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EXCLUSIVE



ANDY PRIAULX'S JOURNEY TO THE TOP OF THE WORLD

Britain's multiple world title winner tackles MN readers' questions **P12**

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MOTORSPORT NEWS



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Stage action gets the go-ahead after Motorsport UK alters advice on comeback

RALLYING GETS GREEN LIGHT TO RETURN IN UK



The stages will burst into life

By Luke Barry

After a four-month hiatus, UK rallying can now recommence with entries already filling up for events later in the season.

Rallying's resumption had been complicated by drivers and co-drivers not being able to compete together. But last week, Motorsport UK CEO Hugh Chambers confirmed that following advice from the Driver and Vehicle Standards Agency and the successful return of other disciplines like circuit racing, this would no longer be an issue.

It's positive news for the entire community but especially the Motorsport News Circuit Rally Championship which will now begin in November as planned without obstruction. The remainder of the BTRDA season should also be seen out too, with the Wyedean Stages and Nicky Grist Stages now poised to run.

There will be several Covid-19-related restrictions in place however, including the need for personal protective equipment, electronic timecards and heavily reduced spectator access, making single-venue events the most practical option for hosting a rally in 2020.

Full story p7

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INSIGHT

HOW MOTORSPORT HAS COPEd IN LOCKDOWN

A look at how teams are bouncing back after the enforced hiatus, **p16**



FORMULA 1

HAMILTON BACK IN THE GROOVE

Mercedes star powers to Styrian glory **p4**



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COMMENT

Photo: Chicane Media



Rally drivers will once again be able to tackle the stages with new guidelines

THE STAGE IS SET FOR RETURN

Fans and competitors in national rallying will be enjoying the news this week that the discipline will return after its extended lay off as the governing body has given the green light for it to recommence.

It has been a bewildering time for rallying in the UK. While competitors have looked on enviously at their racing counterparts, the mixed-surface discipline was always going to be harder to reintroduce given the geographical spread required to run such events. However, regulations have been stitched together to enable it to happen, although it is likely to be predominantly single-venue based to begin with. These are small steps, but they are encouraging ones.

Lewis Hamilton took plenty of encouragement from his victory in the first Styrian Grand Prix, and it seems the writing is on the wall for his rivals in Formula 1. Mercedes-Benz has once again provided a car which is head and shoulders above the rest, and that, allied to Ferrari's stumbling start to the season, means that another title seems destined for the Briton's back pocket.

Our Q&A victim this week is Andy Priaulx, the three-time World Touring Car champion is a driver who proved that determination and enormous self-belief can take a racer to the very top, regardless of how shallow their pockets are. His is a truly inspirational story, and he tells MN readers all about it.

Luke Barry looks at the impact the coronavirus pandemic has had on some of the grassroots industries in motorsport and discovers that the resumption of action has come at a crucial time for many of them.

Deputy editor Graham Keilloh discovers a shining light on the national racing scene with Formula Ford 1600 bosses reporting strong interest ahead of the compressed 2020 season. Bumper grids and a checklist of some of the category's most impressive performers means that the discipline is set for a memorable season.

Also this week, we introduce our troubleshooter feature. We've co-opted ace engineer Carl Faux to guide us out of some of the pitfalls that can afflict race, rally and short oval competitors. He starts out by demystifying understeer and offers tips on how to overcome the issue.

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Lewis in imperious form in Austria

Reigning world champion puts on a show in Styrian Grand Prix



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An incredible career journey

Andy Priaulx answers Motorsport News readers' questions



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Bouncing back to rude health

How the UK industry aims to regain a foothold post-Covid

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Bucking the trend with full grids

Why Formula Ford 1600 is set for a bumper season in the UK in 2020



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MN troubleshooter: Understeer

RACING NEWS

ALONSO AIMS TO TURN RENAULT INTO WINNERS

Fernando Alonso says he hopes he can turn Renault into a powerhouse in Formula 1 when new rules are introduced to the top flight, after signing to drive for the French team in 2021 and 2022.

The 38-year-old was confirmed as Esteban Ocon's team-mate in the build-up to last weekend's Styrian Grand Prix at the Red Bull Ring. He will replace the departing Daniel Ricciardo, who is heading to McLaren.

Alonso joined Renault as a test driver for 2002 and went on to take two world titles with the team in 2005 and 2006. The two-time Le Mans 24 Hours winner said: "[The team's] progress this winter gives credibility to the objectives for the 2022 season and I will share all my racing experience with everyone from the engineers to the mechanics and my team-mates."

The Alonso announcement means four-time champion Sebastian Vettel's options of remaining in Formula 1 have been severely dented. Both Red Bull and Racing Point have declared they are not interested in the German's services for 2021.



Alonso: Formula 1 return

MUGELLO AND SOCHI ADDED TO F1 IN 2020

Mugello in Italy will host its first Formula 1 World Championship grand prix in September and has joined Sochi in Russian as an addition to the current line-up of 2020 races.

The original schedule was decimated by the coronavirus pandemic, and F1 bosses have worked on restoring a roster of races, which is now up to 10.

The Mugello race, which will take place on September 13, just one week after the Italian GP at Monza, will be titled the Tuscan Grand Prix. The race at Sochi is the last of the confirmed grands prix so far, and will take place on September 27.

F1 boss Chase Carey said: "We are increasingly confident in our plans to race throughout the remainder of 2020. The Russian Grand Prix is a major moment, and we are looking forward to being back in Sochi in September. We are equally excited to see Formula 1 race for the first time at Mugello, an occasion that will mark Ferrari's 1000th grand prix."

Ferrari owns the circuit facility at Mugello. Carey added that there would be more announcements in the coming weeks.

HAMILTON'S 'PERFECT' MERC FOR STYRIAN GRAND PRIX TRIUMPH

Photos: Motorsport Images, Jakob Ebrey

World champion gets his 2020 show on the road with dominant display



Hamilton took 85th win

By Matt James

Lewis Hamilton paid tribute to his Mercedes-Benz team after taking a dominant win in the second Formula 1 race of the year, the Styrian Grand Prix at the Red Bull Ring, on Sunday.

The Briton, who had qualified on pole by a staggering 1.2 seconds in a sodden session on Saturday, was untouchable away from the line. Max Verstappen's Red Bull put up a fight initially, but the Dutchman



Hamilton was in control from the get-go

was overhauled by Hamilton's Merc team-mate Valtteri Bottas in the closing stages.

It marked Hamilton's 85th win in Formula 1, meaning he is just six short of Michael Schumacher's all-time record of 91. The victory vaulted Hamilton from fourth in the points table to second place. He is six adrift of Bottas heading into the Hungarian Grand Prix this weekend.

Hamilton said: "A big thank you to my team. What a weird year but great to be back driving

with this kind of performance. The team did a fantastic job, it was just for me to bring it home. I tried to get fastest lap but [I was] not going to get it with 40-lap-old mediums compared to someone with fresh tyres."

McLaren racer Lando Norris was once again a star, jumping to fifth place on the final lap as he overtook Lance Stroll, Daniel Ricciardo and the ailing Sergio Perez, who was suffering with wing damage in the final throes of the race.

The event was a nadir for Ferrari. After its drivers Sebastian Vettel and Charles Leclerc had struggled in qualifying – Leclerc started 14th after a post-session penalty – things got worse for the Scuderia as the duo clashed at Turn 3 on the opening lap. It ultimately let to both cars retiring with damage.

Leclerc took full responsibility for the contact. He said: "I've done a very bad job today. I've let the team down. I can only

be sorry, even though that it's not enough. I hope I'll learn from this and we come back stronger from the next races."

Results

1 Lewis Hamilton (Mercedes-Benz) 1h22m50.683s; 2 Valtteri Bottas (Mercedes-Benz) +13.719s; 3 Max Verstappen (Red Bull-Honda); 4 Alexander Albon (Red Bull-Honda); 5 Lando Norris (McLaren-Renault); 6 Sergio Perez (Racing Point-Mercedes); 7 Lance Stroll (Racing Point-Mercedes); 8 Daniel Ricciardo (Renault); 9 Carlos Sainz (McLaren-Renault); 10 Daniil Kvyat (AlphaTauri-Honda). **Next race:** Hungarian Grand Prix, July 19.

PLATO OUT OF BTCC AS POWER MAXED PAUSES

The Power Maxed Racing British Touring Car Championship team, which was due to run Vauxhall Astras for double champion Jason Plato and returnee Mat Jackson in the 2020 campaign, has withdrawn as a full-time operation for the remainder of the year.

The squad, which finished fifth in the teams' contest last year, has said that it could field cars as independent entries with guest drivers during the 27-round 2020 battle, but would focus towards a full return in 2021. Plato is due to remain into 2021 and Jackson has a first option to remain.

Team boss Adam Weaver said: "We are hitting the pause button, with all our branding partners and team wear being carried over for the 2021 season. It means that we've got even more time to develop the Astras."



The new hybrid-equipped BTCC test car, a Toyota Corolla, ran its first development miles in the hands of Darren Turner at Snetterton last week. The Speedworks-built machine ran for two days, but a planned third day of running was scrapped due to weather. Cosworth Electronics is supplying the new system. Its head of support Neal Bateman said: "We have completed a huge amount of systems checking at Snetterton. It's not just a new hybrid system for us; it's a new electronics package, with a new ECU and hybrid controller, as well as a new display on the car... it's all part of our next-generation electronics that are going to be deployed at the same time as the hybrid technology in 2022."

WSR SLIMS DOWN TO TWO CARS FOR BTCC

The WSR British Touring Car Championship team will field only two cars in the series for at least the opening four races of the 2020 campaign after the withdrawal of Andrew Jordan.

Jordan was forced to abandon his plans following the Covid-19 crisis, but the WSR team retains three entries on the BTCC grid.

Team boss Dick Bennetts said: "We have had lots of people in touch, but I really don't want to commit to anything unless I can get a driver in place for part of this year and all of next. It's not easy finding someone who isn't a numpety and has the relevant budget. We would not run someone just for the sake of it."

The BTCC kicks off at Donington Park on August 1-2, and then enters a run of four races in five weekends.



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Baldwin will carry famous colours



Button will lend name to GT team



Photo: Jakob Ebrey, Paul Lawrence

BUTTON-BACKED TEAM BRINGS WORLD'S FASTEST GAMER TO BRITISH GT

Esports star admits he has a "big learning curve" this year but is targeting the title

By Graham Keilloh

The team backed by Formula 1 champion Jenson Button will race in British GT this season, and has 2019 World's Fastest Gamer winner James Baldwin among its drivers.

The Jenson Team Rocket RJN

outfit was expected to race its McLaren 720S GT3 in GT World Challenge Europe in 2020, but switched to the British category amid Covid disruption concerns. The team will compete in the Silver Cup class with Baldwin, who has real-life Formula Ford experience, racing alongside GT4 graduate Michael

O'Brien. O'Brien was freed to join the team after his Balfe Motorsport entry alongside Graham Johnson withdrew.

Baldwin said: "I'm going to get so many more race laps under my belt, which will fast track my development this year. I have a big learning curve ahead, but we really want to give the Silver

Championship the best shot."

Reigning British GT3 Silver Cup champion and 2019 overall championship contender Ollie Wilkinson, meanwhile, will return this year with Optimum Motorsport, driving alongside GT4 graduate Lewis Proctor. Wilkinson took last year's crown driving alongside Bradley Ellis.

Optimum also has confirmed the withdrawal of its two GT4 entries.

Wilkinson said: "I count myself lucky to be racing this season, so to come back to British GT and defend the Silver Cup title in our McLaren 720S GT3 is more than I could have hoped for."

MIXED RESPONSE TO SILVERSTONE CLASSIC CROWDFUNDER

A crowdfunding campaign to support the promoters of the Silverstone Classic, with a target of £50,000, has met with a mixed response.

While some supporters were keen to pledge assistance, other members of the historic racing community were not in favour of the move to support a commercial event promoter. The campaign has raised £2500 in its first three weeks.

Goose Live Events has been badly hit by the cancellation of

the 2020 edition of the historic racing festival and the bid for support is to help the organisation deliver the event's 30th anniversary edition next summer.

In a statement, the management at Goose said: "The Covid-19 pandemic has had an impact on everyone everywhere but the events' industry has been particularly hard hit. Any support you feel able to provide during this time of great need would be hugely appreciated."



Silverstone Classic has appealed for cash for 2021



PORSCHE 50TH ANNIVERSARY LE MANS LIVERY UNVEILED FOR SPRINT CHALLENGE

Alex Toth-Jones will mark the 50th anniversary of Porsche's first outright Le Mans 24 Hours win by racing with a red-and-white Salzburg livery in this year's inaugural Porsche Sprint Challenge GB championship. The livery pays homage to that of the 917K driven to victory by Hans Herrmann and Richard Attwood in the 1970 endurance classic. Toth-Jones will also compete with #23, again matching the Le Mans duo.

HHC MOTORSPORT CONFIRMS COLLARD AND MATTHIESEN

HHC Motorsport has confirmed Jordan Collard and Patrik Matthiesen will drive its second McLaren 570S in the 2020 British GT championship's GT4 class.

Twenty-year-old Collard is the son of British Touring Car Championship race winner Rob, who is also competing in British GT this year in GT3, and also is the brother of Blancpain race winner Ricky.

Jordan joined the McLaren Driver Development Programme last year and finished fourth in British GT's GT4 standings driving a 570S for Tolman Motorsport.

Patrik Matthiesen last season raced in British GT for Optimum Motorsport in a GT4 Aston Martin, having in 2018 raced a Ginetta G55 for HHC taking a win and fourth in the GT4 standings. Gus Bowers and Chris Wesemael have already been confirmed as HHC's other 2020 driver pairing.

Collard said: "We have a great car run by a top team and I am sure that Patrik and I will make a good pairing to be able to fight for the GT4 title. The McLaren is a car that I know well from last year and I am really pleased to be continuing my association with such an iconic brand, so with all the ingredients in place I believe a successful season is ahead of us."



Jordan Collard will return

TOP TEAM 'HEARTBROKEN' BY SCOTTISH FF1600 AXE

The team of reigning Scottish Formula Ford 1600 champion Jordan Gronkowski has said it is 'heartbroken' by the championship's 2020 cancellation.

The Scottish Motor Racing Club confirmed last month that due to the various Covid-19 impacts it would run only three half-day race meetings this year. The club has decided that categories with most entries should be prioritised, and with just five FF1600 and two Supersport entries received for 2020 both championships were ditched for the year. In addition the Mini and Hot Hatch grids will be amalgamated.

A Jordan Gronkowski Racing Team statement said: "It leaves those of us in Formula Ford with the heart-breaking revelation that we will not be competing at all this year. [This] has extinguished the light that was at the end of the tunnel for us. We now call on [everyone] to join together and use our collective energies to ensure the Scottish Formula Ford Championship returns with renewed vigour."

HAWKINS BACK IN THE FORMULA FORD HARNESS AFTER THREE DECADES AWAY

Formula Ford racer Bob Hawkins ended a 33-year break from the category by driving a Swift SC92K alongside his son Tom at Castle Combe's recent 2020 season-opener.

Hawkins, now 63, had his previous Formula Ford race in 1987 at Brands Hatch

when he broke both ankles in an accident at Graham Hill Bend involving circuit specialist Andrew Guye-Johnson. Hawkins had been a regular Champion of Brands frontrunner.

"This is a moment of madness," he said of his Formula Ford return.

"I've been drag racing a 3000bhp dragster at Santa Pod and I needed to get out and do some driving. I saw this car for sale."

Both Bob's Swift and the Ray GR11 raced by Tom are prepared by Bob's older brother Ted who ran many leading Formula

Fords in the 1980s and '90s. The father-and-son pair will now contest a range of Formula Ford races over the rest of the season and Bob reckons it is cheap motorsport after regularly spending £800 each weekend on fuel for the dragster.



Former Brands Hatch regular Bob Hawkins returned to racing

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RALLY NEWS

Photos: Jakob Ebrey



Finally the stages can be used once more



Rigorous measures will be put into place for spectators

MOTORSPORT UK PAVES THE WAY FOR STAGE RALLYING TO RETURN

Updated guidelines and restrictions gives UK rallying the green light



Chambers says Motorsport UK has followed latest advice

By Luke Barry

The latest set of guidelines released by Motorsport UK last Thursday (July 9) have facilitated the return of rallying in the UK following the successful resumption of other disciplines.

While circuit racing returned on July 4, conventional stage rallying remained sidelined because of social distancing restrictions, but legislation has now been eased.

Motorsport UK CEO Hugh Chambers said: "Rallying had to follow at a later date as we worked upon the relevant information and followed the latest government guidelines. Following the updates from the Driving and Vehicle Standards Agency (DVSA), this has enabled us to work on similar

procedures to accommodate both driver and co-driver in a vehicle."

What will change?

The new set of guidelines outline various precautions, including the need for an appointed Covid-19 officer to be on-site and for personal protective equipment to be worn.

Pre-event signing on will now be electronic, as will on-event timecards and results. Appropriate mouth and nose cover is also to be worn by both occupants of a competing car, with an additional layer necessary if a balaclava doesn't provide this.

All competing cars must also carry hand sanitiser or wipes with an alcohol concentration of at least 60%.

Spectator numbers will be rigorously controlled, and

onlookers must stay a safe distance from the "sporting bubble." Motorsport UK recommends organisers use venues where spectators are "either excluded or safely managed" adding "it is probably more practical to consider a secure single venue."

What will run?

The Motorsport News Circuit Rally Championship will be the only UK championship totally unaffected by Covid-19 and there are now no obstacles in its way for its planned November start.

The BTRDA should also reach its conclusion now this year. Two rounds have already run this season, with two more set to round out the season in October and November.

There are other non-

championship rounds remaining. Jersey Rally chairman Michael Cotillard has outlined his confidence to Motorsport News that his closed-road event will run on October 9-10.

Jersey has now opened its borders, lifting hopes that competitors will be able to come from overseas.

Cotillard added: "All the spade work has been done effectively, everything is ready to run. At this point in time it's far more likely to run than not run."

The Abingdon CAR-nival Stages on September 26-27 will also now likely go ahead. Entries for the event had recently opened and that decision by the organisers has been vindicated with the entry list already full. Last year's winner Chris West is among them.

EVANS RELIEVED WORLD RALLY CHAMPIONSHIP WILL RESTART

Elfyn Evans has given his reaction to the World Rally Championship's restart calendar, telling Motorsport News of the sense of relief he felt when he learned the season would be completed.

Toyota Yaris driver Evans was eight points behind his world championship-leading team-mate Sebastien Ogier when the 2020 campaign was halted following a shortened Rally Mexico in mid-March.

The season is due to resume with newcomer Rally Estonia from September 4-6 followed

by visits to Turkey, Germany, Sardinia and Japan.

Belgium's Ypres Rally and the Croatia Rally remain on standby should any of the scheduled events fail, while Ypres could be added to what would then be a nine-round contest providing Turkey takes place a week ahead of schedule.

"The first thing really that comes to mind is just relief we're going again," Evans told Motorsport News. "It's been a long time without any competition and I am glad they were able to work with

everybody to secure an end to the championship. It would not have been easy I'm sure but now we can get back to business."

Asked if the revised calendar offers him a greater chance of becoming world champion for the first time, the 31-year-old was non-committal.

"All I'm thinking is what's the next event and preparing for that next event," he said. "Right now, that's Estonia, and now we're waiting eagerly for the route to be announced and getting to work on that."

Eight is great

Evans dismissed suggestions that he wouldn't be a worthy champion if the calendar totalled eight rounds only.

"All I can do is turn up to the rallies and drive," he said. "If there's a championship there, then there's a championship there. Somebody has to win it and we're all in the same position. These are not normal times and we have to be happy we can get enough events together. Barring any further developments, to have this championship is good news for everybody."



Evans wants to continue his chase for the world title



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RALLY NEWS

Photos: mcklein-imagedatabase.com



Millener has serious concerns



M-Sport could be thwarted by calendar

QUARANTINE RULES COULD DERAIL M-SPORT'S WRC CHALLENGE

Two weeks in lockdown could scupper Cumbrian Ford Fiesta team's chances of making each event

By Graham Lister

Rally Estonia would be a non-starter for M-Sport if the UK's Covid-19 rate of infection rises again, Motorsport News has learned.

Estonia requires anyone who, prior to travelling there, has spent at least 14 days in a country where the Covid-19 rate of infection is more than 16 people per 100,000 inhabitants, to self-isolate for two weeks. As of July 6, the UK's rate of infection number was 14.5 according to information from Estonia's Ministry of Foreign Affairs.

But if the number topped 16, then M-Sport Ford World Rally Team boss

Richard Millener has already ruled out the possibility of his team self-isolating in Estonia for 14 days before the rally begins on September 4.

"We got asked the question and I gave the answer very succinctly with two letters, 'n' and 'o'," Millener told Motorsport News. "There is no way we have the budget to sit in Estonia for two weeks before we can start. It wouldn't be pleasant either because you wouldn't be able to do anything, you'd sit in a hotel room effectively in quarantine. Even if the event or the FIA covered those costs, it would be incredibly difficult to ask people to go out two weeks early, to go and do the event and then have to go straight to Turkey

which is potentially what we're going to have to do anyway, and then have to go straight to Ypres [if that's on the calendar]. I can't ask people to be away for seven weeks. It's a non-starter."

Significant calendar challenge

Even without the Estonia quarantine issue, Millener admits the compact end to the season presents his Cumbria-based team with a significant challenge.

"We signed up for a championship and we want to keep it going and do as much as we can," he said. "But we're definitely going to be quite different in approach compared to the other two teams. We've asked if the calendar becomes very tight, we have to look at

that and make sure that we're not caught out if something happens that we can't do. We're going to have to be flexible in some ways but we will also make every effort we can to be at an event.

"It depends what happens with Turkey and if they move that event or not. If they try to squeeze in Ypres it does become pretty difficult to be honest."

Waiting on Turkey

As Motorsport News closed for press discussions were continuing between Rally Turkey organisers, the FIA and WRC Promoter over a possible date change from September 24-27 to September 17-20 to facilitate Ypres' inclusion on the calendar.

Millener told Motorsport News his team needs an answer by next week due to the additional logistics involved in getting to Rally Turkey.

"We could do Ypres. It would be a big strain and it would be a risk that we couldn't attend with everything if we had any issues," he said. "Estonia is going to be fast and Turkey is the hardest rally on the calendar. You would have no opportunity to go back to the UK after those events so you would have to do your re-prepping at the events. You're going to have to do three rallies in a row with the same car. Other teams have the ability to swap cars, we don't unfortunately. It's a challenge for us that's specific for M-Sport."

EVANS HOPES "UNIQUE" RALLY GB STAYS ON WRC CALENDAR AFTER IT LOSES ITS SPOT

Elfyn Evans wants World Rally Championship bosses to recognise the unique nature of Wales Rally GB as they continue to finalise the 2021 schedule.

Britain's World Rally Championship counter faces an uncertain future after it was last month left off the preliminary list of events for next season ratified by the FIA World Motor

Sport Council.

Although only nine rallies of what will be either a 10 or 12-round calendar were voted in, Wales Rally GB faces strong opposition from several better-funded rivals in its bid for one of the remaining slots.

Evans told Motorsport News why his home rally deserved a reprieve: "GB is one of the unique

events and it's part of creating this diverse championship with all these different rallies. GB always offers something unique. It definitely has a place on the calendar, it's different to the rest."

While Evans' personal disappointment remains that GB was lost from this year's schedule, the Welshman has huge sympathy for the organising

team and volunteers behind the event.

"GB was always a calendar highlight as it is for any driver with a home event," Evans said. "But it's also disappointing for the organisers. They obviously put a huge amount behind the event. It was a decision that was made for them so not much could have been done."



GB is a big test, says Evans

ESTONIA SPECTATOR TICKETS LIMITED

Rally Estonia organisers have confirmed a "very limited quantity" of tickets will be sold to spectators when the event joins the World Rally Championship for the first time in September.

The event, which will be based in the grounds of Estonia's National Museum in Tartu in the east of the country, will feature stages on two rather than the usual three days. Tickets are due to go on sale on August 10.

Meanwhile, organisers are encouraging members of the public to rent out their homes to those attending the event amid concerns there won't be enough accommodation to go around.

The round will be the first on the restart of 2020's World Rally Championship, which is scheduled to run to eight events. Three had taken place before lockdown, while the reworked calendar kicks off with Estonia before provisionally including events Turkey, Germany, Italy and Japan.



Solberg will head to Rome in his Polo R5

YOUNGER SOLBERG HEADS FOR ROME FOR ASPHALT EXPERIENCE

Oliver Solberg will return to the European Rally Championship when the 2020 season gets underway in Rome next week.

Solberg, the ERC's youngest winner, will make his debut on the Italian asphalt event in a Volkswagen Polo GTI R5 run by local team PARacing. Irishman Aaron Johnston will co-drive.

"I did Monte-Carlo in January but Rome should be the first dry

Tarmac rally with the Polo," said the Norway-born Swede. "I've never seen the roads so it will be interesting. I will do some testing before the event, just to get a little back into rallying again and to get properly prepared for Tarmac. To get some experience, to come through and get to the finish is the target."

M-Sport WRC 2 driver Adrien Fourmaux will also be on the startline next week.



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

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RALLY NEWS

IN BRIEF

M-Sport MUK video
Motorsport UK spent two days in Greystoke forest filming an explainer video of how rallying’s new guidelines can be implemented with the help of M-Sport last week. The film, which is expected to be released later this week, will cover areas such as electronic timecards and how to deal with an incident. Matthew Wilson and Stuart Loudon were present in the latest-spec Ford Fiesta WRC.

Adamo quizzed
Hyundai Motorsport chief Andrea Adamo was joined by stars from the British Rally Championship last week on a Zoom webinar set up by Hyundai Customer Racing’s Andrew Johns. Competitors, including champion Matt Edwards, picked up useful tips on how to progress in their rallying careers. More sessions are expected in the coming months.

Welsh group testing
A group of drivers, including multiple asphalt champion Damian Cole as well as Hugh Hunter, were out testing in Wales last week in Pontrhydfendigaid, known as ‘Bont’. It was Hunter’s first time in a rally car since breaking his shoulder when skiing in the winter. He said: “[The] car felt fantastic so just need a rally to go and do now.”

MN Ingram series
The Motorsport News Chris Ingram Rally Challenge on DIRT Rally 2.0 is back for a second season, mirroring the remainder of the World and European Rally Championship calendars. Lukas Mateja won the previous series and will sit with Ingram in his Skoda Fabia R5 at a real-life test. Prizes are yet to be confirmed for season two.



Ingram e-series continues

eBRC WINNER PROMISES TO GIVE RALLY TEST HIS ALL

Rallying newcomer Scott keen to maximise prize drive chance after virtual victory

Photos: Jakob Ebrey

By Luke Barry

Alan Scott – the winner of the inaugural eBRC series – is keen to impress onlookers when he drives an EDSL Sport Ford Fiesta Rally4 as his prize for winning the competition.
Scott is an electrician by trade but is also an amateur rally photographer. His only experience in a real-life rally car was alongside Quintin Milne at a shakedown almost a decade ago.
“Now I’ve got this [test], you never know it might create something [for the future] but even if it doesn’t, it’s a good experience,” Scott told Motorsport News. “I’ll be putting a hell of a lot of effort and concentration into it because it’s not every day that I’ll get this opportunity so I can’t exactly just take it like it’s nothing.”
EDSL Sport team principal Alex Waterman is delighted that a novice will be getting a shot of an up-to-date rally car. “He’s going to have his socks blown off,” Waterman said. “He’s stepping into what will be one of the latest spec Rally4 cars with 215 brake [horsepower] with a sequential gearbox [and] Reiger suspension. Not a lot of people get to do that.”
The date and location of the test are yet to be confirmed but MN understands it’s likely to take place Evans Jr said at EDSL Sport’s annual customer test day.



Scott: relishing chance



Scott will get to drive EDSL Fiesta



Henry will face familiar opposition on Belgian event

IRISH TARMAC SERIES BATTLE HEADING TO BELGIUM

Desi Henry is looking forward to taking on fellow Irish Tarmac Rally Championship contenders Josh Moffett and Meirion Evans on the Omloop van Vlaanderen rally in Belgium on September 4-5.
Henry is anticipating a big battle in his Hyundai i20 R5: “We always have a good race wherever we go,” he told Motorsport News. “When there’s no championships or nothing this year it is a nice opportunity to do something a bit different [and] sometimes when you’re not committed to a championship you can enjoy events more.”
Evans will be debuting a new Volkswagen Polo R5 chassis in Belgium, starting just his second event with a VW. He will be joined by his father Melvyn in a Skoda Fabia R5.
Evans Jr said: “He [Melvyn] entered Montebello Rally so he was over there anyway, so at the moment the plan is to stay over there and do a test the week before Flanders.”
“We did the Down Rally against each other twice. I won the first year and then I had a bit of a problem last year and gave him the title.”
Ollie Mellors (Proton Iriz R5), Callum Black (Ford Fiesta R5), Jason Pritchard (Ford Fiesta S2000) and Thomas Preston (Ford Fiesta WRC) are also on the entry list.

AUTOTEST ROUND-UP

Kirkby Lonsdale Motor Club got motorsport resurrected at the first opportunity as they organised an autotest at Rowrah on July 6.	a three-way tussle. Steve Retchless, Andrew Roughead and Chris Walker all took turns in the lead. Walker led until Test 6 when two cone penalties added 20 seconds to his time. Retchless then hit the front briefly until he too picked up a cone fault, letting Roughead get ahead of him.	driveshaft on the penultimate test.
Strict Covid-19 guidelines were observed with no navigators, all paperwork distributed by email prior to the event and minimal interaction between organisers and competitors. Results were calculated from check sheets and, to avoid crowding, there was no noticeboard with results instead published on the RallyRoots website.	Roughead, better known as a co-driver, was one of a small number to avoid any test faults, but he couldn’t hold off a charging Retchless who came through to take the win by 13s. Walker retired from third place with a broken	Results Organiser: Kirkby Lonsdale Motor Club When: July 6 Where: Rowrah Kart Circuit, Cumbria Tests: 18 Starters: 52 1 Steve Retchless (Ford Escort RS2000) 17m45s; 2 Andrew Roughead (Mini Cooper) +13s; 3 Kris Coombes (Nissan Micra); 4 Tony Shields (Vauxhall Nova); 5 Steve Featherstone (Ford Fiesta ST); 6 Simon Jennings (Peugeot 106); 7 Tom Hall (Mini Cooper); 8 Graeme Cornthwaite (Mini Cooper); 9 Guy Woodcock (Ford Escort); 10 Geoff Hall (Vauxhall Nova). Class winners: BMC: T Hall; H1: G Hall; H2: Woodcock; M1: Roughead; M2: Featherstone; Junior: Jack Willan (Ford Ka).
The battle for victory was		Ian Mills

WILLIAMS DEVISING R5 PLAN WITH WRC THE TARGET

Former Junior WRC driver Tom Williams is looking to create a “road map” for fighting for titles in the World Rally Championship behind the wheel of an R5 car.
Williams finished eighth overall on the Cambrian Rally in the British Rally Championship on his Ford Fiesta R5 debut, but even before the series was curtailed, he wasn’t expected to reappear. Instead, he was looking at select events across Europe to gain more four-wheel-drive experience which remains the plan going forward.
He told Motorsport News: “I found lockdown strange to start with as everyone most likely did. However, it didn’t affect us too much rallying-wise as we were taking a careful approach making my transition from two to four-wheel drive this year.”
“We needed to make a road map that would benefit me with seat time and experience in the new car whilst keeping a careful eye on our budget,” Williams added. “But yes the [long-term] plan is to be in the WRC as you have to learn the events and the competition is the best in the world. You become a complete and all-round driver in that championship.”



Williams is taking a “careful approach” to learning R5

COLUMNIST

ROSS WHITTOCK



The 2019 European Rally Championship-winning co-driver



Whittock (left) conquered ERC

It's been eight months since Chris Ingram and I won the European Rally Championship, which means it's been eight months since I last did a rally. It's the longest period of time I've had out of competition since I started rallying. But, of course, there are worse events to have as your most recent.

Hungary was a new rally, so the weekend was actually quite normal for me despite what was at stake, as I had lots of preparation to do beforehand. The goal was to keep an eye on what was going on with our championship rival, Alexey Lukyanuk, and trying not to over drive. When we got a front-right puncture with 12km still to go and lost two minutes – and third place – to Callum Devine who had a flier of a time, we automatically thought we'd lost the championship.

But as soon as the next car came in, which was Sean Johnston, we were like 'hang on a minute, something's up here we could have a chance' because Lukyanuk was meant to be next. It was a truly special moment which we'll never forget, and nobody can take that title from us.

However it's been a bit of an anti-climax since. I was lucky enough at the start of the year to get a job with Toksport – the team that runs our Skoda Fabia R5 – doing all the coordination and the team manager role on events for their customers when I'm not competing. So I've been to Rally Sweden and Rally Mexico with them this year; at the rallies but not doing the rallies.

We were quite close to getting sponsors onboard for our own season before coronavirus, but then of course nothing's

happening now so I think Chris is back to square one. I'm quite positive we'll be out once or twice this year but it's just when and what we do.

I hope I'll be going to Latvia with Toksport in August because I believe Eyvind Brynildsen is still hoping to do all of the ERC apart from Rome. So I think we start with Latvia then I'm pretty sure that Emilio Fernandez wants to do Estonia again, so we'll probably be going to Estonia in the WRC too.

This job with Toksport has been really good for me but at the moment, because I'm a self-employed agent with them and there's no rallies, I don't get paid. So two weeks after I came back from Mexico, I applied for a job at



Last-gasp drama in Hungary was memorable



Whittock has swapped rallying for Morrisons

Morrisons to try and get ahead in the queue with potentially a lot of others looking at jobs like that to tide them over. I'm involved in the online shopping side of things, picking all the shopping out. It was put to me that not a lot of European champions would be working in a supermarket, but I have to in order to afford my rent.

I have tried some stuff to stay sharp for rallying during these last few months though. I've had WRC All Live up on my TV and tried to read mine and Chris's pacenotes with the WRC cars. It's quite good to get you back into reading pacenotes but at the end of the day you're just sat on a sofa, there's no feel to it so it doesn't replicate at all what it's like in a car. But it keeps my mind sharp and avoids the first time I see a set of pacenotes being when I'm back in a rally car.

It does cross my mind a few times whether this is going to work out for me, but you have to keep the belief. Even though the ultimate goal is to get to the WRC with Chris, you never know what will happen and it's certainly not easy trying to get there. And as a co-driver, what you don't want to be known as is simply Chris Ingram's co-driver. You want to be known as yourself.

Knowing the right people is key in this game. It's not always about the level of skill. The boys at the top of the game, they deserve to be there because they are the best but there are people making a proper living out of co-driving that I don't think are necessarily as good as me, but because they know the right people they're in that situation.

It's my mission to just keep reminding everyone that I'm here and am hungrier than ever to get going and do the perfect job.

FEATURE



Priaulx: Taking a step back from racing

ANDY

"MY SUCCESS IS DOWN

The tin-top world beater, Formula 1 tester and sportscar ace sits down and ponders the MN readers' questions. By **Matt James**



Priaulx made it to Formula 1 as a tester for Williams

Lewis Hamilton's fifth FIA Formula 1 world title in 2018 put him truly on the tail of Michael Schumacher's all-time record, but it also put him one clear of another highly decorated Briton Andy Priaulx.

Priaulx took four back-to-back successes in FIA-sanctioned European and World Touring Car Championships and enjoyed an 13-year career as a factory BMW driver in a range of disciplines stretching from Super 2000 tin-tops, through the DTM and international-level sportscars too. Subsequent to that, he has been one of the mainstays of the Ford GT programme in the World Endurance Championship and returned to the World Touring Car Championship.

The list of his achievements is an enviable one, but he has now decided to scale back his front-line activities and concentrate on a new role with Multimatic, the team which ran the Ford

Chip Ganassi Team UK GT programme. Priaulx will be on hand as an in-house racer, development driver, advisor and ambassador as he also gets his teeth into overseeing the motorsport career of his son Sebastian. The younger Priaulx, who is just 19 years old, will race for Multimatic in a programme of events in the US this season.

MN sets the scene: After dabbling in karting – and even powerboat racing – it was inevitable that young Andy Priaulx would take to the hills. His father Graham had been a participant in the British Hillclimb contest in the 1980s and returned in the 1990s. He shared a Pilbeam MP58 with his son in 1994 and 1995 and both were winners. Andy switched to circuit racing in the Formula Renault UK Championship in 1996 in a Startline Racing Martini MK72.

Question: "You started your career in the British Hillclimb Championship, which you won in 1995. What skills did

hillclimbing give you, and did it give you any drawbacks when it came to switching to circuit racing?"

Jonathan Semple
Via email

Andy Priaulx: "I think it really came into play later in my career, I suppose. It helped when you look at things like the Race of Champions, where I was always super competitive and won it [alongside Jason Plato for the England team in 2015]. It helps when you are going into Turn 1, dealing with cold tyres and it being purely an act of faith. You have to have natural instincts and an instant reaction. It is about turning things on really quickly, and that is something that I learned from hillclimbing. That was a skill that was transferable across when I was jumping in new cars as well and trying to find the limit immediately. It is living on your wits, and that all comes from my hillclimbing background.

"In a lot of ways, though, it delayed my progress early on because simply I didn't have the understanding of long

fast corners and dealing with weight distribution and all the details that you learn from circuit racing. Hillclimbing is more about reactions and car control, whereas circuit racing is more about having a flowing style. I had to really work on learning all of that.

"I had a few years to begin with that were hard, and that was not only because my technical experience wasn't there but also I didn't have the money. That delayed my progress a bit. Once I got going, it was all good from there."

MN sets the scene: Once Andy Priaulx had been bitten by the circuit racing bug, it bit hard but he knew he had to make some serious sacrifices to get his foot on the motor racing ladder. He moved out of his Channel Island home and went to Silverstone, pitched up in a caravan, which was home, and set his sights on a career.

Question: "Being from Guernsey, do you think that made you even more

determined to succeed because of the effort involved to participate?"

Sally Goodson
Via email

AP: "I think the commitment I made to leave Guernsey and go and live in a caravan showed that determination. [Andy's wife] Jo had left a good job in banking in Guernsey and I had left the family business. We went into the wilderness and it was a big step for us little islanders. But back then, we were living on dreams. When we came over to Silverstone, we didn't have the network of people around us or the contacts – you know, all the things you require to leverage your potential and move upwards. Everything was so commercial. I had come from grassroots motorsport where there was no commerciality to that at all. Back then, you just went racing because you loved it and you prepared the car yourself. One of the marshals at Silverstone, who I went on to become good friends with, said he always remembered me. He said that I had caused

Photos: Motorsport Images, Jakob Ebrey

PRIAULX: TO DETERMINATION – AND A MIRACLE”



First steps: Priaulx in Formula Renault 1996

a red flag in some session or other and I went off. He said I did nothing but apologise and was trying to clean the car and help them lift it out the gravel. They were used to spoilt brats throwing the steering wheel and walking away. That is not the way I did things because I had always done all the work on my own car.

Question: “It was a hell of a leap of faith to come over to the mainland to chase a dream. Was the target always Formula 1? When did you realise that this was not going to happen?”

Richard Craddock
Via email

AP: “Definitely the target was Formula 1. I just had a huge driving ambition that was in my soul. I almost can’t describe it. I just knew that I was not going to fail. I was determined to fight and go right to the bitter end to get my career on track and go out there and achieve something. There was a burning desire to achieve success. I have always said to all the young guys that I have looked after and tried to help

that racing is all about having an indomitable will. You have to drive yourself and everyone around you beyond what is comfortable. It will take you to the end of your tether. It is the hardest thing you can do.”

MN: When you got up to Formula 3 level, even then it was a hand-to-mouth situation. Was there ever a time when you thought that you would have to jack it all in and do something else?

AP: “Never. It was hard work, we never had any money, but I was never going to turn my back on it. We were making huge commitments to racing teams without the budgets in place. One thing I am very proud of is that I drove for a number of teams as I was coming up through the ranks, I raised all the money myself and I never left a team owing any money at the end of the season. I always managed to find a way to pay the bills. I hate it when young drivers they seem happy to walk away from a steaming mess of debts and bad feeling [at the end of a year]. I always paid all my teams.”

MN sets the scene: The Formula 3 dream was into its second season for Priaulx in 2001 and he was looking for a way to make progress. Saloon car racing had not really been on his radar, but a late-summer chance to deputise for the banned Phil Bennett in the egg:sport-backed British Touring Car Championship team, at the wheel of one of its Astra Coupes, led his career in a totally new direction. He took two poles in his maiden meeting and finished second in the opening race of that weekend.

Question: “Did you have any idea where your British Touring Car Championship debut was going to lead? Did you see it as a career path at that point?”

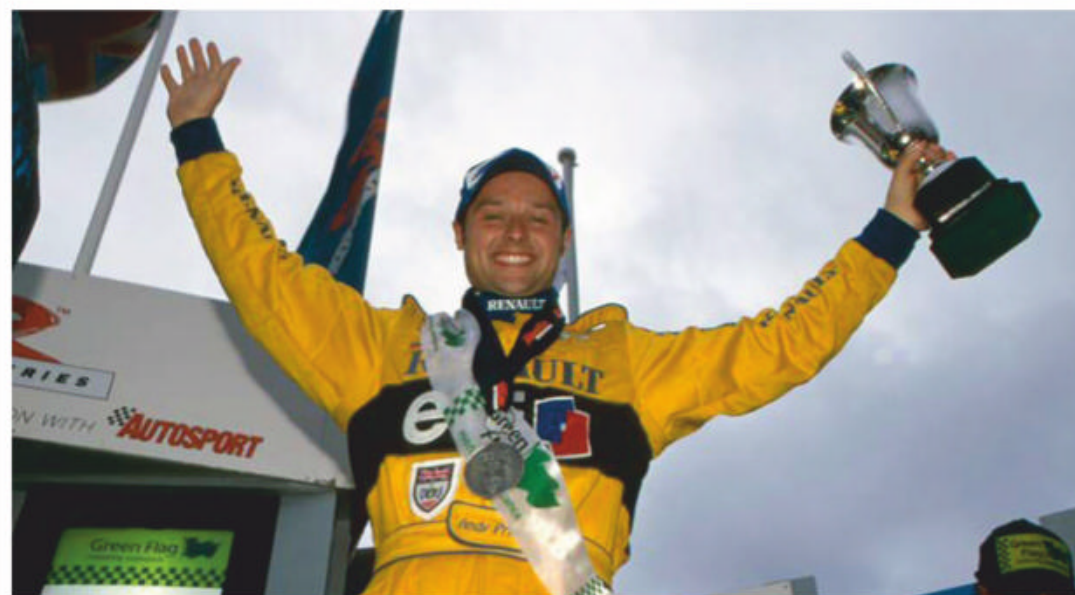
Glenn Thompson

Via email

AP: “I took every chance back then. I did the Renault Sport Spider Cup in 1999 and dominated, I had a test in the Williams Renault British Touring Car



Priaulx says instant feel helped him to Race of Champions success



All the early success came amid a background of real determination

Championship car and also Renault’s works F3 team [Promatecme] and I turned that into a full-time drive. Everything was an absolutely career opportunity. I needed options. Towards the end of 2001, I was talking to Formula 1 teams. I had been in discussions with Prost and with Jordan. There was talk and, of course, it was all about bringing commercial backing to those deals. I was still very much fixated on that, but I was also becoming a realist. I was already in my mid- to late 20s so it was already late on in my journey age-wise. I had drawn a personal cut-off for me that if I hadn’t done it by that stage, I needed to be earning or I was in the shit, really. I was getting close to that point. Sebastian was just a little baby boy and I had commitments I had to think about. I won my first race a few weeks after Seb was born, so all that bullshit about becoming a dad makes you slower is wrong: it was the opposite for me. I was even more desperate for success

because I had to feed my family. It drove me the other way.”

MN: It seemed your career was about to get stuck, and that BTCC deal, which ultimately led to a full-time driver with Honda for 2002, looked like it had saved you...

AP: “I have always said to [then Triple Eight Race Engineering boss joint boss Derek Warwick] that I owe my career to him. He phoned me and said that there was a chance for me to drive because Phil Bennett was in some hot water and was banned for a round. He asked me if I could do it and I asked where and when he needed me. I was there. That is something I am eternally grateful to Derek Warwick for.

“I felt pretty bad because they wanted me in the team and they offered me a contract after that [for 2002] and, I have to be honest, I went for a little bit more money and went to join Honda instead, purely because I needed the cash back then. I was desperate. I had to make that choice and it was difficult,

continued on page 14

FEATURE



Spilling the beans: Priaulx amuses interviewer Alan Hyde in 2001



A switch to European Touring car was a hit



The final title with BMW came in 2007

but it was a good contract and I had to do it.”

Question: “How did the BMW connection come about? That must have been the dream ticket for someone in your position?”

Ian Flux
Via email

AP: “It came out of the blue. I was racing down in Australia in the V8s and I got a fax from [friend and national racing legend] Ian Flux. He told me that he had a deal in the offing and that if I signed a deal through him and gave him a little bit of money, he would tell me who it was with! I said ‘yes, let’s do it’ and I signed it and then Fluxie told me it was with BMW. BMW had seen I was winning with Honda at the end of the BTCC season and they could see I was a guy on the way up in touring cars. At the end of the year, I was at the Autosport Awards and it turned out that about five people had put my name forward for that deal. People like Ollie Gavin and Darren Turner, people like that. But it was Fluxie who walked away happiest of all with a nice bonus in his pocket.”

Question: “Do you think other young



Priaulx’s Le Mans debut in 2010

drivers and rivals were jealous of your relationship with BMW?”

Steve Waters

Via email

AP: “It was a risk going to Europe for me, because touring car racing is a bit different over there. There are different tracks, slipstreaming and a different style of driving on the continent than we are used to in the UK. There were some who were happy to stay in the BTCC and work their system [of earning money] there, but I was always one to push myself and take myself out of my comfort zone. Because I had raced in Formula 3 and I had done quite a bit of racing abroad, my mentality was always fine with that. I was very excited to get the BMW chance, and during that next 13 years it was phenomenal where I went with BMW. Just amazing.”

MN sets the scene: The links with BMW and his success with the German firm would ultimately lead Andy Priaulx to achieve his lifetime’s ambition of getting behind the wheel of a contemporary Formula 1 car. BMW was the official engine supplier to Williams from 2000 through to 2005, and it used the Briton to conduct several test sessions.

Question: “What was driving the Formula 1 car like? What were your tasks with the team? How closely did you work with the race team?”

James Hilton
Via email

AP: “The whole situation was brought about because [BMW’s motorsport director] Mario Theissen just gave the chance to do it because I had been so successful for BMW but going into it, I was determined to turn it into something.

I wasn’t just going to drive around and say ‘wow, thank you’. Apparently, that was what the Williams guys said was most impressive when they worked with me was that I just got straight into the programme. They were really impressed and I had good pace and gave good feedback and I turned that one opportunity into quite a few tests in the end. I did development from straight line and I tested for two days at Vallelunga and they used me to help prepare the car for Monaco, so it was a proper programme in the end.

“It did blow my mind, of course, but when you speak to the engineers and the team afterwards, they don’t want to hear that, do they? You just get in and do the job. What was really nice was to get the phone call one Christmas when Williams had parted with BMW but they still phoned me up and asked me to do a test day in Barcelona for them with Nico Rosberg. They used me a number of times and I got paid every time I got in the car. I had meeting with Sir Frank Williams, the lot. There was talk of all sorts of things, and they took me really seriously, which was nice. I did make it to Formula 1 in the end. It was nice for my family to see that I was really proud that I had done that on my own merit. I didn’t buy any drive: I was getting paid and doing proper work.”

MN sets the scene: After BMW scaled down its tin-top opportunities, it focused on sportscar racing and it took Andy Priaulx with it on that journey. He eventually would race at some of the most iconic circuits in global motorsport.

Question: “Your first Le Mans was in 2010: had that always been on the bucket



Taming Brands GP in the British Touring Car Championship in 2015

list? And is it daunting the first time?”

Chris Matthews

Via email

AP: “Le Mans was always on my radar and yes, it is daunting, certainly. The track is pretty easy to learn, though. It is relatively simple, but the nature of the track changes so much that you really need experience to master it. You just find time throughout the race. You thought you were on the pace but you always just seem to work the track and find more. The event is awesome: the way the track evolves, the way the races pan out, the pressure from the manufacturers. It is an intense event.”

MN: “Do you actually get time to enjoy it. Are there ever stints where you can just reflect and think ‘yes, this is really special’?”

AP: “You do get time to feel very special. You are connected with the track and the event. The build up, the press, the racing, the stints: the morning stints are special when the sun is coming up. Everybody loves happy hour in the early morning when you have got through the night. We were leading in 2011 coming out of the dark and it was an amazing experience, I had a fantastic stint in the Ford GT a couple of years ago where I was battling for the lead, I was in the car, I was on the pace, the sun was coming up and I was in the sweet spot with the car. It was such an overwhelming and wonderful feeling: it is so hard to get that anywhere else. It is a massive race—even in the last few years, the GT battle has been so intense and you are locked in battle for the whole of the 24 hours. There is no time to relax. The GT cars are much faster than they use to be: they are close to the old LMP2 levels of performance 10 years ago. It has great drivers, it is really competitive and it was

really tough. It was really nice to be part of a high-profile factory team at Le Mans like I was with Ford too.”

Question: “How much have you enjoyed driving the Ford GT: it looks awesome, man...”

Jack Crowther

Via email

AP: “I really connected with that car, it suited my driving style and it was an amazing programme.”

MN: You were in on the ground floor of that whole programme, weren’t you?

AP: “I was. I was part of the development right from the start. I first did my deal with Henry Ford [III, Ford trustee], Larry Holt [Multimatic boss] and [team boss Jack] Rousch at Road America at the start of 2015. To get summoned to meet all these guys, and people like Chip Ganassi, is a real ‘wow’ moment. Then I signed.

“Being connected with the Ford family was really special and to see what Le Mans meant to them and to be part of a winning effort was such a moment. It is the history and the heritage makes you feel so special. I have had 20 years as a full factory driver, and that is something I am very proud of, and I have been part of some truly sensational programme. And I am still getting paid to drive racing cars now, too.”

Question: “What is it about you and Macau? You have had so much success there...”

John Pearson

Via email

AP: “I don’t know. I think it suits the way I drive. It is about accuracy and having the confidence to run close to the walls. The nature of the corners seems to work well with the way I drive. I get a buzz from the

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Turning heads with a BTCC one-off in 2001



Priaulx took three wins on his way to sixth in British Formula 3 2001

place and it pulls the best out of me. I think, also that, as a driver, it is a track where you can make a difference, which is something that I love. None of us want to get beaten by Balance of Performance alterations or the car being good one day and then not the next because of set-up choice. At Macau you can find the sweet spot and the edge. It is about commitment and accuracy with the barriers, and that suits me. I love that. It is also a very good fun weekend, crazy, and I have had some fantastic times there which I probably shouldn't talk about in print. . . ."

Question: "Is there one race you have yet to tick off that you really wanted to do? How about a spot of rallying?"
Emma Facey
Via email

AP: "I would love to do a bit of rallying because I got on so well with the WRC cars in Race of Champions. Prodrive actually asked me to go and do some test and development work for them. Which race do I want to tick off? I have been so lucky that I have done most of the races I wanted to. If I had a choice I would love to go back to Bathurst for the 1000kms. I just love the Supercars and the track and I always got on well down there, I would love to do one more. Who knows if that would happen."

Question: "Which of your racing experiences did you enjoy the most during your career?"
Harry Medland
Via Facebook

MN: I guess this is asking which part of your career do look back on most?
AP: "I think the Ford thing, more recently, I loved the whole programme. Earlier in my career, it was difficult to enjoy it

because there was so much pressure on being successful. Whereas later on it is great to be with a works programme when you have had success, because I was still on the top of my game and I could just enjoy that period. I did really like that a lot, and the BMW E46 when I made my name was some special times. That was the making of me as a professional manufacturer driver."

Question: "Did you try to dissuade your son Sebastian from racing?"
Sarah Godfrey

Via email
AP: "I did not promote Seb's desire to go racing. I would say that I didn't try to dissuade him either, but I never really pushed him to be that kid at the kart track on millions of days a year with all the pressure. It is unfortunate that he loved it so much and he was quick straight away. It is tough going through it a second time, it is hard. You know the pitfalls, you have been through it. Then you go through it the first time, your enthusiasm just pushes you through the tough times, and you believe in that miracle. I have had an amazing career and it has been a miracle that has happened to me. I find it so much harder for Seb, because I look at things more realistically than I did for my career. "This year, I could have been in the World Touring Car Championship but I have chosen to be with him as he races in America. If I don't see that commitment I will be very quickly focusing on other things. He has to be 100%, but it is also important to step back and let him be his own man. Being a dad can be a pain in motorsport. He has got to be his own man and keep performing, otherwise someone else will come along and take his spot. That is the real world." ■



Priaulx returned to the BTCC and was a winner in a WSR-run BMW 125i M Sport during the 2015 season



Priaulx said the Ford GT was a highlight

FEATURE



HOW THE INDUSTRY BEHIND MOTORSPORT HAS SURVIVED LOCKDOWN

Motorsport News investigates the impact Covid-19 has had on the motorsport industry

Racing is now go after a four month hiatus

There's far more to motorsport than what happens out on track or on the special stages. From the series officials and stewards to the marshals and the scrutineers, a whole army of people do their bit week-in-week-out to ensure the race or rally goes ahead. But even before anyone gets to the circuit or the service park, there's an entire other industry working flat out in the background that's just as vital to motorsport going ahead.

Clearly, Lewis Hamilton can't go racing in Formula 1 without his Mercedes team. Ott Tänak can't defend his World Rally Championship crown without Hyundai preparing and servicing his i20 Coupe WRC. And equally, the clubman racer can't compete without some sort of help from a third party whether it be a team running their car on race day, looking after their car in between events or simply providing it with a new part. Without the industry behind it, motorsport wouldn't exist.

But sadly Covid-19 has been a real

spanner in the works for the UK motorsport industry; particularly the smaller, independent firms. While a large portion of the UK population has been fortunate enough to work from home or take advantage of the government's furlough scheme, this hasn't been an option for a lot of those earning a living from motorsport. Lockdown has forced a lot of one-man-bands to reassess operations and, of course, some firms are more insulated from the problem than others.

For example Boreham Motorsport – which specialises in Mazda MX-5s – has managed to weather the storm relatively well all things considered. While boss Ray Worley admits he has found lockdown tedious, he tells Motorsport News that not been a crisis because of the nature of his particular business.

Worley explains: "The day before the lockdown we were supposed to be testing then the lockdown happened and so that was that. So I had really nothing to do on any of the cars. Had we have actually done that test I might have had some development work to do, but it meant that we had absolutely nothing to do at all. [But] we're a family-run business and my workshop is actually at

home so from that point of view we don't have enormous overheads like some of my friends at Elite Motorsport and places like that."

As Worley mentions, not everyone has had such an easy time of it. Kevin Mills of Formula Ford 1600 team Kevin Mills Racing describes the lockdown as a "disaster" as he hasn't been able to earn any money at all since March.

"I just hire cars out to go racing, so when we're not going we're not earning, it's as simple as that," Mills tells MN. "I was lucky that over the winter I'd been building a Swift SC92 Formula Ford car [and] was able to sell that to Nathan Ward, who's racing it at Castle Combe, and have a little bit of money to live off really; otherwise we were in trouble."

"I did all the basic things that everyone did I think, deferred your mortgages and all that stuff to cut your monthly costs right down just to get by. I didn't quite qualify for any of the grants or anything from the government because my business address is still at my home address, so that stops me doing all that."

Andy Low, who has recently acquired Low Dempsey Racing, has perhaps had the roughest ride of all having only just invested in buying the race team

from Cliff Dempsey before the crisis hit. Low says: "Obviously with the financial outlay of buying the business to be hit with what we were straight away was hard to take but we're really lucky with the drivers and their sponsors and everyone who's paying the bills; they looked after us throughout which you cannot grumble about. Every driver who signs for a team generally puts a deposit down and that deposit really looked after us through the three months."

"We couldn't spend a penny on anything," he adds. "I had to take all the mortgage holidays and all that sort of thing myself to make sure we had all the overheads to a minimum. [But] obviously you've got the workshop [to still pay for], that's the biggest one, all the insurances [and] you've still obviously got to pay yourself some form of a wage to pay the bills at home."

The situation doesn't look much rosier for rallying firms either; in fact it arguably looks bleaker. While rallying is now able to resume alongside circuit racing which restarted at the beginning of the month, the rallying calendar is looking rather empty. So although businesses can now get back to work, they face a new battle of survival to try to

find additional avenues of revenue. It's not an insurmountable issue though, as rally teams are nothing if not resourceful.

Wayne Sisson, who runs Mitsubishi Evo specialist Arnside Motorsport (AMS), explains to MN: "Naturally things are quieter yes. As there have been no rallies since mid-March so this has had a big impact on our workload, we reduced our staff levels for safety as soon as the outbreak was announced. However we have kept reasonably busy."

"We do 90% of the services we offer in-house so our diaries were already full with engine builds, transmission rebuilds etc along with some ongoing car builds so it's given us a bit of time to catch up on these. Our global parts sales have also kept us busy with many teams across the world using this downtime to carry out any necessary rebuilds and upgrades."

But Sisson admits he is worried about the winter months, which is usually the busiest period for a preparation firm as customers get their cars rebuilt ready for a new season. However with a severe lack of rallies in 2020, this isn't going to be necessary for a lot of drivers.

Elsewhere, Dom and Neil Buckley at

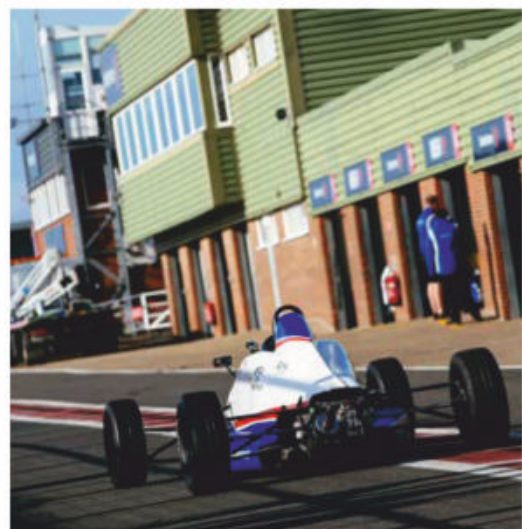
Photos: Jakob Ebrey



Engine rebuilds are among the jobs done by AMS



Fully focused: Dom Buckley rebuilt WRC



FFord teams have survived

Dom Buckley Motorsport IRS were both furloughed for a couple of months but lockdown has actually allowed the firm to concentrate on the incredible rebuild of the Ford Focus WRC Jeffrey Panton smashed to pieces on last year's Rally Barbados. UK competitors heading abroad to places like Belgium and Barbados are helping keep the business afloat.

Dom Buckley tells MN: "We've got enough work definitely just now. A couple of customers have just put in an entry for a rally in Belgium so it looks like people are starting to look elsewhere [from the UK]."

"It's kind of like when we had foot and mouth a few years ago, things went bad in the UK and we had two or three customers decided to go and do the Belgian Championship instead."

"And then there's that test day at Knockhill coming up. People find ways to go out and have fun so there's always going to be something that comes in the door and we're quite lucky, we don't just specialise in the rallying although most of it is."

"We have customers with just normal road cars, farmers round about bringing in their pick-ups and all their farm

vehicles to get serviced and maintained here as well so we've got all that."

However, there isn't always that guarantee that competitors that were customers prior to Covid-19 are going to immediately return again now. From conversations Worley has had, he admits a lot of drivers are worried about the financial outlay of motorsport.

"Racing to lot of people is a hobby," he says. "To us it's a business but to a lot of our customers it is actually a hobby. Some of our customers are retired and the Covid-19 problem hasn't financially been a problem for them because they've got their pension and that hasn't changed anything but for most people they've had to completely stop, they've earned no money at all."

"Most of our customers are actually self-employed, running their own businesses and it's a bit of a difficult one to actually decide that you're going to actually as soon as you start earning some money again go off motor racing."

For the most part though, the motorsport industry has been able to function again with the well-timed resumption of motorsport.

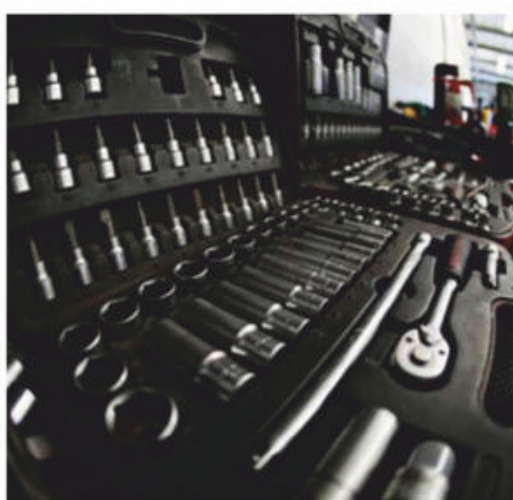
Having cars back out competing has been a life saver. Had the industry



Sponsors could be hard to find



Rallying cars are back out



Back in use: the tool box



Cars back on tracks means money back in pockets for racing firms

stayed stagnant for even a couple more months, things could've been a lot worse.

"It's all behind us now," Low confirms. "Obviously we're being sensible with the way we act with the virus, I know we've got to put that behind us now and get on with the job in hand and do the best job we can which we always do."

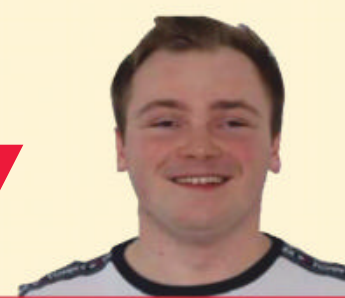
And for others like Boreham Motorsport, branching out into other fields has been a great help.

Worley explains: "Because there's not been so much with the motor racing, we've started a CCTV installation and security company as a partnership with another company, it's actually a company that have sponsored us for many years."

"So yes I suppose there are things that we're doing just because we're just trying to make sure that we're still going to have some sort of income, although you know I'm always optimistic that motor racing as well as all of our other companies will pull through and that we'll come through the other side."

Motorsport is known for inventiveness. Given the current times, never has that been more crucial. ■

LUKE BARRY



MOTORSPORT NEWS REPORTER

'Some of the financial impact might not be completely clear until the future'

There really does seem to be light at the end of the Covid-19 tunnel. Of course the looming threat of a second spike of cases continues, but it does appear that we are through the worst of it as the country's various industries ease back to capacity.

Motorsport is no different. Racing resumed on July 4 and rallying will swiftly follow with rally time trials taking place next month and the first stage event likely to be held in September. This isn't just brilliant news for competitors and fans, it's like Christmas to the UK's preparation firms and workshops.

Mercifully, while there have naturally been hurdles and complications, the motorsport industry looks to have emerged from these turbulent times as unscathed as it could. And that's crucial, because if you actually stop and think about the potential domino effect the loss of teams and preparations firms could've had, it's frightening. For motorsport to function smoothly and as we know it, we need so much of the ecosystem to be in place and each cog in the wheel is as important as the other.

Countless companies have been forced to be more frugal than ever over the last few months just to ensure survival. The unknown now is how much money competitors are willing to spend on motorsport in what is now a damaged economy? A lot of them are self-employed themselves and will have made sacrifices during lockdown, while others who own companies will struggle to justify spending on motorsport when they have may have to make job cuts. That's a definite image problem, and all of that will negatively impact the motorsport industry.

Firms will be aware of that however, and some are even chasing new business ventures in a bid to boost income. Ray Worley at Boreham Motorsport's venture into CCTV and security typifies this, and demonstrates just what an intelligent and resourceful bunch motorsport people are.

They'll need all their experience and know-how to keep weathering the storm but so long as there's racing cars on track and rally cars on stages, competitors will always need bits, parts and cars built and rebuilt or mechanics on the ground at events. Let's hope that one day, 2020 will be nothing more than an awkward chapter in the history of the country's thriving motorsport industry.

FEATURE



Oliver White: one of many National FF1600 big names

FORMULA FORD 1600 - UK MOTORSPORT'S 2020 SILVER LINING?

While racing categories are hit by dropouts due to Covid-19, the National Formula Ford 1600 championship has a stellar line-up and an overcapacity grid for its season opener. **Graham Keilloh** explores why

It is hard to escape the impact of Covid-19 and not only in the sense of health. The pandemic's economic consequences have been many and this naturally has been felt in motorsport. Tales right now are everywhere of drivers, teams, cars and sponsors pulling out from this year's delayed competition.

But on the UK national racing scene there might just be, with this cloud, a silver lining. The latest National Formula Ford 1600 season gets underway at Oulton Park this weekend and, sharing with Northern FF1600, has long had a capacity 34-car grid, with reserves in addition, for its curtain-raiser. The number clamouring

for a spot might have been even greater too, as some participants based abroad have had to stay away due to travel restrictions, such as John Svensson who intended to have three drivers. Kevin Mills with his eponymous frontrunning team reports an extra driver of his who didn't fancy waiting on the reserve list, but would have got in if he had done so...

British Racing and Sports Car Club Formula Ford coordinator Ian Smith tells Motorsport News: "We have been on capacity in National [FF1600] before, Brands and Silverstone National, we were full as well at Knockhill. But somewhere like Oulton [it is more unusual]."

The Oulton line-up is stellar too. Low Dempsey Racing and Kevin Mills both have their own formidable driving trios,

and over and above there is Luke Cooper, the 2018 Castle Combe FF1600 champion, 2012 National runner-up and regular FF1600 frontrunner. There also is Oliver White, a multiple Champion of Brands winner and routine sharp-end protagonist in Formula Ford's end-of-year Festival (he was a third of a second off winning it in 2018) and Walter Hayes Trophy. Adrian Campfield, 2011's Walter Hayes winner, is back with Kevin Mills after almost a decade away from racing. GT4 racer Matt Cowley is also on the entry.

And it's not only established additions. Alex Walker, who completed a part season in British Formula 4 last year with JHR Developments, has chosen a National Formula Ford campaign with

PWR1 Racing. His fellow 16-year-old Daniel Mackintosh, who was poised to compete in F4 this year before a sponsor's withdrawal, will race with Oldfield Motorsport. Low Dempsey and Kevin Mills boast young guns too.

And Mills is certainly relishing the season's prospect, as he tells MN: "It's the most competitive Formula Ford's been in the last five or six years, it is absolutely bonkers. All the teams have got a good driver, some two, so it's going to be an epic eight-round [race] battle, I can tell you. It's going to be amazing."

"At Oulton with 34 cars, getting a good qualifying lap's going to be really difficult. I can't wait to get out there, it's going to be a vintage season."

Cooper agrees, telling MN: "It's a really competitive grid, and you could be close to the pace and end up 10th on the grid. It's going to be some great racing."

Mills has noticed the upturn in driver interest too: "Over the winter I had three drivers sorted, and then because they were from foreign countries when Covid started, two of them decided not to come. So then I was like 'oh my God, going to have to rebuild this'. But actually it wasn't very difficult at all to rebuild it. There seemed to be a lot of interest in Formula Ford and I'm back to a three-car team again in National and I've got four cars running in Castle Combe as well."

So what's going on? Well, we can quickly form a hypothesis. Formula Ford is, of course, a low-budget option, so it is likely attracting those who could not raise the money for other categories. Also the

congested calendar has dictated the National FF1600 championship has only three meetings in 2020, and this is further easing competitors' budgets and logistics.

For Cooper, finances were indeed key for him. He had been minded to switch to GT racing this year, but the impact on his budget from Covid has drawn him back to FF1600. He will now either complete the National or Combe 2020 season, and will take part in both categories' opening rounds before deciding which to commit to. He took a first and second place in Combe's recent season opener so a strong Oulton showing will give him, in his own words, a "difficult decision". The National championship though is his priority.

Cooper says: "The way everything went it killed the budget for this year and unfortunately I lost a sponsor for this year as well so that was like a big whammy. My sponsor's a hotel company and they were probably one of the worst hit by the whole thing."

"But the good thing with Formula Ford is it is still affordable and we have a car available so it was fairly easy for me to get back into it. It's somewhere in the region of five times more expensive for me to do something outside of Formula Ford."

"If they'd tried to cram more rounds into it [the National championship] we wouldn't have really been able to consider it."

White meanwhile is in 2020 fulfilling his long-time ambition to complete his first full National FF1600 season, and the truncated three-meeting National calendar is what tipped the balance.



Kevin Mills Racing has a strong FF1600 presence



Alex Walker did F4 rounds in '19



Luke Cooper (60) hopes to mix it in close 2020 field

Photos: Jakob Ebrey



Luke Cooper had eyed GTs, but FF1600 budgets are more suitable

White’s FF1600 ‘quadruple crown’ ambition

Oliver White admits that, such is the nature of these things, even a dominant run to the title in this year’s National Formula Ford 1600 championship is unlikely to open career doors for him. Not without vast additional budget anyway. But, even so, he does have a grand ambition from at last completing a full National campaign this season. Last year in a Van Diemen RF89 he claimed the inaugural Heritage Formula Ford championship, a category for pre-1993 Kent-engined cars, often viewed as being from Formula Ford’s ‘golden age’. And this year in modern machinery White hopes to complete step two of what would be a unique Formula Ford championship quadruple. “If I win the National this year I’d like to next year do either the Historic or the Classic Formula Ford championship and try and win all four in four years,” he tells MN. “But obviously it depends on how



Oliver White took inaugural Heritage title in a Van Diemen RF89

I get on this year. If I don’t win this year that plan sort of ruins! “I’ve always enjoyed driving the older cars,” White continues, “they actually suit my driving style a bit better, there’s loads of front-end grip and less rear grip, so you can throw them around more and I enjoy driving them more.

The newer cars are definitely better in the higher-speed corners. If I actually had to choose for pure enjoyment I’d choose the older cars to drive, definitely. “I don’t think anyone’s won all four championships, so it’d be nice to do that. That’s the plan!”

“Under normal circumstances I’ll struggle to do the National because it’s such a long year and it requires so much track time. And being a full-time farmer it’s really difficult to get away to do all the test days and so on,” he tells MN. “Being only three rounds it makes it much easier. I’ve wanted to do it for years, so it’s a no brainer to have a go. Normally it would be a lot more expensive than it is the year, with going to three rounds it massively reduces the costs. It’s a golden opportunity to do it.” For White there’s another bonus from the short season: “Lockdown it’s really limited the amount of testing a lot of the other drivers can do, so hopefully that will make it more of a level playing field.” Mills agrees that this year’s large FF1600 grid primarily reflects the short calendar, but come next year he believes FF1600’s low budget more generally will grow in importance. “I’ve got Adrian Campfield come back,” Mills notes, “he’s not raced for long long time because he can’t afford the full season but he’s looked at it and gone that’s only three weekends, I can do that. “Moving forward next year we [Formula Ford] will be a more serious option for those drivers that maybe were thinking they were going to do F4, but I think there’s going to be no sponsorship around, it’s going to be really difficult. I’ve noticed a lot of companies they’re laying off staff, there’s a lot of redundancies and they can’t be seen to be wasting money advertising or sponsoring motorsport programmes. So next year

drivers may definitely seriously look at Formula Ford. “Next year I think the grid will be full again just because they [drivers] can’t raise £100,000-plus but they can raise between £50,000 and £70,000 if they’re doing the Festival and the Hayes as well.” Mills also wonders if 2021’s calendar should be shortened on costs grounds: “I don’t know whether the BRSCC need to look at it seriously and decide actually maybe eight triple headers is too expensive for Formula Ford next year.” Alex Walker, as noted, is switching to National FF1600 from F4 for this year. This is not however for related primarily to Covid’s consequences. Instead it reflects Formula Ford’s more enduring benefits. His father Jeremy, himself a former FF1600 driver, tells MN: “I’d raced when I was similar age and realised that this first step into car racing you have to do an awful lot of miles. My eureka moment was we were stood at Snetterton and I looked at how many tyres [F4 team] Carlin went through, so unless we can compete with Carlin [on budget] there really isn’t any point. They then were up to about 20 test days from the end of the season, and [I’m] sitting there going we’re 20 days behind where we were in October and we haven’t even got to Christmas. “I’ve driven Van Diemens years ago, and one of the mechanics who’d ran me back in those days said ‘for what you’ve got to spend you can do a lot of racing in Formula Ford’. In Formula Ford he [Alex] can be in the car every week and we can

race pretty much every weekend. This first year [of development] it’s so important they race an awful lot. “The budget for F4 was double what we were going to spend, maybe triple. We could have done [stretched to an F4 budget], but it’s got to be sustainable.” Alex adds to MN: “We’re going to get a lot more track time [in FF1600], and especially the higher you go up you only get a few test days. It’s really important to get the miles done when you’re young.” And as White for one concurs, Formula Ford has much to offer a developing driver. “There’s lots of experienced drivers which they can learn off, which I’m a good example, I’ve been in the class a few years now so I’m not that easy to beat. So if they can get up to a standard where they can beat me they’re doing well! “Also you can pick and choose what you do, you can match it to your budget, so you can do less races on a smaller budget or you can do one full National championship. So you have the options in our class where other classes you’re committed to a big spend straight away. It’s also really good for teaching wheel-to-wheel racing because you just can’t contact each other too much because you’ll have too much damage.” Cooper adds: “Driving Formula Ford is amazing and even if I did manage to progress into something I would still love to come back and do the Festival and Walter Hayes and events like that because racing Formula Fords it’s just so much fun.” ■



The 2011 Walter Hayes Trophy winner Adrian Campfield (c) is back



Kevin Mills (l) says FF1600’s low budget will become more important



Shortened calendar means White can do first full National season

FEATURE



BUTCHER OFF THE HOOK AT OFFICIAL BRITISH TOURING CAR TYRE TEST

Motorbase man continues the development of new Ford Focus. By Matt James

March 17 was a long time ago, but that was the last time that the majority of the British Touring Car Championship runners hit the track in anger. After the lockdown period, things returned to some normality last week when the field tackled the category’s annual two-day tyre test and Motorbase Performance’s Rory Butcher was the one with his head held highest of all.

The Motorbase Performance team has probably been the one that has been helped most by the lockdown. It was all hands to the pump for the Kent outfit to prepare its three fourth-generation Ford Focus machines ahead of the original start of the season.

Butcher was fastest on the opening day at Snetterton when the conditions were more favourable – despite causing a red flag with an electrical issue – while Laser Tools Racing Infiniti Q50 driver and 2017 champion Ashley Sutton topped the running on the second wetter day.

Butcher knows that the extra time to

prepare has been a real benefit for Motorbase. “It would have been a big push for us if we had been going to race at Donington at the end of March,” he says. “The break has given us a time to take stock and we’ve been out testing twice more before we went to Snetterton.

“At Snetterton, the car was as good as I have yet known it, so I was delighted. We weren’t able to work through everything we wanted and we will still have a programme to run through when we get to Donington on August 1-2, but we have a really strong platform.”

BTC Racing Honda Civic Type R racer Tom Chilton said he had used the mixed conditions to get to grips with his new team and machine. “It’s been a really positive couple of the days for the team. We’ve learned a huge amount about the cars. I’ve come away with a good understanding of how the FK8 behaves in the wet and dry,” he said.

After topping the times in that pre-season running at Silverstone in March, Tom Ingram took his Speedworks Motorsport Toyota Corolla to third in the times, ahead of Jake Hill’s Mark Blundell Motorsport FK2 Honda Civic. Hill had only run on the opening day.

Team Dynamics posted the fifth best time with Dan Cammish at the wheel, while three-time champion and team-mate Matt Neal was left a frustrated 18th.

“We were chasing the changeable weather the whole time,” says Neal. “We went down a wrong path with set-up for me at the beginning of the day, and then it wasn’t dry after that so the times weren’t representative. I was also a little bit nervous, because I had only been in the car once since my mountain bike accident in January.

“I think some in the team were a bit downbeat, but we shouldn’t have been,” Neal adds. “We ran through the programmes we wanted and we didn’t run new wet tyres so we weren’t going to be on the ultimate pace.”

Neal stepped aside from running at the end of the second day to let his son Henry, a racer in the Touring Car Trophy, get some mileage ahead of his potential race return in 2020 and also give him more experience of a modern-day NGTC car.

The title-winning WSR team, which ran champion Colin Turkington and team-mate Tom Oliphant, chose not to run during the opening morning, and

BTCC TESTING TIMES			
Where: Snetterton When: July 7-8			
Weather: Dry then wet on day one, drizzle on day two			
POS	DRIVER	CAR	TIME
1	Rory Butcher	Motorbase Performance Ford Focus	1m56.504s
2	Tom Chilton	BTC Racing Honda Civic Type R FK8	1m57.261s
3	Tom Ingram	Speedworks Motorsport Toyota Corolla	1m57.474s
4	Jake Hill	MB Motorsport Honda Civic Type R FK2	1m57.534s
5	Dan Cammish	Team Dynamics Honda Civic FK8	1m57.649s
6	Stephen Jelley	Team Parker Racing BMW 15i M Sport	1m57.774s
7	Ash Sutton	Laser Tools Racing Infiniti Q50	1m58.034s
8	Michael Crees	BTC Racing Honda Civic Type R FK8	1m58.048s
9	Adam Morgan	Ciceley Motorsport Mercedes-Benz A-Class	1m58.073s
10	Daniel Rowbottom	Ciceley Motorsport Mercedes-Benz A-Class	1m58.126s
11	Ollie Jackson	Motorbase Performance Ford Focus	1m58.173s
12	Josh Cook	BTC Racing Honda Civic Type R FK8	1m57.278s
13	Jack Goff	Team Hard VW CC	1m58.308s
14	Senna Proctor	Excelr8 Motorsport Hyundai i30 N	1m58.434s
15	Chris Smiley	Excelr8 Motorsport Hyundai i30 N	1m58.548s

that was when the track was at its driest. Team boss Dick Bennetts said, however, that the pair had worked through a preparations programme on parts ahead of the new campaign. Turkington was 26th, while Oliphant was 25th.

Making her debut in the series, Mark Blundell Motorsport Honda Civic Type R FK2 development driver Esmee Hawkey got her first taste of a BTCC car. She ran in the wetter conditions on

the second day and was 27th fastest. BTCC refugee and ace engineer Mike Bushell was behind the wheel for Team Hard. Despite dropping out of his deal to race for the team in 2020 due to illness – which has subsequently been compounded by financial woe – he was employed for two days to help the team unearth some set-up solutions on the front-wheel-drive car. He posted the 20th best time. ■

RACE REPORTS

SNETTERTON: MSVR BY JAKE JONES

JULY 11-12

CALEY AND MCALEER SHARE PORSCHE CLUB GLORIES

The Porsche Club Championship headlined a full weekend of action at Snetterton last weekend. James Caley won the first outing, controlling the race from Simon Clark and Mark McAleer who finished second and third. Although the Porsche 997 was dominant in race one, it slipped back to fourth in race two. McAleer was the beneficiary, winning ahead of Clark and Peter Morris.

The GT Cup Championship outings were dominated by the

Lamborghini Huracan GT3 of Michael Igoe and Dennis Lind. The duo were left to streak clear, winning all four outings as direct competition was not apparent. Will Goff, John Dhillon, Aaron Scott and Lucky Kherra all had trips to the podium.

Rookie Alex Fores won his first race in F3 Cup as eight runners took to the grid, a legacy of coronavirus in motorsport. Stefano Leaney took victory in race two after a scary crash between Stuart Wiltshire and

Patrick Jeans, the latter emerging unscathed after landing upside down.

Michael Gibbins took a pair of victories in the Sports 2000 Championship races while James Dorlin did the same in the Porsche Sprint Challenge.

Craig Denman won the MSVR Elise Trophy while the Formula Ford Champion of Snetterton outing was claimed by Ross Martin. Phil Jenkins secured a hat-trick of victories in the Toyo Tires 7 Series.



Caley prevailed in his Porsche 997

RACE WINNERS		
GT Cup Championship Race 1: Michael Igoe/Dennis Lind (Lamborghini Huracan GT3); Race 2: Igoe/Lind; Race 3: Igoe/Lind; Race 4: Igoe/Lind	Porsche Club Championship Race 1: James Caley (Porsche 977 C2S); Race 2: Mark McAleer (Porsche 977 C2S)	Porsche Sprint Challenge Race 1: James Dorlin; Race 2: Dorlin
F3 Cup Race 1: Alex Fores (Dallara F311); Race 2: Stefano Leaney (Dallara F315)	Sports 2000 Championship Race 1: Michael Gibbins (MCR 2000); Race 2: Gibbins	Champion of Snetterton Formula Ford Race 1: Ross Martin (Van Diemen RF99)
	MSVR Elise Trophy Race 1: Craig Denman (Elise S1)	Toyo Tires 7 Race Series Race 1: Phil Jenkins; Race 2: Jenkins; Race 3: Jenkins

CROFT: BARC BY JOE HUDSON

JULY 11-12

HEATON TURNS UP THE HEAT IN CATERHAM GRADUATES

An urge to get racing again after the delayed season start was the catalyst for Henry Heaton to take all three wins in the Caterham Graduates.

Hiring a Sigma 150-class car from CTS Motorsport for his series debut, Heaton’s only drama came from gearbox worries in the final race which forced him to nurse the car home.

Recovering from mechanical woes made Danny Harrison’s maiden Britcar win even sweeter. After a turbo issue in his Praga R1T put him a lap down in the opener he stormed to victory in race two, finishing more than a minute ahead of team-mates Jack Fabby and Garry Townsend.

Steve Burgess and Ben Dimmack powered their newly-

purchased Radical RXC Coupe to victory in the first Britcar race – benefiting from Fabby’s Praga breaking a driveshaft while leading.

Sy Harraway had a ‘barnstormer’ of a weekend as he battled a misfire to win a heat and both Legends Championship finals. The second final success was a sprint to the line with Jack Parker

that he edged by 0.078 seconds.

Two wins for Lewis Saunders kept his 100% start to the Junior Saloons season alive despite both races being disrupted to recover cars from the Clervaux gravel trap.

Neven Kirkpatrick took a Mighty Mini brace by the length of the headlights following race-long battles with Ian Slark.

RACE WINNERS		
Britcar Endurance Championship Race 1: Steve Burgess/Ben Dimmack (Radical RXC Coupe); Race 2: Danny Harrison (Praga R1T)	Legends Championship Heat 1: Jack Parker; Heat 2: Parker; Heat 3: Sy Harraway; Heat 4: Miles Rudman; Final 1: Harraway; Final 2: Harraway	Mighty Minis Race 1: Neven Kirkpatrick (Super); Race 2: Kirkpatrick
Caterham Graduates Championship Race 1: Henry Heaton (Sigma 150); Race 2: Heaton; Race 3: Heaton	Junior Saloon Car Championship Race 1: Lewis Saunders; Race 2: Saunders	Mazda Max5 Championship Race 1: Jon Halliwell (Mk4); Race 2: Halliwell

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RACING REPORTS

Photos: Gary Hawkins, Mick Walker

BRANDS HATCH: HSCC BY PAUL LAWRENCE

JULY 11-12



Jackson was a multiple winner



Forward mastered a McLaren monster

JACKSON JUMPS FROM ONE TO ANOTHER FOR FIVE VICTORIES

Five wins in three cars was a massive haul for Cam Jackson as the historic season started on the Brands Hatch GP track. After a Formula Junior double, Jackson also took both Classic FF1600 races in his Van Diemen RF80 and then fended off a determined Linton Stutley to win the Historic FF race in the unfashionable March 709. It could have been six, but the second Historic FF race was lost to the curfew after earlier incidents. Michael Lyons starred in two of Saturday’s best races, including a storming Aurora Trophy victory from the back of the grid. He took over the Eagle

FA74 of mum Judy for the race after a qualifying tangle eliminated his Lola T400. While James Hagan rocketed his F1 Hesketh 308 into the lead, Lyons carved his way up the order and deposed the ex-James Hunt car to take a resounding win. Hagan won the second race, with Lyons sitting out. The Guards Trophy race was a cracker as a safety car set up a charge to the finish. Initially, Andy Newall (Chevron B6) and Anthony Reid (Lenham P69) battled mightily but both lost ground when the safety car emerged as the pit window opened. Once the race went green Sam Mitchell, in the Chevron

B8 started by dad Westie, had a narrow lead but was being hunted by Newall, Greg Caton (in Richard Piper’s Brahma) and Lyons, who took over the Lenham. Pursued by three hard chargers, Mitchell held on superbly as a second and a half split four cars after 40 minutes. Saturday delivered resounding double wins for two aces of historic racing. Ben Stiles bounced back from a qualifying tangle to dominate the FF2000 races while Jackson was peerless in Formula Junior despite a spirited chase by Mark Shaw. Andrew Smith’s prodigious pace in his Formula Atlantic March 79B ensured the opening

Historic F2 spoils despite a trip over the Paddock gravel during an early battle with Mark Hazell’s March 782. On Sunday Smith held off the attack of Miles Griffiths (Ralt RT1) until a misfire hobbled the March and Griffiths swept ahead. Dean Forward aced the first Thundersports race in the awesome McLaren M8F despite a persistent misfire as Tony Sinclair headed the chase in his Lola T292. A fuel leak sidelined the McLaren on Sunday but that set up a stunning contest between Sinclair and Jonathan Mitchell (Chevron B19). After a safety car, Mitchell’s relentless pressure was rewarded when he dived ahead of his rival.

RACE WINNERS		
Historic Formula 2 Race 1: Andrew Smith (March 79B); Race 2: Miles Griffiths (Ralt RT1)	Classic Formula Ford/ Historic Formula 3 Race 1: Cam Jackson (Van Diemen RF80); Race 2: Jackson	Historic Formula Junior Race 1: Cam Jackson (Brabham BT2); Race 2: Jackson
Thundersports Race 1: Dean Forward (McLaren M8F); Race 2: Jonathan Mitchell (Chevron B19)	Historic and Classic Formula Ford 2000 Race 1: Ben Stiles (Van Diemen RF82); Race 2: Stiles	70s Road Sports Jeremy Clark (Lotus Elan)
Aurora Trophy/ Classic Formula 3 Race 1: Michael Lyons (Eagle FA74); Race 2: James Hagan (Hesketh 308)	Guards Trophy Westie Mitchell/Sam Mitchell (Chevron B8)	Historic Road Sports John Davison (Lotus Elan)
	Historic Formula Ford Cam Jackson (March 709)	Historic Touring Cars Dave Coyne (Ford Mustang)

DONINGTON PARK: MGCC BY GRAHAM KEILLOH

JULY 11-12

FOUR TOPS FOR SAM KIRKPATRICK IN UPGRADED MG

Sam Kirkpatrick claimed four wins from four races competing in his newly upgraded MG ZR 190 for the first time at MG Car Club’s season-opening Donington Park meeting. Kirkpatrick has converted his ZR 170 to move up a class in MG Trophy and he immediately took two clear wins in the category. “[The car’s] got better as the weekend’s gone on because we’ve learned,” Kirkpatrick said.

“We’ve never [before even] managed the double win! Four, you can’t do much better!” MG Trophy rival Fred Burgess was Kirkpatrick’s closest challenger, and he was another in new machinery as he stepped up a class to race his dad Jason’s ZR 190 after an engine failure in Fred’s usual 170 in Friday testing. Ollie Neaves in the BCV8 championship was another in new kit, as he’s replaced virtually everything in his MGB to move to frontrunning Class D, and he took two wins.

Metro Cup champion Jack Ashton also debuted an upgraded engine, to move his Metro into MG Cup, and he immediately joined similarly equipped Mike Williams in the frontrunning battle. Williams won the first MG Cup race, while the chasing Ashton’s gearbox broke. Leader Williams then dropped out of race two with suspected wheel bearing seizure, letting Ashton win. David Morrison looked on the way to Midget and Sprite race one victory, but his Midget

developed a misfire under a late safety car. This let Richard Wildman’s Midget close in and pass for first seconds before the flag. Morrison’s misfire was still present in race two and Wildman won again. Tony Seber in his Wolseley Hornet Special won both Triple M races. Noted historic single-seater racer Jonathon Hughes was another taking a car to a debut triumph, easing his Jaguar E-type to victory in Equipe’s opening sprint race. Mark Holme in his 3000 MKII won the other sprint race while the Equipe three-hour relay was won by the ‘50 Shades’ Lotus Elan pair Cliff Gray and Stephen Bond. Roger Whiteside in his Morgan +8 was first home in both Morgan Challenge races, but in the first was one of several disqualified for yellow flag infringements. In race two he came through from the back to win. Miglias, Libres and Se7ens shared the track in the Mini Challenge races, and Miglia champion Aaron Smith twice was first to the flag.



Kirkpatrick was the star of the MG Trophy showdowns



Jack Ashton (purple Metro) won the second MG Cup race; Williams (r) took the first

RACE WINNERS		
Morgan Challenge Race 1: Andrew Thompson (Morgan ARV6); Race 2: Roger Whiteside (Morgan +8)	BCV8 Championship Race 1: Ollie Neaves (MGB GT V8); Race 2: Neaves	MG Cup and MG Metro Cup Race 1: Mike Williams (Rover Metro GTI); Race 2: Jack Ashton (Rover Metro GTI)
Midget & Sprite Challenge Race 1: Richard Wildman (MG Midget); Race 2: Wildman	Cockshoot Cup Race 1: Sam Kirkpatrick (MG ZR 190); Race 2: Kirkpatrick	MG Trophy Race 1: Sam Kirkpatrick (MG ZR 190); Race 2: Kirkpatrick

MN'S TROUBLESHOOTER

THE INSIDE TRACK ON TACKLING DREADED UNDERSTEER

Carl Faux, MN's technical editor, gives us an idiot's guide to ironing out some rough spots

Photos: Motorsport Images

In a new series of features, our engineer in the know, **Carl Faux**, aims to demystify some of the more common problems experienced by competitors.

Faux is one of the senior engineers with the Walkinshaw United Andretti team in Australia working on its Supercar programme. The former short oval racer has a strong background in the British Touring Car Championship series too, working with Triple Eight Racing and with BMR Racing, helping the latter win the title with Ash Sutton in 2017 in the Subaru Levorg which Faux had designed before plying his trade abroad.

We are going to ask him to debunk some of the tricky topics with affect a number of race and rally drivers, and give us his advice. We start with the plight of understeer.

MN: What are the main causes of understeer?

Carl Faux: "In simple terms, the tyre is an elastic band that is connected to both the rigid wheel and the ground. When forces are put through the car, longitudinal or lateral, this elastic band changes shape. In cornering this shape change causes the tyre belt that is in contact with the road to travel in a direction different to the direction the wheel is pointing; this is called slip angle. When the slip angle of the front tyres is greater than that of the rears the car will be in an understeer condition.

"This condition can be because of many parameters of the car, especially when driven on the limit of grip. The main contributors are vertical load on the tyre, camber angle and toe."

MN: Why does it cost a driver so much time?

CF: "To drive a circuit in the most efficient manner and hence fastest time it is incredibly important to make the compromise of the shortest distance travelled and the fastest minimum speeds achievable. This can only be achieved if the driver can position the car where this driving line is. A car with too much understeer will require the driver to over-slow the car to get the car to follow the optimal line if it can be achieved at all and therefore is slow."

MN: Is it ever beneficial to have understeer in a competition car?

CF: "In general, a very minor amount of understeer is fast as it is predictable to drive. A driver can be proactive with their inputs rather than reactive that gives confidence to drive to the grip level available. In a rear-wheel-drive car this trait also encourages throttle application on corner exits... however if too much understeer is present mid-corner the application of throttle with too much steering input results in snap oversteer on power."

MN: Do some drivers prefer it?

CF: "Yes, some drivers do prefer an understeer-limited car. The style of all drivers and their requirements to extract their personal best performance are different. Obviously we are talking about small margins, any car with lots of understeer will not be able to go quickly but this also applies to cars with lots of oversteer.

"It is difficult to explain why this is the case, it is in their psyche. Certainly in low-grip conditions, like the wet, it can be seen the fastest and the quickest to get to the limit are those cars that give confidence to the driver with the feel of grip coming through the steering wheel much more than the inner ear and lower back sensors."

MN: What if your car starts fine and then promotes understeer?

CF: "Over a stint there is only one reason for this and that is the tyre, either temperature or wear. The usual factor is where the surface temperature of the rubber gets hotter the front tyre will go over the optimal grip temperature. If the car and tyre combination is well balanced, the rear tyre will also present with the same characteristics. If, and as is usual, the tyres do not behave the same, the issue of a front going out of the temperature window whilst the rears are coming into the window understeer increases exponentially."

MN: How can you mitigate against that?

CF: "In these situations, it is extremely common and necessarily requires to set a car up with the knowledge that the balance will change through a stint. This means that initially the car will be set up to be quite nervous and oversteer-balanced with the aim that halfway through the stint the balance is neutral and ends the stint with understeer. The best compromise for a car, for example a front-wheel-drive touring car, is to make the fastest stint time even if the car is not ideal for one-lap pace."

MN: What are the simple fixes? Is it as much to do with the rear of the car as it is to do with what's happening at the front?

CF: "For different cars different tools are used. As discussed earlier the main things that affect the balance outside of the tyre are vertical load on the tyre, camber angle and toe.

"To increase the vertical load in the tyre, this could be by adding downforce with front wing however this is an addition rather than an optimisation of the mechanical grip. In a corner there is naturally a lateral load transfer occurring that takes the vehicle weight and puts more of this on the outside tyres. The distribution between the front and rear axles of this load transfer can be, and is, adjusted by springs, dampers, anti rollbars and geometry.

"To reduce understeer mechanically the prime objective is to reduce the lateral load transfer on the front axle, ie:



Carl Faux gives MN his engineering tips



Speed-sapping understeer is the bane of many drivers

keep more vertical load on the inside front tyre and also conversely reducing load on the inside rear, this can be achieved by reducing the stiffness of the front anti-roll bar or increasing the rear rollcentre height amongst others.

"It is also important to consider the contact patch of the tyre so reducing this effectiveness by using too little or too much camber angle for the part of the corner where understeer is its worst needs to be considered.

"Finally the mechanical method that has a very big influence on the direction the tyre is travelling on the road and the slip angle of the tyre is the toe angle of the wheel. Either static or dynamic toe-out on the rear of a car will naturally steer the rear of the car away from the corner and produce an oversteer moment to counter any inherent understeer issue."

MN: Do tyre pressures affect the situation?

CF: "This is a whole area for discussion. The tyre pressure, camber, vertical load, temperature are all things that need to be matched to achieve the optimum grip level. On a typical circuit race car we see pressures rise at around three pounds per square inch until stable. On an oval car, this can be as much as 15psi over a stint. In both these examples the track surface is fairly consistent, rallying on the other hand... that is a whole different topic again." ■



Understeer can lead to big problems on the exit of the faster turns



Toe-in or toe-out can have an impact on the effect of understeer

THERE'S MORE!

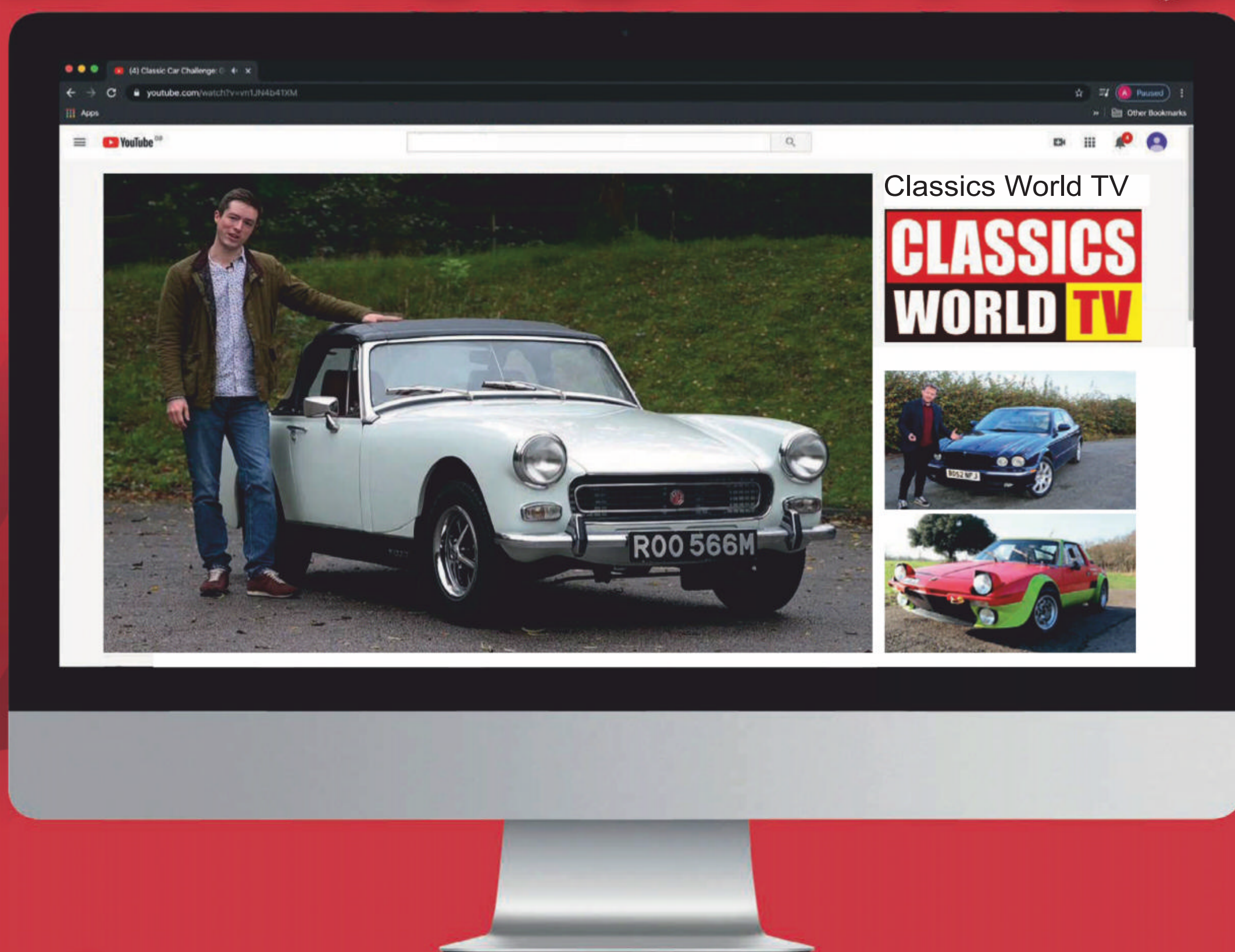
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WHAT'S ON

WHAT'S ON YOUTUBE

Not many can claim to be a world champion, let alone to have done so three times as our Q&A recipient in this week's MN, Andy Priaulx, can claim. Scaling the peak for the first time can be daunting, and Priaulx's inaugural World Touring Car Championship crown was very much won the hard way.

Entering its double-header conclusion he was in a three-way fight with Dirk Muller and Fabrizio Giovanardi – a point shy of the former and four ahead of the latter. The finale took place at unforgiving and unpredictable Macau. Priaulx's consistency had served him well that year, indeed he'd only won one race all season. And it would serve him well again in a madcap showdown.

You can relive the entire championship-deciding double header on YouTube at youtube.com/



Priaulx: world crown

watch?v=KNqdvdovn9w or by searching 'WTCC 2005 - Round 10 Macau - Race 1, 2'.

You can also watch a behind-the-scenes documentary of Priaulx's weekend as he talks about the circuit's Jekyll and Hyde challenges as well as his wider championship pressure that weekend, with particular focus on achieving his vital pole position. You can find the documentary here: youtube.com/watch?v=Mmen5EfyB5M or by searching 'Andy Priaulx Documentary'.

Graham Keilloh

WHAT'S ON TV

Motorsport is well and truly back, and an eclectic range of different programmes on TV this week reflects that. The weekend's biggest attraction, as ever, is the **Hungarian Grand Prix** and all the action from qualifying on Saturday (1845hrs-2015hrs) and the race on Sunday (1930hrs-2200hrs) can be caught on Channel 4.

BT Sport ESPN catches up with the latest from the World Rally Championship with **WRC: The Magazine** on Wednesday (1130hrs-1200hrs) while there's plenty of virtual racing too, as BT Sport 2 has back-to-back highlights of **World RX Esports** (Wednesday, 1400hrs-1700hrs). Also the forthcoming **DTM** season gets previewed on ITV4 (Sunday, 0650hrs-0740hrs).

LIVE TV

FORMULA 1 HUNGARIAN GRAND PRIX

■ **Practice 1:** Friday, 1000hrs-1150hrs, Sky Sports F1
■ **Practice 2:** Friday, 1345hrs-1545hrs, Sky Sports F1
■ **Practice 3:** Saturday, 1045hrs-1210hrs, Sky Sports F1

■ **Qualifying:** Saturday, 1300hrs-1535hrs, Sky Sports F1
■ **Race:** Sunday, 1230hrs-1700hrs, Sky Sports F1

FORMULA 2 HUNGARIAN GRAND PRIX

■ **Practice 1:** Friday, 1150hrs-1240hrs,

Sky Sports F1
■ **Qualifying:** Friday, 1555hrs-1630hrs, Sky Sports F1
■ **Race 1:** Saturday, 1535hrs-1655hrs, Sky Sports F1
■ **Race 2:** Sunday, 1000hrs-1105hrs, Sky Sports F1

FORMULA 3 HUNGARIAN GRAND PRIX

■ **Practice:** Friday, 0830hrs-0920hrs, Sky Sports F1
■ **Qualifying:** Friday, 1300hrs-1345hrs, Sky Sports F1
■ **Race 1:** Saturday, 0920hrs-1010hrs, Sky Sports F1
■ **Race 2:** Sunday, 0835hrs-0935hrs, Sky Sports F1

INDYCAR IOWA SPEEDWAY

■ **Qualifying 1:** Friday, 2230-2330hrs, Sky Sports F1
■ **Race 1:** Saturday, 0130hrs-0430hrs, Sky Sports F1
■ **Qualifying 2:** Saturday, 2100hrs-2200hrs, Sky Sports F1
■ **Race 2:** Sunday, 0130hrs-0400hrs, Sky Sports F1

SUPERCARS WINTON

■ **Race 1:** Saturday, 0630hrs-0800hrs, BT Sport 3
■ **Race 2:** Sunday, 0230hrs-0400hrs, BT Sport 2
■ **Race 3:** Sunday, 0530hrs-0700hrs, BT Sport 2

LISTINGS

SATURDAY

■ **Oulton Park, Cheshire**
BRSCC meeting: TCR UK/Touring Car Trophy/Volkswagen, FF1600, Caterham Academy, BMW Compact, ST-XR Challenge, Civic Cup
Racing from 1130hrs (qualifying from 0830hrs)
Admission adult £12, under 13 free **Web** msv.com
Contact 0843 453 9000

SATURDAY/SUNDAY

■ **Donington Park, Leicster**
Masters Historic Festival: Historic F1, Historic Sports, Endurance Legends, Gentlemen Drivers, HGPCA, Pre '66 Touring Cars, Pre '66 Minis
Saturday racing starts from 1430hrs (qualifying from 0905hrs) Sunday, racing from 0955hrs (qualifying from 0905hrs)
Admission adult £25, under 13 free **Web** msv.com
Contact 0843 453 9000

SATURDAY/SUNDAY

■ **Snetterton, Norfolk**
750MC meeting: Clio 182, BMW 116, Formula Vee, Alfa Romeo, Locost, Ma7da, 5Club MX-5, Type R, Toyota MR2, Sports Specials, Classic Stock Hatch
Saturday, racing from 1140hrs (qualifying from 0900hrs) Sunday, racing from 1025hrs (qualifying from 0900hrs)
Admission adult £20, under 13 free **Web** msv.com
Contact 0843 453 9000

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ART EDITOR MIKE STOKOE'S
FAVOURITE OF THE WEEK!



Rich Cranston captured this lovely Jaguar XK12C racer during testing at Donington Park



Graham Lomax's Chevron photo from 1983



More from Rich Cranston: a rallying Escort



Another from Graham Lomax from 1983



James Lomax pic of a Hawk Stratos replica



A photo of Tony Bird in action in his Escort

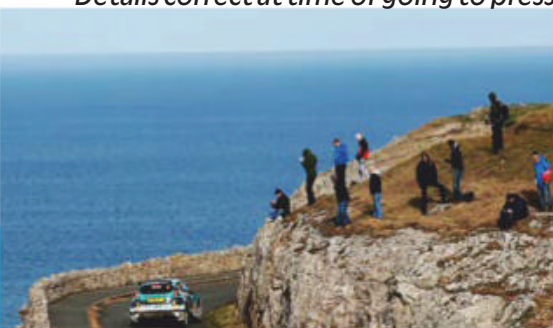
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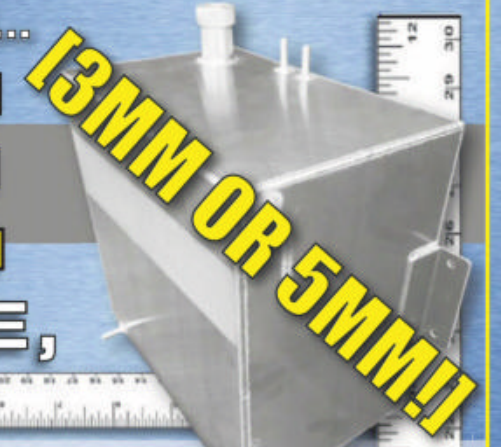
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