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# MERCEDES IN MELTDOWN

**Austrian Grand Prix clash puts  
Hamilton and Rosberg at war**



**MIKKELSEN BREAKS  
TANAK'S HEART**

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**BUEMI SURVIVES  
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# MOTORSPORT NEWS ISSUE MJ3034 JULY 6 2016

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## Team bosses may shackle drivers with

# MER CONSIDERS



Wolff hates team orders, but they may be a necessary evil

By Rob Ladbrook

Mercedes team chief Toto Wolff may have to go back on his pledge to allow his drivers to race each other at all times after a second collision of the season between Lewis Hamilton and Nico Rosberg during the Austrian Grand Prix.

The Mercedes drivers came to blows out on track during the final lap of the race around the Red Bull Ring in Spielberg. Hamilton was closing on race leader and title rival Rosberg with two laps to go, despite running on the harder soft compound Pirelli tyres while Rosberg was on the super softs.

Rosberg, whose car had suffered a brake-by-wire failure on the penultimate lap, made a mistake through turn one, allowing Hamilton to move around the outside into turn two, before the cars collided when Hamilton tried to turn into the corner.

Hamilton survived the collision to win the race, while Rosberg dropped to fourth after breaking his front wing. Hamilton's third win of the year cuts the points gap to 11 behind Rosberg.

The crash marks the second time this season the pair have made contact, following the race-ending accident at the start of the Spanish GP in May.

team orders after second tangle

# MERCEDES CRACKDOWN



Lewis Hamilton grabbed his third win of 2016

Wolff, who has always promised to allow his drivers to race each other, was angered by the incident, saying Mercedes would implement team orders if necessary to control the pair.

"This could have ended up as a double collision and retirement, which is obviously the worst nightmare for us," said Wolff. "In Barcelona I was much easier about it because we had 29 races without any collision. It was clear it was eventually going to happen, and it wiped out both cars there. From my naive thinking I said to myself 'OK, that's it, they've learned their lessons, they've seen the consequences and it's not going to happen any more'. But here we go, it happens again."

"So the only consequences is to look at all the options available on the table, and one option is to freeze the order of a certain stage in the race. It's unpopular, it makes me puke myself, because I like to see them race, but if racing is not possible without contact, then that's the consequence. But we'll have to cool down a little bit in the next couple of days first [before deciding]."

Hamilton rallied against the possible sanction, saying: "I grew up wanting to race, racing the best, being the best, by outdriving another individual. I saw a replay of [Ferrari pair] Michael

Schumacher and Rubens Barrichello years ago, and I was disappointed as a fan back then. We never want team orders like that to happen."

"Niki [Lauda] and Toto have been great these past three years and let us race. It's not going to be perfect, but that's motor racing. We're driving at over 200mph – you expect us to go around all day and never have a problem? I doubt it."

"I hope that it doesn't change and they let us continue to race. That's my honest opinion from my love of this sport."

### Who's at fault?

Following the race both drivers visited the stewards' office for an investigation, and Rosberg was found to be at fault.

The German was docked 10 seconds, which didn't alter his fourth-place finish, and was also handed an official reprimand for continuing on the final lap with the front wing folded underneath the car.

Rosberg said he was infuriated by the collision, and felt he was the innocent party. The championship points-leader said: "It's a fact he [Lewis] had space. At all times there was space prior to the collision. I'm extremely frustrated

because I felt I had the win in the bag. The collision completely took me by surprise, I didn't expect Lewis to turn in. I can say I didn't drive into anybody because I had the car fully under control, didn't lock up or anything."

"To lose the win on the last lap is incredibly hard. Then they [the stewards] give me the blame, which sucks. It's really hard to get over something like that because I was convinced I would win."

"I'm gutted for the team as it's really bad every time we collide like that. I didn't lose that many points, so for the team that's good, but I just need to try and forget this as quickly as possible and comeback strong again."

Hamilton countered that Rosberg had made little or no attempt to make the corner, and had also refused to give him

space when he tried to rejoin the track after being forced wide.

"He [Nico] just didn't turn in," said Hamilton. "I was ahead and he didn't leave any room, even when I rejoined. Normally after a hit like that you'd move wide in case the guy tries to come back on. There were sparks coming from his car and he lifted halfway down the straight and by that time I was already alongside."

"I went as wide as possible thinking I could cut back and get as good an exit as possible with a straight steering wheel, and then got a hit. I wasn't expecting it."

"The mood in the garage is pretty interesting. It's pretty heated, but honestly I just feel that I dug deep in this one and never gave up. It felt like I was back in my karting days."

Following the race Wolff would not be drawn on who he believed was at fault. He added: "You cannot say it is black and white. Nico's brake-by-wire failed on the second-last lap, that means the electronic braking, which obviously reduces braking performance, so that was a technical problem. Lewis caught up, tried to pass and there was a collision. It takes two to tango."

"I don't want to attribute any blame. Nico's car was handicapped, trying to brake later and not on the usual line. I

have a personal opinion [who was at fault] but I won't express it here."

### Team untenable?

The latest clash has led to speculation over the future of Hamilton and Rosberg at Mercedes, with Red Bull team boss Christian Horner suggesting the partnership was now becoming untenable.

While Hamilton has a fresh multi-year agreement with the German brand, Rosberg's current deal expires at the end of this season. He has publically stated though that negotiations are underway and that he believes he "will be at Mercedes for a long time".

Despite that Horner said: "Long term, how tenable is it for that pairing to continue as a team? While they are in the situation that they are in, with the competitiveness they have, they are obviously going to have these issues, [they] are not going to be isolated to this race. But then that is an attractive element for the sport. When you have a dominant car it's great to see guys going head-to-head."

"They are going for the biggest prize in motorsport so inevitably, they will do what is right for them at the end of the day."

"He had space. That's a fact" Rosberg



# AUSTRIAN GP REPORT



BY ANTHONY ROWLINSON

Hamilton and Rosberg are at it again, and this time Lewis survives the fallout

# OPPOSITES ATTRACT IN AUSTRIA



Hamilton chased down and caught troubled rival

**L**ike silver magnets, Lewis Hamilton and Nico Rosberg seem irresistibly drawn to one another on track.

In Austria, they clashed once again, in a last-lap bang that decided the victory. Rosberg was deemed guilty, Hamilton escaped to victory. But of greater consequence was the threat from Mercedes that it might have to resort to team orders to keep its warring duo apart.

## Qualifying

Some sessions, like days, are better than others. And the 2016 Austrian Grand Prix qualifying hour was assuredly a cracker.

Dry, wet, damp, dry-again conditions, on a thickly humid afternoon around this intense little speedbowl of a circuit, high in the Styrian hills, made for non-stop action, with a liberal sprinkling of magic-dust performances throughout the pack.

A pole for Lewis Hamilton, number 53, was the least surprising result for F1's most gifted driver, and its most

capable team. But he had to work for it, combining all the giddy talent that has always allowed him to finesse the ragged edge of grip, with method and precise application. Team-mate Nico Rosberg had been quickest in both Friday practice sessions; Ferrari's Seb Vettel topped FP3, then Rosberg led Q1. When it mattered though, in the Q3 drying-track tumble-time shoot-out, Hamilton had it covered: "It was a really fun session," he said. "When it rained, in those conditions it's a little bit more about who takes the most risk, I guess."

So there's the talent; here's the precise application: "At one point there were five corners where I'm down [on Rosberg]. Then it's four corners, then two, then just one. Then it rained and I was thinking, 'Jeez, I've finally got into a position where I can battle with Nico.'"

Rosberg set second fastest time, although P2 would not be his. He was hit by a five-place grid penalty after a sizeable shunt in FP3, caused by the failure of his right-rear suspension. A resulting gearbox change triggered the drop and Nico wound up in P6, after a gearbox penalty for Vettel was also applied.

Slo-mo footage of Rosberg's accident appeared to show the failure of his W07's upper-left-rear wishbone, pitching the Mercedes nose-first into the barriers on the uphill approach to turn two.

His car was rebuilt after a lung-busting shift by both his and Hamilton's mechanics, working together. "We didn't find the root cause of the failure," said principal Toto Wolff, "but we strengthened the part."

Apparently similar, though not necessarily related, failures were to become a worrying weekend trend. Force India's Sergio Perez suffered a right-rear suspension failure in Q1; later in the same segment Toro Rosso's Daniil Kvyat had one of his own, after running wide over the kerbs on the exit of turn eight. This triggered a big shunt for Kvyat in which all four corners and the nose of his STR11 were swiped.

Accusatory fingers were immediately pointed at the so-called 'baguette' kerbing, present here to prevent drivers from running beyond the circuit limits. It was reckoned that race-speed passage over these yellow bumps set up high-frequency vibrations through suspension components, causing their structural

integrity to fail. Further investigations were made into the direction of load being transferred into suspension parts as drivers crossed the 'baguettes'.

Hamilton, when quizzed, described the kerbs as "quite dangerous". "There were a couple of incidents," he added, "and I don't know how many more it will take before a car ends up in the wall. The idea is good... But perhaps another solution is going to be needed."

Safety concerns aside, it seemed certain that Sunday's race would be incident filled, as the combination of unpredictable weather and grid penalties had delivered a hotch-potch starting order, rather than a neat two-by-two.

Alongside Hamilton would be Nico Hulkenberg, underlining the consistent good form this hard-battling middleweight team has recently produced. Hulk has always been handy in mixed conditions and his performance here was reminiscent of his eye-grabbing pole for Williams at a soggy Interlagos in 2010.

With four minutes of Q3 remaining, Hulkenberg was P1 as he, Felipe Massa, Hamilton, Kimi Raikkonen and Rosberg all traded times. Staying out longest on the drying track, choosing

the most opportune moment to switch to Pirelli Ultrasofts... these were the key decisions.

In the event, Hulk was pipped only by the Mercs and his eventual P2 start slot seemed fair reward for his verve. "I was optimistic and excited out there," he said. "They were special circumstances, but the car has made huge steps forward since Barcelona. We're on a good slope, with good momentum too."

A remarkable P3 went to Jenson Button, who'd made it through to Q3 for the first time since Abu Dhabi 2014. He benefitted, of course, from Rosberg's penalty and a similar five-place drop (gearbox) for Vettel, but Button's outright fifth-fastest time reflected both his own gossamer touch and the ongoing improvements to the McLaren-Honda combo.

"P3 is mega!" he enthused. "I always love those conditions and I was just trying to save it for the last lap. I took a lot of risks but it all worked out today."

Raikkonen lined up fourth (with sixth-fastest time); Vettel (fourth quickest) was a penalised ninth. Ferrari had promised better than this through free practice and Vettel, commendably, pointed to his own

# 'Hamilton has now matched Mansell's record'

Merc hero reaches a landmark, p6



# ROUND 09

Photos: LAT



Happy Hamilton, despite the last-gasp crash with Rosberg

dramatic climax and a tantalising coda.

The win (his 46th) went to Hamilton, but only after a last-lap bump-'n'-grind between him and (you guessed it) Rosberg that gave Lewis the lead and relegated Nico to fourth.

Their T2 collision was the latest in a series of 'greatest hits' that also includes Belgium 2014, Austin 2015 and most recently Spain 2016. And while Hamilton emerged from the scrape with bodywork damage insufficient to prevent him scarping through Turn 3 to the chequer, Rosberg lost his front wing, then two places, to Verstappen and Raikkonen, as he nursed his crippled machine over the finish line.

Opinions differed as to whether this was a cruel outcome for Rosberg, who had battled his way to the lead from sixth on the grid, or whether the ever-aggressive, instinctive and opportunistic Hamilton fully merited the win, having started from pole, overcome a safety car strategy interruption and then prevailed in wheel-to-wheel combat when a late, late passing opportunity arose.

The roots of their clash began with the demise of Rosberg's brake-by-wire system in the final sector of the penultimate lap. This left him trying to defend against a charging Hamilton and a mistake of some kind was inevitable. It happened into Turn 1 on the final lap: Rosberg missed his braking point, compromising his traction on exit and giving Hamilton the opportunity to drag alongside on the steep uphill run to Turn 2.

Rosberg then appeared to brake late into T2 – whether unavoidably or in attempted defence – and ran deep into the right-hander, with no chance of making the apex. Trouble was, Hamilton had already edged up on Rosberg's left (the outside line into the right-hander) and was in no mood to help Rosberg ease his way around a wide line and emerge still in front.

Contact! Hamilton lost aerodynamic bodywork extremities; Rosberg his front wing, which tucked itself under the chassis floor as both drivers gunned it downhill toward T3. Hamilton was through and away now; Rosberg lucky still to be circulating. Both, indeed, were extremely fortunate still to be racing, for even minor contact in F1 can result in broken suspension, punctures, or shattered aero parts.

Team boss Toto Wolff knew it and was caught by TV cameras fist-pumping in fury as his pair tangled. Post-race, he was at his emollient best in front of a controversy-hungry media gaggle, but his underlying tone was far more ominous than it had been when confronted with a similar situation in Barcelona this year: "I need to cool down in a bucket of ice," he said, "and then we will make a decision" – that "decision" being whether or not it was now inevitable that Mercedes impose team orders on its drivers if they're again running 1-2. An outcome was expected before Silverstone.

"I don't want to attribute blame this time," Wolff added. "It's not black and white and every time we look at it there's more information. But the

bottom line is that there cannot be contact between our two drivers. Any team will take the same position."

Had this race been a re-run of Spain this year, where both Merc drivers ended up in the kitty-litter, the beneficiary would once again have been Verstappen, who nonetheless stormed to second on a bold one-stop strategy (56 laps on a set of softs!) that kept him ahead of Raikkonen's notionally faster Ferrari (is any of this sounding familiar?)

In the event, fortune prevailed for Hamilton, although his immediate delight at victory had cooled to something more contrite when he came to speak to the media: "I went very wide and left him plenty of room," he said. "He collided with me, and I didn't see it as controversial, although it was very close between us there. I'm happy that I didn't give up and pushed all the way."

Rosberg was investigated by race stewards for causing an avoidable accident and was penalised with 10 seconds added to his race time (not affecting the classification) and two penalty points. He was also reprimanded for continuing to race with a damaged car.

While Nico felt keenly the sanctions and the loss of a possible victory that left him only 11 points ahead of Lewis in the title chase, greater woe befell Vettel, whose right-rear Pirelli super-soft exploded on the start-finish straight on lap 27, in a near-perfect reprise of Nigel Mansell's Adelaide '86 blow-out. Vettel, leading from Rosberg, contained the initial burst, slowed his Ferrari, but then looped uncontrollably into the pit wall and back across the track. Twenty-seven race laps on tyres that had also endured qualifying was asking too much of this generation's frequently fragile rubber and Vettel could only rue another opportunity lost. As team boss Maurizio Arrivabene noted: "Seb, without his tyre failure, was going to finish very high on the podium. I don't know where, but very high."

Another victory shot lost and nine races into a 21-race season Ferrari have yet to win a race; they left Austria trailing Mercedes by more than 100 points. Raikkonen was the Scuderia's sole podium representative and he was as underwhelmed as ever at anything other than a win: "I'm disappointed but it's better than nothing," was his pithy observation.

Elsewhere, there was greater joy for lesser reward. Jenson Button steered his McLaren-Honda to sixth, having run respectably in P2 in the race's early stages. This was by far the most competitive outing yet for the modern McLaren-Honda era, much to Button's delight: "Sixth has made me very happy," he beamed, "but more importantly fighting up the front was good as well."

Even more commendable was the weekend-long competitiveness of Manor's Wehrlein. A point for 10th after P12 in qualifying was a terrific return for a team whose full annual budget probably wouldn't cover Lewis Hamilton's jet fuel bills. ■

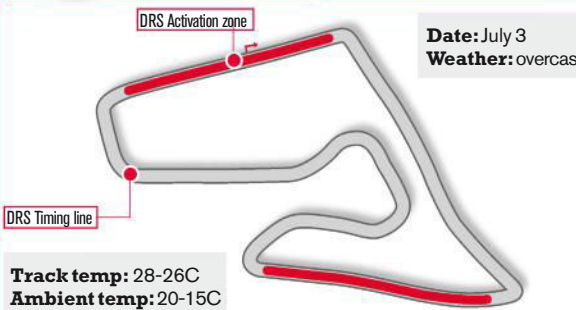


Pascal Wehrlein was the qualifying hero and grabbed a point

## RACE FACTS

Results © 2016 Formula One Administration Ltd

**AUSTRIA**  
**Circuit:** Red Bull Ring **Lap:** 2.688 miles  
**Race distance:** 190.782 miles **Laps:** 71  
**Lap record:** 1m 08.337s (Michael Schumacher 2003)  
**2015 winner:** Nico Rosberg (Mercedes)



## TYRE CHOICE



## RESULTS

### FIA Formula 1 World Championship, round 9/21

POS	DRIVERS	NAT	CAR-ENGINE	TIME
1	Lewis Hamilton	GBR	Mercedes	1h27m38.107s
2	Max Verstappen	NED	Red Bull-Renault	+5.719s
3	Kimi Raikkonen	FIN	Ferrari	+6.024s
4	Nico Rosberg	GER	Mercedes	+26.710s
5	Daniel Ricciardo	AUS	Red Bull-Renault	+30.981s
6	Jenson Button	GBR	McLaren-Honda	+37.706s
7	Romain Grosjean	FRA	Haas-Ferrari	+44.668s
8	Carlos Sainz	ESP	Toro Rosso-Ferrari	+47.400s
9	Valtteri Bottas	FIN	Williams-Mercedes	-1 lap
10	Pascal Wehrlein	GER	Manor-Mercedes	-1 lap
11	Esteban Gutierrez	MEX	Haas-Ferrari	-1 lap
12	Jolyon Palmer	GBR	Renault	-1 lap
13	Felipe Nasr	BRA	Sauber-Ferrari	-1 lap
14	Kevin Magnussen	DEN	Renault	-1 lap
15	Marcus Ericsson	SWE	Sauber-Ferrari	-1 lap
16	Rio Haryanto	INA	Manor-Mercedes	-1 lap
17	Sergio Perez	MEX	Force India-Mercedes	L69/brakes
18	Fernando Alonso	ESP	McLaren-Honda	L64/power unit
19	Nico Hulkenberg	GER	Force India-Mercedes	L64/brakes
20	Felipe Massa	BRA	Williams-Mercedes	L63/brakes
R	Sebastian Vettel	GER	Ferrari	L26/tyre
R	Daniil Kvyat	RUS	Toro Rosso-Ferrari	L2/mechanical

Winner's average speed: 130.614mph Lap leaders: Hamilton 1-21; Raikkonen 22; Vettel 23-26; Rosberg 27-55; Verstappen 56-60; Rosberg 61-70; Hamilton 71

**FASTEST LAP | LEWIS HAMILTON: 1M 08.411s** ON LAP 67 (AVERAGE SPEED: 141.460MPH)

## QUALIFYING

POS	DRIVER	TIME	POS	DRIVER	TIME
1	Hamilton	1m07.922s	12	Wehrlein	1m07.700s
2	Hulkenberg	1m09.285s	13	Grosjean	1m07.850s
3	Button	1m09.900s	14	Alonso	1m08.154s
4	Raikkonen	1m09.901s	15	Sainz	
5	Ricciardo	1m09.980s	16	Perez	
6	Rosberg	1m08.465s*	17	Magnussen	1m07.941s
7	Bottas	1m10.440s	18	Ericsson	1m08.418s
8	Verstappen	1m11.153s	19	Palmer	1m07.965s
9	Vettel	1m09.781s*	20	Haryanto	1m08.026s**
10	Massa	1m11.977s	21	Nasr	1m08.446s**
11	Gutierrez	1m07.578s	22	Kvyat	1m08.409s**

\* = five-place penalty for gearbox change \*\* = three-place penalty for ignoring yellow flags



Button took a fine sixth position

## CHAMPIONSHIP POINTS

DRIVERS			CONSTRUCTORS		
POS	DRIVER	PTS	POS	CONSTRUCTOR	PTS
1	Nico Rosberg	153	1	Mercedes	295
2	Lewis Hamilton	142	2	Ferrari	192
3	Sebastian Vettel	96	3	Red Bull-TAG Heuer	168
4	Kimi Raikkonen	96	4	Williams-Mercedes	92
5	Daniel Ricciardo	88	5	Force India-Mercedes	59
6	Max Verstappen	72	6	Toro Rosso-Ferrari	36
7	Valtteri Bottas	54	7	McLaren-Honda	32
8	Sergio Perez	39	8	Haas-Ferrari	28
9	Felipe Massa	38	9	Renault	6
10	Romain Grosjean	28	10	Manor-Mercedes	1
			11	Sauber-Ferrari	0

failure to deliver, rather than criticise his team: "With hindsight I should have taken more risks," he reflected. "It didn't come down to the pace, or the car, it came down to the driver, and the three drivers that were in front of me took more risks. The later you crossed the line, the better it was."

Williams and Red Bull closed out the top 10, with Daniel Ricciardo fifth, Valtteri Bottas seventh, Max Verstappen in eighth and Massa 10th.

Quite a jumble, then, at the sharp end and with the likes of Pascal Wehrlein (a brilliant P12), Fernando Alonso (P14) and Perez (P16) starting out of position, the stage was set for a fraught Sunday. Throw in a forecast 10-degree overnight drop in temperatures and a 50 per cent chance of Sunday rain... who knew what lay ahead?

As Vettel himself noted: "Tomorrow, anything can happen."

## Race

Somewhat like Austria itself, the Red Bull Ring is small, intense, resonates to the echo of past grandeur and has an agreeable habit of producing moments of exceptional quality.

So it was with the 2016 Austrian GP – a gripper from start to finish with a

## NEXT RACE

Can Lewis inch even closer to the points lead on home turf at Silverstone?

## BRITISH GRAND PRIX

JULY 10

# GP EXTRA

# ROUND



## MOTORSPORT NEWS STAR DRIVER

### PASCAL WEHRLEIN

It has sometimes been easy to overlook Pascal Wehrlein's performances for Manor towards the back of the pack this year, but not in Austria. The reigning DTM champion brilliantly qualified 12th and battled the Williams of Valtteri Bottas on his way to 10th and his first F1 career point. He can be forgiven for almost starting out of position...



## MOTORSPORT NEWS LUCKY ESCAPE AWARD

### DANIIL KVYAT

Nico Rosberg's suspension failure in free practice was the highest profile incident caused by the new Red Bull Ring kerbs, but Kvyat's qualifying shunt looked the scariest. The Russian hasn't had the best of luck in 2016, but had he hit the pit entry more heavily, or at a difficult angle, things could have been a lot worse. As it was, he escaped to describe the kerbs as "stupid".



Lewis Hamilton now has as many F1 fastest laps as fellow British world champion Nigel Mansell, who scored his 30th in the 1992 Japanese GP. Only Michael Schumacher, Kimi Raikkonen and Alain Prost have more.

### FASTEST LAPS

DRIVER	TIME	LAP
Lewis Hamilton	1m08.411s	67
Nico Rosberg	1m08.491s	66
Daniel Ricciardo	1m08.770s	66
Kimi Raikkonen	1m08.876s	66
Max Verstappen	1m09.618s	69
Esteban Gutierrez	1m09.694s	55
Felipe Massa	1m09.899s	59
Romain Grosjean	1m09.925s	67
Jenson Button	1m10.001s	70
Sergio Perez	1m10.120s	66
Carlos Sainz	1m10.138s	68
Valtteri Bottas	1m10.210s	55
Jolyon Palmer	1m10.228s	53
Nico Hulkenberg	1m10.309s	53
Rio Haryanto	1m10.342s	66
Felipe Nasr	1m10.415s	46
Kevin Magnussen	1m10.450s	56
Marcus Ericsson	1m10.704s	58
Pascal Wehrlein	1m10.859s	67
Fernando Alonso	1m11.020s	44
Sebastian Vettel	1m11.441s	10
Daniil Kvyat	1m18.302s	2

### STATS

# 25

Lewis Hamilton has now taken 25 victories for Mercedes, the same as the team's non-executive chairman and three-time world champion Niki Lauda scored during his career. Nico Rosberg has secured 18 victories during his time as Hamilton's team-mate.

Mercedes' 40th victory during the turbo hybrid era means it has now won 85 per cent of the races since the start of 2014. In that same period, Red Bull has reached the flag first four times, Ferrari three times.

# 85



# 32

McLaren-Honda has scored more points – after nine GPs – this year than it did in the whole 19-race campaign last season.

“You keep it. You’ll need to dry your tears later...”  
Vettel to Italian media, who offered him an Italy football shirt



## MOTORSPORT NEWS WOODEN SPOON

### NICO HULKENBERG

We were excited by the prospect of Hulkenberg making something of another fine qualifying effort in inclement weather, but things went wrong from the start. The #27 Force India got too much wheelspin and was fourth at the end of lap one. Hulkenberg continued to fall back, while team-mate Sergio Perez went the other way. Struggles with tyre wear didn't help and brake issues eventually forced Hulkenberg out after a disappointing run.



Rosberg fought back from shunt

*'Gutierrez has  
been anonymous'*  
British GP preview, p22



## F1 ROUND-UP

### Sainz remains

Carlos Sainz Jr will remain with Toro Rosso next season as Red Bull has revealed that both Daniel Ricciardo and Max Verstappen are contracted until the end of 2018. Despite this, Sainz is still hopeful of breaking into the main Red Bull team soon. "Even if contracts are signed for 2018, in Formula 1 contracts are just paper that can be broken very easily," he said. "My job is to keep doing good races, and if I keep doing the same in 2017 I can create my own opportunities."



Sainz stays

### Kvyat complains

Toro Rosso racer Daniil Kvyat was one of a number of drivers to complain about the raised kerbing at the Red Bull Ring last weekend. The Russian was among those who suffered a suspension failure after running slightly wide over the kerbs and this caused him to have a hefty shunt in qualifying. "They should take them off," Kvyat said. "They've done a mistake, they have to admit that it's stupid."

### Track change?

Part of the old Osterreichring circuit could be reopened and be used for the Austrian GP next season. The original circuit was built in 1969 before being shortened in the 1990s, but now some of the disused western loop outside turns one and two could return.

### Fan waves

A fan was given the opportunity to wave the chequered flag at the end of last weekend's Austrian GP. Any fan with a ticket for the event was able to upload either a photo or video of themselves waving a flag in the fan village with the person who had the most imaginative action getting the once-in-a-lifetime opportunity to end the race.

Photos: LAT

# VETTEL BAFFLED BY TYRE FAILURE

Pirelli and Ferrari unsure of explosion's cause



Vettel was leading at time of the failure

Sebastian Vettel says he is still baffled by the tyre failure that cost him the chance of fighting for victory in last weekend's Austrian Grand Prix.

The Ferrari driver was leading at the time of the failure, while most others had already stopped.

The German was trying to extend the first stint on the super-soft tyre as long as possible before the dramatic blow-out on lap 26.

Vettel said there was no warning of any tyre trouble and he doesn't understand why it happened.

He said: "There were no signs before that, everything was normal. It's completely a question mark on why the tyre failed."

Vettel added that he didn't



Vettel: Disappointed

think Ferrari were taking a risk by leaving him out for so long on older tyres, as other drivers had also managed lengthy stints on even softer rubber.

"It was clear everybody had much more tyre life than expected, so 27 laps is not much on that [super-soft] compound," he said.

"Everybody was trying to go longer on the tyres. Kimi [Raikkonen] did more than 20 laps on the ultra-soft, there were other people who did

more laps on the super-soft."

Pirelli is trying to establish what happened but because the whole tread was lost as a result of the explosion it makes it harder to identify the cause. The tyre firm has dismissed claims that the failure was caused by debris, insisting there's not yet any proof that was the case.

Ferrari boss Maurizio Arrivabene was baffled as to why Vettel was the only driver to suffer.

"We are talking with Pirelli to understand the reason," he said. "Other teams were running without any problem. This is really strange. That happened when he was leading the race and all of a sudden, with no prior warning."



## Wehrlein delighted with first points finish

Pascal Wehrlein doesn't know where Manor's improved pace came from as he gave the team its first point in two years in Austria last weekend.

The DTM champion started an impressive 12th and was running just behind Valtteri Bottas' Williams in 11th when Sergio Perez crashed, handing him the final point-scoring place. It was Manor's first point since Jules Bianchi finished ninth in Monaco in 2014.

"I thought 'the race is done' because we were so unlucky with the safety car," Wehrlein admitted. "But I kept pushing and trying to manage my tyres because I didn't want to stop again."

"I was able to fight with him [Bottas]. It was a great performance today from the car and I don't know where it

was coming from. It's the first weekend that we were not struggling with tyre temperature. We don't have so much downforce as the other teams and downforce puts energy into the tyres. We haven't had this before and it helped us a lot."

Wehrlein almost lost the advantage of his strong qualifying before the race even started as he lined up in the wrong place on the grid and had to reverse back. "I reversed, stopped, put it into first gear then I saw the first light come," Wehrlein said. "I'm sure that was it [a penalty]."

"Then you have so many buttons to put the engine mode in and another thing to put in, then I needed to find the reverse gear and I was like a DJ on my steering wheel."

## Button 'amazed' by McLaren's performance

Jenson Button was "amazed" at the performance of his McLaren in the Austrian Grand Prix as he finished in sixth position.

The 2009 F1 champion secured the best grid position for McLaren since reuniting with Honda last season as he lined up third. Button was then able to grab second at the start, as Nico Hulkenberg made a slow getaway, and held

the position for several laps before dropping back.

"All the cars that finished in front of us are much quicker, so I'm amazed that we kept them behind at the start of the race," he said. "That's definitely as good as it was going to get."

"All in all a great weekend for the team, but more importantly fighting up the front was good as well."



A rare sight: Button's McLaren battling with Raikkonen's Ferrari

## F1 RACING EDITOR

# ANTHONY ROWLINSON

*"F1 is still  
fun much of  
the time"*



**I**t's no fun any more," they say. "Why can't F1 be like the old days?" comes the refrain. "Why do the teams take themselves so seriously?" another, frequent lament.

Well I bring news, hot-foot from the F1 paddock: F1 *is* still fun, much of the time and plenty of teams – one in particular – make tremendous efforts to put a smile on the faces of the often truculent media corps.

The "one in particular" is Williams and it will probably come as little surprise to *MN* readers that this enduringly popular organisation has managed to maintain both a sense of perspective and a sense of humour throughout its long and storied F1 adventure.

The essentially phlegmatic character that runs through Williams is attributable largely to its founding partners – Sirs Frank and Patrick – and many a press room elder still gets misty-eyed when recalling these two in their pomp, running rings around the opposition on track, shooting from the hip off it. Manna for any journalist.

Things are a little more controlled these days, the buccaneering spirit somewhat tamed by the need to keep the corporate partners smiling. But the flame still burns at Williams, the twinkle in the eye that has sustained it through tragedy and triumph still sparkles.

And there can be no better evidence of this than the singular treat Williams offers to the predominantly (though not exclusively) British media who've attended its Austrian GP 'pub night' these past two years. Yes, for one night only (Friday), at the Austrian Grand Prix, Williams turns its paddock hospitality unit into...

a pub, complete with swinging outdoor sign suspended from the balcony.

This inspired notion was dreamed up by the team's marketing department ahead of the 2015 Austrian race. They realised that Austria's being an emphatically rural grand prix – high in the hills, surrounded by mountain villages, with no obvious social centre of gravity – their motorhome represented a wonderful opportunity to bring media clans together and extend a little goodwill. 'Soft power', some might call it.

This being F1, however, a competitive element to proceedings was inevitable, hence the inclusion of a 'quiz', with the hacks gathered not merely to imbibe and chat – but to pit wits and win! One year ago the assembled teams were largely rag-tag and ill-prepared. This time around, carefully hand-picked powerhouses of knowledge were spliced together: a muso with a statto; a film geek with a news junkie.

A lively affair soon became boisterous and, with the added fuel of tequila shots for those unwilling to play by house rules (step forward NBC commentator Will Buxton) it descended (ascended?) rapidly to the Bacchanalian.

The golden rule of 'what goes on tour, stays on tour' prevents, alas, more detailed reporting, but suffice to say it's not often you see a retired racing driver stand on a chair, pull down his trousers and 'twerk'; neither is Claire Williams often known to blush.

More of the same next year, please. If we haven't already been barred...



Pub at Williams

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

# RACING NEWS

## IN BRIEF



Frijns has impressed in first season

**Andretti re-signs Frijns**  
Formula E driver Robin Frijns will compete with Amlin Andretti for a second season after signing a new deal. The former Caterham F1 reserve driver and 2012 Formula Renault 3.5 champion has impressed in his first season scoring 45 points in a 2014/15 – spec car. Frijns has already tested the team's car for next season.

### Faraday the Future

American car manufacturer Faraday Future will join Dragon Racing in a technical partnership for Formula E's season three. The team will be renamed Faraday Future Dragon Racing, with next year's powertrain already named the Penske 701-EV. The outfit has confirmed drivers Loic Duval and Jerome d'Ambrosio for next season.

### GP2 to keep car

The current Dallara GP2/11 car will continue to be used in the category next season, after plans to introduce a new model were pushed back. The decision has been made for cost reasons and the delay could also give time for a possible deal to be reached for the series to be rebranded F2. "We decided that because of the general economic situation, we are going for one more year to do the same thing," said GP2 boss Bruno Michel.

### Honda eyeing Formula E

Honda's F1 engine chief Yusuke Hasegawa has confirmed that the marque could enter Formula E in the future. Hasegawa revealed during the Austrian Grand Prix weekend that members of the Japanese outfit were for joining the championship. "Of course there are some possibilities we will join FE," he said. "As a technical point of view it is interesting but from a racing point of view it is not attractive yet."

# RIVALRY CLASH IN FORMULA E FINALE

## Buemi and di Grassi disagree on Turn 3 collision



Photos: Rajan Jangda/e-racing.net, LAT

By Jack Benyon

**Sebastien Buemi has accused Formula E title rival Lucas di Grassi of being "disrespectful" and claimed he had "zero respect" after the Brazilian drove into the back of him in the title decider.**

The duo had sparred at close quarters during the first race of the weekend at Battersea Park, and Buemi's pole for the second race meant three points and a tied championship between the two heading into Sunday's encounter.

But di Grassi – starting from third – appeared to be caught out by Buemi's braking and hit the back of his Renault e.dams car destroying the rear wing.

With the title on the line, both drivers got back to the pits and set out to score fastest lap, which awarded two points. Buemi took the honour on

his 16th tour, giving him the title. After the race, the Swiss driver pulled no punches as to what he thought of the situation.

"Once he braked, I just saw on the camera, he has two options: Go right, or nail the back of my car," said Buemi. "He nailed it perfectly, but a little bit too strong as we both went out."

"Of course you're always going to brake in a different way, the brakes are cold, the tyres are cold, we don't have any formation lap. But I just had a look at the footage. What he says is disrespectful because first of all he's lying, and second of all he's made a huge mistake and he tries to blame someone else. Honestly I have zero respect for this guy."

Abt driver di Grassi defended his role in the incident, claiming that Buemi had braked early into the corner.

"I haven't seen the footage but I've seen data," said di Grassi after the race. "I was in the stewards room. It's very clear. I had a very good start and I knew I had to be aggressive against Prost. Here it is easy to block, I knew if I was behind Prost it would be a struggle as he was extremely fast. I was aggressive with him, we ended up touching a little bit, and Seb braked almost 50 metres early compared to me and Nico. When I realised I locked my brakes. That's not how the first corner should have been, we should have fought for the next 33 laps. In these conditions with cold tyres and cold brakes I had to be aggressive."

Di Grassi received a 50-second penalty for the incident, which was inconsequential after the early crash and multiple visits to the pit lane consigned the Brazilian to the bottom of the order.

## Jaguar could use test to aid driver decision

Jaguar Racing could use the official Formula E pre-season tests at Donington Park to evaluate its 2016/17 driver line-up.

The British manufacturer will return to motorsport after a 12-year absence when it makes its FE debut in Hong Kong this October.

Speculation linked Jaguar to a driver announcement at last weekend's Battersea Park 2015/16 finale, but the marque insists it is not rushing a decision.

It is understood the driver line-up may not be officially confirmed until a team launch after the Donington tests in August and September.

Team director James Barclay told *MN*: "Based on the team we put together, and the talent we have, we are being thorough in our preparation. Part of that will be the right drivers."

Barclay also stressed that Jaguar would not be influenced by nationality, despite reports claiming at least one of the drivers will be British.

Toyota World Endurance Championship driver Anthony Davidson and GP2 race winner Alex Lynn are among those to have been linked to the seat, along with inaugural FE drivers' champion Nelson Piquet Jr.

Jaguar is two-thirds of the way through its testing programme with its inaugural FE powertrain, having completed 10 of its allotted 15 manufacturer days with the I-Type 1.

It has racked up 1200km [450 miles] of mileage, and 130 hours of development work away from the track, and hopes to have completed its programme by the end of July.

FE's two lots of three-day tests will take place at Donington Park from August 23-25, and September 5-7.



Jaguar is testing the I-Type 1



Turvey wants UK Formula E race

## Formula E could return to London next year as Agag eyes June 24 slot

Formula E chief Alejandro Agag has confirmed that a London race is in the running for the June 24 slot on the 2016/17 calendar released last week.

"The two main contenders for those slots are London and Moscow," said Agag. "We want to have very good options in place for either/or to confirm it. The team of the mayor of London is here today looking at this event. The mayor has expressed that he is supportive. The challenge here in the UK is the length of planning permissions. We need to decide very quickly where and how, if we're going to

make June 24. Otherwise we will do it in season four."

Agag has also confirmed that he wants the race to take place closer to central London, ideally taking in sights like Buckingham Palace and Hyde Park Corner.

The move comes as Formula E looks to replace the Battersea Park venue which took place for the final time last weekend. Its place on the season three calendar has been taken by a double-header in New York.

Battersea Park has also been met by protests from lobbying groups claiming

the race is damaging to the park's eco system among other grievances.

Formula E drivers have said that the lack of a London round would be detrimental to the series.

"It would be really sad not to have a race in London," said NEXTEV TCR's Oliver Turvey. "It's one of the greatest cities in the world and this track is one of the best out there."

● Formula E's season three calendar has been announced. The series will visit Brussels, Hong Kong, Marrakech, Canada and New York for the first time while Monaco returns from season one.

## CALENDAR

Formula E calendar 2016/17

RACE	DATE
Hong Kong ePrix	October 9
Marrakech ePrix	November 12
Buenos Aires ePrix	February 18
Mexico City ePrix	April 1
TBA	April 22
Monaco ePrix	May 13
Paris ePrix	May 20
Berlin ePrix	June 10
TBA	June 24
Brussels ePrix	July 1
Montreal ePrix	July 15/16
New York ePrix	July 29/30

## FULL REPORT OF THE ACTION FROM BATTERSEA PARK

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*'It has been a very dramatic year in GP2'*  
British GP supports preview, p23



Photos: LAT

# F1 HEADS BEGIN WORK ON NEW PAY STRUCTURE



Ferrari has historic pay agreement



Ferrari, Mercedes and Red Bull top earners

Bernie Ecclestone has begun work on a revised financial structure for Formula One, which will reward teams greater prizes based on their respective performance.

Under F1's current financial agreement, which runs until 2020, the larger teams receive a greater share of the sport's revenue, with many also receiving bonus payments.

Teams such as Ferrari and Williams receive heritage payments, with Ferrari's being larger due to its longer stay in the world championship. Additionally Ferrari, Red Bull, McLaren and Mercedes all receive bonuses for signing the current bilateral agreement. Red Bull and Mercedes also

receive extra cash, having negotiated bonuses off the back of their respective success in the Constructors' Championship.

There have long been fears that the structure, which favours only the larger teams, is damaging for smaller outfits, with squads like Force India, Sauber and Manor increasingly vocal about the skewed structure.

Speaking to reporters in Austria, Ecclestone said he was working on a new payment system for teams, which would instead only pay out to squads who had earned the bonuses through performance.

Ecclestone said: "It's going to be sorted out in a way where the chunk of money they get on top, they won't

get... well, they'll get it if they win.

"We can't pay the people if they are not winning and what I don't want is to pay people what would effectively be start money. At the moment they [smaller teams] have no chance with this money that we give them. But we are going to make sure they are in a position where they do [have a chance] if they perform.

"We sort of look after - if that's the right word - four or five teams [under the current bilateral contracts] because they have had a long-term commitment with us and they signed four or five years ago to stay until 2020. So they needed something for doing it."

Ecclestone added that he believed

Ferrari should retain an additional payment as it has been ever-present in the world championship.

Mercedes receives a bonus payment earned from winning two constructors' titles. Team head Toto Wolff said: "Maybe the model Mercedes got in 2012 is a base for how it can be in the future. We got an additional prize fund because we performed. We got a hurdle built in: if you win those championships, you can increase your income."

The new financial framework is expected to be ironed out this year and will come into effect in 2021. If a new structure were introduced earlier it would require all current teams to agree on the change.

## WHAT TEAMS EARN IN 2016

FERRARI	£144M
MERCEDES	£128M
RED BULL	£108M
WILLIAMS	£65M
McLAREN	£61M
FORCE INDIA	£50M
RENAULT	£48M
TOROROSSO	£42M
SAUBER	£41M
MANOR	£35M

## THE FASTEST NEWS ROUND-UP



Ferrari junior Charles Leclerc continued his good start to the GP3 season at the Red Bull Ring last weekend as he won the opening race. The ART driver lost the lead at the start but had passed Ralph Boschung and team-mate Alexander Albon by the end of the opening lap. A rain shower threatened his advantage later on, but Leclerc had built such a lead that a brief off-track moment didn't stop him from beating Albon across the line. There was very little racing in a sodden second contest, with Boschung triumphing after



Ford has extended its WEC and IMSA programme to 2019

poleman Jake Hughes was clipped by fellow Brit Matt Parry at the first corner. Albon was second, while Leclerc retired after colliding with Tatiana Calderon - an incident which has given a him a grid penalty

for the next race... McLaren 650S duo Rob Bell and Alvaro Parente led throughout the Blancpain GT Series Sprint Cup encounter at the Nurburgring last weekend. The Audi R8 LMS of Will Stevens and Rene Rast was

second... Brad Keselowski claimed the win in the NASCAR Sprint Cup night race at Daytona last weekend from Kyle Busch. The race featured a massive pile-up at mid-distance when Jimmie Johnson and Jamie McMurray collided, triggering a crash that wiped out half the field... Lando Norris extended his Eurocup Formula Renault 2.0 points lead after winning the opening race at Monza last weekend. The Brit could only manage seventh in race two after making a mistake, and ended his weekend with a second place in the finale despite a damaged car... Ford has extended its World Endurance Championship and IMSA SportsCar series programmes for a further two years, with the manufacturer committing to the categories until the end of 2019. Ford won the GTE Pro class at Le Mans last month on its return to the enduro...

## Brundle gets G-Drive LMP2 seat for WEC

Alex Brundle will join the G-Drive LMP2 team for the rest of the World Endurance Championship.

The 25-year-old will join Rene Rast and Roman Rusinov in the second G-Drive ORECA 05, which is run by British team Jota Sport. He will make his debut at the next round at the Nurburgring on July 24.

Brundle last contested the WEC's LMP2 division in 2013,

when he finished as runner-up in the championship in an Oak Racing Morgan.

"This is a real privilege and I'm delighted to be doing the final six WEC races," said Brundle. "The team has proven itself as one of the best endurance outfits worldwide. With the massive experience of Rene and the pace of Roman I think we will make a potent combination."



Alex Brundle will do final rounds aboard a G-Drive ORECA



It's the first time GP2 podium has featured three British drivers

## King leads home Rowland and Lynn for all-British GP2 podium in race two in Austria

Jordan King led home the first ever British 1-2-3 in GP2 in the second race at Austria last weekend.

The Racing Engineering driver scored a lights-to-flag victory in race two after starting from pole thanks

to the reversed grid. Oliver Rowland soon got ahead of Norman Nato to secure second, while Alex Lynn completed the all-British line-up on the podium.

King said: "This feels really special. It's been a slightly

up-and-down start to the season, and this win will give everyone in the garage a confidence boost. Next week we'll be in Silverstone and I hope we can put in another great performance there." Mitch Evans won a crazy

first race that featured numerous safety cars and ended prematurely when Artem Markelov crashed exiting the pits, which brought out the red flags. The best Brit was Rowland in sixth place.

# RACING NEWS

## IN BRIEF

### Gow's award

British Touring Car Championship series director and Motor Sports Association chairman Alan Gow has been awarded the Motorsport Industry Association's award for Outstanding Contribution to the Motorsport Industry at the House of Lords last week. Australian Gow has been at the helm of the BTCC since 1991, despite a short sabbatical, and has been the head of the MSA since 2006.

### Stratton back

Stratton Motorsport will return to British GT this weekend at Spa. The team will field a single Aston Martin Vantage GT4 for Andrew Jarman and David Tinn. Tinn is the reigning Aston Martin GT4 Challenge champion and Jarman scored two poles in the GT3 class last year racing a Vantage with TF Sport.

### Hollywood debut

Great British Bake Off star Paul Hollywood will make his British GT debut at Spa this weekend. Hollywood was due to do the full season but had to limit his racing around his TV work. He will share a Beechdean AMR Aston Martin Vantage GT4 with Jamie Chadwick for the remaining three rounds of the season at Spa, Snetterton and Donington Park.



### Team Parker takes on Cayman GT4 duo

Team Parker Racing will return to the GT4 division of British GT after taking over the running of Nick Jones and Scott Malvern's Porsche Cayman.

Jones and Malvern's Cayman Clubsport GT4 was run by the Simpson Motorsport team during the last round at Silverstone. The pair, who began the season in a Ginetta G55 also run by Simpson, finished 11th.

Team Parker will take over the running of the Cayman after Jones and Malvern split with the Simpson team. Team Parker runs a Bentley in the GT3 class.

"It was always our intention to get back into GT4 but we wanted to spend a year getting bedded-in with GT3 and Bentley," said team head Stuart Parker. "We have two Cayman GT4s in the workshop which we were always going to run next season, so this deal has sped that up and gives us the chance to keep the Porsche brand on the British GT grid."

Jones added: "We haven't done a day with the team yet but I know they are hugely professional."

Photos: Jakob Ebrey, Gibson



Harrison Scott also raced HHC third car



Palmer is reigning BRDC F4 champion

# PALMER TO TACKLE BRITISH F3 AT SPA



Palmer and HHC dominated in 2015

### By Rob Ladbrook

McLaren Autosport BRDC Award winner Will Palmer will make his debut in the BRDC British Formula 3 Championship this weekend at Spa after rejoining HHC Motorsport.

Reigning BRDC Formula 4 champion Palmer will handle HHC's third Tatuus-Cosworth chassis for the triple-header event in the Belgian Ardennes. HHC will also run other cars for regular drivers Ben Hingeley and Sisa Ngebulana.

Palmer is the latest in a line of guest drivers to handle the car, following

European F3 driver Raoul Hyman and Formula Renault Eurocup title challenger Harrison Scott in recent rounds.

Palmer won last year's BRDC F4 crown with HHC, taking a record 12 wins from 24 races. He is competing in both the Formula Renault Eurocup and Northern European Cups this season. The fourth round of the NEC contest, in which Palmer is fifth in the points, takes place at Spa at the end of this month. The Eurocup also races there in September.

"Spa is a long and technical track so racing in British F3 will be great experience," said Palmer.

"I've tested both the British F3 and FRenault at Silverstone, so I have a good understanding of the differences. The biggest is the brakes as you have to hit them much harder in the Renault. I'd like to do more but the last F3 races clash with my FRenault campaign."

HHC boss Charlie Kemp said: "It's great to welcome Will back. This fixture fits with his Renault programmes and makes sense as it gives him experience of a superb track in a relevant car."

"The F3 has a bit more power and downforce, but it's relatable. Plus having a driver of his experience in the car helps us with development."

## British constructor Gibson to debut new CN car in Britcar Prototype Series at Donington

British sportscar manufacturer Gibson will debut its new GH-20 sportscar in the next round of the Britcar Prototype Series.

The new machine will be handled by former Clubmans Cup dominator Daniel Gibson and Goodwood racing regular Chris Ward in the single hour-long race at Donington Park on July 17.

It will be the belated debut

of the two-litre 255bhp GH-20, which is the latest FIA CN-spec sportscar to come out of the Stokesley-based marque, which also produces the Nemesis Clubmans range.

The car follows on from the GH-19—the first CN design from the firm, which ran a revolutionary carbonfibre chassis and debuted in 2013.

"The GH-20 has been a few

years in the making and is a big step forward from the GH-19," said Gibson's Mike Swinnerton. "We've made subtle changes to the chassis to improve the safety for the FIA crash tests. We have new wishbones and suspension geometry and new aero parts which give a big improvement in front downforce. The old car had understeer, the new one has a finer balance. The Britcar series

has open regulations so it suits us as it allows us develop the car as we race. We'll cherry pick some VdeV rounds too and also perhaps the new Prototype Cup [run by GT Cup organiser Bute Motorsport] race later this year. "It's good to have a driver like Chris in the car too alongside Dan. I've known him for years and he's a very capable guy. They'll make a great team."



New Gibson GH-20 will run



Meyrick raced M-Sport Bentley

## Andy Meyrick joins Team Parker Racing Bentley crew for Spa 24 Hours

Bentley factory driver Andy Meyrick will join Team Parker Racing for this year's Total 24 Hours of Spa-Francorchamps.

Meyrick, 30, will share one of Team Parker's factory blessed Bentley Continental GT3s with regular Blancpain GT crew Tom Onslow-Cole, Callum MacLeod and

Ian Loggie for the twice-around-the-clock event on July 26-31.

Meyrick has extensive experience of racing with Bentley, having finished second in the Blancpain Endurance Series Pro Cup points for the last two years with the factory M-Sport Bentley team.

Team Parker Racing boss Stuart

Parker said: "It's great to have a driver of Andy's calibre join the team for Spa. We've learned a lot about the Continental GT3 from running it in Blancpain and British GT, and have already been a winner. With access to Andy's level of knowledge I am confident we can be major players at Spa."



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*'There will be no shortage of Brits'*  
Silverstone GP3 preview, p23



# BLACK FALCON EYES BRITISH GT CAMPAIGN



Black Falcon runs Mercedes

Leading Mercedes team Black Falcon will run two cars in this weekend's British GT Championship round at Spa-Francorchamps as it evaluates a full-time move into the series.

The German squad will field two Mercedes AMG GT3s in the two-hour race, with Briton Oliver Morley sharing the first with DTM driver and FIA European F3 champion Daniel Juncadella and Abdulaziz Al Faisal sharing the second with Miguel Toril.

Black Falcon has a strong

history in GT3 racing, having won the Nurburgring 24 Hours twice, including running Briton Adam Christodoulou to victory in this year's event. The squad also regularly competes in the Blancpain GT Series, VLN and Creventic 24 Hour Series.

Team boss Sean Paul Breslin said: "All four drivers will be running together in the Spa 24 Hours [July 26-31], so on one hand it's a great chance for a warm-up, but we also wanted to have a closer look

and experience British GT.

"Oliver used to race in British GT and wanted to have another crack at it and it's a very strong series at the moment, and has been in recent years. There's a good mixture of professional drivers and talented amateurs, so we know it won't be easy. I'd like to think this race will lead to more British GT appearances, but we'll have to see how it goes."

Breslin also added that the Balance of Performance for the Mercedes could prove tricky at

Spa: "We have a small engine restrictor, so the long straights could hurt us. The Mercedes has a lot of aero to aid cornering, but also has quite a lot of drag compared to the other GT3 cars. But we have four strong drivers, so it will be an interesting weekend."

The grid for this weekend's race had hit 60 cars as MN closed for press, with 17 GT3 cars boosted with 15 GT4 entries and a further 28 cars from the European GT4 Series and KTM Reiter Young Stars class.

## BTCC man Abbott joins Grasser Lamborghini for British GT at Spa

British Touring Car Championship racer Hunter Abbott will take part in the next round of the British GT Championship at Spa at the wheel of a Grasser Racing Lamborghini Huracan.

The 35-year-old will join the Austrian team's regular racer, Swiss driver Rolf Ineichen, for

the two-hour race in the Ardennes. Abbott, who raced GT cars between 2006 and 2009, usually races a Power Maxed Racing Chevrolet Cruze in the BTCC.

Abbott said: "My old GT engineer works for Grasser, and he got in touch about this chance. We are in the middle of

a long break between BTCC races and this fitted in perfectly for me.

"It will be the first time that I have driven a car with all the electronic gizmos and things like that, so it will be a challenge. But what better a track to experience that on than at Spa."



Abbott will race a Huracan

## Ex-Nissan man Cox launches eSports team

Former Nissan motorsport boss Darren Cox has launched the world's first professional eSports racing team, which has garnered support from real-world teams.

Cox launched his new eSPORT+CARS initiative last week and intends to gather together the best virtual racing drivers across the globe to compete in tournaments around the world.

Cox previously founded the successful Nissan PlayStation GT Academy scheme, which turned gamers into real-life international racing drivers.

"The eSPORT+CARS Virtual Racing Team is the first step in professionalising motorsport in the virtual world," said Cox. "We want to use the team to shine a light on the huge opportunity that is virtual motorsport and we will do it by mirroring the approach of the best teams and brands in the real motorsport world."

Cox added that he saw eSports as an ideal way to boost interest in real-life motorsport: "Fans are now 'finding' their sports through the digital world and gaming, indeed 72 per cent of gamers we interviewed said that gaming had made them motorsport fans."

World Endurance Championship team Greaves Motorsport is a partner of the new team. Manager Tim Greaves said: "We have seen the professionalism of gamers first hand and are watching eSports with interest."



Cox: eSports is growing



Josh Webster will compete in Formula 1-supporting race

## Webster to return to Porsche in Supercup

Former Porsche Carrera Cup GB champion Josh Webster will race a 991 Cup car for the first time since leaving the series this weekend when he competes in the Porsche Supercup at Silverstone.

The 2014 Carrera Cup champion will join the Project 1 team for the British Supercup round having contested selected events of different sportscar series this season, including winning a GT Open race at Spa.

"I'm really looking forward to it, it will be my first time back in a 991 Cup car since last year," said Webster. "I did the last two Silverstone Supercup races in

2014 and 2015 and thought I would carry on the tradition.

I will be racing for Project 1 who ran Philipp Eng [Supercup champion] last year so it is quite an experienced team with a lot of expertise with good drivers.

"There will be no pressure and I'm looking forward to seeing how I compare with the GB drivers. I'm just going to have fun and I think you perform at your best then." Webster is set to be joined at Project 1 by fellow Brit Nick Yelloly, who is competing in the Porsche Carrera Cup Germany series this year with the team.

## DEPUTY EDITOR

# ROB LADBROOK

**"One YouTuber has over 13m subscribers"**



**O**K, I'll admit it. Hands up: I'm a big eSports fan.

No that doesn't mean I sit alone in a darkened room in the wee hours of the morning going on quests

with total strangers and pretending to be a mythical character in another universe.

That's one side of online gaming, but eSports is an entirely different concept, and it's growing at a truly phenomenal rate. I always wanted to be a footballer as a kid, but I was never going to cut it. EA Sports' FIFA series has been my salvation for that long-held dream. Allowing me to compete against anybody in the world at any time at the click of a button, provided my controller is still in one piece after the last session...

It's simple escapism, but it also provides a career for some. Professional gamers can earn truly insane amounts of money. The best players in the world can win sums into the millions. In fact the largest tournament in the world – The International for the Defence of The Ancients 2 [DOTA 2] game – boasted a total prize fund of \$18.4m [£13.7m] – that's \$400,000 more than the Daytona 500.

Crowds are huge too. Thousands of fans pack out stadiums to watch the action live, and millions more stream coverage online.

Need more convincing? Take YouTube. I subscribe to numerous virtual gaming-related channels. It's my lunchbreak guilty pleasure.

There's a group of users called the Sidemen. Their most prominent member – KSI – had 13.4 million subscribers at last count, equivalent to almost twice the population of New York City. Other members have huge online followings too – WroeToShaw [7.2m] and Miniminter [4.5m]. They all share a common theme in that they made their names simply playing FIFA online and making entertaining videos of it. It's an art form of sorts.

Now football doesn't need an interest boost, but channels and content like this help to draw new fans in every day and cement its place as the most played sport on the planet.

Imagine if the same went for motorsport? US-based iRacing is the market leader at the moment with over 60,000 players worldwide. The Online Racing Association [TORA] is a healthy UK organiser with over 5000 plus. Both allow players to contest championships at home for just the cost of a console and game. Real-life classes such as British GT have jumped to badge up TORA's virtual racing series, and are receiving the benefits in additional interest in the actual championship. Fan attendance is up as a result.

Initiatives like that are fantastic for sport as if a gamer likes a sport in virtual reality, chances are they'll love it in real life. Motorsport might still be considered a niche pastime compared to other activities, but making it accessible is the best way to boost participation and secure its future. New organisations such as Darren Cox's eSPORT+CARS team only aid that, and hopefully the rise in virtual racing will only benefit reality.



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

# RACING NEWS



Cocker will race with Murphy

## British GT star Cocker to Britcar Endurance

Former British GT champion Jonny Cocker will compete in the Britcar Endurance Series for the remainder of the season, in place of Jody Fannin.

Cocker, who won the British GT title in 2004, joined the series at Thruxton last weekend, after an invite from Whitebridge Motorsport team-mate Chris Murphy.

"I've been working this year with Chris with some on track tuition," said Cocker. "Chris was one of the engineers on the LMP1 I drove with Drayson Racing in the past so the connection is there. One thing led to another and he asked if I wanted to do the rest of the season for him and I was happy to as I have no plans."

Cocker also rued his gold driver status, saying it has heavily impacted his racing plans.

"I've tried with no avail to be downgraded to a silver rating. Unless I bring a lot of money, I'm unlikely to get a drive. I know that status has stopped me getting some near certain drives so racing here keeps my eye in."

## Fun Cup Academy to lure karting talent

A new Fun Cup Academy has been set up to help karters make the transition to car racing.

Former TVR Tuscan racer Jay Shepherd and his Team7Racing squad is behind the new Academy and wants to emphasise that the Fun Cup is a low cost way for drivers to step up.

"With the migration from karting to car racing the logical step, or most common, is Ginettas or single-seaters," said Shepherd. "But the Fun Cup is overlooked. The costs are very low compared to other categories and even karting. I've raced 700-800bhp GT cars but this is the most fun I've ever had in racing."

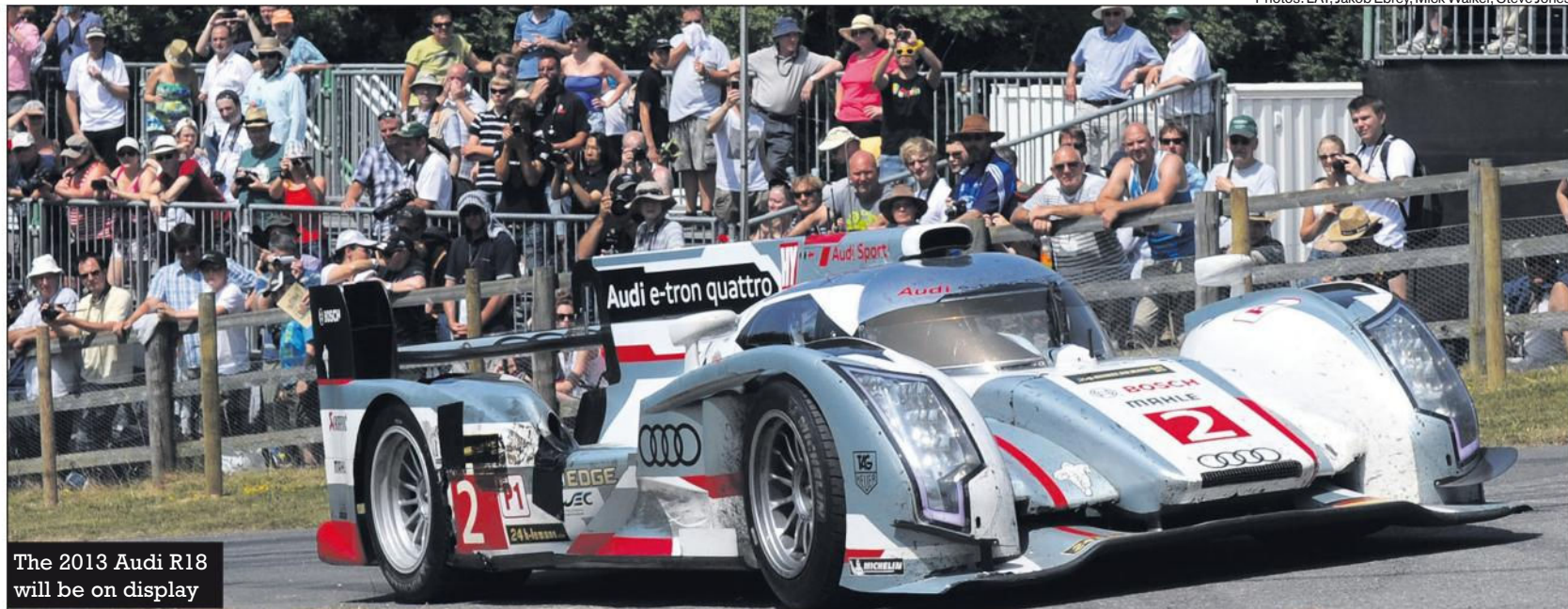
Shepherd added that getting used to pitstops and driver changes could also be useful for young racers later in their careers. "We've had a lot of interest and got several drivers booked for the first tests in August," he said. "We will offer more concentrated instruction to give them more track time to get an understanding of what a race driver needs to do to be more competitive from the start."

Shepherd has bought two Fun Cup cars, including a two-seater one to help with instructing.

"We've also bought a race car so once drivers have been through the training programme we can give them the chance to race," he said. "It's very exciting."



Academy aims for karters



The 2013 Audi R18 will be on display

# AUDI LE MANS WINNER SET FOR CARS IN THE CLAYDONS EVENT

## Selection of some of the German marque's finest to go on public display



Biela's A4 Touring Car will also feature at new event

By Rob Ladbrook

**Audi UK will provide a range of racing machinery for James Beckett's inaugural Cars in the Claydons event on September 3, headlined by its 2013 Le Mans 24 Hours winner.**

The Audi R18 e-tron quattro LMP1 machine will be the centre of a large display from the German marque in the new event, which is held at the historic Claydon Estate in Buckinghamshire.

Other modern cars will include an R8 Le Mans prototype and an R8 LMS Ultra GT3. Frank Biela's A4, and Stirling Moss's Audi 80 British touring cars will also be on display.

The event will also have an endurance racing feature, including a 1950s Aston Martin DBR1, Jaguar D-type and Pre-War Bentleys.

"I'm good friends with Dave Ward at Progressive Motorsport and they've played a very big part in getting this collection donated by Audi," said Beckett. "Locally the event is being very well talked about, but having cars like this on display to the public, for them to get up close and personal with, will be a big draw."

"I have high hopes for the future of Cars in the Claydons and I am working with Nicholas and Alexandra Verney to make this happen. Hopefully one day we can run the cars on the roads around the estate too. The



Original R8 prototype racer

Claydon Estate has been home to the Verney family since 1620, and Florence Nightingale used to live at Claydon House. Now you can visit, have a wander around the stunning private gardens and then poke around a modern LMP1 car parked on the lawn. Where else offers that?"

Tickets for the event are priced at £8 in advance or £10 at the gate and more information can be found at claydonestate.co.uk.

## GT man Bryant gets Fun Cup 25 Hours seat

GT racer Oliver Bryant will compete in another day-long endurance race this weekend as he returns to the 25 Hour Fun Cup race at Spa.

After his recent ninth in the GTE Am class on his Le Mans 24 Hours debut, he will now return to more familiar territory. Bryant has been a regular in the Fun Cup event in recent seasons and has taken three class wins.

He will be part of the Team Tiger entry along with Ben Beighton, Chloe Noyce – whose father prepares the car – and William Plant, who he has coached in the GT Cup.

"We were leading the Petrol class at 0500hrs last year when we were brake tested by one of the Belgian cars," said Bryant. "We are in one of the oldest cars so we're slowest in a straightline but quicker round the corners."



Bryant will drive a VW

"It's a great event and always good fun. It's incredible you can do the whole race on one set of road tyres, which is why it's such good value."

Bryant will be joined in the race by fellow GT racer Jade Edwards, who will be part of the Kinetix Motorsport entry. British touring car drivers Tom Ingram and Stewart Lines will also be on the grid.

## Super and Mighty Minis split grids

Super and Mighty Minis will have split grids for the first time this season at the Brands Hatch Mini Festival meeting next weekend.

The Super category in particular has struggled for entries this year with just four cars taking part in the first round after a switch from the BRSCC to BARC over the winter and a delay in the championship permit being given.

But since then numbers have built up and organiser Rodger Tello is confident that can continue.

"It's onwards and upwards," he said. "The atmosphere in the paddock has been fantastic and the racing has gone back to



The Mighty Minis class has enjoyed more entries

a ball of cars at the front rather than two cars off in the distance. Having done this for 21 years I know you have those drops [in entries] sometimes."

There is set to be 12 Super cars in two standalone races next weekend, with over 20

expected in the Mighty division. Tello is currently unsure if the grids will still be separate for the remainder of the year but said if the numbers continue to increase the championships will have individual races.

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# HISTORICS

'Lagonda for 1000  
Mile Trial triple'

Abel has high hopes, below



Photos: Gary Hawkins, Paul Lawrence, Mike Haywood Collection

## DOWN THE PUB WITH

### JON MILICEVIC

Age: 49 Lives: Towcester  
Historic F3 pacesetter

#### He's been racing most of his adult life

"I started karting in 1978 and progressed through to Ministox. We had a few years off racing when we had the children and worked on the business from 2000 to about 2006. Then I got the bug again and the kids were grown up a bit so we could get a motorhome and go racing again."

#### He had a lot of wins in Formula Junior

"Formula Junior was fantastic and we made a lot of friends. I built a Mini for last year and I'm still going to race it but the Formula 3 Brabham came up and the cars look fantastic. It's a similar format to the Junior and I can fit it in the trailer. From racing it at Silverstone and Cadwell Park, it is phenomenal."

#### The Brabham has a good history

"The car was initially Dean Forward's car and we bought it from him. The original driver in period was Mike Keens under P&M Racing Preparations. We have put it back to his original blue colour. I've got to get used to the clutch starts and everything is a learning curve. You've got less power, one gear less and more grip than with a Junior and, roughly, it's about the same sort of lap time."

#### He's enjoying Historic F3

"Apparently the tyres last for 12 months, so that'll be a saving. To get a competitive rear-engined Junior these days you need £100,000, but for half the money you can have a competitive 1-litre F3 car. We've had a lot of help from Keith Messer who runs the category. He's given me all the information like gear ratios and you couldn't ask for more. They've been very helpful and very welcoming."

#### He'd love to race at Goodwood

"A lot of the period drivers are still about and I've been given a lot of advice on how to set it up and drive it. It's been great and some really big names drove them. If they run the race at Goodwood again next year, it would be nice to get an invite. I've got all the kit!"

#### It is a family sport

"My daughter Josie, who is 16, has just finished school and we've got her a grasstrack car so the plan was to do some of those and we'll fit in my races in between."



F3 is a thrill for Milicevic



Jaguar Mk1 will prove popular

# NEW SERIES FOR JAGUAR SALOONS

Separate category to cater for Mk1, Mk2 and Mk7 models from 2017

By Paul Lawrence

#### A new race series for pre-1966 Jaguars will be run in 2017 by the Historic Racing Drivers' Club.

Following the success of its entry-level, one-make Academy Series for Austin A30/35 cars, the HRDC has unveiled the Coombs Jaguar Challenge for all saloon models of a type that raced in period from 1950 to 1966.

HRDC boss Julius Thurgood says the time is right to offer a series for Jaguar saloons, covering the lumbering Mk7s and Mk1s and Mk2s. "There is a strong need to run the touring cars away from the sports cars," said Thurgood.

"We've had a growing number of Jaguars racing with the HRDC and more are bubbling below the surface. There seems to be more Mk1s coming out

than ever, including some that have been dormant for a while," said Thurgood, who aims to gather enough support to justify stand-alone races next season.

As well as a gaggle of Mk1s and Mk2s, Thurgood hopes to see up to half a dozen of the earlier Mk7s, first produced in 1951. More than 37,000 Mk1s were built in the late 1950s, while over 80,000 Mk2s were built between 1959 and 1967.

Eligible cars will race on an invitation basis and run on mandatory Dunlop CR65 historic racing tyres.

Mk7s and Mk1s will run to existing HRDC technical regulations while Mk2s will run to FIA Appendix K standard.

Over the balance of 2016, a class for the Jaguars will run within the HRDC's Touring Greats Series as a precursor to next season.



Kent racer piloted T101

## Hall brings famous Formula 5000 Trojan back to life at Brands Hatch

A Formula 5000 Trojan made famous by Keith Holland has returned to racing in the hands of fellow Kent driver Adrian Hall.

Now back in the original colours of Ian Ward Racing, Holland won at Mallory Park and Mondello

Park in the Trojan T101 in 1973 on his way to finishing third in that season's European F5000 Championship.

The car was later used in sprint events and hillclimbs until the end of the 1970s.

It was owned for several decades by Formula Libre racer Jim Moore but not been used in competition since the 1980s.

Hall raced the car in the Derek Bell Trophy races at Brands Hatch over the weekend.

## New rules allow steam car to run

The recreation of the 1905 White Steam Racer, known as 'Whistling Billy', will make its competition debut at Chateau Impney this weekend.

Until last September, the MSA banned steam cars from taking part in competitive motorsport but Whistling Billy's owner and builder, Bob Dyke, has now persuaded the governing body to allow it to compete. The original car was successful in US in the early 1900s.

"I've been writing letters and communicating with the MSA for a while now to try to get permission to compete," said Dyke. "I think that Billy is a class above - when it's going well, it goes like stink. The real challenge is to get it on the hill."

An excellent entry of Edwardian cars also includes the spectacular 1905 Darracq of Mark Walker and Duncan Pittaway in the 1911 Fiat S76.



Javelin hasn't raced since '70s

## Ex-Howes AMC Javelin saloon gets track return

The AMC Javelin raced by David Howes in the British Saloon Car Championship will return to racing this summer after four decades away from competition.

Howes raced the car in the 1972 and '73 BSCC but put it into storage in 1975 after breaking his leg in a road accident. Finally, late last year he sold the car to Belgian historic racer

Marc Devis, who will bring the 6.4-litre machine back to racing in the Historic Touring Car Challenge at the Silverstone Classic, which takes place on July 29-31.

"I have something of a reputation for special projects like this, and the fact the Javelin had been sitting with the same owner since the seventies certainly appealed to me," said Devis.

## Dutch rally great Hettema killed

International rallying lost a notable character when Jan Hettema was shot and killed during a robbery at his home in South Africa last week.

Hettema, who was 82, left Holland with his parents in 1939 for a new life in South Africa and had a successful cycling career.

He competed in the 1956 Olympic Games in Melbourne but was later banned when he won £10 in prize money and was declared a professional.

He turned to rallying and won the South African title five times across four decades and won 37 national events.

He contested the Monte Carlo Rally six times and also found fame for rallying the local Can-Am version of the Chevrolet Firenza.

## IN BRIEF

### Abel trial hat-trick

Lagonda LG45 driver John Abel (above) will try and complete a hat-trick of wins on next week's Royal Automobile Club 1000-Mile Trial. Abel's 1937 car heads more than 40 cars into five days of competition, starting in Edinburgh and finishing at Woodcote Park in Surrey. The final day starts with a series of special tests at Goodwood. Spectator information is at [herevents.eu](http://herevents.eu)

### ERA go to Impney

Five ERAs, including Barrie Williams at the wheel of R3A, are included on the entry list for this weekend's Chateau Impney hillclimb. Other notable single-seaters are Tom Walker's aero-engined Amilcar, the Skirrow Dirt Track Car of Ivan Dutton and the Maserati 250F of Niall Dyer.

### Hill fills up

Among the fastest sports-racing cars on-track at Chateau Impney will be the Chevron B8 of Adam Jones and the Elva Mk7S of Craig Jones. Three Ferrari 250s grace the entry along with a pair of Cooper Monacos for Justin Maeers and Paul Woolley. US racer Ernie Nagamatsu brings a Shelby Cobra and his famous 'Old Yeller II', the 1959 Buick-based special.

### Aston recovered

Despite being in very poor state, a 1949 Aston Martin DB team car sold for £679,100 at the Bonhams' Goodwood Festival of Speed auction. The former Le Mans 24-Hour and Spa 24-Hour racer was stolen and only recovered 14 years later when it was discovered in Eindhoven, Holland. Its long-term owner Christopher Angell passed away a year after it was stolen.

### Jags at Le Mans

A record 60-car field will contest round three of the Jaguar Classic Challenge at Le Mans this weekend. The stand-alone race will run on Saturday before the start of the Classic 24-hour event and has drawn entries from the UK, Germany, Spain, Belgium, Switzerland, France, Italy and Portugal. Six D-types, three C-types and 40 E-types are among the entries.

### Harry Flatters call

The organisers of the Harry Flatters Rally have put out a call for final entries for the July 31 event on the Epynt ranges. As a round of the BHRC and Fuchs R.A.C. Historic Asphalt Championship, the rally has already drawn an excellent field of 43 historicists in a total entry of 103. There is space for another 27 entries and details are at [breconmotorclub.co.uk](http://breconmotorclub.co.uk)

### Dixon's tumble

Dick Dixon was forced to miss the Historic Formula Ford 1600 Championship round at Brands Hatch after tripping over and sustaining a broken rib. The former London fireman was still present at Brands Hatch as one of the prime movers behind the championship. Two weeks earlier at Cadwell Park he took his Lotus 61 to his first ever podium finish in one of the heats.

# RALLY NEWS

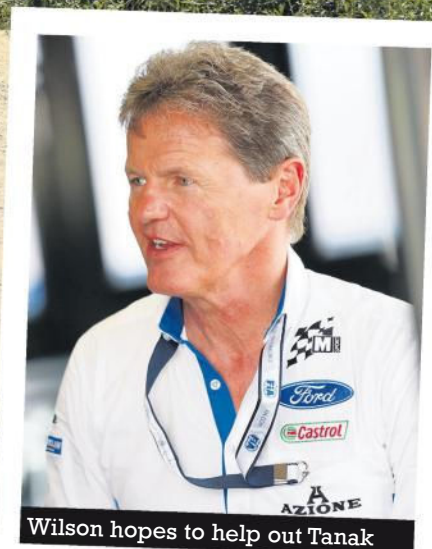
Photos: mcklein-imagedatabase.com



Tanak flew in Poland but was robbed by puncture

# DMACK: WE CAN WIN IN FINLAND

Cormack believes win is possible on one of WRC's toughest rallies



Wilson hopes to help out Tanak

By David Evans

**DMACK team principal Dick Cormack believes the team will be in contention for victory again on the next World Rally Championship event in Finland, after a puncture robbed Ott Tanak of Rally Poland victory.**

Just minutes after seeing his dream destroyed, Cormack told *MN*: "We'll dust ourselves off, go to a Tarmac test next week and then the Finland pre-event the week after. We'll be ready and we'll start again where we left off here. We won't be doing anything different in our preparations, we don't need to: we had this one and it was taken off us. It's gut-wrenching to be honest. It's my name on the side of these cars (Dick Cormack, DMACK), but all of these people have worked so

hard to put us in the position.

"But, this is the sport we're in and these things can happen. As I said, we go to Finland and we go for it again."

DMACK's Fiesta is run by M-Sport and Malcolm Wilson and he said that he would work with Tanak to ensure the Estonian was back in the right frame of mind for Finland, which starts in three weeks' time.

"It's my job to make sure he's got the confidence to get over what's happened here," said Wilson, "but I've worked with Ott for a long time and I'm sure this won't be a problem for him. We've seen moments like this define a driver's career; but Ott will move on – just like Andreas [Mikkelsen] did when he missed out on a Sweden win last season."

Despite missing out on the victory, Wilson pointed to the

positives from the Mikolajki-based event.

"Look at the misery around here at finishing second," said Wilson. "That shows the ambition and determination in DMACK and M-Sport. There are an awful lot of positives to take away from here, for the crew, for the tyres and, of course, for the car as well."

"I have never doubted that our car, under the right conditions, could fight right at the very front of the world championship and, against a full field, Tanak did that in Poland."

"Now we're going to look forward to Finland, where the conditions should favour the DMACKs again [over the Michelins] and Ott has a lot of experience and capability to show speed again. I'll keep pushing the ship along to make sure Ott and Raigo are right for the next one."

**OTT TANAK**  
DMACK World Rally Team

Q&A

**Do you remember hitting anything in the stage?**

"I don't know if I hit something, but the tyre went down quickly, then it went off the rim. I knew we had to keep on pushing and we had some really nasty moments when I was trying not to lose too much time."

**How hard is this to take?**

"We had some of this on this event last year, when we were leading then finished third. At the time, when I was in the stage, it was difficult to take. But you have to get on with it and do your job, there's nothing else to do and, looking at the bigger picture, we got second place. It's just so frustrating that we had this one in our hands..."

**How do you get yourself ready for Finland?**

"I hope this makes me stronger! I go home now, there are two or three weeks before Finland and I will do my maximum to be fit and fighting for the win there."

**Can you win Finland?**

"If we have the same package that I had here, then yes, why not? Finland's not the same place, it can be more tricky, but the car and the tyres were perfect for me in Poland. I didn't make a single mistake, not one and I always had the feeling that I could go a little bit harder if needed. That's what we need if we're going to try to win Finland. It shouldn't be too hard to find that feeling again, it was a puncture – it's not like we crashed."



Tanak still took second

**We saw Sebastien Ogier gave you a lift after the finish, what did he say?**

"He told me it was a bad way for the result to go. It was nice to get a lot of support from the other drivers, but at the end of the day, the rally's done and we didn't win."

BAKKERUD TAKES SECOND WORLD RX VICTORY IN A ROW AT HOLJES

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The Strength of Experience

speedline



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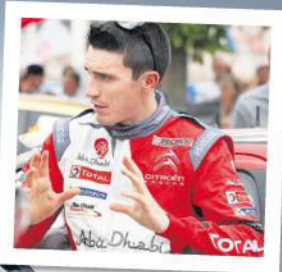
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*'Bakkerud takes another World RX win'*  
Holjes report, p39

Photos: mcklein-imagedatabase.com



# BREEN: I HAVE TO MOVE FORWARD



Craig Breen says he's determined to take the next step in pace when he returns to a DS3 WRC at Rally Finland later this month.

The Irishman's third outing with the Abu Dhabi Total World Rally Team was confirmed just hours after finishing an untroubled seventh overall at last week's Rally Poland. Kris Meeke will also return to the DS3 WRC for the Jyväskylä-based event.

Despite never having competed in the DS3 on gravel, Breen and co-driver Scott Martin were never out of the top 10 times on the longer stages and ended the rally five places higher than his team-mate Stéphane Lefebvre. The Frenchman damaged the left-rear wheel of his car on the final day – he had been just ahead of Breen at the time.

Breen told *MN*: "The rally has gone exactly as I planned. I made no mistakes, it was perfect – maybe my expectations were a little bit ahead, but for my first time in the car on this surface I'm very happy."

"The aim for me now is to start at the pace I left off here. Even though there was quite a gap between my last rally [in a DS3 WRC] and Poland, I managed to start at the speed I finished



Breen put on strong showing in Poland

Sweden and now I have to go to Finland and start where I finished here. I have to move forward again. While I don't have much experience in the car, it's about making small steps."

Breen has competed in Jyväskylä six times, four of those in a four-wheel-drive car. "I've got a lot of experience in Finland," he said, "it's the event I know the best in the championship and I'm more

confident and comfortable going there with my first gravel rally [in 2016] under my belt. I'm not making any predictions, but I want a good run."

Beyond confirming Breen's Finland outing with the squad, deputy team principal Marek Nawarecki couldn't shed any additional light on the progress Breen or Lefebvre was making towards a full-time seat next season.

"We are very pleased with what both the drivers did here," he said. "They got to the finish and saw the complete range of conditions, dealing with the heat on days one and two and the changing road surface to the heavy rain today."

"It's too early to talk about next year; they are still in the learning process. We don't have a clear view yet for next season. We start this process, but it's a long one."

## WRC could switch to control tyre

The World Rally Championship could return to a control tyre series for the first time since 2010 next year.

WRC Promoter has been discussing the plan with tyre firms in and out of the sport and a decision will be taken in the coming weeks.

Promoter Oliver Ciesla said: "This is something we have been thinking about for several months now. We can see pros and cons for it, but a decision is on the agenda and we will make a decision soon – most likely in a month."

Michelin and DMACK are firmly against the potential for a control tyre, while Pirelli – the last single tyre supplier – is sitting on the fence.

Volkswagen's Jost Capito is adamant the sport doesn't need a single tyre. He told *MN*: "I think it would be completely wrong. We have Pirelli, Michelin and DMACK in at the moment and we have good competition from those guys. Some are better in this rally some are better in another rally – it gives us a variety on the results."

M-Sport client liaison manager Rich Millener said he could see both sides of the argument: "The drama of today wouldn't be there without tyre competition."

"Personally, after a rally like Poland, I'd like it to stay open."

## POLAND ORGANISERS CONFIDENT OF 2017 CALENDAR SLOT



Poland has suffered issues with spectators before, while WRC calendar places are tight

Rally Poland organisers are confident of retaining their World Rally Championship place – despite the FIA's lingering concerns over spectator safety on the event.

The Mikolajki-based rally was running under a 'yellow card' warning from the sport's governing body after failures in spectator safety last season. WRC safety delegate Michele Mouton drove every stage on the route and wasn't entirely happy with what she saw.

She told *MN*: "Following the preliminary inspection, the rally has been very well prepared with lots of

dedicated zones for spectators. Unfortunately, they were not all respected so there is still some work to be done."

Clerk of the course Jaroslaw Noworol said: "I spoke with Michele Mouton and she said it was much better than last year. Of course sometimes there were spectators standing in the area where they should not, but from their point of view, everything was OK. The start of three stages were delayed, but only by a few minutes. And we think it's better to stop the stage and start when things are in order."

On the future, Noworol added: "I hope to be in WRC again next year, we wait for the reports from the stakeholders and the WRC Promoter – this is the crucial one."

Last week's event was the third of a three-year deal. WRC Promoter's Oliver Ciesla said: "The contract for this event has reached the end of its normal cycle. We are talking. The drivers' [positive] feelings towards the roads are good and there's a high number of fans, which is a big thing with or without Robert Kubica. There's not much more to say for now."

## GROUP RALLYING EDITOR

# DAVID EVANS

**"Potential control tyre talk is a joke"**



**I'm sorry, did I hear that right? Surely not. Control tyre what? Single supplier who?**

This is a joke, right? Convinced I was being set up when I called the commercial side of the World Rally Championship, promoter Oliver Ciesla. Under discussion, decision in a month.

It's official. The world's gone mad.

A control tyre is the last but one thing the World Rally Championship needs right now (the last thing it needs is for the championship leader to be running first on the road for three days – but you knew that anyway...).

I'm astonished this one even got onto the agenda. Since 2011, we've effectively had a single tyre supplier in Michelin. But in a stroke of genius from the governing body, the French firm has been given carte blanche to win at will. And that domination has come without anything like the massive investment Pirelli deployed in the three years previously, when it actually was the control tyre supplier. Pirelli Star Driver scheme anybody? Graduates of which include Ott Tanak and Hayden Paddon.

And now, just as we've got another tyre company ready to challenge Michelin, this nonsense comes up. Forget it.

Last week's Rally Poland was one of the most entertaining rounds of the world championship in years and why was that? Because of DMACK's new tyre. All that emotion, all that intrigue, that fascinating story line that gave us something different would be gone with a control tyre.

As would DMACK. I have no idea whether the Cumbrians would be up for tendering for the job, but I can't see it appealing. Dick Cormack's too busy rewriting David and Goliath right now.

And the feeling's the same in France. There's no interest from Michelin – the good folk from Clermont Ferrand were among those applauding DMACK the longest and loudest in Mikolajki. Michelin loves and lives for competition.

So where's the appeal?

It's pretty simple... must be: it's a money move. Presumably, Yokohama or some other manufacturer has talked turkey and WRC Promoter has spied an opportunity. Now, I don't doubt we could use the investment in the championship, but, in my opinion (not to mention idealistic world), this would smack of selling the family silver.

One of the lame arguments in favour of a single tyre supplier was that it would head-off a tyre war. Really? How fabulously ill-informed some folk can be? So limited are current tyre regulations, mass test and development of tyres is a laughably anachronistic concept. Yes, DMACK cooked a specific cover for Poland, but it paid the price for that in Sardinia. The war's over, all that's left is the odd squabble. Tyre companies flexing their financial muscle and pricing rivals out is rubbish.

Pirelli's Paul Hembery provides both irony and clarity. Would the Italians come back full-time? "Our future in the WRC is linked primarily with the ability of the sport to promote itself..."

Milan remains on the periphery.



**AGREE/DISAGREE?**  
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Medical volunteer training  
First on scene training  
cascaded across the sport

Safety Cars  
and Delegate  
for spectator safety

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assisting cars  
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Vehicle tracking

Meanwhile at Rally HQ...

Spectator  
Safety  
Film  
Spectator  
safety films

Updated roles and responsibilities  
for MSA Stewards and  
Clerks of the Course —  
based in HQ

Availability  
and deployment  
of rescue vehicles

Mandatory rally  
safety manual

Emma Joustra

# RALLY NEWS

Photos: mcklein-imagedatabase.com

# PRYCE EARNS 2017 PRIZE DRIVE

## Welshman gets DMACK Fiesta R5



Welshman finished second in Drive DMACK Trophy

By David Evans

**Osian Pryce has described winning the two World Rally Championship rounds in a DMACK Ford Fiesta R5 as the biggest moment of his career.**

Second place in the DMACK Trophy section of Rally Poland was enough for the Welshman to clinch the first of three big prizes on offer from the British tyre firm this season.

"I can't explain how it feels," he said. "It's fantastic. I've waited a while for a moment like this – we were setting a good pace in the Junior [WRC] last year and we should have won Poland 12 months ago. I'm absolutely delighted."

Pryce was leading going into the final day, but dropped back when a tyre was knocked off the rim in some of the enormous Sunday morning ruts.

"It was so difficult to drive in those conditions," he said. "The tyres had been absolutely perfect, but not even they could cope with those kind of ruts – it was nuts!"

Pryce's fellow British driver Jon Armstrong took his maiden DDT win of the season, with Gus Greensmith also playing a starring role before he lost out with a wheel bearing problem.

"I've got to take my hat off to Gus and Jon," said Pryce, "they have both driven a fantastic rally – the pace between the three of us has been

fast. It's been great to have the three British drivers forcing each other on."

Pryce's second place allied to his round one win in Portugal made it impossible for him to be caught. Points from Poland will now be carried forward to Finland, where a second brace of Fiesta R5 2017 prize drivers are on offer.

"I can't wait for Finland now," said Pryce. "I've grown up looking at videos and pictures of cars flying over those famous jumps and now I'm going to be doing that – and chasing another prize."

After Poland and Finland make up round two of the prize drive opportunities, Germany and Spain make up the final pair.



Pryce took round one Portugal win

## Peugeot 2008 DKR to enter Silk Way Rally

Peugeot's 2008 DKR will return to competition for the first time since conquering Dakar at this week's Silk Way Rally.

The world's longest endurance event starts from Moscow's Red Square on Friday (July 8) and finishes in Beijing 16 days later. Between times, crews will face a 6,670-mile route, of which 2,550 will be against the clock in 15 stages through Russia, Kazakhstan and China.

One of Peugeot's developments since Stephane Peterhansel's win in January is the introduction of an air conditioning system in the car – which will be much appreciated as Peterhansel, Sebastien Loeb and Cyril Despres pass through the Gobi Desert.

Loeb told *MN*: "Silk Way will be the big challenge for Daniel [Elena, co-driver] and I. We are still working for the way in things like the navigation and how to drive in certain conditions. It's a long road, but it's what we need to help us be ready for Dakar next year."

X-Raid will line up five Minis in opposition to the Peugeots, with Britain's Harry Hunt and Yazeed Al-Rajhi leading the German squad.

## Toyota Gazoo play down loss of Michael Zotos

Toyota Gazoo Racing is playing down last week's departure of technical director Michael Zotos.

Sporting director Jarmo Lehtinen said he was sorry to see Zotos go, but he emphasised that he was part of a wider engineering group in charge of the development of the Yaris WRC.

"Our philosophy has been that we have a core team looking after the technical director's job, not one person leading the project," said Lehtinen. "We had to give job titles and Michael took this one, but his leaving is not a big drama. Of course, it's never nice and we're really happy with what he did, but I have no doubt that everything is still covered."

Lehtinen added that the Yaris' test programme remained on course despite reported issues with the car's transmission and with the cooling of the engine bay.

The Yaris is expected to start asphalt testing in the next month.



Ogier: Worst finish of 2016

## WRC Promoter set for crucial running order meeting with the manufacturers

A resolution on the running order regulation will be a step closer next week when the WRC Promoter meets with the manufacturers to discuss a solution.

Championship leader Sebastien Ogier admitted last week's Rally Poland was the worst yet for running first on the road – the Frenchman missed out on a

podium result for the first time this year. He finished sixth after two days sweeping the hot, dry gravel clear.

WRC manager Jarmo Mahonen has talked in the past about potentially running the championship leader first on the road for three days – but appears to be stepping back from such a stance.

In Poland Mahonen admitted: "Maybe we need to look for a fairer solution."

That fairer solution could come next week.

VW team principal Jost Capito said: "I think we're getting closer to a decision and I think people are understanding now how unfair this is."

## Hot shot Suninen targeting Citroen seat in a World Rally Car for next season

A Citroen seat is at the top of highly rated Finn Teemu Suninen's list of priorities for next season.

Suninen was at the front of the WRC2 field again in Poland – his third victory of the year – and the 22-year-old is fast becoming the most sought after up-and-coming driver in the sport.

His manager Timo Jouhki, the man who guided the career of world champions like Tommi Makinen and Juha Kankkunen, is sure he will be ready for the step up to the top level next season.

Jouhki told *MN*: "With the development and progression he has been doing, he is ready for the

World Rally Car next year and I'm pretty sure I can get him in. Citroen is the preferred option. Next one is either Hyundai or Tommi [Makinen, Toyota] and M-Sport is the last one.

"The way Teemu has developed with the driving as well as with the head is very, very impressive. He has a good future."



Suninen has more wins than anyone in WRC2

# RALLY NEWS NICKY GRIST STAGES PREVIEW

Photos: Jakob Ebrey/Writtle Photographic

## BRC CREWS SET FOR NG STAGES CHALLENGE

### Drivers face tyre usage choice and tricky Epynt issues



Swede Adielsson plays joker on NG Stages

#### ENTRY LIST

Nicky Grist Stages, July 9/10

POS	DRIVER/CO-DRIVER	CAR
1	Elfyn Evans/Craig Parry	Ford Fiesta R5
2	Fredrik Ahlin/Morten Erik Abrahamsen	Ford Fiesta R5
3	David Bogie/Kevin Rae	Skoda Fabia R5
4	Tom Cave/James Morgan	Ford Fiesta R5
5	Euan Thorburn//Paul Beaton	Peugeot 208 T16 R5
6	Josh Moffett/John Rowan	Ford Fiesta R5
7	Desi Henry/Liam Moynihan	Skoda Fabia R5
8	Jonny Greer/Kirsty Riddick	Citroen DS 3 R5
9	Jamie Anderson/Ross Whittock	Ford Fiesta R5
10	Matt Edwards/Will Rogers	Mitsubishi Lancer E9

#### TIMETABLE

Saturday July 9

STAGE	TIME
Ceremonial Start: Builth Wells Showground	0830
SS1 Crychan 1 (5.92 miles)	0923
SS2 Halfway 1 (6.05 miles)	0956
Regroup: (12 minutes)	1018
SS3 Route 60 1 (4.92 miles)	1033
SS4 Monument 1 (5.46 miles)	1059
Service: Royal Welsh Showground (1 hour)	1138
SS5 Crychan 2 (5.92 miles)	1341
SS6 Halfway 2 (6.05 miles)	1414
Regroup: (9 minutes)	1436
SS7 Route 60 2 (4.92 miles)	1448
SS8 Monument 2 (5.46 miles)	1514
Service: Royal Welsh Showground (2.5 hours)	1556
Parc ferme Royal Welsh Showground	

Sunday July 10

Service: Royal Welsh Showground (15 minutes)	0800
SS9 New Road (11.77 miles)	0858
SS10 Quarry 1 (4.39 miles)	0944
SS11 Cilieni 1 (4.52 miles)	0959
SS12 Quarry 2 (4.39 miles)	1015
SS13 Cilieni 2 (4.52 miles)	1030
Service: Ranges (30 minutes)	1045
SS14 Deers 1 (4.42 miles)	1133
SS15 Tank 1 (4.36 miles)	1149
SS16 Deers 2 (4.42 miles)	1204
SS17 Tank 2 (4.36 miles)	1220
SS18 Drovers Return (11.84 miles)	1235
Finish: Builth Wells	1323

Stage miles BTRDA: 44.70 miles BRC: 103.69 miles



Laffey is expected to challenge on Epynt

#### By Jack Benyon

**Teams and drivers in the British Rally Championship are preparing for one of the toughest rallies this year as the series visits the Nicky Grist Stages this weekend.**

The event takes in gravel on Saturday and asphalt on Sunday. The mixed surface format hasn't been used in the British series since the late 1980s, when the Welsh International used stages in a similar area, including Epynt. The 103-mile event is second only to the Circuit of Ireland in terms of stage mileage.

CA1 Sport team boss Martin Wilkinson believes the switch from gravel to asphalt puts the onus back on

mechanics and engineers, who often only get to work on the cars once a day in the current BRC. They'll have two and a half hours to change the cars from gravel to asphalt specification before parc ferme on Saturday evening.

In the 1980s the mechanics would repair and work with the cars on the side of the road several times a day but that is no longer permitted.

"To plan and prepare all the parts and jobs required to swap a modern rally car from gravel to Tarmac in a couple of hours is not to be underestimated," said Wilkinson, who runs the Skodas of David Bogie and Tom Preston alongside the Ford Fiestas of Alex Laffey and Fredrik Ahlin. "It will be

worth watching the teams in service transform their cars in what would take a normal workshop a day or two."

Among the changes the R5 teams will make include struts, dampers, springs, brakes and, depending on the team, differentials too.

Tyres are also expected to be a talking point over the event as drivers only have eight covers for the 44.70 stage miles on Saturday and, if the event remains dry, the abrasive nature of the roads could force issues, especially if drivers suffer multiple punctures.

Elfyn Evans will line-up as number one seed having finished second on Rally Poland last weekend. After Ahlin's broken propshaft forced him

out of the Scottish Rally, Ahlin trails by 20 points in the championship.

Many of the drivers, including Evans and Ahlin, have competed on some of Saturday's stages on Wales Rally GB.

With Epynt being new to most crews, Alex Laffey is hoping that his experience on the ranges will yield a strong result. Laffey is one of the only R5 crews who has done Epynt in the last two years.

"I can't wait for the Nicky Grist Stages, because my confidence is growing on gravel and I'm looking forward to having a good run through the forests on the Saturday and getting back to Tarmac on Sunday," explained Laffey. "I've rallied on all the Tarmac

roads on Epynt - I've been there six times since 2012, so I know the stages pretty well and will be aiming for a good run on the Sunday stages especially."

In the DMACK BRC Juniors, Meirion Evans is local to Epynt and competed on the Tour of Epynt in March. He'll be expected to challenge as he also knows the Saturday stages well. Rob Duggan is renowned for his capabilities on asphalt and gravel, while his team-mate Mattias Adielsson plays his double-points joker. Fellow Scandinavian and Scottish Rally winner Sindre Furuseth is inexperienced on asphalt before and could struggle in the ageing Renault Twingo R2.

#### THE EXPERT'S VIEW

**Experienced national competitor and Welshman Patrick Walsh talks MN through the Epynt Ranges.**

"The roads are wider nowadays and the Tarmac is better than in years gone by. Locals get to know it pretty well and some of them don't need much notes-wise.

"The guys in the BRC at the top end who've done proper recce should be OK. The secret is all in really good notes.

"There's no real run-off, if you go off, you're in a ditch or down a bank. It's difficult to tell, with normal stages you have furniture like trees, houses for example. But with Epynt there's nothing.

"The lack of furniture on the stages means there's nothing to position yourself from. In some of our notes we've got road signs as a marker. In the past some of the road signs have gone missing, either because someone has hit them or someone is being

mischievous, so that can make it interesting!

"A lot of it looks similar, which is also difficult as some crests are flat and some aren't, even though they look similar. That can cause a few obvious problems.

"The other thing is, there are places where water gathers in streams if it's wet and that can catch people out.

"The top boys will think 'it's just a piece of road'. The key is in the notes but it can be tricky in places."

#### BTRDA JOINS THE PARTY

The Nicky Grist Stages also hosts the BTRDA, which only competes on Saturday's stages. However, due to the MSA's regulation on seeding, cars on the event will be seeded on pace and therefore the BTRDA runners will be intertwined with the BRC competitors on the day.

Charlie Payne (Ford Fiesta, right) is the highest seeded BTRDA entry and he'll be looking to see off his strongest

title rival. Luke Francis (Mitsubishi Lancer E9) retired from the last round, the DMACK Carlisle Stages, and needs to win the next two of three rounds to have any chance of catching Payne. Last year the title was decided on this event, and Payne will be hoping for a similar result.



The BTRDA brings its usual array of championships for 44.70 miles of stages; its sixth round of the eight event series.

**'Jennings takes four in a row'**

**Lurgan Park report, p31**

Photos: Jakob Ebrey, Writtle Photographic



## IN BRIEF

### Greystoke order

Gary Tomlinson is the top seed for this weekend's Greystoke Stages Rally. Tomlinson, who will be co-driven by Manx championship-winning driver Arron Newby, heads the similar Subaru Impreza of Phil and Simon Pickard, while historic aces Steve Bannister (Ford Escort Mk2) and Matthew Robinson (Fiat 131) complete the top four.

### Trackrod change

Trackrod Rally organisers are working on a "prestigious location" to house the event's service park following a move away from the Pickering Showground. The BTRDA Rally Series finale, which is scheduled to take place on October 1, will be run out of headquarters in Ryedale.

### Rolling to Nicky Grist

After rolling on the RSAC Scottish Rally last month, Rhys Yates will be back in action on the Nicky Grist Stages following repairs to his Ford Fiesta R5. However, Nabila Tejpar, who also rolled in Scotland, has been forced to miss the Welsh event as her Fiesta R2 was too badly damaged to be repaired in time. Meanwhile, BRC 1 competitor Neil Simpson has pulled out of the Quinton Motor Club-organised event due to work constraints.

### Ring clarification

MN would like to correct last week's report on the Ravens Rock Rally. Alan Ring and Adrian Deasy won in a Ford Fiesta R5, which was not in R5+ specification as the report stated.

### Sam Moffett due an Ulster BRC return

Sam Moffett will delay his British Rally Championship return until next month's Ulster Rally.

Moffett missed the Pirelli Carlisle Rally, which clashed with the Irish Tarmac championship round in Killarney. He also missed the Scottish and will be absent from the Nicky Grist Stages this weekend due to work commitments.

"The Scottish was too close to Donegal," said Moffett. "The car was ready but we had too much work on. The race was Tuesday, Wednesday, Thursday [for Donegal] and the rally started Friday. I'm still trying to get caught up now."

"Ulster is the next round of the Irish Tarmac championship so we'll definitely be there for that. We're having a really good battle with Keith [Cronin] and Alastair [Fisher] so we'll be at Ulster [on August 19/20] and then Cork."

Moffett's young brother, Josh, is third in the BRC standings after claiming top points on the Circuit of Ireland. He also made it to the Scottish where he finished sixth overall. Joined by co-driver John Rowan, he'll contest the Nicky Grist Stages and is seeded number six.



Moffett: compact schedule



R5 i20 flew in Ypres

## HYUNDAI R5 BRC RUN UNLIKELY THIS SEASON

Hyundai's i20 R5 is unlikely to appear in this season's British Rally Championship after it emerged that the car's homologation inspection isn't planned until October.

It had been hoped the Korean machine could tackle August's Ulster Rally or Rally Isle of Man in September.

However, until it's homologated by motorsport's world governing body, the FIA, it can only run in the National Rally Cup class of the British championship for cars with an MSA log book.

Hyundai Motorsport boss Michel Nandan said: "On the performance we are not so bad, we are doing some

more tests next week and then again later in the month. We have a high-temperature test on asphalt and some more minor set-up changes to test on gravel, but these are both to help establish the customer base [set-up]. After that, there's one more test before homologation in October."

Nandan reported there was already strong interest in the car from customers, saying: "We've had between 10 and 15 people interested [in buying one], so that's a good start, but we are not going to rush this - we want to be sure everything is perfect. Really this is the car for next year."

The i20 R5 made a successful

debut public appearance on the Ypres Rally in Belgium two weeks ago, running as a course car on the European Rally Championship round with Briton Seb Marshall co-driving Dutchman Kevin Abbring.

Event sources confirmed that the car had clocked stage times faster than rally winner and local legend Freddy Loix managed in a Skoda Fabia R5.

MN understands that further decisions on the i20 R5's future plans are expected in the next two weeks.

All four types of R5 car in existence (Citroen DS3, Ford Fiesta, Peugeot 208 and Skoda Fabia) compete in the BRC.



Photo: RallyGallery.com

**The second annual 6R4.net trackday took place at Curborough last Friday with an array of the Austin Rover Group B monsters in action at the sprint venue. Among the attendees was Brian Goddard and his ex-Malcolm Wilson RAC and Sanremo car and Mark Holmes - a regular rally competitor. There were other cars in action too: a Lancia Stratos and a Ford RS200 road car.**

### BRC JOKERS

On each round of the British Rally Championship, drivers can play their 'joker' card, which allows them to score double points on that event. Here are the drivers that will joker on the Nicky Grist Stages this weekend:

**Damian Cole (BRC 1)**  
Tom Preston (BRC 1)  
**Rhys Yates (BRC 1)**  
Ollie Mellors (BRC 1)  
**Mattias Adielsson (JBRC)**  
Meirion Evans (JBRC)  
**Roger Platt (BRC 4)**  
Marty Gallagher (BRC 4)  
**Jamie Jukes (National Rally Cup)**



### Davies targets BTRDA ST Trophy points lead

Cameron Davies needs to win his home round of the ST Trophy and hope that rival Sam Billham is at least two places behind in order for him to move into the championship lead with two rallies remaining.

After missing the season opening Cambrian Rally, Welshman Davies has won all four events he's entered this year. However, Billham's consistency means he tops the standings by three points heading to this weekend's Nicky Grist Stages.

"Hopefully if all goes to plan we can take the lead," said Davies, who aims to step up to the DMACK Junior British championship in 2017. "You don't get rewarded much for wins, but that's how the points work."

George Lepley returns to the ST Trophy this weekend after missing the previous round due to school exams. The 17-year-old has been the closest challenger to Davies on the events they have both contested.



Davies: Four ST wins in a row

## REVELLING IN HISTORIC RALLYING

# PAUL LAWRENCE

**"Rallying faces a very tough challenge"**



**I**n November, I'll have been watching rally cars in forests for half a century. The earliest I can remember is the 1966 RAC Rally in the Llanafan stage in Wales in the middle of the night. It was Lotus Cortinas, Minis and Triumph 2000s and it made a big impression on a six-year-old.

Over the years, rallying has faced many challenges and has come through the spectator madness of the Group B days, two outbreaks of foot and mouth disease, the 1973 oil crisis and more. But now, I fear that our sport is facing the biggest ever threat to its future.

I live half an hour from the Welsh border, so access to the Welsh forests is easy and I've spent many great days in places like Hafren, Dyfi, Penmachno, Dyfnant, Rheola, Clocaenog, Radnor and more. But will I be going there next year? I'm afraid that the jury is out on that one.

I fervently hope that the two sides, Natural Resource Wales and the MSA, can reach a workable agreement for rallying to continue on the forest roads and I applaud the efforts of those behind the Rally4Wales campaign for putting forward a well-considered proposal. However, I just cannot see the sport getting away without being hit with a major cost hike.

With entry fees now sitting at around £500 for a 45-mile forest event, just how far can entry fees rise before organisers are hit by the law of diminishing returns? It is surely the case that every £50 on an entry fee will deter a certain number of entries and, in a worst case scenario, entry fees could have to rocket by as much as £200.

Maybe the pill would be a little less bitter if the competitors' money was used to deliver excellent roads, but we all know that's not the case most of the time. Recent road repairs ahead of major events have been a disgrace and a section of Radnor on the recent Severn Valley caused at least 20 punctures in a field of 100 cars. Dumping big rocks in a hole a few days before the rally is not reggrading.

In the historic arena, some of the damage has already been done and is unlikely to be undone. Take a look at the entry lists for the next major asphalt events with historic sections and they make interesting reading. Crews are voting with their feet and moving away from gravel. Running down the single field, too expensive, poor roads and too much damage are the common reasons.

There was a time, less than 10 years back, when gravel rounds of the BHRC would attract twice as many contenders as the asphalt events. In 2016, there will be little to choose between support for the two surfaces and the exodus is growing.

I really hope that gravel rallying can be saved with affordable events and good quality roads. But it hangs in the balance.

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

# BRITISH GRAND PRIX

**T**he fact that Jenson Button has never stood on the British Grand Prix podium is one of the crimes of British motorsport.

It's not quite up there with Sir Stirling Moss having never lifted the drivers' world championship, but it's a sad fact that Button's 16 years have brought him 50 podium finishes and 15 wins, yet not a single one of them has been achieved in Northamptonshire.

The longer that run goes on the more agonising, especially as the 36-year-old knows he is now in the autumn of his grand prix racing career. This weekend could be his last British Grand Prix. Button's contract with McLaren-Honda is up at the end of this year and, with young Belgian hot shoe Stoffel Vandoorne waiting in the wings, McLaren has a serious decision to make as to whether to favour youth or experience as it pushes to get itself back to the front of the pecking order.

There has been talk about potential moves to both Williams, and even Ferrari, should Button be shuffled away from Woking. His experience makes him a valuable asset. That is especially true during times of rule change, with fatter tyres and more powerful engines set for introduction in 2017. Having a driver knowledgeable on set-up and development is vital.

Regardless, Button isn't thinking far beyond this year. After all he's faced losing his F1 seat essentially every year since 2014 when he began a string of contracts with single-year options, never definitively locking him into McLaren for more than 12 months at a time.

So, heading toward what could be (again) his final grand prix outing at Silverstone, can 2009 world champion Button break his British GP hoodoo? The short and simple answer is, probably not.

"I'm going to Silverstone to do the best job I can and to put on a show for the fans, but I don't realistically think we will be fighting for a podium place," says Button. "In reality, this very well could be my last British Grand Prix. I'm not just halfway through my career, I'm coming to the end of it. But I will do the best with what I have available to get the best possible result."

"It really hurts that I've never been on the F1 podium at Silverstone, but I can't do anything about the record at the moment, I have to ask myself: would I rather have a world championship in the bag than a win at the British GP? Yes, of course I would. So I've already achieved my main target in this sport already – to be world champion. But if I retired this year there would always be that one thing missing, which is the British GP. And

not just the win either, just a podium would be nice!"

Regardless of how competitive the McLaren-Honda partnership finds itself on the fast sweeps of Silverstone, Button says it's a special feeling to race in front of the British crowd.

In the modern age of temporary street tracks and history-less autodromes, the British GP is one of the old school events on the F1 calendar. And Button loves it.

"Since the start of my F1 career back in 2000 the British fans have been so supportive up until now, through the good years and the bad ones there's been so much support," says Button. "Silverstone is a very special GP. There's so much emotion there for British drivers and I think every driver that goes to race there – regardless of their nationality – loves it for the atmosphere and the old school style of the circuit."

"It feels like when we were karting. Most of us drivers camp at the track, same as the fans do, and the whole weekend has a really nice grassroots feel to it."

"Also we go to a lot of shiny new race tracks around the world, and they look superb on TV, but when you're driving around there's only a few thousand people in the grandstands. These days there aren't many races that get a full house in terms of fan attendances, but Silverstone is definitely one."

"A bad year for the British GP is about 100,000 fans, and that's still pretty mega, but this year is a sell-out and that makes it extra-special."

"I love the circuit too. It's a great layout. Perhaps in my mind it's not as outright fun as it used to be when you had the old Bridge and Priory corners, which I loved, but the new layout has definitely added something to the racing. I'm not a huge fan of the slow-speed stuff [like The Loop], but having that installed has added to overtaking opportunities. Silverstone is very high speed, so it's not easy to pass around, so the circuit needed some tweaks to boost overtaking. The track perhaps lost the thrill of a single lap qualifying run with the new layout, but in terms of racing action the new layout has probably added to the event."

Button can at least arrive back on home turf with a morale boost after his strongest showing of the year last time out in Austria. Having qualified fifth in mixed conditions before being promoted to third – his best starting position since the 2014 British GP – by grid demotions for cars ahead of him, Button successfully battled with faster cars to run second before slipping back to finish a fine sixth.

McLaren's weakness has been the outright power of its Honda power unit this season. While the Japanese manufacturer has made significant

# BUTTON:

This could be Jenson's final British Grand Prix,



British fans have always given Button huge support, especially during emotional 2014 race



strides in its hybrid power and efficiency, it still lacks the grunt of the Mercedes and Ferrari units.

While the strong base chassis of the MP4-31 will be of benefit at a track with heavy lateral loading like Silverstone, any lack of power will be shown up on the long straights.

"We beat the Williams on sheer pace [in Austria] and I think we did a great job on strategy," adds Button. "We really got the maximum from everything. Through every session we'd been improving; every run we did, we made the car better and better. But we have to know that we're not headed to Silverstone expecting to be in this position."

"That [P6 in Austria] was as good as it was going to get. All the cars that finished in front of us were much quicker, so I'm amazed we kept them

behind at the start. But things like traffic are tough because we don't have the straight-line speed to overtake. In the middle of the straight other cars just tend to disappear. I can catch them at the end of the straight but in the middle they are just so strong. But it was good being back in the fight again."

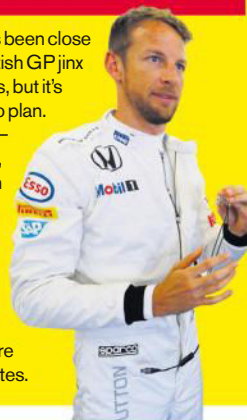
"I don't approach this British GP thinking it will be my last, there's no point in doing that. Then I'd have to go through all those emotions again if it wasn't and I came back with a fresh contract next season. Then again it would be a shame if this weekend was my last and I didn't think it would be. I'm just going to go into the weekend like any other race, be excited and try to do the best job I can and try to put the emotions out of the equation." ■



Jenson Button took 2009 title in Brawn, but couldn't net British victory

## BUTTON'S BRITISH GP MEMORIES

Jenson Button has been close to breaking his British GP jinx on a few occasions, but it's never quite gone to plan. Two fourth places – in 2010 and 2014, both with McLaren – stand as his best results. Regardless, Button has some fond memories of his Silverstone grands prix, here are some of his favourites.



# NO REGRETS



but the 2009 champ is determined to fight. By **Rob Ladbrook**



Button fought faster cars in Austrian GP



## 1994, Banking

"I remember going to the 1994 race with my dad, John, and we camped across from the gate. We couldn't afford grandstand seats so we sat on the banking and watched every second [as Williams-Renault man Damon Hill beat Jean Alesi's Ferrari]. The

atmosphere was so happy and jubilant. That's something about the British GP, seeing all the fans decked out in team wear, and it's not from one team, it's from all teams. They don't support a driver, they support the sport as a whole, even if it may not be in the best place right now."



## 2000, Williams

"This is perhaps my best memory of the British GP. I qualified sixth and managed to pass Michael Schumacher into Copse and went on to finish fifth. I finished that race on nine

cylinders too, not the 10 that everybody else had. It was an epic weekend. I remember David Coulthard won the race and had a huge party in a tent afterwards where we all wore wigs and acted silly."



## 2014, McLaren

"This one was great, but also hard to take. I was running fourth and finished just a metre behind Daniel Ricciardo's Red Bull at the flag. That was probably the worst in terms of coming so close to the podium and having it snatched away. I've had other dramas too,

like when my wheel fell off exiting the pits in 2011 when I was running second. Mind you the 2014 weekend was very special though as I was having a tough time personally [after the loss of his father John Button] and the fans gave me such fantastic support."

# PREVIEW: TEAM BY TEAM

Photos: LAT

## A FIELD OF DREAMERS

James Attwood looks at the line-up for the British Grand Prix

### MERCEDES

Races started: 138  
Wins: 53 Poles: 61  
Fastest laps: 44  
Points: 2580  
Drivers' titles: 4  
Constructors' titles: 2



#### 44 Lewis Hamilton (GBR)

Debut: Australia 2007 Races: 176 Wins: 46  
Poles: 54 Fastest laps: 30 Points: 2009

When he isn't having to start down the order with mechanical troubles in qualifying or getting involved in scrapes with his team-mate, Hamilton remains the quickest driver in F1. While there is little to split the Merc drivers on absolute pace, you suspect Hamilton is well ahead in the mental battle. Add in the extra motivation of racing at home and he'll be the favourite.

#### 6 Nico Rosberg (GER)

Debut: Bahrain 2006 Races: 194 Wins: 19  
Poles: 25 Fastest laps: 18 Points: 1362.5

Nico Rosberg's five wins in 2016 so far bring his career total to 19. That's not all good news – he's now taken more wins than any driver that hasn't won the title. He seems desperate to lose that record, and also prove he's just as talented as his team-mate. But, in both cases, not repeatedly getting involved in clashes with Hamilton would be a good start...

### WILLIAMS

Races started: 649 Wins: 114  
Poles: 128 Fastest laps: 133  
Points: 3430 Drivers' titles: 7  
Constructors' titles: 9



#### 19 Felipe Massa (BRA)

Debut: Australia 2002 Races: 238  
Wins: 11 Poles: 16 Fastest laps: 15  
Points: 1109

After a resurgence in form in 2014 and '15, Williams has regressed into the pack a bit this year, and now finds itself fighting to keep pace with Red Bull and Ferrari. That said, Massa has finished in the points in every race bar two so far – but he hasn't finished higher than fifth.

#### 77 Valtteri Bottas (FIN)

Debut: Australia 2013 Races: 65  
Wins: 0 Poles: 0 Fastest laps: 1  
Points: 380

The Finn's strong drive to the podium in the Canadian Grand Prix was a welcome reminder of his inherent speed as teams begin to look towards 2017. Bottas has so much potential, but he really needs the chance to deliver soon.

### FORCE INDIA

Races started: 159 Wins: 0  
Poles: 1 Fastest laps: 4 Points: 686  
Drivers' titles: 0 Constructors' titles: 0



#### 27 Nico Hulkenberg (GER)

Debut: Bahrain 2010 Races: 103  
Wins: 0 Poles: 1 Fastest laps: 2  
Points: 310

Still waiting for his F1 breakthrough – and this year daft FIA scheduling meant he couldn't even go and win the Le Mans 24 Hours again. So, while the Porsche pits were going nuts over a slowing Toyota, Hulkenberg was droning around to ninth place in Azerbaijan. Typical.

#### 11 Sergio Perez (MEX)

Debut: Australia 2011 Races: 102  
Wins: 0 Poles: 0 Fastest laps: 3  
Points: 305

The Mexican is the king of extracting an unlikely amount of life out of a set of Pirelli tyres, allowing him to deliver stunning results with strategies other drivers simply couldn't pull off. That's a great skill for an F1 driver. He'd be crap at a Ken Block Gymkhana video though.

### TORO ROSSO



Races started: 194 Wins: 1 Poles: 1  
Fastest laps: 1 Points: 302 Drivers' titles: 0  
Constructors' titles: 0

#### 26 Daniil Kvyat (RUS)

Debut: Australia 2014 Races: 45 Wins: 0  
Poles: 0 Fastest laps: 1 Points: 125  
Kvyat's clash with Sebastian Vettel on the opening lap of his home Russian Grand Prix seemed to spark the decision to demote him from Red Bull to Toro Rosso in favour of Max Verstappen. It's a strange reflection on current F1 that a 22-year-old has been sidelined to give youth a chance...

#### 55 Carlos Sainz (ESP)

Debut: Australia 2015 Races: 28 Wins: 0  
Poles: 0 Fastest laps: 0 Points: 40  
Kvyat wasn't the only driver with cause to be put out by Verstappen's promotion to Red Bull. Sainz had been largely Verstappen's equal in their time together at Toro Rosso. And since the move was made he's responded with some tremendous drives.

### McLAREN



Races started: 789 Wins: 182 Poles: 155  
Fastest laps: 152 Points: 5072.5  
Drivers' titles: 12 Constructors' titles: 8

#### 14 Fernando Alonso (ESP)

Debut: Australia 2001 Races: 260 Wins: 32  
Poles: 22 Fastest laps: 21 Points: 1796  
The McLaren-Honda partnership is progressing in the second year since they reunited, but in speed terms it's still more Honda Jazz than Honda NSX. Although watching the ever-determined Alonso hustle a Honda Jazz might be more fun than watching his talent be squandered in a midfield McLaren.

#### 22 Jenson Button (GBR)

Debut: Australia 2000 Races: 293 Wins: 15  
Poles: 8 Fastest laps: 8 Points: 1227  
The British Grand Prix is, as you may well be aware, Jenson Button's home race. Jenson Button has never won his home race. He's never finished on the podium in his home race. That's just cruel. And, sadly, it's hard to see that changing this weekend.

### HAAS



Races started: 9 Wins: 0 Poles: 0  
Fastest laps: 0 Points: 28 Drivers' titles: 0  
Constructors' titles: 0

#### 8 Romain Grosjean (FRA)

Debut: Europe 2009 Races: 92 Wins: 0  
Poles: 0 Fastest laps: 1 Points: 315  
Grosjean helped Haas pull off a major shock by scoring points in the US team's first two races. Perhaps it shouldn't have been a surprise. After all, American teams have a good record when it comes to hiring French drivers: just look at what happened when top NASCAR squad Dennis Racing hired Jean Girard in Talladega Nights...

#### 21 Esteban Gutierrez (MEX)

Debut: Australia 2013 Races: 47 Wins: 0  
Poles: 0 Fastest laps: 1 Points: 6  
After two largely anonymous seasons at Sauber, Gutierrez is back in F1 after a year out as a Ferrari test driver. Although you might not have noticed: he's been overshadowed by team-mate Grosjean and largely anonymous so far...

### FERRARI

Races started: 917  
Wins: 224 Poles: 208  
Fastest laps: 233  
Points: 6454.5  
Drivers' titles: 15  
Constructors' titles: 16



#### 5 Sebastian Vettel (GER)

Debut: USA 2007 Races: 166 Wins: 42  
Poles: 46 Fastest laps: 25 Points: 1992  
Vettel's second season at Ferrari has been a touch frustrating: he thinks the team has a package capable of challenging Mercedes, but it hasn't worked out so far in races. His annoyance is showing on the team radio – and keeping the TV feed's censor in work.

#### 7 Kimi Raikkonen (FIN)

Debut: Australia 2001 Races: 239 Wins: 20  
Poles: 16 Fastest laps: 42 Points: 1270  
The Finn's employment by Ferrari continues to surprise, given his underwhelming form. He's a (well-paid) number two, and there's a queue of suitors out to claim his seat. Amusingly, Raikkonen seems to care less than anyone else whether he keeps his drive...

### RED BULL

Races started: 212  
Wins: 51 Poles: 58  
Fastest laps: 48  
Points: 3220.5  
Drivers' titles: 4  
Constructors' titles: 4



#### 3 Daniel Ricciardo (AUS)

Debut: Britain 2011 Races: 97 Wins: 3  
Poles: 1 Fastest laps: 5 Points: 448  
The Aussie is known for his sunny disposition and ridiculously broad grin – so it was notable to see him fuming after both the Spanish and Monaco races. It was well-deserved rage though: he could – *should* – have won both, but for strategic and pit errors by his team. Turns out that, like the Incredible Hulk, you might not like Ricciardo when he's angry...

#### 33 Max Verstappen (NED)

Debut: Australia 2015 Races: 28 Wins: 1  
Poles: 0 Fastest laps: 0 Points: 121  
The 18-year-old's Spanish Grand Prix victory, on his first outing since being promoted to Red Bull, was a remarkable achievement – and he now owns pretty much every 'youngest-ever' record going in F1. But, face it, wouldn't he be having more fun building up a huge debt at university while getting drunk in the students' union? No? Oh.

### RENAULT



Races started: 309 Wins: 35 Poles: 51  
Fastest laps: 31 Points: 1324  
Drivers' titles: 2 Constructors' titles: 2

#### 20 Kevin Magnussen (DEN)

Debut: Australia 2014 Races: 28 Wins: 0  
Poles: 0 Fastest laps: 0 Points: 61  
Toleman. Benetton. Renault F1. Lotus Renault GP. Lotus F1. Renault Sport F1. Fact: the Enstone-based team has gone through as many names as Dane Magnussen has scored points this year.

#### 30 Jolyon Palmer (GBR)

Debut: Australia 2016 Races: 8 Wins: 0  
Poles: 0 Fastest laps: 0 Points: 0  
There are worse ways to break into F1 than as a works driver for a major car manufacturer's team. Unfortunately, when that manufacturer has just bought back a team and is still rebuilding it, it's not conducive to brilliant results. Still, Palmer hasn't looked out of place at all.

### SAUBER



Races started: 409 Wins: 1 Poles: 1  
Fastest laps: 5 Points: 810 Drivers' titles: 0  
Constructors' titles: 0

#### 9 Marcus Ericsson (SWE)

Debut: Australia 2014 Races: 44 Wins: 0  
Poles: 0 Fastest laps: 0 Points: 9  
There comes a challenging point in any F1 team guide: finding something interesting to say about Sauber. Because, well, they're just sort of there, aren't they? Although this year, 'there' is nearer the back of the grid than usual.

#### 12 Felipe Nasr (BRA)

Debut: Australia 2015 Races: 27 Wins: 0  
Poles: 0 Fastest laps: 0 Points: 27  
So, what to write here? Well, did you know that one of Nasr's hobbies is fishing? Although he doesn't actually like fish. He just catches them, and puts them back. Which is as pointless as Sauber has been so far in 2016. See what we did there?

### MANOR

Races started: 120 Wins: 0 Poles: 0 Fastest laps: 0  
Points: 3 Drivers' titles: 0 Constructors' titles: 0

#### 94 Pascal Wehrlein (GER)

Debut: Australia 2016 Races: 9 Wins: 0  
Poles: 0 Fastest laps: 0 Points: 1  
Having won the DTM last year, the German has been placed at Manor by his Merc backers to learn about F1 – and he's doing well, given the equipment at his disposal. He's tipped to join the works team at some point, which must give Hamilton and Rosberg pause for thought when they come up to lap him.

#### 88 Rio Haryanto (IDN)

Debut: Australia 2016 Races: 9 Wins: 0  
Poles: 0 Fastest laps: 0 Points: 0  
Not much was expected from Haryanto this year, which is to say a lot of journalists who only cover F1 had to Google who he was when Manor signed him. He's actually a GP2 Series race winner, so the fact he's fared reasonably well against team-mate Wehrlein shouldn't be that much of a surprise...



# SUPPORTS

Photos: LAT

## GP2 DRAMA SET TO CONTINUE

F1 feeder series should provide exciting races



Lynn: British star

**T**here's no doubting it has been a dramatic GP2 season so far. There have been crazy results, large crashes and even a driver being banned – and the series hasn't even reached its midpoint yet.

The exciting nature of the opening rounds – including the chaotic races at Baku last month – mean that no-one has stamped their authority and taken the early advantage. So we can expect more unpredictable races this weekend.

Contrast this to last season when McLaren reserve driver Stoffel Vandoorne dominated the category and was only off the podium once in the four weekends before the Silverstone races. This year, the most a driver has visited the rostrum is just three times.

Therefore it's no surprise that the top six in the standings are very close. But some of the drivers in that top six are surprising. Take Artem Markelov. The Russian Time racer is fourth in the points, despite a lowly 13th last year; his tally boosted by a fortuitous win in Monaco when excellently-timed virtual safety cars and a late pitstop propelled him from 15th on the grid to victory. Raffaele Marciello, Mitch Evans and Norman Nato currently lead the way.

The three British drivers in the field will go into their home race boosted by locking out the podium



Plenty of incidents so far in '16

in Austria last weekend. Jordan King led home Oliver Rowland and Alex Lynn for a British 1-2-3 in the second race at the Red Bull Ring. This means that Lynn – despite being one of the pre-season title favourites – is no longer top Brit in the standings. Rowland now has that honour and is fifth with Lynn two places further back, but he is still only 15 points off leader Marciello.

One of 2015's Silverstone winners will be looking for a repeat this year to get his title challenge back on track. Sergey Sirotkin languishes 10th in the points after a string of retirements this season, but led throughout the feature race in Britain last year. The other drivers on the podium were Alexander Rossi – now in IndyCar – and Vandoorne, who had a rare off-weekend in Britain.

Manor's F1 driver Rio Haryanto won the other race last season, from Marciello and Red Bull junior Pierre Gasly.

Other drivers with a good record at Silverstone include Aussie Evans, who was a winner in 2014 and is creeping up the points table this year, while Honda protege Nobuharu Matsushita will be seeking to make a strong return after being banned for one race for causing chaos on the safety car restarts in Baku.

### GP2



Silverstone will host next rounds of GP2

#### GP2 POINTS

After 10/22 rounds

POS	DRIVER	NAT	TEAM	PTS
1	Raffaele Marciello	ITA	Russian Time	66
2	Mitch Evans	AUS	Campos Racing	56
3	Norman Nato	FRA	Racing Engineering	55
4	Artem Markelov	RUS	Russian Time	54
5	Oliver Rowland	GBR	MP Motorsport	54
6	Antonio Giovinazzi	ITA	Prema Racing	52
7	Alex Lynn	GBR	DAMS	51
8	Pierre Gasly	FRA	Prema Racing	47
9	Jordan King	GBR	Racing Engineering	45
10	Sergey Sirotkin	RUS	ART Grand Prix	40

## PORSCHE SUPERCUP

### CARRERA CUP GB STARS TAKE ON WORLD'S BEST

It's not just single-seaters that will be in action this weekend at Silverstone. Sportscars will be represented by the Porsche Supercup, which will have a single race on Sunday morning.

The Supercup grid will be bolstered by the traditional invasion of drivers from the Carrera Cup GB, but this year even more Brits will be taking part in the race than usual. Seven of the TOCA support series drivers will compete, along with 2014 champion Josh Webster, who will join British series regulars Ben Barker and Paul Rees.

For the Carrera Cup racers, despite competing in the same car, there is still plenty for them to get used to besides the much bigger crowds and global TV audience. Charlie Eastwood, the Carrera Cup Scholar making his Supercup debut, says: "Everyone talks about being on the F1 rubber. Qualifying starts just after F1 practice so we could be nearly three seconds a lap faster than the last time out so it's a lot different."

Although the pressure is off for the Carrera Cup racers as they aren't scoring points, they will all be eager to win the British battle for supremacy. In terms of their fiercest Supercup rivals, Matteo Cairoli has been the man to beat so far this season. The Italian won the first two races and he will be looking to continue that good form at Silverstone.



Eastwood (top) will be on the grid

#### PORSCHE SUPERCUP POINTS

After 3/10 rounds

POS	DRIVER	NAT	PTS
1	Mathieu Jaminet	ITA	48
2	Sven Muller	GER	43
3	Matteo Cairoli	ITA	40
4	Michael Ammermuller	GER	39
5	Ben Barker	GBR	36
6	Jeffrey Schmidt	SWI	36
7	Philipp Frommenwiler	SWI	25
8	Steven Palette	FRA	22
9	Robert Lukas	POL	18
10	Christian Engelhart	GER	17

But Cairoli was excluded in Austria last weekend with an underweight car and therefore Mathieu Jaminet has usurped him as points leader.



#### GP3 POINTS

After 6/18 rounds

POS	DRIVER	NAT	TEAM	PTS
1	Charles Leclerc	MON	ART Grand Prix	58
2	Alexander Albon	THA	ART Grand Prix	53
3	Antonio Fuoco	ITA	Trident	42
4	Jake Hughes	GBR	DAMS	31
5	Nyck de Vries	NED	ART Grand Prix	31
6	Ralph Boschung	SWI	Koiranen GP	30
7	Nirei Fukuzumi	JAP	ART Grand Prix	21
8	Oscar Tunjo	COL	Jenzer Motorsport	18
9	Jake Dennis	GBR	Arden	14
10	Kevin Jorg	SWI	DAMS	12

## BRITS TARGET HOME GLORY

There will be no shortage of British GP3 drivers for fans to cheer on home soil this weekend. Five Brits will be taking part in the F1 support races: Jake Hughes (DAMS), Jack Aitken, Jake Dennis (both Arden), Matt Parry (Koiranen) and Anglo-Thai racer Alexander Albon (ART).

But with just two weekends of racing so far this season, it's difficult to gauge who has the best chance of home glory. GP3 rookie Hughes' 2016 got off to a brilliant start with pole for the opening round at Barcelona. But he lost out at the start of the race and had to settle for second.

He suffered more disappointment in

Austria last weekend after a collision with Parry at Turn 1.

Of the quintet, Albon is the only one who has already notched up a victory this year, with the ART driver triumphing in the second Spanish race – launching from third to first at the opening corner.

Meanwhile Parry, will be looking to improve on the third he achieved at Silverstone last year and is the only Brit who has previously raced in GP3 at the track.

Sure to be among their main rivals will be ART's Charles Leclerc

(below right with Hughes). He will also be on F1 duty at Silverstone, replacing Esteban Gutierrez in the Haas for first practice, and goes into the weekend as points leader but will have a five-place grid penalty after causing a collision in Austria.

Another Ferrari young driver – Antonio Fuoco – will also be one to watch while the other two ART racers, Nyck de Vries and Nirei Fukuzumi, and Koiranen's Ralph Boschung are also likely to be towards the front.



### GP3



Hughes (above) and Albon (1) will feature

# BRITISH GRAND PRIX



## Master of the mic Ian Titchmarsh selects his best British showdowns

**WHEN: JULY 20, 1957 WHERE: AINTREE WINNER: STIRLING MOSS/TONY BROOKS (VANWALL)**



Stirling Moss takes the flag at Aintree

The expectation surrounding this race was huge. A British car had never won a world championship race but now we had Tony Vandervell's Vanwalls in the hands of Stirling Moss, Tony Brooks and Stuart Lewis-Evans to take on the Italian Formula 1 establishment of Ferrari and Maserati. As a schoolboy standing at the fence at Bechers, I saw the drama unfold. First Stirling led before a misfire set in. The Vanwall team's plan B was for Stirling to take over from Tony who was still feeling the effects of a Le Mans accident a few weeks earlier. Tony was running fifth but Stirling was ninth when he resumed. Jean Behra's leading Maserati 250F looked uncatchable as did Mike Hawthorn's Lancia-Ferrari 801 in second place. Stirling broke the lap record time and again to reach fourth, directly behind Lewis-Evans as they approached Bechers. Suddenly Behra's clutch disintegrated, Hawthorn ran over debris and picked up a puncture, and the two Vanwalls were ahead. By the end of the lap, Stirling had passed Stuart and never looked back. It was a truly historic moment as Stirling took the chequered flag 21 laps later.

**WHEN: JULY 19, 1969 WHERE: SILVERSTONE WINNER: JACKIE STEWART (MATRA-FORD)**



Jackie Stewart leads the Lotus of Jochen Rindt

Viewed from the old press box on the outside of the circuit, the pre-chicane Woodcote was an awe-inspiring spectacle. From the cockpit of a Formula 1 car it must have been 100 times more awesome. Jackie Stewart was heading for his first world championship in Ken Tyrrell's Matra-Cosworth MS80. His great friend Jochen Rindt, in his first year with Team Lotus in a Lotus-

Cosworth Type 49B, although regarded as the fastest F1 driver, was still looking for his first grand prix victory. From the fall of the flag, Jackie and Jochen were in a class of their own, trading the lead within inches of each other for lap after lap. No quarter was asked or given but it was always with respect. At two-thirds distance they lapped the likes of Chris Amon, Pedro

Rodriguez, Graham Hill, Jo Siffert and Piers Courage squabbling over fifth place. Soon after Rindt headed for the pits with a rear wing end plate collapsing on to a tyre. It was soon fixed but then he had to make a second stop, this time for fuel, and the race was Stewart's by over a lap from the Brabham-Cosworth BT26 of Jacky Ickx, with Rindt a frustrated fourth.

**WHEN: JULY 18, 1981 WHERE: SILVERSTONE WINNER: JOHN WATSON (McLAREN-FORD)**



John Watson ended the drought for home wins

A British driver had not won a Formula 1 grand prix since James Hunt in 1977. John Watson (McLaren-Cosworth MP4) was the only Briton on the grid at Silverstone in 1980. At the end of lap three, Gilles Villeneuve – running fifth in his Ferrari 126CK – clipped the kerb in the Woodcote Chicane and took himself out. Alan Jones (Williams-Cosworth FW07C), and almost Wattie who locked up, just avoided the catch fencing and pressed on. The Renault RE30 Turbos of Alain Prost and Rene Arnoux led Nelson Piquet's Brabham-BT49C until the Brazilian's left-front tyre disintegrated and he went off at Becketts. Then Prost's engine failed and Arnoux's motor wilted. Wattie, roared on by the crowd, reeled in the fading French car, and took the lead with eight laps left to score the most popular of victories. Of the 11 finishers, every car was of a different make.

Photos: LAT

**WHEN: JULY 6, 2008 WHERE: SILVERSTONE WINNER: LEWIS HAMILTON (McLAREN-MERCEDES)**

Against a backdrop of the announcement that from 2010 the British Grand Prix would be moving to Donington Park, Lewis Hamilton lifted everyone's spirits in the rain with an imperious drive in his McLaren-Mercedes MP4-23 to win his first British Grand Prix by nearly 70s from runner-up Nick Heidfeld's BMW Sauber F1.08.

After qualifying fourth with team-

mate Heikki Kovalainen on pole position, Lewis almost grabbed the lead from Heikki at Copse in a bold move on lap one before following in the Finn's spray down Hangar Straight on lap five to take the lead into Stowe. After Heikki spun, Kimi Raikkonen's Ferrari F2008-056 tried to hunt Lewis down and they were nose to tail at the first pit stops. A better tyre choice by McLaren-Lewis

than by Ferrari-Kimi saw the latter fade away, leaving Lewis to reel off the laps at a pace which no one else could approach. "This will definitely go down as my finest win so far," said Lewis after a stunning drive, and the crowd loved it. Just as thrilled was Rubens Barrichello who finished third in the recalcitrant Honda RA108 after a magical drive from 16th on the grid.



Hamilton thrilled the home fans



Nigel Mansell performed a surging comeback for race victory

**WHEN: 1987 WHERE: SILVERSTONE WINNER: NIGEL MANSELL (WILLIAMS-HONDA)**

It was the heyday of the 1000bhp turbo cars and 160mph laps round Silverstone, although not quite this year with the introduction of a new chicane before Woodcote. Still, Nelson Piquet's pole position at 159.2mph in the Williams-Honda FW11B fell only slightly short and was 0.070s ahead of his team-mate Nigel Mansell. Nelson and Nigel almost came together off the start line, allowing Alain Prost's

McLaren-TAG MP4/3 to lead as far as Maggotts before Nelson drove around the outside of the Frenchman, followed through by Mansell on the Hangar Straight. For the first half of the race, Nigel followed Piquet, the local hero hampered by a serious vibration affecting the left-front wheel and knowing he would have to make a pit stop for fresh rubber. When he rejoined with 29 laps remaining,

Mansell was 28s behind Nelson. There then followed one of the most spectacular recoveries ever seen at Silverstone as Nigel, urged on by the roars of the crowd, reeled in Nelson and passed him into Stowe at 200mph with two and a half laps left. Thirty years earlier, almost to the day, Stirling Moss had captured the imagination in the same way that Mansell did for so many at Silverstone in 1987.

**WHEN: JULY 10, 1988 WHERE: SILVERSTONE WINNER: AYRTON SENNA (McLAREN-HONDA)**

From a dry commentary box this was a fascinating race to watch. For the tens of thousands of spectators lining the fences, it was cold and wet but once again their hero, Nigel Mansell, made their day. Arriving at Silverstone, only the McLaren-Honda MP4/4s of Ayrton Senna and Alain Prost had led even one lap of the previous eight races. At Silverstone it was Gerhard Berger's Ferrari which led from pole position for the first 13 laps before Ayrton

slithered past while they were lapping a dejected Alain. After that it was Ayrton's race as he delivered a devastating display of dominance in dreadful conditions. It was Nigel who, in a different way from a year earlier, provided the drama as, from 11th on the grid, he fought his way past all the other turbo cars and the Benetton-Ford B188 of Alessandro Nannini to claim a spectacular second place in the non-turbo Williams-Judd FW12.



Ayrton Senna's wet win

**WHEN: JULY 11, 1964 WHERE: BRANDS HATCH WINNER: JIM CLARK (LOTUS-CLIMAX)**

After alternating between Aintree and Silverstone from 1955, the British Grand Prix found a new second home in deepest Kent. It was an era of great drivers in diminutive 1.5-litre unsupercharged cars. Jimmy Clark (Lotus-Climax Type 25), Graham Hill (BRM P261) and Dan Gurney (Brabham-Climax BT7) comprised the front row with Jack Brabham's BT7 and John Surtees (Ferrari 158) on row two and Bruce McLaren's Cooper-Climax T73 on the inside of the third. Although Dan led briefly at the start, Jimmy hugged the inside line at Druids to hold the lead. Gurney soon had to retire with ignition failure but Hill took up the challenge and, for the next 79 laps, was a constant presence on the tailpipes of the Lotus,

relentlessly trying to pressure Jimmy into a mistake, which never came. There might have been no place-changing or pit stops, but it was a thoroughly absorbing duel between two world champions who finished 2.8s apart, having lapped everyone except John Surtees, who would become that year's world champion.

A pointer to the future occurred during Friday's practice session when an up-and-coming Formula 3 driver from Scotland was let loose by Colin Chapman in one of the Team Lotus Type 25s and was immediately on the pace.

Before the year was out Jackie Stewart would race and win for Team Lotus before becoming Graham Hill's team-mate at BRM for 1965.

**WHEN: JULY 20, 2003 WHERE: SILVERSTONE WINNER: RUBENS BARRICHELLO (FERRARI)**

Rubens Barrichello arrived at Silverstone with his place at Ferrari in question and unfavourable comparisons being made with his world championship-leading team-mate Michael Schumacher.

A spin into the Luffield gravel during Friday qualifying meant no time and going second in

Rubens won a chaotic race



Saturday's grid-deciding session. Rubens' response was pole position, but it was the Renault R23 of Jarno Trulli which led the early laps before numerous pit stops under a couple of safety car periods – the second caused by an idiot running on to the track

on Hangar Straight – disrupted the race order and dropped Rubens down to eighth. For a while the Toyota TF103 of Cristiano da

Matta held the lead while Rubens passed car after car until his Ferrari F2003-GA hit the front for the first time on lap 39 of 60 when Kimi Raikkonen (McLaren) made his final pit stop. After his final stop four laps later Rubens was behind Kimi once more, but the force was still with him. Hounding the McLaren through Bridge, Rubens seized the lead when Kimi ran slightly wide in a bold move at a challenging corner. Rubens was a winner once more.



Jim Clark won the first Brands GP

**WHEN: JULY 14, 1973 WHERE: SILVERSTONE WINNER: PETER REVSON (McLAREN-FORD)**

It was one of those magical, Silverstone moments near the end of qualifying when Ronnie Peterson hurled his JPS Lotus-Cosworth 72D through Woodcote on the limit at over 140 mph to take pole.

The next day the Super Swede led away only to be out-braked by the Tyrrell-Cosworth 006 of Jackie Stewart into Becketts. At the end of the lap Jody Scheckter's McLaren M23 triggered a big accident and

the race was stopped. Of the original 28 cars, 19 restarted and Peterson was ready for Stewart this time, holding the lead from the fast-starting BRM P160E of Niki Lauda.

Stewart was soon past Lauda but an attempt to pass Ronnie at Stowe was thwarted by a gearbox malfunction which sent the Tyrrell into the cornfield. Emerson Fittipaldi in the second Lotus held off Peter Revson's McLaren M23 for as long as he could but it

was Revson's day. He passed Ronnie just after half distance but remained under pressure from not just Super Swede but also Denny Hulme (McLaren) and James Hunt in Lord Hesketh's March-Cosworth 731, who were having their own battle for third place after Emerson retired. In a classic Silverstone-type finish Ronnie was 2.8s behind Revson with Denny and James almost dead-heating for third place.

**WHEN: APRIL 11, 1993 WHERE: DONINGTON WINNER: AYRTON SENNA (McLAREN-FORD)**

Yes, it may not have been strictly a British Grand Prix, but no list of the top 10 grands prix which I have attended would be complete without the European Grand Prix at Donington Park.

Commentating on that opening lap remains as vivid now as it was 23 years ago. In the less powerful McLaren-Ford MP4/8 by comparison with the Williams-Renault FW15Cs of Alain Prost and Damon Hill, Ayrton Senna had only qualified fourth despite some 'on the edge'

driving in the dry on Saturday.

The rain was back on Sunday with a vengeance. Fifth into Redgate behind Michael Schumacher's Benetton-Ford B193B and Karl Wendlinger's Sauber-Ilmor C12, Ayrton passed Michael on the way out of the first corner and then ran round the outside of the Sauber through the Craner Curves. Into McLeans, the McLaren passed Damon to slot in behind Alain. Through the Esses, clearly visible from the commentary

box, Ayrton came from way back to out-brake Alain into the Melbourne Hairpin. By the end of the lap, one corner later, Ayrton already led by 0.6s and proceeded to put on a mesmerizing display of his genius for the next 1h 45m, interrupted by pit stops. Only Damon was on the same lap by the end. Of many other highlights, Johnny Herbert in the Lotus-Ford 107B stood out, finishing fourth after changing to slicks very early and sticking with them to the end.



# RALLY POLAND



BY DAVID EVANS

## How VW rode the last horse in to town to spoil Tanak's party

**T**hree weeks ago, Drive DMACK team principal Dick Cormack stepped out of his air conditioned office and into the full glare of World Rally Championship failure. To the wider world, he'd dropped the ball in the worst possible fashion.

Except he hadn't. He had a plan. And last week in Poland that plan came within two stages of paying off with the first non-Michelin win since 2010. Understandably, Cormack's arrival at Rally Italy's Friday lunchtime media zone was a touch tardy; the firing line's to be dodged as long as possible.

I asked the team's communications director Glenn Patterson if he'd done a runner. "No, no," came the reply. "Dick asked me where the media zone was when I was leaving; I told him to come out of the truck and turn left. He's gone out of the truck... and turned right!"

Cormack's arrival coincided with that of Ott Tanak's Ford Fiesta RS WRC – the one which had left Alghero first thing that morning wearing four of DMACK's new, hard compound tyres. And come back with slicks. Slicks down to the canvas.

Tanak did what he could to fend off the inevitable questions, but sooner or later a finger had to be pointed. And Cormack was the man with the target.

Dick and I had talked about the new tyres coming before the event and he'd admitted, off the record, this could be on the cards. But it still hurts when you're standing watching the WRC's hack pack fumbling with iPhones to get a picture of this self-made fiasco.

Once I'd bagged my shot, I sought a word with Cormack.

"It doesn't look good," he said, testing the water. "OK, it's really not good. But... this was never our target event. This tyre wasn't made for Sardinia. It's made for Poland."

Fast forward three weeks and the story couldn't be more different. DMACK delivered in emphatic fashion. "Long way from Sardinia this," I offered to Cormack as we watched Tanak's time go up on the final Saturday morning stage. The Estonian had done the perfect three stages, fastest everywhere, building his lead from four to 18 seconds.

"I told you, didn't I," was the reply. "All season, our plan has been to target here and Finland."

The 'Tanak to win Poland' story started 12 months ago, when he could and, had it not been for a handbrake problem, probably would have won in Mikolajki.

The DMACK story, the one which brought us to the point where Michelin's WRC monopoly was being tested to the extreme, goes back a few years earlier.

Having worked for Pirelli for a long time, Cormack saw the firm's F1 commitment coming and felt the time was right for a change. He'd thought for some time about setting up on his own. At the end of 2008, he stopped thinking about it.

"I had £85,000 in my Pirelli pension," he said, "so I cashed that in and went to China to meet some partners in the production of rally tyres. It was a huge gamble. Huge. So many people told me it would never work, I was banging my head against a brick wall, but you just can't listen to them."

The first tyres were made through 2009 and DMACK actually made its competitive debut with a Juha Kankkunen win on the 2010 Rally of Portugal Revival.

"Juha ran the tyres on a Ford Escort Mk2," Cormack said. "That was a good start after I'd spent weeks on end working with the guys in China."

It was even better when the full WRC season debut came in Sweden, 2011. Martin Smerad won PWRC and Martin Prokop was second Super 2000 home on the all-new DMACK studded tyre.

Nobody at the time knew just how close Cormack was sailing to the wind. "We got the tyres for Sweden just in time for the event," he said, "like, just in time. They had the studs fitted in Sweden, but there was no time to test. Shakedown was the first time the tyres ran. Luckily, we had a load of snow on that event, so there were no worries about stud retention and the tyres gave good grip. But I'd been absolutely crapping myself before that event."

The next event was Portugal. The honeymoon was over.

"Our hard tyre was destroyed in 15 kilometres," he said. "We'd got it completely wrong. These were the days when you were only allowed one [choice] of tyre, so we had to go to Michelin, the teams and the FIA to ask permission to let the drivers run the medium, which was more durable than the hard. It was a complete disaster."

But DMACK learned and learned very quickly. By the season-ending Rally GB, the tyres had been remade and fitted to a Tanak-driven Fiesta RS WRC, on which they finished sixth.

"That was when things started to turn," said Cormack.

A step back from World Rally Cars reduced the pressure and allowed the firm to flourish, but this year it was time for a full attack with Tanak, a factory-spec Fiesta and a full season for the Drive DMACK World Rally Team.

Tanak's name on a DMACK contract was good news, but it was another name on another contract that really signaled the firm's intention.

After three decades at Pirelli, Fiorenzo Brivio followed Cormack from Milan to DMACK's Carlisle base. Brivio has been there and seen it all in rallying, from cooking stage-specific compounds for Lancia's Delta S4 to masterminding win after WRC win for the Italian firm.

"We'd achieved a lot ourselves," said Cormack, "we'd taken the tyres pretty much as far as we could, bringing production out of China into the UK in a deal to use Cooper's factory. What we needed was something to send a signal to manufacturers and get us to that next level. Brivio did that."

DMACK's goal remains a simple one: to supply a world championship

# MIKKELSEN BURSTS TANAK'S BUBBLE



Tanak was in the depths of despair at the finish



manufacturer. Last week was a big step in that direction.

Back to the top of the story, how did the tyre that failed so catastrophically in Sardinia work so well in similar heat in Poland?

Cormack explained: "We knew we couldn't bring a tyre to the market which would work on every [gravel] round of the championship, we're not quite there yet. We had a new tyre coming for Portugal and with Fiore's experience, our experience and the chance to work with the Cooper engineers, we thought this was possible."

The surfaces, the temperatures, the required operating range for the tyres were all worked on and DMACK's chemists went to work.

"The chemical compounding side of the operation is a real black art," said Cormack. "Basically, you look for the compromise between compound and construction. We could have gone for a heavy construction which would have worked in Sardinia, we wouldn't have

any punctures or wear issues because of the strength of the tyre, but it would be slow. And because of the stiffness in the sidewall, it wouldn't offer the same traction; flexibility is reduced and that takes some of the lateral grip.

"We went in the middle. There were a lot of questions here when Ott took the hard tyre on Saturday morning when Michelin ran softs. But calling ours a hard is a bit of a misnomer: our hard is just a little bit harder than the Michelin soft. And our soft is a lot softer – which is how we were so confident on Sunday morning. And we know this tyre will be phenomenal if we have typical Rally GB conditions in Wales.

"But, like I say, so much of this is down to experience of knowing what compound and construction will work in what conditions and Fiore knows all about that."

By Saturday night, Tanak had widened the gap past the 20-second mark. Dreams were starting to be dreamt.

The rain was coming, that much we

knew, but DMACK had it covered. If it did rain, the soft would offer more grip than the French equivalent. And if temperatures stayed north of the 30 degree mark with the sun high in the sky... well, bolt on the hards and repeat Saturday morning's clean sweep.

By daybreak, the dark, threatening clouds were delivering serious amounts of rain.

No worries. Tanak went out, did two stages and came back to service. Grante he'd shipped some time to the second-placed Andreas Mikkelsen, but the Fiesta was running too hard. Softened off with four fresh softs, it was sent back out to bring it home.

Dropping three seconds at the first split in the penultimate stage wasn't good. And then not good became total disaster in just a matter of minutes. The front-right had been knocked off the rim by one of the ridiculously deep ruts that had been dug into the season's softest stages. The lead was gone. Replaced by numbness.



Ogier was fed up with his charge

**'Sordo: Roll on the asphalt rounds'**  
All the drivers rated, p29



# ROUND 08



Photos: mcklein-imagedatabase.com

Mikkelsen was consistent to inherit Tanak's lead

## STAGE TIMES

- **SS1 Super Special Stage Mikolajki Arena 1 (1.55 miles)**  
Fastest Neuville 1m46.2s **Leader**  
Neuville **Second** Mikkelsen +0.2s
- **SS2 Chmielewo 1 (4.05 miles)**  
Fastest Paddon 3m15.9s **Leader**  
Tanak **Second** Paddon +0.2s
- **SS3 Wieliczki 1 (10.75 miles)**  
Fastest Mikkelsen 8m58.6s **Leader**  
Mikkelsen **Second** Tanak +3.6s
- **SS4 Swietajno 1 (13.14 miles)**  
Fastest Tanak 10m04.8s **Leader**  
Mikkelsen **Second** Tanak +2.3s
- **SS5 Stare Juchy 1 (8.39 miles)**  
Fastest Paddon 6m45.3s **Leader**  
Mikkelsen **Second** Paddon +2.6s
- **SS6 Chmielewo 2 (4.05 miles)**  
Fastest Tanak 3m10.7s **Leader**  
Mikkelsen **Second** Paddon +1.9s
- **SS7 Wieliczki 2 (10.75 miles)**  
Fastest Tanak 8m50.2s **Leader**  
Mikkelsen **Second** Tanak +0.3s
- **SS8 Swietajno 2 (13.14 miles)**  
Fastest Tanak 9m54.0s **Leader**  
Tanak **Second** Mikkelsen +3.2s
- **SS9 Stare Juchy 2 (8.39 miles)**  
Fastest Paddon 6m39.1s **Leader**  
Tanak **Second** Mikkelsen +2.0s
- **SS10 Super Special Stage Mikolajki Arena 2 (1.55 miles)**  
Fastest Ogier 1m46.0s **Leader**  
Tanak **Second** Mikkelsen +4.2s
- **SS11 Goldap 1 (9.17 miles)**  
Fastest Tanak 7m26.3s **Leader**  
Tanak **Second** Mikkelsen +10.9s
- **SS12 Stanczyki 1 (15.70 miles)**  
Fastest Tanak 13m40.7s **Leader**  
Tanak **Second** Mikkelsen +13.0s
- **SS13 Babki 1 (13.06 miles)**  
Fastest Tanak 10m16.5s **Leader**  
Tanak **Second** Mikkelsen +18.0s
- **SS14 Stanczyki 2 (15.70 miles)**  
Fastest Mikkelsen 13m27.2s **Leader**  
Tanak **Second** Mikkelsen +16.5s
- **SS15 Babki 2 (13.06 miles)**  
Fastest Lefebvre 10m04.3s **Leader**  
Tanak **Second** Mikkelsen +15.1s
- **SS16 Goldap 2 (9.17 miles)**  
Fastest Latvala 7m29.5s **Leader**  
Tanak **Second** Mikkelsen +19.5s
- **SS17 Super Special Stage Mikolajki Arena 3 (1.55 miles)**  
Fastest Tanak 1m45.4s **Leader**  
Tanak **Second** Mikkelsen +21.3s
- **SS18 Baranowo 1 (13.20 miles)**  
Fastest Mikkelsen 10m43.5s **Leader**  
Tanak **Second** Mikkelsen +18.9s
- **SS19 Sady 1 (5.31 miles)**  
Fastest Ogier 4m31.2s **Leader**  
Tanak **Second** Mikkelsen +18.6s
- **SS20 Baranowo 2 (13.20 miles)**  
Fastest Latvala 11m18.5s **Leader**  
Mikkelsen **Second** Tanak +16.5s
- **SS21 Sady 2 (5.31 miles)**  
Fastest Ogier 4m47.0s **Leader**

# COLIN CLARK

**"Tommi, maybe you are stretched too far..."**



**D**ear Tommi, How are you my friend? Not so good if what I hear from around the service park is true. It really does suck when three key members of your team decide to leave you in the lurch. I know you are ridiculously busy, so I guess you just hadn't got round to telling Jarmo Lehtinen that Mr Zotos (Michael, technical director) had jumped ship? No worries, I told him for you. Listen Tommi, you have to be just a wee bit concerned about this. You need all the good men you can get. But it's clearly very challenging to set up a new team, run the team, design the car, build the car and then test the car all by yourself.

Can I respectfully suggest that maybe you're stretching yourself a touch too far? You know there is practically no one else in the world with your understanding of how to engineer, test and set up a World Rally Car. It's so good to see you putting so much time and effort into that side of things.

But, a successful world rally team needs to be just that. A team. There is so much more you need to do to be ready for Monte Carlo in January and at times it probably feels like there just aren't enough weeks in the year.

Here's what I'd do Tommi: I'd take a look at how the old boys did it way back when. Malcolm Wilson has built M-Sport into a powerhouse of the motorsport world by leading the company from his office. I can't remember MW doing much testing and development, he trusted his boys to do that. But my goodness, he was always, unarguably, the boss of the operation.

You can say the same for David Richards. He surrounded himself with enormously talented boys and girls and success rapidly followed.

You deserve rapid success Tommi. I know you have a fiery temper at times. But when you're as dedicated, passionate and driven as you are, that's understandable. Well, to me it is. Maybe not the folk that work for you though.

So here's another suggestion. You carry on with the testing and development work, but get someone in to help with the everyday running of the business. Someone who knows how you work, who knows how the Japanese work, who knows the WRC inside and out, who has a hide as thick as a rhino, who can take the inevitable tongue lashings that will come his way, and who at the end of the day will respect that you are and always will be the boss.

If what I was told by another respected journalist that "the ship is slowly sinking" is true, then you might need to make some urgent phone calls. You are, and will always remain, in my mind a God, Tommi. Sometimes even the Gods call on mere mortals to help them out.

Good luck my friend.

Had anybody dropped the pin from the grenade the sport had cruelly lobbed into this corner of the service park, it would have been heard for miles. DMACK and M-Sport folk sat and stared, barely able to take in what had just happened.

The Fiesta's first win in three and a half years had been stolen.

Understandably, Tanak was in no mood to talk at the end of the stage. It didn't really matter. An explanation wasn't going to change anything.

With one stage to go, he was second. Ordinarily this would have been cause for mass celebration for the Estonian fans camped outside. Now though, with the rain diluting the tears, runner-up meant nothing.

But still, resolutely, they stood and waited for Tanak and co-driver Raigo Molder. Their sodden, limp flags capturing the mood as well as anything.

Next door, the mood had lifted considerably. For the second time, Mikkelsen scored victory at the last gasp.

*continued on page 28*



Paddon again banked some sensible points in Poland with his run to a fine third place

**NOW TURN OVER TO READ MN'S DRIVER RATINGS**

# RALLY POLAND

Photos: mcklein-imagedatabase.com

## RALLY ESSENTIALS

### Day one: 77.31 miles; 11 stages

**Weather:** overcast then sunny 16-29 celsius  
 ■ Andreas Mikkelsen is flying through the morning stages, but can't get comfortable with his VW Polo R WRC on the second run. He's struggling with understeer.

■ The Norwegian's set-up issue, allied to a monster charge from Ott Tanak, mean the Estonian moves into the lead with fastest time on SS8 and remains there for the rest of the day, making history for the Drive DMACK World Rally Team, which leads a WRC round overnight for the first time.

■ Hayden Paddon's no stranger to leading rallies, but he has been a stranger to getting through Friday without fault. The Kiwi was relieved to end day one third without any issues.

■ Sebastien Ogier's pre-event joviality at fatherhood was understandably short-lived once it came to sweeping the stones aside for his rivals. Once again, the Frenchman has turned in a fantastic effort to hold fourth – his main concern? The deeper gravel to come tomorrow. The driver of the third factory Polo, Jari-Matti Latvala, wasn't in the best of moods at the end of the day. He couldn't find his fast head and was dropped by the competition, ending the day sixth behind Thierry Neuville's Hyundai.  
**End of day one:** 1 Tanak/Molder 1h01m23.0s; 2 Mikkelsen/Jaeger +4.2s; 3 Paddon/Kennard +10.2s; 4 Ogier/Ingrassia +16.3s; 5 Neuville/Gilsoul +20.4s; 6 Latvala/Anttila +36.6s

### Day two: 77.41 miles; 7 stages

**Weather:** sunny 20-34 celsius  
 ■ Tanak enjoys the perfect morning, taking a clean sweep of the first run at the northern stages, building his lead to 18s at the halfway point. There are more hard DMACKs fitted to Tanak's Fiesta for the afternoon and, while he misses out on the scratch times, he still adds to his advantage at the head of the field.

■ Mikkelsen's car has undergone some suspension tweaks and he's happier with the set-up – that confidence stays with him into the afternoon, where he continues to push as hard as he can. Going straight on at a junction in the final long stage costs him four precious seconds in his pursuit of the Fiesta out front.

■ Paddon capitalises on Mikkelsen's mishap, hauling his Hyundai closer to the second placed man on Saturday night. They're just 6.5s apart at the close of play. Like the man ahead, Paddon had tweaked the set-up of his i20 and found he'd gone the right way for day two.

■ Neuville's grip on fourth strengthened, but his hopes of improving were spoiled slightly when the manual gearshift connector (used if the paddle fails) broke and flailed around in the footwell – distracting him in SS13.

■ Latvala improved when he wrestled fifth from Ogier (not a sentence one writes every day...) and then he ended it with fastest time in SS16. Ogier had predicted more cleaning than ever on day two and he wasn't wrong – he admitted it might well have been the worst day ever.

**End of day two:** 1 Tanak/Molder 2h05m37.2s; 2 Mikkelsen/Jaeger +21.3s; 3 Paddon/Kennard +27.8s; 4 Neuville/Gilsoul +43.5s; 5 Latvala/Anttila +1m04.5s; 6 Ogier/Ingrassia +1m08.1s.

### Day three: 37.03 miles; 4 stages

**Weather:** rain 20-34 celsius

■ Tanak's hopes of a maiden win are shot with a penultimate stage puncture. He drops 35s and hands a 16-second advantage to Polo driver Mikkelsen with one test to run.

■ Rain is bringing chaos to the entire field – with one chicane in Sady causing significant problems. Dani Sordo whacks it first, but gets back to service then biffs a bank and retires.

■ Stephane Lefebvre and Eric Camilli both endure a SS19 to forget. Lefebvre has damaged the rear of his DS3 while Camilli's gone off the road after the flying finish. In the end, with the main crews through, the organisers have decided to cancel the second run through Baranowo.



Breen landed points in Poland

Continued from page 27

If that sounds harsh on the Polo driver, it's absolutely not meant to be. He drove a magnificent rally, more than worthy of a win. Like Tanak, Mikkelsen had come within an ace of winning Poland 12 months ago. But this time he delivered.

And that win had its foundations in Sardinia, when he took the brave decision to drop time and possible powerstage points, to stay behind Dani Sordo in the championship – forcing the Spaniard to run second on the road.

Mikkelsen made full use of that extra set of Michelins, sweeping a line for his Volkswagen – particularly on Saturday, when he pushed the Polo as hard as he would dare, and it would go.

Every time he opened the door at the stage end he was electric – the energy coming out of the car was immense and a marked contrast to Tanak five cars further back.

"I cannot go faster," said Mikkelsen. "I'm giving it absolutely everything I've got."

He'd struggled to get comfortable with a wildly understeering VW on Friday afternoon. But his ability to cope with that and then get immediately back into the groove when he and his engineer Richard Browne found the sweet spot on Saturday was utterly admirable.

As for Sunday, anybody who came through that rain and those ruts could claim to be a winner. The conditions were as tough as they come in the world championship; Wales at its worst couldn't impart such savagery on a world-class field.

Watching Tanak cross the line of the final stage was confirmation the dream had died. There was barely a murmur from within M-Sport. This was the moment the roof was supposed to be six inches higher than it had been all week.

Instead, the cheer went to

Volkswagen and the series' sixth different winner in as many rallies. Such things paled into insignificance in the face of the emotion which would follow.

Tanak got out of his car and walked away. His colleagues weren't having that. They gathered around him to offer consolation, then step forward Sebastien Ogier to demonstrate the true depth of feeling for one of their own. The world champion hoisted Tanak onto his own shoulders and carried him back towards the car.

It was one of those moments when sport delivers on a human level.

The champ's act was even more impressive given the weekend he'd endured. Two days on the knife-edge of a half-decent stage time and binging his motor into boonies had taken its toll on him. He looked tired and was tired of talking the same talk for another week. Sixth place was scant reward for such effort.

Ahead of him Hayden Paddon and Thierry Neuville combined to land Hyundai a nice points haul with third and fourth, while VW was, quite frankly, let down by Jari-Matti Latvala, who simply couldn't dial himself into the speed needed – a worrying state of affairs for a Finn, who was far from flattered by fifth.

Latvala's woes were put on ice. The WRC had more to worry about as Tanak returned to Mikolajki for the final time. Twenty-four hours earlier, the biggest concern had been re-booking flights. Brivio's flight was tight for any sort of celebration.

"Don't worry," said Cormack early afternoon on Saturday, "you're not going anywhere..."

Twenty-four hours on, the Italian architect of DMACK's finest hour threw his arms around Tanak. Then threw his bags in the boot and headed south. Cormack stood firm. "We'll be back," he said. ■

## The Brits win big on their Drive DMACK attack

Gus Greensmith grinned, looked down at the timesheets, and grinned some more.

He wasn't leading the Drive DMACK Fiesta Trophy, but you couldn't tell.

"It's fantastic, isn't it..." he said. "Look at that, three British drivers at the top of the leaderboard."

It was impossible to argue. The Brits certainly gave an exceptional account of themselves in Poland.

"These stages are so fast," Greensmith added, "but there are places where I'm coming into the corner telling myself: 'Don't lift! Jon [Armstrong] and Osian [Pryce] won't be lifting here!' And we've kept it flat. It's been an amazing battle with them."

Unfortunately for Greensmith, he didn't get the opportunity to convert that pace into a win when a wheel bearing problem slowed his progress through Saturday.

"This is the second event in succession I've lost the win

because of a parts problem," he said. "I know the pace is some consolation, but I'm here to win; nobody remembers second."

Armstrong's rally looked to have gone south on day two with an electrical problem costing him time – but his real loss came when he was baulked by a slower car late in the day.

Round one winner Pryce had struggled to find his feet on Friday, but getting up earlier than ever to watch the DVD of all Saturday's stages before breakfast on day two paid dividends. The Welshman blitzed the roads up close to the Russian border, winning all but one of the day's long stages.

Just like the main field, Sunday brought the real drama, with many tyres knocked off rims in the final day opener. Pryce was the highest profile casualty, forfeiting his lead to Armstrong.

In the end it didn't matter. Armstrong celebrated a hard-earned and worthy win, while

Pryce stayed second and scooped the big prize (see Rally News).

The much-anticipated WRC2 battle delivered in Poland, with Esapekka Lappi overcoming a steadier start than usual to ease his factory Skoda past the similar machine of Teemu Suninen on Saturday evening. A final-day puncture cost him the win, while Suninen's co-driver Mikko Markkula suffered a heart-stopping moment when a mistake on the recce sent them the wrong way at a junction. A quick U-turn sorted the job and allowed them a well-deserved second successive class win.

Elfyn Evans was second. The Welshman was unbeaten on Saturday morning, but struggled to match his rivals elsewhere. Nobody had an answer to Pontus Tidemand's day one pace, but he ruled himself out with a broken steering arm on Friday.

Simone Tempestini took his second successive Junior WRC win in his DS3 R3T.

## SUPPORTS



Armstrong led home the British challenge

# ROUND 08

## DRIVER ANALYSIS BY DAVID EVANS



### SEBASTIEN OGIER VOLKSWAGEN MOTORSPORT

Was hit harder than anybody by the loose gravel and that had certainly taken some of the wind out of his sails when it came to any kind of a fightback on Sunday. Won powerstage though...



8/10

### JARI-MATTI LATVALA VOLKSWAGEN MOTORSPORT

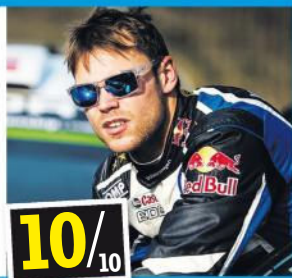
Lord March's driveway at Goodwood wasn't a great loosener for the season's fastest gravel rally so far, but still J-ML's better than what he showed us last week. Better get his house in order before going home.



1/10

### ANDREAS MIKKELSEN VOLKSWAGEN MOTORSPORT II

Brilliant. And class. Given that he was only two cars behind Ogier, Mikkelsen's pace was absolutely epic for the whole weekend. Richly deserved his second ever WRC win, even if it came under difficult circumstances.



10/10

### OTT TANAK DMACK WORLD RALLY TEAM

Totally deserved the victory which was snatched from his grasp for the second year in succession in Poland. Drove brilliantly to withstand pressure and put the world champions firmly in their place.



10/10

### THIERRY NEUVILLE HYUNDAI MOTORSPORT

Coming off the back of a potentially career-saving win in Sardinia, Neuville maintained that momentum to remain in the ballpark last week. Broken gear linkage flapping didn't help, nor did pacenotes made too slow.



7/10

### HAYDEN PADDON HYUNDAI MOTORSPORT

A couple of shunts had erased the full glory of his Argentina win and the Kiwi needed a result in Poland. Under such pressure, he delivered a podium just as merit-worthy as his South American 25-pointer.



9/10

### ERIC CAMILLI M-SPORT WORLD RALLY TEAM

Drove brilliantly to set times some way quicker than they really should have been for a Poland first-timer – experience counts for so much on this event. Blotted his copybook slightly going off after the finish on SS20.



7/10

### MADS OSTBERG M-SPORT WORLD RALLY TEAM

The speed Mads showed last time out in Sardinia wasn't in much evidence last week. He didn't seem able to engage in the battle and slumped to the wrong end of the top 10 as a consequence.



2/10



Jari-Matti is ready to sign on...

#### ABU DHABI CITROEN

### CRAIG BREEN

7/10

A snowy Sunday in February was the last time Breen drove a DS 3 WRC in anger – but you wouldn't have known from his times last week. Could probably have done with a dry Sunday to take his speed to the next level.

#### ABU DHABI CITROEN

### STEPHANE LEFEBVRE

6/10

Docked one mark for knocking a rear wheel off the DS 3 on the final day. Prior to that, this had been one of Lefebvre's strongest showings. But without Kris Meeke for a benchmark, it's hard to say just how good it was.

#### HYUNDAI MOTORSPORT N

### DANI SORDO

2/10

The Spaniard's never at his best without consistent grip (as whacking a chicane on the final day would testify), but even by his standards, this was a bit of a shocker in terms of pace. Roll on the asphalt rounds...

#### M-SPORT WORLD RALLY TEAM

### ELFYN EVANS

6/10

Should arguably have been further ahead of Karl Kruuda for the first half of the WRC2 rally. A change of rear diff and gearbox brought more pace on Saturday morning and second brings valuable championship points.

## RESULTS

### World Rally Championship, round 7/14, Rally Poland, June 30-July 2

POS	DRIVER/ CO-DRIVER	CAR	TIME
1	Andreas Mikkelsen (NOR)/Anders Jaeger (NOR)	Volkswagen Polo R WRC	2h37m34.4s
2	Ott Tanak (EST)/Raigo Molder (EST)	Ford Fiesta RS WRC	+26.2s
3	Hayden Paddon (NZL)/John Kennard (NZL)	Hyundai i20 WRC	+28.5s
4	Thierry Neuville (BEL)/Nicolas Gilsoul (BEL)	Hyundai i20 WRC	+29.3s
5	Jari-Matti Latvala (FIN)/Miikka Anttila (FIN)	Volkswagen Polo R WRC	+33.8s
6	Sebastien Ogier (FRA)/Julien Ingrassia (FRA)	Volkswagen Polo R WRC	+40.3s
7	Craig Breen (IRL)/Scott Martin (GBR)	Citroen DS 3 WRC	+2m01.4s
8	Mads Ostberg (NOR)/Ola Floene (NOR)	Ford Fiesta RS WRC	+3m04.6s
9	Eric Camilli (FRA)/Benjamin Veillas (FRA)	Ford Fiesta RS WRC	+5m23.1s
10	Teemu Suninen (FIN)/Mikko Markkula (FIN)	Skoda Fabia R5	+5m53.3s
11	Lorenzo Bertelli (ITA)/Simone Scattolin (ITA)	Ford Fiesta RS WRC	+5m57.0s
12	Stephane Lefebvre (FRA)/Gabin Moreau (FRA)	Citroen DS 3 WRC	+6m38.0s
15	Henning Solberg (NOR)/Ilka Minor-Petrasko (AUT)	Ford Fiesta RS WRC	+9m00.3s
17	Yazeed Al-Rajhi (KSA)/Michael Orr (GBR)	Ford Fiesta RS WRC	+13m01.5s
27	Valeriy Gorbunov (UKR)/Volodymyr Korsya (UKR)	Mini John Cooper Works WRC	+31m23.0s
R	Dani Sordo (ESP)/Marc Marti (ESP)	Hyundai i20 WRC	Suspension



Typical Polish viewing tank...

### CHAMPIONSHIP POINTS

DRIVERS		
POS	DRIVERS	PTS
1	Sebastien Ogier	143
2	Andreas Mikkelsen	92
3	Hayden Paddon	72
4	Jari-Matti Latvala	68
5	Dani Sordo	68
6	Mads Ostberg	62
7	Thierry Neuville	61
8	Ott Tanak	52
9	Kris Meeke	26
10	Eric Camilli	24

Ingrassia: grass by name...



## NEXT RALLY

Who will tame the classic Finnish tests?

## RALLY FINLAND

JULY 29-31

# RALLY REPORTS

Photos: Conor Edwards, Martin Walsh, John Fife

## BOYLE TAKES OVERDUE WIN AS SIMPSON TOPS MSA CREWS

### Smartpart ALMC Stages Rally

By Brian Patterson

Organiser: ALMC Motor Club When: July 3 Where: Trim, Co. Meath  
Championships: Triton Showers National Rally Championship, MSA Asphalt Rally Championship, Midlands East Rally Championship  
Stages: nine Starters: 84

### In fine conditions Donegal Fiesta WRC crew Declan and Brian Boyle regained their winning form by taking a strong triumph on the Smartpart ALMC Stages.

Tipperary's Roy White, with James O'Brien co-driving in his Fiesta WRC, put in a very well-judged drive to take second and retain their commanding lead in the Triton Showers National Rally Championship, while Steve Simpson was the top MSA Asphalt series finisher in seventh overall. Damian Cole, 15th on the day, still leads the series.

On the opening 8.15-mile Lionsden stage it was Peadar Hurson in his Subaru who set fastest time, with Boyle 0.5s down. Niall Maguire was third and White was fourth. Desi Henry was a last-minute entry with his Skoda Fabia R5 and he held fifth, despite clipping a chicane and damaging a mudguard. Steve Wood was a fine sixth in his Subaru.

At service following stages two and three Boyle had moved into a 15s lead over Hurson, with White a scant 0.8s further back. White seemed to be caught on the hop slightly at the start of stage two and didn't have his Fiesta WRC in gear. Weather conditions were fine, although the drivers still reported slippery patches, caused by dust rather than damp for a change.

Hugh Hunter was driving a new-to-him Impreza WRC S12b and he reckoned he was on the wrong tyres. He held seventh place but was soon to retire after an accident.

An early retirement was Stephen McCann in his Subaru following an off. There were a few other mishaps causing some minor blockages for the later numbers, but thankfully there were no reports of anything too serious. Damian Cole, a regular frontrunner in the MSA Asphalt series, was slowed by a misfire in his Fiesta WRC's engine, thought to be down to coil packs.

There was a major battle at the back end of the top 10 for two-wheel-drive supremacy. Ashley Field in his Darrrian was showing a clean pair of heels to the top Ford Escort drivers. Frank Kelly, Trevor Mulligan, Jack Newman and Chris

Armstrong were in close attendance. In Group N Shane Maguire led from Aidan Wray, the latter slowed by a burst front suspension unit on his Mitsubishi Lancer.

On the middle loop of stages, White set one fastest time to move ahead of Hurson into second, while Boyle held on to his lead despite seeming to struggle a bit with tyre wear. At second service Boyle's lead over White was 20s, with Hurson a further 9s back. Niall Maguire was fourth with Henry behind in fifth.

Simpson was the highest-placed MSA Asphalt contender in eighth and was a bit concerned about an oil leak from his Subaru's gearbox. Field – also an MSA Asphalt series contender – was ninth, although he had experienced brake difficulties with his Darrrian and was planning to change discs.

Armstrong, in his Escort Mk2, was starting to set some brilliant times and had moved into 10th and was closing on Field. Shane Maguire still led Group N but was starting to look over his shoulder at Wray's progress.

With fresh rubber fitted to his Fiesta WRC, Boyle set about the final three stages with some confidence and indeed set some cracking fastest times, including on stage nine, Galtrim, the power stage. Although this performance earned Declan Boyle a maximum haul of Triton Showers National points, the fact that White was second on the rally and also the power stage means that he too claimed a strong haul of points.

This gives Boyle little wriggle room in his bid to regain his title. Hurson reckoned he was still getting used to his Subaru, which he acquired recently. So, third was a decent result for him and along with Maguire, a solid fourth in the rally, keeps them both in with a chance at the title following this fifth round. Henry's fifth place with his Skoda should stand him in good stead for next weekend's Nicky Grist Stages. Steve Wood seemed to regain some of his old form to take sixth.

Melvyn Evans had a good run to seventh in the car Manus Kelly used to win in Donegal two weeks previously. Armstrong kept his charge going right to the end to finish ninth and best two-wheel-drive, pipping Field in his Darrrian by 5s. Wray also turned on the style towards the end to take a fine Group N win, by 5s from Maguire. Young Gary McNamee (Civic) from Oldcastle again showed a lot of talent in taking a dominant win in the Juniors from Andrew Duggan (Escort).



Boyle took win after many retirements



Simpson/Walsh were the top MSA Asphalt crew

### RESULTS

#### Smartpart ALMC Stages Rally, July 3

POS	DRIVER/CODRIVER	CAR	TIME
1	Declan Boyle/Brian Boyle	Ford Fiesta RS WRC	58m39.8s
2	Roy White/James O'Brien	Fiesta RS WRC	+43.4s
3	Peadar Hurson/James O'Brien	Subaru Impreza WRC	+59s
4	Niall Maguire/Enda Sherry	Subaru Impreza WRC S12B	+1m24.3s
5	Desi Henry/Liam Moynihan	Skoda Fabia R5	+1m34.8s
6	Steve Wood/Keith Moriarity	Subaru Impreza WRC S10	+2m24.2s
7	Melvyn Evans/Mark Glennerster	Subaru Impreza WRC	+2m35.6s
8	Steve Simpson/Patrick Walsh	Subaru Impreza WRC	+2m40s
9	Chris Armstrong/Chris Melly	Ford Escort	+2m55.4s
10	Ashley Field/Janice Moore	Darrian T90 GTR+	+3m01s

Class winners Ruari McCaffery/Seamus McTigue (Honda Civic); Steven McCabe/Aileen Kelly (Fiesta); Graeme Colfer/Brian Ward (Peugeot 206 S1600); Aidan Wray/Kieran McGrath (Mitsubishi Lancer E10); Henry/Moynihan; Boyle/Boyle; Anthony Masterson/Tom Clinton (Escort RS); Brendan Furlong/Moella Wickham (Peugeot 205 GTI); Matthew Roberts/Lion Williams (Citroen Saxo); Seamus Connolly/Gary McCrudden (Toyota Corolla); Alan Atcheson/Thomas Wedlock (Escort Mk2); Alistair Fingleton/Debbie Fingleton (Escort); Chris Armstrong/Chris Melly (Escort); Patrick O'Connor/Kieran Reid (Toyota Celica); Simon Chapman/Neil Colman (Proton Satria MEM S2500 Millington); Damian Cole/Paul Morris (Fiesta RS WRC); Philip McKibbin/Lynn McKibbin (Escort); Gary MacNamee/Kiran O'Donoghue (Honda E66)

## Late penalty hands Marshall Mach 1 win

### Mach 1 Stages Rally

By John Fife

Organiser: Dunfermline CC When: July 2/3 Where: Machrihanish  
Airbase Championships: Scottish Tarmac Championship  
Stages: 12 Starters: 101

John Marshall and David Robson won the Mach 1 Stages Rally at the weekend, but going into the final stage, Bruce Edwards had been leading from Alistair Inglis with Marshall holding third, and then it all went wrong for the top two.

A Judge of Fact reported that Edwards and Inglis 'had struck a course marker and gained an advantage' and were each given a 30-second penalty.

That presented Marshall with an unexpected victory. Going into the penultimate stage, the Darrrian of Edwards had been leading the Lotus Exige of Inglis by 27 seconds with

Marshall a further four seconds behind.

Two nine-mile tests remained, but with warm sunshine drying out the wet Tarmac, Marshall put in a blistering time in his Subaru a full 17 seconds quicker than Edwards, more than halving the leader's advantage. On the final stage shootout, Inglis set the fastest time from Edwards with Marshall off the pace and shaking his head: "Wrong tyres!" he said.

That left him third with just 8s separating first and second place – until the Judge of Fact report came in.

John Rintoul showed a welcome return to form with fourth place in his Hyundai Accent WRC ahead of the MG Metro of Tom Morris and a smiling Barry Renwick. Smiling because for the first time in three outings the Proton had behaved itself with Renwick hoping that

he has now got to the bottom of its electrical gremlins.

Leading the rally at the end of day one had been Shaun Sinclair; but he retired with gearbox trouble.

The best battle of the day was fought out by the Citroen C2 1600s of Gareth White and Sean Robson dead heating with two stages to go. White's machine snapped a driveshaft handing victory to Robson.

### Results

1 John Marshall/Dave Robson (Subaru Impreza) 1h26m01s; 2 Bruce Edwards/Jim Smith (Darrian T9 GTR) +8s; 3 Alistair Inglis/Colin Inglis (Lotus Exige); 4 John Rintoul/Ross Hynd (Hyundai Accent WRC); 5 Tom Morris/Colin Harkness (MG Metro 6R4); 6 Barry Renwick/Paul Hughes (Proton Satria MEM S2500 Millington); 7 Colin Gemmel/Derek Keir (Impreza); 8 Barry McKenna/Julie McGuire (Ford Escort Mk2); 9 Stuart Walker/Lewis Brown (Skoda Fabia S2000); 10 Ian Paterson/Heather Grisedale (Impreza N10)  
Class winners: Steven Hay/Steven Brown (Vauxhall Corsa); Sean Robson/Ben Diamond (Citroen C2R2 Max); Walker/Brown; Bruce Edwards/Jim Smith (Darrian T9 GTR); Marshall/Robson.



Marshall/Robson won after penalties

Photos: Roy Dempster



Jennings bounced back from Donegal misery

# JENNINGS TAKES LURGAN PARK QUADRUPLE

## Lurgan Park Rally

By Brian Patterson

Organiser: North Armagh Motor Club When: July 2 Where: Lurgan Park, County Armagh, Northern Ireland Stages: 8 Starters: 52

**Former Irish Tarmac and National Rally champion Declan Boyle, co-driven by his cousin Brian Boyle, made the trip to Lurgan from Lettermacaward in North-West Donegal and, although a comparative stranger to the specialised nature of the Lurgan Park lanes, gave the rally a good go and finished an impressive third in his Ford Fiesta WRC.**

Pre-event showery weather made for slippery conditions in the Park and tyre choice was a dilemma for most of the drivers. Jennings just got on with the job, and was fastest by 1.3s from Kenny McKinstry on the opening stage. Declan Boyle was a further 1.6s back. The time gaps may not sound big, but in the terms

of this short, snappy rally they were significant. Jennings reinforced his advantage on stage two, and he extended his lead to over 5s from McKinstry. The latter was probably over ambitious in his tyre choice for that second stage.

Jennings, despite his dramatic speed, had his own worries. His Subaru engine, which had blown up on the opening stage of the Donegal International Rally two weeks before, had been hastily rebuilt and was showing signs of low oil pressure and also a lubricant leak. His mechanics changed the oil and Garry battled on.

Further down the leaderboard there were several interesting battles. Derek McGarrity in his Fiesta WRC admitted to being a bit ragged in his efforts to stay ahead of Derek McGeehan (Mini WRC) in the battle for fourth behind Boyle. McGeehan eventually squeezed ahead of McGarrity, with both drivers saying, as did Boyle, that they felt their 1600cc machines couldn't match the two-litre Subarus in the Park.

Former NI champion Stuart Biggerstaff hasn't driven in anger for a long time, but in the 'family' Impreza WRC he got into his stride during the day and set some good times on the way to sixth. Robert Woodside, driving a Dom Buckley-prepared Fiesta R5 was sixth early on but a few small 'slip-ups' meant he finished seventh, just pipping Cashel

man Pat O'Connell. The latter drove very well throughout, and had one dramatic moment when his Mitsubishi Lancer got out of shape and the drivers' side rear-quarter cannoned a waste bin over a hedge and into the garden of a house.

There was particular interest in the two-wheel-drive category, and Armagh man Damian Toner in his Escort, who won the Loughgall Rally earlier this year, took the honours against strong opposition. Keith White and Frank Kelly, also in Escorts, were second and third in the class race, but despite much wheel spinning in the, at times, very slippery conditions, could make no impression on the flying Toner.

There was a chance that Shane McGirr in his rear-wheel-drive Starlet could upset the Escort apple cart, but Fivemiletown man McGirr was forced to call it a day two stages before the end when his Starlet blew a head gasket.

Adrian Hetherington was also in the hunt, but two lurid spins into the trees dropped him right down the order and out of the reckoning.

There was a great battle between two young tigers, Alan Smyth (Suzuki Swift) and Kyle White (Citroen C2) for R2 honours. Smyth edged it by 5s. Stephen Mawhinney in his Lotus Sunbeam took the Historic 'K' class honours and Drew Wylie (Escort) the MSA Historic class.

down in third having taken fastest time on both of the tests at the completed the route. However, they had also missed a board in the first half and thus missed out on victory.

John Leckie/Sion Mathews completed the top five, while Martin Betts/Richard Hage, another crew challenging for the lead, finished sixth after problems on the last road section of the night.

The rally attracted a quality entry, but there was a sparse number of starters in the Semi-Expert and Novice classes.



Toner was Lurgan's top two-wheel-drive finisher in ninth place

## RESULTS

### Lurgan Park Rally, July 2

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Garry Jennings/Michael Moran	Subaru Impreza S12 WRC	15m55.6s
2	Kenny McKinstry/Noel Orr	Subaru Impreza S14 WRC	+13.9s
3	Declan Boyle/Brian Boyle	Ford Fiesta RS WRC	+22.2s
4	Derek McGeehan/Laurie Smyth	Mini John Cooper Works WRC	+31.8s
5	Derek McGarrity/Diarmuid Falvey	Ford Fiesta RS WRC	+36.9s
6	Stuart Biggerstaff/Fraser Mulholland	Subaru Impreza WRC	+37.5s
7	Robert Woodside/Rachel Robinson	Ford Fiesta R5	+54.6s
8	Pat O'Connell/Adam Coffey	Mitsubishi Lancer E9	+54.7s
9	Damian Toner/Thomas Treanor	Ford Escort Mk2	+58s
10	Ray Brammer/Mo Downey	Subaru Impreza WRC	+1m11.8s

Class winners: Alan Smyth/Richard Kinloch (Suzuki Swift S1600); Martin Teggart/Arnold Luton (Escort Mk2); Toner/Treanor; Woodside/Robinson; Jennings/Moran; Stephen Mawhinney/Nigel Magee (Sunbeam Lotus); Drew Wylie/Barbara English (Escort RS1800).

## FORD AND SIMKISS TOP OF THE ENVILLE PILE FOR A SECOND YEAR

### JRT Enville Stages

By Dave V Thomas

Organiser: Warrington & DMC When: July 3 Where: Ty Croes, Anglesey Championships: ANWCC, SD34, Anglesey Rally Challenge Stages: 10 Starters: 66

Chris Ford and Craig Simkiss (Subaru Impreza) led from start to finish, scoring a huge victory of over two-minutes over a single day, 10-stage rally.

Ford is no stranger to national rally wins but, paired with the experienced Craig Simkiss for the first time, the duo were unstoppable taking an event Ford won last year.

There was a battle for second which eventually fell to Chris and Ben Roberts in their

Bastos-liveried BMW M3, seeded at 31. Third was the Darrian of Geoff Roberts and Terry Martin, who had finished the first stage with a snapped shock absorber - welded up by the service crew of Motorsport News Circuit Rally Championship class winners Mike Taylor and Martin Haggett (Sunbeam-Lotus), who took fifth after gearbox linkage issues. Splitting these two was the Group B Motorsport Ford Escort of Terry Clarke and Ron Roughead from Durham.

Close results followed with Derek Blyth and Nick Colman sixth in their Impreza, just

three seconds up on ANWCC Championship leaders Rob Hughes and Sion Cunniff (Focus) with Liverpool crew Howard MacPherson and Derek Schofield just one second behind in their new Ford Escort.

Wayne and Darrel Thomas debuted their new Darrian and were lying third from a start number of 40 until the last stage when a sudden loss of power meant a slow time, dropping to ninth while locals Cliff Evans and Chris Brierley (Escort) rounded off the top 10.

Paul and George Sheard took the 1600 class by a big margin, their Mazda MX-5 nearly eight

minutes up on the Polo of Ashleigh Morris and John Goff, David Forrester and Ian Jones (205) taking third. Gethin Jones and Martin Roberts (Nova) took the 1400 class results.

### Results

1 Chris Ford/Craig Simkiss (Subaru Impreza WRC S11) 46m25s; 2 Chris Roberts/Ben Roberts (2.0 BMW M3) +2m24s; 3 Geoff Roberts/Terry Martin (Darrian T90); 4 Terry Clarke/Ronnie Roughhead (Ford Escort Mk2); 5 Mike Taylor/Martin Haggett (Talbot Sunbeam-Lotus); 6 Derek Blyth/Nick Colman (Subaru Impreza); 7 Rob Hughes/Sion Cunniff (Ford Focus); 8 Howard MacPherson/Derek Schofield (Ford Escort Mk2); 9 Wayne Thomas/Darrel Thomas (Darrian GTR); 10 Cliff Evans/Chris Brierley (Ford Escort Mk2). Class winners Gethin Jones/Martin Roberts (Vauxhall Nova); Paul Sheard/George Sheard (Mazda MX-5); Roberts/Roberts; Ford/Simkiss.

## ROAD RALLY ROUND-UP

Top seeds Carl Hawkins/Paul Taylor emerged as clear winners of the **Maple Garage Beaver Rally** after their closest rivals slipped up.

At the three-quarter mark Richard Hunter/Gary Evans held a narrow lead but a missed code board, and the subsequent five-minute penalty, dropped them to fourth at the Finish.

Hawkins/Taylor therefore headed home Chris/Trevor Faulkner by a final margin of over two minutes.

Phil Burton/Sam Collis ended up three minutes

down in third having taken fastest time on both of the tests at the completed the route. However, they had also missed a board in the first half and thus missed out on victory.

John Leckie/Sion Mathews completed the top five, while Martin Betts/Richard Hage, another crew challenging for the lead, finished sixth after problems on the last road section of the night.

The rally attracted a quality entry, but there was a sparse number of starters in the Semi-Expert and Novice classes.

### Results

Organiser: Beverley & District Motor Club When: July 2/3 Where: East Yorkshire Championships: ANCC, EMAMC, ANEMMC, HRCR Premier Route: 129 miles and four tests Starters: 24. 1 Carl Hawkins/Paul Taylor (Colt Mirage) 17m34s; 2 Chris Faulkner/Trevor Faulkner (Ford Focus) +2m21s; 3 Phil Burton/Sam Collis (Proton Satria GT); 4 Richard Hunter/Gary Evans (Ford Escort); 5 John Leckie/Sion Mathews (Proton Coupe); 6 Martin Betts/Richard Hage (Proton Satria); 7 Hugh Garnish/David Bell (Rover 214); 8 Bevan Blacker/Niall Frost (Peugeot 106); 9 Simon Harris/Matt Fowle (VW Golf GTI); 10 David Wainwright/Yvonne Wainwright (Rover 200 BRM). Class winners: Semi-Experts: Tom Hutchings/Rob Brook (Satria GT); Novices: Stuart Newby/Russell Waller (Citroen Saxo).

# FORMULA E: LONDON

Photos: LAT

Prost at the double, championship rivals clash as Buemi takes title. By Jack Benyon

## FIA FORMULA E RESULTS

**FIA Formula E Round 9 (33 laps)** 1 Nico Prost (Renault e.dams); 2 Bruno Senna (Mahindra Racing) +5.244s; 3 Jean-Eric Vergne (DS Virgin Racing); 4 Lucas di Grassi (Audi Sport); 5 Sebastien Buemi (Renault e-dams); 6 Antonio Felix da Costa (Team Aguri); 7 Sam Bird (DS Virgin Racing); 8 Nick Heidfeld (Mahindra Racing); 9 Jerome d'Ambrosio (Dragon Racing); 10 Mike Conway (Venturi). **Fastest lap** Nelson Piquet Jr (NEXTEV TCR) 1m25.783s (76.27mph). **Pole Prost**. **Starters** 18.

**Round 10 (33 laps)** 1 Prost; 2 Daniel Abt (Audi Sport) +7.633s; 3 d'Ambrosio; 4 Loic Duval (Dragon Racing); 5 Stephane Sarrazin (Venturi); 6 Senna; 7 Heidfeld; 8 Vergne; 9 da Costa; 10 Piquet. **P Buemi**. **FL** Buemi 1m24.150s (79.76mph). **S** 18.

**Points (after 10/10 rounds)** 1 Buemi, 155pts; 2 di Grassi, 153; 3 Prost, 115; 4 Bird, 88; 5 d'Ambrosio, 83; 6 Sarrazin, 70; 7 Abt, 68; 8 Duval, 60; 9 Vergne, 56; 10 Heidfeld, 53.

Prost won both races, celebrates with Alain



Senna gave Mahindra best result



Di Grassi hit Buemi in Turn 1 shunt

# BUEMI TAKES DRAMATIC TITLE



Buemi lost wing but took title

**R**edemption. Just two weeks earlier, Sebastien Buemi had watched his Japanese team-mate Kazuki Nakajima pull over and concede the lead of Le Mans with just minutes remaining.

Two weeks later, the Swiss driver was dripping in champagne as he saw off fellow sportscar ace Lucas di Grassi in order to succeed Nelson Piquet Jr's mantle and become the second FIA Formula E champion.

But – like last year when he lost out on the title by a point – it wouldn't be easy. Far from it.

At Turn 1 of Sunday's finale on the very first lap, Abt driver di Grassi – tied on points with Buemi heading into the race – ploughed into the back of his title rival as both blamed each other for the incident in a Senna/Prost, Brazil/Japan-type drama. The resulting collision took both out of any chance of an overall finish, so instead they fought for the points on offer for fastest lap, which would become the decider. Although di Grassi came close, it was difficult to see the excellent Buemi and his

superior Renault e.dams losing out on such a battle. On his 16th tour, and in his second car after the shunt, he pumped in the 1m24.150s. That gave him the two points for fastest lap and the title. Di Grassi had no response in his spare car.

While Buemi's team-mate Nico Prost walked away with Saturday's race the TV cameras barely fell upon him such was the ferocity of the midfield battle centred on Buemi and di Grassi, but also containing Jean-Eric Vergne, Sam Bird, Daniel Abt and Robin Frijns.

As well as the title fight, di Grassi and Buemi also had the constructors' championship to think of, but that was put out of reach in the latter stages of the first race thanks to an aggressive move around the outside by Abt on Frijns, the two made contact putting both out of the race and effectively ending Abt's title hopes with Renault e.dams' Prost and Buemi in the top five.

Behind the escaping top two of Prost and Senna – which was entertaining in itself purely for nostalgia – it was Briton Oliver Turvey, Vergne, di Grassi and Buemi, after the latter had forced his way past Abt after a frustrating period for the Swiss

driver. The two title challengers were down the order thanks to rain in their qualifying groups and scything their way through the field together nicely having started 10th and 12th on the grid respectively.

With the two together it was only a matter of time before trouble ensued. Di Grassi almost lost his wing after a bold move on Vergne at Turn 8 – which di Grassi later labelled as “stupid” for leaving the door half open and then closing it abruptly.

Di Grassi's front wing endplate detached from his car, meaning he could not continue. Incredibly he consequently set the fastest lap.

That was almost instantly retaken by Prost though, who went unchallenged through the pitstops and a brief safety car for Abt and Frijns' earlier shunt. Senna did an admirable job to stay with him in what is an inferior car. It was Mahindra and Senna's best result in Formula E to boot.

While they scurried away, drama unfolded with three laps to go. Turvey crashed out of third blaming damage from a hit from Vergne, which caused a concertina effect, with the Frenchman taking third. Bird used this opportunity to dive

down the inside of Buemi and steal fifth, but on the final lap the Brit and last year's Sunday race winner ran out of power. It almost ended in tears as Buemi ploughed into the back of Bird whose power ran out in the worst possible place: the middle of a straight.

Luckily it came on the last lap and Buemi finished, but he still lost three points to title rival di Grassi.

But, no matter. Both Buemi and di Grassi had to set a qualifying time in the rain on Saturday and were therefore both out of the superpole battle, but on the Sunday it was dry and both made it to the five-driver shootout.

Buemi was supreme, just under a second quicker than team-mate Prost, who was his only realistic rival in the session. Not only was it relevant to be on pole for the tight London track, it also meant he earned three points for the honour, and that put he and di Grassi equal on points into the second race of the weekend with the latter starting directly behind Buemi on the track in third.

Then, Turn 3. With di Grassi hitting the back of Buemi and consigning them to qualifying runs to try and set the fastest lap, Prost again ran away

with the lead, even more emphatically this time. But all eyes were on the fantastic Buemi and di Grassi. Despite the opening drama, they both focused and produced supreme laps around the Battersea Park circuit.

Prost's closest challenger was Abt, who attempted to make up for his misdeed on Saturday by completing a brilliant overtaking move past Nick Heidfeld for second place. The positions appeared set for most of the race but on the last lap Vergne, Heidfeld and Antonio Felix da Costa were penalised for using more than the allowed amount of energy. Da Costa especially missed out on a brilliant result after starting 13th and running in the top five. He'd managed a similar feat in Saturday's race.

That left a surprised Jerome d'Ambrosio to round out the top three, with Loic Duval and Stephane Sarrazin completing the top five.

While a brilliant season produced a titanic battle, the way in which the title was decided left a sour taste. After such an impressive season of racing, it was a shame that the championship was decided on a fastest lap. But the quality of the two drivers fighting for the series' overall honour proves that Formula E is full of quality.

## Brits fail to convert pace to results as Formula E leaves Battersea Park

It was a weekend to forget for the Brits as Formula E bid a sad farewell to its London round of the calendar.

With Battersea not appearing on the Formula E calendar for 2016/17, the Brits may have said goodbye – at least for next season – to London.

The surprise package of the weekend was Oliver Turvey. The NEXTEV TCR driver was running third in the first race, but he crashed out with three laps to go.

“I got hit by Vergne a couple of times and he drove straight into the

back of me in Turn 11,” Turvey told *MN*. “It's done some damage on the rear wing and the rear diffuser is all damaged. The car didn't behave quite the same. I braked and locked the rears, didn't make the corner. The car didn't feel the same after I got hit. It's a shame to have contact when you're the car in front and you've defended the position but they drive straight into you.”

On Sunday Turvey found himself moving backwards with a lack of race pace despite pushing hard,

after setting what he called “one of my best laps ever” in qualifying. A late puncture after hitting the wall relegated him to 10th overall. He had a parting message for his rivals for next year: “If I can perform at this level with the right package I'm sure we can challenge for wins and championships.”

Another driver who would have been on for a top five finish over the weekend was Mike Conway, but a battery problem on Sunday meant his Venturi was off the pace.

“We had a faulty battery, two shutdowns in a row,” explained Conway. “We were ahead of Stephane [Sarrazin, team-mate] at that point so it could have been an easy top five, maybe top three if things had gone a bit better.”

Suffering the worst weekend of the Brits was arguably last year's biggest hero, Sam Bird. He had a stuck-open throttle on Saturday in his first DS Virgin car and then ran out of energy in the second. He then lost all power in Sunday's race and retired.



Turvey impressed in NEXTEV TCR



# RACING REPORTS

## DONINGTON PARK: MASTERS FESTIVAL BY PETER SCHERER

## JULY 2/3

Photos: Mick Walker

Padmore (6) topped classic F1



# PADMORE DOES ANOTHER F1 DOUBLE IN WILLIAMS

**Nick Padmore took his second consecutive double victory in FIA Masters Historic Formula One to take the overall title lead.**

Starting from pole in his Williams FW07C, Padmore lost out to Martin Stretton's Tyrrell 012 at the start of the first race, with Loic Deman's Tyrrell 010 taking Mike Wrigley's Williams FW07D into the Esses for third, before Rob Hall's Ligier JS17 Matra snatched fourth at Goddards.

The lead duo continued to sprint away and ran side by side a couple of times at the Esses, which allowed Deman to close, before a light shower arrived.

"I was first into the Old Hairpin in the drizzle and ran wide," said Stretton, as he slipped to third behind Padmore and Deman. But a lap later Padmore was "too cautious" at the Esses and Deman led as the top trio all closed up again.

Padmore led again at Redgate on lap eight, before Stretton's fightback took him past both of his rivals at Melbourne over a three-lap period.

But there was more drizzle and Padmore was back in front with all three nose-to-tail until they caught a backmarker at Goddards. As Padmore backed off Stretton caught his rear wheel and the Tyrrell's front bodywork flew off. Padmore held on for the win from Deman while, having lost out to Greg Thornton (Lotus 91/5) and Wrigley, Hall reclaimed third. That left Wrigley, Simon Fish's Ensign and Thornton to complete the top six.

It was a lights-to-flag win for Padmore in the second race, with Stretton ousting Wrigley for second on lap two. Deman was third at the Esses a lap later as the order of the lead trio settled, leaving Thornton to challenge Wrigley for fourth position.

Into the Esses for the fifth time, Wrigley tried to fend off Thornton, skirted the gravel and was out of the race, but a lap later Thornton was off at Goddards promoting Hall to fourth, before the Lotus pitted with gear selection problems.

Stretton was edging closer and closer to challenging Padmore's race-long lead, but the Williams driver just held on by 0.341s.

Hall retained fourth from Fish and David Abbott's Arrows, after both Steve Hartley's Arrows and Max Smith-Hilliard's Shadow had pitted.

Dave Forsbrey and Andy Newall came back from almost a lap down to take their Ford GT40 to victory in the **Masters Three Hours**. Forsbrey shared a couple of early exchanges with Chris Chiles Jr's AC Cobra, before building a substantial lead.

But Chiles retained a clear second, which became top spot when Forsbrey handed to Newall and the GT40 required a longer fuelling stop. John/Gary Pearson's Jaguar E-type had been in third for most of the race, aided by Jon Minshaw's E-type retiring early.

Carlos Monteverde's GT40 came through into fourth during the early laps, but electrical problems put him out during the second hour. While Newall set about successfully regaining the lead, Chiles Snr was hauled in by Rob Hall/Andy Willis' AC Cobra and the Pearson E-type, both going by in the final 30 minutes.

Newall made it home with time to spare and took the win by over 38 seconds from Hall/Willis, with the Pearsons in third, from the Chiles, Graham Wilson/Nigel Greensall's Lotus Elan and Ronnie Maydon/James Hagan's Ginetta G4R.

David Tomlin was another double

winner in the **Ferrari Formula Classic**. Tristan Simpson's F355 led race one until he slid off at McLeans on the third lap, leaving Richard Dougal and Tomlin duelling, until Jim Cartwright made it a three-way fight.

Tomlin just held on to a narrow advantage, but with Dougal's F355 cutting out at McLeans four laps from home, Cartwright remained a close second, with Simpson recovering to complete the podium.

Although Simpson led again from the start of race two, Cartwright headed the lead trio from the Esses on lap two, with Tomlin in his wheeltracks. The lead changed a couple more times before Tomlin made it stick, while Simpson and Tim Mogridge were promoted to complete the podium after Cartwright picked up a track limits penalty and dropped to fourth.

Both **Allcomers and CanAm Interserie** races were comfortably won by Andy Newall's McLaren M8F.

John Grant's M8C/D was second in the opening race until he pitted two laps from home with a puncture. Having lost an early third place to Frank Bradley's clutch-less March 717, Mike Donovan's Lola T70 came in second ahead of Paul Gibson's similar car, after Bradley crashed out at the Old Hairpin.

It was lights-to-flag for Newall again in race two, with Grant in second until Bradley pipped him in the final dash to the flag by 0.106s, with Donovan fourth.

Tommy Gilmartin's Morgan +8 led an early three-car break in the first **Scottish Classic Sports & Saloon** race, but was kept honest during the second half by John Kinmond's Rover 3500, once he had got past Raymond Boyd's Porsche 911 on the third lap. But a track limits penalty dropped

Kinmond back to third place. It was a similar story in the second encounter, but after Kinmond ousted Boyd on lap four, he retained his second place in the final results.

Returning **Scottish BMW Compact Cup** champion Steven Dailly had the legs on current championship leader Gary Clark in both races. Both held station throughout the double header, but having taken a comfortable third in race one, Ray MacDowall had a fight on his hands the second time around. He shared three exchanges with Cliff Harper, but neither could gain an advantage exiting Goddards side by side for the final time with Harper getting the verdict by 0.05s.

Henry Mann's Ford Fairlane dominated the **Pre 66 Touring Cars**. Andy Wolfe/Michael Gans' Lotus Cortina was the nearest challenger throughout, with Mark Burton's Ford Mustang completing the podium.

Patrick Sherrington's MCR was never headed in the first **Sports 2000** race, with Michael Gibbins and Paul Trayhurn second and third throughout. Gibbins' MCR was the initial leader in race two, forcing Sherrington to fight hard, but he made the decisive move into the Esses on lap nine, with Gibbins left fending off a determined Trayhurn for second.

Robert Oldershaw's Lola T212 came from the back of the grid to pass Paul Gibson's Lola T70 for the lead into Melbourne on the 15th lap of the **FIA Masters Historic Sports**. With Mark Piercy handing the second-placed Lola T210 to Martin Stretton, it was wheel to wheel for the lead with Oldershaw, before Stretton led into the Esses on lap 23. Gibson was still third on the road, put a penalty handed the place to Michael Gans (Lola T290).

## RESULTS



David Tomlin twice topped Ferraris

**FIA Masters Historic Formula One (17 laps)** 1 Nick Padmore (Williams FW07C); 2 Loic Deman (Tyrrell 010) +0.802s; 3 Rob Hall (Ligier Matra JS17); 4 Mike Wrigley (Williams FW07D); 5 Simon Fish (Ensign N180); 6 Greg Thornton (Lotus 91/5). Class winners Max Smith-Hilliard (Shadow DN5); Martin Stretton (Tyrrell 012). Fastest lap Padmore 1m24.940s (105.42mph). Pole Padmore. Starters 13.

**Race two (18 laps)** 1 Padmore; 2 Stretton +0.341s; 3 Deman; 4 Hall; 5 Simon Fish (Ensign N180); 6 David Abbott (Arrows A4). CW Stretton. FL Stretton 1m24.468s (106.01mph). P Padmore. S 10.

**Masters Three Hours (94 laps)** 1 Dave Forsbrey/Andy Newall (Ford GT40); 2 Andy Willis/Rob Hall (Shelby American Cobra) +38.642s; 3 John Pearson/Gary Pearson (Jaguar E-Type); 4 Chris Chiles Jnr/Chris Chiles Snr (AC Cobra); 5 Graham Wilson/Nigel Greensall (Lotus Elan 26R); 6 Ronnie Maydon/James Hagan (Ginetta G4R). CW Willis/Hall; Wilson/Greensall; Nicholas Ruddell/Peter Rimer/Robert Crofton (Ford Mustang). FL Newall 1m46.627s (83.97mph). P Forsbrey/Newall. S 23.

**Pirelli Ferrari Formula Classic (11 laps)** 1 David Tomlin (308 GTB); 2 James Cartwright (328 GTB) +0.621s; 3 Tristan Simpson (F355 Challenge); 4 Richard Cook (F355 Challenge); 5 Chris Butler (328 GTB); 6 Peter Everingham (328 GTB). CW Cartwright; Simpson; Butler; William Moorwood (308 GT4). FL Cartwright 1m49.715s (81.61mph). P Tomlin. S 22.

**Race two (11 laps)** 1 Tomlin; 2 Simpson +5.912s; 3 Tim Mogridge (F33 Challenge); 4 Cartwright; 5 Cook; 6 Everingham. CW Simpson; Cartwright; Everingham; Moorwood. FL Mogridge 1m48.929s (82.20mph). P Dougal. S 19.

**Masters Allcomers & Can Am Interserie Challenge (13 laps)** 1 Andy Newall (McLaren M8F); 2 Mike Donovan (Lola T70) +37.677s; 3 Paul Gibson (Lola T70); 4 Jonathan Loader (Chevron B19); 5 John Grant (McLaren M8C/D); 6 George Taylor (McLaren M6B). CW Donovan; Loader. FL Newall 1m30.584s (98.85mph). P Newall. S 8.

**Race two (13 laps)** 1 Newall; 2 Frank Bradley (March 717) +10.319s; 3 Grant; 4 Donovan; 5 Gibson; 6 Taylor. CW Donovan. FL Bradley 1m31.453s (97.90mph). P Newall. S 7.

**Scottish Classic Sports & Saloons (8 laps)** 1 Tommy

Gilmartin (Morgan +8); 2 Raymond Boyd (Porsche 911) +0.855s; 3 John Kinmond (Rover 3500); 4 Andrew Graham (Triumph TR8); 5 Scott Brennan (Ford Mustang); 6 Jimmy Crow (Ford Escort Mk1 RS). CW Boyd; Crow; Ian Daltrey (Alfa Romeo Alfa Sud). FL Kinmond 1m51.849s (80.05mph). P Gilmartin. S 13.

**Race two (8 laps)** 1 Gilmartin; 2 Kinmond +1.469s; 3 Boyd; 4 Graham; 5 Crow; 6 Brennan. CW Boyd; Crow; Daltrey. FL Graham 1m52.701s (79.45mph). P Gilmartin. S 11.

**Scottish BMW Compact Cup (8 laps)** 1 Steven Dailly; 2 Gary Clark +3.670s; 3 Ray MacDowall; 4 Cliff Harper; 5 Stephen Goldie; 6 David McNaughton. FL Dailly 1m58.170s (75.77mph). P Dailly. S 14.

**Race two (8 laps)** 1 Dailly; 2 Clark +5.278s; 3 Harper; 4 MacDowall; 5 Neil MacInnes; 6 Liam Grant. FL Dailly 1m59.475s (74.94mph). P Dailly. S 14.

**Masters Pre 66 Touring Cars (31 laps)** 1 Henry Mann (Ford Fairlane); 2 Andy Wolfe/Michael Gans (Lotus Cortina) +6.460s; 3 Mark Burton (Ford Mustang); 4 Carlos Monteverde/Gary Pearson (Lotus Cortina); 5 Graham Pattle (Lotus Cortina); 6 Andrew Haddon/Mark Martin (Lotus Cortina). CW Wolfe/Gans; Burton; Jonathan Lewis (Austin Mini Cooper S). FL Mann 1m53.989s (78.55mph). P Mann. S 13.

**Sports 2000 (16 laps)** 1 Patrick Sherrington (MCR); 2 Michael Gibbins (MCR) +4.979s; 3 Paul Trayhurn (Gunn TS11); 4 Tom Stoten (Gunn TS11); 5 David Houghton (MCR); 6 Paul Martin (MCR). CW Trayhurn; Alaric Gordon (Carbir CS2); Colin Feyerabend (Lola T90/90); Clive Steeper (Tiga SC80); Damien Griffin (Lola T598). FL Sherrington 1m34.931s (94.32mph). P Sherrington. S 31.

**Race two (16 laps)** 1 Sherrington; 2 Gibbins +9.747s; 3 Trayhurn; 4 Stoten; 5 Houghton; 6 Martin. CW Trayhurn; Gordon; Feyerabend; Griffin; Steeper. FL Sherrington 1m35.431s (93.83mph). P Sherrington. S 28.

**FIA Masters Historic Sports Cars (36 laps)** 1 Mark Piercy/Martin Stretton (Lola T210); 2 Robert Oldershaw (Lola T212) +23.759s; 3 Michael Gans (Lola T290); 4 Paul Gibson (Lola T70); 5 Nick Pink/Scott Mansell (Lola T210); 6 Mike Donovan (Lola T70). CW Gibson; Keith Ahlers/Jack Bellinger (Cooper Monaco King Cobra); Mark Owen/Andrew Owen (Chevron B8); Bruce White (Porsche 911 RSR). FL Stretton 1m34.560s (94.69mph). P Piercy/Stretton. S 20.



Forsbrey and Newall's Ford GT40 (186) took three-hour enduro win



Thundering McLaren M8F Can-Am machine was unbeatable twice



Henry Mann took the Pre 66 victory

# AND THE WINNERS ARE...

'West avoided errant traffic'  
Pre-93 Touring Cars



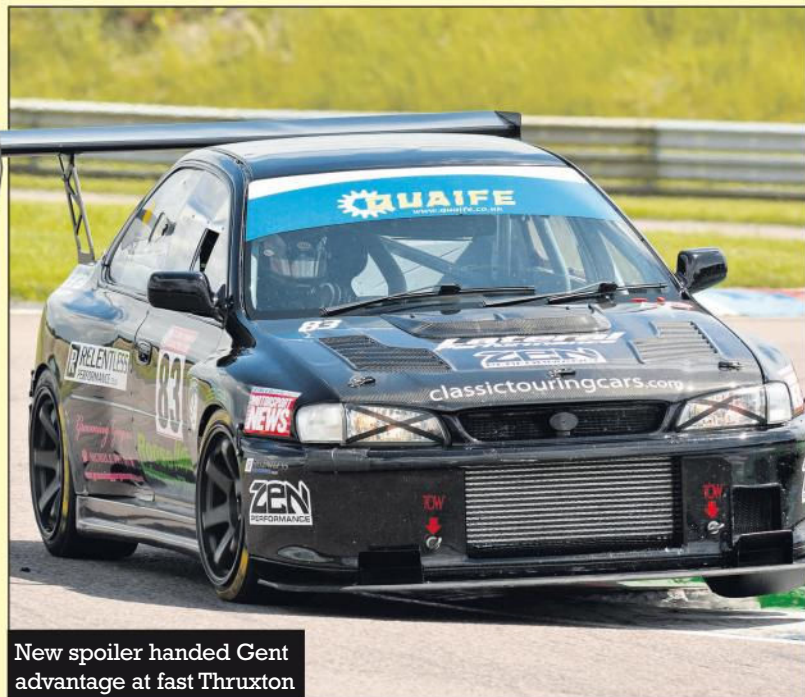
'Cintrano and Morcillo starred'  
Production & GT



## THRUXTON: BARC BY TOM ERRINGTON

JULY 2/3

Photos: Steve Jones



New spoiler handed Gent advantage at fast Thruxton



Wheeler took both BCV8 wins in tight races

# CAR UPGRADES HELP GENT GRAB WINS

A mammoth entry from the Classic Touring Cars was split into three grids and provided a trio of dominant showings at Thruxton.

Dale Gent would be the most impressive winner of the touring car events, taking a commanding brace in the Thunder Saloons and Pre 2003 Volkswagen events.

Gent's Subaru Impreza had the grunt required at the high-speed circuit, but a new, bigger spoiler pushed him to another level ahead of his competitors.

In each race, Gent would hold his lead through the opening corners before pulling away into the distance.

"This is only my second time at Thruxton, but it suits the car so well," he said. "We added a bigger spoiler as it could be twitchy through Church, but I was absolutely planted this time."

It meant that his nearest rivals Vaughan Fletcher and Tom Hibbert would run to second and third respectively both times with little chance of a race win.

Ray West joined in on the touring car control with two wins in the combined Pre '93 Touring Cars and the Blue Oval Saloons, but had to overcome a backmarker error and a safety car restart to take his brace.

In the opener West pulled clear, but was quickly reined in by a safety car after Andrew Smith's Honda went off on the second lap.

West survived the restart to win ahead

of Paul Bellamy, and would beat David Hickton in the finale.

That second win, his fourth in a row, was threatened by a back-marking Ford Fiesta that ran wide and came close to hitting West at the chicane on the penultimate lap, but he emerged unscathed for victory.

While West and Gent could breathe relatively easy in their events come the final lap, Stephen Primett would have no such comfort in the Group 1 Touring Cars and Pre 2005 Production Touring cars.

His Ford Escort Mk1 was caught up in an enthralling battle with Stephen Cripps in each race as the duo proved to be closely matched.

Primett's Thruxton experience matched Cripps' more modern Escort Mk2, and Cripps simply couldn't find a way past in the opener, before Primett took a marginally more comfortable second victory.

While the sprints enthralled, it was Nigel Moore and Phil Hanson who combined to take the honours in the Britcar Endurance Championship two-hour race, despite a late change in strategy.

The pair opted for a risky one-stop strategy, taking just the mandatory stop for Hanson to hand over to Moore, which initially had them one lap clear of the field.

However, late on Moore had to abandon the strategy to change tyres as

Thruxton's notoriously abrasive service took its toll on the car.

While a large chunk of the advantage had evaporated, Moore was able to consistently lap quicker than the second placed Lamborghini Gallardo of Nigel Mustill. That Lamborghini had originally taken pole, with Craig Dolby double stinting with the aim of building an unassailable lead. As they were set to return to the track for the second run, a Dunlop technician pointed out the heavy wear on the rear tyres.

With time lost for four tyre replacements, Dolby's lead fell away and handed Moore the start of his route to victory. Mustill finished a distant second, followed by Anthony and Mike Wilds' Ferrari 458 GT3.

The podium trio showed the merit of taking part in the Britcar Production and GT Challenge opening race.

Despite their endurance showings, it was the Mosler MT900 of Javier Morcillo and Manuel Cintrano that took victory. Their closest rival, Dolby's Lamborghini, picked up a puncture that ended his charge, handing the Ferrari 458 GT3 of Calum Lockie the race lead.

He managed to hold off the Mosler, with the two leading cars pitting at the same time. Both taking 90s success penalties, it came down to who could pull off the slickest stop and Cintrano returned ahead of Lockie's team-mate David Mason.

Cintrano pulled a sizable advantage over Mason, enough to cover for a spin at Cobb, and cantered to victory.

The third placed Ferrari of Anthony Wilds was able to make up significant ground to beat Mason to second late on.

For the second race, several cars withdrew in order to conserve the car for the endurance event.

With a depleted grid, there was a repeat of the Anthony Wilds' chase of David Mason, this time for the win.

Russell McCarthy's wait for an elusive maiden MGCC BCV8 win goes on after James Wheeler twice pipped him to victory.

McCarthy looked set to finally break his duck in the second of the two races, leading right up until the penultimate lap.

His rival Wheeler had held pole, but a smart move by McCarthy pushed him ahead and into a race-long battle for victory.

McCarthy repelled everything Wheeler threw at him until the latter got an excellent launch out of Seagrave, drawing level on the approach to the Noble turn before making a pass stick to secure victory.

Their battle in the first race was just as exciting. Wheeler made a stronger start, but Robert Spencer's excellent launch meant he and McCarthy ran in a three-car lead train.

Spencer's strong start would count for nothing later on. After passing

McCarthy for second he missed fifth gear twice and allowed McCarthy back through, but it was too late to challenge Wheeler.

A sizable 40-car entry made up the Nippon Challenge/Deutsche Marque/Tricolore Trophy offering, requiring savvy traffic management on a packed circuit.

Nerijus Zabotka used all of his Subaru Impreza's grunt to take the win, moving from ninth on the grid to seal top honours.

He looked set to make it two wins from two in the finale, but slowed with a mechanical issue late on to allow Michael Hamlett to win after starting fourth.

Despite a more concise grid, the MR2 Racing Series had the closest racing at Thruxton.

Throughout both encounters, the top five were regularly within one second of each other and it was Adam Lockwood and Arron Pullan who shared the race spoils.

Robert Spencer's participation and eventual win in the mighty Thoroughbred Sports Car race came about through a front bumper loan from rival Neil Fowler after an incident earlier in the weekend.

The two then proceeded to battle for the victory, with Spencer taking a narrow win. They led home Alan Charlton's Triumph TR6 and Paul Khouri's MG BGT.

## RESULTS

**Thunder Saloon Championship & Pre 2003 Classic VW Championship (12 laps)** 1 Dale Gent (Subaru Impreza); 2 Vaughan Fletcher (Subaru Impreza) +4.157s; 3 Tom Hibbert (BMW E36 M3 Evo); 4 Andrew Robey (BMW E36 M3); 5 Lee James Sturges (SEAT Supercopa 1984); 6 Andy Thompson (SEAT Toledo 1800). Class winners Hibbert; Robey; Thompson; Neil Wade (Mini Cooper); Ken Lark (Volkswagen Corrado); Chris Mohan (Volkswagen Golf GTI Mk4). Fastest lap Gent 1m20.610s (105.21mph). Pole Gent. Starters 21.

**Race two (11 laps)** 1 Gent; 2 Fletcher +7.054s; 3 Hibbert; 4 Robey; 5 Ray West (BMW M3); 6

Sturges. CW Hibbert; Robey; West; Sturges; Thompson; Lark; Mohan; Wade. FL Gent 1m19.887s (106.17mph). P Gent. S 25.

**Pre 1993 Touring Cars & Blue Oval Saloons (9 laps)** 1 Ray West (BMW M3); 2 Paul Bellamy (M3 E36) +2.874s; 3 David Hickton (M3 E36); 4 Kevin Willis (BMW M3 E36); 5 AJ Owen (Honda Civic Type R); 6 Danny Cassar (Honda Integra DC5). CW Owen; Cassar; Simon Ward (Vauxhall Astra GTE); Stephen Cripps (Ford Escort Mk2 RS2000); Alan Eason (Ford Fiesta XR21); Simon Athrell (Volkswagen Golf GTI). FL West 1m26.536s (98.01mph). P West. S 21.

**Race two (11 laps)** 1 West; 2 Hickton +4.667s; 3 Bellamy; 4 Willis; 5 Owen; 6 George Young (Honda Civic Type R). CW Owen; Cassar; Ward; Cripps; Benjamin Smith (VW Golf Mk2); Brian Long (Ford Fiesta); Athrell. FL West 1m25.545s (99.14mph). P West. S 20.

**Group 1 Touring Car Championship & Pre 2005 Production Touring Car Championship (10 laps)** 1 Stephen Primett (Ford Escort Mk1); 2 Stephen Cripps (Ford Escort Mk2) +0.776s; 3 Gary Parkes (Peugeot 206 GT); 4 Tony Crudgington (Triumph Dolomite); 5 Scott Parkes (Peugeot 206 GT); 6 Gary Fletcher (Vauxhall Firenza). CW G Parkes; David Howard (Jaguar XJ12); Jeffery Windsor (Ford Puma); Steve Barber (Renault Clio 182). FL Primett 1m31.339s (92.85mph). P Primett. S 16.

**Race two (10 laps)** 1 Primett; 2 Cripps +0.534s; 3 G Parkes; 4 S Parkes; 5 Andrew Busby (Peugeot 206); 6 Fletcher. CW G Parkes; Windsor; Barber. FL Cripps 1m30.990s (93.21mph) P Primett. S 14.

**Britcar Endurance Championship (90 laps)** 1 Phil Hanson/Nigel Moore (Audi R8 GT3); 2 Craig Dolby/Nigel Mustill (Lamborghini Gallardo) +15.095s; 3

Anthony Wilds/Mike Wilds (Ferrari 458 GT3); 4 Jacob Mathiasen/Steve Fresle (Ginetta G55 GT4); 5 Lee Atkins/Sam Allpass (BMW E46 GTR); 6 Calum Lockie/David Mason (Ferrari 458 GT3). CW Wilds/Wilds; Mathiasen/Fresle; Atkins/Allpass; Alyn James (Honda Civic Type R). FL Dolby/Mustill 1m13.172s (115.91mph). P Dolby/Mustill. S 11.

**Dunlop Production & GT Championship (37 laps)** 1 Manuel Cintrano/Javier Morcillo (Mosler MT900); 2 Mike Wilds/Anthony Wilds (Ferrari 458 Challenge) +4.247s; 3 Calum Lockie/David Mason (Ferrari 458 GT3); 4 Steve Fresle (Ginetta G55 GT4); 5 Sam Allpass/Lee Atkins (BMW E46 GTR); 6 Mike Moss (BMW M3 E46). CW Nigel Mustill/Craig Dolby (Lamborghini Gallardo GT3); Wilds/Wilds; Fresle; Allpass/Atkins. FL Mustill/Dolby 1m14.117s (114.43mph). P Dolby/Mustill. S 11.

**Race two (34 laps)** 1 Wilds/Wilds; 2 Lockie/Mason +3.043s; 3 Atkins; 4 Moss; 5 Chris Murphy/Jonny Cocker (Aston Martin Vantage GT4); 6 Del Shelton (BMW E36 M3). CW Mason/Lockie; Atkins; Murphy/Cocker. FL Mason/Lockie 1m13.877s (114.80mph). P Wilds/Wilds. S 7.

**BCV8 Championship (11 laps)** 1 James Wheeler (MG B GT V8); 2 Russell McCarthy (B GT V8) +0.514s; 3 Robert Spencer (B GT); 4 Simon Cripps (B GT V8); 5 Neil Fowler (B GT); 6 Jordan Spencer (GT V8). CW J Spencer; Babak Farsian (MG B Roadster); Bob Luff (MG B). FL R Spencer 1m27.502s (96.93mph). P Wheeler. S 19.

**Race two (10 laps)** 1 Wheeler; 2 McCarthy +0.351s; 3 Fowler; 4 Cripps; 5 R Spencer; 6 J Spencer. CW J Spencer; Mark Scott (MG B Roadster); John Wreghitt (MG B Roadster). FL Wheeler 1m27.165s (97.30mph). Pole Wheeler. S 19.

**Nippon Challenge/Deutsche Marque Cup/Tricolore Trophy (10 laps)** 1 Nerijus Zabotka (Subaru Impreza); 2 Danny Cassar (Honda Civic Type R) + 0.702s; 3 Rich Hockley (Civic); 4 Michael Hamlett (Civic Type R); 5 Tony Hunter (Renault Clio); 6 Andrew Mitchell (Peugeot 206 GT 1900). CW Cassar; Hamlett; Hunter; Mitchell; Michael Harris (Peugeot 206 GT); Craig Tompkinson (Opel Corsa); Daniel Adams (Proton Satria 1834); Alex Gassman (Toyota MR2 Mk3); Tyrone Luffarelli (Peugeot 106 GT); Paul Clothier (Clio Cup 197); Jonathan Candler (Peugeot 306 GT); Jason Jesse (Volkswagen Bora);

Roger Pullan (Audi A3). FL Zabotka 1m28.717s (95.60mph). P Zabotka. S 41.

**Race two (10 laps)** 1 Hamlett; 2 Cassar +1.364s; 3 Zabotka; 4 Hockley; 5 Adams; 6 Hunter. CW Cassar; Zabotka; Adams; Hunter; Mitchell; Luffarelli; Harris; James Munbray (BMW M3); Robert Buckland (Clio); Candler; Jesse; David Hemmingsway (MR2 Mk2). FL Zabotka 1m28.066s (96.30mph). P Zabotka. S 37.

**MR2 Racing Series (10 laps)** 1 Adam Lockwood; 2 Nathan Harrison +0.754s; 3 David Hemmingsway; 4 Arron Pullan; 5 Peter Highton; 6 Daniel Farmer. FL Pullan 1m35.663s (88.66mph). P Pullan. S 17.

**Race two (10 laps)** 1 Pullan; 2 Lockwood +1.607s; 3 Hemmingsway; 4 Harrison; 5 Neil Stratton; 6 Highton. FL Pullan 1m35.663s (88.66mph). P Lockwood. S 17.

**Thoroughbred Sports Car Championship (14 laps)** 1 Robert Spencer (MG B GT V8); 2 Neil Fowler (MG B GT V8) +1.136s; 3 Alan Charlton (Triumph TR6); 4 Paul Khouri (MG B GT V8); 5 Rob Roadhouse (Triumph TR6); 6 Barry Holmes (MG B GT V8). CW Charlton; Roadhouse; Steve Lockhart (MG B GT V8); Phillip Lambe (Triumph TR6). FL Fowler 1m29.253s (95.02mph). P Spencer. S 13.



Primett (1) and Cripps battled hard in their Escorts

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# RACING REPORTS

**MALLORY PARK: MGCC BY IAN SOWMAN**
**JULY 3**

Photos: Mick Walker



Connell leads the Ashtons in tight Metro Cup battle



Dunkley and Adams had an entertaining Midget scrap

## CONNELL CLAIMS THE METRO SPOILS

**MG Metro Cup points leader Ben Rushworth could manage only fifth in round six of the championship at Mallory Park as winner Lee Connell enjoyed his first podium finish of the season.**

Connell started strongly from the outside of the front row and led into Gerard's Bend, with Rushworth dropping back from pole into fourth. He made two places back on the second lap, however, then dived through on the inside of Connell at Gerard's to take the lead on lap four.

Rushworth built a small margin but problems set in and Connell retook him at the Esses on lap 11, with the battling Ashtons following through a couple of laps later: Richard Garrard won the drag race to fourth position at the flag from the down-on-power Rushworth, while up the road Andrew Ashton got the better of brother Jack, having been behind for much of the contest.

Doug Cole won the first **MG Trophy** bout in spite of being caught off guard

at the start and ending the first lap in ninth. As a consequence, his only rival in the ZR190 class, Robin Walker, led but he had dramas of his own on lap seven. "I lost all revs coming out of Gerard's and had to drop it into third to keep moving," he said, after retiring. That incident allowed the recovering Cole through but sent championship leader Lee Sullivan over the grass in avoidance, costing him two places.

Ten laps later Sullivan got ahead of Paul Luti for second in the ZR170 class by diving through on the inside at Gerard's. Richard Marsh, who had suffered hub failure in practice, defended stoutly, but ceded the class win (and second overall) at the hairpin two laps from the end.

Cole romped away with the second race, but the highlight was the fight for second and Class B victory. Luti spent the best part of a lap alongside Sullivan mid-race, sealing the position at the hairpin. Sullivan audaciously swept back through around the outside at Gerard's two laps later, before Luti

was relegated to fourth by Fergus Campbell, who salvaged what he could from an incident-packed day. William Payne, second in the points coming into the weekend, was comfortably on top of the ZR160 division both times out.

Thomas Halliwell's MG ZR dominated the first **MG Cup** encounter after some entertaining early exchanges with the invitation Rover Tomcat of Richard Buckley, which retired after seven laps of a restarted race. Tom Diment inherited second in his ZR170, but the hard work of his team to repair damage after a qualifying incident went unrewarded when he pulled in. Lewis Anderson thus completed the podium in his ZR170, fending off James Walpole's B.

Halliwell notched his seventh win of the year in race two after again overcoming the initial threat of Buckley, who this time placed second. Third position eventually went to James Darby's B, which seemed to get a second wind. Anderson and Dave Thompson

jostled him mid-race, but later slowed each other up before Anderson secured fourth at the Esses on the last tour.

Ross Makar converted his comfortable **Cockshoot Cup** pole position into an equally comfortable win, but he didn't make it easy for himself. Philip Standish (TF LE500) made the best start from the outside of row two to lead by Gerard's Bend, with Makar also shuffled behind Ashley Woodward's ZS. Makar (ZR190) retrieved second at Devil's Elbow on lap three, but it took another six laps to get the lead. He and Standish ran side-by-side for half a lap before Makar slotted through at the Esses, with Standish shuffled back to fourth after a sort-out at the hairpin. Woodward finished 9s adrift of Makar, with Gary Wetton (ZR190) getting the better of Standish again on lap 12 to take third.

Tom Smith's MGB was the clear winner of the **Equipe GTS** endurance race. Rob Cull (TVR Grantura) had a stint in second until John Andon's Triumph TR4 got back through. A lurid

spin on the exit of Gerard's dropped Cull to sixth in the last quarter of the race, but he climbed back to fourth, beaten to the final podium position by Pete Foster (TR4).

James Dunkley led from lights-to-flag in the **Midget/Sprite Challenge** – just. Graeme Adams, quicker through the hairpin loop, came close to passing him in the early stages, but he dropped away and behind the car of David Weston (who himself had emerged from a great fight with Martin Morris, resolved at the hairpin on lap eight) mid-race. Adams' tentative attempt on second place at Gerard's on the final lap came to nothing. Stephen Collier won Class B comfortably in the end from Carl Chadwick, but it all nearly went horribly wrong approaching Gerard's on lap 11 when Peter Kennerley flew past both of them, then spun.

Brian Arculus was shadowed throughout the **Iconic 50s/FISCAR** race by Jonathan Smare, who made it a Lotus Elite one-two.



Standish leads the MG Cockshoot Cup early on



Brian Arculus's Lotus Elite took Equipe GTS victory

### RESULTS

**MG Metro Cup (18 laps)** 1 Lee Connell; 2 Andrew Ashton +0.421s; 3 Jack Ashton; 4 Richard Garrard; 5 Ben Rushworth; 6 Tony Connell. FL Rushworth 55.768s (87.14mph). P Rushworth. S 19.

**MG Trophy (22 laps)** 1 Doug Cole (ZR190); 2 Lee Sullivan (ZR170) +19.531s; 3 Richard Marsh (ZR170); 4 Paul Luti (ZR170); 5 Jack Roberts (ZR170); 6 Fergus Campbell (ZR170). CW Sullivan; William Payne (ZR160). FL Cole 53.268s (91.23mph). P Cole. S 20. **Race two (22 laps)** 1 Cole; 2 Sullivan +21.411s; 3 Campbell; 4 Luti; 5 Marsh; 6 Simon Byrne (ZR170). CW Sullivan;

Payne. FL Cole 53.687s (90.52mph). P Cole. S 20.

**MG Cup (16 laps)** 1 Thomas Halliwell (ZR); 2 Lewis Anderson (ZR170) +25.268s; 3 James Walpole (B Roadster); 4 Grant Summersbee (ZR170); 5 Steve Tyler (ZR160); 6 David Thompson (ZR170). CW Anderson; Walpole; Derek Bowley (Rover 216GT). FL Halliwell 54.793s (88.40mph). P Halliwell. S 18. **Race two (22 laps)** 1 Halliwell; 2 Richard Buckley (Rover Tomcat) +9.137s; 3 James Darby (MG B GT); 4 Anderson; 5 Thompson; 6 Walpole. CW Buckley; Darby; Walpole. FL Buckley 54.890s (88.54mph). P Halliwell. S 16.

**Cockshoot Cup (17 laps)** 1 Ross Makar (ZR190); 2 Ashley Woodward (ZS180) +9.253s; 3 Gary Wetton (ZR190); 4 Philip Standish (TF LE500); 5 Jonathan Harker (TF LE500); 6 Ian Winstanley (ZR170). CW Winstanley; Jeremy Toes (Midget); Adam Key (F). FL Makar 53.114s (91.50mph). P Makar. S 20.

**Equipe GTS (37 laps)** 1 Tom Smith (MG B Roadster); 2 John Andon (Triumph TR4) +26.235s; 3 Pete Foster (TR4); 4 Rob Cull (TVR Grantura); 5 Max Cawthorn (MG B Roadster); 6 David Griffiths (TR4). CW Andon; Brian Arculus (Lotus Elite). FL Smith 56.991s (85.27mph). P Smith. S 16.

**Midget/Sprite Challenge (20 laps)** 1 James Dunkley; 2 David Weston +4.776s; 3 Graeme Adams; 4 Martin Morris; 5 Stephen Collier; 6 Carl Chadwick. CW Collier; David Morrison; Dean Stanton. FL Adams 51.258s (94.81mph). P Dunkley. S 15.

**Iconic 50s/FISCAR (17 laps)** 1 Brian Arculus (Lotus Elite); 2 Jonathan Smare (Elite) +0.667s; 3 Graham Coles (MG A Coupe); 4 Alex Quattlebaum (MG LCo 2); 5 Bob Lines (MG A Roadster); 6 Shaun Bromley (TVR Grantura). CW Coles; Quattlebaum; Bromley; Barry Dye (Elite). FL Smare 58.054s (83.71mph). P Smare. S 12.



Doug Cole did the double in MG Trophy



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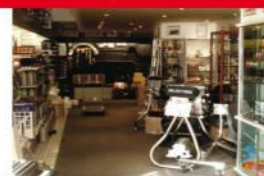
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# WORLD RALLYCROSS

Photos: fiaworldrallycross.com

## BAKKERUD HITS HIS STRIDE

On a venue that has been kind to him, Ford man scores. By **Hal Ridge**



Bakkerud (1) took a second straight win

**F**ollowing two successive championship titles in the European rallycross Super1600 category in 2011 and 2012, Norway's Andreas Bakkerud moved to the highest level of the sport in 2013, Supercar.

Driving for Liam Doran's team, Bakkerud had a tough start to the year, but scored an empathic first victory at the Swedish round of the championship at Holjes, which turned his year around and wasn't insignificant in the continuation of his career.

Bakkerud has never failed to finish on the podium at Holjes since, including both runnings of World RX rounds on the circuit closest to his home in Bergen, Norway.

Things were different for Bakkerud heading into the Swedish event in 2016 than they had been in 2013. Now driving for Ken Block's Hoonigan Racing Division outfit with its M-Sport-developed Ford Focus RS RX, Bakkerud had dominated the previous round of the series at Hell in Norway.

But, when he exited the driver's door of his stricken Focus last Saturday morning in Sweden, with two punctures and collapsed front-suspension that denied him finishing Q1 within metres of the finish line, Bakkerud must have felt a long way from the top step of the rostrum. The opening day and the first qualifying session claimed three scalps, including Bakkerud.

Championship leader Mattias Ekstrom retired with a fly-by-wire throttle issue and Petter Solberg crashed out after hitting the rear of Davy Jeanney's Peugeot 208 when attempting to take the joker lap. All three did recover to make the semi-finals, while Volkswagen RX Sweden driver Johan Kristoffersson was consistent in both the wet and drying conditions to top the Intermediate Classification, with Bakkerud second, Solberg third and Sebastien Loeb fourth, the French driver having set the fastest time in Q1 only to be hampered by a puncture in both Q2 and Q4.

In semi-final one Bakkerud made the best start and held off Loeb throughout the race. In the second semi-final, Loeb's team-mate Timmy Hansen made a brilliant start to lead on lap one, while behind Solberg challenged pole man Kristoffersson for second. Ekstrom had taken his joker on lap one and, when Solberg took his extra route, he came out onto the main circuit behind his title-rival

and missed out on a place in the final. Solberg not making it to the main event, without problems having intervened, is unprecedented in World RX.

At the start of the final it was again Hansen who made the best start, while Bakkerud took his joker lap. Loeb followed Hansen with Anton Marklund and Ekstrom close behind, Marklund climbing to second at the end of the lap when Hansen made a mistake in the final corner after the circuit's huge jump and slowed Loeb.

Ekstrom took his joker on lap two while Marklund took his compulsory extra-route on lap four. Meanwhile, Bakkerud and Kristoffersson had carved into the lead of the top trio and when Hansen and Loeb took their jokers on the final lap, it was Bakkerud who emerged in front of both.

Twelve months ago, the same scenario had happened on the last lap of the final and Hansen made a robust move in the very last corner on Ekstrom to claim victory on track before being handed a one-place grid penalty by the stewards for the incident. Bakkerud was wise to the potential of Hansen trying the same move twice and covered the inside line into the final corner to claim his second victory in succession.

In 2013, victory at Holjes turned Bakkerud's season around, and in 2016, victory at the same venue proved that his home win in Hell was no fluke and that Bakkerud is a serious title contender if either Ekstrom or Solberg continue to drop points.

"It was a really hard final," said Bakkerud, who has moved up to third in the standings. "I just missed the start and went to the joker and was chasing, chasing, chasing. I saw Timmy went for the joker and I just got ahead, and on the last lap I thought 'I'm not going to relax.'"

Ironically, Hansen was still involved in final-corner drama as the handbrake on his Peugeot 208 locked on, allowing Loeb to just cross the line ahead of his team-mate.

Marklund finished fourth with a misfiring engine, his team-mate Kristoffersson was ruled out of a podium finish by a puncture while chasing Bakkerud. Ekstrom retired mid-race with a reoccurrence of his Q1 electronic throttle body problem. British driver Liam Doran set a best time of ninth in the four qualifying races, the JRM Racing team still continuing to develop the newly implemented two-litre engine and Doran didn't make the semi-finals. ■

### RESULTS

**FIA World Rallycross Championship, round 6/12**  
When: July 2/3 Where: Holjes, Sweden

POS	DRIVER	CAR	TIME
1	Andreas Bakkerud	Ford Focus	4m40.614s
2	Sebastien Loeb	Peugeot 208	+3.128s
3	Timmy Hansen	Peugeot 208	+4.153s
4	Anton Marklund	Volkswagen Polo	+5.644s
5	Johan Kristoffersson	Volkswagen Polo	+11.424s
6	Mattias Ekstrom	Audi S1	+3 laps

Points 1 Ekstrom 142; 2 Petter Solberg 137; 3 Bakkerud 110; 4 Loeb 106; 5 Kristoffersson 106; 6 Hansen 86.  
Teams 1 EKS 224; 2 Team Peugeot-Hansen 192; 3 Volkswagen RX Sweden 152; 4 Hoonigan Racing Division 133;  
5 World RX Team Austria 109; 6 OlsbergsMSE 65.  
Euro RX (6 laps) 1 Kevin Hansen (Peugeot 208) 4m45.728s; 2 Fredrik Salsten (Peugeot 208) +1.584s; 3 Tommy Rustad (Peugeot 208); 4 Tord Linnerud (VW Polo); 5 Alexander Hvasal (VW Beetle); 6 Tamas Pal Kiss (Peugeot 208).  
TouringCar (6 laps) 1 Ben-Philip Gundersen (Ford Fiesta) 5m43.342s; 2 Magda Andersson (Ford Fiesta) +0.591s;  
3 Petter Brautten (Opel Corsa); 4 Torleif Tona (Ford Fiesta); 5 Kjetil Larsen (Skoda Fabia); 6 Anders Braten (Ford Fiesta).  
RX Lites (6 laps) 1 Simon Olofsson 5m02.813s; 2 Cyril Raymond +0.861s; 3 Johan Larsson; 4 Thomas Bryntesson; 5 Alexander Westlund; 6 Marcus Hoglund.  
Super1600 (6 laps) 1 Ulrik Linnemann (Peugeot 208) 5m31.903s; 2 Espen Isaksatre (Citroen Saxo) +3.347s;  
3 Ondrej Smetana (Ford Fiesta); 4 Artis Baumanis (Renault Twingo); 5 Timur Shigabouidinov (Renault Twingo);  
6 Sim Saluri (Renault Twingo).



Loeb, Bakkerud and Hansen (r)

### Hansen proves that he is the King of Europe yet again with Swedish glory

Swedish ace Kevin Hansen extended his unbeaten run at the head of the **FIA European Rallycross Championship** standings at the series' third event running alongside the World RX event at Holjes.

Hansen claimed maximum points by finishing top at the Intermediate Classification, winning the first semi-final and final, much like he had at the previous round in Norway.

Hansen's Peugeot Hansen Academy team-mate Fredrik Salsten scored a maiden Supercar podium in second, while Albatec Racing's

Tommy Rustad was classified third.

The Norwegian had been passed by former GP3 racer winner Tamas Pal Kiss in the final corner, but the Hungarian was penalised for exceeding track limits. Rustad's team owner, British driver Andy Scott, rolled his Peugeot 208 in Q3 after contact with Rustad but did make the semi-finals, as did former Euro RX TouringCar champion Derek Tohill, who was forced to slow in semi-final one with a broken driveshaft.

England-based Irishman Ollie O'Donovan also ran inside the semi-final cut-off all weekend but

was pushed off in Q4 by Martin Kaczmarek at the joker lap exit and didn't make it through to the semi-finals.

Mark Flaherty retired on the opening day with engine problems. British Super1600 Championship challenger Phil Chicken competed in the front-wheel drive division in Sweden and was classified in 19th position overall.

Danish driver Ulrik Linnemann claimed victory in the Super 1600 division. Simon Olofsson won the **RX Lites Cup** final and Ben-Philip Gundersen was victorious in the **TouringCar** section.

## SPORTING SCENE

Photos: Eddie Walder

## BRITISH HILLCLIMB CHAMPIONSHIP

## WILLIS AND MORAN FIGHT IT OUT

## British Hillclimb Championship

By Eddie Walder

**Organiser:** Liverpool Motor Club and Kirkby Lonsdale Motor Club **When:** July 2 and 3 **Where:** Barbon Manor, Cumbria (rounds 15 and 16) and Harewood, Leeds (rounds 17 and 18) **Starters:** 68 and 114

It was a punishing weekend for the British Hillclimb Championship runners, with four rapid-fire rounds taking place over two days at two different venues.

By the end of the four showdowns, series benchmark Scott Moran had consolidated his 18-point lead at the head of the standings after a tense toe-to-toe with title rival Trevor Willis.

In the opening round at Barbon, which had been blighted by rain, Moran topped the run-off times with his traditional pace but he could only manage a fourth position in the second encounter.

Willis, on the other hand, had followed his rival in the timesheets in the opening run-off but headed the second clash as his rival struggled. That meant Willis certainly had the upper hand.

Three bursts of rain swept across the venue at various points, shaking up the lower order. Behind Moran (who had set his time despite a lurid

slide) and Willis in the opener had been Wallace Menzies in his Gould, while Will Hall took a decent bunch of points in his Force. However, that was to be a highlight for Hall who went to the start line for the second run, which was taking place on a dry track, with wet weather tyres. He spun.

On those second runs, the weather was to play a factor and the conditions helped Sean Gould take third place in his Gould-Suzuki, behind the consistent Menzies.

On to Harewood on Sunday, and Willis caught the eye immediately with a powerful opening time, which was enough for him to grab another round victory. But in a reverse of the opening round a day before, Moran was in hot pursuit and clocked the second best time.

Richard Spedding, in his 1600cc GWR Raptor, had stopped the clocks for third place ahead of Hall and Menzies.

Willis needed to keep Moran in sight to claim the bragging rights over the four rounds after the final encounter. But it was Moran who pushed the limits once again, with a record-breaking run that left the others breathless.

He topped the impressive Spedding, who had seemed likely to claim his maiden win before Moran's display, with

Willis third, and Menzies fourth from Hall.

## Results

**Barbon, round 15:** 1 Scott Moran (3.5 Gould-NME GR61X) 23.69s; 2 Trevor Willis (3.2 OMS-RPE 28) 23.75s; 3 Wallace Menzies (3.5 Gould-NME GR55) 24.18s; 4 Will Hall (2.0 Force-AER/XTec WH) 24.32s; 5 Dave Uren (1.3t Force-Suzuki PC) 24.64s; 6 Eynon Price (1.6 Gould-Suzuki GR59) 24.73s; 7 Sean Gould (1.6 Gould-Suzuki GR59) 24.96s; 8 Richard Spedding (1.6 GWR-Suzuki Raptor 3) 25.30s; 9 Graham Wynn (3.5 Gould-Cosworth GR55) 26.04s; 10 Paul Haimes (1.3t Gould-Suzuki GR59) 26.70s; 11 Nicola Menzies (1.3t Force-Suzuki PC) 27.74s; 12 Steve Marr (1.6 GWR-Suzuki Raptor 3) 28.47s.

**Barbon, round 16:** 1 Willis 23.40s; 2 W Menzies 23.64s; 3 Gould 23.69s; 4 Moran 24.00s; 5 Ed Hollier (1.6 Empire-Suzuki Evo 00) 24.16s; 6 Uren 24.23s; 7 Price 24.82s; 8 Haimes 25.02s; 9 Wynn 25.29s; 10 Simon Fidoe (1.0 Empire-Suzuki Wrath) 26.38s; 11 N Menzies 26.51s; 12 Darren Gumbley (1.0 Empire-Suzuki Wrath) 27.45s.

**Harewood, round 17:** 1 Willis 49.25s; 2 Moran 49.64s; 3 Spedding 49.93s; 4 Hall 49.95s; 5 W Menzies 50.25s; 6 Alex Summers (1.3s DJ-Suzuki Firehawk) 50.59s; 7 Gould 51.09s; 8 Hollier 51.12s; 9 Price 53.11s; 10 Lee Griffiths (1.3s OMS-Suzuki 25) 53.68s; 11 Fidoe 54.66s; Haimes DNS.

**Round 18:** 1 Moran 48.80s BTD and Record; 2 Spedding 49.58s; 3 Willis 49.95s; 4 W Menzies 50.18s; 5 Hall 50.33s; 6 Summers 50.87s; 7 Hollier 50.97s; 8= Gould & Price 51.49s; 10 Haimes 51.79s; 11 Wynn 53.30s; Fidoe DNS.

**Class winners:** Jonathan Mounsey (1.9 Peugeot 205) 68.53s; Stephen Darley (2.3t Subaru Impreza) 62.11s Rec; David Warburton (2.5 Caterham-Duratec) 60.85s; Andrew Russell (1.1 Ginetta G15) 66.99s; Colin Satchell (2.0 Peugeot 205) 59.98s Rec; Twemlow 66.02s; Simon Jenks (1.6 Caterham-Suzuki) 58.62s; McDonald 58.96s; Fidoe 53.83s; Spedding 50.46s; Tim Elmer (2.0 Dallara-TKD F303) 55.05s; Summers 51.11s; Moran 49.88s.

**Points after 18/34 rounds:** 1 Moran 170pts; 2 Willis 152; 3 W Menzies 111; 4 Hall 78; 5 Spedding 76; 6 Uren 72.



Willis was on top in Cumbria on Saturday, winning the second run following earlier rain...



...while Moran was on record-breaking form in Yorkshire

## BTRDA RALLYCROSS

## Graham beats the gremlins

## BTRDA Rallycross: Pembrey

By Hal Ridge

**Organiser:** BTRDA **When:** July 2/3 **Starters:** 58

Tommy Graham continued his domination of the BTRDA Clubmans Rallycross Championship in the second double-header event of the season at Pembrey.

However, the Irishman's unbeaten run was put in jeopardy on Saturday when the turbo expired on his Zakspeed Ford Escort Mk2 while leading. He was forced to crawl the car over the line but beat compatriot Patrick Ryan by 0.8s. Pearse Brown finished third, despite pressure throughout from Allan Tapscott.

Graham's victory on Sunday, his fifth of the season, was more assured, winning the final ahead of Todd Crooks (BMW Mini) by more than three seconds. Lloyd Spendlove (Lotus Exige) was third.

Production championship leader James Orton maintained his grip on the category with a win in round four and third place in round five.

On Saturday the Peugeot 106 driver led home Martin Peters and Paul Davis, while Peters claimed victory in round five on Sunday.

John Ward, the 2015 overall BTRDA Rallycross champion, finish second, while Orton rounded out the top three. In the Standard class, Adam Mills scored a personal best result in the final on Sunday with fourth place. Mark Richardson won the Historic final on Saturday, his Ford Sierra now fitted with two turbochargers.

The flamboyant Vince Bristow finished second in his BMW 318i, less than half a second adrift. Shaun Buckley finished on the podium in his Ford Escort Mk2 on Saturday and went two places better on Sunday to score victory ahead of fellow Mk2 exponent Chris Farrell.

In the combined Clubman Supercar and Production four-wheel-drive division Gary Pusey won on both days. Willie Farrell and Nigel Burke finished second and third in an all-Subaru Impreza podium in round four, which was repeated in round five with Pusey

being chased home by Liam Manning. Farrell finished third.

Irish Rallycross organisers held a Superfinal on both days, which was twice won by reigning champion Willie Coyne.

## Results

**Clubman Supercar/Production 4x4 Round 4 (5 laps)** 1 Gary Pusey (Subaru Impreza) 4m57.138s; 2 Willie Farrell (Subaru Impreza) +24.754s; 3 Nigel Burke (Subaru Impreza); 4 Dmitriy Sribnyj (Subaru Impreza); 5 Liam Manning (Subaru Impreza); 6 Noel Greene (Mitsubishi Mirage).

**Super Modified Round 4 (5 laps)** 1 Tommy Graham (Ford Escort) 4m57.136s; 2 Patrick Tyan (Vauxhall Nova) +0.844s; 3 Pearse Browne (BMW Compact); 4 Allan Tapscott (Vauxhall Corsa); 5 Willie Coyne (Vauxhall Corsa); 6 Todd Crooks (BMW Mini).

**Production Round 4 (5 laps)** 1 James Orton (Peugeot 106) 5m11.445s; 2 Martin Peters (Citroen Saxo) +0.313s; 3 Paul Davis (Citroen Saxo); 4 Richard Todd (Peugeot 106); 5 Adam Mills (Peugeot 106); 6 John Ward (Peugeot 106).

**Historic Round 4 (5 laps)** 1 Mark Richardson (Ford Sierra) 5m16.787s; 2 Vince Bristow (BMW 318i) +0.503s; 3 Shaun Buckley (Ford Escort); 4 Karl Skitt (Vauxhall Calibra); 5 Chris Farrell (Ford Escort); 6 Ryan Stutchbury (Vauxhall Vectra).

**Clubman Supercar/Production 4x4 Round 5 (5 laps)** 1 Pusey 4m57.138s; 2 Manning +12.123s; 3 Farrell; 4 Burke; 5 Sribnyj.

**Super Modified Round 5 (5 laps)** 1 Graham 4m47.831s; 2 Crooks +3.585s; 3 Lloyd Spendlove (Lotus Exige); 4 Browne; 5 Marc Jones (Toyota MR2); 6 Tapscott.

**Production Round 5 (5 laps)** 1 Peters 5m07.981s; 2 Ward +1.104s; 3 Orton; 4 Mills; 5 Todd; 6 Davis.

**Historic Round 5 (5 laps)** 1 Shaun Buckley (Ford Escort) 5m09.749s; 2 Bristow +0.786s; 3 Gary Mitchell (Vauxhall Vectra); 4 Farrell; 5 Stutchbury.

## BriSCA F1

## Wainman Jr inches closer to Coventry raceway record

## BriSCA F1: Coventry

By Colin Casserley

**Organiser:** Coventry Motor Club **When:** July 2 **Starters:** 62

Frankie Wainman Jr became the fourth different final winner at Coventry Stadium this year when he won on Saturday night.

It was Wainman's 22nd final win at the Midlands track, and it puts him fourth on the all-time list of winners.

The final had many similarities to last month's race. It was a war of attrition with several race stoppages and, for the second month in a row, Joe Booth rolled his machine during the event.

Dave Willis took the early advantage with James Morris on his tail. Willis had held onto the lead after the first race stoppage, which was caused when Mick Rogers overturned his machine. But soon after the leader had to pull off with overheating problems when the yellow flags bunched up the field for the second time.



Wainman Jr took victory

Morris inherited the lead which he held until Wainman Jr barged his way to the front with five laps remaining.

Craig Finnikin began to close in on the leader as the laps wound down, but with just over a lap to go the yellow flags were shown to recover the overturned car of Booth.

This created a one-lap shootout. Wainman Jr timed the start to perfection and opened up enough of a gap to prevent Finnikin from launching an assault on the final bend, while Tom Harris managed to sneak through to claim second on the last turn.

Afterwards Wainman explained things had been far from easy: "I tangled with

Finnikin early in the race and lost a rear shock absorber and I was just hanging on to the car for the last few laps. I knew I needed a good restart at the end, and I got it. I said to myself I just have to go for it and hope it works. I went as deep as I could through the last corner in case Finnikin was close enough to have a go."

A disappointed Finnikin said: "Frankie went earlier than I expected on the restart, I lost a bit of ground and I needed another lap to get my car wound up, but that is racing I guess."

## Results

1 Frankie Wainman Jr; 2 Tom Harris; 3 Craig Finnikin; 4 Mick Sworder; 5 Mal Brown; 6 Joff Gibson; 7 Paul Harrison; 8 Bradley Harrison; 9 Ryan Harrison; 10 James Morris.

# HOT ROD WORLD FINAL

Photos: mkpics.net

## MAXWELL LANDS THE BIG ONE

Northern Irishman fends off the reigning champ – just. By **Graham Brown**



Murphy sideways, Maxwell powers through



Maxwell was under serious pressure

**A**dam Maxwell took a popular maiden win in the National Hot Rod world championship after a close fight with defending champ Shane Murphy.

Their duel ended in controversy as a clash between the pair left Murphy in the wall, but the stewards had no hesitation confirming Maxwell as the winner after determining he had no case to answer.

Southern Irishman David Casey claimed second ahead of English points champion Carl Waller-Barrett, while Danny Fiske's drive through to fourth from grid position 25 was one of the highlights of the race.

Although fancied to do well by many prior to the event, Maxwell's dream result had begun to look more likely after Saturday's hot laps. It seemed for a long time as if reigning champ Murphy might have annexed pole with a 14.67s lap. But Maxwell's second lap time of 14.66s would have been enough to beat it, while a third tour 0.09s quicker set the seal on it. Maxwell was in fact the penultimate driver to qualify while Murphy's draw had forced him to go fifth and run on the still relatively green and unrubbered track.

Indeed the three quickest times all came from the last 10 drivers, Maxwell's rival in the NI points championship, Derek Martin, claiming the outside front row with a 14.62s, while two-time winner Chris Haird got grid position three with his 14.66s.

While much of Saturday's racing was dogged by heavy showers and not all forecasters were predicting a dry world final race on the Sunday, in fact the day dawned with clear blue skies and hot sunshine beating on the track.

During the typically frantic opening gambits, Martin got the best launch from his outside berth. He managed to stay alongside Maxwell through turn one, along the back straight and, with his car almost but not quite ahead of Maxwell's, he tried to cut down to the inside line entering turn three. Not surprisingly, Maxwell was having none of it and the pair collided going into the bend, Martin somehow saved the spin and managing to stay in second.

But the other aces were queuing up to pounce. Murphy edged ahead of Martin at turn one and Haird followed suit just before the yellow flags were waved on lap four for a multi-car fracas all over turns one and two.

By the time hostilities resumed, Martin was down to fifth, having lost another spot to Casey.

And the British champ Casey was clearly on the move too, as he darted under Haird coming off turn two. To be fair, Haird did not appear to resist the pass very strenuously and when he stepped aside for Martin as well a lap later, it was obvious the double champ was in trouble. In fact, a gradually seizing motor would eventually lead to his retirement on lap 43.

But with Casey already quite a long way adrift, it was becoming clear that this was probably just going to come down to Maxwell v Murphy; young pretender versus the reigning monarch.

For many laps the pair circulated together, with Murphy just sitting back and waiting for his chance. And when Maxwell finally started to encounter the really sticky traffic, Murphy suddenly closed up those couple of yards and began nibbling at the leader's bumper.

As Martin called it a day almost unnoticed, Murphy piled on the pressure.

Maxwell continued to negotiate the backmarkers neatly and safely, but a moment's hesitation was all it took for Murphy to dive for the opening inside line.

He was alongside down the back straight and ahead as they closed fast with another lapped car. As Murphy tried to cut back to the outside to pass him, he found Maxwell already started on the boxing in manoeuvre, the resulting impact turning the gold-roofed Tigra straight into the wall.

That was game over right there. From that point on, Maxwell just had to keep up a reasonably steady pace while counting down the laps and praying that the car kept going...it did.

Casey was too far back to mount any kind of challenge (and now fast running out of laps in which to do so anyway) with Waller-Barrett a further quarter of a lap down.

Those who'd been able to tear their eyes from the leaders had been treated to a superb climb up the field by Fiske, the son of the 1975 champion Derek.

Nearing the finish he finally caught the dice for fifth through to eighth place and battled his way to the front of that too to eventually claim a thoroughly deserved fourth position.

By then there were only eight cars left on the lead lap as Maxwell headed for home, the popular Northern Irishman taking the flag before performing the customary doughnuts and then heading for the winner's circle, where the right-rear tyre went down. That was before the champagne was even uncorked.

Richard Petty once said that if he could be lucky or good, he'd rather be lucky.

On this day Adam Maxwell was certainly both. ■

### RESULTS

World Hot Rod Final

When: July 3 Where: Foxhall Heath, Ipswich Starters: 34

POS	DRIVER	CAR
1	Adam Maxwell	Vauxhall Tigra 'B'
2	David Casey	Opel Tigra
3	Carl Waller-Barrett	Vauxhall Tigra
4	Danny Fiske	Vauxhall Tigra
5	Rob McDonald	Vauxhall Tigra
6	Shane Bland	Vauxhall Tigra
7	Jason Kew	Vauxhall Tigra
8	Damien Mulvey	Vauxhall Tigra
9	Gary Wilson	Vauxhall Tigra
10	Colin Smith	Vauxhall Tigra



The runners ready to battle

### ADAM MAXWELL

The 2016 Hot Rod World Final winner

**After setting the fastest time in qualifying, you must have been pretty confident?**

"I was pretty happy after that. I knew that the car was OK and that the tyres would last, so I was looking forward to it, but I also knew that Shane Murphy [starting on the second row] would be fast and I thought he had plenty in hand. I was pleased to finish the first lap in front."

**What happened with Shane Murphy as he went to overtake you? There was contact...**

"It was partly my fault, because I had run wide on the corner before and that gave him the run on me coming out of the turn. I was up against the wall, he was inside me

and there was a backmarker on the inside of the circuit. He had to move out to avoid the backmarker and came across into me. It wasn't a deliberate thing, he was just trying to get out of the way."

**Was your car alright after that? Did it alter the handling?**

"I gave the car a bit of a wiggle to make sure it was OK, and there didn't seem to be any lasting damage. I had quite a big lead by that stage, so I was able to take things a bit easier over the closing stages to just bring it home."

**Where does this rank among your wins?**

"Nothing can compare to it. The World Final is the one everyone

### Q&A



Maxwell: landed prize

wants, and the best drivers are here. I had won the Northern Ireland points championship but this is another level."

**What will you do next season? Any plans yet?**

"I will keep plugging away, and I hope that I can come and do some more mainland big events."

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MN does not always agree with opinions expressed in letters

## MN SAYS...

# Please let the drivers fight on

Team orders would ruin what is a great spectacle at Mercedes

And so they have done it again. Lewis Hamilton and Nico Rosberg have hit the headlines by hitting each other. Yes, it is becoming repetitive, but it certainly is not becoming boring.

The intra-team implosion in Austria is another example that the Mercedes-Benz operation has two drivers who simply don't want to lose – and that should be the strongest weapon in any driver's arsenal. That unflinching dedication to victory is what marks out the real winners from those who make up the numbers.

But this latest debacle has prompted team bosses to utter the words 'team orders'. You can understand why. Mercedes are in the sport to write headlines by rewriting history in terms of success. They are not going to be particularly pleased with multi-media images of stropky drivers and broken cars.

Merc has dominated, and the spark between Hamilton and Rosberg has kept the interest high, despite silverwash that the sport has been going through. I hope that those in charge of Merc realise that the intensity of the battle is what gains publicity, not a choreographed two-step.

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



## LETTERS



Motorsport News, June 29

### Poland safety

I read with interest David Evans's article that safety on Rally Poland will come under the spotlight (*Motorsport News*, June 29).

I have been to this rally and have witnessed some truly worrying things. There were people standing on outside of corners, drunk, and they were getting stones and rocks thrown at them from the passing competitors. When a lady marshal asked them to move, they physically lifted her up and pushed her away.

There were spectator cars crossing the stage while it was live and after the top 10 cars had gone through. One of them got stuck and was pushed out of the way by spectators.

There was no respect for marshals. People stood in dangerous places were asked to move but the marshals were ignored.

There were also spectators stood on the road, and they were jumping out of way at the last moment.

I have been to a number of world rallies across the continent: Wales, France, Germany, Spain, Cyprus and Italy, as well as Poland. I have always felt they run like clockwork but I will never go to Poland again due to the behaviour on the stages.

**Tony Green**  
Via email

### BriSCA F1 joy

Thank you, thank you, thank you finally a nationwide publication is giving the grass roots motorsport a look.

Last week, you ran a brilliant article about the BriSCA F1 stock cars.

Hopefully this can and will become a regular feature, showcasing more grassroots motorsport.

**Shaun Everard**  
Via email

**Ed's note:** You will find regular reports of short oval action covered every week in our *Sporting Scene* section

### Date disaster

Jean Todt's comments (*MN*, June 29) are a little worrying and basically stick two fingers up at the World Endurance Championship.

To say you could watch both because one finished at 1400hrs and the other started at 1400hrs is treating the fans as idiots.

I watched Le Mans to the end to see the outcome of all the drama and also the podiums...that took to 1445hrs – 45 minutes into the F1 race...

I know which I enjoyed the most.  
**Mike George**  
Edinburgh

## YOUR PICS



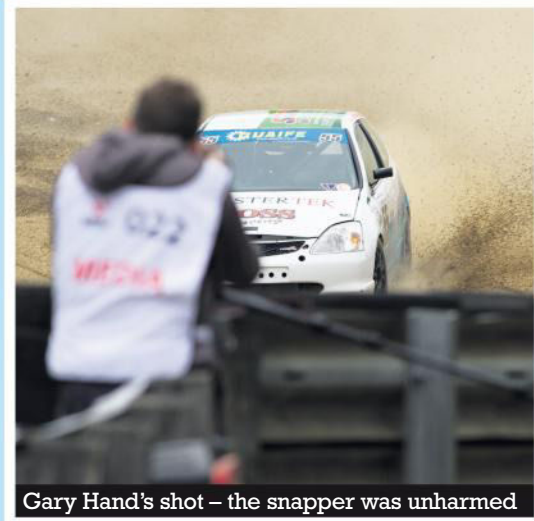
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**ART EDITOR MIKE STOKOE'S FAVOURITE OF THE WEEK!**



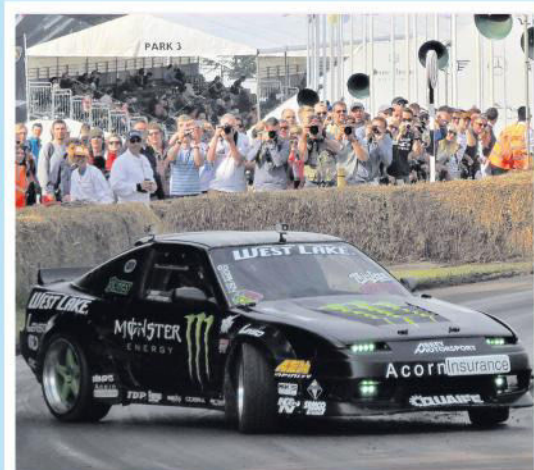
Warren Boscher took this dramatic shot of a Ford Anglia on the Jersey L'etacq Attack rally



Gary Hand's shot – the snapper was unharmed



David Nelson's BTCC photo was taken at Croft



Richard Sadler enjoyed Goodwood's Festival



Bob Sketchley's picture of Martin Brundle racing in the build up to the Le Mans 24 Hours



Peter Atkins went to the Summer Nationals

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## TV GUIDE

MN's TV guide has been dominated by circuit racing for the past few weeks, but it's time to shake things up and get loose with rallying.

First off, the British Rally Championship visits the Nicky Grist Stages this weekend, but two weeks ago it was in Scotland for the **RSAC Scottish Rally** (Thursday, 1100-1200hrs, BT Sport 2). Elfyn Evans extended his championship lead while his rivals fell by the wayside.

Sticking with rallying, last month's **Donegal International Rally** will be on your screens this week (Thursday, 1000-1100hrs, BT Sport 2). It's already up there with the biggest rallies in Ireland, but this year it provided one of the most dramatic finishes ever. The three-day event was won by 0.5s!

Back to asphalt and last weekend's **Formula E** season closer; BT Sport is giving you another chance to relive the title decider in Battersea Park (Wednesday, 1800-1900hrs, BT Sport 2).

And finally, for that little bit of club racing, the **Mazda MX-5 Supercup** visited Oulton Park recently (Thursday, 0900-1035, Motors TV). The action is always worth watching.



Donegal was a thriller

## LIVE TV



### IndyCar Series: Iowa

■ **Race:** Sunday, 2230-0100hrs, ESPN

### NASCAR Sprint Cup Series: Kentucky

■ **Race:** Sunday, 0000hrs-TBA, Premier Sports TV

### V8 Supercars: Queensland

■ **Race one:** Saturday, 0700-0845hrs, BT Sport 2  
 ■ **Race two:** Sunday, 0700-0845hrs, BT Sport 2

## LIVE F1 TV

### British Grand Prix Sky Sports F1 HD coverage

■ **Drivers press conference:** Thursday 1500-1530hrs

■ **FP1:** Friday 0945-1200hrs

■ **FP2:** Friday 1345-1550hrs

■ **Team principals' press conference:** Friday 1630-1700hrs

■ **The F1 Show live:** Thursday 1700-1730hrs

■ **FP3:** Saturday 0945-1115hrs

■ **Qualifying:** Saturday 1200-1430hrs

■ **Race:** Sunday 1230-1530hrs

■ **Highlights:** Sunday 1800-1900hrs

### British Grand Prix Channel 4 HD coverage

■ **FP1:** Friday 0955-1140hrs

■ **FP2:** Friday 1355-1535hrs

■ **FP3:** Saturday 0955-1105hrs

■ **Qualifying:** Saturday 1200-1430hrs

■ **Race:** Sunday 1200-1600hrs

### GP2: Silverstone

■ **Practice:** Friday, 1200-1250hrs, Sky Sports F1 HD

■ **Qualifying:** Friday, 1555-1630hrs, Sky Sports F1 HD

■ **Race one:** Saturday, 1435-1605hrs, Sky Sports F1 HD

■ **Race two (highlights):** Sunday, 0915-1030hrs, Sky Sports F1 HD

### GP3: Silverstone

■ **Qualifying:** Saturday, 0845-0920hrs, Sky Sports F1 HD

■ **Race one:** Saturday, 1620-1720hrs, Sky Sports F1 HD

■ **Race two:** Sunday, 0805-0905hrs, Sky Sports F1 HD



Silverstone crowds will get behind Hamilton

## LISTINGS

### RACING FRIDAY-SUNDAY

■ **Silverstone, Northants**

■ **British Grand Prix:** F1, GP2, GP3, Porsche Supercup **Starts** Friday, qualifying from 1000hrs Saturday, racing from 1440hrs (qualifying from 0845hrs) Sunday, racing from 0815hrs

■ **Admission** from £185

■ **Web:** silverstone.co.uk

■ **Contact** 08704 588260

### SATURDAY/SUNDAY

■ **Brands Hatch, Kent BRSCC meeting:** FF1600, Formula Jedi, Open Sports, Mazda MX5, Production GTI **Starts** Saturday, racing from 1400hrs (qualifying from 0900hrs) Sunday, racing from 1025hrs (qualifying from 1000hrs)

■ **Admission** adult £15, under 13 free **Web** msv.com **Contact** 0843 453 9000

■ **Mondello Park, Ireland CKMC meeting:** Formula Vee, Stryker Sports cars, Touring Cars, Historic Racing Cars, Ginetta Junior,

■ **Fiesta Zetec, Fiesta Junior, Formula Libre, SEAT, Future Classics, Fiesta Junior, Supercars** **Starts** Saturday, racing from 1300hrs (qualifying from 0930hrs) Sunday, racing from 1300hrs (qualifying from 0930hrs)

■ **Admission** adult Euro 15, child free **Web** mondello.ie

■ **RALLYING SATURDAY/SUNDAY**

■ **Builth Wells, Wales Nicky Grist Stages** **Starts** 0831

■ **Admission** free **Web** nickygriststages.co.uk

■ **SUNDAY**

■ **Greystoke Forest, nr Penrith Greystoke Stages** **Starts** 0900hrs

■ **Admission** TBA **Web** greystokestages.co.uk

■ **County Sligo, Ireland Sligo Stages Rally** **Starts** 0945hrs

■ **Admission** free **Web** connachtmotorclub.com

■ **Correct** at time of going to press, but please check before travelling

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- English CWP's 3.5, 3.9, 4.4, 4.7, 4.9, 5.1, 5.3 £215.00 £258.00
- Atlas CWP's 3.4, 3.7, 4.6, 5.1 £230.00 £276.00
- 4-speed heavy duty gearlever £36.50 £43.80
- 5-speed heavy duty gearlever £38.50 £46.20
- M10 ally 'Pro' gearknob £14.50 £17.40
- M10 white/black nylon gearknob £11.50 £13.80

### Mk2 Front Wing £72.10 £86.52

- Mk1 Mexico front wing, LH or RH each £265.22 £318.27
- Mk2 front wing, LH or RH, std. each £72.10 £86.52
- Mk2 front wing, LH or RH, RS2000 each £175.00 £210.00

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- X-Flow ally radiator £169.60 £203.52
- RS2000 (Pinto) ally radiator £169.60 £203.52
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- Bonnet pin kits, alloy £7.00 £8.40
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- M16 calipers to fit standard discs, pair £79.00 £94.80
- M16 calipers to fit vented discs (no spacers needed), pair £93.00 £111.60
- Group 1 vented discs (247x20), pair £39.00 £46.80

### Escort Laminated Windscreens

- Escort Mk1 front laminated screen (incl. rubber) £69.50 £83.40
- Escort Mk2 front laminated screen (incl. rubber) £69.50 £83.40
- Escort Mk1 front screen rubber £24.92 £29.90
- Escort Mk1 rear screen rubber £23.92 £28.70
- Escort Mk2 front screen rubber £29.08 £34.90
- Escort Mk2 rear screen rubber £29.08 £34.90
- Laser windscreen chip repair kit £13.90 £16.68

### Escort Mk2 Rubber Parts

- Bonnet bump stop pair £5.90 £7.08
- Bonnet rail bump stop, set of 4 pair £9.90 £11.88
- Bonnet stop, centre-rear £4.90 £5.88
- Wiring loom bulkhead grommet £6.90 £8.28
- Bonnet release cable grommet £4.90 £5.88
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- Brake and clutch pedal pads pair £7.80 £9.36

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- 'Pro' brake piston wind back tool £17.69 £21.23
- Windscreen removal tool £4.98 £5.97
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- 3/8 drive oxygen sensor socket, 22mm slot £3.66 £4.39
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- Ford engine timing tool set, basic £7.36 £8.83
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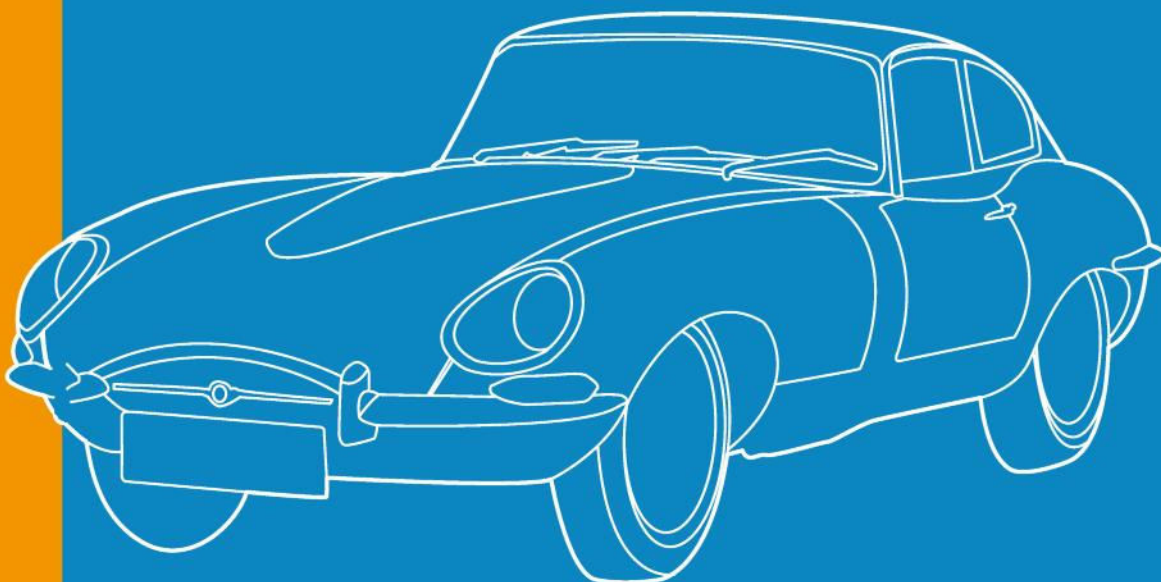
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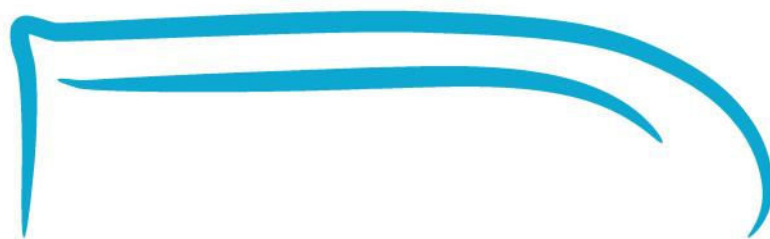
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