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EXCLUSIVE: MATT NEAL

"I have my sights on a fourth title"

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The super-tall British Touring Car king tackles the MN readers' questions p12

Mass-gathering debate resolution could scupper remainder of 2020 calendar for the UK

GOVERNMENT DECISION TO SEAL FATE OF FOREST RALLIES

By Luke Barry

Despite Motorsport UK giving rallying the green light to resume earlier this month, there's a very real chance that forest rallying could be outlawed for the rest of the year.

Currently no events of any kind can be held on private forest land because of government-enforced rules that dictate that gatherings larger than 30 are not allowed. The UK government is expected to review this in October with the devolved nations following soon after.

The Carlisle Stages is meant to go ahead on October 24, but rally manager Colin Heppenstall is just "25%" confident the event will go ahead. Nevertheless, he has created a 13-page document outlining how rallying can resume which has been sent to Motorsport UK.

This, and other variables, has also forced the cancellation of the Nicky Grist Stages in November and subsequently the BTRDA Rally Series, which was the only 2020 championship left standing until it was cancelled last week.

Full story, P10



Forests could be silenced further

THE VOICE OF BRITISH MOTORSPORT
MOTORSPORT NEWS

FORMULA 1

WHO WILL WIN THE BATTLE OF BRITAIN?

We run the rule over the Silverstone line-up p16



BTCC

HOW TURKINGTON PLANS TO STAY AHEAD



Full preview to the British Touring Car Championship season p18

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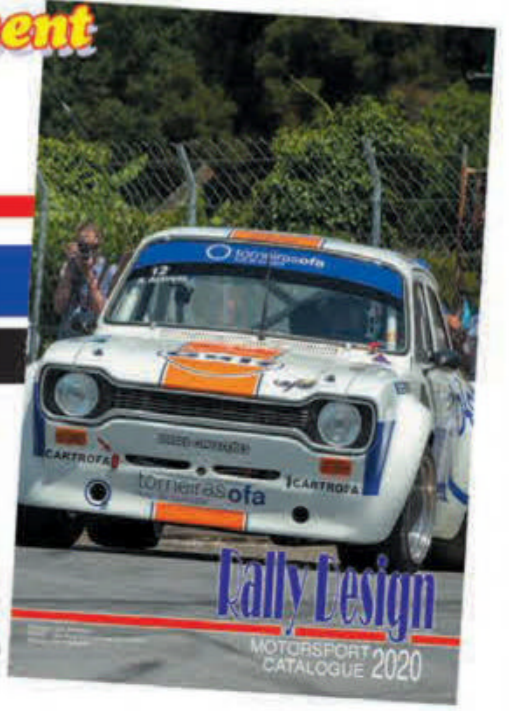
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English axle weld-on brace ring
Special 10mm axle brace, English axle

SPARES
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Bearing '4340'
Halfshaft, suit semi-floating kit
Flange, not semi-floating, suit std. axle
Flange, Group 1 type
Brake disc, 265 x 10

HELICAL LSDs, BLACKLINE

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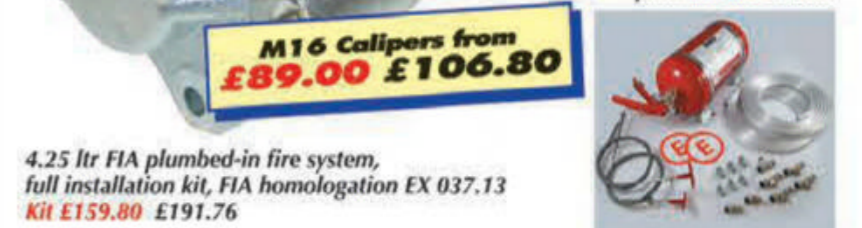
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Throttle pedal pad
Brake and clutch pedal pads
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Rear bumper side plugs, set of 4
Oil line bulkhead grommet
Brake servo rod bellows

COMMENT



Photo: Motorsport Images

Lewis Hamilton will look to create even more benchmarks in the British Grand Prix

HAMILTON SET FOR A NEW HIGH

Reigning Formula 1 world champion Lewis Hamilton ripped up another record book last season when he took his sixth F1 victory at Silverstone. Who is to say that he won't have stretched that record to eight after the back-to-back grands prix at the Northamptonshire venue?

It is going to be odd to see Silverstone playing host to the world's leading drivers but without any fans in the grandstands. The passion is clear among the hundreds of thousands who usually go. Standing on the banks, as I have done for the past few seasons, is a really good indication of how well-informed and partisan the UK crowd is. It is a pleasure to mingle and be part of that, and it's something that we will all miss this weekend. But this is now our new normal and we have to get used to it.

The opening three grands prix of the season have given us some pointers to likely form, but Silverstone will flex the high-speed muscles of the cars. That hasn't happened in Austria or Hungary, so there could be a slightly different order this weekend. Our preview is on page 16.

Elsewhere in this issue, we have the news that forest rallying in the UK is hanging by a thread at the moment, and fans and competitors are relying on a decision from the government as to whether the engines can be fired up again. If the decision goes against mass gatherings it is hard to see how any significant events can function for the remainder of 2020. These will be tense times indeed for those who love throwing themselves between the trees.

While rallying is still in something of a crisis, some of the UK's major championships will be waking up from their enforced hibernation this weekend.

The subject of our Motorsport News readers' Q&A this week is Matt Neal. The three-time British Touring Car Championship title winner will be getting his show on the road at Donington Park and he will be one of the many who will be out to halt the march of Colin Turkington, who is aiming to land a record-breaking fifth title.

Factory BMW driver Turkington himself knows that the reworked nature of the 2020 competition will throw unknowns at him, and he assesses his prospects with us on page 18.

As well as the BTCC, there is British GT action to look forward to as the rumbling monsters get their first event of the season underway at Oulton Park always a great place for a motor race. Deputy editor Graham Keilloh looks ahead on page 19.



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A joint event with World RX set to be rubber stamped this week



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Matt Neal: A man for all seasons

The Honda racer reflects on some of his toughest BTCC battles



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Who will turn it on at Silverstone?

We look at the men who will make the Formula 1 headlines

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British GTs get ready to rumble

We look ahead to the GT showdown for the 2020 season



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KING P1 2019
Porsche scholar's big hopes for 2020

RACING NEWS

LEGEND BYRNE BACK AT FERRARI

Rory Byrne will return to a prominent role at Ferrari as the Formula 1 squad has overhauled its technical team in the wake of its disastrous start to the 2020 campaign.

Both Charles Leclerc and Sebastian Vettel have struggled for pace this term with the SF1000 roughly one second per lap slower than the dominant Mercedes machines.

Ferrari top brass have created a performance development department, which will be fronted by its head of aerodynamics Enrico Cardile.

In a statement, Ferrari said it was "instituting a chain of command that is more focused and simplified and provides the heads of each department the necessary powers to achieve their objectives".

The primary role for Byrne, 76, will be to focus on the 2022 car. Team boss Mattia Binotto said: "We have started to lay the foundations of a process which should lead to a new and enduring winning cycle.

"It will take some time and we will suffer setbacks like the one we are experiencing right now in terms of results and performance."

Designer Byrne was one of the key men at Ferrari during Michael Schumacher's dominant period from 2000 through to 2004, working alongside team boss Jean Todt and technical head Ross Brawn.



Byrne has been recalled

PORTUGUESE RACE ADDED TO EXPANDED F1 CALENDAR

Portimao circuit to host its first grand prix as extra events added to 2020

By Matt James

Portugal will return to the Formula 1 calendar for the first time since 1996 with a race at Portimao on October 25.

The Algarve venue has been bolted on to the end of the current campaign, along with grands prix at the Nurburgring and at Imola, to make up for the fact that the races in Brazil, America and Mexico have all been axed amid increasing health fears in those countries.

An F1 statement said: "Due to the fluid nature of the ongoing Covid-19 pandemic, local restrictions and the importance of keeping communities and our colleagues safe, it will not be possible to race in Brazil, USA, Mexico and Canada this season."

F1 bosses are currently working on extra events in the Gulf region and Asia to take place in November, and they have confirmed that the calendar should feature "between 15 to 18 races".

The Vietnamese Grand Prix in Hanoi, which was due to make its debut on the calendar in April, has been mooted as a possible venue, while return to the Sepang circuit in Malaysia, which last held a race in 2017, has also been discussed.

CALENDAR

Remaining grands prix in 2020

| NO | DATE | CIRCUIT |
|----|--------------|-----------------------------|
| 1 | August 2 | British Grand Prix |
| 2 | August 9 | 70th Anniversary Grand Prix |
| 3 | August 16 | Spanish Grand Prix |
| 4 | August 30 | Belgian Grand Prix |
| 5 | September 6 | Italian Grand Prix |
| 6 | September 13 | Tuscan Grand Prix |
| 7 | September 27 | Russian Grand Prix |
| 8 | October 11 | Eifel Grand Prix |
| 9 | October 25 | Portuguese Grand Prix |
| 10 | November 1 | Emilia Romagna Grand Prix |



Portugal last held an F1 race in 1996

Photos: Motorsport Images

GINETTA SLIMS DOWN WORLD ENDURANCE PROGRAMME

British firm Ginetta will scale back its World Endurance Championship efforts this year and only run one car at the rescheduled Le Mans 24 Hours.

There were due to be two of the Yorkshire marque's Ginetta-AER LT-P1 G60 model at this year's twice-around-the-clock event in France on September 19-20, but boss Lawrence Tomlinson has said that financial pressures mean that there will only be one version, which will be driven by Chris Dyson, Guy Smith and Michael Simpson.

Ginetta, which will contest the season opener at Spa on August 15 as a shakedown, has also scrapped plans to contest the World Endurance Championship round in Bahrain in November.

Tomlinson said: "We have two sets of everything we need to run one car, but I don't want to gear up to run two and incur abortive costs. No-one can say for certain that Le Mans is going ahead; things can change quickly in the current situation.

"Even if you come through Le Mans unscathed, the cars will have done 30 hours of running and will need a full rebuild [before Bahrain]," he explained. "I do things that make me money or make me happy, and racing in the WEC does neither."

Ginetta's withdrawal could leave the LMP1 division with just four entries.

Ginetta has not ruled out assisting a privateer effort by Dyson Racing in the US in 2021.



The British machine will be a solo entry at Le Mans 2020

SETBACK FOR ZANARDI IN HIS RECOVERY

Alex Zanardi has been moved back into intensive care despite being transferred to a recovery centre last week as he battles to overcome head injuries.

The 53-year-old Italian, a double amputee and Paralympic medal winner, was injured in a handbike accident on June 19. He was in a coma and underwent three operations, and positive signs last week meant he was moved to the recovery centre in northern Italy. However, his condition deteriorated and was described as "unstable".

The ex-Formula 1 driver and IndyCar champion was readmitted to intensive care.

Claudio Zanon, health director of the Valduce Hospital where he was being treated, said in a statement that "no further information on the case will be released."



Zanardi has had a setback



Fans will be regulated at Indy

Measures in place to protect the 25% of racegoers who are able to attend Indy 500 in August

Twenty five per cent of the regular crowd will be allowed to attend this year's Indy 500, which is due to take place on August 23.

Face coverings will be made mandatory for those fans who are going to the circuit, and those over 65 years old

will be encouraged to steer clear of the race. Seats will be allocated to provide social distancing and temperature checks will be carried out on all those entering the venue.

Those who have already bought tickets will be allowed in, while further sales

have now been suspended.

Circuit boss Mark Miles said: "We look forward to welcoming fans back to the 500 in person.

"Our outdoor facility is mammoth, and with attendance of about 25 per cent, it will certainly

look different this year.

"We want to demonstrate that, even under current circumstances, people can gather with carefully planned procedures in place so we don't have to go back to shutting down our country and our community."

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Photo: Jakob Ebrey, Is It Fast



BTCC has two '21 Thruxton visits

DOUBLE THRUXTON VISIT FOR 2021 BRITISH TOURING CAR PACKAGE

Hampshire gets two rounds as 'traditional' calendar returns next season

By Matt James

The British Touring Car Championship will once again pay two visits to the Thruxton circuit in Hampshire in 2021.

Bosses of the category have revealed the 30-race schedule for 2021 and it includes a double up at Thruxton, which was also the case with

the 2019 roster. Since the closure of Rockingham, there has been a 'spare' date on the calendar and the plan is to rotate it around different venues. Silverstone had been due for two rounds in 2020, with a slot on the National circuit added to an inaugural race on the International configuration. However, that original plan was decimated

by the health crisis.

The series will also revert to its original start point of the Brands Hatch Indy circuit and will conclude at the Kent track in mid-October.

BTCC boss Alan Gow said: "This is certainly a new first for the BTCC – issuing the following year's calendar before the current season has

even begun... but I'm sure everyone will agree that it's nice to see some 'normality' returning to the schedule.

"Having said that, with our first 2020 event now less than a few days away at Donington Park, there is phenomenal enthusiasm for getting this season underway amongst our teams, supporters and partners."

CALENDAR Retro Rallycross

| DATE | CIRCUIT | ROUNDS |
|---------------|-------------------------|--------|
| April 3-4 | Brands Hatch Indy | 1-3 |
| April 17-18 | Donington Park | 4-6 |
| May 8-9 | Thruxton | 7-9 |
| May 15-16 | Oulton Park Island | 10-12 |
| June 12-13 | Croft | 13-15 |
| July 31-Aug 1 | Snetterton 300 | 16-18 |
| Aug 14-15 | Knockhill | 19-21 |
| Aug 28-29 | Thruxton | 22-24 |
| Sept 25-26 | Silverstone National | 25-27 |
| Oct 9-10 | Brands Hatch Grand Prix | 28-30 |



BTCC's Brown didn't have racing licence until recently

SCHOLARSHIP WINNER BROWN GETS BTCC SEAT

Team Hard's 2020 scholarship winner Ollie Brown will race for the squad in this season's British Touring Car Championship, after Mike Bushell withdrew amid Covid-related health and economic difficulties.

Brown as his scholarship prize was due to race in this year's GT Cup and he has also completed a recent VW Racing Cup round. However Bushell's withdrawal means Brown has been promoted to race a Team Hard Volkswagen CC in BTCC

alongside Jack Goff. Howard Fuller, initially lined up as Bushell's replacement, has also withdrawn for Covid-related reasons.

Team Hard's regular scholarship contest is aimed at those without significant senior-level racing experience. Brown, a Palmersport driving instructor, when entering the contest had not competed since karting 20 years previously.

Brown said: "A shot in the dark has become one of the best

moments of my life. I didn't even have a licence five weeks ago. Naturally, I'm gutted for Mike and Howard."

Bushell said: "I'm gutted to have been dealt two blows this year, firstly ill health followed by the economic implications of Covid further delaying the start of my season. I'd like to wish Ollie good luck for the season ahead, he seems a very talented and capable driver. For me, it's time to focus on my family and business."

BARR IN GT RACE CHANCE WITH NEW JAS PROGRAMME

Promising Irishman Reece Barr has become the recently-launched JAS Motorsport Driver Development Programme's first signing and will receive NSX GT3 Evo testing with a view to an international GT race switch.

JAS Motorsport is a long-time Honda racing partner, running its FIA World Touring Car Championship team from 2012 to '17 and more recently its Intercontinental GT Challenge programme. Earlier this month

JAS launched its programme for preparing young racers with various on and off track skills.

Nineteen-year-old Barr – formerly of Mini Challenge JCW, TCR Europe and Porsche Carrera Cup Germany – will get several tests this year in the Honda NSX GT3 Evo, which JAS builds, to prepare him for European racing with a JAS customer team in 2021, potentially in GT World Challenge Europe. Barr has since been joined on the

programme by Italian Jacopo Guidetti.

Barr said: "I can already say I've benefited from working closely with the engineers and drivers. This year is all about learning everything I possibly can and putting it into practice both when I'm on-track in the NSX GT3 Evo and when I'm back in the garage with the technicians, and then putting all of the knowledge and experience I've gained into a race programme next year."



Barr gets NSX GT3 Evo tests prior to a race move

RICH ENERGY FIRM TO SUPPORT CREES IN BTCC

The Rich Energy drinks firm, the former title sponsor of the Haas Formula 1 team, will support Michael Crees's efforts in this year's British Touring Car Championship.

Crees is entering his second year in the BTCC and will be at the wheel of a BTC Racing Honda Civic Type R FK8, alongside team-mates Tom Chilton and Josh Cook.

The car will be adorned with the firm's black and gold colour scheme. Crees, who will also act as a Rich ambassador, said: "I am so excited to be working with such a big brand like Rich Energy and bringing them to the BTCC is going to be massive for all of us. I really feel that Rich Energy is a good fit for me, they're a bit cheeky and want to make an impact on the global market."

Rich Energy's Kay Johnson, head of sponsorship, said: "We are delighted to announce this link with Michael Crees, which affirms our commitment to sponsoring motorsport on both two wheels and four. As a firm fan favourite, Crees will help to bring our brand to more supporters of close quarters wheel-to-wheel racing around the world."



Turkington: doing track days

TURKINGTON KEEPS SHARP IN BMWCC TITLE WINNER

Reigning British Touring Car champion Colin Turkington has been keeping sharp pre and post lockdown by participating in a number of track days in the BMW 325ti that Matt Page drove to win last year's inaugural 750 Motor Club BMW Car Club Racing championship.

Turkington has driven the car at Donington Park, Snetterton, Brands Hatch and Oulton Park recently.

BMWCC championship boss Neil McDonald told MN: "It's about seat time, he just wanted something reliable that will go round and round and be good fun. He was sending me links for cars for sale and I said 'why don't you borrow a car off me?'"

"He's loving it. I gave him a boot full of spares, spare tyres, and he's used nothing. He's not had to worry about brakes, tyres, oil. And he's one of the fastest cars on the track."

Colin's partner Louise also tried the car at Snetterton for her first track day. "Now we're trying to encourage her to get a race licence," McDonald added.

Turkington also is BMWCC patron, having replaced Barrie 'Whizzo' Williams.



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RACING NEWS

Photos: Jakob Ebrey, Paul Lawrence, Michael Chester



Chaimongkol will line up for Hillspeed again

CHAIMONGKOL RESUMES IN BRITISH F3 FOR TITLE CHALLENGE

Hillspeed racing driver has title target after confirming his return for 2020 season

By Graham Keilloh

British Formula 3 race winner Sasakorn Chaimongkol is returning to the category this

season with Hillspeed and is gunning for the championship.

Chaimongkol drove for Hillspeed in British F3 last season, winning a race at Silverstone and

taking eighth in the table. The 2020 season starts this weekend at Oulton Park.

The 20-year-old said: "We proved last year we can win in this

championship. Even though we'll be going into the new season on the back foot compared to everyone else who has had the budget to go testing, I know we can hit the

ground running. My ultimate goal is to be the first Thai-born driver in Formula 1 since Prince Bira. Winning British F3 would be a perfect start."

LE MANS WINNER BACK IN NILSSON'S LOTUS

Three-time Le Mans winner Marco Werner raced the ex-Gunnar Nilsson Lotus 77 at Donington Park's recent FIA Masters Historic Formula 1 event, nearly a quarter of a century after Werner's last race at the venue.

Werner was racing the Formula 1 Lotus for the first time for the German Britec Motorsports team and had a brief

test at Oschersleben recently.

Werner said: "It's fine at the moment, I'm just finding my rhythm. I've had not so many laps before. I only race historic now, just for fun. [These are] Just beautiful old cars."

Werner took his Le Mans hat-trick with Audi between 2005 and '07 and his previous race at Donington was in 1996 in a Super Touring Honda.



Le Mans king Werner drove a Lotus F1 car



Returnee Michael Barrable was straight on the pace

RALLY CHAMPION BARRABLE RETURNS AND WINS AFTER 23 YEARS AWAY

National Rally champion and 1995 Uno Cup race series winner Michael Barrable on his return to racing after 23 years won Mondello Park's opening Fiesta Zetec race last weekend.

Ulick Burke then held off a train of cars to win the reversed-grid race two.

Paul O'Connell, in his Dallara World Series car, won the

opening Formula BOSS Ireland race by less than a second from Cain Carey in his Dallara F317. Carey then won race two after O'Connell encountered technical problems that left him three laps down.

David Reynolds won both Stryker races, his first wins, at the wheel of Greg Kelly's former title-winning car.

Anthony Cross and Gavin Buckley shared the wins in two closely fought Formula Vee races.

Alex Denning won the first Fiesta ST race by just over half a second from Kevin Doran. Denning then in race two from sixth on the reversed grid got up to second by turn one and went on to win by 6.6s.

Parks and McCullough shine at Kirkistown

At Kirkistown's first race meeting of 2020, David Parks claimed the Northern Ireland Formula Ford 1600 race one win, getting past David McCullough at one-third's distance then staying ahead.

The pair resumed battle in race two and this time McCullough prevailed, holding Parks off by just 0.07 seconds.

Gerard O'Connell, in his spaceframe Ford Escort, claimed two dominant wins in the races for Saloons and GTs, despite the second race being red flagged after a lap one crash then restarted in wet conditions with most still on slicks.

Paul Sheridan was another double winner in the Ford Fiesta and Mazda MX-5 races.

He prevailed in frantic battles, particularly with Eugene McCann, while in race two long-time leader David Cousins retired with a fuel issue.

Trevor Allen's Westfield SEi and John Benson's Crosslé had fine scraps in the two Roadsports races.

In race one Allen won after Benson retired, while in race two Benson took the lead from Allen on lap one then held him off for the remainder.

Prebble at the double at Mallory

Multiple Castle Combe champion Gary Prebble had a self-confessed "perfect days" racing" at the 750 Motor Club's Mallory Park meeting, winning both Hot Hatch races in his Honda Civic after leading every lap from pole.

Hot Hatch attracted a capacity entry and both races had a Civic 1-2-3 result, with Stephen Sawley and Philip Wright twice following Prebble in.

Last year's 750 Formula championship runner-up Peter Bove was another double winner at Mallory in his Darvi 88 P. Again both races had the same top three, with Dave Hodkin in his HRD MK2 then reigning double champion Mark Glover in his Ford Falcon completing the podium places.

Caterham Graduates guested at the meeting and all three of its races were won comfortably by Harry Senior in a Caterham 7 SigMax.

Historic 750 Formula also had a capacity entry and Trefor Slatter won the first race in a Centaur Mk11 after Martin Depper's Mk14 was disqualified for overtaking under yellows. Depper then won race two.



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RALLY NEWS

RUBBER STAMP IMMINENT FOR YPRES'S UNIQUE WRC EVENT

Belgian round set for Spa and is due to be confirmed with an early October 2020 slot

Photos: Pirelli, mcklein-imagedatabase.com

By Graham Lister

The Ypres Rally's inclusion on this year's World Rally Championship calendar is set to be finalised this week with news that Rally Turkey bosses have agreed to organise their event seven days earlier than originally planned.

Motorsport News understands Rally Turkey will now take place from September 17-20 with the Ypres Rally slotting in from October 2-4, a date that organisers in Belgium have insisted is the only workable option.

Big Spa break

History will be made if the Ypres Rally does get elevated in status. While the opening two legs will be based around the historic market town, the third leg at Spa-Francorchamps will coincide with the World RX of Benelux event at the Belgian Grand Prix venue.

It will be the first time that the WRC will have appeared on the same billing as another FIA world championship although the exact format has yet to be revealed in terms of how the World RX track will be incorporated into the itinerary.



Spa will play host to both the World RX and WRC together

Incredible challenge

Craig Breen, last year's Ypres winner, said he would be "bouncing" if he was offered the chance to return to Belgium.

Although he is being tipped to drive the third factory Hyundai on Rally Estonia, his European Rally Championship programme remains his priority in 2020.

However, with no ERC event scheduled for the Ypres weekend, the Irishman has said he would jump at the chance if asked.

"It will be an incredible challenge," Breen told Motorsport News. "Last year the rally was in June with really, really warm temperatures. In October it's going to be a lot more tricky and a lot more muddy. The ditches and the sides of the roads will be that bit softer, the farming traffic will be more at that

time of year so we will be in for a lot trickier Ypres than we know from before."

New experience

Although Breen has knowledge of the Ypres Rally, he has yet to drive the Hyundai i20 Coupe WRC on asphalt before.

"[Hyundai team-mate] Thierry [Neuville] did the rally last year in the world car and he did make a couple of remarks that it was fairly fast in places. It will be a challenge as things will be coming an awful lot faster than they do in the R5.

"I haven't driven the Hyundai world car before on Tarmac and I haven't done a Tarmac rally in a world car since Spain in 2018 and it's a long old time so I'd definitely like to get back at it again."



The Ypres stages will be added to the roster

WRC'S RISING STARS GET DATES

Hyundai and Toyota's development drivers have had their programmes for the remainder of 2020 confirmed.

Pierre-Louis Loubet, the WRC2 champion and a member of the Hyundai Junior Driver programme, was meant to start his bid on Rally Portugal in May before the event was cancelled amid the Covid-19 pandemic.

He will now begin his campaign on Rally Estonia with Turkey, Germany and Italy also on his schedule, which drops from the planned nine rounds to four.

To prepare, Loubet was included in Hyundai's line-up on the Rally Stars event last weekend with French squad 2C Competition running his Hyundai i20 Coupe WRC.

Meanwhile, Toyota has confirmed Takamoto Katsuta's schedule for the remainder of 2020. Having last competed on Rally Sweden in February, the Toyota Gazoo Racing WRC Challenge Program driver will be entered in a fourth Yaris WRC in Estonia, Germany, Italy and Japan, assuming his home event runs as planned from November 19-22.



Meticulous checks allowed Rally di Roma Capitale to run

PRAISE FOR ERC'S ROME RETURN

Teams and drivers were united in their praise of the Rally di Roma Capitale organisers as international rallying restarted in Italy last week.

The opening round of the European Rally Championship had to conform to a strict Covid-19 protocol in order for the event to get the necessary local and national government approval.

Measures included regular temperature checks, hand sanitiser points, compulsory wearing of face masks, a barcode-based tracking system and effectively running the event behind closed doors by cancelling all fan-focused activities.

M-Sport Ford World Rally Team boss Richard Millener was in Rome to oversee Adrien Fourmaux's ERC entry and Massimo Pedretti's participation in the separate Rally Stars event in a Ford Fiesta WRC.

"I wouldn't have fancied the job of the organisers but congratulations to them for pushing through and doing this," Millener told Motorsport News. "The protocols that are in place are quite robust but sensible, enough to make sure we are adhering to the regulations because it's the first time a lot of people from different countries have come

together. It shows the sport of rallying is sensible enough and professional enough to make sure we do all we can to make sure we're not putting anybody at risk."

Oliver Ciesla, the outgoing boss of WRC Promoter, visited Rally di Roma Capitale and Millener said he'd be giving him his feedback.

"It's not just about what has gone well and what hasn't," Millener said. "It's about the practicalities and tweaking things for the better. And hopefully there are minimal tweaks because the organisers have covered things in huge detail and I respect them."

ITALIAN TEST KICKS OFF PIRELLI'S NEW ERA IN WRC'S TOP FLIGHT

Pirelli has completed initial testing of its new-for-2021 WRC tyre with a two-day test on Sardinia earlier this month.

Newly recruited development driver Andreas Mikkelsen completed a day each on asphalt and gravel in the Sainteloc Racing-run Citroen C3 WRC test car.

He sampled the Pirelli Scorpion tyre on gravel and the P Zero tyre on asphalt as Pirelli gears up to supply tyres

exclusively to the World Rally Championship from 2021-2024.

Pirelli's rally boss Terezio Testoni explained one of the objectives of the test was to assess how the increased power and downforce of the latest World Rally Cars affect tyre wear, performance and degradation.

"That's going to be particularly important when it comes to gravel," said Testoni.

"On the world championship, around 80 per cent of the events are on gravel. Luckily, the gravel roads we are testing on – which were previously used on Rally Italy – are among the most demanding gravel stages in the world. It's important that we work methodically in order to measure our progress accurately."

Mikkelsen covered approximately 170 miles each day in Sardinia.



Pirelli has begun work on its new 2021 control rubber



1980 TALBOT LOTUS SUNBEAM EX-WORKS RALLY CAR
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| 1986 MG METRO 6R4 | Lot 360 |
| 1964 FORD FALCON SPRINT (FIA) | Lot 366 |
| 1980 TALBOT LOTUS SUNBEAM EX-WORKS RALLY CAR | Lot 393 |
| 1954/58 MORGAN SUPERSPORT PLUS 4 | Lot 420 |
| 1959 COMPETITION MGA TWIN CAM (1600 DE LUXE) | Lot 424 |
| 1975 PORSCHE 911 2.7 MFI RSR | Lot 523 |
| 1959 LOTUS SEVEN | Lot 527 |
| 2008 FERRARI F430 GTC EVO | Lot 533 |
| 1965 FORD FALCON SPRINT (FIA) | Lot 607 |
| 1998 HONDA ACCORD SUPERTOURER - EX PETER KOX | Lot 608 |
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RALLY NEWS

IN BRIEF

Sweet Lamb change

Organisers of the postponed Sweet Lamb Rally Time Trial are considering switching the event to a stage rally when it runs later in the year. MN understands some competitors refrained from entering the time trial as they were uneasy about competing without a co-driver, but switching the event's format would hike costs. An October 31 or November 1 date has been mooted, but the Galloway Hills Rally potentially clashing could complicate matters.

M-Sport boss rallying

M-Sport team principal Rich Millener is among the entries into next month's M-Sport Return to Rally Stages. Millener hasn't driven since the 2016 Malcolm Wilson Rally but will make compete in a Fiesta R2 on this one-off special event. Stephen Petch, Charlie Payne and John Stone all bring Fiesta WRCS to Greystoke with Frank Bird a real victory threat in a Focus WRC07. Scottish drivers Freddie Milne, Rory Young and Welshman Hugh Hunter lead the R5 brigade.

208 R5 heads for MNCRC

MN Circuit Championship regular John Griffiths has swapped his Subaru Impreza for a Peugeot 208 T16 R5 in a bid to close the gap to the frontrunners. Griffiths told MN he "wants to go to a rally and not have to write off the first half a dozen spots" to better machinery. He added: "I want to have a chance at winning a rally. I want it to be down to me and not the car."



Peugeot power for Griffiths



Forest use is in doubt

FEARS FOR FOREST RALLYING'S COMEBACK THIS SEASSON

Restrictions on mass gatherings could curtail plans to go rallying in the woods

By Luke Barry

There could be absolutely no forest rallies held in the UK for the rest of 2020 should the next UK government meeting on mass gatherings decide they can't be held.

Currently, social gatherings cannot exceed 30 people in England and Wales while that number is halved in Scotland. As a consequence, all events of any type on Forestry Commission land have been outlawed until October when

the UK government is next set to review these restrictions.

The Galloway Hills Rally has therefore been provisionally rescheduled from September 19 to October 31. But other events like the Nicky Grist Stages, rescheduled to November 28, were cancelled last week – taking the BTRDA series with it – because there were too many variables to make it viable. And the fate of the Wexford Stages on September 7-8 will be decided on August 11, the day after the next Irish Government announcement is

due. If it does run, overseas competitors won't be allowed.

The M-Sport Return to Rally Stages on August 22 however can still run as Gresytoke is a privately owned forest.

Carlisle Stages rally manager Colin Heppenstall has written a document detailing how he plans to run the rally on October 24 with recommendations on how rallying can restart on forestry land. The paper has been passed onto Motorsport UK but the decision lies in the Forestry Commission's hands.

When asked how confident he is that forest rallying will happen, Heppenstall told MN: "It is 25% down I would say. It is entirely down to the head office of Forestry England with regards to whether they want to allow any events on their land this year. The main forestry man in Kielder has said he expects there to be no rallying whatsoever this year but he said he'd put my paper forward, so we'll just have to wait and see."

"Single venues can always be locked down and stop spectators coming in because it's

spectators that are the problem," Heppenstall added. "[That's why] circuit rallying is not a problem because it's a single venue, it's got fences all around it and the owners MotorSport Vision can control spectators on the track and trace scenario. The 'motorsport bubble' can get away with it through self-declaring you don't have Covid-19."

Heppenstall expects events in early 2021 to still be governed by Covid-19 restrictions with "smaller entries dictated by the Forestry Commission."

McNULTY RETURNS TO RALLYING WITH LATEST FIESTA R5

Tim McNulty looks set to return to rallying for the first time since the 2016 Galway International Rally having acquired a Ford Fiesta R5 Mk2.

Any outings the 2011 Irish Tarmac champion McNulty makes this year in the right-hand-drive McGeehan Motorsport-run car will help as he builds towards the National Rally Championship.

"That's where I am headed next year," McNulty told MN.

"It is a well-organised championship, the people behind it are great and the events are of a very high standard. I'm looking forward to getting started."

"I have been following R5 from a distance for a few years now and it is clear the Fiesta is a great car," he added. "M-Sport has done a fantastic job with it and the set-up is perfect for Irish Tarmac. I didn't want a car that would

require me having to spend a lot of time tweaking it. A Fiesta using Reiger suspension and Michelin tyres with Derek running it is a winning combination."

McNulty's Fiesta is one of three Mk2s to be delivered to Ireland recently. Cathan and Conor McCourt have an example as does Ryan Loughran, while will be for hire through his NPL Rally Hire & Preparation firm.



McNulty's is chassis two, driven here by Eric Camilli

McERLEAN PREPARED FOR TOUGH BATTLE IN ITALY

Josh McErlean is looking forward to measuring himself against some "fierce competition" on this weekend's Rally di Alba in Italy, his first rally in over four months.

McErlean's is one of 16 Hyundai i20 R5's on the event, including WRC stars Craig Breen and Dani Sordo and fellow Irishmen Callum Devine, Josh Moffett and Philip Allen.

"There's a lot of big names there, good benchmarks to see where we're at,"

McErlean (right) told MN. "We're definitely against fierce competition but you have to go against them some time and it will be good to see what our pace is like against them and see what we have to improve on."

McErlean enjoyed a test on Tuesday but is heading into the complete unknown.

He said: "I think it's going to be quite new to me, it's a lot of mountain terrain so the elevation change is quite a lot. [But] I've done my research so I don't think I can be more prepared on that front."



Mitsubishi ace Lepley says people's health is more important than going rallying

LEPLEY SURE HE COULD HAVE BEATEN PETCH IN BTRDA

BTRDA Silver Star champion George Lepley is "optimistic" he could have won the Gold Star title this year despite trailing Stephen Petch by 35 points after two rounds.

But with the series now cancelled, the Mitsubishi Lancer E10 driver has been forced to reassess his plans.

Lepley told MN: "Optimistic as I am, I still thought that we were in with a shot of the championship knowing what we have in the tank. I'm set up

for BTRDA so I'll still try and do the Wydean if it happens."

Some UK drivers have entered rallies abroad, particularly in Belgium, Lepley is not sure "how comfortable I'd feel" heading elsewhere with the risk of a second wave of Covid-19. "Next year may be different," he said. "I might look at doing some Tarmac but we'll see what happens with British Rally Championship and BTRDA. We just want to get past coronavirus."

EKLUND AND KRISTOFFERSSON TEAM UP FOR RALLYCROSS NORDIC ROUND

Big names to line up for Arvika outing in preparation for possible further outings during the 2020 season

Photos: Nordic RX, Trevor Coulson



Eklund will drive a Beetle in Nordic RX

By Hal Ridge

Rallycross legend Per Eklund will join double World Rallycross champion Johan Kristoffersson and compete in RallyX Nordic's headline Supercar category at Arvika in Sweden next week.

The pair made their rallycross returns in the long-awaited season-opener at Holjes in Sweden, for the opening two rounds of RallyX Nordic earlier this month. Driving a Kristoffersson Motorsport built and now redeveloped Volkswagen Polo, Kristoffersson claimed victory in wet conditions during round two.

Former European rallycross champion Eklund, meanwhile, made his first rallycross Supercar start in five years in the Legends category, driving one of his team's Volkswagen Beetle Supercars, a fortnight after his 74th birthday. He finished fifth.

Kristoffersson will continue to race

his own squad's Polo—and not the works-built car he will contest World RX with this year—although he will test that car in the next two weeks in Sweden. Eklund again drive his Beetle.

"It's great that we have a world champion driving at our home race in Arvika," Eklund told MN. "Johan grew up in my tent in the paddock, it's really good he will do this race before the world championship begins."

Motorsport News understands that Eklund may also race in the European Rallycross Championship round at Holjes, subject to getting an entry, alongside the opening round of the World Rallycross Championship next month. Frenchman Herve Lemonnier raced a Citroen DS3 in selected World RX rounds last year, aged 72, but Eklund would be the oldest participant of a World RX event in any of the categories should he compete.

RALLY STARS JOIN RX REGULARS FOR CLUBMANS SEASON OPENER

Former British Historic Rally champion Paul Barrett, who claimed the title in 2018, is one of two experienced rally contenders switching to rallycross for the opening rounds of the BTRDA Clubmans Rallycross Championship at Pembrey next week.

The double-header event, in which the South Wales circuit will run in a different direction on each day, features an almost 60-car entry, including Barrett in his converted Ford Escort G3 in the SuperModified category, and former British Rally Championship driver Chris

Wheeler, in a Ford Fiesta R1.

Five drivers have signed up for the Production 4x4 category, with only Bradley Sampson in a Mitsubishi Lancer E6 driving anything other than a Subaru Impreza. Former BTRDA Junior competitor Abbie McGuinness has stepped up to the Production category with her Volkswagen Lupo, while Luke Constantine, the overall BTRDA champion for the last two years, is targeting a record third crown and remains in the Junior division.

Nine drivers are entered for the Junior category, with Corey Padgett, Owen Robbins

and Kacper Potyra all making their series debut. Supercar driver Mike Manning, a local to Pembrey, is expected to race his Ford Fiesta Supercar on the second day of the event, in preparation for his recently-announced 5 Nations British RX campaign this year.

The final round of the Clubmans series at Knockhill in Scotland has been moved a week to October 25 to avoid a clash with the 5 Nations British Rallycross Championship's third round at Pembrey.

A test day will be held at Knockhill on October 24.



A host of new names will be on the entry list when the BTRDA series returns



Mondello event is under threat

INTERNATIONAL STARS JOIN BRX SUPER1600 GRID

A pair of international drivers have signed up to compete in the Super 1600 category of the 5 Nations British Rallycross Championship this year, while the season finale at Mondello Park is in question due to a recent Motorsport Ireland announcement.

Latvian Roberts Vitols and Belgian Nick Snoeys will race a Peugeot 206 and Ford Ka respectively in the Super 1600 class. A Latvian Super 1600 champion, Vitols raced in the Motorsport UK Junior

Rallycross Championship last year with Peter Gwynne Motorsport and also competed in his home round of the RX Academy series in Riga.

He will drive his own Provento Racing-run 206 in the 5 Nations series this year, basing the car in the UK.

Snoeys, meanwhile, has experience of racing in both the Super 1600 and Touring Car categories but will compete in a new Ford Ka in 2020. He tested the car recently at Essay in France.

But they may not get to race

at Mondello Park in Ireland in November after Motorsport Ireland announced that "effective immediately, all Motorsport Ireland events will be restricted to competitors and service crew members who are resident on the island of Ireland, until further notice."

Motorsport News understands that Mondello Park remains confident of being able to host the 5 Nations BRX round in November, some four months away.

CASH PRIZE ON OFFER TO TEMPT ENTRIES IN RETRO RALLYCROSS

The Retro Rallycross Championship's expanded four-wheel drive category for 2020 will include a cash prize of £1000.

Cars up to the end of 1999 will be eligible in the revised class to allow more four-wheel drive machines to compete, alongside

a number of Group B machines.

Retro RX founder Shirley Gibson told Motorsport News: "There are some lovely cars out there not currently competing in the Supercar class. I hate to think of them sitting in garages when we have a public eager to see them

back out on track. The new class and revised cut off has sparked interest from new competitors to Retro Rallycross, the regulations are simple and, as always in Retro, it's about having fun."

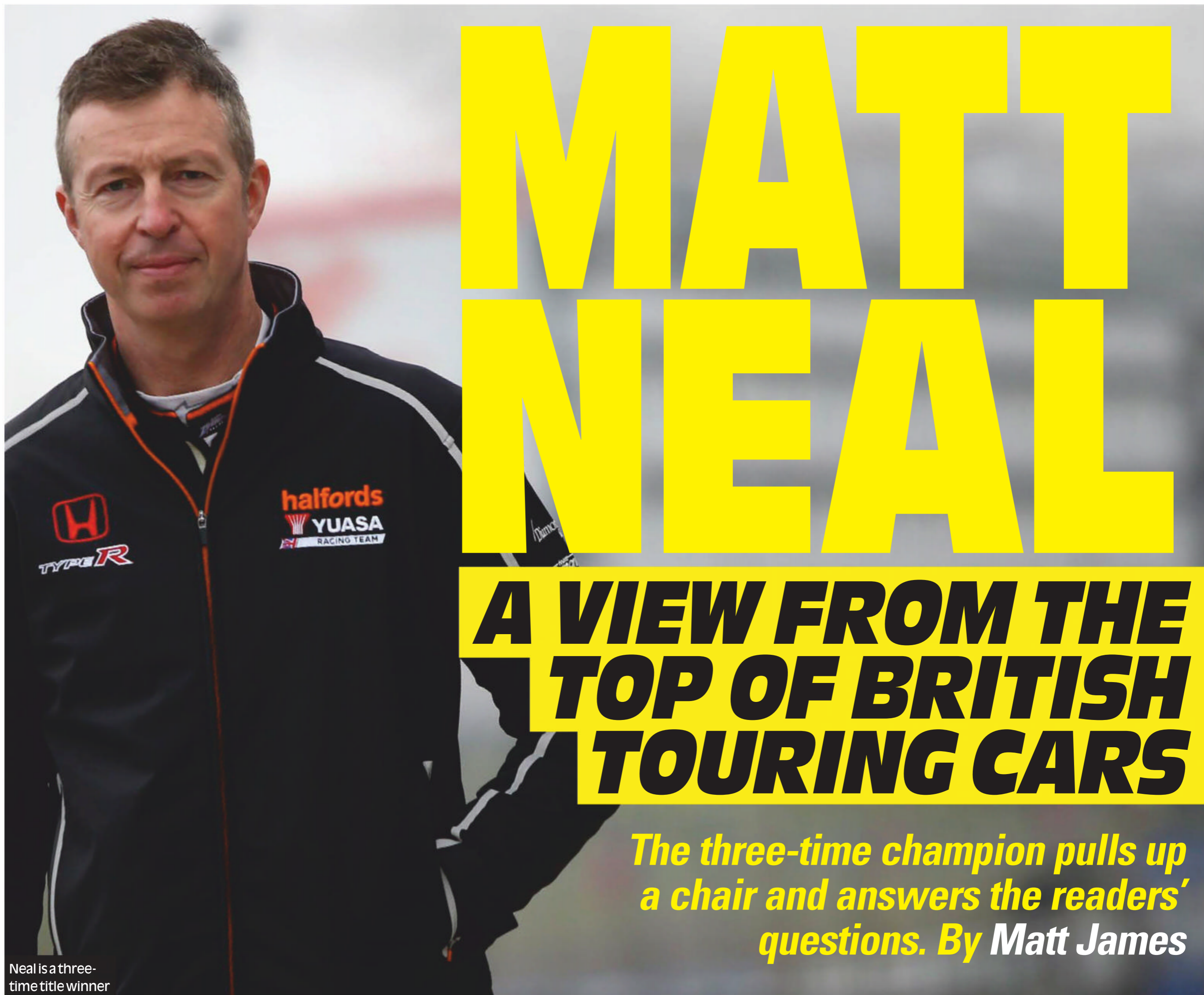
The class will join British RX for three points-scoring rounds at

Lydden Hill and Pembrey. Supercar racer Andy Grant has committed to the category with his Will Gollop-built Ford Focus, in which Andrew Jordan raced in British RX in 2006 and 2007, while Ian Flitney will drive a Subaru Impreza.



Classic ex-Will Gollop machine will be on track again

FEATURE



MATT NEAL

A VIEW FROM THE TOP OF BRITISH TOURING CARS

The three-time champion pulls up a chair and answers the readers' questions. By Matt James

Neal is a three-time title winner



Neal: fond memories of the Super Touring era

Bryan Adams began his 16-week stretch at number one in the UK singles chart with (Everything I Do) I Do it For You in mid-July 1991. On that same Sunday he topped the list, Matt Neal made his British Touring Car Championship debut.

Much like Adams, it was the start of an epic run for Neal too which has yet to finish. There have been some speedbumps along the way, but he has been a fixture in the British Touring Car Championship. He has featured in every season since 2003.

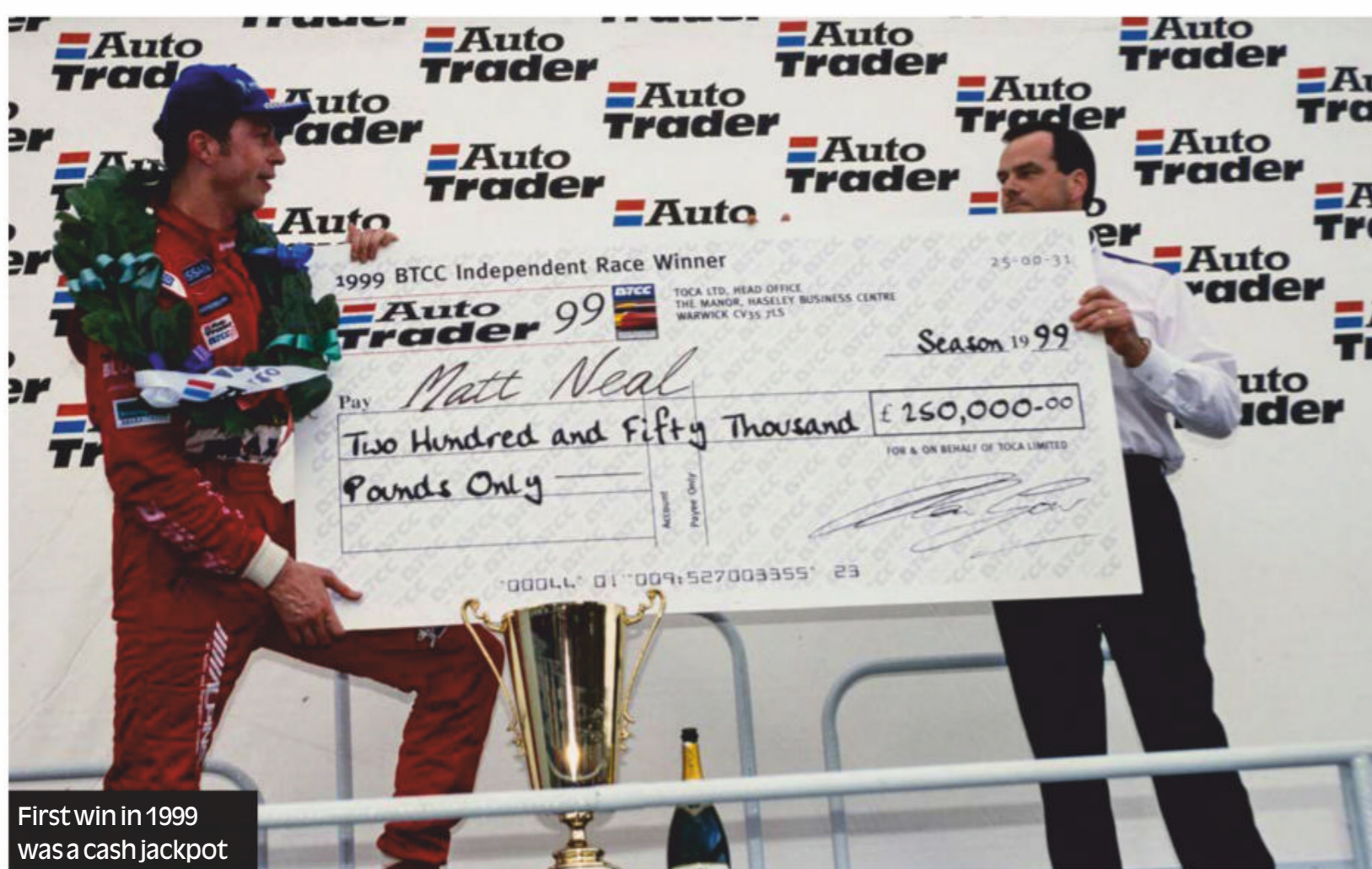
He lifted £250,000 from BTCC organisers by becoming the first privateer in a modern era to win a round outright when he claimed victory at Donington Park in 1999. He has been a factory driver for four teams. He sparked a 15-year-old war with rival Jason Plato. He has overseen Honda's reintroduction to the championship as a works team. He has taken over the reins of the family Team Dynamics operation and, more recently, has overseen the racing careers of his sons Henry and Will.

With all of that going on, it is a wonder the 6ft 6in driver found time to sit down and tackle the MN readers' question, but we are grateful that he did.

Photos: Motorsport Images, Jakob Ebrey



Neal is still fighting at the front of the grid



First win in 1999 was a cash jackpot



Fresh-faced: Matt Neal ready to make his touring car debut in 1991

Question: “Why did you choose to start your career in tin-tops? You did Ford Fiestas and Production Saloons before stepping up to the British Touring Car Championship.”

Jack Crowther

Via email

Matt Neal: “I did have a passion for touring cars over Formula 1, although I have always had an interest in all forms of motorsport and I am a fan of Formula 1. But I always saw Formula 1 as just unachievable. It is too elitist. Touring cars was more for the man in the street. Sometimes we will sit in a British Touring Car Championship drivers’ briefing and someone new comes in and you hear them talk. I immediately think ‘oh, he’s too posh for here’! The touring car championship is more working class. Maybe not working class, but more honest, more real.”

“I never thought I would race. I wanted to, desperately, but I never thought it would happen. Some kids now set out with a goal that they are going to be in this category or that category – they want to be in the BTCC by the time they are 12 years

old, or something, and they make it. I never really had that.”

MN: Not even with the influence of your dad Steve, who had been a class winner in the British Touring Car Championship in the 1960s in his own right?

Matt Neal: “Yes, he took me to a couple of races, but he was out of the game by then. I got into motorbikes, I used to love that. I enjoyed motocross and I used to do that competitively. I didn’t do any karting or anything like that. I used to muck about on anything motorised out in the fields. I did motocross racing for four years, but my dad got me into cars, just to get me away from motorbikes.”

MN: Isn’t that because you had a habit of hurting yourself on motorbikes?

Matt Neal: “I knocked myself around a few times. Mind you, I am still doing that these days – injuring myself is something I am pretty good at!”

Question: “Earlier on in your life, was there any kind of motorsporting hero that you had, excluding your father?”

Shelby Buchan

Via email

Matt Neal: “When I was younger, it was probably the big Formula 1 drivers of the time: Niki Lauda and James Hunt. I was always a Lauda fan for some reason, I don’t know why. I thought his style was cool. James Hunt never did it for me, but Lauda did – I guess I loved the Ferraris of that period and I liked the way he went about his motorsport.”

Did you ever imagine your career would stretch for so long?

Chris Norman

Via email

Matt Neal: “No. I have always said to any kids who come to me, or to their parents, for advice. I always say, firstly, to get a good education. They usually yawn, but it is important. And then they also need to have an established exit strategy. They look at me like I have gone mad. The education is important because it helps you with the exit strategy and you have something else to do. There are only a few of us who have managed to make a career out of national motorsport. We have

managed to stay there long term, and you could probably count them on your fingers. My career could have ended numerous times, and if you do have a good education, it sets you up for that moment and also, it makes you a wiser more rounded person if you do end up driving for a professional team. It helps you talking to team bosses, engineers, sponsors, etc. It is about the business side too.”

MN: That is all well and good Matt, but you don’t seem to have an exit strategy yourself... you’ve gone on for ever...

Matt Neal: “I know, and that is what worries me! I have never given up, I always have worked in between all the race driving you have done. You get people like [2002 and 2004 British Touring Car champion] James Thompson – I remember speaking to him in the Super Touring days in the 1990s when they had cut the testing down. I rang him and he told me he was bored, because he used to do nothing apart from race. I would tell him that I was flat out, working really hard. I am not saying which way was right:

sound like he might have had it spot on and not me. But I have always worked. In my career, I have always gone from a feast to a famine – although I think I have probably been on the famine side more than the feast side. But working and racing has given me a steady income, enough to pay the mortgage and send the kids to school and have a good career.”

“I remember saying to [current BTCC rival and up-and-comer] Jake Hill the other day that tough experiences, the crap ones, in any sport teaches you a whole lot more than a good experience. So I always think that when I have been in bad cars – and I have been in some truly crap ones – it has made me a better, more rounded person. A driver and a person. There is a saying I like to use: a calm sea doesn’t make a great sailor.”

Question: “If you could race in one iconic [touring car] livery, what would it be?”

Harry Adams

Via Twitter

Matt Neal: “I always loved the Bastos

continued on page 14

FEATURE



Neal's return to the BTCC came in the egg:sport Vauxhall operation



Leading the pack in 1999



The Integra helped Neal to 2005-06 titles



A third championship crown came in the Honda Civic Type R in 2010

livery, and I was lucky enough to get to drive a car with that livery when I drove David Clark's car at Goodwood. That is pretty cool and iconic. It would be lively to bring someone like Labatt's back to touring cars too, because that one was pretty special too when it was on the Ford Sierra Cosworths."

Question: "Is the contempt between you and Jason Plato real? Or is it pantomime?"

Jake Sanderson

Via email

Matt Neal: "There have been points over the last 20 years where it has been more real than you would believe, honestly. If I could have got to his house, I would have burnt it down! I would have paid good money for him not to be in the series in the following season. But now that has happened and his programme is on hold for 2020, I am actually quite sad about it. We were good friends before we fell out. The problem with Jason is that he reels me in and then he stabs me in the back. I used to take it really personally, but it is not personal against me. I react and I fight back, which I am not sure the others do. It is just Jason's way, it is his way of giving it out. I have learned that over the years and we get on now and I will miss him not being in the championship. I quite like him being there, although I can't believe I am saying that."

MN: But the BTCC, certainly in the 2000s, was all about the battles between you two...

Matt Neal: "Racing with Jason was the only time I have actually pleaded for

points on my licence. I remember at Snetterton one year [2006]. We all had up to 12 points allowed on our licence and then you got banned. We had found out that Jason was on nine points. In the race, I had hit Jason up the back coming into Coram because he had brake-checked me. I went though but, at the next corner, he just had me off. He retaliated. The had me in front of the officials and they were going to do me for my part in it. I said OK, but if you put points on my licence but they'd [the officials] always said that retaliation was a far worse thing to do. So put points on my licence, fine, but they should, but rights, do that to Jason too for his retaliation. They asked us to leave the bus can kept us waiting for about half an hour. They called us back in, and they asked us to shake and make up and calm down. I was begging for the points to be issued on our licences which would have given Jason a ban..."

Question: "What is the best swear word to use while crashing?"

William H

Via Twitter

Matt Neal: "It has to be 'bollocks', doesn't it?"

Question: Did Matt ever make friends with Colin McRae after Knockhill in 1992 [where the pair collided during McRae's guest outing for Prodrive]?

Jamie Miller

Via Facebook

Matt Neal: "No, I struggled with Colin. I have fallen out with a lot of people over the years, the list is endless. Normally,

with all of them, you make things up and are friends afterwards. It is like playground politics normally. But Colin and I never really made things up, although I get on great with his brother Alister and always have done."

MN: Did you come across each other much after that incident, because you moved in different circles really...

Matt Neal: "Not really—I just kept my distance and I don't think he really gave a shit about me. I wasn't really on his radar."

Question: "What has been your favourite BTCC car ever?"

Ged Burnett

Via email

MN: And also, what is your favourite car to have driven of all time, because you have tackled quite a few disciplines?

Matt Neal: "People have asked me this. While I loved the BMW M3, I would have to say it is probably the last generation of Super Tourers in 1999 and 2000. They were pretty trick to drive, really good fun. You have to remember that they were properly on a knife edge with lots of aero and also they were on skinnier tyres. They were two inches narrower than what we run now."

MN: But when the cars were so well developed, didn't the racing suffer a little bit?

Matt Neal: "It did. You would lose the downforce when you followed another car. But to drive and to get the most from them, they were exhilarating. But the racing is better now, but they were better cars to drive."

MN: And your favourite car overall?

Matt Neal: "I have driven Australian V8, but I didn't get on with them. We just didn't click, and I tried over a 10-year period to master them. It was tough to get my head around them. There is a lot to do with the spool rear differential. They are niche things to drive, and you either get it or you don't. Myself, James Thompson, Fabrizio Giovanardi, a whole load of us didn't really get it."

"Probably one of the cars that scared me the most, and when I got in it for the first time I was wondering what the heck I was doing, was the Lister Le Mans Sunbeam Tiger I drove at Goodwood. I wondered what on earth I was doing driving that, but after a while it became a bit of a drug. I got addicted to it, and after that first time, I looked forward to trying to tame the beast: although it was a horror story in the wet."

"Sometimes in motocross I would have a great race and think I had ridden the best I could and I was 11th. I would come away more chuffed than if I had a podium. Some people say it is all about winning, but that is not the case for me. If I can come away satisfied with my performance, and feeling I have done the next job you can, then that is what it is about and I got that feeling with the Lister."

"The best race I though I ever drove was at Bathurst in 1998, even though we didn't win it [Neal was sharing Super Touring Nissan Primera with Steven Richards and came second]. It was how we achieved that result, how we worked together and how the route was to get there."

MN: Well, that takes us on to another thing, because you have had to develop so many new cars in the British Touring Car

Championship, and that is something you have always said you have really enjoyed...

Matt Neal: "There is good and bad. Sometimes there is some soul-searching, but that is a part of the job I enjoy. The prospects of the British Touring Car Championship going hybrid in 2022 is really exciting. I was against it to start with because everyone was scared about the costs of it. But now, I am excited, because it brings a new element to it and the drivers will have to use their brains a bit more in terms of racecraft. The more you have to think about it and the less you just thrash about the better. One of the things that Jason Plato, Colin Turkington, myself and others have complained about in recent years in the British Touring Car Championship is that the tyres are too good. Any driver with any level of ability to go and thrash the tyres around and they would stand up to it. We were trying to convince supplier Dunlop to detune the tyres a bit so there is no strategy and it involves the drivers more. Of course, that might have led to more failures, which is something Dunlop wouldn't have been too keen on. That's not good for business, but the race management side would have been so much stronger."

Question: "Which driver would you like to have had as a team-mate that you never did?"

Leo Barclay

Via email

Matt Neal: "Probably Steve Soper. I think he was the ultimate team player and he is a phenomenal driver and still is."

Photos: Motorsport Images, Jakob Ebrey



The all-important BTCC trophy



Neal, here at Oran Park, struggled to click with Australian V8s



Success with the Arena International factory Honda Civic in 2003



Rough and tumble: the unusual Civic Tourer



Neal's relationship with Gordon Shedden (left) was a strong bond



Neal learned a lot during a spell as a factory Vauxhall man in 2008-09

I have huge respect for him. He is probably the ultimate touring car driver of all time. I remember going to Hockenheim in about 1992 for the DTM, and every time homegrown hero Hans Stuck went into the old stadium section, the whole crowd went wild. Steve Soper was the only other driver who got the same reaction: they loved him over there, a real hero and he was a non-German.

"Once you get to know him, he is a great bloke. When I was driving a BMW in the early 1990s, I went to Munnich to the BMW awards evening. I remember the boss of BMW standing up and describing his DTM drivers. He described Jo Winkelhock as 'warning the hearts of the crowd', and Roberto Ravaglia as the 'thinking man' and Johnny Cecotto as the 'businessman'. When he got to Steve Soper, he was described as an 'English terrier, who bites hard and to the bone and he doesn't let go'. I thought that was as good a description of Steve as I have ever heard."

MN: You always seem to have built up a very strong bond with the team-mates that you have had. Is that important to you? Dan Eaves, Gordon Shedden, and now Dan Cammish, you have always worked as a team within a team...

Matt Neal: "I like to think that, because when I raced in Europe in the early part of the 2000s, I didn't really get on with Fabrizio Giovanardi. Then I was team-mates with him at Vauxhall in 2008 and 2009 in the BTCC and we really hit it off: I still speak to him now regularly. I am not so precious as to think I will be

the fastest all the time – and I always thought that was maybe Jason Plato's weak point. In fact, it is not just Jason, but some drivers just can't compute that someone else in the same car can be faster. I liken it to golf or snooker: we all have our good days and bad days. Why can you sometimes perform like an ace and just be slightly off it on other days? It happens.

"Sometimes in motor racing it just doesn't click but you have to get on with the job. If team-mates are faster than me, I won't let it eat away at me. I would just look at the data and try and learn and make myself better for next time I am in the car. I also think it is just about the journey of life. I remember [motorcycle champion] Carl Fogarty saying something: he said that he never enjoyed any of his race wins or any of his championships because as soon as he had won a race he was thinking about the next one. I could relate to that. I went through those periods. You wake up and you realise that you have to enjoy the journey too. You see some young drivers who really don't get that even now. Otherwise, you get to the end and you look back and you think 'what was that all about? Why have I done this?'"

MN: With Gordon Shedden, it seemed that you almost helped him become the driver he is today...

Matt Neal: "I watched him grow. I enjoyed that. When he came to us, he wouldn't have a drink for a week before each race. We soon kicked that out of him! He wouldn't go to the gym either, so I knocked that out of him too. Now

he is addicted to cycling and he works out. He has learned, and that will pay him back long term because you have to look after yourself. Gone are the days of the drivers like Ian Flux and Gerry Marshall [hard-drinking, hard-playing drivers]. You can't do that anymore, that doesn't exist.

"With Gordon, sometimes we would do the debriefs and I would hear what he was saying, and I would question his feedback and ask 'are you sure you might not be thinking this, rather than what you've said?'. 'Could this be the answer?'. We would have a debate about things. I was on my own for a lot in the 1990s [without a team-mate], and it is incredibly hard on your own. Steve Soper was very kind to me – I didn't have him as a team-mate, but I could go to him and ask questions and he was always open. I was just craving information. So one thing I have tried to do with [current team-mate] Dan Cammish is be open. He has come from one-make formulas, pretty much, like Porsches and Formula Ford. In those, you can't change a lot. Now he has come to a BTCC car where you can change so many things. He was almost completely lost but he is a very fast learner – almost as fast as he is on the track – and it has been rewarding to be able to help."

Question: "Do you listen to music to motivate yourself before any of the races?"

Russell Scobie

Via email

Matt Neal: "No, I don't. I know Fabrizio

Giovanardi used to though: he would walk around the paddock with his earphones on listening to Insomnia from Faithless. I just prefer to sit in silence and gather my thoughts. I will squirrel away in the office and get five or 10 minutes and just chill out and clear my mind."

Question: "Would you make way for your sons [Henry and Will both race regularly in tin-tops] to race in the British Touring Car Championship?"

Tinman photo
Via twitter

Question: "Do you see yourself following your dad as a team principal?"

Daniel Kerr

Via facebook

Matt Neal: "Yes to both. I am in a difficult situation bringing Henry and Will into the team though. One because it is incestuous to bring your own family in when you are under pressure from sponsors, backers and Honda and you have to deliver. But look at what getting into a good car did for the careers of drivers like James Thompson and Jason Plato. I had to fight my way through and I am lucky I made it and that goes for drivers like Jake Hill today. It has been a battle. It is, though, very tempting to put Henry in a car. When Gordon Shedden left the team, we came up with a shortlist of six drivers we wanted to replace him, and I put Henry's name on the list. Honda, and the then managing director then Dave Hodges, is very astute and he said that he thought Henry needed more

time, and I agreed with him. That's fair enough. You have to try to be impartial about it."

MN: What sort of a racing dad are you then? Are you hands-off?

Matt Neal: "I step back and be there for advice. I was more hands on to start with but as they kids grow up, they have to start making decisions for themselves because I am not going to be around forever – although I want to be around for a long while yet. They have to make their own pathway. I will try to direct them from the sidelines if I think they are going wrong, and I will give advice, but I will take a little bit of a back seat. I am not like my own dad though, he gets proper stressed."

MN: So what about the team principal question: well, you are one anyway, aren't you...?

Matt Neal: "It has been my life, and I have a fair bit of experience – both in and out of the officials' bus..."

Question: "Do you have anything left to achieve in your career you want to achieve?"

Emma Facey

Via twitter

Matt Neal: "I want a fourth BTCC title, that would be cool, but maybe I am getting a bit old now. There is one thing: if I finish my career and I haven't have raced at Le Mans, that will be a regret I suppose. It is a real bucket-list thing. I have had chances and there has either been a calendar clash or the budget to bring to the drive was just too much. But, if it doesn't happen, I ain't done too badly. I can't really complain." ■

FEATURE

THE WARRIORS WHO WILL FIGHT THE BATTLES OF BRITAIN

Formula 1 descends on the UK, even though it will be behind closed doors. **Matt James** runs the rule over the entry list.

**BRITISH
GRAND PRIX
PREVIEW**



1 MERCEDES-BENZ

Entrant: Mercedes-AMG Petronas F1 Team
Chassis: F1 W11
Engine: Mercedes-AMG F1 M11
If the first three races have shown us anything, it has demonstrated that 2020 will be a battle between Lewis Hamilton and Valtteri Bottas. On the evidence of the last two races, it now seems to be

a question of how many points will Hamilton take his record-equalling seventh triumph by...

While the short, sharp blasts of Austria and Hungary were not particularly manna for the Mercs, Silverstone's sweepers will be. It would be a surprise to find a bookies offering any other result than another Silver Arrows 1-2. The dual-axis steering system

(DAS) which has been introduced onto the cars this season, a device which allows the drivers to alter the camber of the tyres through the steering wheels to increase the heat-up phase, shows that the engineers are not resting on their laurels. That is something rival teams must wish they would.

DRIVERS

Lewis Hamilton (GBR)
Age: 35
Number: 44
Best Silverstone finish: 1st (2008, 2014-17, 2019)
2020 wins: 2
2020 championship position: 1st

Valtteri Bottas (FIN)

Age: 30
Number: 77
Best Silverstone finish: 2nd (2014, 2017, 2019)
2020 wins: 1
2020 championship position: 2nd

It is going to be a very strange British Grand Prix this year. Not only will it mark the beginning of a back-to-back pair of battles at the Silverstone circuit, the second event will also mark the 70th anniversary of the first ever world championship grand prix, the European Grand Prix at the same venue.

But, the strangest thing of all is that it will all be run behind closed doors, due to the health pandemic. Contrast that with the hundreds of thousands of people who usually descend on the former airfield to get a glimpse of the world's best. It will be an eerie sight.

Not since the year 2000, when the British GP was the fourth round of the world championship and was beset with weather problems, has the UK's showpiece been so early in the roster of races, even though the full schedule for the disrupted 2020 campaign has yet to be set in stone.

The look and feel of the British Grand Prix, and the following 70th anniversary grand prix, will be very different from what fans are used to.

The early races have given us some indicators as to form for 2020, and there are already some interesting subplots developing in the race for this year's ultimate crown. Here is our guide to the upcoming races. For full TV listings of when the race will be shown, see the What's On section on page 25.

2 RED BULL RACING



Entrant: Aston Martin Red Bull Racing
Chassis: RB16
Engine: Honda RA620H
Given the performance over the latter part of 2019, with a step forward Red Bull should have been able to take some aim at Mercedes and make a rampage towards the Silver Dream machines. Unfortunately it – and engine partner Honda – hasn't. Reliability has hit the team early on with a double non-finish in the opener, but it has established itself as the best

of the rest in the wake of Lewis Hamilton and Valtteri Bottas – but that position has been supercharged by the drop off from Ferrari.

Despite that, Max Verstappen has lost none of his verve and his determination to hold on to second place in Hungary proved that. Alex Albon has yet to look truly convincing as his team-mate, and finishing 70 seconds behind Verstappen in a 70-lap race in Hungary last time out won't have helped his case.

DRIVERS

Max Verstappen (NLD)
Age: 22
Number: 33
Best Silverstone finish: 2nd (2016)
2020 wins: 0
2020 championship position: 3rd

Alexander Albon (THA)
Age: 24 **Number:** 23
Best Silverstone finish: 12th (2019)
2020 wins: 0
2020 championship position: 5th



Albon is fifth

3 McLAREN

Entrant: McLaren F1 Team
Chassis: MCL35
Engine: Renault E-Tech 20
McLaren has been a pretty glum place. It ended an over five-year absence from the podium at the end of 2019, and the green shoots of revival were there. But no one could have expected the trajectory to continue in such spectacular fashion into 2020.

The MCL35 is a very solid car which has put Carlos Sainz and Lando Norris in with a good shout of points everywhere. Getting caught in the hop with strategy last time out in



New hero: Lando

Hungary was, hopefully, a blip. The high-speed Silverstone will provide a true gauge as to where the team sits in the pecking order.

In Lando Norris, it has one of the hottest properties on the F1 radar. Forget Max Verstappen as the leader of the new wave, Norris is two years younger and

has a champion boxer's instinct of when to pull out the big punches on the race track. The portents look very good in Woking.

DRIVERS

Carlos Sainz (ESP)
Age: 25
Number: 55
Best Silverstone finish: 6th (2019)
2020 wins: 0
2020 championship position: 9th

Lando Norris (GBR)
Age: 20
Number: 4
Best Silverstone finish: 11th (2019)
2020 wins: 0
2020 championship position: 4th



Photos: Motorsport Images

4 RACING POINT

Entrant: BWT Racing Point F1 Team
Chassis: RP20
Engine: Mercedes-AMG F1 M11

The Pink Mercedes? Whatever the arguments that rage behind the scenes, the Silverstone team has stuck to a well-known formula for 2020 and it is reaping rewards. While some others have struggled for either balance or power, the Pink Panthers are able to go on the prowl.

Sergio Perez can make a Pirelli last longer than any

national lockdown period, and that has helped him pull out some major results in the past. However, he has shown in addition some welcome flashes of racecraft this season too, including against his Canadian team-mate Lance Stroll.

Stroll, the butt of a few unkind jokes at the start of his career, is flourishing too. The car will be suited to Silverstone, so don't be surprised to see the Racing Point cars firmly in the slipstream of the Mercedes twins.



DRIVERS

Sergio Perez (MEX)
Age: 30
Number: 11
Best Silverstone finish: 6th (2016)
2020 wins: 0
2020 championship position: 6th

Lance Stroll (CAN)
Age: 21
Number: 18
Best Silverstone finish: 12th (2018)
2020 wins: 0
2020 championship position: 8th

5 FERRARI

Entrant: Scuderia Ferrari
Chassis: SF1000
Engine: Ferrari 065

Three troubled races into the 2020 campaign, and there is already the first sniff of some major staff changes at Maranello. Isn't that always the Scuderia's way? But, as chief Mattia Binotto has rightly pointed out, it won't help the SF1000 chassis get any faster.

That is a shame for one of Formula 1's most exciting talents, Charles Leclerc. He is weighed down by an underpowered car which is dragging his reputation down with it. Hauling second place out of it in the opener was heroic,



but this weekend's challenge is likely to throw the spotlight on the car's deficiencies even more. It is no worries for Leclerc though, because he is committed to the Prancing Horse, unlike team-mate Sebastian Vettel.

If Vettel, who is out of work from 2021, was using his driving as a job advert, then he won't need to update his CV too soon.

DRIVERS

Sebastian Vettel (GER)
Age: 33
Number: 5
Best Silverstone finish: 1st (2009, 2018)
2020 wins: 0
2020 championship position: 10th

Charles Leclerc (MCO)
Age: 22
Number: 16
Best Silverstone finish: 3rd (2019)
2020 wins: 0
2020 championship position: 7th

6 RENAULT



Entrant: Renault DP World F1 Team
Chassis: R.S.20
Engine: Renault E-Tech 20
From pushing the top of the midfield last season and looking like it could be on the cusp of genuine progress, Renault finds itself in a much more comfortable position this year – but that's only because it has become firmly ensconced in that very midfield it was trying to climb out of.

Fan favourite Daniel Ricciardo is on his way to McLaren, and is treading

water in a car that is only good enough to trouble the lower part of the top 10. That seems, sadly for him, where he will stay for the remainder of 2020.

Esteban Ocon is committed to the French team and has a great turn of speed and feisty racecraft. Unfortunately for him, it's less likely to get noticed scrapping for the final world championship points. He will be dreaming of a partnership with Fernando Alonso in years to come.

DRIVERS

Daniel Ricciardo (AUS)
Age: 31
Number: 3
Best Silverstone finish: 3rd (2014)
2020 wins: 0
2020 championship position: 11th

Esteban Ocon (FRA)
Age: 23
Number: 31
Best Silverstone finish: 7th (2018)
2020 wins: 0
2020 championship position: 13th

7 ALPHATAURI

Entrant: Scuderia AlphaTauri Honda
Chassis: AT01
Engine: Honda RA260H

A fresh look for the former Scuderia Toro Rosso team, the holding pen for Red Bull talent (be they on their way out or way in), has built a solid but unspectacular machine. It pretty much sums up the team's past few seasons.

Both Daniil Kvyat and Pierre Gasly have been taken on, chewed up and spat out by the headline team, Red Bull Racing. So it makes some wonder what they are doing parked in slots that could be used as a proving ground for the next generation.

Both have the capability of landing podium finishes when the cards fall their way, but it usually takes some unusual circumstances. A race at Silverstone in early August is unlikely to provide those, but points can be a firm target for the duo behind the wheel.



DRIVERS

Pierre Gasly (FRA)
Age: 24
Number: 10
Best Silverstone finish: 4th (2019)
2020 wins: 0
2020 championship position: 12th

Daniil Kvyat (RUS)
Age: 26
Number: 26
Best Silverstone finish: 6th (2015)
2020 wins: 0
2020 championship position: 15th

8 ALFA ROMEO

Entrant: Alfa Romeo Racing Oriol
Chassis: C39
Engine: Ferrari 065
Alfa Romeo took a glorious 1-2 finish at Silverstone. In fact, it was so dominant, it took a 1-2-3 result in Northamptonshire. Those aren't the headlines you will read next week, but you would have read them just over 70 years ago when the airfield venue held its first world championship grand prix in 1950.

Kimi Raikkonen and Antonio Giovinazzi can only dream of

results like that one seven decades ago.

The team, the artist formerly known as Sauber, has produced a car which has firmly nailed it to the back of the grid. Former British Grand Prix winner Raikkonen qualified plumb last in Hungary for the first time (on pure pace) in his career.

It will suffer the same power woes as Ferrari at Silverstone, which is, to put it mildly, less than ideal. Both drivers will be in for a very long afternoon on Sunday.



DRIVERS

Kimi Raikkonen (FIN)
Age: 40
Number: 7
Best Silverstone finish: 1st (2007)
2020 wins: 0
2020 championship position: 17th

Antonio Giovinazzi (ITA)
Age: 26
Number: 99
Best Silverstone finish: DNF (2019)
2020 wins: 0
2020 championship position: 14th

9 HAAS

Entrant: Haas F1 Team
Chassis: VF-20
Engine: Ferrari 065

It was curious that both Haas drivers Kevin Magnussen and Romain Grosjean retired from the season-opening Austrian Grand Prix with brake troubles. Given the pace of the VF-20, which had lined up ahead of only Williams and Alfa Romeo, it was odd to hear that they needed retardation that much...

The team's reputation as a Formula 1 version of Billy Smart's circus is hard to shake off, and producing a car which has left its drivers struggling isn't going to help. The twin Silverstone rounds could well prove to be one of the team's toughest weekends of the year given the nature of the track and the car's weaknesses.



Magnussen's commitment levels will far outshine the cockpit he is in, while former enfant terrible Grosjean must surely be in the twilight of a top-flight career that has failed to deliver many substantial results.

DRIVERS

Romain Grosjean (FRA)
Age: 34
Number: 8
Best Silverstone finish: 6th (2012)
2020 wins: 0
2020 championship position: 19th

Kevin Magnussen (DEN)
Age: 27
Number: 20
Best Silverstone finish: 7th (2014)
2020 wins: 0
2020 championship position: 16th

10 WILLIAMS

Entrant: Williams Racing
Chassis: FW43
Engine: Mercedes-AMG F1 M11
Both Channel 4's Ben Edwards and Sky's David Croft seemed to spontaneously combust when George Russell dragged his Williams FW43 out of Q1 in the

Styrian Grand Prix. Sure, it was a breakthrough for the young British driver, but it also marked a step forward for the once-great team.

It was just as well that Edwards and Croft had glued themselves back together when the F1 grid

arrived in Hungary, as both Russell and team-mate Nicholas Latifi made it into Q2 in a weather affected outing. Another step ahead.

Although neither has converted that into points year, Silverstone is going to be a track

that sets the tone for the remainder of the campaign. If it can underline its performance on the slower-speed tracks by harnessing its Mercedes horsepower in the high-speed sections, then the impressive trajectory can be continued.

DRIVERS

George Russell (GBR)
Age: 22
Number: 63
Best Silverstone finish: 14th (2019)
2020 wins: 0
2020 championship position: 20th



Nicholas Latifi (CAN)
Age: 25
Number: 6
Best Silverstone finish: N/A
2020 wins: 0
2020 championship position: 18th

FEATURE

Photos: Jakob Ebrey



The WSR BMW 330i M Sport has been developed

COLIN TURKINGTON PREPARES FOR THE BTCC'S MOST UNPREDICTABLE BATTLE

Champion says line-up and calendar have thrown in tin-top curveballs. By **Matt James**

CALENDAR

British Touring Car Championship 2020

| DATE | ROUND | CIRCUIT |
|------------|-------|-------------------------|
| Aug 1-2 | 1-3 | Donington Park National |
| Aug 8-9 | 4-6 | Brands Hatch Indy |
| Aug 22-23 | 7-9 | Oulton Park Island |
| Aug 29-30 | 10-12 | Knockhill |
| Sept 19-20 | 13-15 | Thruxton |
| Sept 26-27 | 16-18 | Silverstone National |
| Oct 10-11 | 19-21 | Croft |
| Oct 24-25 | 22-24 | Snetterton 300 |
| Nov 14-15 | 25-27 | Brands Hatch Grand Prix |

Five wins and eight podiums was a bumper return for Colin Turkington last season, and it was enough for him to power his WSR BMW 330i M Sport to a record equalling four title.

Despite that, it still came down to a final race showdown at Brands Hatch in October with team-mate Andrew Jordan, whose BMW had taken six wins, and Dan Cammish's factory Honda Civic Type R.

The BMW was, undoubtedly, the benchmark car in 2019. That was remarkable, as the WSR team had burned the candle to complete its line-up of three machines in the build-up to the early April get-go. Jordan won on the car's debut meeting.

It was evident that the rear-wheel-drive machine was pretty much at the top of its game. WSR had created almost the ultimate BTCC weapon. So that begs the question of how much further can it go as Turkington aims to smash Andy Rouse's record and stand alone as a five-time title winner?

The Northern Irishman, knows that there are a few minor areas of improvement, and those are the ones that he and the team have set their sight on.

"There were a few circuits where maybe we weren't as strong as others," he says. "So, the challenge is to keep that level of consistency over all the tracks over the course of the nine races. I don't know how much more pace we can actually put into the car but what we have been focusing on in testing is improving the driveability and instilling some driver confidence. You need to always drive the car to the maximum.

"We know we have a strong package and, when you get to that level, it is about focusing on the details and the tiny factions that actually add up to something. For us, there is not big chunks of lap times to be found. We know with all the testing and racing we do, it is easier to change a car and make it slower than it is faster. It is about trying to make those small incremental gains and that has been the focus."

And the small details will be put under a stern test this year. The compact nature of the reworked schedule starts with a fearsome four race weekend in five over

August. That is a rapid-fire roster which puts everyone under more pressure than ever. Turkington knows it is about playing the longer game, even though that is tough to prioritise in the heat of battle.

"The biggest challenge will be for the teams and the mechanics," says the 38-year-old. "It will be flat-out for the guys working on the cars. From the driver's side, it is very easy to say it, but it is about having a long-term view of the season and a bit of sympathy for the boys and always trying to bring the car home in one piece. It has always been about consistently scoring points – however good or bad that points collection might be, it is about picking up what you can. From the driving side, it is important to be fully prepared going into each race weekend. Normally we have two to three weeks to prepare and do the homework, but that is cut down to six days or so, so we are going to have to work harder."

The Team BMW man is known for his input away from the racetrack, with his diligent engineering reports always impressing team boss Dick Bennetts. While that work will be supercharged in 2020, it is something he is looking forward to. He will have a condensed period to reacquaint himself with the controls of the two-litre turbocharged car.

"It is nice to do the season in a slightly different way," he says. "As race drivers, I always feel that we don't actually do enough actual driving. Through the course of the normal season from April through to October, we have 10 race weekends and about four days of testing. We are supposed to be professional race drivers but we don't do enough of it. It will be nice to feel like we are in the car almost every weekend. That is, for me, my happy place and so I am excited about that."

Turkington refused to be drawn on who the major threats are this season. When the names of Honda's Cammish and Speedworks Toyota man Tom Ingram are proffered, he won't pick out one individual.

"It could be one of the most unpredictable championships in recent seasons because none of us know the challenges that lay ahead," Turkington says. "As much as you try to prepare, there are always surprises in there." ■

ENTRY LIST

BTCC 2020

Correct at time of going to press

| NO. | DRIVER | TEAM |
|-----|------------------|--------------------------------------|
| 1 | Colin Turkington | |
| 3 | Tom Chilton | BTC Racing Honda Civic Type R FK8 |
| 4 | Sam Osborne | MB Motorsport Honda Civic Type R FK2 |
| 6 | Rory Butcher | Motorbase Performance Ford Focus |
| 12 | Stephen Jelley | Team Parker Racing BMW 125i M Sport |
| 15 | Tom Oliphant | WSR BMW 330i M Sport |
| 16 | Aiden Moffat | Laser Tools Racing Infiniti Q50 |
| 18 | Senna Proctor | Excelr8 Motorsport Hyundai i30N |
| 19 | Bobby Thompson | Trade Price Cars Racing Audi S3 |
| 22 | Chris Smiley | Excelr8 Motorsport Hyundai i30N |
| 24 | Jake Hill | MB Motorsport Honda Civic Type R FK2 |
| 25 | Matt Neal | Team Dynamics Honda Civic Type R FK8 |
| 27 | Dan Cammish | Team Dynamics Honda Civic Type R FK8 |
| 28 | Nicolas Hamilton | Team Hard VW CC |
| 31 | Jack Goff | Team Hard VW CC |
| 32 | Daniel Rowbottom | Ciceley Motorsport Merc A-Class |
| 33 | Adam Morgan | Ciceley Motorsport Merc A-Class |
| 34 | Ollie Brown | Team Hard VW CC |
| 41 | Carl Boardley | Team Hard BMW 125i M Sport |
| 44 | Andy Neate | Motorbase Performance Ford Focus |
| 48 | Ollie Jackson | Motorbase Performance Ford Focus |
| 66 | Josh Cook | BTC Racing Honda Civic Type R FK8 |
| 80 | Tom Ingram | Speedworks Motorsport Toyota Corolla |
| 116 | Ashley Sutton | Laser Tools Racing Infiniti Q50 |
| 180 | James Gornall | Trade Price Cars Racing Audi S3 |
| 777 | Michael Crees | BTC Racing Honda Civic Type R FK8 |



Turkington says that consistency will be key

SEVEN THINGS TO LOOK OUT FOR



Butcher has turned heads

Motorbase flying

Motorbase Performance will hit the grid with a new car for this term: the fourth generation Ford Focus. It has also welcomed the return of reigning Independents Trophy holder Rory Butcher, alongside Ollie Jackson and Andy Neate. Butcher has ripped up the Tarmac in pre-seasons tests and is going to be one of the overall title contenders

Cammish's target

Coming within 14 corners of claiming the championship, Dan Cammish can rightly have been heartbroken after the 2019 season. But the Team Dynamics Honda Civic Type R driver says he has put it behind him. If he can show the same determination as he did to hang on to the coat tails of the BMWs, then 2020 could offer the biggest prize of all.

Sutton's new team

Laser Tools Racing took a bold jump to switch from a Mercedes-Benz to the Infiniti Q50 last season, but it reaped rewards with a podium finish at Silverstone. It has added another car, driven by 2017 champion Ash Sutton, and a host of engineering strength. The potential of the car, which is similar in its dynamics to the BMW, should be unearthed this term. Wins are on the cards.

Weighty matters

The levels of success ballast for the best-performing cars has been tweaked slightly this

season with the winner carrying 60kg, up six from 2019. That is reflected throughout the top 10, but the use of the soft, medium and hard tyre has been relaxed, which means the path to navigate through the campaign should be easier.

Hyundai makes debut

New on the grid are the two Excelr8 Hyundai i30 N machines of Senna Proctor and Chris Smiley. The team is relatively new to the BTCC but has drafted in technical input from engineering ace and ex-WSR man Kevin Berry. Strong test pace bodes well.

Ciceley at the double

Ciceley Motorsport will run two cars in the same colours for the first time with Adam Morgan and Daniel Rowbottom strengthening the ties between the pair of Mercedes-Benz A-Class machines. Intensive development has gone in during the closed season, and there is genuine optimism of a proper title assault here.

Blundell on the pitwall

There is a fresh look to the AmDTuning.com team, which has been rebranded as MB Motorsport and will field Jake Hill and Sam Osborne in the Mark Blundell-run cars. The package is a proven product, and Hill is a proven race winner. Hill should be able to underline his potential with regular wins.



Hill has high hopes for '20

FEATURE



Phil Keen seeks overdue title



Ollie Wilkinson (r) is back in Silver Cup Optimum Motorsport McLaren

Photos: Jakob Ebrey

BRITISH GT CHAMPIONSHIP: EVERYTHING CHANGES

Much looks different as the 2020 British GT season at last gets underway. But one thing that remains the same is that it's hard to predict. By **Graham Keilloh**

CALENDAR

British GT Championship 2020

| DATE | CIRCUIT | FORMAT |
|-----------|-----------------|---------------|
| Aug 1-2 | Oulton Park | 2x1hr |
| Aug 15-16 | Donington Park | 1x1hr & 1x2hr |
| Aug 29-30 | Brands Hatch | 1x2hr |
| Sep 19-20 | Donington Park | 1x3hr |
| Oct 3-4 | Snetterton | 2x1hr |
| Nov 7-8 | Silverstone 500 | 1x3hr |

To just about all of us, March – pre-lockdown with racing seasons apparently about to get underway – seems like a very long time ago.

And, inevitably, much looks different between then and now as 2020's British GT championship is set to at last start this weekend at Oulton Park. As in something that's grown familiar, Covid-19's impact on motorsport participation has been felt. In March a capacity 35-car British GT entry, with 19 GT3 cars, was announced gleefully. Now there are 22 full-season entries, 13 for GT3.

The change in the runners and riders has, if anything, made it even harder to pick a winner, in a competition that tends to be close at the best of times. Last year in GT3 indeed no fewer than four entrants finished the year within nine points of the table top.

Adding to the potential for uncertainty this time, the season also is condensed, with six rounds and nine races in just over three months and indeed half the season will be done by August's end. Turnarounds will be tight and some expect more wet races too with the late-year itinerary.

The Silver Cup – for pairs of silver-graded drivers – looks particularly intriguing with a significant increase in numbers to five full-season GT3 entries currently confirmed and more perhaps on the way.

As noted, much looks different. And it starts at the top. Powerhouse TF Sport won't be competing for this year's GT3 title, due to Covid's myriad implications, which in turn means reigning champion Jonny Adam won't yet be able to chase his own title number five. While Beechdean AMR's downgrade to a single-car effort at selected rounds means that, in something long unthinkable: there will be no Aston Martin Vantages competing for this year's GT3 championship.

There is a clear sense, though, of which is the car to have. "McLaren have really got everything together at the moment," Sam De Haan notes to Motorsport News. "Last year it was just blisteringly fast, at Donington especially at the last round on the speed traps it was just way up on us."

The consensus view was that Balfe Motorsport's Shaun Balfe and Rob Bell were well set, as they finished a close third in last year's drivers' standings and uniquely had a year's experience of the McLaren 720S in advance of 2020. Chris Needell of Barwell Motorsport for one told Motorsport News that Balfe was "pre-season favourite".



Debutant 'Chippy' Wesemael



TF Sport defends its GT4 crowns

But then that changed too, as Balfe also slimmed down its effort. Instead Stewart Proctor and Joe Osborne will race a 720S for the team in five of the nine races.

There remain four GT3 McLarens to think about competing in the full season however. An opposite effect of the Covid-related churn is that some intending GT World Challenge Europe efforts have been tempted into the British domestic championship. This applies to Jenson Team Rocket RJN (yes, that's the 2009 Formula 1 champion who is a partner in the team) which has entered the Silver Cup with GT4 graduate Michael O'Brien and World's Fastest Gamer James Baldwin.

Reigning Silver Cup champion Ollie Wilkinson, juggling a GTWCE campaign, is back to defend his crown this year in a McLaren with Optimum Motorsport, co-driving with fellow McLaren Academy driver Lewis Proctor. Wilkinson with Bradley Ellis and Optimum also won a race outright last year and remained in overall title contention until the final round. There also is a new two-McLaren effort from the 2 Seas Motorsport team.

De Haan in a Barwell Lamborghini, with Jonny Cocker, was 2019's overall GT3 champion for about an hour, before a post-race penalty for another car in the final round tilted the title to Adam, Graham

ENTRY LIST

British GT Championship 2020

Correct at the time of going to press

GT3

| NO. | DRIVER 1 | DRIVER 2 | TEAM/ENTRANT | CAR | CATEGORY |
|-----|-----------------|-----------------|------------------------|-----------------------------|----------|
| 2 | James Baldwin | Michael O'Brien | Jenson Team Rocket RJN | McLaren 720S GT3 | Silver |
| 6 | Ian Loggie | Yelmer Buurman | RAM Racing | Mercedes-AMG GT3 | Pro/Am |
| 8 | Richard Neary | Sam Neary | Team ABBA Racing | Mercedes-AMG GT3 | Pro/Am |
| 9 | Dean Macdonald | Angus Fender | 2 Seas Motorsport | McLaren 720S GT3 | Silver |
| 10 | TBA | TBA | 2 Seas Motorsport | McLaren 720S GT3 | TBA |
| 18 | Michael Igoe | Dennis Lind | WPI Motorsport | Lamborghini Huracan GT3 Evo | Pro/Am |
| 30 | TBA | TBA | Steller Motorsport | Audi R8 LMS GT3 | TBA |
| 51 | Duncan Cameron | Matt Griffin | AF Corse UK | Ferrari 488 GT3 | Pro/Am |
| 66 | Nick Jones | Scott Malvern | Team Parker Racing | Bentley Continental GT3 | Pro/Am |
| 69 | Sam De Haan | Patrick Kujala | RAM Racing | Mercedes-AMG GT3 | Silver |
| 72 | Adam Balon | Phil Keen | Barwell Motorsport | Lamborghini Huracan GT3 Evo | Pro/Am |
| 78 | Rob Collard | Sandy Mitchell | Barwell Motorsport | Lamborghini Huracan GT3 Evo | Silver |
| 96 | Ollie Wilkinson | Lewis Proctor | Optimum Motorsport | McLaren 720S GT3 | Silver |

GT4

| NO. | DRIVER 1 | DRIVER 2 | TEAM/ENTRANT | CAR | CATEGORY |
|-----|--------------------------|--------------------|-----------------------|------------------------------|----------|
| 21 | Mia Flewitt | Euan Hankey | Balfe Motorsport | McLaren 570S GT4 | Pro/Am |
| 23 | Sam Smelt | James Kell | Speedworks Motorsport | Toyota GR Supra GT4 | Silver |
| 29 | TBC | TBC | Steller Motorsport | Audi R8 LMS GT4 | TBC |
| 43 | Andrew Gordon-Colebrooke | Ben Hurst | Century Motorsport | BMW M4 GT4 | Silver |
| 57 | Chris Wesemael | Gus Bowers | HHC Motorsport | McLaren 570S GT4 | Silver |
| 58 | Jordan Collard | Patrick Matthiesen | HHC Motorsport | McLaren 570S GT4 | Silver |
| 61 | Jordan Albert | Matt Cowley | Academy Motorsport | Ford Mustang GT4 | Silver |
| 95 | Connor O'Brien | Patrick Kibble | TF Sport | Aston Martin Vantage AMR GT4 | Silver |
| 97 | Jamie Caroline | Daniel Vaughan | TF Sport | Aston Martin Vantage AMR GT4 | Silver |

Race-by-race entries

| NO. | DRIVER 1 | DRIVER 2 | TEAM/ENTRANT | CAR | CATEGORY |
|-----|------------------|-------------------------|--------------------|------------------------------|------------|
| 36 | Stewart Proctor | Joe Osborne | Balfe Motorsport | McLaren 720S GT3 | GT3 Pro/Am |
| 99 | Andrew Howard | TBC/Valentin Hasse-Clot | Beechdean AMR | Aston Martin Vantage AMR GT3 | GT3 Pro/Am |
| 33 | Luke Sedzikowski | David Whitmore | Century Motorsport | BMW M4 GT4 | GT4 Am/Am |

Davidson and TF. And De Haan has managed to surpass just about everyone in the extent of his changes for 2020. He was changing his driver grade, now Silver rather than Bronze, and surmised it was a good time to change car too. He's now in a Mercedes, a new one naturally, for RAM Racing.

And RAM's team principal Dan Shufflebottom is bullish about his squad's championship chances. In a two-car effort he has Ian Loggie paired with returning Mercedes factory driver Yelmer Buurman in Pro-Am, as well as De Haan teamed up with Finnish ex-GP3 driver Patrick Kujala in the Silver Cup. Loggie indeed, then paired with Callum MacLeod, had his 2019 title chances hit by a shoulder injury. Shufflebottom tells MN: "If he'd [Loggie] just had some consistent finishes in the races we missed then we'd have been right in the championship hunt. For Ian it's unfinished business and Sam would like to clinch the overall title. So we definitely go in there with the aim of being the top two cars in the championship."

The Mercedes is driver-friendly and kind to its tyres, though Shufflebottom reckons Balance of Performance could be its bugbear. He adds to MN: "I'm not sure we've got the most favourable BOP. We have to just hope the organisers do a good job of making sure that the balance

is correct throughout the season."

And by no means least, Phil Keen and Adam Balon are back with Barwell Motorsport in a Lamborghini Huracan. Despite it being Balon's first year in GT3 last year, the pair looked on the way to the crown until late-season mishaps, and Keen is overdue a title. "Keeney we know is a bit of a British GT legend!" Needell at the Barwell team says. "Adam's now got a year of GT3 under his belt as well so he's going to be a bit stronger."

Barwell's second pairing is worth watching too. Multiple British Touring Car Championship race winner Rob Collard makes his bow in British GT, and he's paired with rising star Sandy Mitchell. "Maybe they'll start quietly," Needell concedes, "but they are going to be getting better and faster as a pairing as the season goes on."

TF may not be competing in GT3, but it is fully in place to defend its GT4 drivers' and teams' championships. Its champion drivers Tom Canning and Ash Hand have moved on but it still has two strong line-ups for 2020.

Team boss Tom Ferrier explains to MN: "Patrick Kibble is known to us from last year, he's improved a lot since, he's been very very strong in testing. Connor O'Brien knows the car from last year but is new to us, he's done a good job, they're

Wesemael's "crazy" British GT switch

"On paper it looks like I might have been a little bit crazy," Chris Wesemael, better known to friends as 'Chippy', admits. "But I don't think that's the case."

So why might we think Wesemael crazy? "I have followed a non-traditional route into British GT just coming from club-level racing," he expands. "But plenty of people have gone from club-level racing and done well."

And Wesemael indeed looks well set to join the group, as in just two seasons of car racing he wowed in 750 Motor Club's RGB Sports 1000 championship competing for Mitchell Cars, taking a crushing title last year after finishing runner-up in an unlucky 2018 debut.

He'll make his British GT bow this year in a HHC Motorsport McLaren GT4, paired with another debutant Gus Bowers. And Wesemael feels RGB prepared him well.

"[The car is] very very driver focused in RGB, with the complete lack of external factors to help the driver it really developed my personal driving style," he notes. "Those cars are from a value-for-money perspective just ridiculous for the speed that they go. The way I see competing and winning is exactly the same preparing for British GT as it was racing RGB."

There have been things to adapt to though. "I'm not used to using any kind of radio work," Wesemael explains. "There are several things [in British GT] that I've never done in my life. [HHC has] been extremely good helping me become comfortable. The biggest change is definitely sharing the car; I've been very fortunate with Gus that we're both extremely driven to do as well as we can."

As for the 'Chippy' nickname? "I'm afraid it's not that special. It's just a pet name from my parents when I was growing up. I think it's an Americanism. So I'm sorry there's no great exciting story there!"

in the 95 car. And then Dan Vaughan and Jamie Caroline are both new to us and new to GT racing, but they've done a strong test programme as well, so all looks very positive."

Not that Ferrier is taking anything for granted. He adds: "I'm sure there'll be some strong cars out there, there always is." The Mustang for one was quick in Seb Priaulx's hands last year for Multimatic; now Academy Motorsport has taken over with a fine-looking driver pairing of Matt Cowley and Jordan Albert.

There also are three GT4 McLarens to consider. The GT4 2017 champion HHC Motorsport should remain in contention: its Jordan Collard and Patrick Matthiesen duo look formidable among the GT4 runners while its all-debutant second pair, Chris Wesemael and Gus Bowers, has promise. Balfe Motorsport also has Euan Hankey and Mia Flewitt behind the wheel of a McLaren. ■

RACING REPORTS

Photos: Steve Jones

THRUXTON: CSCC BY MARCUS PYE

JULY 25-26

RAIN SPLURGES BUT STURGES SURGES TO SEAT DOUBLE



Sturges was a double winner

RACE WINNERS

Magnificent Sevens
Race 1: John Cutmore (Spire RB-7); Race 2: Colin Watson (Caterham C400)

Open Series
Race 1: Jamie Sturges (Seat Leon TCR); Race 2: Brad Sheehan (BMW E46 M3)

Jaguar Saloons
Race 1 and 2: James Ramm (XJS)

Modern Classics
Jake and Andre Severs (VW Beetle RSI Cup)

Turbo Tin Tops
Andy Thompson (SEAT Leon)

Puma Cup
Ian Scruton

Slick Series
Ollie Brown (Ginetta G55)

New Millennium
Jamie Sturges (Seat Leon TCR)

Special Saloons &

Modsports

Races 1 and 2: Andy Southcott (MG Midget-Vauxhall)

Swinging Sixties
Ray Barrow (Chevrolet Camaro)

Future Classics
Stuart Daburn

(TVR Tuscan)

Tin Tops

Andrew Windmill (Honda Civic Type R Leggera)

Classic K

Anthony and Ollie Hancock (Lotus Elan '26R')

Two SEAT Leon wins and a second place, plus fourth in his stunning VW Golf TCR – started brilliantly by British Touring Car Championship racer Jake Hill – made circuit neighbour Jamie Sturges' Saturday special.

Sturges saw off BMW M3 men Brad Sheehan and Dominic Malone in the first Open Series bout. Sheehan beat Sturges in the wet sequel, with Mark Jones (SEAT Eurocup) third. Hill flung a 1989 Golf GTi to fourth. Jaguar series contender James Ramm remained on the lead lap.

Perfectly-timed stops meant John Cutmore and Tim Bishop gained a lap on Magnificent Sevens rivals, leaving erstwhile leader Stephen Nuttall down in third. Nuttall and Colin Watson traded P1 in the soggy second race. Nuttall pounced when Watson outbraked himself into the chicane, but a jumped-start penalty negated the move.

Jake Severs growled his VW Beetle through a monsoon before relaying father Andre to Modern Classics victory over Andy Thompson (SEAT Leon) after a long caution. Ollie Brown dominated the wet Slicks Series

debut in Team Hard's Ginetta G55 pursued by Kevin Clarke (BMW M3 CSL), Daniel Wylie (Porsche 911 GT3) and Sturges in the Golf, which led impressively in poleman Hill's hands.

Sturges blunted three sharp BMW M3s for New Millennium victory, but early pacesetter Russell Humphrey (E92) was quicker than partner Mark Wyatt, who kept second. Finishing his father's E36, Arron Moulton-Smith's bid to wrest third from David Marcussen (E46) was thwarted when Sturges lapped him into the chicane on his last tour.

Danny Morris (Peugeot 309 Turbo) couldn't match Andy Southcott's silhouette Midget in Sunday's Special Saloon & Modsports opener. Later, Southcott escaped sanction for passing leader Ricky Parker-Morris (in the Pug) under waved yellows. The scrap for third between Marcus Bicknell (Ford Mustang 'NASCAR') and James Plant (Healey V8 clone) ended with both in the barriers at Allard, although Bicknell continued.

Jamie Keevil (Lotus Elan) had Ray Barrow (Chevrolet Camaro)

filling his mirrors in Swinging Sixties race when Keevil spun out exiting Village on the penultimate lap. Jon Wolfe/David Thompson (TVR Tuscan V8) chased Barrow home.

Paul Tooms shot his newly-rebuilt Lotus Elan into the Mintex Classic K lead and repelled Allen Tice (Marcos-Volvo 1800GT) and Anthony Hancock (Elan) until his stop. Hancock's son Ollie finished the job consummately as Tooms' handling waned.

Polesitter Mark Chilton's smoky Nissan Skyline retired 10 laps into the Future Classics race, leaving Stuart Daburn (TVR Tuscan) clear of Bill Lancashire (Morgan+8). Alex Taylor (Mazda RX-7 turbo) zapped from the back to pip Aston and Tony Blake (Porsche Carrera RS) for third.

Red-flagged when lead challenger Dave Banks (Renault Clio) clobbered the Village marshals' post then rolled, without injury, Andrew Windmill aced the shortened Tin Tops race in his lightened Honda Civic. Half a second split the chasing Simpson (Peugeot), Hutchins (Honda) and Field (Proton) clans.

OULTON PARK: MSVR BY PETER SCHERER

JULY 25

WOOD SPARKS HIS SEASON WITH A BRACE OF VICTORIES

Defending Clubmans Sports Prototype champion Clive Wood kicked off his season with a winning double.

His Mallock picked off Steve Dickens and Peter Richings on the first lap of race one, before taking the lead from Jarred Lester at Shell on lap two. A throttle linkage problem dropped Lester to fourth.

Wood was ahead down the Avenue on the opening lap of a

restarted second race, with Dickens securing a clear second from Lester.

Jerome de Sadeleer led most of the first Radical Challenge race, but both he and second placed Marcus Clutton lost out at the pitstop window when the safety car came out.

Shane Stoney was the new leader but went off at Brittens, dropping him down to third behind

de Sadeleer and Clutton.

Clutton held off a determined Mark Richards for the whole of race two, with Jason Rishover a solid third after pressure from de Sadeleer ebbed when he got stuck in fifth gear.

It was Clutton and Richards heading race two until the pitstop window. Jac Constable made his stop and managed to retain the lead, but had

Richards all over him and briefly ahead too.

Their duel allowed Clutton to latch on to, then Richards was penalised for track limits, dropping to fourth behind de Sadeleer.

Andy Godfrey was another double winner in the Focus Cup. PJ Gardner and Simon Warr both broke from the pack to complete the race one podium, with Gardner

second again in race two from Chris Wallis.

Matthew Minett's Jedi won the first Monoposto race on countback, after Dan Clowes had got by on the red-flagged lap. Clowes got his revenge with a last-lap win in race two.

Mark McAleer fended off Simon Clark to win the first Porsche Club race, before roles were reversed in race two.

RACE WINNERS

Radical Challenge

Race 1: Jerome De Sadeleer; Race 2: Marcus Clutton; Race 3: Jac Constable

Clubmans Sports

Prototype
Races 1 and 2: Clive Wood (Mallock Mk23)

Focus Cup

Races 1 and 2: Andy

Godfrey

Monoposto

Race 1: Matthew Minett (Jedi Mk6); Race 2: Dan Clowes (Jedi Mk6)

Porsche Club

Race 1: Mark McAleer (997 C2S); Race 2: Simon Clark (Cayman S)

CADWELL PARK: CCMC BY STEVE WHITFIELD

JULY 26

WOOLFITT BROTHERS SHARE WINS IN NORTHERN SALOONS OPENER

Jon and Paul Woolfitt took a win apiece during an incident-filled day for the Northern Saloons as the Classic and Modern Motorsport Club season got underway at Cadwell Park.

Andy Robinson qualified on pole for both races in the Ford Falcon V8 Supercar but was beaten off the line

by the Woolfitt brothers each time. Jon Woolfitt led all the way to claim victory in the opening encounter in his Spire GTR ahead of Paul Woolfitt's Lotus Exige. The race had been restarted following a huge five car pile-up at the original start when the Honda Civic of Chris Sparks was turned into the

outside barrier at Coppice by Kirk Armitage's BMW, with several cars behind unable to avoid the melee. Despite some heavily damaged cars, all drivers emerged unscathed.

In race two, Jon Woolfitt led again from brother Paul but, on the fourth lap, Jon retired from the lead after his car slowed with a

problem. A trip across the grass dropped Paul Woolfitt from first to third in the closing stages, but his blushes were spared when seconds later red flags curtailed the race after Robinson collided with a backmarker and, with results put back by one lap, Paul Woolfitt was reinstated in first place.

Defending champion Simon Armer took a dominant race one win in HSCC Historic Formula 3, but a last-lap collision with Paul Waine at Mansfield bend while contesting the lead enabled Ian Bankhurst to slip through to take victory in the second encounter later in the day.

RACE WINNERS

Northern Saloon & Sports Car Championship

Race 1: Jon Woolfitt (Spire GTR); Race 2: Paul Woolfitt (Lotus Exige)

Modern Challenge and Modified Fords

Races 1 and 2: Dave Cockell (Ford Escort Cosworth 4WD)

Classic ERA Challenge and Classic Challenge

Race 1: Nick Strong (Jaguar XJS)

HSCC Historic Formula 3

Race 1: Simon Armer (March 703); Race 2: Ian Bankhurst (Alexis Mk8)

Superkart-UK Club Championship

Races 1, 2 and 3: Lee Harpham (MS Kart)

BRANDS HATCH: FERRARI CHALLENGE BY MARK LIBBETER

JULY 25-26

KHERA DRAWS FIRST BLOOD WITH FERRARI CHALLENGE DOUBLE

Challenging weather conditions ensured the return of the Ferrari Challenge UK series got off to a dramatic start at Brands Hatch as experienced racer Lucky Khera secured a double victory.

Entries may have been limited to nine cars, but a three-car battle for the lead and increasing rain all contributed to a memorable

opening race on Saturday.

Paul Hogarth initially got the jump on pole position holder Khera to lead the pack into Paddock Hill Bend on the opening lap. As the race developed, Hogarth had to defend hard to keep both Khera and the rapidly closing Graham de Zille at bay.

The trio continued to run close

together until Hogarth was caught out by worsening track conditions and spun off into the Paddock gravel trap on lap 25. The resultant caution period enabled Khera to inherit the spoils from de Zille.

Unlike in the first race, the second encounter was held on the Grand Prix circuit. Khera took a lights-to-flag win, despite

a mid-race rain shower slowing his progress. Hogarth survived a clash with a backmarker at Paddock to claim second ahead of de Zille.

Rain also hampered the first Ferrari Formula Classic contest, but it could not stop Tim Mogridge from claiming a dominant win in his F355. James Cartwright also impressed with a

fine drive to second from ninth on the grid in his 328 GTB, while Wayne Marrs recovered from a poor start and a spin at Graham Hill Bend to take third.

Marrs beat Mogridge to victory in race two after making a successful move at Paddock Hill Bend, before the latter got his revenge in the finale.

RACE WINNERS

Ferrari Challenge UK

Races 1 and 2: Lucky Khera (Ferrari 488)

Ferrari Formula Classic

Race 1: Tim Mogridge (F355 Challenge); Race 2: Wayne Marrs (F355 Challenge); Race 3: Mogridge

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Sometimes Andy has some mates along, Steve Berry, ex top gear and Mark Stone, radio presenter and motoring 'jorno' to join in the conversation, talking cars, food and life in an anything goes sort of show.

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GETTING OVER THE LINE

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'Dedicated racing oil can improve the engine's performance, and increase protection too'

Nowadays lubricants are a liquid construction and design element in modern internal combustion engines. With a dedicated racing oil formula, you are able to improve the overall engine performance and protection, the two basic criteria to finish the race on the top of the podium. And this is what race engineers around the world really appreciate, but how does it work?

The right blend

Basically, the two main components of engine oils are the base stock and the additive package. This is also valid for racing engine oil formulations.

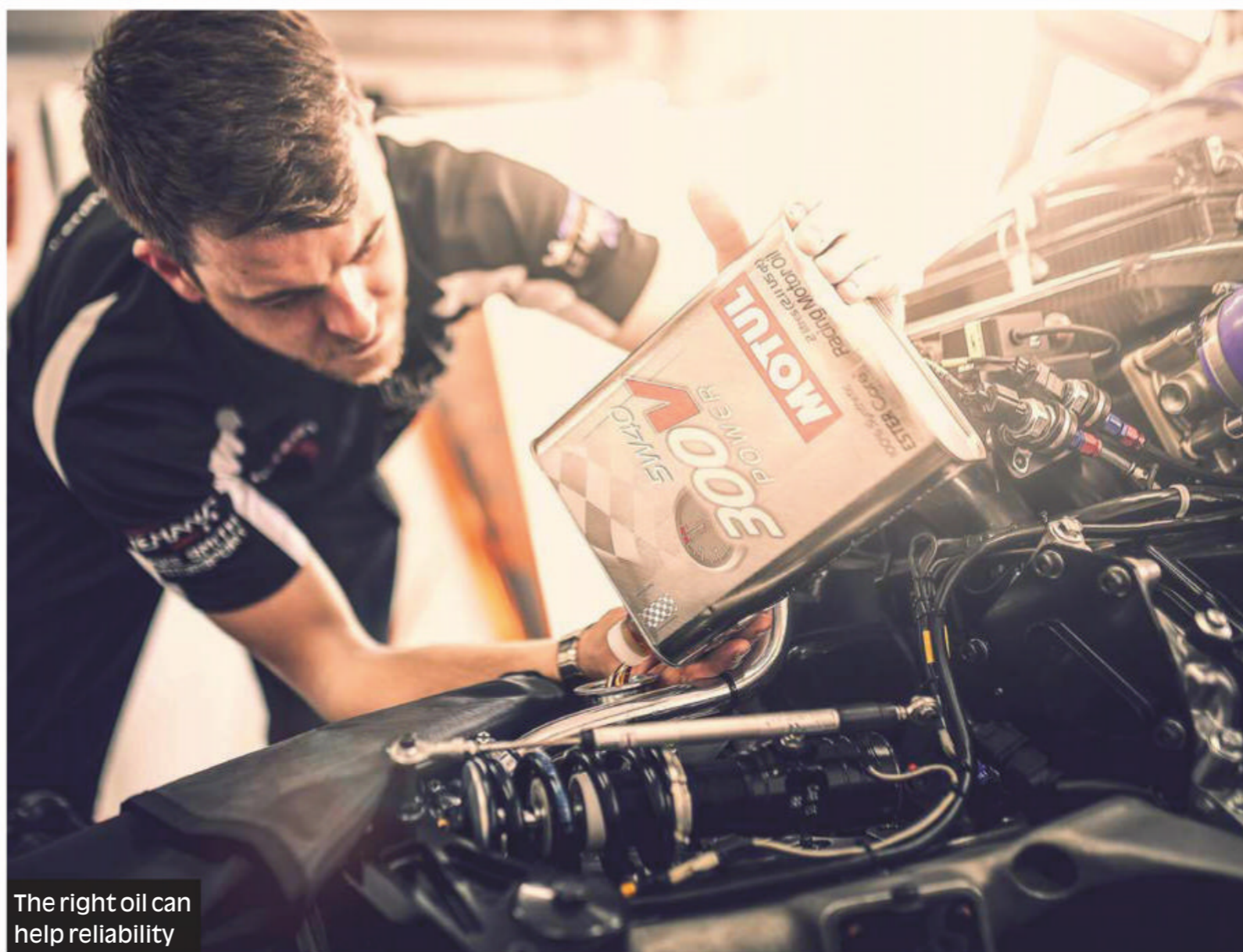
With the right choice of base stocks combined with the dedicated additive package you can achieve a big advantage – optimised performance and protection. At full throttle, the racing oil formulation in the lubrication circuit is permanently under high thermal, mechanical stress and pollution. The quality of the base stock in combination with the additive package has a big impact on the condition and performance of the engine oil during the race. During operation the viscosity of the lubricant is affected by three criteria:

- shear stability
- fuel dilution
- temperature

A very shear stable formulation is crucial to maintain viscosity and at least oil pressure during the race. With the right pre-choice of viscosity grade you can compensate the income of unburned fuel, which is diluting the engine oil. This is absolutely crucial for engines running with an enriched air-fuel ratio at full engine speed. The temperature aspect can be also covered by the choice of the right viscosity grade. The higher the number of the high-temperature viscosity grade the higher the viscosity and oil pressure at high temperatures.

Feel the force

But how do you gain more power output by the lubricant? In the internal combustion engine, we have approximately 10% of friction losses indicated from moving parts in the lubrication circuit and the lubricant itself. If we are able to reduce these internal friction losses, we recover mechanical energy and increase the power output. To optimise this we need to know the more detailed friction losses distribution at different operating modes and where we have the highest friction losses, eg at 1,000rpm in idling mode 45% from friction losses coming from the



The right oil can help reliability

piston, piston ring and cylinder liner, another 30% from the timing system, 10% from the crankshaft and con-rod bearings, 8% from the oil pump and 7% from others. But, at idling, you will not win a race.

At 6000rpm the distribution of friction losses looks totally different: 40% coming from the crankshaft and con-rod bearing, that means four times higher, another 35% from piston, piston ring and cylinder liner, just 10% from the timing system, 10% from the oil pump and 5% from others. Bearing friction losses are four times higher at high engine speed therefore the right lubricant can reduce the bearing losses. By using a lubricant with a low-traction coefficient, the internal friction losses can be reduced and mechanical energy can be recovered.

This can bring up to 7.2 horsepower more, as proved in a test performed on a 3.6-litre Porsche Cup racing engine.

Turn on the heat

Thermal stability is another key criterion for racing oils. At high operating temperatures, the lubricant is evaporating. The lower the evaporation loss of the racing oil formulation the lower the internal oil consumption of the engine.

This has been tested with a 24-hour engine bench test and the oil consumption for 24 hours (more than 3000 miles) was just 0.6 litre per hour. The combination of best performing synthetic base oils including esters, which provide a polarity effect, ensure optimised lubrication even at extremely high operating temperatures (oil temperature up to 150-160 °C in peaks). The polarity effect improves the heat transfer and reduces the oil temperature. Furthermore wear and tear during the cold start is reduced as well.

Finally all components of the formulation – base stock and additive package – interact with the surface during the operation either to protect or enhance performance, make movement easier. This material surface of the lubrication circuit is constant and not expandable. The balance of base stock and additives is carefully adjusted according to the technical constraint related to the application and has significant impact on the overall performance of the racing lubricant as well.

For nearly 50 years Motul has been mastering top oil formulations. The current 300V Motorsport Line is based on ESTER Core technology and provides a variety of viscosities for all engines.



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SPECIALIST

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Motul's 8100 range of engine lubricants meets all the latest OEM specifications and offers all round performance, wear and tear protection, fuel economy and emission efficiency. This impressive range is recognised as a superior player in maintaining optimal driving performance.



"When we look for a partner we look for one that brings something more to the game than pure sponsorship budget. In Motul's case, not only are we working with incredibly passionate people, but the product really does improve our performance."

Tom Ingram - BTCC Driver



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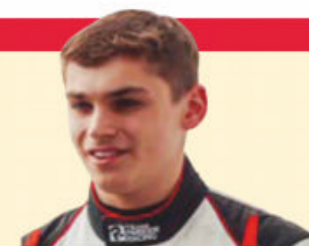
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COLUMNIST

HARRY KING



Reigning Ginetta GT4 Supercup champion and new Porsche Junior looks ahead to Carrera Cup GB debut



Promising King in Carrera Cup bow

It's been a very long wait to get back going again for my debut season in Porsche Carrera Cup GB, with Team Parker Racing. When we were all hyped up back in March ready for the season to get underway we certainly didn't think we'd have to wait until August!

After last year winning the Ginetta GT4 Supercup championship and the Porsche GB Junior driver shootout, we had a lot of offers. But the pedigree of Team Parker Racing was very inviting, and even with all the success it's had it's as hungry for championships and wins as ever. That motivation in the team always is a booster each time you hop out on track. You know no stone is left unturned.

Throughout lockdown I've been keeping fit and sharp in preparation for when we finally did get the green light. We had two official tests last week and which were really positive, our pace looks competitive. My Pro driver team-mate Josh Webster and I work really well together and we make a lot of progress working on the car. So I'm in the right place with the right team, it's now a case of 'down to me'.

Of course it's hard to say from a test day where you stand for the rest of the season, but it's reassuring to have that pace. I've got two years as a Porsche Junior on its programme so I don't have to prove everything immediately. Of course, the championship is our main goal but whether or not it's achievable this year is hard to tell. One thing's for certain though, I'm going to push my absolute best and if we find ourselves towards the top of the championship with the final two or three races to go then that's a bonus.

On the media day back in March, when I was on track with Carrera Cup rivals for the first time, we were competitive straight away, within the top three which honestly I didn't

expect, I was expecting more like top five or similar. It shows the progress that we've made and it gives me great confidence heading into round one. But a lot can change between then and now.

There's a range of different drivers who will be fighting at the front in Carrera Cup this year. There are experienced guys like my team-mate Josh Webster, he's got so much knowledge and a wealth of experience with the car. Redline Racing is also a competitive team so no doubt they'll be quick, and also JTR with Lorcan Hanafin, a fellow Porsche shootout finalist. The grid is going to be very competitive this year, and I'd much rather it be that way than anything else.

There has been adaptation in going from the Ginetta to the Porsche 911 GT3. The biggest difference is the driving style with



King is happy with his adaptation and test pace



Team Parker Racing's hunger and pedigree key

the engine placement in the 911 hanging over the rear axle; you are constantly reminded that there's a big pendulum effect. It's very different to any other race car that I have driven, but it's a driving style that extracts the best from the driver and that's what attracts so many people to the Carrera Cup.

With Team Parker I'm always learning, even on the recent test days. I feel really comfortable in the car now, I can understand the feedback it's giving me and I can feed that back to the engineers and mechanics. It feels that everything is happening a bit slower and is more calculated now compared with when I started in the car.

There's necessarily a condensed 2020 race calendar, perhaps there'll also be more wet races too with the autumn schedule, but this doesn't faze me. Tight turnarounds will be beneficial for me if anything as instead of waiting two or three weeks before the next round to learn from what you did in the previous round you only have to wait two or three days. As for wet races, in every previous championship I've always been competitive in the wet and in the limited wet running we did in the winter we proved quite competitive.

Last year I experienced the real highs and lows on the way to winning the Ginetta GT4 Supercup crown, but I got 11 wins while my rivals Will Burns and Tom Hibbert got four or five. My setbacks were mainly little technical issues, and it shows the importance of consistency.

Now I've won a championship I understand what it takes, I'm more mature in myself and my driving. When you are competing for a championship you have conscious thoughts in the back of your mind that points make prizes. It's especially crucial in Porsche Carrera Cup where you don't have dropped rounds or anything like that, so those 16 races you have to make them all absolutely count.

"I'm in the right place with the right team, it's now a case of 'down to me'"

WHAT'S ON

YOUTUBE GUIDE

Three-time British Touring Car champion Matt Neal is our readers' Q&A guest this week, and in choosing an on-track moment of his to watch it's hard to look past his seismic BTCC win as an independent at Donington Park in 1999, beating the mighty Super Touring manufacturers in his Team Dynamics Nissan Primera. YouTube's offering of this race is sadly limited, but you can watch Neal reminiscing about it with race clips thrown in here: [youtube.com/watch?v=0FCjvgVIN-A](https://www.youtube.com/watch?v=0FCjvgVIN-A) or by searching 'The BTCC's first independent race win - Matt Neal on Donington Park, 1999'. It's a win that, as Neal notes, changed not only his own trajectory but that of British touring cars. You Tube also has a 10-minute behind-the-scenes documentary of Neal in the following year's Brands Hatch season-opener, looking at his preparations and efforts in practice and qualifying. That is at: [youtube.com/watch?v=SM17Ajin97o](https://www.youtube.com/watch?v=SM17Ajin97o) or you can search 'A Day in the Life of Matt Neal'. You also can watch Neal aboard a Lotus Cortina at 2015's Silverstone Classic, thrusting from 14th to third on lap one of the Warwick Banks Trophy for Under 2 Litre Touring Cars. Check: [youtube.com/watch?v=1J-fuYHAT64&list=PLM4VR-ub4A-dF3U1rIRV_Nn_pA0r4G7z](https://www.youtube.com/watch?v=1J-fuYHAT64&list=PLM4VR-ub4A-dF3U1rIRV_Nn_pA0r4G7z) or via searching 'Matt Neal eats up Silverstone opposition in Lotus Cortina'.

Graham Keillor



Big win: Neal

TV GUIDE

Sky Sports F1 is showing a number of classic editions of the British race, starting with the 2012 grand prix on Thursday (1515hrs-1700hrs). The 2003 race follows later (2100hrs-2240hrs) while the 1994 GP airs on Friday (1800hrs-1830hrs). Highlights of the Porsche Supercup round at Silverstone are on Tuesday evening (1945hrs-2030hrs). The WRC Magazine on BT Sport 3 (Tuesday, 1815hrs-1845hrs) acts as a guide to the upcoming season that begins in September. Eurosport 2 is the place to be on Tuesday night (2300hrs-0000hrs) to get up to speed with Formula E, which restarts on Wednesday. All the action from international rallying's return, Rally di Roma Capitale, can also be caught on Friday on the same channel (1400hrs-1430hrs).

Luke Barry

LIVE TV

FORMULA 1 BRITISH GRAND PRIX
 ■ Practice 1: Friday, 1100hrs-1250hrs, Sky Sports F1 / 1055hrs-1235hrs, Channel 4
 ■ Practice 2: Friday, 1445hrs-1645hrs, Sky Sports F1 / 1455hrs-1635hrs, Channel 4
 ■ Practice 3: Saturday, 1145hrs-1310hrs, Sky Sports F1 / 1055hrs-1230hrs, Channel 4
 ■ Qualifying: Saturday, 1400hrs-1635hrs, Sky Sports F1 / 1300hrs-1530hrs, Channel 4

FORMULA 2 BRITISH GRAND PRIX
 ■ Practice: Friday, 1250hrs-1340hrs, Sky Sports F1
 ■ Qualifying: Friday, 1655hrs-1730hrs, Sky Sports F1
 ■ Race 1: Saturday, 1635hrs-1745hrs, Sky Sports F1
 ■ Race 2: Sunday, 1100hrs-1205hrs, Sky Sports F1
 ■ Grand Prix: Sunday, 1330hrs-1800hrs, Sky Sports F1 / 1300hrs-1700hrs, Channel 4

FORMULA 3 BRITISH GRAND PRIX
 ■ Practice: Friday, 0930hrs-1020hrs, Sky Sports F1
 ■ Qualifying: Friday, 1400hrs-1445hrs, Sky Sports F1
 ■ Race 1: Saturday, 1020hrs-1110hrs, Sky Sports F1
 ■ Race 2: Sunday, 0935hrs-1035hrs, Sky Sports F1

BTCC DONINGTON PARK
 ■ Races 1, 2 & 3: Sunday, 1035hrs-1815hrs, ITV4

DTM SPA FRANCORCHAMPS
 ■ Qualifying: Saturday, 0945hrs-1030hrs, BT Sport ESPN
 ■ Race 1: Saturday, 1215hrs-1400hrs, BT Sport 3
 ■ Race 2: Sunday, 1215hrs-1400hrs, BT Sport 2

LISTINGS

FRIDAY-SUNDAY
 ■ Silverstone, Northants
British Grand Prix: Formula 1, Formula 2, Formula 3, Porsche Supercup
Starts Friday, qualifying from 0935hrs
 Saturday, racing from 0925hrs
 Sunday, racing from 0845hrs
No public access

SATURDAY
 ■ Castle Combe, Wilts
CCRC meeting: FF1600, Saloons, GT, Hot Hatch, Dave Allen Trophy
Starts racing from 1230hrs (qualifying from 0900hrs)
No public access

SATURDAY/SUNDAY
 ■ Donington Park, Leics
BTCC meeting: BTCC, Formula 4, Carrera Cup, Ginetta GT4, Ginetta Junior, MINI Challenge
Starts Saturday, racing from 1410hrs (qualifying from 0905hrs)
 Sunday, racing from 0905hrs
Admission adult £29, under 13 free
 Web msv.com
 Contact 0843 453 9000
Advance tickets only

SATURDAY/SUNDAY
 ■ Oulton Park, Cheshire
British GT meeting: British GT, British F3, Radical SR1, Ginetta G40, Ginetta GT5
Starts Saturday, racing from 1145hrs (qualifying from 0830hrs) Sunday, racing from 1230hrs (qualifying from 1200hrs)
Admission adult £20, under 13 free

SATURDAY/SUNDAY
 ■ Brands Hatch, Kent
BARC meeting: Dunlop Endurance, MGOC, Sports Prototypes, Kumho BMW, Junior Saloons, Pre '66 Classic Saloons/Historic Touring Cars, Pre '83 Group 1 Touring Cars, Pre '93 Touring Cars/Pre '03 Touring Cars, Pre '05 Production Saloon Cars, Blue Oval Saloons/Classic and Historic Thunder Saloons
Starts Saturday, racing from 1150hrs (qualifying from 0900hrs)
 Sunday, racing from 1120hrs (qualifying from 1000hrs)
Admission adult £12, under 13 free
 Web msv.com
 Contact 0843 453 9000
Advance tickets only

SATURDAY/SUNDAY
 ■ Cadwell Park, Lincs
BRSCC meeting: Caterham 420R, Caterham 310R, Caterham 270R, Caterham Roadsport, Mazda MX-5, Mazda MX-5 Super Cup, Mazda MX-5 Mk4/Clubsport Trophy, Fiesta, Fiesta Junior, ST-XR, City Car Cup
Starts Saturday, racing from tba (qualifying from 0900hrs) Sunday, racing from tba (qualifying from 0900hrs)
Admission adult £12, under 13 free
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A classic shot of Tony Pond in full flight in his Rover, photograph sent in by David Sellars



Neil Ormston's shot from a sodden Combe



Mark Parker's picture of a super Lancia Delta



Graham Lomax's pic of a classic Lotus racer



Rich Cranston enjoyed the Masters meet



Action-packed Oulton, from Graham Lomax

NEXT WEEK

KING OF THE MIXED SURFACE

Rallycross King Kenneth Hansen answers readers' questions



OUT THURSDAY, AUGUST 6

*Details correct at time of going to press - we are all off to the Tide End Cottage in Teddington...

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Who will top Donington Park BTCC encounter?



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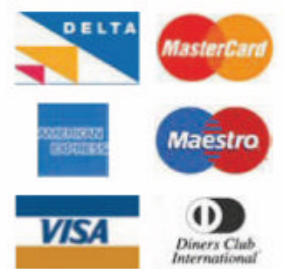


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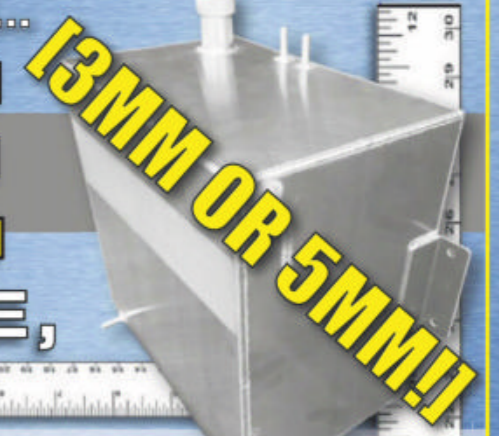
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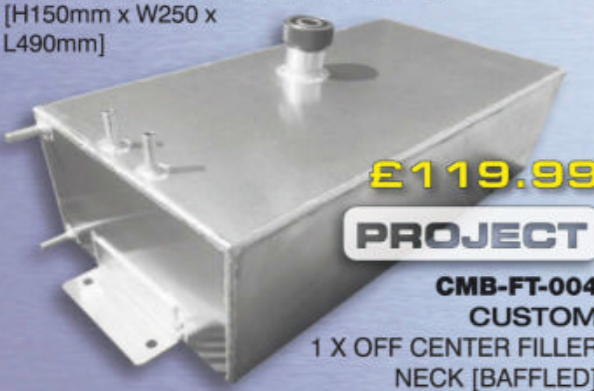
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 COMPLETE WITH BUILT-IN LEVEL SENSOR [BAFFLED]

FUEL TANK ALUMINIUM 18 GALLON
 [H300mm x W300mm x L900mm]



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PROJECT

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Since 1967

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BRAKE CONVERSION KITS

7.9" Vented 4 Pot Alloy Caliper Brake Conversion Road Kit - Black or Silver



Kit **£446** Inc VAT



8.4" Std 4 Pot Alloy Caliper Brake Conversion Road Kit - Black or Silver



Kit **£379** Inc VAT

COOPER CAR COMPANY & PADDY HOPKIRK in association with Mini Sport Ltd.



12" to 10" 4 Pot Alloy Caliper Brake Conversion Road Kit - Red



Kit **£407** Inc VAT



FOR OVER 50 YEARS, Mini Sport has pushed the Mini industry forward through designing, testing & manufacturing top quality British made Mini products in-house at Mini Sport HQ, in Padiham, Lancashire

All prices include VAT. Mini Sport disclaims any liability for errors & also reserves the right to modify all or any part of the product descriptions & prices.

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1st Class: Quality Mini Products

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Top quality steel body panels from British Motor Heritage & Magnum Classic Mini panels, at the best prices! minisport.com for full range or call our experts!

| Panels | Non-Gen | Genuine |
|----------------------------|---------|---------|
| A panel Mk3 - RH/LH | £17 | £25 |
| A post hinge panel - RH/LH | £18 | £29 |
| Bonnet Mk2on | £170 | £196 |
| Boot floor & battery box | - | £258 |
| Boot floor rear repair | £30 | - |
| Battery box | £31 | £62 |
| Door skin Mk3on - RH/LH | £44 | £96 |
| Door step, shaped - RH/LH | £16 | £94 |
| Floor panel front to rear | - | - |
| inc sill RH/LH | £89 | £118 |
| Front floor well - RH/LH | £28 | - |
| Front panel '76on | £69 | £208 |
| Front panel to'76 | £77 | £208 |
| Clubman front panel | - | £259 |



| Panels | Non-Gen | Genuine |
|-------------------------------|---------|---------|
| Front wing - early | £62 | £112 |
| Front wing - late | £62 | £112 |
| Front wing - Clubman | - | £126 |
| Pocket closing plate | - | £16 |
| Pocket filler | £7 | £16 |
| Rear floor well - RH/LH | £38 | - |
| Rear valance all models | £20 | £61 |
| Rear valance closing assembly | £30 | £43 |
| Rear wheel arch | £68 | £101 |
| Screen corner repair | £18 | - |
| Scuttle screen lower complete | £52 | £149 |
| Seam cover front | £12 | £19 |
| Seam cover rear | £13 | £21 |
| Sill inner repair - RH/LH | £17 | - |
| Sill outer 4.5" Mk3on - RH/LH | £20 | £45 |
| Sill outer 9" Mk3on - RH/LH | £28 | - |

Body Shells



Largest stocks of Heritage Mini bodysells in the World. Mk1, Mk4, SPi, MPi Sportspack & Clubman available. Heritage Mini bodysells From **£8954**

Our experts can prep & paint your body shell ready to build, or we can do the complete build for you...

Books & Manuals

| | |
|----------------------------------|-----|
| Owners manual - '59-'69 | £25 |
| Mini workshop manual - '69-'01 | £17 |
| Tuning A Series 3rd edition | £23 |
| Weber & SU carburettor manual | £17 |
| Mini restoration manual | £30 |
| Mini Cooper - Rally giants | £16 |
| Ultimate Mini restoration manual | £40 |
| Mini Essential buyers guide | £10 |
| Anatomy of the classic Mini | £35 |
| Mini Minor to Asia Minor | £16 |
| 1275 A-Series manual | £35 |
| Anatomy of the Works Mini | £20 |
| BMC competition secrets | £25 |



Subframes



| | |
|---|-----------|
| Front - dry suspension type | £506 |
| Front fully built, to '97 | £2116 |
| Front subframe mountings | From £4 |
| Rear - dry suspension type | From £259 |
| Rear - dry suspension type - POWDER COATED | From £281 |
| Rear Mini Sportspack '97on | £475 |
| Rear fully built to '97 | £2188 |
| Rear subframe fitting kit | From £32 |
| Rear subframe trunion, rectangular or stepped | £25 |

Windscreens



| Front Screens | Rear Screens |
|--------------------|--------------|
| Clear | £41 |
| Clear heated | £254 |
| Tinted | £50 |
| Tinted heated | £222 |
| Top tinted | £48 |
| Top tinted heated | £232 |
| Rubber seal | From £10 |
| Locking strip | £8 |
| Clear | £121 |
| Clear heated | £209 |
| Mk1 clear | £155 |
| Mk1 clear heated | £248 |
| Rubber seal | £10 |
| Locking strip tool | £13 |

Body Seals & Finisher Strips

| | |
|-----------------------------|----------|
| Rear 1/4 glass seal - open | £9 |
| Rear 1/4 glass seal - fixed | £11 |
| Mk3 door seal | £17 |
| Mk3 door inner chrome strip | £16 |
| Door outer chrome strip | £20 |
| Mk4 boot lid seal | £10 |
| Mk4 bonnet drip rail | £8 |
| Sill trim late - black | £9 |
| Sill trim chrome deluxe | From £14 |
| Roof gutter trim - black | £12 |

Hinges & Fittings

| | |
|---------------------------|----------|
| Door hinge set - external | £143 |
| Door hinge set - internal | From £75 |
| Door check strap | From £15 |
| Door check arm assembly | £10 |
| Bonnet hinge | £20 |
| Boot hinges - pair | From £17 |

Carpet Sets

| | |
|-----------------------------|-----------|
| Standard black, red or grey | £29 |
| Deluxe black, red or brown | £45 |
| Newton Commercial | From £232 |
| Sound insulation kit | £45 |

NEWTON Full range of classic interiors & trims available for all Minis.

Body Brightwork

| Grilles | Internal or External Bonnet Release type |
|-----------------------|--|
| Cooper 8 blade | £59 |
| Cooper lamp holes | £111 |
| Mk5 wavy classic | £92 |
| 11 blade chrome | £91 |
| Grille side surrounds | £12 |
| Grille top surround | £21 |
| Mk1 Austin wavy | £101 |
| Mk1 Austin Cooper | £102 |
| Mk1 Morris Cooper | £86 |
| Mustache surround | £100 |
| Mustache ends | Each £12 |
| Clips mustache ends | Each £1 |

| Internal Bonnet Release | Grille Buttons |
|-------------------------|----------------|
| Complete Kit | £36 |
| Chrome or Black Set | £11 |



| Mirrors | Bumpers |
|-----------------|--------------|
| Stainless, door | Each Fr. £20 |
| Black, door | Each £22 |
| Chrome bullet | Each Fr. £33 |
| Downton style | Each £22 |
| Cooper - White | Pair £53 |
| Cooper - Chrome | Each £33 |
| Clip on classic | Each £22 |

| Override & Corner Bars | |
|------------------------|----------|
| Mk1 kit | £156 |
| Mk1 kit & bumpers | £285 |
| Mk2 override kit | From £58 |

Brightwork

| | |
|------------------------------------|----------|
| S/S Headlamp peaks | £10 |
| S/S Headlamp stoneguards | £11 |
| Mk3 chrome no. plate lamp | £21 |
| S/S Seam mouldings | Pair £26 |
| Boot hinges - chrome | £13 |
| Plain door handle scoops | £8 |
| Alloy dip stick: blue, red, silver | £10 |
| Aston style fuel cap | £19 |
| Union Jack badge | £5 |
| Cooper boot badge '96on | £13 |
| GB boot badge | £5 |
| Cooper S Mk3 bonnet badge | £25 |
| Mk3 boot handle | £27 |

Wheel Arches

| | |
|---------------------------------------|------|
| Special arches, black | £25 |
| Chrome covers for special arches | £125 |
| Monte Carlo style | £76 |
| Sports pack style - glassfibre arches | £106 |
| Group 2 glassfibre arches | £64 |
| Group 2 race glassfibre arches | £69 |

Tools for the Job

| | |
|-----------------------------|----------|
| Screen Lock strip tool | £13 |
| Suspension cone tool | £30 |
| Flywheel puller | £30 |
| Socket flywheel/ Ball joint | £42 |
| Sump plug socket | £9 |
| Brake adjusting spanner | £11 |
| Ball joint separator | £32 |
| Grease gun | £32 |
| Helicoil kit | From £30 |
| Stud extractor set | £54 |
| Oil filter removal tool | £25 |
| Brake pipe flaring tool | £39 |
| Eezibleed | £37 |



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Parts | Price | Range *All your Mini Needs Online!*



Lamp Kits

Rover Cooper Lamp Kit (4 lamps, 4 brackets)
Full kit: 2 drive lamps & 2 fog lamps **£389**
Full kit: 4 drive lamps **£389**
Genuine lamps, fog or drive **Each From £68**

Works Lamp Bar Kit
Lamp Bar, wiring, 2 Drive and 2 Fog lamps
Works lamp bar kit **£171**
Works lamp bar **£66**

Ignition

Ignition switch Mk4 on with 2 keys **£49**
Ignition switch MPI with 2 keys **£70**

Plug lead set **From £12**
NGK spark plugs **From £3**

Coils
Lucas sport coil **£34**
Standard ballast coil **£58**
MPI coil pack **£41**

Distributors
23D4 Cooper S, 1275GT **From £49**
25D4 - all Minis to '74 **From £51**
45D4 - all Mini '74-'80 **From £38**
59D4 - all Mini '80on **From £47**
65DM4 electronic '84on **£96**

Alternators & Starters

16/17ACR pre '80 NEW **£56**
45 Amp '80-'85 exchange **£76**
55 Amp '85-'96 exchange **£58**
70 Amp '85-'96 inc SPI NEW **£72**
MPI '97-'01 exchange **£107**
Dynamo - NEW **£71**
Starter Motors
Pre engaged type - NEW **£83**
Inertia type - NEW **£62**

Wiring Looms

Mk1/2 Mini, Cooper & 'S' **From £190**
Van/Traveller/Pick-up **From £230**
Mk3 Mini, Cooper & 'S' **From £230**
Mk4 2 or 3 clock **From £310**

CV Joints Inner & Outer

Outer CV joint - Drum **£37**
Outer CV joint - Disc **£41**
Inner CV pot joint **£40**
Rubber drive coupling **£31**

Rubber boot kit outer CV **£5**
Rubber boot kit inner CV pot joint **£5**

Wheel Bearings

Front drum brake **£12**
Front disc brake **£13**
Rear **£13**
TIMKEN front disc brake **£53**
TIMKEN rear **£49**

Swivel Hubs

Fully built standard hubs with...
ball joints & bearings **Each £122**
Standard front hub **Each £58**
Standard rear hub **Each £38**

Drive Flanges

Drum brake type **Each £29**
7.5" Disc type **Each £21**
8.4" Disc type **Each £28**

Suspension

ADJUSTA RIDE
Quick & Easy height adjustment. Replaces original trumpet & knuckle joint, without modification.
Front set **£48**
Rear set **£66**
Full Mini kit **£98**

Shock Absorber Kits

Car set of Adjusta Rides & 4 shock absorbers.
Gmax shocker kit **£192** KYB gas shocker kit **£184**
KYB Oil shocker kit **£147** Bilstein B4 shocker kit **£169**

Shock Absorbers

KYB Oil shock absorbers **Each £18**
KYB Gas shock absorbers **Each £35**
Bilstein B4 Gas **Each £22**
GMAX shock absorbers **Each £26**

Suspension Parts

The ONLY genuine rubber cone
Rubber cone, genuine **£44**
Top arm RH **£65**
Top arm repair kit **£14**
Bottom arm LH or RH **£41**
Bottom arm bush **Each £2**
Tie rod with bushes **Each £14**
Tie rod bush, standard **£1**
Radius arm, exchange **£139**
Radius arm repair kit **£10**
Top shocker mount RH or LH **£15**
Ball joint kit (1 side) **£9**
Knuckle joint **£5**
Bump stops **From £4**
Rebound buffer, front **£3**

Brake Parts

Calipers - Each (RH/LH)
Caliper Cooper 'S' - 7.5" **£76**
Caliper Mini '84on - 8.4" **£90**
Caliper piston - Cooper 'S' **£8**
Caliper piston - Mini '84on **£13**
Caliper seal kit - Cooper 'S' **£6**
Caliper seal kit - Mini '84on **£5**

Master Cylinders
Cooper 'S'/GT - plastic reservoir **£48**
Cooper 'S'/GT - tin reservoir **£81**
Yellow tag Mini '85on **£78**
Green tag Mini '89on servo **£89**
Wheel cylinder **From £9**
Brake hoses **From £5**
Handbrake cables **From £6**
Handbrake quadrant **Each £17**

Brake Pads & Shoes

Mintex road 7.5" Cooper S **£21**
EBC Green stuff pads 7.5" Cooper S **£39**
Mintex road 8.4" discs **£12**
EBC Green stuff 8.4" discs **£32**
Mintex road 4 pot calipers **£15**
EBC Green pads 4 pot calipers **£46**
Mintex rear shoes **£14**
Mintex front shoes **£15**

Brake Disc & Drum

Disc Cooper S - 7.5" **Each £29**
Disc Mini '84 on - 8.4" **Each £15**
Drum standard **Each £13**
Drum spacer type **Each £19**

Std. Disc Brake Assemblies

7.5" Cooper S Disc brake assembly **£713**
8.4" '84on Disc brake assembly **£683**
12" to 10" Disc brake conversion kit **£189**

Cooling

Radiators
Alloy 2 core **From £115**
Standard 3 core **£71**
Mini SPI radiator **£130**
Mini MPI radiator **£94**
Expansion tank & cap - MPI **£84**
Thermostats **From £3**
Radiator caps (7-15lbs) **From £4**

Fans/Belts
11 Blade plastic fan **£17**
6 Blade steel fan, yellow **£46**
Fan belts **From £4**

Water Pumps
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Heater Valves
Cylinder head mounted valve **£20**
Inline valve ('90-'96) **£30**
Inline valve MPI ('97on) **£30**

Heater Matrix
Mk1 & 2 '59-'69 **£82**
Mk3 '70-'84 **£59**
Mk4 '84-'90 **£52**
Mk5 '91-'01 **£65**

Fuelling

Single SU Carbs
HS2, HS4, HIF44 **Fr.£355**
Twin SU Carbs Kits
1 1/4" HS2 **£1048**
1 1/2" HS4 **£1051**

Service Kits
HS2/HS4 **£38** **Inlet Manifolds**
HIF44 **£40** Alloy water heated **£46**
Twin HS2/HS4 **£59** Twin HS2 or HS4 **£107**

Fuel Pumps
Mechanical **£30**
Electrical **£73**
Injection **£178**

Oil & Filters

Castrol 4.5 ltr **£34** Castrol 1 ltr **£8**
Millers classic 5 ltr **£26**
Spin-on oil filter **From £5**
Early oil filter element **£8**
Standard air filter **£5**
Injection air filter **£7**

Standard Exhaust

Catalytic converter **£77**
Single downpipe **£39**
Injection downpipe **£53**
998/1098/1275 Twin silencer **£66**
Estate/Van/Pick-up Twin silencer **£72**

Gaskets, Sets & Seals

Engine full set **From £11**
Gearbox set - all Minis **£10**
Head full set **From £11**
Copper head gasket **From £11**
Manifold gaskets **From £2**

Reconditioned Engines

Over 50 years Mini Sport have been producing a range of remanufactured engines built on a long established commitment to engineering and customer satisfaction.

| Engines | Engine | + Gearbox |
|--|--------------|--------------|
| 998cc - A series, | | |
| A+ & Cooper | £2718 | £4089 |
| 1275cc - A series, A+ | £2546 | £3992 |
| 1275cc - Cooper Carb | £2621 | £4078 |
| 1275cc - SPI and MPI | £2479 | £3937 |
| Surcharge from | £1260 | £1800 |
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Gearbox Repair Kits

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A series rod & remote type gear change **£102**
A+ rod type gear change **£103**

Reconditioning Kits
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A series rod and remote **£258**
A+ rod change **£253**

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Reground **From £299**
New 1275cc **£480**
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Pistons

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1275cc Slipper Standard Compression **£186**
1275cc Slipper High Compression **£243**

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Duplex set **£35**
Simplex chain only **£4**
Duplex chain only **£7**
Chain tensioner **£10**
Tensioner bracket **£7**

Oil Pumps

Slot drive 998cc or 1275cc **£17**
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Slot drive turbo **£41**
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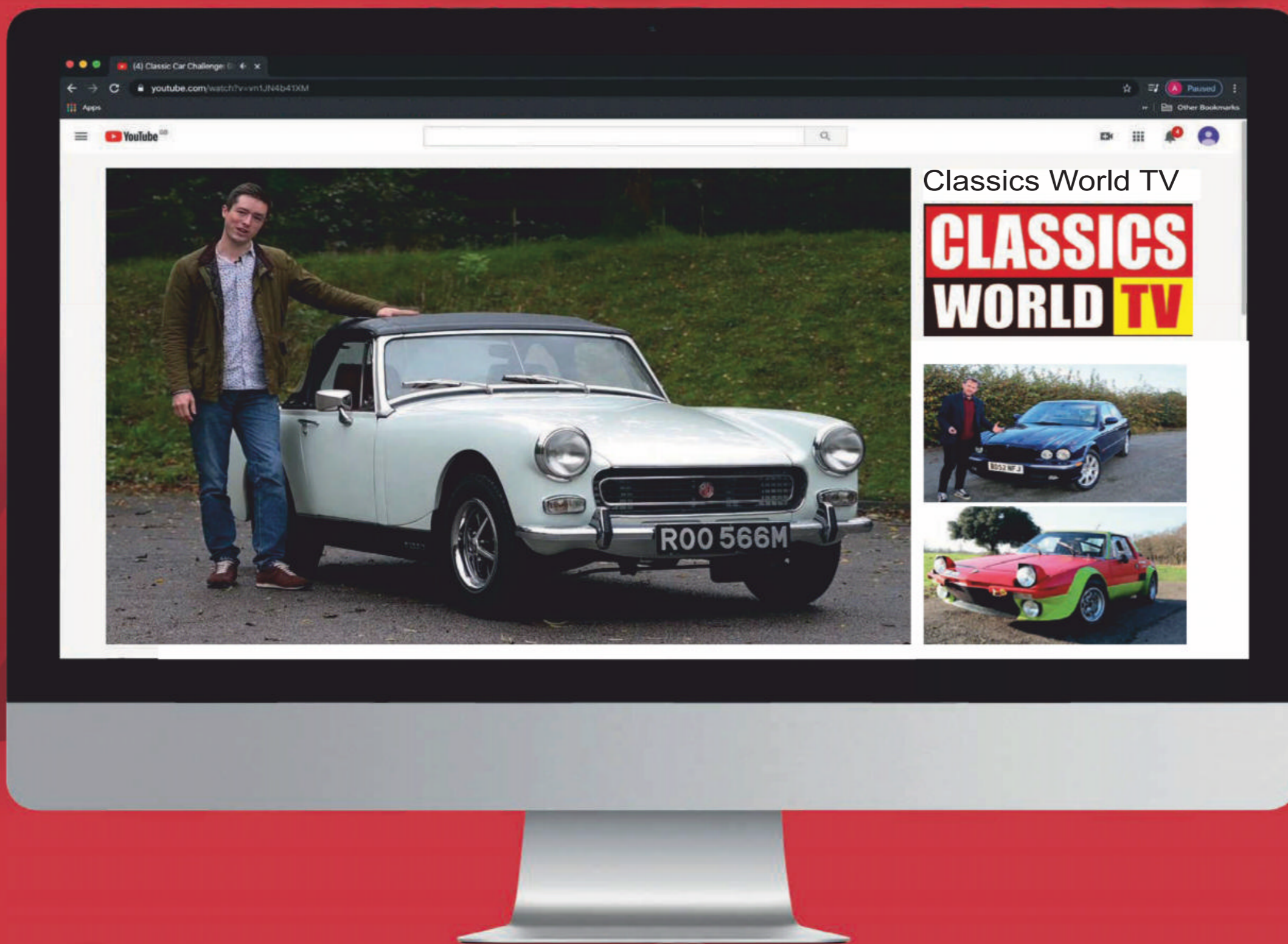
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