."

"I'm pleased with how it's gone, but I'd like more wins. Why do we go rallying? We're passionate for the sport, but I'm a businesswoman and I'm about the return on investment. The more we win, the more [the media] talks about us."

REPORTS: THE DTM ROCKS BRANDS HATCH

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SORDO COULD GO IT ALONE FOR SPAIN

Hometown hero looks at running his own car in his domestic round

By David Evans

Dani Sordo has admitted he is prepared to hire a car for this year's Catalunya Rally if he's not selected to drive as part of Hyundai's three-car entry.

Hyundai team director Andrea Adamo is focusing his attention on Rally Germany later this month, but a home outing in October is closer to the forefront of Sordo's mind.

Hyundai revealed last week that Thierry Neuville, Andreas Mikkelsen and Sordo will line up in the trio of i20 Coupe WRCs, but there is no news on the Rally Spain line-up yet. The event takes place on October 24-27.

The Salou-based event was won last year by Sebastien Loeb following a sensational final-day run in Citroen's C3 WRC. The Frenchman has always been strong in Tarragona and, while he would be on over time with Spain being a seventh event in a six-rally contract, it would be hard to ignore the nine-time champion.

Mikkelsen is also a former winner in Salou. All of this is causing recent Rally Italy winner Sordo some significant concern.



Sordo: Spain passion



Sordo says he is prepared to fund himself for a chance at victory on Rally Spain later this year

Sordo told MN: "I would really like to do Spain. If I don't do it with this car then I rent a car! I will be really sad if I don't do Spain."

Sordo has finished runner-up on his home event four times. Much as he'd like to win in

Tarragona, however, he says a Portugal victory would mean even more.

"I would like to win there," Sordo told Motorsport News, "but Portugal could be even better. There is so much passion with the people in Portugal.

"When you see how much they love the rally, it's the people, the police, it's so nice. Catalunya is nice, but Portugal is really special.

"I think we have the speed, we have what we need to win in Portugal."

Final details of refreshed 2020 WRC calendar due to be revealed within days



Germany might be benched

FIA rally director Yves Matton has confirmed next year's World Rally Championship calendar will be issued

before Rally Germany. The much-anticipated World Motor Sport Council electronic vote on the 2020 schedule of

events takes place on August 15 (tomorrow). The result will be published in the following days.

Motorsport News sources indicate the Tour de Corse and Rally Germany will be absent from the schedule, although the latter is likely to remain as first reserve. Japan and Kenya will both be returning to the championship, with the Safari Rally set for a July date while Japan runs in the autumn.

One issue which remained open when MN went to press on Monday was the question of Australia and New Zealand. Rally Australia officials have made clear they won't be

moving the event out of Coffs Harbour, despite WRC Promoter's desire to see the event running in a more populated area.

Rally New Zealand is set and ready for a single-season return next year, but such a move would almost certainly jeopardise the potential to go back to a New South Wales-based Rally Australia after next season.

● One potential date change for 2020 could mean Rally Finland shifting towards the end of August, as host television broadcaster NEP will be working at the Tokyo Olympics.

Katsuta could run satellite Yaris in 2020

Toyota team principal Tommi Makinen has admitted Takamoto Katsuta is likely to run in a satellite squad in the World Rally Championship next season.

The Japanese driver, who makes his WRC debut in a Yaris at Rally Germany this month, will embark on an extended programme of events aboard a Yaris WRC in 2020 and Makinen is keen to reduce the pressure on the shoulders of the 26-year-old.

Makinen told MN: "We have discussed quite a lot Taka's future and where he is, what is his experience. We see he is doing really good in places, but

it is going up and down sometimes – he knows that.

"We discussed how to continue and for him to [get] a bit more experience. We could put him to the Yaris WRC [as part of the factory team], but is that too much pressure? If it is a satellite team with a different looking car it could reduce the pressure. If we put him directly there [as a fourth factory entry in works TGR colours], it's not the easiest."

Makinen wouldn't be drawn on whether Katsuta might be joined in a satellite team by Kalle Rovanpera, who will drive a Yaris WRC next year.



Tommi Makinen (l) is mapping out Takamoto Katsuta's future

GROUP RALLYING EDITOR

DAVID EVANS

"These were street cars with stickers"



It is too late for a few more words about Finland? Apologies if you've moved on from stories about a 1000 lakes, but there was one more I just couldn't squeeze into last week's paper.

One of the things I've really enjoyed in the last couple of years has been the way WRC.com's All Live service has embraced the amazing history this sport of ours enjoys. Whenever there's downtime during a rally day, it's filled with highlights from that event some years earlier.

The decision to recycle the 1990 1000 Lakes and 2005 Rally Finland didn't exactly help productivity from my desk. Had a near decade-long supply of Magnums not dried up in the media centre in Jyväskylä, I would have set about an Almond version and planted myself in the middle of the auditorium for a full hour of fever. As it was, I made do with a cup of coffee and a pink, wafery-sort of biscuit thing. The refreshments weren't important. Not with this homage to Group A on show.

The 1990 season was, for me, when world rallying really started to emerge from the post-Group B depression. Lancia, Toyota, Mitsubishi, Subaru, Ford, they were all there with their growling menace and fledgling trick-transmission.

I think part of the appeal was that these were genuine street cars with stickers slapped down the side. Watching a slow-mo of Kenneth Eriksson locking up the Mitsubishi Galant VR-4 at the apex of the Kakaristo junction was superb.

And then there was Malcolm Wilson and his cool Q8 Ford Sierra Cosworth RS 4x4. I don't remember if it had a side exhaust on that event, but I'll bet it did. I adored that car and its slightly harsher exhaust note.

When MW was being interviewed, I couldn't resist a picture of the full early-1990s spec bouffant look which filled the big screen. A couple of hours later I shared the pic with him, prompting one of the coolest recollections ever. And the reason for finding space on this page...

"We were going well that year," said Wilson. "But then we had a problem with the gearbox in the middle of the stage. We lost gears or lost drive. We were straight on the radio to the team to tell them.

"Within a couple of minutes, a helicopter was despatched to pick up a gearbox and bring it to us. The chopper landed in a field as close as possible. I'll never forget the sight of those mechanics running down the stage carrying the gearbox to us.

"They rolled the car onto its side, whipped the old 'box out and fitted the new one. We cracked on, back in the rally."

Sometimes it's hard to argue that rallying hasn't lost its sense of adventure.

MN CORRESPONDENT

JASON CRAIG

“Ulster Rally has shown it can be a force for good”



The customer is always right. Right? Well, that theory was put to the test in the run up to this week's Ulster Rally, as for a time it appeared as though the number of A-List drivers from both the British Rally and Irish Tarmac championships would be thin on the ground.

Last year the event was dealt a hammer blow by several withdrawals, including Keith Cronin and Sam Moffett, to leave the field looking rather sorry for itself.

It appeared as though history was going to repeat itself in 2019 despite significant changes from a crack new team led by Richard Swanston, including a new base, a one-day format instead of two and new stages.

Organisers had listened and acted on the feedback tabled by a fair few leading lights in the wake of last year's event.

As reported in last week's Motorsport News, road miles to stage miles proved a real talking point and action has been taken. In 2018 road miles totalled 384 compared to just 68 this time while stages miles have been trimmed by a more modest 10 to 94.

Surely with tweaks made to suit competitors they would respond in kind with an entry? But it wasn't until the 11th hour that the picture started to improve.

Craig Breen's navigator, Paul Nagle, made the call from Rally Finland to say that they would be in Newry, with submissions received from Josh Moffett, Callum Devine, Jonathan Greer, Marty McCormack and Desi Henry.

With that, numbers swelled to where they should be for one of the province's most high-profile sporting occasions.

In the current climate it appears as though one-day rallies are now the norm. You can look at that as being a negative, but I for one prefer to look at the positives. Perhaps the biggest is the speed.

With so much at stake for the likes of Breen, Matt Edwards and Tom Cave, they cannot afford to bed themselves in. Instead, they have to be on it right from the off and this speed, car control and talent is sure to resonate with those people lining the ditches to catch a glimpse of these three.

Change for the sake of change is not always good, but the Ulster Rally has shown that it can be a force for good. Even if there were a few sleepless nights as the deadline for entries approached.

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

RALLY NEWS

Photos: Jakob Ebrey



TOP SEEDING ENTRY LIST

Ulster Rally, British Rally Championship & Irish Tarmac Championship, August 17

DRIVER/CO-DRIVER	CAR
1 Craig Breen/Paul Nagle	Hyundai i20 R5
2 Matt Edwards/Patrick Walsh	Ford Fiesta R5
3 Alastair Fisher/Gordon Noble	Ford Fiesta R5
4 Callum Devine/Brian Hoy	Ford Fiesta R5
5 Tom Cave/Dale Bowen	Hyundai i20 R5
6 Josh Moffett/Keith Moriarty	Ford Fiesta R5
7 Desi Henry/TBA	Ford Fiesta RS WRC
8 Jonny Greer/Kirsty Riddick	Ford Fiesta R5
9 Marty McCormack/Barney Mitchell	Skoda Fabia R5
10 Alex Laffey/Stuart Loudon	Ford Fiesta R5

Ulster Rally win last year for Edwards

EDWARDS AND CAVE PREPARE FOR BATTLE

Ulster Rally's new stages offer fresh challenge for crews

By Jason Craig

Joint leaders of the British Rally Championship Matt Edwards and Tom Cave are preparing to go head-to-head on this weekend's Ulster Rally.

Both men have dominated proceedings so far with two wins apiece from the opening four events, and head to Ulster for the penultimate round of the championship tied on 68 points.

Edwards won the Tarmac event outright last year, but believes that won't matter as the rally consists of three new special stages.

“We are all starting afresh, so any advantage I had in terms of knowing the stages has gone,” he told Motorsport News. “The conditions are also going to dictate the approach we take; if it is dry then you can go hard and fast, but if it is wet you have to be sensible without losing any time.”

Edwards will use a new Pirelli tyre this week for the first time and he acknowledges it's an unknown quantity.

“That was the main reason we wanted to go to last month's Down Rally but that didn't happen, so we're going to have to rely on shakedown,” said the

reigning BRC champion.

“The car is exactly the same as last year, so heading over there with the same set-up seems to be the sensible thing to do. Similar to last year, if we can cherry pick those bits where we know the car, the pacenotes and my driving all come together, then we will look to try and do that.”

“We want to obviously finish ahead of Tom. I don't want to end up behind him and rely on luck going into the last round [Galloway Hills Rally]. I would much rather be in control of the situation myself.”

Cave insists he has nothing to fear heading to the Ulster lanes

as he showed his raw speed at the West Cork Rally in March, the last time the BRC and Irish Tarmac Rally Championship competed together.

“We are not at a disadvantage,” said the Hyundai i20 R5 driver, who finished third overall and top British driver on the event.

“The Ulster is new for 2019 [for us] and we have proven that we are very competitive on new events we have not been to before now. If the weather turns wet, as it did in West Cork, we know the car and the tyres work well in those conditions. The feeling in the camp is very positive right now.”

Junior BRC title in reach for McErlean

Josh McErlean insists that he doesn't feel any pressure going into the penultimate round of the Junior British Rally Championship despite knowing the right result could clinch the title.

McErlean plans to use his points-boosting joker on his home round of the championship, the Ulster Rally, which would mean he could bank as many as five additional points if he can chalk up a third victory.

Since making the switch to a Peugeot 208 R2 for the current campaign he has taken wins on the West Cork and Pirelli International rallies.

“We have stuck by our plan which we made at the start of the year; to get as

many points on the board as possible from every rally,” he told Motorsport News. “Even when things have not gone our way we have continued to do that and that has left us in a very strong position for the title.”

“A win on the Ulster would be nice but we are going to treat it like any other rally. I don't think there is any additional pressure with this one, or from leading the championship.”

McErlean will face competition for JBRC points from second-placed William Creighton (Peugeot 208 R2) who is eight points behind, as well as Jordan Hone (Opel Adam R2), Finlay Retson (Ford Fiesta R2T) and Marty Gallagher (Fiesta R2T).

HYUNDAI i20 FOR BREEN ON ULSTER

Craig Breen says clinching the Irish Tarmac Championship crown and following in the footsteps of his boyhood hero Frank Meagher would “be a childhood dream come true”.

Apart from the Donegal International Rally, which Breen chose as one of his two dropped scores by switching to a World Rally Car, the Irishman has dominated every round in his Ford Fiesta R5 with co-driver, Paul Nagle.

Taking a maximum score this weekend on the Ulster Rally would clinch the title.

“As everyone knows, Irish rallying is very close to my heart – it's what I was brought up on so it would mean the world to me to emulate Frank's

victory [in 1995],” the 29-year-old told MN. “It would be a childhood dream come true to win the title, that's for sure.”

Following Breen's World Rally Championship outing for Hyundai earlier this month where he finished seventh overall on Rally Finland, he has decided to use an i20 R5.

Sourced from Melvyn Evans Motorsport in Wales, the car will be serviced by Tom Gahan.

“I don't think it is a gamble [swapping cars],” he said. “We know the Hyundai is proven as a very capable car. It's great to get the opportunity to drive it and it will be good to compare.”

“As a Hyundai Motorsport driver it was the obvious thing to do.”



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'Thorburn takes a third SRC title' Grampian Forest Rally report, p28



Photo: Martin Walsh



Ulster will be Wilson's third career R5 outing

WILSON: ULSTER IS R5 BAROMETER

James Wilson has said the chance to run a Hyundai i20 R5 car against regulars from both the British Rally and Irish Tarmac Championships on the Ulster Rally will serve as a useful barometer.

Wilson will make his third outing of the season in the Philip Case Rally Sport-run machine after steering it to 10th overall on the Rally of the Lakes and third on the Jim Walsh Forestry Rally.

Originally, the 2018 Billy Coleman Award winner only planned two outings in the class, but poor results in the Junior British Rally

Championship that have left him languishing in fourth place in the points table have forced him to revisit his plans for next year with Motorsport Ireland's help.

"With my Junior British Rally Championship hopes basically over I see no point continuing with the R2 programme," explained the 24-year-old. "It's best to start building my R5 experience now."

"The two planned outings in the R5 car was the first step of the extended programme with the Motorsport Ireland Rally Academy. That opportunity has allowed me to gain

more support from sponsors and we are now working towards running the car in next year's British Championship.

"The Ulster Rally will definitely be a good chance to measure ourselves against the British Rally frontrunners. To finish the event and keep getting more seat time is my objective."

Prior to this week's Ulster Rally, Wilson visited the Hyundai Motorsport factory in Alzenau in Germany where the Korean manufacturer's World Rally and World Touring Cars are engineered.

CAMPLING/DUCKER BECOME FIRST BRITISH BOUCLES LES CHEVROTINES WINNERS

David Campling and co-driver James Ducker became the first ever British winners of the Boucles les Chevrotines Rally in Belgium earlier this month.

In hot on-stage conditions, the Subaru Impreza WRC pairing steadily reeled in early leaders Jean-Noel Tournay/Laurent Mouton's Mitsubishi Lancer E9 and took the lead on SS6. They then set two fastest times in a row to extend their

eventual winning margin to 40 seconds.

Other strong results from visiting UK crews included fifth place for John Reddington/Darragh Mullen. The Ford Escort Mk2 crew also extended their lead in the nine-round Flanders International Rally Challenge series.

Fellow FIRC contenders Paul McDevitt/Ray Fitzpatrick took 12th in their Toyota Corolla and Ben Smith/Steve McIlroy (Lancer E7) were 17th.

ROAD RALLY ROUND-UP

Aled Stephens/Clive Jones took their maiden rally win on the **Classic Lanes Rally**. On the driver's home territory, they had built up a half-minute lead by Petrol and extended this to over a minute before the final section of the night. A puncture within the last few miles cost them time, but the Vauxhall Astra duo still came home 43 seconds ahead of the field.

The attrition rate among the top crews was very high, with only seven of the top 20 starters completing the route. The crews who held second to fourth place at the halfway halt all retired in the second half. Most notable among these were Mark Lennox/Max Freeman who broke a driveshaft on their Ford Escort. These mishaps allowed former winning

driver, Glyn Price, who had Ryan Griffiths navigating, to move into the runner-up spot at the Finish.

A notable result was achieved by Zac Lewis/Alun Horn as they won the Novice Class and finished fifth overall.

Ian Mills

Results

Classic Lanes Road Rally
Organiser: Welsh Border Car Club Date: August 10-11 Where: Welshpool Championships: None
Route: 85 Miles Starters: 60.
1 Aled Stephens/Clive Jones (Vauxhall Astra) 3m16s;
2 Glyn Price/Ryan Griffiths (Ford Escort) +43s; 3 Kevin Bolver/Dafydd Evans (Talbot Sunbeam); 4 Richard Jones/Nathan Summers (Escort); 5 Zac Lewis/Alun Horn (Ford Fiesta ST); 6 Chris Leach/Simon Thompson (Escort); 7 Deion Atkinson/Aron Jones (BMW 318Ti); 8 Geraint Parkes/Richard Jackson (Honda Civic); 9 Richey Williams/Will Atkins (BMW 318); 10 Dave Dar/Dave Andrew (Proton Satria).
Class Winners: Semi-Experts: Danny Hanson/Lucy Norbury (Citroen Saxo); Novices: Lewis/Horn.

HRCR REPORT

Photo: Tony North

WARREN DOUBLES UP AS HE TAMES THE YORKSHIRE MOORS

The St Wilfrids Classic Rally

By Martin Phaff

Organiser: Rippon Motor Club When: August 11 Where: Yorkshire Moors Starters: 62.

Matt Warren secured back-to-back victories by winning last weekend's St Wilfrids Rally navigated on this occasion by Ali Procter in their Ford Escort. They held a 32-second advantage over John Ruddock and Cath Woodman's Ford Escort Mexico with Darell and Nicky Staniforth bringing their Mini Cooper S home in third position.

The event started from the historic square in Masham, north of Harrogate, with crews heading east to three tests at Thornborough. The first two were on grass and the third on mud, so traction was at a premium. These tests gave the Staniforths a one-second lead over James Griffiths/James Howell (Mini 1275GT) with Thomas and Roger Bricknell (Volkswagen Golf GTi) a further two seconds back.

A trio of Regularities followed. The first, around Snape and Crakehall, went to Paul Hernaman/Ray Crowther (Porsche 911) from Mark Turner/

Sasha Heriot (Ford Escort RS2000) and John Haygarth/David Taylor (Opel Kadett Rallye). The second was cut short due to a level crossing malfunction. The win was taken by Warren/Procter, two seconds clear of Ruddock/Woodman and the Bricknells.

The final regularity of the morning, from Osmotherley to Felixkirk, was another close-fought affair with Ken and Sarah Binstead (MGB) dropping two marks, Paul Crosby/Andy Pullan (Porsche 356) on three, Ruddock/Woodman on four and novices Sally Hewitt and Mark Lewis (Mini Clubman) on five.

Regulation four around Coxwold and Ampleforth was won by Crosby/Pullan, using this event to shake down their 1963 machine for the Rally of the Tests in November. Crosby was ruing a lack of power on the tests and that's what the

next challenge was with the first of two visits to Pry Rigg. Griffiths/Howell were fastest from Ruddock/Woodman and novices Nigel and Jonathan Bennett (Mini 1275).

Regulation five used the Cockayne loop, much revered over decades of road rallying, and it had 15 speed changes and seven timing points. The hotshots were Dan Willan/Martyn Taylor (Volvo PV544), Gavin and Carrie Rodgers (Reliant Scimitar) and Phil Wood/Kelvin Phipps (Volvo P1800).

The second visit to Pry Rigg followed with crews anxious to beat their previous times. The Minis of Griffiths/Howell and the Staniforths shone ahead of Ruddock/Woodman and the Bennetts' proving their first time was no fluke.

On the final regulation past the White Horse and through Old Byland, Crosby/Pullan won from Ruddock/Woodman and the Bricknells. All that remained was a final thrash through Boltby Forest, the Staniforths' Mini beating the Escorts of Warren/Procter and Ruddock/Woodman.

In the Motorsport News car, Cameron Jackson and Amy Henchoz (Lancia Fulvia) came home in 15th position.



Matt Warren and Andy Pullan's Escort Mk1 sealed the victory after a tough challenge

Results

1 Matt Warren/Ali Procter (Ford Escort) 28.11marks; 2 John Ruddock/Cath Woodman (Ford Escort) 28.43 marks; 3 Darell Staniforth/Nicky Staniforth (Mini Cooper S); 4 Thomas

Bricknell/Roger Bricknell (Volkswagen Golf GTi); 5 John Haygarth/David Taylor (Opel Kadett); 6 James Griffiths/James Howell (Mini 1275 GT); 7 Dan Willan/Martyn Taylor (Volvo PV544); 8 Gavin Rodgers/Carrie Rodgers (Reliant

Scimitar); 9 Richard Isherwood/Niall Frost (Volkswagen Golf GTi); 10 Clive Martin/Anji Martin (Ford Escort). Class: Expert: Ken Binstead/Sarah Binstead (MGB). Novice: Martin Oglesby/John Parker (Opel Kadett).



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FEATURE

Photos: rallyretro.com, mcklein-imagedatabase.com, LAT



Crew won at wheel of Vauxhall Astra Kit Car

Wearden (r) and Agnew celebrate

WEARDEN'S GREATEST TRIUMPH 20 YEARS ON

The Ulster Rally in 1999 was the scene of a special victory. By **Luke Barry**

This year's Ulster Rally marks 20 years since Neil Wearden stormed to his first ever international victory at the

wheel of a Vauxhall Astra Kit Car.

He first came to prominence through the lower ranks of the British Rally Championship, winning the Junior title in 1995. But it wasn't until he was armed with a Honda Civic and teamed up with Trevor Agnew for 1997 that he truly burst onto the scene.

"We were giant-killers," Agnew remembers. "We finishing fourth and fifth overall on some rallies, it was an amazing turn of speed. And at the end of that [year] we effectively had four manufacturers that we had offers with [for a drive the following season]."

Volkswagen, SEAT, Citroen and Vauxhall were all interested, but the duo elected to head to Vauxhall to become team-mates with World Rally

Championship podium finisher, Jarmo Kytölehto.

"Vauxhall were quite good, because we had Jarmo as my team-mate who'd already been with them for a year," Wearden says. "Going into the '99 season they didn't put any expectations on me until the middle of the year."

"For Ulster we ended up getting the new car [Vauxhall Astra Kit Car]. We had this specifically-built Tarmac car which was a flat-pack for want of a better phrase. It wasn't a bodyshell as such, it was a floorpan and wings all built in the factory so they could make it as light as possible. I remember doing the test in it in southern Ireland just before the Ulster, and it did feel a lot livelier."

"That's when I had a meeting with Mike Nicholson [team manager] who said 'I want to take up the option on you for the 2000 season.' Whether that spurred me on or the new car spurred me on, but it all fell into place and the next thing we were leading the Ulster."

The 1999 season was dominated by Renault, as defending champion Martin Rowe took victory in Wales before team-mate Tapio Laukkanen won the Pirelli, Scottish and the Jim Clark. But the form book was ripped up as the series headed to Ireland.

Rowe crashed out on SS2, and the championship-chasing Laukkanen ripped a wheel off his

Megane that same morning putting him out of contention.

"I remember it very clearly," Agnew says. "By the end of stage four, we had something like a 30-second lead, we already had one fastest time and I think we had only one other over the next 20 stages of the event. It just felt really relaxed for us, we didn't have any dramas apart from a misfire that didn't really cost us much time."

"I remember the last stage of the event," Wearden adds. "We had a big lead, Tapio was just driving around as I think he had won the championship and Trevor said 'look just drive it, we want to be at the end' and I said 'Trevor, we've got it, don't you worry about it'."

"The sixth sense or whatever you want to call it, I knew we were going to be winning that rally. Whether everything fell into place [because of] signing the contract for the year after, getting the new car, people falling out, crashing, having problems, all I can remember is not feeling the pressure that I'd probably expect to feel."

Unknown at the time, it was arguably the pinnacle of Wearden's career as just one further BRC victory followed – the MSA Rally – in 2000. Vauxhall pulled out at the end of that year, but Wearden's eyes were already on a much larger prize.

"We put together a 10-year plan for Neil and I to become world champions, and that was the structure of what we did," Agnew reveals. "And from that 10-year

plan down to every single stage we had a strategy and a goal set for it. I realised quite quickly that there was no automatic right to get into the world championship, so we had to find a way to do it."

"And over a pint we came up with this idea 'why not do what [Timo] Johki does in Finland and try and get an investor to invest in us as oppose to try and get sponsorship?'"

"So that was how we started and we co-founded Slipstream Sports Management. By Easter 2001, I remember it well because it was Mark Higgins' stag do, it was the day we announced we had £1 million in the bank and we were off doing rallying in a Peugeot 206 [WRC]."

The pair entered five WRC rounds in the Peugeot – taking a best result of 17th in Finland – before doing the Network Q for Prodrive in a Subaru Impreza WRC. A deal was then in place to do seven rounds in a third Impreza in 2002, but this collapsed after the events of 9/11 forced their investor to keep his hands in his pockets.

While Agnew kept ties with Prodrive and guided Martin Rowe to the 2003 PWRC title, Wearden "fell out" with rallying with his career effectively over.

But this year Wearden has made a mini-comeback after buying the Hyundai i20 *Top Gear* magazine developed for Wales Rally GB in 2014.

He took a class victory and fifth overall on the Questmead Stages back in March, before competing on the

North West Stages and Greystoke Stages.

"Obviously closed-roads at the moment is a big thing in England, and I got a phone call saying the North West Stages was happening, and one of the stages was literally two miles from my back door," explains Wearden, after finishing 32nd overall on the event.

"So that then lit the fire again, and I couldn't have the event go on and not be a part of it. The road sections go past my front door, so I'd have had to have gone on holiday for a week, totally ignored it!"

"But talk about pressure, I've never, ever felt more pressure than I did on the North West Stages for some reason, and still to this day can't pinpoint exactly why."

Although rallying is no longer a career for Wearden he still enjoys competing and it runs in the family, as his 16-year-old son, Nathan, has competed in two rallies himself.

But there remains a thought of what could have been, and Agnew is under no illusions about what the pair could have achieved if things had gone in their favour. "Neil was definitely a world champion in the making if you think of Burnsie [Richard Burns], Marcus Gronholm in his later days not in his early days," he says.

"When you've got somebody so relaxed, so car sympathetic, so methodical and just a thinking man and really quick, he had all the components to become a world champion it's just a shame that we couldn't make that happen." ■



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DTM BRANDS HATCH



RAST HAS A BLAST IN KENT

Audi man extends his points lead with a win and a second at Brands Hatch. By **Tom Errington**

Two-time DTM champion Timo Scheider was not a popular man with Audi at Brands Hatch.

Heading into the weekend, the ex-Audi driver penned a column for broadcaster RAN that hit out at the manufacturer. "There are very, very high tensions among the drivers," he wrote, before moving on to DTM championship leader Rene Rast and his nearest rival Nico Muller. Criticising "political correctness", Scheider believes the "truth was not told" when they claimed to have a friendly relationship.

But while Scheider's comments made Audi motorsport boss Dieter Gass "laugh out loud", Gass, Muller and Rast all admitted to tensions as the DTM heads into the home stretch where the German touring car championship's notorious team orders begin to arise.

Regardless of how deep the tensions run, the DTM title fight is increasingly looking like a Rast versus Muller affair and Audi looked in a class of its own on Sunday at Brands Hatch. Rast led a top-eight qualifying lockout for the manufacturer, stunning BMW and baffling Audi as to how it had made such a sizeable step forward.

But Rast then made a poor getaway at the start of Sunday's race, compromised by being unable to run his "best set" of tyres after picking up a puncture in parc ferme. He lost his lead to fellow front-row starter Loic Duval on the run to Paddock Hill Bend, spending the early stages of the race in second. But the DTM title

favourite would return to the front when he breezed past Duval on the run to Hawthorns on the first lap.

Behind, Muller had begun to climb his way up the order from sixth after a strong start gained him places as he overtook Audi stablemates Mike Rockenfeller and Jamie Green. Muller moved up to second when he replicated Rast's move on Duval to then begin his chase of Rast. But Muller's bid to overhaul the leader took a hit when the pair both pitted at the end of lap 10 of 42.

Rast's pitstop was straightforward, but problems fitting the rear-left tyre on Muller's Audi RS5 DTM cost him five seconds. Returning in a net second place, once he cleared Robin Frijns and Duval while the pair completed their outlaps on cold tyres, Muller had a gap of 3.3s to make up to the race leader.

The battle then swung to-and-fro over the second half of the race, and a series of fast laps allowed Muller to close within 0.2s at the flag, but he proved unable to prevent Rast from taking his fourth win of 2019. Muller admitted to playing it safe against a team-mate, and at a track where overtaking is at a premium, meaning Rast holds a 37-point advantage heading into Lausitzring.

Audi's Frijns completed the podium places in third, boosted by a long-running battle for fourth between Philipp Eng and Rockenfeller. Eng had started ninth on the grid and ran a long-running first stint that allowed him to use a fresh rubber advantage in the latter stages to climb to fifth as BMW's leading driver in a tricky race for the manufacturer.

BMW's showing came in complete contrast to Saturday's race, which

had suggested that BMW's Marco Wittmann would remain a thorn in the side of Audi during the title bid, even if the M4 DTM package appears to lack Audi's engine power and reliability.

The crucial move came when polesitter Wittmann steered his BMW through a narrow gap caused by the early-stopping Green running wide at Paddock Hill Bend, opening up space for the two-time DTM champion to power past the Audi driver and then-net leader Rast as the pitstops began to shake out.

A slow lap from Wittmann late in the race allowed Rast to close to within three seconds and the Audi driver loomed large behind the BMW on the final lap. But Rast was unable to find a way past and crossed the line just 0.4s adrift of Wittmann.

Rast had put himself into position to hound Wittmann by picking off two Audi stablemates on the run to Hawthorns in quick succession following his mandatory pitstop, having lost places early on. He first passed Duval and then relegated Muller to the final place on the podium.

But while Wittmann's victory had taken the headlines, Saturday also featured the R-Motorsport Aston Martin team leading a race on apparent merit, before several camera angles showed that Paul di Resta had jumped the start – fractionally.

Di Resta had given R-Motorsport its second-best qualifying result of its debut campaign by placing his Vantage in fourth after the team reacted well to the changeable conditions on Saturday morning.

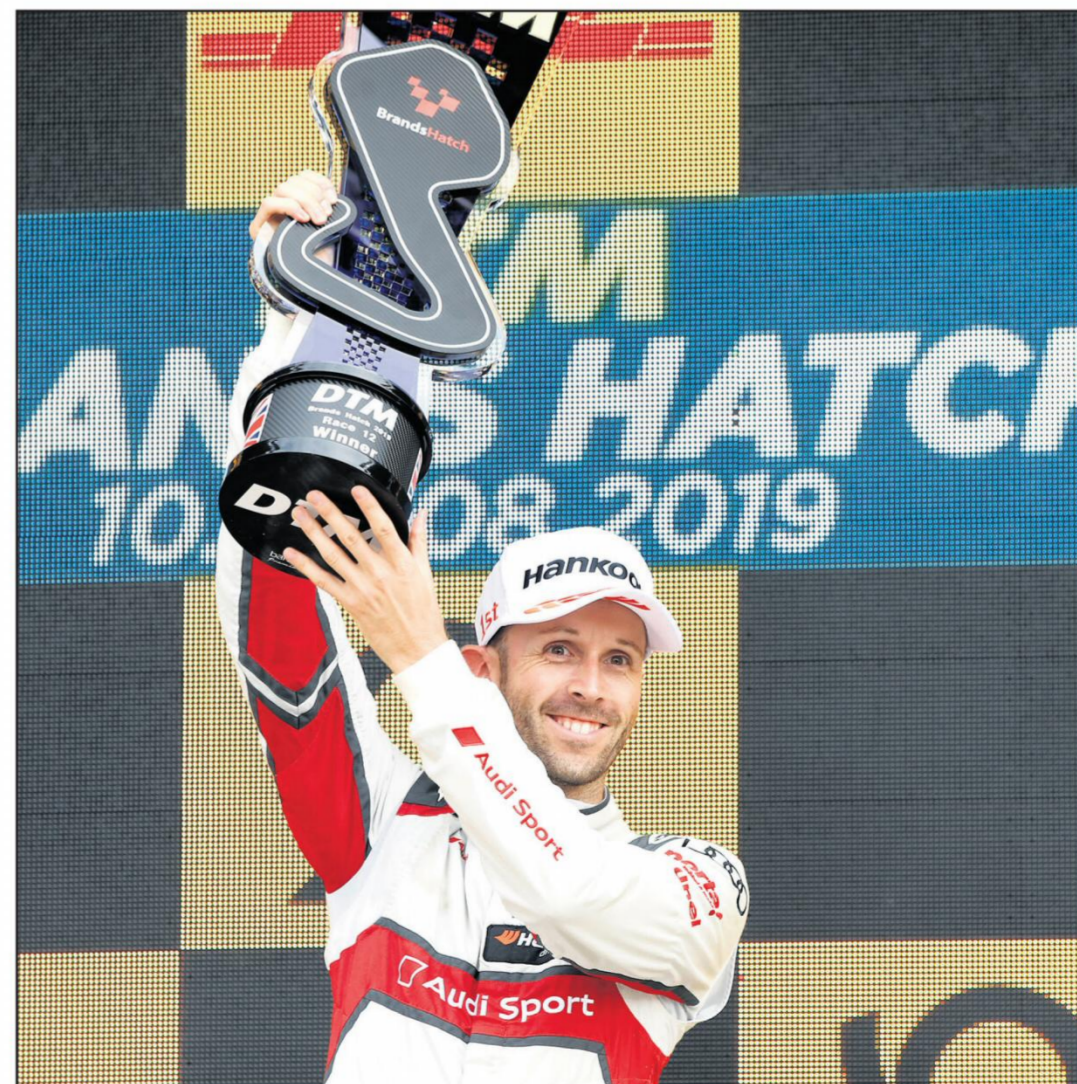
When Wittmann and fellow front-row starter Rast bogged down at the

beginning, di Resta swept to the outside and passed the BMW driver into Paddock Hill Bend to lead.

Di Resta kept Wittmann behind him for 15 laps, but he was then required to serve a five-second time penalty at his mandatory pitstop that dropped him down the field before he eventually

retired with an engine-related problem.

In footage shown to MN, di Resta's Aston rolled slightly forward just before the lights went out, but the ex-Formula 1 driver was adamant that it did not constitute a jumped start, as R-Motorsport went on to secure another double-points finish on Sunday.



Rast is building a considerable advantage at the top of the DTM standings

SAFETY IN MOTORSPORT

**MOTORSPORT
NEWS**

How advances in technology are boosting standards

By Stephen Lickorish

A huge amount has changed since Sir Jackie Stewart started banging the drum for improved safety standards in motorsport back in the 1960s and '70s.

Cars have been transformed, circuit design has been revised and the chances of a driver being seriously injured in an accident have significantly reduced. And in this special issue of Motorsport News we take a look at just some of those areas where changes have been implemented – or could be made in the future.

There have been major developments inside the car with ever more sophisticated rollcages to protect the drivers (p21), while the HANS (head and neck support) device has become widespread to also help drivers involved in a crash.

But there are more developments to come. Cockpit safety for single-seaters has been an area of much debate in recent years, and we look at whether the halo device will soon feature in national racing (p22). Also, safety will be a key consideration as hybrid power is introduced more widely.

And, of course, we must not forget the marshals who work to ensure a safe environment for all competitors. We take a look at some of the safety issues affecting these volunteers, too (p25).

Safety in motorsport is an incredibly broad topic and this supplement just scratches the surface of what's being done to improve standards across the full range of disciplines.



INSIDE



WILL THE HALO BE HEADING TO THE UK?



THE CHALLENGES FACING OUR MARSHALS



HOW ROLLCAGES ARE KEEPING DRIVERS SAFE

FOCUSING ON SAFETY AWAY FROM THE TRACK

Promotional Feature

Safety is undeniably an important topic for racing drivers on the UK's circuits. But it's not just the racers themselves that need to stay safe, team members do too. And one company that's very much embracing that safety philosophy is the family-run awning and trailer business WeatherWeave.

The majority of awnings that teams use, need to be constructed and packed away by mechanics standing on top of trucks. Even with equipment like harnesses now being used, it's still not a particularly safe practice.

"When they break the awning down they get on the truck, they pull the roof sheet back, so that's 30m² of roof sheet on the truck, four metres in the air and that can catch the wind," points out WeatherWeave's managing director Alex Pilgrim, himself a former Caterham and British GT racer. "The roof sheet acts like a

sail and with extreme weather, that can be dangerous."

But Pilgrim's company has developed a clever solution to this problem. WeatherWeave has created a system that allows the awning to be assembled and taken down while still on the ground. Using ropes and pulleys, the roofing sheets can be fed onto the frame – which is constructed as normal – and a joining strip secures it all in place. Rather than standing on the roof of a lorry, this can all be done from step-ladders or on the ground.

Significantly, this technique can be applied to existing awnings, so teams don't have to buy a whole new piece of kit.

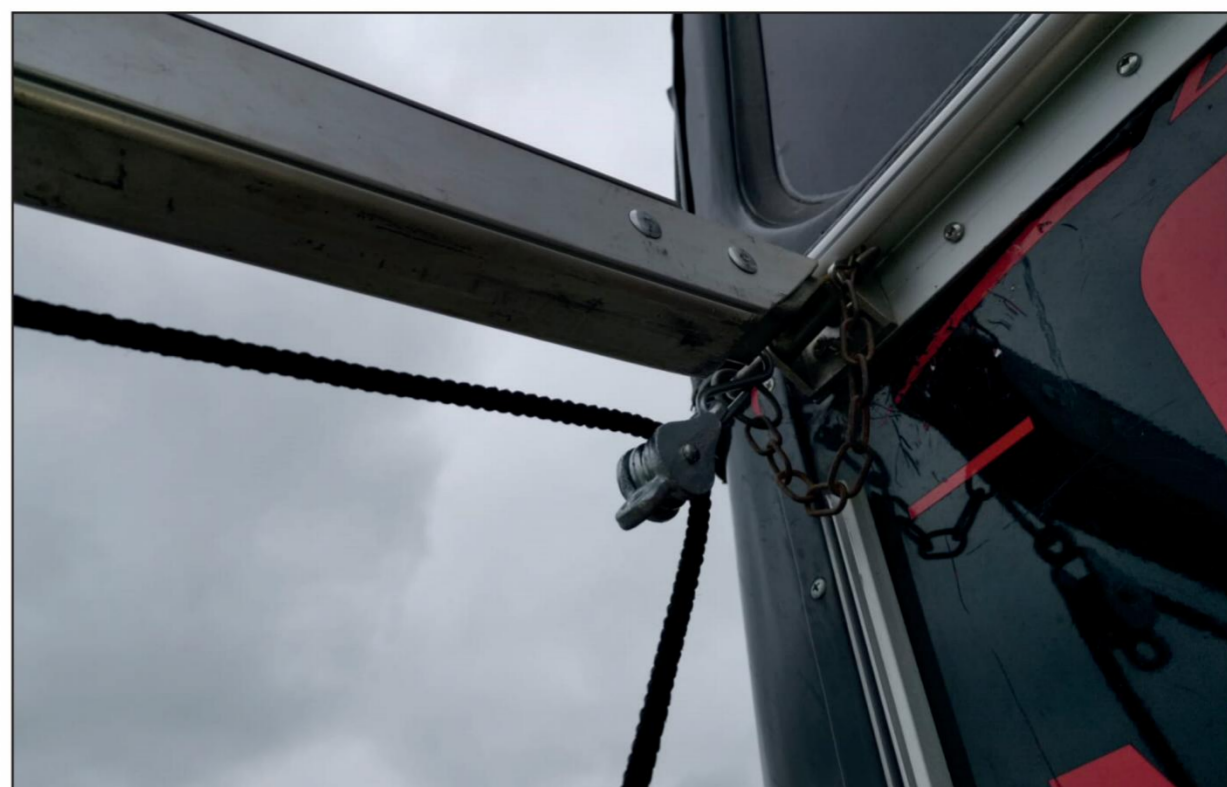
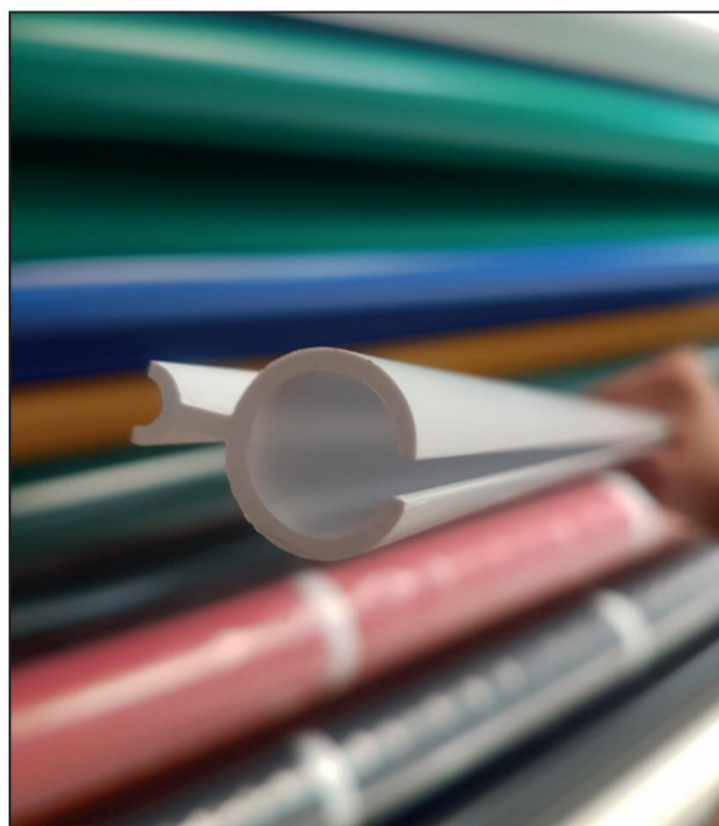
"The product was originally designed to fit our awnings," explains Pilgrim. "We've now brought out another product for people that have other brands' awnings because they use different sized beads. We've got three different sizes: 5-8mm, another which is 5-11mm and one that's 5-13mm.

"It's also about being able to take an awning down easier and faster, so there are massive benefits. The teams that have got it are over the moon with it."

It's affordable too, with the joining strips costing between £10 and £30 and the rope kit £40. But the key benefit is safety and it was designed with that very much in mind.

"The reason I developed this is I couldn't live with having someone injured because I developed a product that they couldn't use safely," says Pilgrim.

This and a range of WeatherWeave's other products are available to buy from the company's online shop, featuring next-day delivery by courier.



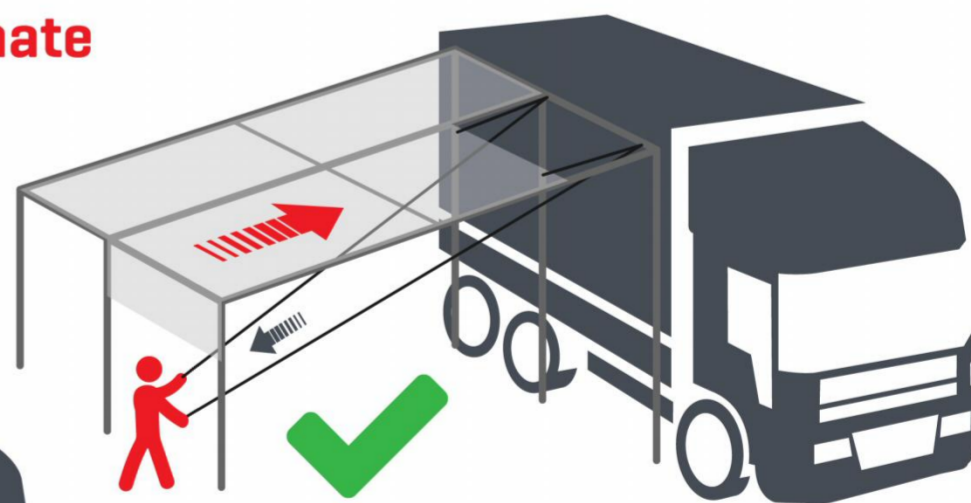
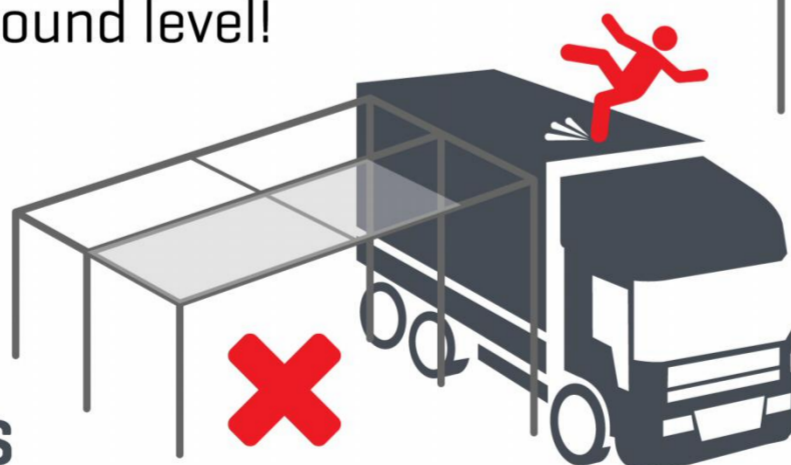
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SAFETY IN MOTORSPORT

Photos: mcklein-imagedatabase.com, LAT, Jakob Ebrey



Cages protect the drivers well

A CAGE THAT IS VITAL

What should people look for when they are going to buy a rollcage? By **Matt James**

What is the most important bit of safety kit that a racer can have? Is it a crash helmet? A HANS device? Or fireproof overalls? It is hard to argue against any of them, but certainly a piece of equipment fitted to the machines themselves, the rollcage, is one of those items that is paramount in protecting the life of a competitor.

When a racer buys a brand new competition car, the rollcage is integral to the structure of the machine. It is a part of the car that is essential to the construction and one that the rest of the ancillaries can be built around.

For the national competitor, the demands might be slightly different. It could be that they are building their own car or reconditioning one to take on to the stages or circuits, and so it is an area that clubmen need to know about.

It is an eye-opener that rollcages can be bought already used. Dan Mayo, the boss of motorsport preparations firm MMS Technik, is a trained rollcage installer and has been involved with a number of projects for both the race

track and the rally stage. He explains: "You can buy pre-owned cages, but this is an area you have to be very careful of if you decide to go down this route.

"You need to do your research, and never buy anything unseen. Sure, it will save you a couple of hundred quid, and that is obviously going to be at the forefront of your mind if you are operating on a tight budget, but there is a risk involved. But you need to make sure of the quality of what you are purchasing. Never buy a cage until you have laid eyes on it – you could be putting yourself in danger."

Mayo estimates that a second-hand cage could cost around £200, whereas a racer could spend north of £500 for a brand new piece of equipment.

"You need to make sure that it hasn't already been damaged in some way, and a photograph on an auction website isn't going to give you that detail," says Mayo. "It is going to be worth your time to double check that it is exactly what you want."

Even if a competitor chooses to go with a brand new cage, there are other considerations to take into account. There are various materials that are used in the manufacture of rollcages, and this can also affect the price.

"You have got CDS – cold-drawn steel –

which is the minimum requirement for Motorsport UK when it comes to what you can use," says Mayo. "You can get T45 ones as well, which are made from a lighter weight steel, which is better – you are getting the same cage but for less weight."

Another area that it is worth swotting up on before you buy any piece of kit is the regulations for any particular series.

It sounds obvious, but scrutineers will often tell stories of cars which are presented for technical checks without some of the most basic elements that are written down in black and white.

There have also been cases where cars have been excluded from events for having too many parts bolted on to a rollcage. While the driver might have implemented those changes himself for what he or she feels is extra protection and with the best of intentions, if it is against the regulations a car will be kicked out and not allowed to compete.

"Depending on regulations, there may only be a certain amount of points fitted in your rollcage – six-point, 10-point, etc," explains Mayo. "Also, cross-diagonal bars and roof diagonals are becoming mandatory for certain types of rally cars. You don't need a roof diagonal bar in circuit racing yet, but it probably won't

Important device that is designed to save lives

A HANS (Head And Neck Support) device seemed unthinkable two decades ago, but now it is standard equipment for all rally and racing drivers.

Widespread acceptance of the device was prompted by the death of NASCAR legend Dale Earnhardt after an innocuous-looking crash at the 2001 Daytona 500, and it came amid a spate of fatalities from similar neck-related injuries in that discipline.

The HANS device became mandatory in Formula 1 in 2003 and soon trickled down to the lower rungs of the sport. It is compulsory

across all national racing championships in the United Kingdom now.

Some historic cars are exempt from drivers having to use the device because of their age, but competitors are free to make their own choice to use them. It is recommended that they do.

Prices for the restraint devices start from £200 and go up to £1200.

It is worth speaking to industry professionals in fitment of the devices to make sure that the competitor can move with ease, and it doesn't put them in any discomfort.

Also, remember that any Motorsport UK-accredited scrutineer will be happy to offer any advice on the use of the equipment.



The HANS device is now mandatory

be long before you do. You need to keep up to date with the rules and ask Motorsport UK for advice if you are unsure."

There are two types of rollcage. A bolt-in version will come with fixing points to the floorpan of the car itself, while a more integral cage will have up to 10 mounting points on the vehicle to further strengthen the car and that, in turn, will add some rigidity to the chassis.

While there is no need to get an authorised rollcage fitter to fit the cage – it is something that can be done by any individual – there are other requirements that a competitor needs to take into account.

So long as the rollcage passes scrutineering it is fine, but there are areas that some might fall foul of. "There is a minimum standard of welding that is expected," explains Mayo. "If a competitor isn't confident in this area, try and find someone who has had a bit of

experience before. If you go to an engineering shop that is very good at making gates or railings, they will not have the experience of getting a rollcage up to standard."

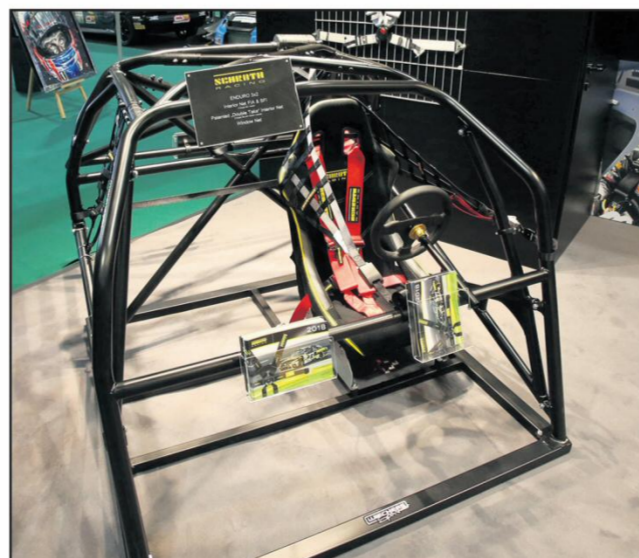
"For some of the points you have to get to to weld, you need to be like an octopus to get there. You need some supple hands to get to the awkward bits. If you can weld in a one inch square environment and upside down, then you will get there! But ask an expert."

There is one piece of advice that any expert will tell you when it comes to fitting a rollcage, and it is something that is inescapable, no matter what the budget is that a competitor is working with.

Mayo concludes: "I would recommend spending a bit more money and go for a new cage and a proper fitment even if it does end up being a significant part of your outlay. Remember, this is about your safety."



Petter Solberg and Phil Mills have strong cages to thank for their lives



There are several different types of rollcage

SAFETY IN MOTORSPORT

THE FUTURE HEAD PROTECT

What is the halo's place in UK motorsport? By Stefan Mackley



Alonso and Leclerc collide at Spa



Device could save further



Regional F3 also have a



Could FF160 use the devi

Photos: Jakob Ebrey, Mick Walker, LAT

EVOLUTION



The halo could feature in British Formula 4 in 2021



help lives



cars halo



00s ever ce?

Sixteen months is a long time in motorsport, especially for those with short-term memories in a sport which never seems to stand still.

For those who may have forgotten, March 25 2018 at the Australian Grand Prix marked the first time the halo head-protection device was used in an FIA-certified motorsport event.

Sitting around the opening of the cockpit, its purpose is to shield the driver from errant debris, and avoid the outcome of accidents such as those suffered by Henry Surtees in 2009 during a Formula 2 race and Justin Wilson in 2015 during an IndyCar race.

At the time of its introduction, it divided opinion. Should this be the direction that single-seaters goes down? Can't they come up with something more aesthetically pleasing? Will it be up to the job?

As expected, criticism of the device has since waned as the passing of time has allowed fans to become more accustomed to its looks and generally it has now become an accepted part of motorsport.

One thing that should never have been in question, though, was the functionality of the device. Having spent years researching various avenues of frontal head protection, the FIA was confident that the halo was the correct choice having subjected it to rigorous loads.

This included using a wheel assembly propelled into the halo at 225kph (140mph) as the key test which needed to be passed.

It has been designed to withstand a force from the front of 83 kiloNewtons (kN) and a lateral load of 93kN – more than car roll hoops have had to withstand in recent years – or the equivalent of 15-times the static load of the full mass of the car.

Its first 'real-life' assessment came during a crash between F2 drivers Tadasuke Makino and Nirei Fukuzumi at Barcelona in 2018.

But perhaps its biggest high-profile test occurred during the F1 start collision between Charles Leclerc and Fernando Alonso at Spa that same year, when the latter's car was launched over his rival.

An investigation by the FIA found that the device had prevented Leclerc's head from being struck by part of Alonso's car, and without the halo the outcome could have been very different.

As with the majority of safety features, it has gradually trickled down the motorsport ladder, but how long until it comes into UK national motorsport?

John Ryan, Motorsport UK's technical director

and vice president of the FIA's single-seater commission, believes it won't be long until we see the halo used in UK-based championships.

"It's now found its way into F2, F3 as in the new FIA F3, the new Regional F3 also has them fitted, but no F4 has them fitted yet," he says.

"It was anticipated for this year, but that hasn't come to fruition. It's not going to come into fruition for next year and it looks like it's coming into place for 2021.

"Ideally any safety thing you want to bring in as soon as possible but you have to be practical as well and 2021 is a good time because what we've encouraged the FIA [to do] is to actually bring forward the homologation for the new generation of F4 car.

"Retrofitting of the halo onto an existing car would have meant a tub change but wouldn't have been a new homologation for the car, and there's a feeling amongst the teams that would be an interim cost step too far.

"So I think universally people accept it's better to bring out a new homologation, so then we've got a long period of life for the car to continue."

A one-make championship introducing a halo-fitted car at the appropriate time is a logical step, but the problem for UK motorsport arises for more historical multi-marque series such as Formula Ford and Formula Junior.

There are a number of stumbling blocks, primarily cost and practicality. It's a potential minefield with seemingly no correct answer.

While the current generation of halo has been tested to F1 standards, Ryan believes producing a cheaper alternative could be one solution.

He says: "We have continued to actually stress to the FIA that we should look down that route to come up with a lower cost, lower weight halo for some of the lower formulas to maybe actually test, so they're not actually going through the same forces as F1 would test."

It's new series which are more than likely to feature some form of frontal head protection in the future. "Any new formulas, yes [should have a halo], but any existing formulas I think we would actually have to leave them in their historical format unless a cheap, viable, practical alternative does come to market then we could consider it," adds Ryan.

"Ten years down the line historical, classical single-seater formulas they will continue as they are. We just need to make sure any modern-day championship does incorporate the highest levels of safety we can offer.

"That would mean any new single-seater category that wants to come to market we would have to seriously consider to mandate upon the use of the halo or something similar."

Preparing for hybrid/electric

While the pursuit of further safety in motorsport is never ending, so too is the search for greater performance.

New technologies are constantly being adopted by championships and teams, not only for performance purposes but also in a bid to stay relevant in the 21st century.

The UK's leading series, the British Touring Car Championship, has done just that by announcing last week that it would use hybrid technology from the 2022 season which will be supplied by Cosworth Electronics.

It's a decision which Ryan believes is the correct one, as the championship attempts to attract manufacturers which use the technology on their own vehicles.

"It was very interesting and very bold but I think a very good move for the BTCC, [they] see what is happening in the future with production cars going down the hybrid route," he says.

"Now they're introducing it for 2022 I think that's a very big reflection with what's happening on the road."

With hybrid and electrical technology starting to become more widely used in UK motorsport, it's imperative that officials and marshals are up to speed on safety procedures.

Motorsport UK is taking a lead on this, and according to Ryan, wants to become world leaders in training.

"What we have done this year, we've actually taken a very active approach with our officials," he says.

"We started off at the beginning of the year at our annual seminar for scrutineers [and] we had a complete session on electrified motorsport. So dealing with hybrids, electric vehicles, etc, and it's building their awareness.

"We're now building that into an electronic training module we want to filter out across the board to marshals and all sorts of other officials and I believe we'll be far ahead of the game for most national sporting authorities across the world.

"It's very much a vision from David Richards [chairman of Motorsport UK] as well, he's really asked us to concentrate on electrified motorsport."

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British Motorsports Marshals Club

What is marshalling?

Marshaling is for anybody who is interested in and wants to be more involved in motorsport. You don't need any special skills or qualifications to start in the world of marshalling; just some common sense and a reasonably developed awareness of self-preservation.

Joining the BMCC

There are so many benefits in joining the BMMC; the largest group of marshals in the UK. For just a small annual subscription, you can join the best marshals club, get you closer to the action and immerse yourself in motorsport.

Try a day as a marshal

Come along and have an introduction into the wonderful world of marshalling! Just email nat.recruiting@marshals.co.uk quoting reference BMMCMSN and we'll be in touch with you to arrange a Marshals Taster Day at a circuit near you.

www.marshals.co.uk



SAFETY IN MOTORSPORT

Photos: Gary Hawkins



MARSHAL MATTERS

Do we have enough and are these vital volunteers fully appreciated? By **Stephen Lickorish**

We're all there to enjoy the racing and appreciate the effort that goes in – and we get to enjoy the best view of the track.”

Those words from Brands Hatch flag marshal Bob McEwan perfectly summarise the essence of what marshalling is all about. It gets you as close as possible to the action without the expense of actually competing yourself, and you get to enjoy the company of a group of like-minded people.

McEwan first started marshalling at Inghinston and Knockhill in Scotland but in recent years has volunteered at a range of international events too, including the Le Mans 24 Hours and the recent Formula E season finale in New York.

But something that you often hear said in the motorsport world is that there are not enough McEwans – people passionate about motorsport who are prepared to give up their time for free to volunteer at UK events. Take the British Automobile Racing Club meeting at Donington Park at the start of June as an example.

A lack of marshals meant that fixture had to run on the shorter National layout of the Leicestershire venue rather than the full Grand Prix loop, as initially planned.

But rather than insufficient numbers,



Fire is always a hazard for marshals



Marshals attend to a Fiesta accident, just one of their many duties at events

British Motorsports Marshals Club national chair – and a marshal for 22 years – Nadine Lewis reckons marshals have become more selective in picking events.

“I think marshals are being more choosy about which events they go to,” she says. “There’s probably the same number of marshals out there and they just aren’t necessarily doing as many meetings. About 20 or 30 years ago marshals did every meeting possible, while now some do eight or nine a year.”

“I think the events that seem to be well attended are ones where there’s decent grid numbers and a number of different championships at the same event.”

This cherry-picking of fixtures is perfectly understandable. With the

possibility of working long days in all weathers, it’s fair enough marshals only choose to volunteer at meetings where the racing content is of interest to them.

Despite this, Lewis reports the BMMC has a stable number of members, while McEwan says that, in the South East region, membership “is climbing fairly steadily”.

McEwan adds: “Some meetings are more popular – there’s normally seven, eight or nine marshals on a post at British Touring Cars but you may only have three at a club meeting and you have to muck in more and do extra jobs.”

Part of the reason for the differing numbers is some clubs are better than others at appreciating the marshals.

How to get into marshalling

For those interested in having a go at marshalling, it’s not just a case of signing up to a marshal club, turning up at a meeting and being responsible for a post. Marshals are graded based on experience and the training they have undertaken, with different graded marshals being able to undertake different tasks at events.

Brands Hatch marshal Bob McEwan reckons the best way for somebody thinking about volunteering is to try a taster day. These are held at a number of circuits, including Brands, and allow prospective marshals to get a better idea of what the role involves.

“We take them behind the scenes at scrutineering, race control, and put them on track at a post and that’s a good way of gaining new members,” he says.

Much more information about becoming a marshal can be found at the marshals.co.uk website, where taster days can be booked, as well as at Motorsport UK’s site volunteersinmotorsport.co.uk.



McEwan has been a marshal at a wide range of meetings, including Formula E

“At a Brands Hatch meeting we were told if we want water we have to ask for it, but when I went to New York it was in coolboxes at each post,” says McEwan.

This in turn leads to the question of whether marshals should indeed be paid for the vital role they perform in allowing motorsport events to take place. Other volunteers – like some timekeepers and clerks – get expenses but marshals usually receive nothing.

“I think we all do see it as a hobby so wouldn’t want to be paid to do it in that sense,” Lewis says. “I do allocations at some events and the chief marshal will give me money to hand out to marshals and those events I give out money I often get the ‘what’s this for?’ question.”

“I don’t think people want payment but recognition, whether it’s food tokens, an end-of-day raffle or vouchers, anything like that.”

McEwan agrees, saying “a lot of people would snub being paid”. While they may not receive payment at individual meetings, BMMC members do benefit from receiving free overalls every three years, paid for by sponsors of the club.

The greater concern is that marshals are getting older. “We have an ageing population and trying to encourage youngsters in is probably the key thing,” says Lewis, who wonders if marshals should get greater prominence in

video games to help highlight their role.

However, McEwan has concerns over the safety of marshals themselves and questions if trackside volunteers should wear helmets. “You see marshals in Italy and Spain have helmets and at the British Grand Prix, some were wearing flat caps,” he says. “I’ve never heard why there’s these different standards.”

“I do think with flag marshals that stand close to barriers, sometimes with their back to the track, there are some close shaves – bits fly off cars, even gravel gets flicked up. The sport has moved on, circuits have been adapted, but our uniform has stood still.”

BMMC vice president George Copeland, who was a marshal for 50 years, also reckons there should be changes when it comes to the use of lights instead of marshals waving flags.

“We probably need to go to lights – provided they’re controlled by the marshals,” he reckons. “You can put a light where you can’t put a human being.”

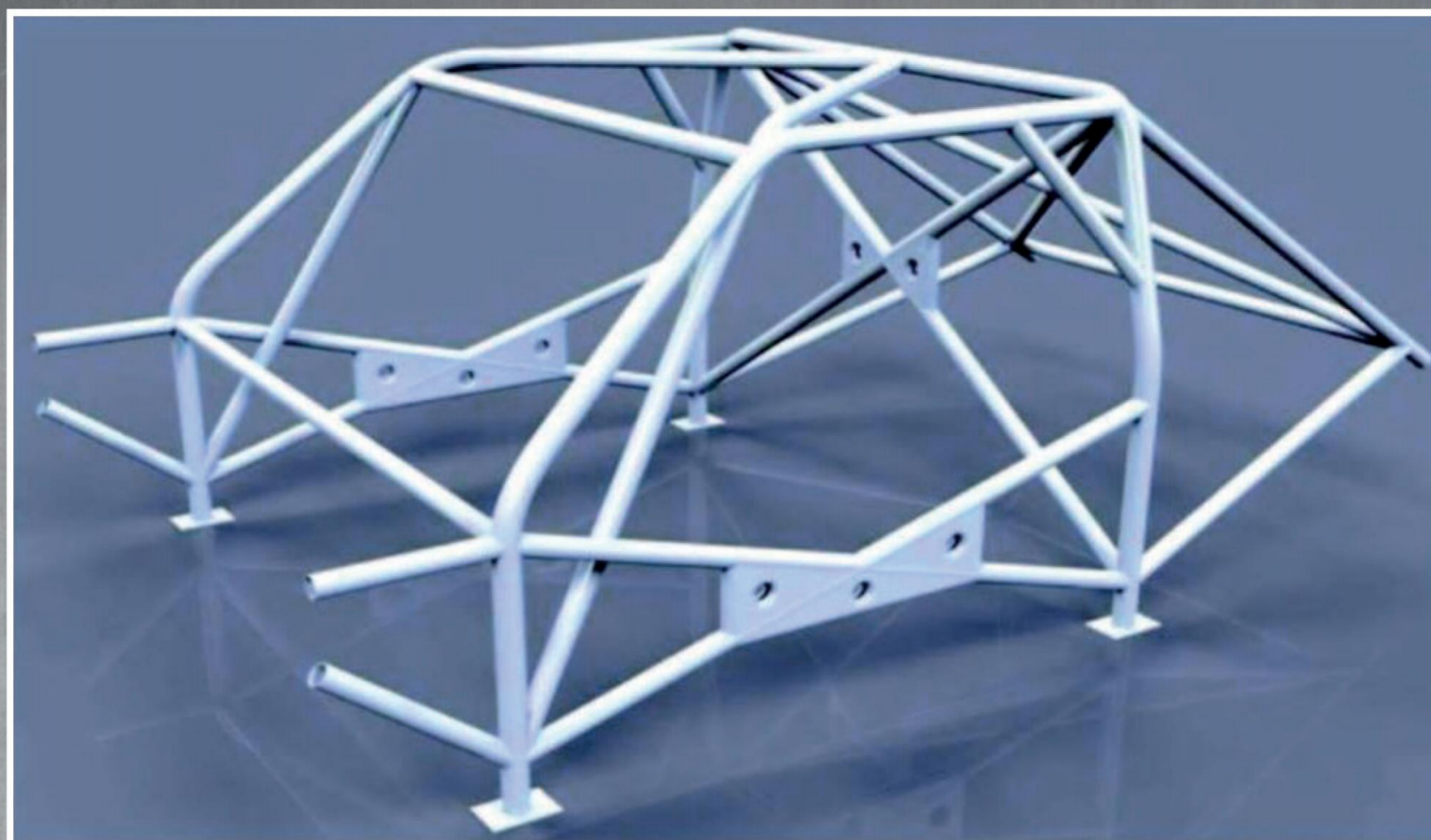
Regardless of what changes may or may not take place regarding driver and marshal safety, there’s no escaping that, without the efforts of the ‘orange army’, we simply wouldn’t have any motorsport. And many love doing that job.

As Copeland concludes: “We have our frustrations but we do it because we enjoy it – we get tremendous enjoyment from it.”

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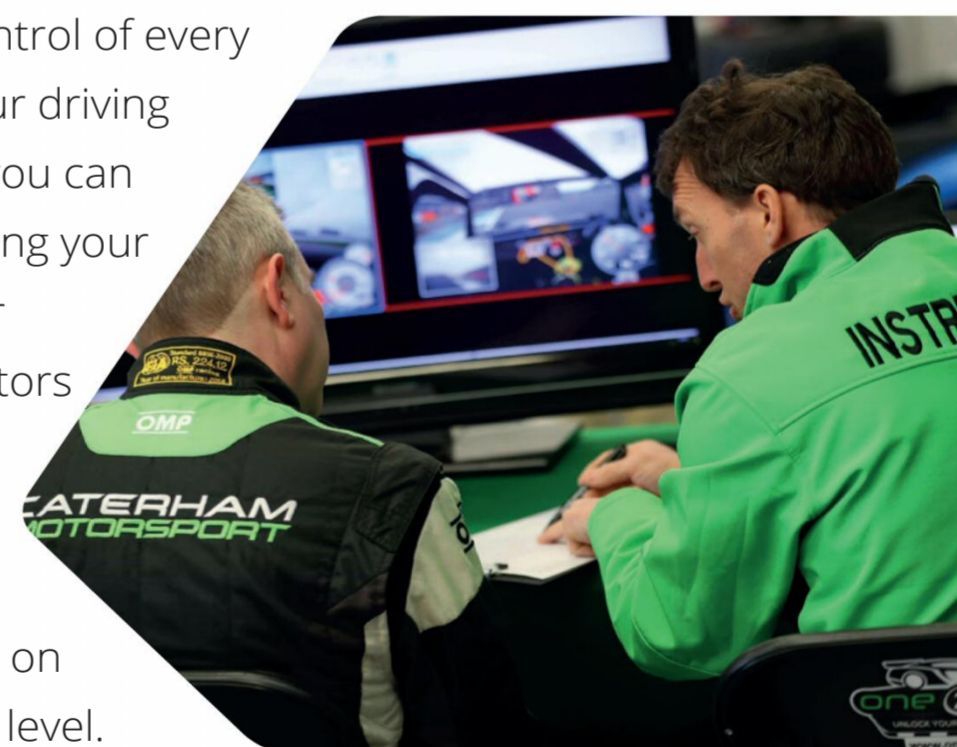


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DTM BRANDS HATCH

Photos: Gary Hawkins, LAT



Wittmann won opening race before BMW's pace disappeared on Sunday



Di Resta's Aston briefly, but illegitimately, held the lead in opening race

RESULTS

DTM round 6/9, Brands Hatch, August 10-11 Race 1 (42 laps - 102.198 miles)

POS	DRIVER	CAR	TIME
1	Marco Wittmann (DEU)	RMG / BMW M4 Turbo DTM	56m39.275s
2	Rene Rast (DEU)	Team Rosberg / Audi RS 5 Turbo DTM	+0.374s
3	Nico Muller (CHE)	Abt / Audi RS 5 Turbo DTM	+8.566s
4	Robin Frijns (NLD)	Abt / Audi RS 5 Turbo DTM	+15.646s
5	Loic Duval (FRA)	Team Phoenix / Audi RS 5 Turbo DTM	+18.236s
6	Philipp Eng (AUT)	RMR / BMW M4 Turbo DTM	+18.813s
7	Mike Rockenfeller (DEU)	Team Phoenix / Audi RS 5 Turbo DTM	+20.056s
8	Sheldon van der Linde (ZAF)	RBM / BMW M4 Turbo DTM	+29.909s
9	Jonathan Aberdein (ZAF)	WRT / Audi RS 5 Turbo DTM	+37.087s
10	Daniel Juncadella (ESP)	R-Motorsport / Aston Martin Vantage	+37.385s
11	Jamie Green (GBR)	Team Rosberg / Audi RS 5 Turbo DTM	+48.996s
12	Bruno Spengler (CAN)	RMG / BMW M4 Turbo DTM	+52.465s
13	Timo Glock (DEU)	RMR / BMW M4 Turbo DTM	+1m05.237s
14	Paul di Resta (GBR)	R-Motorsport / Aston Martin Vantage	-3 laps/engine
15	Ferdinand Habsburg (AUT)	R-Motorsport / Aston Martin Vantage	-4 laps/damage
R	Jake Dennis (GBR)	R-Motorsport / Aston Martin Vantage	0 laps/contact
W	Pietro Fittipaldi (BRA)	WRT / Audi RS 5 Turbo DTM	Damage
NS	Joel Eriksson (SWE)	RBM / BMW M4 Turbo DTM	Gearbox

Winner's average speed: 108.232mph. **Fastest lap:** Eng 1m17.862s, 112.504mph.
Qualifying 1: 1 Wittmann 1m15.654s; 2 Rast 1m15.723s; 3 Duval 1m16.012s; 4 di Resta 1m16.067s; 5 Frijns 1m16.249s; 6 van der Linde 1m16.304s; 7 Dennis 1m16.342s; 8 Muller 1m16.365s; 9 Glock 1m16.384s; 10 Juncadella 1m16.533s; 11 Eng 1m16.541s; 12 Rockenfeller 1m16.600s; 13 Green 1m16.675s; 14 Spengler 1m17.087s; 15 Habsburg 1m17.510s; 16 Fittipaldi 1m27.390s; 17 Eriksson; 18 Aberdein.
Race 2 (42 laps - 102.198 miles): 1 Rast 57m28.564s; 2 Muller +0.240s; 3 Frijns +0.598s; 4 Duval +2.362s; 5 Eng +2.889s; 6 Rockenfeller +3.523s; 7 van der Linde +4.789s; 8 Juncadella +5.229s; 9 Dennis +6.193s; 10 Wittmann +7.837s; 11 Habsburg +12.091s; 12 Glock +20.594s; 13 Aberdein +27.882s; 14 di Resta +35.392s; 15 Green +51.851s; 16 Fittipaldi +55.065s; R Spengler 21 laps/engine; R Eriksson 20 laps/electronics. **Winner's average speed:** 106.685mph. **Fastest lap:** Fittipaldi 1m18.169s, 112.062mph.
Qualifying 2: 1 Rast 1m15.134s; 2 Duval 1m15.432s; 3 Frijns 1m15.834s; 4 Green 1m15.919s; 5 Rockenfeller 1m15.959s; 6 Muller 1m15.968s; 7 Fittipaldi 1m16.015s; 8 Aberdein 1m16.016s; 9 Eng 1m16.175s; 10 Juncadella 1m16.257s; 11 Glock 1m16.274s; 12 Wittmann 1m16.296s; 13 van der Linde 1m16.396s; 14 Eriksson 1m16.425s; 15 di Resta 1m16.710s; 16 Spengler 1m16.715s; 17 Dennis 1m16.805s; 18 Habsburg 1m16.997s.
Points: 1 Rast 206; 2 Muller 169; 3 Wittmann 147; 4 Eng 129; 5 Rockenfeller 108; 6 Frijns 93; 7 Duval 89; 8 Spengler 77; 9 Green 51; 10 Eriksson 43.

W Series
Race (21 laps - 51.099 miles): 1 Alice Powell (GBR) 31m24.967s; 2 Emma Kimilainen (FIN) +0.511s; 3 Beitske Visser (NLD) +5.784s; 4 Jamie Chadwick (GBR) +9.321s; 5 Fabienne Wohlwend (LIE) +9.732s; 6 Vicky Piria (ITA) +10.730s; 7 Jessica Hawkins (GBR) +11.060s; 8 Marta Garcia (ESP) +11.613s; 9 Sabre Cook (USA) +12.179s; 10 Sarah Moore (GBR) +13.420s. **Winner's average speed:** 97.591mph. **Fastest lap:** Kimilainen 1m23.301s, 105.158mph.
Final points: 1 Chadwick 110; 2 Visser 100; 3 Powell 76; 4 Garcia 66; 5 Kimilainen 53; 6 Wohlwend 51; 7 Miki Koyama (JPN) 30; 8 Moore 24; 9 Piria 24; 10 Tasmin Pepper (ZAF) 22.

Mini Miglia and Se7ens
Race 1 & 2: Aaron Smith (Miglia)

Lotus Cup Europe
Race 1 & 2: Bence Balogh (Evora GT4)

W SERIES



A first race off the podium failed to stop Chadwick (inset)

CHADWICK LANDS W SERIES CROWN

After just three short months of competition, Jamie Chadwick became the inaugural W Series champion at Brands Hatch last weekend, beating title rival Beitske Visser by 10 points – while former GP3 racer Alice Powell took her first victory of the year.

Chadwick, who won the season opener at Hockenheim in dominant style and had not been off the podium in any of the following four races, led Visser – who recorded a single win at Zolder – by a margin of 13 points heading into the finale.

Chadwick had narrowly beaten Powell to pole in qualifying and led the race from the line, ahead of Powell and Assen winner Emma Kimilainen, while Porsche Carrera Cup GB racer Esmee Hawkey stalled on the grid from third spot, her best qualifying performance of the year.

Visser started the race fifth after having her practice sessions blighted with technical problems and, though she managed to overtake Fabienne Wohlwend in the opening laps, started to slip away from the leading trio of Chadwick, Powell and Kimilainen.

Powell endured a miserable mid-

season as a result of a heavy incident at Misano and a host of technical issues at the Norisring round and so piled the pressure on Chadwick in her final chance at a win in 2019.

As the race approached mid-distance, Chadwick was forced by Powell to enter an emphatic defence. That defensive driving also allowed Kimilainen to close the gap, with both Powell and Kimilainen ultimately overtaking Chadwick at once through Paddock Hill Bend.

As a duo, Powell and Kimilainen then began to extend a lead of almost nine seconds ahead of Chadwick, while Visser inched ever closer to her title rival.

Proceedings were thrown into turmoil when Miki Koyama suffered a spin at the entry to Sheene Curve, with her car stranded in the middle of the circuit and requiring a safety car so the marshals could recover it.

Ultimately, that meant the gap between the leaders closed and crucially allowed Visser to overtake Chadwick for the final podium position not long after the restart.

But Chadwick's strong season,

with two wins to Visser's one, means that Chadwick nonetheless claimed the first ever W Series crown, taking a \$500,000 share of the overall prize fund.

Meanwhile, Powell's first win elevates her to third in the standings, while Kimilainen's silver finish also moves her ahead of Wohlwend in the final standings to fifth.

Wohlwend ended the race in fifth on the road behind Chadwick, ahead of Vicky Piria, who climbed from 10th on the grid, to cement her place on the W Series grid for 2020, offered to the top 12 finishers in the table, and move to ninth place in the championship.

Jessica Hawkins ended the final race of the year in seventh place, which also ensures her safety as she jumps from 14th to 11th in the standings.

Others safely through to next season – while the remaining drivers will need to face a new selection process in order to re-enter – are Tasmin Pepper and Sabre Cook, who had all been close to the bubble of 12th place in the championship heading into Brands Hatch.

Lucy Morson

Plenty of action as Smith takes two Mini Miglia victories

SUPPORTS

The action in the combined Mini Miglia and Se7en Championship races at Brands Hatch started how it finished: with two enormous shunts.

A prestigious slot on the DTM billing arrived when the Silverstone round was lost to the circuit being resurfaced after last season's MotoGP washout.

In front of a much-improved crowd over 2018's return of the German tin-tops to Brands, proceedings got off to a messy beginning when Elliot Stafford speared into the pitwall.

An ace getaway by ninth-placed starter Jason Porter brought him to the left-hand side of Stafford. With James Cuthbertson on the right, Porter and Stafford were caught in a pincer, which sent Stafford across into the wall.

After a safety car interlude, Rupert Deeth and polesitter Aaron Smith battled fiercely to the flag. Smith left it late to retake first place, diving around the outside at Hawthorns and onto the spoils. A compromised line for Deeth meant he slipped behind Kane Astin.

Smith then doubled up in race two, again prevailing in a race-long dice

with Astin. A lunge under braking into Druids took Astin into the lead, but only momentarily as Smith fought back on the same lap to double his success.

Astin felt like he had a response, until the race was red-flagged with only three minutes remaining.

In his efforts to sew up Libre class honours, Rob Davis had fought his way to battle with the Miglia of

Cuthbertson. The pair touched at Paddock Hill Bend, which pitched Cuthbertson sideways. Davis was forced to take evasive action and the subsequent tank slapper directed Davis into the gravel. Such was the angle, his Mini dug into the bed and rolled. Davis brushed it off as "one of those little things" after emerging from the car unharmed.

Matt Kew



Smith (l) and Deeth (r) spent much of the opener battling

SRC REPORT

CLASS ROUND-UP

Beattie's delight

Perhaps the unofficial 'star of the rally' was Scott Beattie who finished fifth overall. The former Talbot Sunbeam driver had bought the ex-Fred Milne Mitsubishi Lancer E7. This was his first run out in a four-wheel-drive car and it was also his first time with Welsh Motorsport UK Academy co-driver Peredur Wyn Davies. "I caught a car in the first stage, spun and stalled in the second then overshot a hairpin in the third," said Beattie. "And this is my first time out since the McRae Gravel Sprint two years ago. This was just a shakedown ahead of a full season next year – hopefully!"

Harkness's woe

Another ex-Talbot Sunbeam (and BMW) driver who appeared with a new Mitsubishi Lancer was Robert Harkness, but with less success than Scott Beattie. Harkness has acquired the ex-Taylor Gibb E8. First time out in the car, he finished last in class. "The first two stages went fine," said Harkness. "But two thirds of the way through SS3 I was too quick into a corner – and kept the foot in. I ended up in the ditch!" At least he got out with more of a bruised ego than a bashed car.

McCulloch denied

Halfshaft failure spoiled a good fight in the leading two-wheel-drive category. Mark McCulloch and Iain Wilson were tied after the first stage before McCulloch opened up a gap on SS2. They tied again on SS3 and there was just one second between them on SS4, but Wilson's Ford Escort Mk2 then assumed the lead as McCulloch's Mk2 limped out.

Calling it a day

At the end of the Grampian Forest Rally, Gordon Murray switched off the engine in his 2.3-litre Vauxhall/Millington-powered Ford Escort Mk2 and said: "After 15 years of rallying, that was the last stage of my rallying career. I retired from business this year and now I've retired from rallying." When asked what his highlight was, he said: "This car – and Gartly Moor. Doing Gartly in this car was the most awesome thing ever!" Murray finished second in Class 8 behind Iain Wilson.

Finland to Scotland

Fresh from 27th overall on Rally Finland National event last weekend, Douglas Watt scored the Class 4 win in his Escort Mk2 from Colin Baxter. Duncan MacDonald won Class 7 in his Mk2 ahead of Paul McElean, who was troubled with a misfire in his Mk2 before cleaning a blocked fuel filter at service.



Focus driver overcame Armstrong's early pace

Wink claimed his first Scottish forest podium

THORBURN JOINS TOP GROUP OF SRC DRIVERS

Grampian victory hands Focus man a third Scottish title. By **John Fife**

Euan Thorburn and Paul Beaton joined an elite group at the weekend when they won the Grampian Forest Rally and clinched their third Scottish Rally Championship title.

Thorburn now joins a very small band of drivers who have won more than two national titles in the category's 62-year history: Ken Wood and Raymond Munro (three), Drew Gallacher (four) and David Bogie (five), so perhaps Thorburn's job is not yet done?

Jock Armstrong and Kirsty Riddick finished second overall while a tremendous scrap for third place was resolved on the last stage in favour of John Wink and Neil Shanks.

Fears for poor rally-day conditions proved groundless after Friday's storm lashed and water-logged roads. Although the first stage was shrouded in thick mist for the early runners, the sun actually appeared through the murk and burned it off to reveal a warm and very clammy day in the woods.

But conditions remained tricky as Thorburn explained: "There's plenty of grip on the open parts of the stages, but it's very wet and slimy under the trees." That might well have explained his cautious start to the day with Armstrong taking fastest time over the first two tests in his Subaru Impreza. He was 11 seconds in front as the crews headed towards the longest stage of the event at Drumtochty. Thorburn

responded with a blistering time over the 10-miler in his Focus WRC taking 14s out of his rival to lead the rally by 3s.

"There were lots of hairpins in there," said Armstrong, "wide open bends that double-backed on themselves, and that's where the old Subaru loses out to the 'world' cars."

The third test is also where Bruce McCombie lost his grip on third place overall. Four seconds behind Thorburn after two stages, the 'other' Focus WRC punctured a front tyre.

"It was about three miles from the end of the stage," said McCombie. "We smelled it first before it went down!" At the end of the stage, McCombie's margin over Donnie Macdonald's Ford Fiesta R5 had been reduced to 2s with Wink in his Hyundai i20 R5 fancying his chances of moving up from fifth.

In the first stage after lunch, there was a change for third. Macdonald emerged from the trees with front nearside damage having slid into a ditch, but it was mostly cosmetic. Wink moved ahead into third after a second puncture slowed McCombie but he was still only 9s behind with two stages remaining.

However Wink was determined to hang on to his first visit to the podium on a Scottish forest event, although that looked in doubt at the end of the penultimate stage as McCombie had swept past to retake third by 4s.

On the final stage, Thorburn extended his lead over Armstrong as McCombie set about consolidating third. Two thirds of the way through the final test, McCombie's green Focus entered an

RESULTS

Grampian Forest Rally, Scottish Rally Championship, round 6/7, August 10

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Euan Thorburn/Paul Beaton	Ford Focus WRC	42m30s
2	Jock Armstrong/Kirsty Riddick	Subaru Impreza	+27s
3	John Wink/Neil Shanks	Hyundai i20 R5	+1m55s
4	Michael Binnie/Claire Mole	Mitsubishi Lancer E9	+2m26s
5	Scott Beattie/Peredur Wyn Davies	Mitsubishi Lancer E7	+3m31s
6	Thomas Gray/Harry Marchbank	Mitsubishi Lancer E9	+3m45s
7	Keith Morris/Terry Mallin	Mitsubishi Lancer E9	+4m13s
8	Ian Baumgart/Sinclair Young	Subaru Impreza	+4m28s
9	Alan Dickson/Martin Forrest	Mitsubishi Lancer E9	+4m33s
10	Iain Wilson/Chris Williams	Ford Escort Mk2	+4m43s

Class winners: Scott Peacock/Robin Neil (MG ZR); Jude MacDonald/Michael Cruickshank (Skoda Fabia R2); Douglas Watt/Ian Parker (Escort Mk2); Tom Coughtrie/Ian Fraser (Mitsubishi Galant VR-4); Bobby Mitchell/Craig Wallace (Fiesta ST); Duncan MacDonald/Neil Ross (Escort Mk2); Wilson/Williams; Binnie/Mole; Armstrong/Riddick; Thorburn/Beaton.

open right at the end of a straight. It was carrying too much speed, got two wheels on the loose gravel at the road edge, slid wide, dug in, and flipped over on to its roof and back on to its wheels. Co-driver Michael Coutts almost singlehandedly pushed it back on to the road just as marshals appeared to help.

Wink's first podium on Scottish soil was secure. On recent form Michael Binnie might have threatened to do better but he finished half a minute down on Wink and blamed himself. "I've been thinking 'farming' all week, not rallying," said Binnie, who had spent long hours during the week on his winter barley harvest.

There was a surprise in store in fifth place. First time out in the ex-Fred Milne Mitsubishi Lancer E7, Scott Beattie scored a magnificent result just

managing to eclipse the rapid sixth-placed Thomas Gray, although Gray had punctured a tyre in the opening test.

Keith Morris was another to puncture in the second test but clinched seventh with his Mitsubishi ahead of Ian Baumgart's Subaru. Alan Dickson was ninth in his Mitsubishi and Iain Wilson, first of the two-wheel-drive brigade, was 10th in his Ford Escort Mk2.

It has been a remarkable year for the Thorburn/Beaton pairing, their second BTRDA title confirmed and now their third Scottish title. It was more relief than jubilation that was etched on Thorburn's face at the finish: "It was a difficult position to be in this morning. Whether to go hard or sit back, but the stages were good. I still think my first Scottish title was the best, but this was equally as good."

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RACING REPORTS

DONINGTON PARK: BARC BY DAN MASON
AUGUST 10-11

Photos: Mick Walker

GIBSON RETURNS TO LEGENDS WINNING WAYS



A first 2019 win soon led to another for Gibson (l)



Turiccki mastered the wet conditions in Pickups opener

WINNERS

National Legends

 Heat 1: Sy Harraway
 Heat 2 & 3: Will Gibson
 Heat 4: Miles Rudman
 Final 1: John Mickel
 Final 2: Paul Simmons

Pickup Truck Racing

 Race 1: George Turiccki
 Race 2: Michael Smith

Super Silhouettes

 Race 1 & 2: Malcolm Blackman
 (Vauxhall Tigra)

CNC Heads Sports and Saloons

Race 1: Danny Winstanley

(Caterham Superlight)

Race 2: Luke Armiger (Vauxhall Tigra)

British Truck Racing Championship
Division 1

 Race 1 & 3: Ryan Smith (MAN TGA)
 Race 2: Simon Reid (Iveco Stralis)
 Race 4: Jamie Anderson (MAN TGX)

Division 2

 Race 1 & 4: Luke Garrett (MAN TGX)
 Race 2 & 3: Paul Rivett (MAN TGA)

Mighty Minis

 Race 1: Neven Kirkpatrick (Super)
 Race 2: Greg Jenkins (Super)

For Will Gibson, wins in National Legends were like buses. Arriving at Donington Park without a win to speak of in 2019, he subsequently left with two, sharing heat wins with Sy Harraway and Miles Rudman.

"We've been in need of some luck," said Gibson, who snatched his first with a bump-drafting boost from Sean Smith heading into the final chicane, then came through the pack the following day to win again after dodging the spinning Jonty Norman at the Craner Curves. "I was one row away from a massive crash," he added.

Mickel Motorsport starred in both finals, and series leader John Mickel's slipstreaming partnership with teammate Paul Simmons was timed to perfection as the former won a nine-car chess game at the final chicane. From a pit start in the second final, Mickel climbed to fourth as Simmons won by 0.051 seconds in a drag with Smith and Rudman, who staged their own heat four photo finish.

The weather was not as kind to others. A sodden Pickups opener dealt a perfect hand to wet weather specialist George Turiccki, who won the restarted race from Mark Willis after a Coppice off for erstwhile leader Mel Collins – one that cost him a maiden victory.

"[Turiccki's] the master in the wet," said Willis, but it was points leader Michael Smith who then mastered the dry in a fierce last-lap contest with Turiccki and Dan Petters. The latter pounced after a Turiccki error, but spun in his defence at the chicane as Smith emerged ahead of Collins.

Downpours also prompted Super Silhouettes organisers to put all competitors on wets for their opener, a decision double-winner Malcolm Blackman cunningly countered with a pitlane start on slicks. Despite a visit through the mud giving him doubts, it proved inspired as he clawed back the lost time to overturn Mallory winner Chris Brockhurst's similar Vauxhall Tigra, charging from seventh to double up in race two.

In contrast, the CNC Heads Sports

and Saloons endured deteriorating dry-to-wet conditions for their opener. Victory went to the Caterham of Danny Winstanley, after a costly excursion for Paul Woolfitt's Lotus Exige.

Both retired from winning positions in the second race, allowing polesitter Luke Armiger to grab victory despite "driving one-handed at times" due to his Vauxhall Tigra's door making a bid for freedom. Driveshaft issues meant Danny Bird only contested one race, fighting from last to fifth in his Spire.

A new winner took centre stage in the quartet of Division 1 Truck races, as Simon Reid broke the 10-race victory streak of in-form Ryan Smith.

Reid defended precisely from Stuart Oliver in a tight five-truck squabble for a maiden win in race two, a wide moment costing a closing Smith in his surge from eighth to third.

"You can't win them all," lamented Smith, who won Saturday's opener from a battling David Jenkins and Shane Brereton. Smith won race three from pole, but could not then catch Jamie Anderson, who battled mechanical issues to end on a high with victory.

Multiple Renault UK Clio Cup champion Paul Rivett rebounded in style to share a brace of Division 2 victories with Luke Garrett.

An early pit visit to change a setting cost Rivett in race one, but the reversed grid allowed him to sprint clear for success by over 12s in race two from the charging Steven Powell, who grass-tracked by Erik Forsstrom for second.

Garrett triumphed in the first and fourth races, but injector issues left him limping in the other contests. Rivett's retirement while leading later helped Garrett return to winning ways, although he admitted "I hated driving for points, because I love racing at Donington."

Super Mighty Minis shared the grid with their Mighty counterparts. Neven Kirkpatrick was denied a Supers double by millimetres as Greg Jenkins perfectly judged his final corner exit in race two. Mighty Minis matched the theme, as late entry Greg Daw was denied a double by David Burns in a final-lap exchange.

After spending the majority of a 17-year chunk of his career racing a Renault Clio, it takes a bit of time to get used to the sight of Paul Rivett driving anything other than the French hatchback. But this year Rivett's had a very different challenge on his hands as he's been competing in Division 2 of the British Truck Racing Championship.

Having secured an unprecedented fourth Clio crown last season, Rivett decided to move elsewhere for 2019. That 'elsewhere' proved to be trucks, as the man dubbed Mr Clio Cup had previously contested a one-off outing back in 2017, driving the truck of his WDE Motorsport team boss Wayne Eason.

"It was always going to be hard to make a decision on what to do," said Rivett, who competed in Fiestas and stock cars in the USA before entering the Clio Cup in 2001. "Clio Cup has been such a good championship and to find something that can replace that is a hard task. But I think we've found it here.

"After racing Wayne's truck in 2017, it gave me the bug to come truck racing. I grew up watching touring cars and truck racing on TV. Having Tachosys [a tachograph company] as title sponsor, it fits in well. With Wayne having a recruitment company and having raced trucks before it just seemed the right thing to come and do."

But taming his 12,000cc MAN TGA truck is quite a different prospect to racing a Clio, although Rivett feels he's now fully up to speed in his new environment.

"The driving style is completely different," he said. "You've got the gears, left-foot braking and building the boost up – it's back to old style driving and there's a lot of finesse with the pedals."

"The truck weighs nearly six tonnes – about five times the weight of a Clio. You have to be very respectful of everything around you, the circuit, the other trucks and even moving around the paddock. When two of these clash you have a massive accident but

fortunately it's a very good bunch of drivers."

Unsurprisingly, Rivett has soon found himself at the front after battling a few teething issues with the truck in the opening contests. He claimed his first win in the second event at Pembrey, another followed at the Nurburgring before he triumphed twice more at Donington Park last weekend.

It's not just a truck Rivett's been racing this year, either. He's also been sharing the RAW Motorsports Fun Cup entry with Alex Macleod.

And he's enjoying his racing more than ever. "This year's a bit more relaxed and a bit more fun," added Rivett, who eventually intends to graduate to a Division 1 truck and possibly compete in the FIA European series. "I was running the Clio team and it was getting quite stressful at race weekends."

"I will race anything that has got an engine in it, I've raced jet skis and motocross bikes, and it's nice to do something a little bit different."

Stephen Lickorish

RIVETT ENJOYING HIS VERY DIFFERENT SURROUNDINGS



Four-time Renault UK Clio Cup champion Rivett was a double winner in Division 2 trucks at Donington

RACING REPORTS

SNETTERTON: BARC BY JASON NOBLE
AUGUST 10-11

Photos: Richard Styles


WINNERS
Britcar Endurance Championship
 Race 1 & 2: Richard Neary/Sam Neary
 (Mercedes-AMG GT3)

Michelin Clio Cup
 Race 1: Ronan Pearson
 Race 2: James Colburn

Citroen C1 Challenge
 Declan McDonnell/Joe Wiggan/Simon Walker-Hansell

MG Owners Club
 Race 1 & 2: Steve McDermid (ZR)

Classic Formula Ford 1600
 Race 1 & 2: Rick Morris (Royale RP29)

UK Sports Prototype Cup
 Race 1: Rob Wheldon (Revolution A-one)
 Race 2 & 3: Jon Macrae (Radical SR3)

MaX5 Racing Championship
 Race 1 & 2: Paul Roddison (Mk4)

A perfectly-timed safety car helped the Nearys in opener

NO STOPPING THE NEARYS IN BRITCAR AT SNETTERTON

Father-and-son pairing Richard and Sam Neary were handed a windfall in the Britcar Endurance round at Snetterton when a pitstop under a safety car gave them an entire lap on their closest rivals.

Neary Sr was at the wheel of the Team ABBA Racing Mercedes-AMG GT3 with a healthy 14.9-second lead before the pit window. The #4 JPR Motorsport Saker RAPX had been in second after Chris Hart handed over to Steve Harris but broke down on the straight to cause a safety car at half-distance.

As Richard Neary had yet to stop, the "mega lucky" Team ABBA car benefited from pitting under the yellows and catching up to the rest of the field before the green flags flew, gifting son Sam a full lap lead as the race went green.

With the #4 car out, it was the #3 stablemate Saker of Paul and Kristian Rose that was promoted to second. Paul put in a remarkable first stint having been unable to qualify the car as a result of exhaust problems, but recovered to the podium spots in just three laps.

The Nearys cruised to win number two in the second contest, only dropping the front spot during the pit phase. The big benefactors in the stops in that race were the championship-leading Paul Bailey/Andy Schulz Ferrari 488, which jumped from ninth to second during the pit sequence, and the Taranis shared by Jonny MacGregor and Ben Sharich – which found itself in third from 10th.

But the MacG Racing squad couldn't hold third and had to retire with damage to the top wishbone from a heavy hit with the kerbs to hand the Saker of Alan

Purbrick and David Brise a third place. Ronan Pearson, James Colburn and Simon Freeman dived for the **Michelin Clio Cup** honours in a pair of thrilling encounters, with race two the highlight for winner Colburn.

Freeman made the most of race one winner Pearson's wide moment at Wilson on the first lap with a classy two-car pass to go into the lead. Colburn made a move stick at Agostini to claim the lead but Pearson wasn't able to follow him through despite a few wheel-banging duels with rival Freeman.

It took just the final three minutes of the three-hour **Citroen C1 Challenge** enduro to be decided in favour of Declan McDonnell, Joe Wiggan and Simon Walker-Hansell.

The #397 Renvale car of Mark and Stephen James spent most of the race

ahead and, leading after the final stops, looked on for the win. But a downpour 22 minutes from home greased the asphalt nicely, causing an off for Dave Whitehouse and a final safety car.

The green flag flew with six minutes to go and, despite the #397 holding its lead initially, it was the #347 McAttack machine with Wiggan at the wheel which enjoyed the slippery surface best and stole the lead at Turn 3 on the final lap. A 0.742s victory was the time at the line.

David Mellor lost two potential **MG Owners Club** wins thanks to a suspected misfire. He got a slow getaway from pole in his ZR for Steve McDermid to take the lead and had been running second when the fault led to him plummeting down to 12th.

The same happened again on the third lap of race two into Turn 3 while

he was leading, allowing the squabbling William Sharpe and Lee Sullivan to grab the advantage.

But it was McDermid who snuck ahead of Sullivan due to his superior pace to claim another bottle of winner's champagne.

Double **Classic Formula Ford 1600** winner Rick Morris feared Mike Gardner, starting in second for race one, would steal the lead as the series returnee was not in title contention. But Morris need not have worried – he eased to an untroubled 5.110s win while Gardner retired after a single lap when his left-rear wheel broke. That left Gardner with work to do from 22nd in the second race, but proved why he is a double champion with a rapid drive through the field to sixth as Morris repassed Craig Currie to win again.



Two-time Classic Formula Ford 1600 champion Mike Gardner continued his rehabilitation in the series at Snetterton, having rejoined the grid for the last round at Thruxton after more than a year on the sidelines with shoulder injuries. Gardner broke five tendons in his shoulder, and had only been out of a sling for two weeks prior to his series return at the June Thruxton round, but an appearance in Heritage Formula Ford at Snetterton earlier this month helped keep him race sharp. He qualified his Crossle 30/32F in P2 behind Rick Morris at the Norfolk circuit last weekend, but suffered a rear-left wheel breakage in race one. A storming drive from 22nd to sixth was his reward for persevering in race two.

Ginetta Cars manager Sam Tomlinson and friend Will Stacey made their first Britcar Endurance Championship appearance at Snetterton last weekend in support of Addenbrooke's Hospital in Cambridge, scoring two top six finishes. The pair were at the wheel of a Rob Boston Racing-run Ginetta G55 in memory of Tomlinson's daughter Molly, who was treated at the hospital. Molly was born with a rare genetic condition in December 2018 which affected development of her heart and lungs, and died in April this year. Tomlinson said: "Addenbrooke's Hospital, Cambridge have been absolutely amazing and the care they have not only given to Molly but to us as a family has been second to none."



Mark Hignett and Marcus Clutton joined the UK Sports Prototype Cup to try out the new Revolution A-one car debuting this year. The series combines the Revolution UK Trophy for the new LMP-inspired cars with the traditional Radical SR3 machines. Snetterton marked the last of three UK races for the series' 2019 pilot year, but heads to Portimao in October ahead of a planned full season launch in 2020. Half of the eight-car grid comprised A-ones, with James Abbott and Rob Wheldon – who have already enjoyed the car this year – the other two competitors in Norfolk.

'Chippy added to Mittell success'
RGB Sports 1000 action, below



SILVERSTONE: 750MC BY MARCUS PYE

Photos: Steve Jones

AUGUST 10-11

HIGH FIVE FOR MITTELL CARS AFTER CLEAN SWEEP



Mittell took impressive Bikesports hat-trick



Gant won two eventful Formula Vee contests at Silverstone

WINNERS

RGB Sports 1000

Races 1 & 2: Chippy Wesemael (Mittell MC-53)

Bikesports

Races 1, 2 & 3: Scott Mittell (Mittell MC-41R)

Formula Vee

Races 1 & 2: Graham Gant (WEV FV01)

Sport Specials

Race 1: Andy Hiley (Chronos HR 1S)
Race 2: Stewart Mutch (MEV MX150R)

Classic Stock Hatch

Race 1: Lee Scott (Ford Fiesta XR2i)
Race 2: James Haslehurst (Peugeot 205 GTi)

Renault Clio 182

Races 1 & 2: Ryan Polley

Hot Hatch

Races 1 & 2: Ben Rushworth (Honda Integra DC2)

Welsh Sports & Saloons

Races 1 & 2: Keith Butcher (Audi R8 LMS)

Club Enduro

Joe Taylor (Lotus Elise S3)

BMW Car Club Racing

Race 1: Rick Kerry (1 Series V8)
Race 2: David Kempton (E36 M3)

Scott Mittell's maiden Bikesports victory presaged a stunning five from five as the 750 Motor Club's annual International Circuit weekend featured Southampton-based Mittell Cars scale new heights with Ian Mittell's continuously-evolved Suzuki GSXR-powered designs. "A fantastic team result," beamed Scott.

One year after his breakthrough RGB Sports 1000 win here, 'Chippy' Wesemael closed on the title with another fine double – the second a marque one-two over Danny Andrew, third behind Spire's Richard Morris on Saturday. That spurred Scott Mittell on to complete his Bikesports treble in the slick-shod centre-seater.

A fortnight's toil by Mittell Sr creating a larger rear diffuser for the lone MC-41R enabled Scott to scream through Abbey flat and shake off ex-Formula 3 racer Charles Hall (Radical SR3 RSX) each time. Former Locost and RGB champion Mittell lapped inside 63 seconds, his 1m02.88s best a 105.92mph average.

Best of the rest was Ash Hicklin, whose joy at two thirds was dulled when he spun to avoid revolving points leader Joe Stables at Abbey in the third stampede and was collected by Aaron Bailey, which necessitated a safety car.

Rescheduled last in the hope that savage crosswinds would subside, Saturday's Formula Vee jostlefest was a corker in which aspiring champ Graham Gant aced Danny Hands, Craig Pollard, John Hughes and Ben Miloudi, the quintet split by 1.03s after a scrupulously clean contest. Sunday's race was equally tough but less ruly, Miloudi leaping off Hands after a clash at Vale. Miloudi broke, but again Gant's torquey engine helped him back from fourth to win in the unique Worm's Eye View from Pollard and Hands (GACs).

Sport Specials poleman Andy Hiley's Chronos beat Eclipse trio Paul Boyd, Paul Collingwood and Martin Gambling – his car repaired having been tripped into the pitwall during qualifying – and Austen Greenway's Elite Pulse in race one. Stewart Mutch's MEV retired from the pack with a front corner askew but was fixed for the exceedingly wet finale.

After Collingwood pitted and the surviving Eclipses rotated, Hiley was

clear. But Mutch, trialling new treaded tyres, lapped "The Flying Brick" ever quicker. "I couldn't see anything, but when Stewart arrived he was too quick for me," said Hiley. Both hands shaken aloft at the chequer showed Mutch's joy as his ungainly-looking machine trounced very serious kit for a famous victory. "I had so much grip," he grinned.

Was a Classic Stock Hatch surprise on the cards when James Haslehurst, whose previous best result was seventh at Mallory Park, qualified on pole? The Peugeot 205 driver led Saturday's opening lap but was stopped by an electrical glitch, leaving Lee Scott and Marcus Ward (Ford Fiesta XR2is) to pip Pug stalwart Matt Rozier, whose dad Derek's 205 careered off at Stowe sans a rear wheel.

Haslehurst was back on P1 for Sunday's stanza, spiced up by rain and a safety car interlude after Andy Philpotts' XR2i was flicked into the pitwall, which deflated Haslehurst's hard-earned cushion. Again he kept his nerve, repelling stout challenges from the success-balled Rozier Jr and Scott – holders of eight titles – on the dash to the flag.

James Bark's unbeaten Clio 182 venue record ended when he holed his sump over the kerbs at Farm in Sunday's hairy opener and slewed to a smoky halt. Points leader Ryan Polley was relieved to win after an engine change. Returnee Jack Kingsbury was second, from on-form Scott Edgar. Polley outran Don De Graaff and Kingsbury in a tamer sequel.

Ben Rushworth's Hot Hatch double was fortuitous. A massive spin when his Honda Integra's tailgate flew off approaching Stowe enabled Chris Southcott (Peugeot 205) to rasp past on Saturday, only for his engine to blow. Stephen Sawley and Gary Prebble chased in Honda Civics. Sawley's engine threw a rod on Sunday, so Prebble grabbed second.

Pontyclun's Keith Butcher topped Sunday's Welsh miscellanies in his gorgeous Audi R8 LMS, but "turned the traction control and ABS right up" to keep the slick-shod beast ahead of Chris Everill's newly-acquired Ginetta G50 in the rain-soaked second outing. Dave Cockell gave Butcher an early fright before his Ford Escort Cosworth haemorrhaged oil after a kerbing.

TAYLOR BEATS 48 RIVALS TO CLUB ENDURO WIN

A virtuoso solo drive by Lotus Cup UK convert Joe Taylor trumped 48 rival teams to land his first 750MC Club Enduro victory on Saturday.

If dodging constant traffic for two hours from the low sightline of his Elise's cockpit wasn't exhausting enough, leaping out at the mandatory three-minute stop and refuelling the car he prepares with mates Chris Cox and Tiff Pedley made it extra special. "I'm spent, but couldn't believe the car," said the Walsall warrior. "We didn't have the pace [to win] but it ran faultlessly as the quickest cars hit trouble."

Rob Baker (Honda Civic Type-R) and Luke Sedzikowski of race sponsor Tegiwa (BMW M4) out-accelerated Chris Brown's M4, which son Mika qualified on pole, at the rolling start. Abreast into Stowe, the duo made the running until chaser Baker installed Carl Swift with fresh front tyres at half-distance. Early fallers included Leon Bidgway (Lotus Exige) and Historic racer Vicky Brooks (Mini Cooper S). Taylor settled into the chase with

Brown, Matthew and Simon Wallis' bewinged SEAT Leon, Owen Fitzgerald (BMW E36 M3) and David Trigg in a Ginetta G50 his main rivals.

Matt Maxted – starting Ben Salmon's Spa-winning E36 M3 – Andy Baylie (VW Golf GTi) and championship leader Steve Cheetham (Porsche Boxster), squeezed off track early on, led the Class B onslaught. James Munro (Mazda MX-5) and Imran Khan (BMW 330ci) disputed C honours initially.

Khan's demise was dramatic, for his bonnet flew open at high speed, smashing the windscreen and rippling the roof. He crept back into the pitlane, where marshals restored forward vision, but scrutineers vetoed Andrew Lightstead resuming. Nick Dougill in Munro's car was penalised for refuelling before the fire extinguisher was present. The uprated Ginetta G40 of Amanda Black/Ian Anderson thus went ahead in C, but was overhauled by James Kell in the MX-5 started by dad Darren.

Leader Sedzikowski was lapping



It was another bumper entry for 750MC's Club Enduro category and the Lotus Elise of Taylor was the winner

metronomically, 15 seconds clear, when a left front tyre blew through Abbey corner on lap 52. He nursed it back to the pits with sidewall shredded, but co-driver David Whitmore continued, as Taylor enjoyed three laps in front before stopping. Matt Wallis and Paul Huxley (SEAT Supercopa) led as the pit stagger unwound, but CV

joint failure sent Swift spinning into retirement from fifth.

When Taylor returned to the top on lap 71, with a 45s advantage, 1.2s blanketed pursuers Rory Hinde (replacing Fitzgerald), Whitmore and Mika Brown. With fastest lap on his slate, Brown picked the other BMWs off for silver. Whitmore pitted on the penultimate lap, gifting Hinde

third, but was still classified fourth, ahead of the Wallis brothers.

Cheetham's fourth B win from five starts means he could clinch the crown on home soil at Oulton Park next time out. "I'd settled for third, following a spin [exiting The Link] but made up 13 seconds," he said. He passed Baylie's partner Luke Schlewitz with five laps to spare.



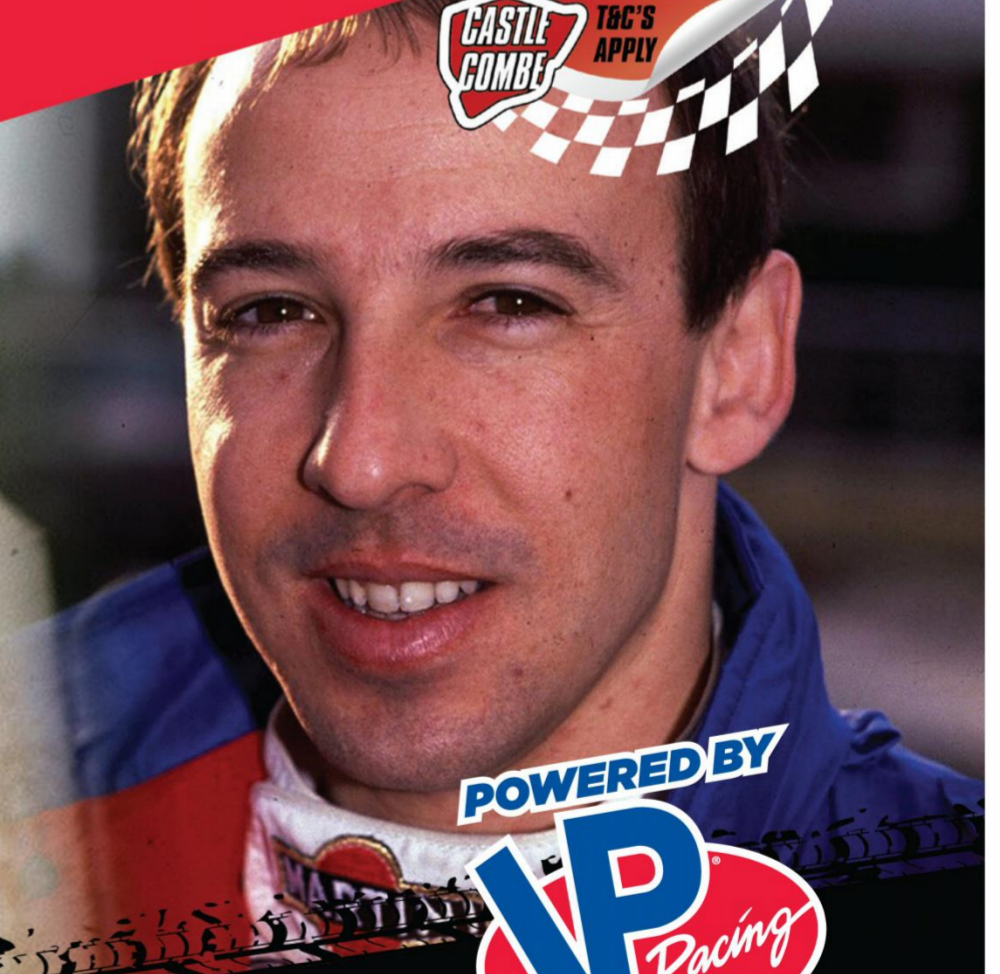
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SPORTING SCENE

BRITISH HILLCLIMB

British Hillclimb Championship

By Ian Dowding

Organiser: Midland Automobile Club When: August 10-11 Where: Shelsley Walsh Starters: 124.

Will Hall (Force WH) was the big winner at Shelsley Walsh Hillclimb in Worcester by taking both rounds of the British Hillclimb Championship.

Richard Spedding in his GWR Raptor 2 set the pace in the first run-off with a 23.33-second dash. With only three drivers left out of the top 12 to run, it was looking as the time was going to be difficult to beat.

Wallace Menzies in his Gould GR59-M was next to run after Spedding. Menzies' time was slower at 23.39s. Penultimate to run was Will Hall who crossed the line in 23.18s, which then put him top of the timesheet. The very last runner, Sean

Gould in a Gould GR59JDB4, set 23.35s which was good enough for third.

In the second run of the day, Hall once again to take victory with a time of 23.20s. Wallace Menzies was second fastest with a time of 23.33s. That was enough for him to further extend his lead in the points.

Six-time British Hillclimb champion Scott Moran in his Gould GR61X took third place overall with a time of 23.54s.

Results

Round 25: 1 Will Hall (Force WH-XTEC) 23.18s; 2 Richard Spedding (GWR Raptor) 23.33s; 3 Sean Gould (Gould GR59J DB4); 4 Wallace Menzies (Gould GR59); 5 Dave Uren (Gould GR55B); 6 Alex Summers (DJ Fire Storm); 7 Scott Moran (Gould GR61X); 8 Trevor Willis (OMS 28); 9 Robert Kenrick (Raptor 2); 10 David Warburton (Gould GR59). **Round 26:** 1 Hall 23.20s; 2 Menzies 23.33s; 3 Moran; 4 Uren; 5 Summers; 6 Willis; 7 Spedding; 8 Kenrick; 9 Warburton; 10 Paul Haines (Gould GR59).

Standings (after 26/34 rounds): 1 Menzies 233; 2 Summers 188; 3 Spedding 160; 4 Uren 153; 5 Willis 134; 6 Hall 125, etc.



Blood (inset) is looking forward to racing at Buxton

HOT RODS TO RETURN TO BUXTON RACEWAY

Racers to make first appearance at Derbyshire circuit for 22 years

By Matt James

The National Hot Rod field will tackle Buxton Raceway in the Peak District for the first time in 22 years this weekend.

The two-litre machines last raced at the Tarmac venue in 1997 for the English Championship. NHRs also returned to Skegness in early April this year, marking another

circuit rejoining the roster.

Buxton will be the second round of the 2019-2020 competition after the opener at Birmingham Wheels in July.

Local driver Jack Blood, who is third in the 2019-2020 points chase, has raced Slick Cars at the venue in the past and says the NHR field will face a tough circuit.

Blood, who races a Vauxhall

Tigra, said: "It is going to be a great challenge for everyone. The straights are long – maybe even longer than Ipswich – and the corners are tight, so it is a bit like a paperclip. The kerbing has been altered since I last raced there with new Tarmac laid toward the apex, so that should offer plenty of grip.

"The track is wide and I think there will be some side-by-side

racing – maybe even three wide. It will be interesting to see how the surface provides grip now, which is going to make set-ups interesting."

Blood said that he has helped with promotion of the fixture himself with posters around the local area, and he was hoping a large number of racers turned out to support the event.



Hall in his Force was the dominant driver at Shelsley Walsh

BTRDA RALLYCROSS

CONSTANTINE IN THE FRAME WITH 15TH STRAIGHT WIN

BTRDA Clubmans Rallycross

By Hal Ridge

Organiser: MDA/BTRDA When: August 10-11 Where: Pembrey, South Wales Starters: 45

Junior racer and reigning BTRDA Gold Star Rallycross champion Luke Constantine delivered a blow to his overall title rivals in the Clubman series' second double-header weekend of the season at Pembrey in South Wales as he racked up another pair of wins.

Such has been the 15-year-old's form in the series since

the start of 2018 that his triumph in round six on Sunday, ahead of Ben Sayer for the second day in a row, was his 15th straight Clubmans Junior A final win.

Having missed the season-opener at Blyton due to a clash with the British Championship's first round at Silverstone, Constantine's Welsh success promoted him back into real contention for the overall honours.

His main rival, Production category racer Dale Ford, had a difficult weekend. Beaten in the Production A final on Saturday by Dom Booth and Nathan Jones, the pair both running in

the up-to-two-litre sub category of the Production class. Ford then failed to start the A final in round six on Sunday due to a pre-grid fuel pump problem.

Booth, meanwhile, took a second win of the weekend, this time ahead of Rory Denning's Peugeot 106. Denning had a close fight with Jones and Trevor Beavan for the runner-up spot. Lee Keeler rolled his Citroen Saxo in Q1, but with the collective work of teams in a paddock, he returned to win the B final and finish sixth in the A final.

Meanwhile, behind Constantine and Sayer in the Junior finals, Alfie Jenkins drove his Nissan Micra to a podium in round five, before pole starter James Constantine took third in round six.

In Super Modified, Alan Crockett qualified his rear-wheel-drive Vauxhall Corsa on pole for the A final on Saturday despite a coming together with Irishman Patrick Ryan in a qualifying race, but it was fellow front-row starter Ryan who took the lead at the start of the final and was never headed. He was followed home by Crockett and the similar car of Allan Tapscott. Ryan then qualified on pole on Sunday, but fuel issues meant the best he could manage was fourth, while Crockett claimed victory ahead of Sam Bovill and Todd Crooks, the latter driver racing a Production-specification Citroen C2 instead of his regular Mini.

Toyota MR2 racer Marc Jones spun out of the Classic final lead on Saturday, which dropped him to third behind winner Vincent Bristow and Michael Grant, but Jones was faultless on his run to victory on Sunday with Grant again second and David Martin third.

James Phillips dominated the Production 4x4 class on day one, before fellow Subaru Impreza racer Paul Davis returned for day two and claimed victory.

Results

Round 5

Junior: 1 Luke Constantine (Suzuki Swift); 2 Ben Sayer (Suzuki Swift) +0.816s; 3 Alfie Jenkins (Nissan Micra); 4 James Constantine (Suzuki Swift); 4 Abbie McGuinness (Volkswagen Lupo); 6 Charlie Titcombe (Suzuki Swift).

Production: 1 Dom Booth (Renault Clio); 2 Nathan Jones (Honda Civic) +3.566s; 3 Dale Ford (Citroen Saxo); 4 Graham Aspinall (Renault Clio); 5 Rory Denning (Peugeot 106); 6 Trevor Beavan (Citroen Saxo).

Super Modified: 1 Patrick Ryan (Vauxhall Nova); 2 Alan Crockett (Vauxhall Corsa) +5.550s; 3 Allan Tapscott (Vauxhall Corsa); 4 Leigh-Anne Sedgwick (BMW Mini); 5 Gary Cook (Ford Fiesta); 6 Sam Bovill (Vauxhall Astra).

Classic: 1 Vincent Bristow (BMW 318); 2 Michael Grant (Ford Fiesta) +1.848s; 3 Marc Jones (Toyota MR2); 4 David Martin (Peugeot 205); 5 David Ewin (Ford Fiesta).

Production 4x4: 1 James Phillips (Subaru Impreza) 5m11.944s; 2 Christopher Baker (Subaru Impreza); no other finishers.

Round 6

Junior: 1 L Constantine; 2 Sayer +0.686s; 3 J Constantine; 4 Jenkins; 5 Titcombe; 6 Amy Baines (Vauxhall Corsa).

Production: 1 Booth; 2 Denning +4.190s; 3 Jones; 4 Beavan; 5 Jozas Meskauskas (Citroen C2); 6 Lee Keeler (Citroen Saxo).

Super Modified: 1 Crockett; 2 Bovill +6.220s; 3 Todd Crooks (Citroen C2); 4 Ryan; 5 Michelle Swallow (Porsche Boxster); 6 Sedgwick.

Classic: 1 Jones; 2 Grant +0.399s; 3 Martin; 4 Ewin.

Production 4x4: 1 Paul Davis (Subaru Impreza) 5m49.270s; 2 Phillips +0.475s; 3 Baker.



Kevin Hansen was a winner in the opener in Montalegre

HANSENS DOMINATE TITANS RX IN PORTUGAL

World Rallycross points leader Kevin Hansen extended his margin at the head of the new-for-2019 Titans RX series at Montalegre in Portugal.

Hansen won round five of the series on the first day of the double-header weekend, fending off a late challenge from Toomas Heikkinen. Hansen's brother Timmy dominated round six on Sunday to win every qualifying session, his semi-final and final.

A double-podium weekend for the elder Hansen brother moved him up to joint second in the points with Finn Heikkinen.

British Touring Car Championship star Andrew Jordan made his second Titans appearance of the year in Portugal, having finished on the podium on his debut weekend in the class at Lydden Hill.

Despite having to learn a new circuit, and acclimatising himself to the gravel rally-style driving required on the circuit's loose-surface section, Jordan improved

through the opening day and finished second, his best result of the year. His weekend ended in the semi-finals on Sunday.

Hyundai World Rally Championship driver Craig Breen also returned to the series but couldn't turn his fast pace into podium finishes. A semi-final jump start on Saturday hampered his challenge and he finished fifth in the final behind Heikkinen. Breen then battled for position in Sunday's final and set the fastest lap, but finished fourth.

STANDINGS

Titans RX International Europe Standings (after 6/12 rounds)

	DRIVER	PTS
1	Kevin Hansen	136
2	Timmy Hansen	126
3	Topi Heikkinen	126
4	Ronny C'Rock	68
5	Tamara Molinaro	61



Constantine raced back into title contention at Pembrey

Photos: Trevor Coulson, Colin Casserley, mkpics.net

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MN SAYS...

Albon ready to grab his biggest chance

Promotion from Toro Rosso to Red Bull will be a defining moment for racer

The news on Monday morning that Frenchman Pierre Gasly would be stood down from Red Bull's top table was not greeted with much shock, but perhaps the news of his replacement Alex Albon was.

Gasly's performances have been far from spectacular and he has been on thin ice since the start of the campaign in Australia back in March. And when people started looking around for a suitable replacement, Toro Rosso's incumbent 'Russian Rocket' Daniil Kvyat was the name most thought was likely to be at the top of the shopping list, which would have completed a remarkable comeback for the driver it sacked halfway through the 2017 campaign.

But instead Red Bull has gone with the up-and-comer, the British-born Thai Albon. It fits with the firm's philosophy of doing things in an extreme way, but it is even more of an extreme test for Albon. He will now be measured against Max Verstappen, one of the most complete talents in Formula 1. Red Bull isn't known for sentiment, either. Now is the time for Albon to perform, and the glare of the spotlight will be intense. This will be his biggest test yet.

Matt James, Editor (Twitter: @MattJMNews)



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



ART EDITOR MIKE STOKOE'S
FAVOURITE OF
THE WEEK!

Formula 1000 cars are one of the fastest things around Cadwell Park as race winner Lee Morgan proves. Photo from Sam Nudd



Tamsyn Cleave's pic from the Camel Vale MC Castle Hillclimb



Close tin-top action from Snetterton, taken by Rich Cranston



Nigel M Cole visited the Wiscombe Park hillclimb recently



Classic F1: 1983 Tyrrell from Silverstone, from David Harbey



Rob Lees caught Sports Series action on holiday at Maine, USA



Carl Boardley takes flight at Snetterton, taken by Iain Trice



Tim Marrant's CSCC Jaguar beauty, taken by Yvonne Williams



John Henderson sent this shot of MGs on the rise at Knockhill

GOT AN OPINION?

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

TV GUIDE



Hamilton took his maiden F1 Monaco win in the rain in 2008

Relive the 2008 Monaco Grand Prix with **F1 Classic Races** (Thursday, 2100-2330hrs, Sky Sports F1) as Lewis Hamilton took the first of three wins on the streets of the principality in treacherous conditions. The German touring car championship, the **DTM**, once again visited the Brands Hatch GP circuit, but who would come out on top? Find out on Friday (0900-1000hrs, Freesports). Also racing at the Brands Hatch

circuit earlier this month was the **BRDC British Formula 3 Championship** (Friday, 1200-1300hrs, BT Sport 3), as Brit Johnathan Hoggard had an impressive weekend and closed the points gap to championship leader, Clement Novalak. And finally, see who flew the highest on Rally Finland during the latest round of the **World Rally Championship** (Saturday, 0910-0945hrs, 5Spike).

LIVE TV

BTCC: Thruxton
 All the action: Sunday, 1130-1815hrs, ITV4

IndyCar: Pocono
 Race: Sunday, 1900-2200hrs, Sky Sports F1

NASCAR: Bristol
 Race: Monday, 0000-0400hrs, Premier Sports

LISTINGS

RACING FRIDAY-SUNDAY
Anglesey, NWales
BRSCC meeting: Fun Cup, BMW Compact, FF1600, Ford Fiesta, Fiesta Junior, Cockshoot Cup, Porsches **Starts** Friday, qualifying from 2110hrs Saturday, racing from 1235hrs (qualifying from 0900hrs) Sunday, racing from 0905hrs (qualifying from 0930hrs) **Admission** adult £15, child free **Web** angleseycircuit.com **Contact** 01407 811400
Snetterton, Norfolk
2CV 24 Hours: 2CV, BARC Saloons, Hyundai Coupe, Classic VW/Honda VTEC **Starts** Friday, qualifying from 1900hrs Saturday, racing from 1130hrs (qualifying from 1000hrs) Sunday, 24-hour race continues **Admission** adult £16, under 13 free **Web** msv.com **Contact** 0843 453 9000

SATURDAY
Brands Hatch, Kent
750MC meeting: BMW 116 Trophy, Locost, Type R Trophy, Toyota MR2 **Starts** racing from TBA (qualifying from 0900hrs) **Admission** adult £16, under 13 free **Web** msv.com **Contact** 0843 453 9000

SATURDAY/SUNDAY
Thruxton, Hants
BTCC meeting: BTCC, F4, Carrera Cup, Renault Clio, Ginetta GT4, Ginetta Junior **Starts** Saturday, racing from 1340hrs (qualifying from 0900hrs) Sunday, racing from 1040hrs **Admission** adult £34, under 12 free **Web** barc.net **Contact** 01264 882200
Silverstone, Northants
MSVR meeting: British F3, GT Cup, Radical Challenge, Monoposto, F3 Cup, Trackday

Trophy Starts Saturday, racing from 1120hrs (qualifying from 0900hrs) Sunday, racing from 0910hrs **Admission** adult £15, under 15 free **Web** silverstone.co.uk **Contact** 08704 588260
Donington Park, Leics
BRSCC meeting: Caterham Academy, Caterham Roadsports, Caterham 270R, Caterham 310R, Caterham 420R, Mazda MX-5, Production GTi **Starts** Saturday, racing from 1350hrs (qualifying from 0910hrs) Sunday, racing from 0935hrs (qualifying from 0910hrs) **Admission** adult £16, under 13 free **Web** msv.com **Contact** 0843 453 9000
Croft, N Yorks
DDMC meeting: Focus Cup, Northern Saloon & Sportscar, Classic Sports and Saloons **Starts** Saturday, racing from TBA (qualifying from 0930hrs)

Sunday, racing from 1200hrs **Admission** adult £15, under 15 free **Web** croftcircuit.co.uk **Contact** 01325 721815
Mondello Park, Ireland
Historic Racing Festival: Future Classics, Historic Racing Cars **Starts** Saturday, racing from TBA (qualifying from 1000hrs) Sunday, racing from TBA (qualifying from 1000hrs) **Admission** adult €15, under 16 free **Web** mondello.ie

SUNDAY
Brands Hatch, Kent
Festival Italia: Ferrari Classic, Ferrari Club, Allcomers, Alfa Romeos **Starts** racing from 1240hrs (qualifying from 1000hrs) **Admission** adult £16, under 13 free **Web** msv.com **Contact** 0843 453 9000

RALLY SATURDAY
Newry, County Down
Today's Ulster Rally
Starts 0815hrs **Admission** free **Web** ulsterrally.com

SUNDAY
Trawsfnydd Ranges, Gwynedd
Gareth Hall Memorial Stages
Starts 0920hrs **Admission** TBA **Web** balamotorclub.co.uk

SPORTING SCENE SUNDAY
Buxton, Derbyshire
National Hot Rods
Starts 1300hrs **Admission** TBA **Web** nationalhotrod.com
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BriSCA F1
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