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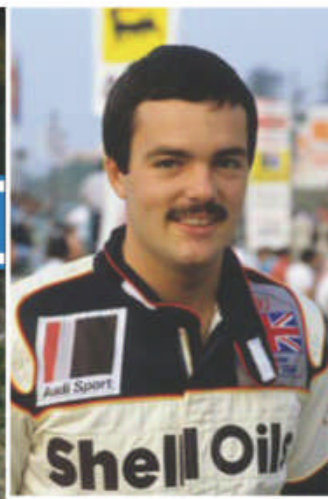
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EXCLUSIVE: David Llewellyn

The Welsh wizard talks Toyota and taming the Group B monsters



THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS



■ AUGUST 20 2020 ■ EVERY THURSDAY ■ £3.60 ■ FORMERLY MOTORING NEWS

Chiefs say a return in 2021 will give a £10 million boost to coffers in the principality **RALLY GB BOSSES UNDERLINE EVENT'S ECONOMIC BOOST**



By Graham Lister

Rally GB's bid to remain on the World Rally Championship calendar has been handed a double boost with words of support from both the UK and Welsh governments.

Britain's WRC counter is in a fight to secure what could be one of only three remaining 2021 slots. A report on the 2019 Wales Rally GB confirmed an economic impact of £9.87 million, prompting Motorsport UK chief Hugh Chambers to comment: "Motorsport UK and the Welsh Government, our principal funding partner, are optimistic that we will see the WRC back in the Welsh forests in 2021."

Meanwhile, a UK Government spokesperson said: "We have received a request for support for a World Rally Championship bid from the Department for the Economy, this is under review. The Government is supportive of events that showcase Northern Ireland to the world."

The 2020 running of Rally GB was axed due to the Covid-19 pandemic.

Full story p10

THE VOICE OF BRITISH MOTORSPORT
MOTORSPORT NEWS

INSIGHT

THE BTCC'S LONGEST HAUL

How tin-top teams will handle double header, p18



FORMULA 1

LEWIS IS PERFECT FOR FOURTH WIN OF 2020

Mercedes man is uncatchable in Barcelona p4



BRITISH GT

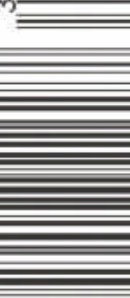
BENTLEY ROCKS DONINGTON PARK

Team Parker wins in British GT, report p20



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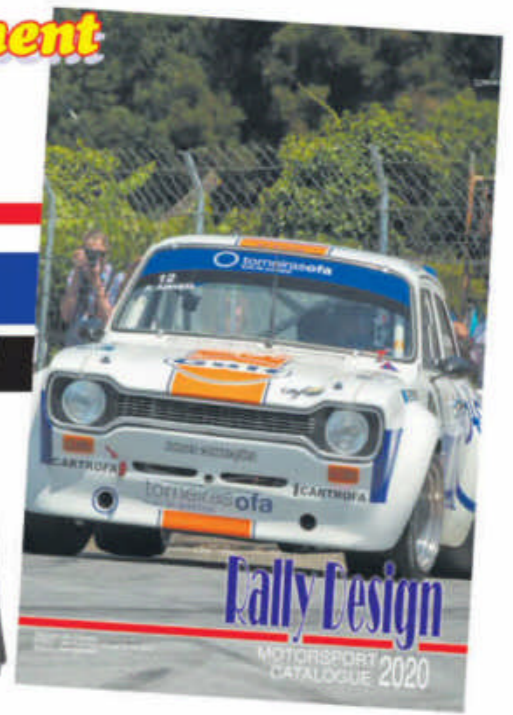
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www.rallydesign.co.uk

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Oil line bulkhead grommet **£5.10** £6.12
Brake servo rod bellows **£5.20** £6.24

COMMENT

Photo: Jakob Ebrey



Wales Rally GB, which will be missing from the roster this year, is fighting for a return

PUTTING THE NUMBERS DOWN

The figures released by Motorsport UK this week, to underline the strength of Wales Rally GB's impact in the region, are interesting and not really that surprising. It is, however, beneficial to see them in black and white.

The British round of the World Rally Championship has heritage, history and prestige but it offers so much more than that, and it is about time the wider world took notice.

The £9.87 million influx of cash to the region is something that would be hard to replicate with many other sporting events and, most importantly, it is something which shows the sport's governors that there is more at stake here than gleefully taking a cash handout from other events which might be cash-rich but where there is no such deep-seated passion for competition in the forests – or even on Tarmac.

The bosses of Wales Rally GB are coming out fighting on this one, and that has to be applauded if the event is to regain its place in what is likely to be a jumbled up World Rally Championship calendar – and that might well be the case stretching deep into 2021 too given the current uncertainty and the never-ending alterations in what is and what isn't actually permitted.

While national rallying is struggling to get going and with even more uncertainty on the horizon (see news, page 11), having the shining beacon of a world championship-level event can do nothing but sustain and galvanise the discipline on these shores. That alone could be a good enough reason to leave no stone unturned in the quest to make sure that Rally GB has a future in the UK – be that in Northern Ireland or in Wales.

To be frank, this is just the kind of battle you would hope that a national motorsport governing body stands up for, so that is something to be thankful for.

Also in this issue, reporter Luke Barry tackles our latest readers' Q&A target David Llewellyn. The Welshman undoubtedly had the skills to take him to the very top of rallying but things never quite fell into place for him. However, he reflects on a career that gave him so many highs and left him with a catalogue of memories. The feature starts on page 14. We also look at the epic road trip which most BTCC teams are undertaking this week. When you read this, most will be on the opening leg of a two-week, back-to-back voyage around the north of the British Isles (see page 18-19). Good luck to all the intrepid challengers.

Matt James

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MOTORSPORT NEWS

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Lewis on another level in Spain

Mercedes man performs a masterclass in Barcelona



Llewellyn on his top-flight career

Welshman looks back on an epic journey in rallying



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Why BTCC squads are facing an intense end to August

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Donington Park rumbles to British GT

Lamborghini and Bentley share the honours in the second clash of 2020



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British F4 man O'Sullivan's amazing start

FOR MOTORSPORT NEWS STAFF CONTACT DETAILS PLEASE SEE P25

RACING NEWS

FIA acts to stamp out Formula 1 engine 'party mode'

Formula 1 rulemakers will outlaw special engine modes that grand prix teams use to give them extra power for qualifying, with the new regulation expected to come into force from the next race in Belgium at the end of the month.

The move is expected to level up the playing field and it is widely thought that the Mercedes-powered cars are able to get a sizeable leap in performance by using what has been dubbed a "party mode" on the powerplant.

Ferrari driver Charles Leclerc, who is set to benefit from the move as the Italian team struggles for ultimate pace, welcomed the move. He said: "To be honest, I don't think it will affect us so much, so I think it can only be positive for us. How much it will be beneficial, it's still to see. But for us, I can say that we don't have anything different from qualifying to the race. So for us it won't change anything."

Points leader Lewis Hamilton said he thought the rule was being implemented specifically to slow down the Merc machines. The six-time world champion said: "At the end of the day, the guys on our team have done such a great job with the engine.

"It's obviously to slow us down but I don't think it's going to get the result that they want, so that's totally fine if they do [change it]."



Horner praised Dutchman

HORNER SAYS VERSTAPPEN IS LEWIS'S EQUAL

Red Bull Racing boss Christian Horner thinks that his lead driver Max Verstappen is performing at the same high level as Lewis Hamilton this season as the Dutchman consolidated second place in the Formula 1 driver standings in Spain.

Verstappen managed to fend off Hamilton's Mercedes-Benz team-mate Valtteri Bottas for second place at Barcelona and is now six points clear of the Finn in the race for the drivers' title.

Speaking to Sky Sports F1, Horner said: "[Lewis Hamilton and Max Verstappen] are the two in-form drivers in Formula 1. There is very little to choose between them.

"It's interesting, Max is 22 years of age, Lewis is 35, they're at different stages in their career. I'm hopeful that in the coming races, we see the two of them go head to head, because I think that's what the viewers would love to see.

"It's what the teams would love to see, and I think it would be good for Formula 1."

Red Bull is second in the constructors' points table, 72 clear of Racing Point but 86 adrift of Mercedes-Benz.

LEWIS HONoured TO CEMENT PLACE IN FORMULA 1 RECORD BOOKS

British champion takes podium finish benchmark with Spanish GP victory



Mercedes man led from the beginning

By Matt James

Lewis Hamilton says he is overwhelmed to have beaten Michael Schumacher's all-time record of Formula 1 podiums after dominating the Spanish Grand Prix last weekend to extend his lead in the world championship.

The Mercedes-Benz racer controlled the event from pole position to lead every single one of the 66 laps.

He headed home Max Verstappen's Red Bull and fellow Merc racer Valtteri Bottas.

Hamilton says that lessons learned from the 70th

Anniversary Grand Prix at Silverstone recently, when both Mercs fried their tyres, had helped the squad cope with the high temperatures in Spain.

The Briton, who is now 37 points clear in the hunt for this year's championship, said he was in a "zone" during his run to a 24-second victory.

"I was just in a daze out there. I was in a different [zone], I felt really good," Hamilton said. "[It was a] fantastic effort from the team, but God, it felt good out there today.

"Ultimately our understanding of what happened last week [at Silverstone], that we brought into this weekend, has inevitably

enabled us to do what we did today. I didn't even know it was the last lap at the end. That's how zoned in I was. I was ready to keep going."

The 88th win of Hamilton's career puts him just three shy of matching Schumacher's record of 91, and it also marked his 156th podium in grand prix racing, which moved him clear of the seven-time champion.

"All of us drivers here grew up watching Michael and dreamed of one day being here," Hamilton said. "What is happening right now is far beyond what I dreamed as a kid. I'm incredibly grateful for the opportunity that I'm given every day.



Hamilton has now eclipsed Schumacher's benchmark

"I think Michael was obviously an incredible athlete and driver. I just always feel really humbled and honoured to be mentioned in the same light as a driver like him, and Ayrton [Senna] and [Juan Manuel] Fangio."

Ferrari suffered another nightmare weekend. Charles Leclerc retired with an electrical problem with his car, while Sebastian Vettel, who had failed to make it into the final qualifying session, was saddled with a long second stint to make it to the end and ultimately dropped from fifth to seventh at the flag.

The switch of strategy caused some heated radio messages between the German, who is

leaving Ferrari at the end of the season, and the pitwall. Vettel appeared to question the decision to leave him out on older tyres, but Ferrari boss Mattia Binotto has played down any rift, saying that the exchanges were a "misunderstanding".

Results

1 Lewis Hamilton Mercedes 1h31m45.279s; 2 Max Verstappen (Red Bull-Honda) +24.177s; 3 Valtteri Bottas (Mercedes); 4 Lance Stroll (Racing Point-Mercedes); 5 Sergio Perez (Racing Point-Mercedes); 6 Carlos Sainz Jr (McLaren-Renault); 7 Sebastian Vettel (Ferrari); 8 Alex Albon (Red Bull-Honda); 9 Pierre Gasly (AlphaTauri-Honda); 10 Lando Norris (McLaren-Renault).
Championship: 1 Hamilton 132; 2 Verstappen 95; 3 Bottas 89; 4 Charles Leclerc (Ferrari) 45; 5 Stroll 40; 6 Albon 40.
Next race: Belgian Grand Prix, Spa, August 30.



Matsushita used a safety car period to leap up the pack

MATSUSHITA TAKES HIS CHANCES IN FORMULA 2

Japanese driver Nobuharu Matsushita took a surprise win in the Formula 2 feature race at Barcelona last weekend despite starting only 18th on the grid.

The MP Motorsport driver took advantage of a late-race safety car to vault 14 places up the order and then performed a number of late passes to take his maiden victory of the season. He survived a third safety car period to land the win ahead of Robert Shwartzman's

Prema machine with Renault development driver Guanyu Zhou in third spot.

Briton Callum Ilott had started on pole but was wrong-footed while battling for the lead and eventually dropped to fifth spot.

Racer Sean Gelael was hospitalised after stopping shortly before the end of the race. The Indonesian driver suffered a fractured back after a 45g impact with a kerb left him

unable to extricate himself from his DAMS machine.

In the sprint event, Brazilian Felipe Drugovich took his second reversed-grid race win of the campaign. He led from the start in a controlled performance. Luca Ghiotto was second from Mick Schumacher.

UNI-Virtuosi driver Ilott, who is a Ferrari young driver, kept his lead in the points. He is 18 marks clear of Shwartzman.

HUGHES GETS THE GLOVES OFF FOR F3 VICTORY

Briton Jake Hughes took his first FIA Formula 3 win of the season after a gutsy overtaking move on Logan Sargeant early on in the weekend's opening race at Barcelona.

The HWA driver pounced for first place on lap seven of the event after having

started on the front row. Liam Lawson eventually took second place from Sargeant, but the American held on to his points lead.

Former British F4 racer Oscar Piastri profited from a minor collision between leaders Matteo

Nannini and Alex Peroni in the opening exchanges of race two, the sprint race, to jump into a lead he was not to lose. Peroni and Nannini – the nephew of former Formula 1 driver Alessandro – completed the rostrum. Hughes finished in 10th spot.



Hughes (15) had to force his way ahead of Sargeant

Photo: Jakob Ebrej. Motorsport Images, Global Racing Group



Butcher lost a near-certain win

MOTORBASE TEAM READY TO BOUNCE BACK IN BTCC

Tyre-afflicted tin-top team has learned lessons on new Ford Focus for rest of 2020

By Matt James

Motorbase Performance bosses believe they have learned lessons from the British Touring Car Championship meeting at Brands Hatch 10 days ago when its Ford Focus cars suffered a number of front-left tyre failures, one of

which caused Rory Butcher to miss out on a race one win.

Butcher qualified on pole but retired from the lead in the opener when his Goodyear rubber burst just as the race resumed after a safety car on lap 15 of 18, handing the win to Dan Cammish's Honda Civic.

A longer safety car period in race two assisted the Ford's tyre

life and Butcher went from 25th to fourth before there was more tyre woe in race three for the Scot and team-mate Ollie Jackson.

Motorbase team manager Oly Collins told BTCC-themed podcast the Lamb and Flag: "We did the usual preparations to turn a qualifying car into a race car to look after the tyres a bit longer. We obviously underestimated

slightly just how much the new car wanted to use its front tyres. We learned a valuable lesson. We thought we had learned it after race one and race two was so fantastic. But then race three came and bit us in the backside. We learned a lot, but we learned it the hard way.

"[The set-up] was clearly too aggressive, it was only really our

cars that punctured like that. There are some things we can do to reduce the load but without compromising our pace."

The next two rounds of the BTCC are back-to-back events this weekend at Oulton Park and then at Knockhill.

For an insight into how the teams will cope with the rapid turnaround, see page 18-19.



Man of war: Antonio Felix da Costa took the FE glory

DA COSTA PREVAILS AFTER FORMULA E SHOWDOWN

Portuguese racer Antonio Felix da Costa wrapped up his first Formula E title with two races remaining in the compact end to the 2020 season in Berlin last week.

The DS Techeetah driver finished runner up to team-mate Jean-Eric Verne in the fourth of six races that were held on the Tempelhof Airport-based circuit after back to back wins in the opening two races in Germany.

He had gone into the third-to-last race with a colossal 68-point advantage over BMW i Andretti driver Max Gunther, but

Gunther's race ended after lap-one contact. Da Costa said: "The bad times come to my mind: I was so close to giving up but thanks to the people around me. These guys [DS Techeetah] knew what I could do and they brought me back."

Other winners in Germany alongside da Costa and Vergne, were Gunther, who was first in the third race in Berlin, Briton Oliver Rowland, who won the fifth race, and Mercedes-Benz racer Stoffel Vandoorne, who won the season-ending event. It was Merc's first FE win.

STANDINGS

Formula E points		
DRIVER	TEAM	PTS
Antonio Felix da Costa (POR)	DS Techeetah	158
Stoffel Vandoorne (BEL)	Mercedes-Benz EQ	87
Jean-Eric Vergne (FRA)	DS Techeetah	86
Sebastian Buemi (SUI)	Nissan e.dams	84
Oliver Rowland (GBR)	Nissan e.dams	83
Lucas di Grassi (BRA)	Audi Sport Abt	77

Porsche has announced that ex-F1 driver Pascal Wehrlein will replace Neel Jani in the firm's Formula E line-up next season. He will join Andre Lotterer in the squad, while Jani will remain on Porsche's sportscar roster.



Lundqvist has swept all before him in the USA

BRITISH F3 WINNER LUNDQVIST'S STATESIDE CLEAN SWEEP

The 2018 British Formula 3 champion Linus Lundqvist has won eight races from eight in Formula Regional Americas this season, as the category reaches its 2020 halfway point.

The Global Racing Group driver, who took his latest three victories at Barber

Motorsports Park in Alabama earlier this month, said: "It is just truly unbelievable how good this season is turning out to be. I could never have dreamed of this when I arrived in the US. Eight straight victories, I am a bit lost for words. I can tell you one thing:

winning never gets boring!"

The championship winner will get a Honda Performance Development scholarship to compete in a full season of Indy Lights, IndyCar's feeder series, next year. The season after its summer break resumes in late September at Sebring.



Middleton: two finishes

"DISAPPOINTING" START FOR GT MAN MIDDLETON WITH A BRACE OF FOURTHS

British GT racer Stuart Middleton claimed two fourth-place finishes on his debut Lamborghini Super Trofeo North America race meeting at Road America.

Following his 11th-hour move

to the category, Middleton immediately delivered third-fastest time in qualifying at the famous Wisconsin track. The 20-year-old, paired with Stevan McAleer in a Wayne Taylor Racing Lamborghini

Huracan, finished fourth in both races amid set-up and tyre issues.

Middleton said: "We came here to win, so to come away with a couple of top fours is disappointing for all of us. All things considered, we

maximised what we could with the car and got everything we could out of the weekend."

Rounds three and four of the championship take place this weekend at Virginia International Raceway.

IN BRIEF

Le Mans is closed

The Le Mans 24 Hours, which is due to take place on September 19-20, will be run without fans. Early plans had included a limited number of spectators, but fresh advice has meant the race chiefs have scrapped those plans. Pierre Fillon, the president of the organising Automobile Club de l'Ouest, said: "There are still too many uncertainties for our race-festival, and we don't want to compromise on safety."

Indy entry capped

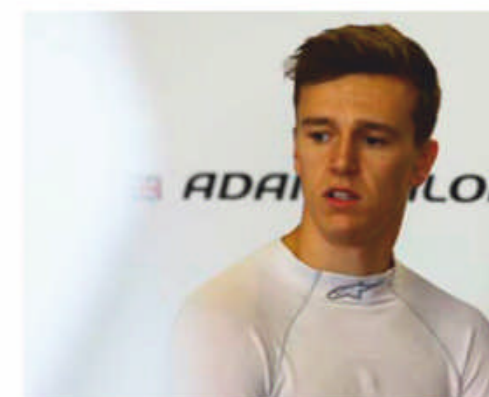
All 33 of the entries for this year's Indy 500, which is due to take place this week, will be able to start the event with the limited number of cars. That means two-time Formula 1 world champion Fernando Alonso, who is tackling the race with Arrow McLaren SP, will definitely get a start. The Spaniard failed to qualify for the 2019 edition.

Lotus buys Espirit

Lotus Cars has bought back the Espirit road car which used to belong to the firm's founder Colin Chapman. The Norfolk-based manufacturer sold off the machine after Chapman's death in 1982, but met the £100,000 asking price and has now promised a "sympathetic restoration" of the silver and red machine.

Rast's DTM win loss

Rene Rast has been stripped of his win in the DTM season opener at Spa after having been found to have used an illegal push to pass in beating fellow Audi driver Nico Muller in the second race of the early-August meeting in Belgium. Muller, who has dominated the season, inherited the win instead after Rast was slapped with a 10-second penalty.



Barnicoat: back with a roof

Barnicoat returns to GT after FIA F3 stint

Ben Barnicoat has returned to his regular GT duties with McLaren and was replaced in Carlin's FIA Formula 3 line-up by race winner Leonardo Pulcini before last weekend's Barcelona round.

Barnicoat himself had replaced Enaam Ahmed at Carlin after Ahmed vacated the seat prior to the back-to-back Silverstone rounds earlier this month. Barnicoat retired with a fuel pump failure while running third in the second Silverstone meeting's sprint race.

Pulcini drove in FIA F3 for Hitech last year and won the Silverstone sprint race on the way to eighth in the standings, and has won races in the predecessor GP3 series.

Boss Trevor Carlin said: "We'd like to thank McLaren for allowing Ben to race with us but, of course, his McLaren programme remains his priority so we understand he can't be with us in Barcelona. Leo will be a fantastic asset to the team. He has great experience in the series."

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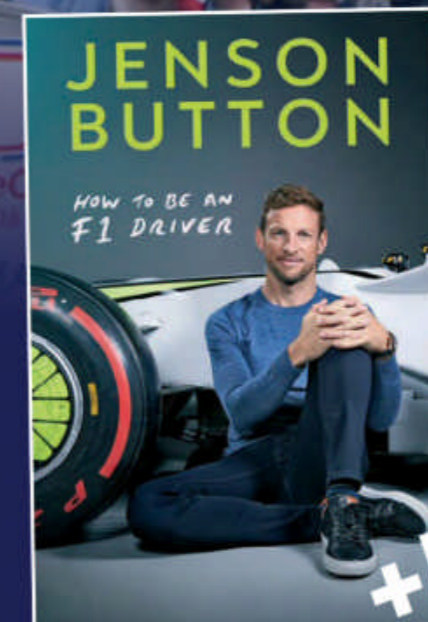
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RACING NEWS



Grundtvig's eyes now are on F3



Dane wants to follow in George Russell's footsteps

Photo: Jakob Ebrey, Jonathan Eisey Photography

BTCC STAR JORDAN WANTS MORE MIGLIA

The 2013 British Touring Car champion Andrew Jordan intends to have more Mini Miglia outings in 2020 after his victorious appearance in the category's recent Brands Hatch BTCC support event.

Jordan, who is not taking part in the BTCC championship this year amid Covid-related sponsor woes, took a win, a second and a third place at Brands in a Miglia he purchased recently. He now plans to complete more Miglia 2020 rounds around his historic racing schedule and has not ruled out a full 2021 Miglia campaign.

Jordan said: "When my Dad [Mike] used to race in British GT, these were one of the support races, so I used to watch them. When I saw a car come up for sale, I decided to go for it.

"I've absolutely loved it [Brands] and I'm going home very happy. I would like to do Thruxton and Castle Combe [Miglia rounds], but can't do Snetterton."



Jordan: enjoying Mini Miglia

GRUNDTVIG AIMS FOR BRITISH F3 AFTER F4 COVID TRAVEL WOE

The young Dane is already focused on his next move up the single-seater ladder after withdrawing from British F4 this year due to Covid travel restrictions

By Graham Keilloh

Danish rising star Mikkel Grundtvig is aiming for a British Formula 3 switch, possibly for as soon as this season, after withdrawing from British Formula 4 amid Covid-related travel restrictions.

Grundtvig was unable to compete as planned in British F4 with JHR Developments in 2020 due to difficulties travelling between Denmark and the UK.

Grundtvig is now focused on a British F3 future and is seeking testing this year and possibly even will race in

2020's final round, prior to a full 2021 campaign.

Grundtvig told MN: "[I'm] looking to drive British F3 for next year. The plan at the moment is to test in some British F3 [car] this year and if it's possible with sponsors and everything then drive the last round of the British F3. For which team, I don't know.

We are currently looking at what is possible.

"I'm 18 now and I drove F4 for two years, it's time to move on. Also with my big goal [being] F1 it's [British F3] a good place to start off. Motorsport in Britain is very competitive and very good and there are many options for development. George Russell

and some other guys have driven in British F3."

Grundtvig added that even if restrictions are eased he will not complete further British F4 rounds in 2020: "I needed to be able to participate in every single race because the goal was to win the championship, so if I lost race weekends it's pretty much gone."



Pulling said maiden British F4 podium is just the start

PULLING PROMISES MORE AFTER FIRST BRITISH F4 PODIUM

Abbi Pulling is confident even better results will follow after taking her first podium finish in British Formula 4 at Brands Hatch in only her second-ever single-seater race meeting.

Despite completing only "about 20 worthwhile laps beforehand on a trackday" of the Brands Grand Prix circuit, Ginetta graduate Pulling qualified fourth before finishing in the same place in the opening race. Then, in the subsequent reserved-grid event Pulling went one better.

Pulling told MN: "I'm thinking

as the season goes on I'm going to get even better results. Getting a podium in my second-ever race meeting in a single-seater, it's shown that I can be at the front, I've got the confidence to be there, I've got the drive to be there, I've shown the lads that I'm not here to mess about.

"When I was about 12 or 13 I accepted the fact that I'll never drive a single-seater due to budget restraints. I stand back a lot and realise how lucky I am, I want to make the most out of it."

Pulling reckons her third-place result could have been



Pulling had limited experience of the Brands GP circuit

even better, as she felt she unnecessarily ceded second place to Roberto Faria at the first turn, then a mistake meant she dropped three seconds off the lead, which she pulled back to be a second shy

at the end. And the next round is at Oulton Park, where Pulling has more experience. "[At] Oulton Park, my pace was proper on it in testing. I think it's going to be a good weekend."

BRITISH GT CHAMPION PLOWMAN MAKES BOW AS TEAM BOSS

British GT champion Martin Plowman had his first-ever race meeting as a team boss earlier this month, in the Mazda MX-5 Supercup at Cadwell Park.

Plowman, paired with Kelvin Fletcher, won last year's British GT GT4 Pro Am title though they postponed a planned 2020 Bentley GT3 entry for Covid-related reasons. The duo also co-own the Paddock Motorsport team, for which at Cadwell, Plowman with Kelvin's younger brother and fellow actor Brayden competed in a two-car effort.

Plowman told MN: "It was something we [Plowman and Kelvin] had in the back of our minds to do one day. I was thinking it was five, eight, 10 years away. But it came about this year purely by accident.

"Our main sponsor, the owner decided he wanted to do some trackdays, we decided on the Mazda MX-5 Mk3 as a good entry-level place to learn, and then we got into contact with a second guy who wanted to do trackdays and then another

wanted to go racing, so we went from one car to three cars in about a month. It just snowballed from there.

"[Cadwell] was a baptism of fire! Brayden had the fifth-fastest time in race two, so we were pleased with his pace. He's been in and out of championships for the last couple of years but he's never had a full season in anything."

The team will have three cars for the Donington Park round this weekend, as Kelvin will join the driver line-up.



Plowman said team boss effort in Mazda MX-5 Supercup came about by accident

RACING NEWS

BRSCC promises replacements after Anglesey dropped

The British Racing and Sports Car Club has said categories will have their rounds replaced after this weekend's Anglesey meeting was cancelled amid Wales's Covid restrictions.

Current Welsh Government policy is that people must not gather outdoors in groups of more than 30 and, with no guarantees 10 days beforehand that the event could go ahead, the BRSCC decided last week to call it off.

BRSCC chairman Peter Daly told Motorsport News: "It was a bubbling situation. We were talking about it six or eight weeks out. Our first plan of attack was to downsize it [the meeting]. We and the Anglesey circuit continued to request information but nothing was forthcoming that was giving us any confidence that we could successfully deliver [the meeting] and we knew that we had to make a decision. We made the decision 10 days out to give people the best opportunity. We had to sweat every asset of the decision making.

"[The 30-person limit] made it impossible to run a race meeting, and we don't want to push the boundaries."

The National and Northern Formula Ford championships will instead race at the British Automobile Racing Club's Silverstone International meeting on October 10-11, while the Mazda MX-5 Supercup and Championship will race this weekend at Donington Park's BARC meeting. The replacement date for the Fiesta and Fiesta Junior championships and the ST-XR Challenge had not been finalised as MN went to press but Daly confirmed that they also will get another championship round.



BRSCC: reallocating slots

Warren Hughes in GT Cup outings

Warren Hughes and Jan Klingenberg are appearing in two GT Cup championship races with Balfe Motorsport.

They entered Klingenberg's McLaren 570S GT4 in last weekend's Silverstone round and will also race at Donington Park in September.

BTCC race-winner Hughes won British GT's GT4 title in 2012 as well as took the Le Mans 24 Hours LMP2 win in 2005. He more recently has been coaching Klingenberg.

Hughes said: "Jan has made a lot of progress in a short space of time. I never officially retired but I have a huge demand for coaching so that kind of became my future."



UK motorsport has resumed post Covid



Marshals have had to adapt to the 'new normal'

MOTORSPORT UK SENDS THANK YOU LETTER TO VOLUNTEERS

The UK's governing body has paid tribute to the work of motorsport volunteers amid the Covid challenges



Hugh Chambers: tribute

By Graham Keilloh

Motorsport UK has sent its annual letter to racing's volunteer community thanking them for their work, in a personalised message distributed electronically to the country's 420-plus motorsport volunteers.

The letter, signed by CEO Hugh Chambers, read: "2020 will live long in the memory of everyone involved in motorsport. It is a year

that has seen extraordinary upheaval, and adjustment to a new normal. Amid all the uncertainty, it has been heart-warming to see how well the community has pulled together to get our sport back on track; a reminder, if it were needed, of the passion and commitment that keep the wheels of motorsport turning."

The letter also referenced the on-track success of British drivers such as Lewis Hamilton, Dan

Ticktum, Clement Novalak, Callum Ilott and Jack Aitken. It also cited the British Grand Prix, British Touring Car Championship and British GT meetings' significant organisational feats, particularly amid Covid-19's challenges.

The letter continued: "As ever, the common denominator of success has been UK motorsport's army of volunteers, who give their time freely and who have been working in

temperatures that were at times through the roof. Without this, the challenge of staging these events would have been insurmountable.

"We would like to express our sincere appreciation for the pivotal role you have played in putting the motorsport show on the road. The goodwill we have witnessed during the past few weeks has been nothing short of extraordinary. Thank you for continuing to be the backbone of our sport."

MOTORSPORT RESUMES IN SCOTLAND

Motorsport has resumed in Scotland following the Covid-related suspension, after an announcement last week by governing body Motorsport UK and publication of further guidance.

Motorsport UK lifted its suspension on competition permit applications from July 4, but restrictions on mass gatherings and sporting events is being lifted at different rates across the four devolved nations due to varying devolved government policies.

Motorsport UK announced on

Monday August 10 that motorsport can resume from that day in Scotland after 'positive dialogue' with Sport Scotland, the Scottish Government and relevant authorities.

It added that the resumption is contingent on organisers demonstrating they can plan in accordance with Motorsport UK's guidelines as well as respect government PPE and social distancing guidance.

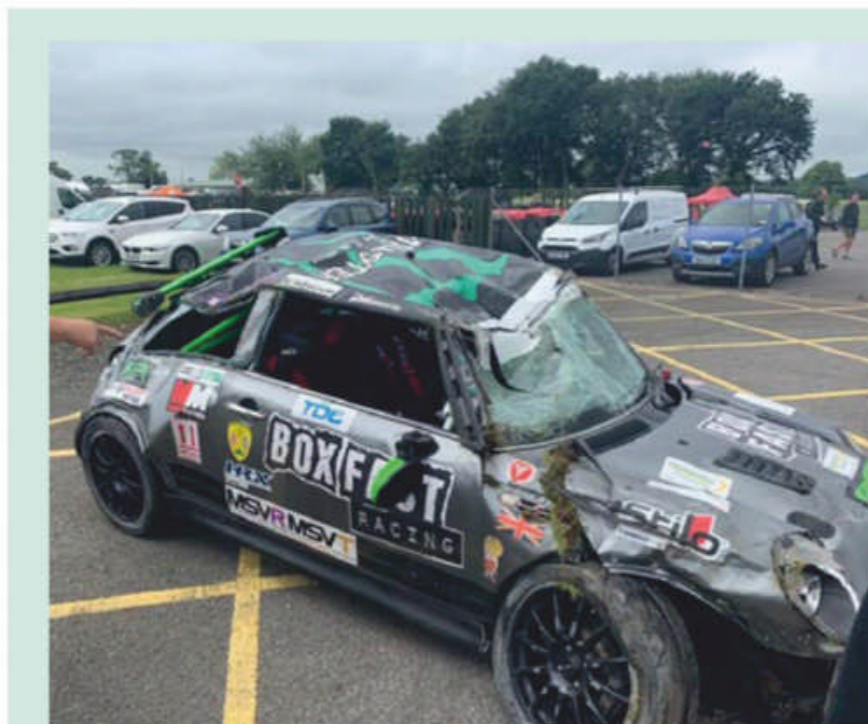
Applications for an event permit will also be subject to approval based on the relevant devolved

government's advice as well as any government 'opening up' measures or more localised restrictions.

Motorsport UK CEO Hugh Chambers said: "Since July 4 we have been carefully resuming the sport in different parts of the UK, always in step with government guidelines and with Motorsport UK's comprehensive guidance. We are pleased that the resumption now extends to our members in Scotland and they too can start enjoying the sport once again."



Motorsport in Scotland got its post-Covid green light



White's Mini Cooper in a bad way after Oulton roll

WHITE UNSURE WHEN HE CAN RACE AGAIN AFTER OULTON ROLL

Christian White does not know if he will race again after rolling his Mini Cooper in MSVT Trackday championship qualifying at Oulton Park following contact with John Lyne's BMW E46.

White told Motorsport News: "We don't know if we will [be back racing], all my savings are in that car. We know the engine's OK but we don't know until we get everything else stripped off what we can use and what we can't."

"We came out of the pitlane after a red flag, he touched me in

my rear end and I went down the grass and rolled it two-and-a-half times. I'm bruised and a bit stiff but apart from that I'm recovering slowly."

Lyne was disqualified from the meeting for the incident. White's team appealed the decision on the grounds of it being too lenient but this was declined. White added: "We can't afford to take it further, it's £450 or something every time you appeal, we just have to let it go. "I've not seen his footage, so I've no idea what he was doing.

He was on a straight piece of track, he's got more power than me, there was no need for him to be anywhere near me."

Lyne told MN: "Basically we came out of the pits, I went to go round him, came round him, and headed towards the side of the track heading into the corner, we collected each other. It was just an accident [misunderstanding]. I've not given enough room, they've [the stewards] said. It's not what anyone wants, no-one wants any accident."

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RALLY NEWS

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Japan has been delayed

JAPAN'S WRC RETURN HELD BACK A YEAR TO 2021

Japan's World Rally Championship return will be delayed by 12 months with confirmation pending as Motorsport News went to press.

A source close to the Rally Japan organising team told MN that hopes of the event taking place as scheduled from November 19-22 were dependent on special dispensation being given for foreign nationals carrying out non-essential work to be granted entry visas amid the Covid-19 pandemic.

However, with that prospect being ruled out by the country's government last week, Rally Japan bosses are understood to have been left with no alternative other than to call off what would have been the WRC season finale.

Any hopes of Rally Japan surviving the Covid-19 axe effectively rested on the Suzuka 8 Hours running on its rescheduled November 1 date.

But when it emerged that the Japan government-enforced travel ban would not be lifted, motorcycling's FIM Endurance World Championship round was cancelled for the first time in its 43-year history.

With major support from Toyota, the first Rally Japan for a decade had switched from a gravel event to Tarmac-only stages and relocated from the island of Hokkaido in the north to the main island of Honshu.

Motorsport News understands that Belgium's Ypres Rally will take over Rally Japan's planned November date – providing it gets the green light to join the WRC schedule for the first time in its history.

The move would alleviate the pressure on teams concerned about the lack of time between the events. Ypres is due to run from October 2-4.



Wales Rally GB brings money to the region

RALLY GB'S ECONOMIC WEALTH COULD SAVE ITS WRC FUTURE

Event bosses say the positive impact on the local region proves the event's worth

By Graham Lister

Wales Rally GB bosses have stated their case for inclusion on next year's World Rally Championship calendar by revealing details of the event's economic benefit to the host country and beyond.

At the same time, hopes of a Northern Ireland-based Rally GB have been revived after Government minister Robin Walker MP said he

would welcome a WRC bid.

Big impact

Audited figures from the 2019 Rally GB show the estimated 100,000 fans, 654 hours of broadcast time, plus a social media reach of 92,591,066 helped to generate an economic impact of £9.87 million.

In addition, donations made to local charities mean the amount raised since 2013 now stands at £266,569.

Focus switches to 2021

With this year's Wales Rally GB long since cancelled due to the Covid-19 pandemic, Motorsport UK's focus has turned to securing one of the few remaining slots on next year's WRC calendar, which is set to total 12 events.

The FIA has already announced Australia, Finland, Italy, Japan, Kenya, Monte Carlo, Portugal, Spain and Sweden, potentially leaving three vacancies.

Motorsport UK boss Hugh

Chambers said: "For all the positive reasons outlined in these audited figures, both Motorsport UK and the Welsh Government, our principal funding partner, are optimistic that we will see the WRC back in the Welsh forests in 2021."

NI hopes revived

A Rally GB in Northern Ireland is back on the cards after Robin Walker MP, Minister of State, Northern Ireland Office, said: "I

would be very happy to support the Northern Ireland Executive to attract the WRC."

In response, a UK Government spokesperson said: "We have received a request for support for a World Rally Championship bid from the Department for the Economy, this is under review. The Government is supportive of events that showcase Northern Ireland to the world."

Additional reporting by Jason Craig

LIEPAJA ORGANISER THANKFUL FOR GOVERNMENT DISPENSATION

Rally Liepaja head Raimonds Stokss has praised the Latvian government for its role in allowing the country's European Rally Championship counter to go ahead last week.

Stokss told MN that the inclusion of several countries – including Czech Republic, France, Poland, Portugal and Spain – on a 14-day quarantine list would have decimated the entry and resulted in full points not being awarded.

However, he was able to negotiate an agreement for anyone travelling from those countries to travel to Latvia providing they tested negative for Covid-19 prior to departure and following a

second test on arrival with a period of six-hour self-isolation while those tested waited for results.

"I must say our government made a huge, huge step to help us because without that it would have been impossible," Stokss said. "They made a special exclusion of the rules that gave us a chance for persons to come to the event. It was a close call but at the end of the day it worked."

Last Friday, a statement from ERC promoter Eurosport Events confirmed one ERC3 Junior driver tested positive for Covid-19 and was placed into self-isolation, with all those he came into contact with also tested and isolated.



Liepaja has been granted dispensation



Future stars will go online for judgement

WRC GAME BECOMES MAJOR PART OF RALLY STAR SELECTION PROCESS

FIA Rally Star candidates will be assessed for their computer game skills as part of the selection process for the governing body's global talent search programme.

They will use WRC 9, the official game of the World Rally Championship, with qualification starting

next year. Rally Star candidates will also be assessed for their driving skills during the initial selection phase with ASNs encouraged to run autotest-style events.

The programme, announced back in February, is aiming to promote the latest

crop of talent into rallying from across the globe.

The eventual prize following various regional finals is a drive in the Junior World Rally Championship with further progression opportunities in WRC 3 on offer should the Rally Star win the JWRC title in 2022.

UK RALLYING CALENDAR SLIMMED FURTHER WITH ENGLISH FORESTRY BAN

Forestry England have outlawed rallies in 2020 and could potentially extend the bar to 2021

Photos: British Rally Media, pro-rally.co.uk

By Luke Barry

As predicted by Motorsport News on July 30, the fate of forest rallying is looking bleak for 2020 and potentially beyond after a recent decision by Forestry England.

Both the Malton Forest Rally and the Wydean Stages were cancelled last week with the Carlisle Stages and Grizedale Stages expected to follow suit.

When MN went to press, the decision to outlaw rallying had not been confirmed by Forestry England headquarters in Bristol but was expected at some point this week, despite the efforts of Carlisle Stages rally manager Colin Heppenstall who had created a comprehensive document outlining how rallies could run on Forestry Commission land this year.

The affected events

The news means that the Galloway Hills could stand alone as the only established stage rally to run on Forestry Commission land again this season, as Forest and Land Scotland is yet to indicate whether

it will follow Forestry England's lead. The Carlisle Stages could run north of the border given its proximity to Scotland, but Heppenstall has no such plan, telling MN: "I'd love to do it, but it's not worth the hassle to be honest."

John Parker, a forest liaison officer for Motorsport UK in north England, added: "The feeling is that there's not a lot we can do [about this decision]."

"It just seems disappointing that all the extra work Motorsport UK has done about dealing with all the different aspects of a rally [with Covid-19], that doesn't seem to have made any difference to Forestry England's attitude."

The 2021 impact

Malton Motor Club secretary Donna Harper spoke to MN about the club's decision to cancel the rally. She said: "We were aware of the fact there was a possibility [the event couldn't go ahead but] we had to carry on regardless because if we didn't, we wouldn't have had [enough] time to organise it."

"There's this massive misconception that come the

stroke of midnight on New Year's Eve everything's going to be alright, and it isn't.

"There's a very real possibility that we're still going to be into this well into next year, if not the next 18 months, who knows?"

Future of forest events

The recent closed-road legislation and the continual rise in forest hire prices has been threatening to heavily diminish, or at worst kill off, forest rallying. But Covid-19 alone isn't expected to worsen the situation.

Parker told MN: "There will probably be fewer events next year but I don't think that's because of the coronavirus pandemic. Closed-roads events aren't any cheaper to run necessarily, I think it's the feeling that at the moment that you're very likely to get a full entry for a closed road event whereas you're not likely to get a full entry for a forest event."

Harper added: "I know there's an awful lot of people saying 'this is it, they'll get rid of us out the forests' which is a possibility, but I don't think they're that short sighted."



Four rallies are being canned due to the decision



Chilman slid about in his farmyard

ROGER CHILMAN CHANNELS INNER KEN BLOCK

Roger Chilman was the star of his own 'Farmkhana' video last week, sliding his Ford Escort Mk2 around his farm near Hereford.

Chilman was keen to give something back to his sponsors, and confirmed to MN that he's had "a few folk already

approach me" off the back of the video.

Chilman said: "When you're messing around on farm quads and different things you always think 'aw this would be quite interesting in my car' so we had a few ideas up our sleeves."

"Instead of just ripping around

a field, I thought we could do a bit more than that so it came together quite nicely."

Chilman was set to do the Silver Fern Rally this year before it was cancelled, so instead will concentrate on the R.A.C. and a selection

of asphalt events in 2021.

"I quite fancy the Manx National, maybe an event in Ireland and possibly get over the water the other way and go to Europe," he added.

'Farmkhana' can be viewed on British Rally Media's Facebook page.

EXCITEMENT BUILDS AHEAD OF M-SPORT STAGES

A stellar entry of 10 World Rally cars and 19 R5s will line up in Greystoke forest on Saturday for the inaugural, one-off M-Sport Return to Rally Stages.

The event is the first stage rally in the UK since the Malcolm Wilson Rally on March 14 and is open to M-Sport-built cars only.

Frank Bird won the 2019 Greystoke Stages on his first gravel outing. This weekend will be his second in his Ford Focus WRC07.

Bird told MN: "The stages were good, fast, flowing, not too much that can catch you out really so should be good for everyone to get back into it."

Stephen Petch and Charlie Payne will battle Bird with Fiesta WRCs, and will be joined by Josh Moffett in the same machine.

Moffett is one of several Irish entrants, including brother Sam, Joe McGonigle and Cathan McCourt – fresh from Rally Liepaja last week – who are all in R5s. Former Junior WRC pilot Tom Williams and Hugh Hunter are other expected frontrunners.

Rory Young isn't out to "set the heather on fire" with his speed but instead wants to support the rallying industry, hiring a Fiesta R5 from Dom Buckley RSC.

"To be honest if it had been my own car, I probably wouldn't

have done it," Young said.

"Hopefully everyone will be sensible and not be too blasé with the rules put in place."

Fourteen two-wheel-drive cars will also battle – including M-Sport team principal Rich Milleener – and will be split into two classes for turbocharged and non-turbocharged vehicles.

Ewan Tindall told MN: "That's good because there's 35bhp difference between our car [1600cc Fiesta R2] and one of the new Fiesta R2Ts so it's a big gap."

Matthew Wilson will drive the latest spec Fiesta WRC with WRC2 drivers Adrien Fourmaux and Rhys Yates also competing.



Bird is one of 43 entries this weekend, which will be a celebration of M-Sport's cars



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HISTORICS

DOWN THE WORKSHOP

1966 CHEVRON B6

Current owner: Andy Newall



Chevron B6 is an icon from '67

It is an early car

Chevron B6 chassis CH-DBE 02 is one of seven B6 models from talented Chevron founder Derek Bennett. The B6, initially simply called the Chevron GT, was the forerunner of the classic B8, which was built in much greater numbers.

The B6 was unveiled in January 1967

CH-DBE 02 has had a total of nine owners since it was first built for Peter Taggart and raced by the Chevron factory in 1967. The design and build started in late 1966 and the stunning car was displayed on the Chevron stand at the Racing Car Show in January 1967. After two seasons running in international races with Taggart and the Chevron team, it was then owned and raced by Tony Goodwin, Fred Boothby and Peter Lockhart-Smith through to the mid-1970s.

It once ran as an open-top car

It was in the early 1970s that Goodwin took the unusual step of taking the roof off to convert it into an open cockpit car known as the Redex RPA Special. The move was designed to generate more starting money in the international races he was contesting. The roof was refitted by Peter Fenty when Boothby bought the car.

One owner for 35 years

Richard Thwaites took the B6 into the 1980s and the start of its career as a historic racer, winning the Atlantic Computers title in 1982, and it was briefly owned by Robbie Gordon before being acquired by Michael Schryver in 1984. Over the next 35 years, Schryver raced the car extensively in historic events in the UK and across Europe, often sharing it with Simon Hadfield and, later, Schryver's son Will. Countless wins and title success followed before Schryver finally decided to sell CH-DBE 02 to Andy Newall in late 2019.

There is now a new owner

The car retains its original chassis and has never been seriously damaged. It now runs a two-litre BMW engine and was made road legal a decade ago in order for Schryver to compete on the Tour Britannia classic race and rally tour, using its period registration 'TGC 267E'. When Schryver decided to sell the car, Newall was keen to take it over and continue the story of one of the most successful examples of Derek Bennett's 54-year-old design.



Peterson was a Formula 2 hero at Thruxton in 1972

REBUILT PETERSON MARCH TO GRACE FORMULA 2 GRID

New owner Nick Pancisi set to tackle Zandvoort race in September

By Paul Lawrence

The ex-Ronnie Peterson Formula 2 March 722, chassis 17, is set to return to racing in the next few weeks in the hands of new owner Nick Pancisi.

The car that Peterson and Jochen Mass raced in the 1972 European Formula 2 Championship is due to end a long break from racing in

the Historic F2 races at Zandvoort in early September.

Pancisi bought it from Andrew Thorpe a couple of years ago and it has now been rebuilt by Gerry and Rob Wainwright over a period of 18 months. Pancisi has most recently raced a 1600cc F2 March 712.

Peterson, who was runner-up in the F1 world championship in 1971 and '78, contested selected F2 races in '72 and

won at Thruxton over the Easter weekend.

When Peterson was busy racing in Formula 1, rising star Jochen Mass took over the 722 and won the Eifelrennen at the end of April. After the 1972 season, chassis 17 went to South Africa where it was raced as a Formula Atlantic through until 1984, mainly in the hands of Gerry Ainscough and Alan MacDonald.

It then returned to the UK before being sold to Sweden and is not thought to have been raced for many years. It was with Andrew Thorpe for nearly a decade and may not have raced since 1984.

"It is the sister car to the Niki Lauda 722, which is owned and raced by Stephen Weller. It is a fantastic car, but I'm not sure how I'll get on with it," said Pancisi.



Keeping it in the family: Walker shares Cortina with nephew

Big rigger Walker swaps to Lotus Cortina

British Truck Racing champion Richard Walker is sharing a Ford Lotus Cortina with his nephew Jack Walker-Tully in selected Historic Touring Car races this season.

Neither driver has done much racing since competing in the VW Racing Cup and they have only run the Cortina at the Silverstone Classic in recent times.

"We need to do some more testing," said the Nottinghamshire driver.

Walker, meanwhile, is about to start building a 1939 Chevrolet Coupe for the 2022 Peking-Paris Rally. He plans to do an event in the Sahara next year as a lead-in to the five-week marathon that pits crews against some of the remotest landscapes on the planet.

Revamped 2021 roster for historic rally title hunt

Three new events to the championship are on the provisional schedule for next year's Motorsport UK British Historic Rally Championship.

The Riponian Rally, the Plains Rally and the Three Shires Stages are all in the BHRC for the first time and will replace the Kielder Forest Rally, the Jim Clark Rally and the Ulster Rally in the eight-round programme.

The schedule of largely one-day rallies all based on the mainland has been designed to make the BHRC as affordable and accessible as possible, covering six gravel and two asphalt rallies.

"We wanted to choose events that give value for money and enjoyment to the competitors," said championship manager

Colin Heppenstall after the enforced cancellation of the 2020 season.

The programme is: Riponian Rally (February 7), Rally North Wales (March 27), Plains Rally

(May 22), Red Kite Stages (June 13), Harry Flatters (July 25), Three Shires Stages (September 5), Trackrod Rally (September 24-25) and Carlisle Stages (October 22).



British Historic Rally Championship men get eight rounds

ENTRIES QUEUE UP FOR GEOFF LEES TROPHY OPENER

The Geoff Lees Trophy, the Historic Sports Car Club's new race category for up to two-litre single-seater racing cars from the 1980s, will open with a double-header at Cadwell Park on September 19-20.

Early entries include the Formula 2 Chevron B48 of Steve Worrall and the Formula 3 Dallara 389 of Samuel Harrison. Aiming to join the grid is regular Formula 3 racer Paul Smith in his Reynard 873, the 100th F3 car to be built by the Reynard factory.

"The Reynard spent most of its life in Japan," said Smith. Although it was the 59th Reynard 873 to be built, it was given chassis number 873-100 as it was the 100th Formula 3 Reynard to be produced.

IN BRIEF

Gala day cancelled

The annual Stoke Row Motorsport Day in Oxfordshire has been regrettably cancelled for 2020. The 13th edition was planned for this Sunday (August 23) but is now another casualty of the Covid pandemic. However, the concurrent Maharajah's Tour for classic cars organised by Craven Motor Club will go ahead as planned.

Algarve pushed back

Following confirmation of a Formula 1 grand prix at the Portimao circuit in Portugal, the annual Algarve Classic Festival has been pushed back. The historic weekend will now run on November 6-8 with a programme including grids from Motor Racing Legends and Formula Junior.

Shelsley gets going

The Vintage Sports Car Club started its season at Shelsley Walsh 10 days ago with a field of 80 mainly Pre-War cars tackling the climb up the side of the Teme Valley. James Baxter was the pacesetter when he set identical times on both runs in his Riley TT Sprite, twice stopping the clocks on 34.80s to see off the 35.12s best from the Alta of the unrelated Ian Baxter.

Bentleys in force

The annual Bentley Drivers' Club race meeting will run at Silverstone on Saturday with an eclectic mix of races for Bentleys, Morgans and 1950s sports cars. The event is one of the longest standing club race meetings at Silverstone but will, for the first time in 70 years, run behind closed doors. It was delayed by two weeks due to the recent grands prix at Silverstone.

Blow for NZ event

The organisers of the Silver Fern Rally in New Zealand have confirmed that the event will not go ahead in November. There is still a plan to run a shorter event for local competitors, but the main event will run again in 2022. "The NZ government is not going to be opening borders to travellers any time soon," said promoter Peter Martin.

Scottish tour is on

Rally the Globe organisers have confirmed that is Highland Thistle event (October 4-9) is pushing ahead for pre-1977 cars. Entries are still available for the five-day tour of Scotland with special tests and regularity tests. Extensive virus protection measures have been put in place for the rally.

VSCC at Mallory

The Vintage Sports-Car Club will host its only race meeting of the season at Mallory Park on Sunday with a nine-race programme. With the club's three other race meetings cancelled, this will be the only 2020 race meeting for VSCC members. The annual race for Edwardian cars is not on the schedule.



VSCC will hit Mallory on Sunday

COLUMN

MATT JAMES



MN's editor thinks that Formula 1 might have missed a trick recently



Hulkenberg came off the F1 bench



Photos: Motorsport Images

Ferrari-backed Brit Callum Ilott leads F2 points

There was a huge wave of support and love for Nico Hulkenberg in last two grands prix at Silverstone. The Renault reject, a Le Mans winner in 2015 with Porsche, had started 177 grands prix up until his late call up for Racing Point and the German was welcomed back with open arms.

Given the pace of the Mercedes-motivated (and, dare I say it, derived) machine over the opening exchanges of the 2020 contest, and The Hulk's third-place start in the 70th Anniversary Grand Prix, he looked set fair to shake off his badge of the driver who had started the most GPs without claiming a podium. He didn't, and he faded to seventh in the race.

While Hulkenberg is undoubtedly a nice chap, Racing Point – and, by extension, the wider landscape of Formula 1 – missed a trick in the UK. Hulkenberg is 32 years old and has had nine full seasons in the top flight. Renault decided it had run its path with him at the end of 2019 and drafted in Esteban Ocon, 23 years old. The former Racing Point (nee Force India) battler had already laid down his credentials as a star of the future. It was an understandable decision. Also, for 2020, Racing Point doesn't have an officially nominated reserve driver, so the world was its oyster when it came to filling the slot left vacant after Sergio Perez contracted Covid-19.

There is a whole host of drivers out there, up-and-coming racers, who could have belted themselves into the pink car at Silverstone and generated excitement and interest. The driver would gain experience, and the media would have a field day. There have been eight different winners in the opening 10 Formula 2 rounds this season. How about giving one of them a go? It is about the future, surely?

F1 rules are much more restrictive these days, with on-track running severely limited

so that is why teams want someone they know. A dependable driver with recent experience is a tick box for the team bosses, but it lacks imagination and, therefore, lacks the excitement that could surround such a vacancy.

My memory stretches back to the 1989 French Grand Prix, when several teams were in need of stand-in drivers. Arrows, looking for a replacement for the injured Derek Warwick, opted for Formula 3000 star Martin Donnelly. Jean Alesi, who would go on to lift the F3000 crown, jumped in a Tyrrell. Another from the sub-category, Eric Bernard, joined Larrousse. Emanuele Pirro also lined up at Benetton in place of Johnny Herbert (although that was a decision this self-confessed Herbert fan didn't approve of). That was an exciting time for up-and-coming



Martin Donnelly's debut in France, 1989



Points on teenager Vettel's F1 debut in 2007

racers and it created excitement. But I will take off my rose-tinted spectacles...

Think of Sebastian Vettel's debut too, for BMW Sauber, in the USA in 2007. He was a tester, but was promoted to the race seat to keep it warm for Robert Kubica, recovering from a crash at the Canadian Grand Prix. Finishing eighth in that GP launched Vettel's reputation.

Looking down the list of those current F1 teams with nominated reserves, it makes for some pretty unimaginative reading. Only Haas, with Pietro Fittipaldi and Louis Deletraz, Williams with Jack Aitken and Red Bull with Sergio Sette Camera have nominations you could dub as up-and-coming talent.

While we are at it, Renault came under fire for replacing the departing Daniel Ricciardo with Fernando Alonso in 2021. The Spaniard is a hero, certainly, but what message did it send out to the drivers who are queued up on the Regie's ladder of talent? It has six drivers waiting in the wings, including Briton Max Fewtrell. Alonso has signed for two seasons, so where does that leave the men it has nurtured? It makes you wonder why firms have a young driver development roster at all if they aren't prepared to put their faith in it.

Where teams share the same engine suppliers, of course there is some room to spread the talent around: think of Ferrari man Antonio Giovinazzi driving for Alfa Romeo. But that still doesn't guarantee a berth anywhere.

Ferrari, Red Bull, Mercedes and Renault all have big reserves of young talent which they are funding. It almost seems, to the cynical eye, that it has picked out certain rising stars to make sure that others don't get their hands on them. Being part of a young driver scheme might seem like the Holy Grail for drivers, but it could quickly lead to a career cul-de-sac.

It's great to have grand prix racing back, as we all know, but sadly, once again, such a courageous and intrepid branch of the sport has proved itself risk-averse when it comes to choosing those behind the wheel.

"Where do young driver schemes leave those who have committed careers?"

FEATURE

DAVID LLEWELLIN: ROLLING BACK THE YEARS WITH A RALLYING GREAT

Two-time British Rally champion David Llewellyn casts aside an hour to tackle the Motorsport News readers' questions. By **Luke Barry**



A fresh-faced Llewellyn in 1986

It's hard to think of a more popular title than David Llewellyn's 1989 British Rally Championship success. It had all come good for the affable Welshman who steered his Toyota Celica GT-Four to, neatly, four event wins that year. And of course he'd back it up in crushing fashion a year later in 1990.

But Llewellyn was known on the world and European scene too, often recalled for his swashbuckling efforts in an MG Metro 6R4 – a car that was supposed to propel him into the World Rally Championship before the Group B era was outlawed.

These exploits have cemented his place in rallying folklore. Even now, 30 years after he notched up his second British title, Llewellyn is a hero to many and regularly is approached for an autograph or picture by rally fans. And with questions coming in from none other than WRC and ERC regular Craig Breen, it's clear his popularity is showing no signs of waning.

Here he discusses encounters with the Irish police, the flawed design of the Nissan Sunny GTI-R, an old tactic Jimmy McRae used to try and pull and the hairy moment that led to him deciding to retire from professional rallying, thanks to the MN readers' questions.

Question: “You competed across Group B and Group A, did you have a preference between the two? And in general did you think you were involved in the ‘golden era’ of rallying?”

**Brent Simpson
Via Email**

David Llewellyn: “[I was] definitely involved in the golden era of rallying, there's no question in my mind about that. The Group B era was very special and it was a victim of its own success really wasn't it because the cars were very exciting, the noise, the flame-spitting and the speed for that time. I know World Rally cars are going faster now but they [Group B cars] had to be driven so much harder because with the locked centre diff, you had to move them about to get them around corners. And I think that just added to the spectacle of that whole era. It was special to be involved in but also special to me because my first international win was in a Metro 6R4, Circuit of Ireland 1986, so of course that's got really fond and strong memories. Unfortunately the banning of Group B was a big knock for me career-wise as well because I had a three-year contract with Austin Rover. The first year was British championship, the second year European championship and the third year was World championship. So it was a huge blow to the sport but it was a huge blow to me personally as well, and of course it put a lot of drivers on the market for the following year. Audi had given me my first chance as a professional driver and I'd left Audi on very good terms [in 1985] so it was a phone call that happened very quickly when the [Group B] news got out. But can you imagine jumping from a Metro 6R4 with 420bhp, light, short wheelbase and then getting in a Group A quattro, non-turbocharged with 190bhp? The chassis was really good on it, it was a really nice car except 190bhp wasn't enough. If it had been turbocharged, it would've been very close to the A2 quattro that I started my professional career in and it would've been lesser of a blow. But obviously Group A did develop and as went forward we were getting more power, and by the time I got to the Toyota we had electronic four-wheel drive and centre differential, driving-wise that had become quite exciting again.”

MN: Has there ever been a bit of you that wished you'd gone further in European or World rallying than you did, despite those two British titles which I assume you are still very proud of?

DL: Yes, very much so. The second blow



Winning at home in Wales was special

was I had a chance with in the World championship again with Nissan in 1991. That was my last chance really because age then wasn't on my side, I was 31 years of age. I had gone to Nissan because Stig [Blomqvist] had done a lot of testing with the car, and he told me that the car was competitive and it was going to be a really good car. And when Stig was testing it was competitive, but they were only doing a mile and a half of a stage that the World championship was doing and it didn't get the heat loss. The big problem with the [Sunny] GTI-R was it had the intercooler on the top of the engine so as soon as it got hot, the heat was going up through the intercooler and the power was coming off in lumps. Stig and I drove the car as hard as we could, but we were struggling to get in the top five and at the end of the year they blamed us, they kicked me out and employed Tommi Makinen. But of course the same thing happened didn't it, they weren't competitive and then Nissan shelved the programme. Unfortunately that was the second blow for me. If I'd have jumped into a competitive car I think

I could've [performed]. I was mature, I had the speed, I'd proved that because I led the RAC in 1989 in the Toyota before we had the turbo go."

Question: "Without the mechanical issues he had on the 1989 RAC Rally, does David think he had it under control and was on course for the win?"

James Madsen
Via Twitter

DL: "I have to say even early on I thought this was my rally. I was competing against the Toyota factory team and one was Juha Kankkunen, and we were matching him and beating him when the playing field was level. I probably had slightly worse road conditions but quite clearly the British car was competitive. And, as I said, at one point I was leading the event and I was mixing times with those boys and I thought, 'once I get in the forests now this is my event'. And I still feel and one sort of, I don't know if regret's the right word, but I feel that was stolen from me. I should've and could have won that rally that year, most definitely. And 1990 of

course we thought 'we can have another crack at this' but the British car hadn't moved on in development like the factory car had. So suddenly actually, we weren't competitive. It's funny isn't it, just a year on like that."

MN: Did it hurt more than it was Pentti Airikkala that won, given he was a British championship rival as opposed to a WRC driver winning?

DL: "No, Pentti and I got on very well. I was very happy for him. Pentti was a bit of a character, we got on well, lots of leg pulling and lots of banter. He used to say things like 'beneath every Finn there is a shark, be careful David' [laughs]. And he used to say as well 'the only ice I like is in my gin and tonic'. He was always full of bits of fun like that."

Question: "What was the most satisfying car to drive in your professional career? Equally, what was the most frustrating?"

Jamie Edwards

Via Twitter

DL: "The most satisfying was the Metro because of the beast nature in the car, and



Audi picked Llewellyn up in 1985 and rescued him two years later



Llewellyn's 1991 season was the "second blow" to his WRC dream

taming that beast and winning rallies, and to be fair all Group B cars were the same. They were animals and they did need driving by the scruff of the neck or they'd bite you. So definitely the Metro. And I think the most frustrating was probably the Audi 200 because we were really trying to push hard. On the Welsh Rally for instance, we were leading or very close to leading the event I think with Pentti Airikkala and we came over this crest, they'd been logging, it was out of sight, we went onto a bit of mud, all our weight just pushed us sideways into a log pile upside down. It was a big, heavy car and it had the power, but of course it was a big, two-tonne car. It was nicknamed 'the taxi' I think [laughs]. So that was quite a frustrating year [in 1988]."

Question: "What was your most frustrating experience? The 1986 National Breakdown or the 1988 season with the 200 quattro?"

Keith Jones

Via Facebook

DL: "On the National Breakdown 1986

I had a big fight with Hannu Mikkola and then I spun on the last hairpin of the last stage and then I stalled it, which is unlike me, but it was full snow with no studs and we were trying to win the rally, but that wasn't really frustrating, it was a small mistake and I was still very happy to finish 16 seconds behind Hannu. Keith must've heard what I was saying about the 200 quattro because that was most definitely one of my most frustrating years."

MN: Can we touch upon the '86 Welsh as well because at that point, you hadn't won your home International [he did in '89 and '90] and it all went a bit wrong...

DL: "Very much so. Obviously we'd gone to the Circuit of Ireland and won it, we were all in a very positive, high place. We went to the Welsh Rally and I was quite openly making statements saying 'I'm either going to win this rally or not come back to Cardiff'. Well, that really came back to bite me. The rally itself was going really well, we were up on Epynt and had a 30 or 40 second lead because Hannu doesn't live in Wales so perhaps didn't know the ranges like I knew them and

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FEATURE



1989: Autosport Award winner



'The taxi' wasn't a favourite



The Celica GT-Four was a title winner



Circuit of Ireland 1986: First international win and a tough challenge

Jimmy [McRae] was normally very good on Tarmac but the ranges are different, so I had a really good lead. Then of course I had that, I call it a little spin, but we took off into a ditch and obviously it was on camera, and we took the wheel off. But that wasn't too bad because we managed to get out of the stage and we didn't lose that much time so it put us 20 seconds behind Hannu or something. We were battling back then to get back in touch with Hannu which we were doing. We had Brechfa, Pembrey and then the finish, and going into Brechfa we were within 10 seconds of Hannu and to be fair to [my co-driver] Phil Short, he said 'the first page of this stage is David is off-map, I can't help you on this first part of the stage so I was driving completely blind. It was like down to a farmer's field and I remember the bend as clear as day. I was coming on and I just braked and thought 'this corner's just going round the hillside it'll be OK, come on, come on, come on,' encouraging myself to keep that pedal in and it did, it was going round the hillside then suddenly it went sharp left, hairpin right. I was doing 80mph, there was no way it was going around there. The corner caught me out and of course it was the famous rollover, wheels falling off, land in the trees upside down and the petrol tank had split and there was petrol coming into the car, it was all a bit dramatic to be honest. Spectators ran down, pulled the doors open and we managed to get out and I said 'come on, tip it over, let's see if we can get going' and they said 'Dai, you've got no wheels'. So we had to

admit defeat and not go back to Cardiff."

Question: "What is your fondest memory of your victory in the Circuit of Ireland '86? Just how difficult was coping with the event's length, coupled with the difficulty of driving the 6R4? Speaking from experience - don't know how you did it?"

Craig Breen
Via Twitter

DL: "[Laughs] Did he say that? Of course they've got a 6R4! He would appreciate five days of that, 600 miles wouldn't he? Do you know the hardest part was not the battle with Jimmy for the first two days, we had a really ding-dong battle, and then he had 'suspension failure'. Well I can tell you, I saw the wall that caused the 'suspension failure'. In Jimmy's true form, the suspension "just collapsed", but I saw the wall [laughs]. Anyway, the hardest bit was I then had a huge lead, and there was still over half the rally to go. Now that was very difficult, keeping your concentration, the speed of the car, the bumps, those Irish bumps, trying to preserve the car and get to the end it was very hard."

MN: Well they always say don't they that driving flat out is often easier than backing off, particularly with the pressure of trying to nail that first international win...

DL: "Absolutely. Jimmy and I, we were swapping seconds per stage, it was a real, classic battle. He'd have a few and I'd have a few. To be fair Jimmy is one of the greats in Ireland, he's won a lot of rallies over there.

MN: He told us [May 6] he's more famous over there than he is at home!

DL: "Well that applies to me as well to be honest. At that time, Circuit of Ireland was on the television for an hour every night and it was five days of rallying. You did become a bit of a household name. Walk into a petrol station over there and they'd ask for your autograph, it was that sort of level. And the police are very helpful as well. I went down the outside of the traffic in a big traffic jam, there was a policeman at the side of the road with a hand up and I thought 'oh no'. I stop, I say hello and he had his hand in his pocket, brought his little book out and I thought 'he's going to book me.' He said 'can you please sign that there for me?' so he only wanted my autograph! He gave it, and then he said 'now give it to her!' That was quite a magical moment that was."

Question: "You've competed against many of the biggest names in rallying's history. Who did you most admire and respect?"

Greg Tomkins
Via Twitter

DL: "I had the greatest respect for Hannu Mikkola because I competed in the British championship directly against him and he was a pleasure to compete against and a real gentleman. And of course he's a name that I had followed from the start of my career really. Ari Vatanen for his flamboyant style and again he's a real gentleman and such a good ambassador for the sport isn't he? Those two would be very much at the top of my list."

Question: "I once heard a story of a Celica GT-4 enthusiast buying an ex works car, and inviting Dai to take him out for a spin in it to see how it should be driven. Dai scared the guy so much that he promptly sold the car. Is that story true? If so, does Dai remember scaring him?"

TiMoCo Rallyart
Via Twitter

DL: "[Laughs]. Oh I can! It was a Scottish man... I took him around Sweet Lamb, and [laughs] he got out and said 'I can't drive that car like that, you've scared the shit out of me!' And he got in his helicopter, flew home and he sold it. So the tale is true."

Question: "How did you find the move to Vauxhall in 1993 given it was front-wheel drive and you were used to fighting at the very front?"

Kyle Turner
Via Email

Question: "You retired and walked away from the sport professionally whilst still young. Do you regret that looking back now?"

Jamie Edwards
Via Twitter

DL: "I did nothing in 1992, and then the whole Vauxhall deal came together in the wake of Dave Metcalfe's death. I was brought up rear-wheel drive and then four-wheel drive so going to front-wheel drive was quite difficult. Obviously I know four-wheel drive probably has slightly more tendencies towards front-wheel drive so I had some characteristics, but it

was a new learning curve for me because yes I was used to left-foot braking from the quattro days where you had to left-foot brake to keep the turbo spinning, but you could be quite aggressive with it because it was braking through a locked differential so it wasn't locking one end or another it was all working together. So I had to learn the art of left-foot braking to steer the back of the car. It took time and don't get me wrong I had really good fun with Vauxhall and the Astra and a front-wheel-drive car pushed hard can be very exciting, there's no doubt about that. But I was perhaps never 100% comfortable with it and that was part of me reason for retirement. I can tell you it was on the Ulster Rally in '96 and we got out of shape on a stage that was a single-track road, and there was a telegraph pole that wasn't in the hedge, it was in the verge sticking out from the hedge, and I was going sideways towards that at 90mph. I was trying everything to get it straightened up and it was a whisker. I thought 'this is it' and the car just flipped the other way and it went past my door, Ian Grindrod [co-driver] had seen a few things, it frightened the hell out of him too. By this time I had a family, I was married and I had two kiddies and I was 36 years of age, and I'd never frightened myself in a rally car before. My dad had said to me, I had asked him 'how do you know when it's time to retire?' and he said to me 'you'll know when it's time to retire'. And I think that moment was it."

MN: You've not done much since that season have you, apart from

Photos: mcklein-imagedatabase.com, Motorsport Images



The Metro 6R4 was a "beast" to drive

the 2012 Neath Valley Stages?

DL: "I purposefully hadn't even renewed my competition licence. I said I'm setting this bit of time now for raising my family and my kids are going to get all my attention and the upbringing that I want, and that's why I settled back into farming and had sort of removed myself from the sport. They were trying to do something special with the Neath Valley Stages, had spoken to Nicky Grist and managed to get Grist to come with Juha [Kankkunen] to do the event and then had this bright idea that they could get David Llewellyn to do it. They had to work quite hard on me. I used all the excuses: I haven't got a competition licence, they said we'll sort that; I said well I haven't driven a car for 10 or 15 years I think it was then, they said 'we'll hire Walters Arena and we'll have a test day for you and the car' and I said 'well I haven't got a car', and they said 'oh no we've got a car for you'. Every time I tried to say no, they had the answer, so my arm was really twisted up my back to do it. And I have to say it was a fabulous day, we really had fun. Phil Short back in the car, hell I continued after him so he hadn't done a rally for 20 years! We sat back in the car and well, well, well it was like we hadn't stopped. Phil was amazing, he just read those notes. His timing was always impeccable anyway. He had an excuse to not quite be on it but he was on it, and of course having the chance to have a go at Kankkunen again in equal cars was something that I won't forget. They asked me to do another rally and I said, we can't repeat that! It was a special day."

Question: "What kind of motorsport dad are you?"

Joel Tyldesley

Via email

DL: "It is actually quite a good question because I haven't encouraged any of my kids into motorsport. That's from a dad perspective, because I guess I know the dangers. So I just offered them all the same, whatever they wanted to do."

"My eldest wanted to go grasstrack racing so we bought a Mini and he loved shooting as well, and I soon found out his love for shooting was more than motorsport because he'd be off shooting and I'd be working in the workshop on the car. So that's the way that went. My second son Ben, he did some historic rallies, but his career in shooting developed quicker than the rallying. He amazed me and he frightened me because he was too fast for his lack of experience. He was on the pace of those top historic boys within 12 months. We know how hard it is to have a career in rallying these days, and of course they had an academy and a pathway for him in shooting. So he shoots for Great Britain, got a silver medal in the Commonwealth Games so that side has become hugely successful with him and his younger brother is delighted because now he gets the car."

"Tom is totally different, he lives and breathes cars and so it was easy there really because I could see had talent, I could see he had control and started at a junior level. When Tom did his first forest event he'd done about 35 rallies, when

Ben did his first forest event he hadn't done a rally before. I'm loving the motorsport with Tom because I have a lot of confidence in his ability and he has done his apprenticeship, he's learned the sport from 14 years of age. Good question mind!"

Question: "If you were starting your career now, do you think you'd have had the same interest in rallying as you did back then and do you think you'd have gone on to achieve the same thing?"

Darren Barley

Via email

DL: "I can see where Darren's coming from because the sport has changed hasn't it? Rallying was huge when I was dipping my foot into rallying. I started in karting in 1974 and then went into rallying in '79 when it was quite a huge thing, especially in Wales. You'd have night events with 150 cars and there'd be thousands of people spectating everywhere. It is quite a bit different than it is now so good question, but I think the passion for the car and the driving and the speed would be no different now to then."

MN: And could you have gone on to achieve the same, or is it much harder to do that nowadays?

DL: "I think it's most definitely harder for youngsters to get on to do the same thing. My break was national champion in '84, and Audi looking for a second, young, British driver to Michele Mouton but that doesn't happen now does it? It is so much harder now, so much harder." ■



Making a splash: Llewellyn was a firm favourite with the crowds



Llewellyn ended his career in a front-wheel-drive Vauxhall Astra

FEATURE

HOW THE BTCC IS PREPARING FOR ITS TOUGHEST DOUBLE-HEADER EVER

Matt James looks at the impact of back-to-back British Touring Car Championship meetings at Oulton Park and Knockhill



Oulton Park is stage one of the epic journey



Gilham: relishes the challenge



Collins: extra spares are needed

The British Touring Car Championship's calling card is the no-holds-barred racing. It is action everywhere the fans look, but this year's disrupted calendar has presented another challenge for those involved: the compact turn around in August means teams will be travelling from Oulton Park in Cheshire to Knockhill in Scotland on successive weekends.

It signs off a month where there has been the opening four meetings in just five weekends as series bosses try to cram in the planned nine race meetings. While everyone is universal in their praise of the series organisers for pulling together a calendar at all in the face of the health crisis, the practicalities present some obstacles for the squads running the cars. It has given them a mountain to climb in terms of planning and organisation, and also has created one of the most intense – and potentially costly – 10-day periods in the category's history.

Team Hard has the furthest to travel. The squad, which runs in multiple championships, is based at Detling, just outside Maidstone in Kent. That means if it were to go to each event and back to base, it would clock up more than 1400 miles (see sidebar, right).

That is totally out of the question in terms of practicality and timescales, so the travelling crew will be on the road for nearly 14 days by the time the two meetings are complete. Despite being one of the smaller teams on the grid, Team Hard is the most prolific. It runs Carl Boardley's BMW 125i M Sport and three VW CCs for Jack Goff, Ollie Brown and Nic Hamilton.

Team boss Tony Gilham explains: "Our

trucks will be loaded in Kent on Tuesday night and they go up to Cheshire to start what will be a two-week operation. We are taking 18 people with us to cope with the workload we will have. And then, at each weekend, we will have 20 more staff with us on site, the weekend helpers."

That is the 18-strong travelling crew taken care of, but there is the small matter of making sure the cars are ready to perform at their finest despite the tight turnaround. The effects of any damage picked up in Cheshire could have a serious ripple effect onto the Knockhill meeting, especially with work being done on the hoof and no return to the sanctuary of the workshop.

"On Sunday night we will stay at Oulton and then leave on the Monday, and park up at Knockhill is on Tuesday, so we will have the rest of the week to re-prepare the cars and get ready for the next one," says Gilham. "There will be three days to set up, which is why I can't just send just three or four people."

Another team facing the trek is Motorbase Performance, which runs the Ford Focus machines of Andy Neate, Rory Butcher and Ollie Jackson. It is based a stone's throw from the gates of Brands Hatch in Kent. While some of its crew will return to the south east, there will also be a contingent who point north as they leave the gates of Oulton Park and head for Fife.

Team manager Oly Collins told the Lamb and Flag BTCC podcast: "We have got probably six mechanics and me, whereas normally we would probably only have three back at base for a re-prep of the cars. We will do a limited amount of re-prep of the cars at Oulton Park on Sunday and Monday – but we have to be out of Oulton by midday on Monday.

"We have doubled up our mechanical staff and obviously we will have the

truck drivers with us too. We are going to have four trucks at Knockhill because we are going to operate out of two awnings. We would normally only take three [trucks] there. We will have our group of about 10 on the road, but the other group, the engineers, the data engineers and the weekend helpers, will go home between the events and do their normal jobs on Monday through to Thursday or Friday and then they will make the trip up to Scotland."

The reason the Motorbase team is taking an extra truck is another demand on the back-to-back weekends: the teams will not be able to resupply with spares over the course of the on-the-road time.

"We are taking twice as many spare parts as we normally would to any meeting – hence the reason we are taking more trucks," adds Collins.

"We normally wouldn't do that because of the expense, but we looked at it and we realised that it was impractical to make a trip back to Kent. We really didn't want to do that if we could help it.

"We have doubled up on stock of spares, but in certain areas, like splitters, we have got more than double what we need. Just in case, you know.

Normally, you can run a little bit lean and know that when you go back to base, you can re-stock. We can't do that in this situation. Brakes, splitters, bodywork – those are the sorts of things we have stockpiled."

With the spares and hotels, the costs of the back-to-back meetings are eye-watering. That is especially true for an operation like Team Hard, which runs machines in a host of other categories which are also facing a compacted schedule in 2020. Ironically, while the Team Hard touring car arm is at Oulton this weekend, its Junior Saloon car racers will be preparing the ground with

a meeting at Knockhill, for example. And that is not taking into account its GT Cup, Britcar, VW Cup and Mini Challenge assaults, among other things.

Gilham, who has had to bring in two extra trucks to cope with each arm of the team, has already been crunching some numbers: "The staff we take will all be staying in hotels. Normally, for a touring car weekend, it will be £2,500 for hotels, but for this double header and with such a long time away we will be looking at £10,000. For Team Hard, our previous record outlay for a month in motorsport in was £400,000. August this year is going to cost us £1 million. It is a £1 million month. Knockhill will become the most expensive touring car meeting ever."

That isn't the case for everyone, of course. Not all operations have such a large portfolio of championships, but the time pressures are going to be the same on everyone. Some of the teams, such as Laser Tools Racing, which runs the Infiniti Q50 cars of Ashley Sutton and Aiden Moffat, might seem like they have an advantage. While the machines are based at BMR Engineering in Cambridgeshire, Laser Tools has an HQ in Livingston in Scotland which it initially planned to use as a stopping-off point on the 260-mile haul from Oulton Park to Knockhill.

However, it too will head straight to the hillside track in Scotland rather than taking advantage of a mid-route halt. Team boss Bob Moffat says: "We did look at it, and it is an advantage for us to have a base there, but once you have got back and unloaded, you would be putting it back in the truck ready to head north. There is no point really, and Knockhill is going to be open from Tuesday so it is just more practical to go straight there."

So, the practicalities have been ironed out, the preparations have been made

WHAT IS AVAXHOME?

AVAXHOME-

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fresh magazines, hot games,
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Unlimited satisfaction one low price

Cheap constant access to piping hot media

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Photos: Jakob Ebrey



Knockhill will be the second part of the trip



Trucks will feel the strain

and the hotels have been booked. Now all the planning has been done, there is a sense of stepping into something new.

Collins says: "It is certainly more planning than we are used to – other categories do this all the time: Formula 1, Formula E or DTM for example, but it is something we have not had to face before. Others might be used to it and are set up for it and they have this extra expense all the time. Because we don't, we staff accordingly and we plan accordingly, so it is new to us, but it is exciting."

"It is nice, though, because everybody is on their game to cope with this. I have noticed that everyone in the team is

thinking for everyone else. Every now and again, one of the lads will say 'oh, have we got that, because we are not coming back?'. And, of course, it will be something we need. Everyone is learning to think outside the box a bit."

Thinking outside the box is something that a touring car team is used to: it is what achieves success on track as well as off it and the demands will be high over the next two weeks. But teams also love a challenge.

Gilham adds: "This situation is a challenge and that is what our team likes: we love something different. When it was back-to-back Donington and Brands, it was OK, we could

come back between each round.

"It is tough, and I can see why teams like Power Maxed Racing [which has taken a sabbatical for 2020] would step out, because it is hard. But what they don't realise is that us, as a small team which gets a lot of stick from others, we are still there with four cars. We are standing by the championship and I think we deserve some credit for that."

Any team who emerges in the first week of September with its cars intact and points in the bank will earn that credit and know it has done an excellent job. Now, if only they could get those pesky drivers to behave themselves too, life will be much, much easier... ■

In for the long haul

The road trip...

TEAM	OP	KN	TOTAL MILES
1 Team Hard	471.4	934.2	1405.6
2 Motorbase Performance	439.4	905.4	1344.8
3 Excelr8 Motorsport	428.6	861.4	1290.0
4 MB Motorsport	412.0	877.8	1289.8
5 Trade Price Cars Racing	412.8	875.8	1288.6
6 WSR	388.4	882.4	1270.8
7 Laser Tools Racing	372.2	808.6	1180.8
8 BTC Racing	257.6	751.9	1009.5
9 Team Dynamics	177.0	670.8	847.8
10 Team Parker Racing	186.2	404.3	590.5
11 Cicely Motorsport	116.0	452.4	568.4
12 Speedworks Motorsport	30.6	504.3	534.9

OP = Oulton Park; KN = Knockhill



The BTCC crews will face an epic 10 days as they traipse from Oulton to Knockhill and back. This is the approximate mileage they would face if they returned back to headquarters after each event. Mileage calculated on AA Route Planner.

BRITISH GT: DONINGTON PARK

Photos: Jakob Ebrej



Caldarelli, Igoe and WPI got first win

BRITISH GT SHOCK AND AWE AT DAMP DONINGTON

The WPI Motorsport Lamborghini and Team Parker Bentley were the unlikely victors of two thrilling races. By **Graham Keilloh**

The 2020 British GT Championship continued its capacity to surprise at a soggy Donington Park. At Oulton Park's season-opener the potency of the McLarens and the Silver Cup challengers was the turn up. In the campaign's second gathering, at Donington, the potency came from other sources altogether. And again surprising ones.

Andrea Caldarelli only had it confirmed a few days beforehand that he'd be driving at Donington, for the WPI Motorsport team in a Lamborghini Huracan alongside Michael Igoe. It also was Caldarelli's first time racing at the track.

But he didn't let that deter him from chasing down Patrick Kujala's RAM Racing Mercedes in the damp two-hour race one to seize the lead late on and win,

claiming the drivers' and team's maiden British GT triumph. Victory owed much to Igoe's rapid opening stint too, as from ninth on the grid he handed the car to Caldarelli after the pitstop shake-out in third place and within range of victory.

Igoe said: "We were saying before the race that we both really like the wet, and we showed that. We're a relatively new team, with the effort that's gone in behind the scenes it's now nice to see it pay off." Caldarelli added: "The car was mega; it was very tricky out there."

TF Sport's 1-2 result in the GT4 contest was less of a turn up. Connor O'Brien and Patrick Kibble took the win ahead of stablemates Jamie Caroline and Daniel Vaughan, thanks partly to not having a success penalty to serve but also early leader Caroline felt his Aston Martin lost pace after Ian Loggie's Mercedes hit it in the rear, causing damage.

The hour-long second race was even more thrilling. The drizzle had relented and some made frantic last-minute

switches to start on slicks. It quickly proved the correct call and slick-shod pair Joe Osborne in his Balfe McLaren and Scott Malvern in his Team Parker Bentley cleared off in a battle for the lead.

Osborne's presence at the front was another of Donington's turn ups, as this was the first outing of his category comeback in selected 2020 meetings alongside Stewart Proctor. And Osborne had immediately bagged race two's pole position.

Then after the driver switches Nick Jones in the Bentley moved clear to claim a win at a track and in conditions not expected to suit the car. It means too that there have been four different winners, from four different teams, in four races.

Malvern said afterwards of his slick-tyre choice: "I had to persuade them [the team] a little bit! Because Bentley, wet weather and slicks is not normally a good combination! Just rolled the dice and it paid off. Nick really won that, there were so many opportunities for him to throw it

RESULTS

British GT Championship 2020 (Correct at the time of going to press)

Race 1

POS.	DRIVER 1/DRIVER 2	TEAM/CAR	CATEGORY	TIME
1	Michael Igoe/Andrea Caldarelli	WPI Motorsport/Lamborghini Huracan GT3 Evo	GT3 Pro-Am	2h00m56.884s
2	Sam De Haan/Patrick Kujala	RAM Racing/Mercedes-AMG GT3	GT3 Silver	+6.349s
3	Ian Loggie/Yelmer Buurman	RAM Racing/Mercedes-AMG GT3	GT3 Pro-Am	+17.341s
4	Adam Balon/Phil Keen	Barwell Motorsport/Lamborghini Huracan GT3 Evo	GT3 Pro-Am	+18.225s
5	Rob Collard/Sandy Mitchell	Barwell Motorsport/Lamborghini Huracan GT3 Evo	GT3 Silver	+27.185s
6	Richard Neary/Sam Neary	Team ABBA Racing/Mercedes-AMG GT3	GT3 Pro-Am	+1m08.090s
7	Jordan Witt/Jack Mitchell	2 Seas Motorsport/McLaren 720S GT3	GT3 Silver	+1m10.420s
8	Michael O'Brien/James Baldwin	Jenson Team Rocket/RJN/McLaren 720S GT3	GT3 Silver	+1m25.747s
9	Lewis Proctor/Ollie Wilkinson	Optimum Motorsport/McLaren 720S GT3	GT3 Silver	+1 lap
10	Duncan Cameron/Matt Griffin	AF Corse UK/Ferrari 488 GT3	GT3 Pro-Am	+1 lap

Race 2

POS.	DRIVER 1/DRIVER 2	TEAM/CAR	CATEGORY	TIME
1	Nick Jones/Scott Malvern	Team Parker Racing/Bentley Continental GT3	GT3 Pro-Am	1h01m07.558s
2	Balon/Keen	Barwell Motorsport/Lamborghini Huracan GT3 Evo	GT3 Pro-Am	+13.297s
3	Witt/Mitchell	2 Seas Motorsport/McLaren 720S GT3	GT3 Silver	+15.230s
4	L Proctor/Wilkinson	Optimum Motorsport/McLaren 720S GT3	GT3 Silver	+16.254s
5	Stewart Proctor/Joe Osborne	Balfe Motorsport/McLaren 720S GT3	GT3 Pro-Am	+33.604s
6	Collard/Mitchell	Barwell Motorsport/Lamborghini Huracan GT3 Evo	GT3 Silver	+35.944s
7	Igoe/Caldarelli	WPI Motorsport/Lamborghini Huracan GT3 Evo	GT3 Pro-Am	+42.790s
8	De Haan/Kujala	RAM Racing/Mercedes-AMG GT3	GT3 Silver	+1m04.446s
9	O'Brien/Baldwin	Jenson Team Rocket/RJN/McLaren 720S GT3	GT3 Silver	+1m34.796s*
10	Cameron/Griffin	AF Corse UK/Ferrari 488 GT3	GT3 Pro-Am	+1 lap

*30-second penalty added for pitstop infringement



Jones brought Bentley home

down the road like many others did."

Adam Balon in the Barwell Lamborghini rose to second by the end and he and co-driver Phil Keen left the meeting with the championship lead.

The GT4 race had a similar pattern, with victory disputed by two more pairings making a slick decision: Chris Wesemael and Gus Bowers in the HHC Motorsport McLaren and Euan Hankey and Mia Flewitt in a Balfe McLaren. In both cases their pre-race calls were so late that they had to start from the pits.

Hankey built a sizeable first-stint lead, indeed ran as high as seventh overall, but after the driver switches Wesemael was able to catch Flewitt to take victory in only his and Bower's second-ever British GT meeting, with the late return of rain not helping amateur Flewitt. Wesemael said of the win: "Honestly ridiculous! That first victory is just incredible, I can't speak! [In the second stint] it was like 'we need to absolutely attack'."

DRIVER STANDINGS

BRITISH GT: GT3

POS.	DRIVER	POINTS
1	Adam Balon/Phil Keen	67
2	Sam De Haan/Patrick Kujala	56
3	Rob Collard/Sandy Mitchell	53
4	Michael Igoe	45.5
5	Andrea Caldarelli	43.5
6	Ollie Wilkinson/Lewis Proctor	43
7	James Baldwin/Michael O'Brien	41
8	Jack Mitchell/Jordan Witt	36
9	Ian Loggie/Yelmer Buurman	34.5
10	Nick Jones/Scott Malvern	26

11 Richard Neary/Sam Neary 16; 12 Dean Macdonald/Angus Fender 15; 13 Joe Osborne/Stewart Proctor 10; 14 John Seale/Marcus Clutton 6; 15 Duncan Cameron/Matt Griffin 4.5; 16 Dennis Lind 2

BRITISH GT: GT4

POS.	DRIVER	POINTS
1	Jamie Caroline/Daniel Vaughan	70
2	Connor O'Brien/Patrick Kibble	68.5
3=	Jordan Collard/Patrick Matthiesen	60
3=	Chris Wesemael/Gus Bowers	60
5	Mia Flewitt/Euan Hankey	58
6	Sam Smelt/James Kell	46.5
7	Jordan Albert/Matt Cowley	34
8	Andrew Gordon-Colebrooke/Ben Hurst	30
9	Luke Sedzikowski/David Whitmore	12

SUPPORT RACES

Tom Jackson of Rob Boston Racing starred in the Porsche Sprint Challenge GB double-header. He mastered slippery conditions to win the opener from pole, as IN2 Racing's championship leader James Dorlin came out on top of a battle for second with Archie Hamilton of Redline Racing. This was despite Dorlin running off the road having gained second place at Goddards: he regrouped to attack Hamilton again, successfully relieving him of the place, as IN2 Racing's Ambrogio Perfetti continued his 100% record in the Am class.

Jackson was lucky to win race two. Dorlin finished ahead after shadowing Jackson for the bulk of the race then making his move exiting Redgate with two laps to go, but a five-second penalty for track limit abuse dropped Dorlin back behind. Hamilton finished third for the fourth time in four races. After stalling on the grid and a spin, Perfetti lost his Am class dominance as Jordan Racing Team's Peter Chambers triumphed.

Giles Dawson won Saturday's Ginetta G40 Cup race one, then beat Tom Golding by 0.046s in a photo-finish in race two. But Dawson spun out of the lead in race three as heavy rain fell late on causing a red flag and giving Golding the win.

David Addison

BRDC BRITISH F3 BY DAVID ADDISON

RIDICULOUS TO SUBLIME FOR FREDERICK

American Kaylen Frederick driving for Carlin shone in the BRDC British Formula 3 championship meeting at Donington Park.

A storming drive in race two got him second place from 11th on the grid before he pulled an outstanding move around the outside of Kush Maini's Hitech GP car to snatch the lead of race three on the way to victory.

Once ahead, Frederick pulled clear to win by 11 seconds from CDR's Josh Skelton who narrowly pipped Maini in a drag race to the line. Skelton's teammate Nico Varrone also shone on his way from 14th to fourth in a car that came alive mid-race, battling past

Douglas Motorsport's Kiern Jewiss late on.

Frederick was beaten in race two by Jewiss's stablemate Ulysse De Pauw, who scored his maiden victory in his sophomore British F3 season, the Belgian benefiting from a reversed-grid pole after damage in race one. Behind Frederick came Oliver Clarke finishing third for Hillspeed, while an early challenge from Jordanian Manaf Hijjawi, driving for Douglas Motorsport, ended in the tyre barriers at the Old Hairpin.

Frederick started the opener from pole position but arrived at the Esses on the opening lap at full tilt

and skittered across the gravel dropping to fourth and allowing Louis Foster of Double R Racing into the lead. Frederick dropped further back as the car lost pace, a legacy of his opening-lap off.

On lap 13 he fell off the road, but was saved a non-score as the race should have ended at the end of lap 12 but championship organisers failed to publish the correct number of laps meaning that the notional extra lap never happened.

Thus, he kept his eighth place and retained his championship lead as Foster took a maiden win from Hitech pair Reece Ushijima and Maini.



Frederick: had an off, a recovery and a win

RACE WINNERS

■ **BRDC British F3**
Race 1: Louis Foster (Double R Racing)
Race 2: Ulysse de Pauw (Douglas Motorsport)
Race 3: Kaylen Frederick (Carlin)

■ **Ginetta G40 Cup**
Races 1 & 2: Giles Dawson (Assetto Motorsport)
Race 3: Tom Golding (CTS Motorsport)

■ **Porsche Sprint Challenge GB**
Races 1 & 2: Tom Jackson (Rob Boston Racing)

How COOL is a HOT Mini?



Classic Mini owners love driving their characterful four wheeled friend especially when it's...a HOT John Cooper Mini Works! And finally, Bex knows exactly how to be really COOL in the world's absolute best HOT classic.

Surprisingly, it's true that Bex has never driven a classic Mini before – that was until she met with Andy 'Ace' Harrison at the ACE Speed Workshop in Yorkshire.

This is where dreams come true!

Andy Harrison is already an owner of numerous bespoke ArtbyBex artworks.

So at the invitation of the Master himself, Andy the Man, it's time for Bex to join The "ACE Team" for the DREAM day!

ACE SPEED invited BEX for a REAL TIME painting 'live session' in the ACE SPEED 'Workshop of Dreams'.

Bex was 'bowled over' to be surrounded by so many of the Mini classics, most of which she has already painted personally for ACE.

ACE SPEED showed Bex how to drive an 'original John Cooper Works Mini', owned by Ray Lowe and restored by ACE himself.

"Being taught to handle a classic Mini by Ace was amazing fun. ACE has had decades of experiencing, racing these highly tuned Mini's but now it was my turn to have a go!"

TIME TO EXPERIENCE WHAT DRIVING A JOHN COOPER CLASSIC IS ALL ABOUT!

Bex says "I have always loved the Mini and the Mini Community, it has always been a dream to drive a classic John Cooper Mini. When the opportunity came to drive this rare classic - I couldn't help but say YES!"

So... what did you think Bex?!

WOW – they are so much fun!! I felt just so COOL in this HOT Mini! Now I know what I'm missing in my life, a classic John Cooper Mini.



What took you so long?

"When it comes to car shows, I am always so busy." Bex tells us, "Owning a John Cooper Works modern Mini makes me feel like part of the Worldwide Mini family. I believe dreams do come true! Today was just a taster of what's to come."

Where did you drive?

For Emmerdale fans, we drove to and around The Woolpack pub.

Up and down the hills and around the winding country bends of Shipley- handling the Mini was so much FUN! It's precise, quick, grips the road and there's the engine noise... WOW!

A FUN FUELED CLASSIC!

Watch the fun filled day on the ACE Motorsport YouTube channel.

The days excitement was LIVE filmed by the brilliant Christian Hardy from The Alchemy Studios (ch@thealchemystudio.co.uk). Snippets can also be seen on ArtbyBex social media.

During the morning, Mark Stone also recorded a full feature interview with Bex which was aired on the Drystone Radio station 'Back Seat Driver Radio'.

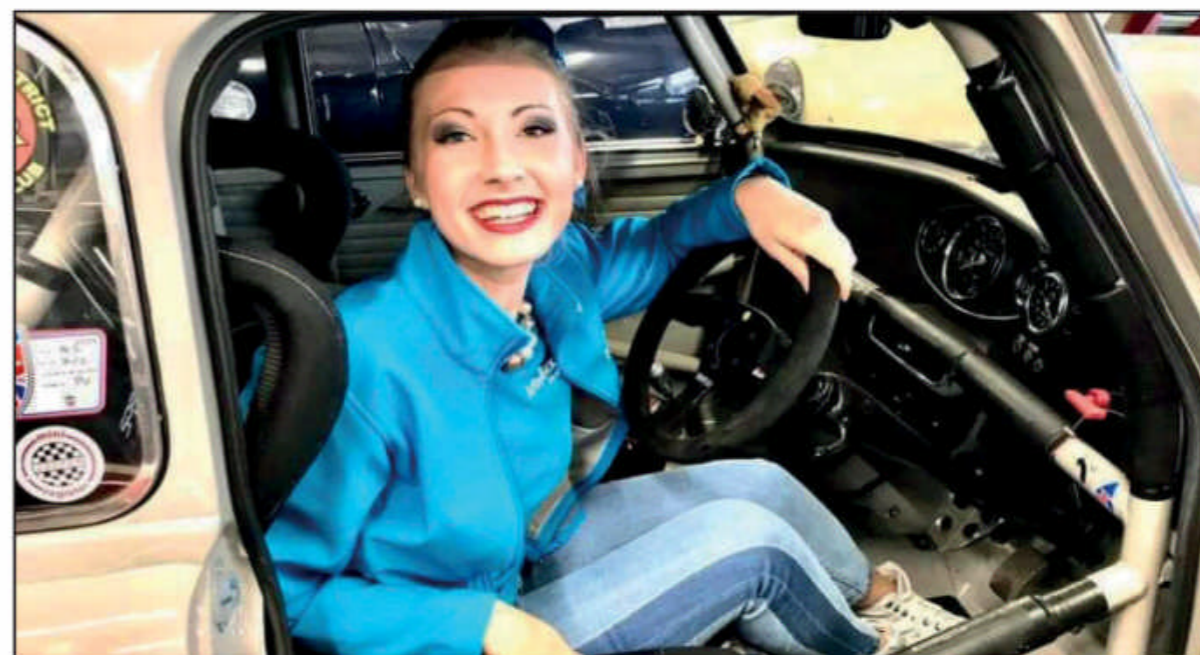
It was such an enjoyable long day of recording, filming and plenty of Yorkshire tea breaks. What a great MINI team to be with, the ACE SPEED Mini team.

A great event made all the more enjoyable by everyone in The A Team!

Before we said our goodbye's, Andy and I confirmed the next Original Artwork Bex will be creating for ACE will be the bespoke "25 years of ACE SPEED".

Watch out for up and coming teasers that Bex will be sharing on social media as this bespoke artwork develops over the coming weeks and months ahead.

Exciting times ahead for us all! The best place to be is inside your own Mini.



Want to know more about Bex and her Artwork?

Visit her website www.artbybex.co.uk,

or email Rebecca@artbybex.co.uk

Capture your Mini on Canvas forever by Bex of ArtbyBex.co.uk

Art by Bex
co.uk

RACING REPORTS

Photos: Steve Jones

THRUXTON HISTORIC: BARC BY PAUL LAWRENCE

AUGUST 15-16

BATTLING ADAMS KEEPS SUCCESS LOCAL



Adams came within a whisker of a double

Ben Adams came desperately close to a double win in his Lola Mk1 at his home track as the rescheduled Thruxton Historic rose above current virus challenges to be a great success.

Adams threw the small-engine Lola around in style to deliver what he considered his first major win in the combined Stirling Moss Trophy/Woodcote Trophy race on Saturday as Gary Pearson headed the chase in his Lister Knobbly.

On Sunday, Adams started the diminutive Lola from pole for the 90-minute GT and Sports Car Cup enduro. However, he went into the race knowing that even finishing was a big ask as fuel calculations suggested that the Lola would run dry in 75 minutes. Adams, with an extra 30-second hold on both of his pit stops as a solo driver, had to run for economy and was content to let others set the early pace.

A mighty middle stint by touring car ace Rory Butcher built on the good work of William Paul to put their Jaguar E-type into the lead but into the closing stages Adams was back ahead. Then, with less than three laps to run, both the leading cars ran out of fuel and instead it was the Austin Healey 3000 of Mark



Dave Coyne topped the Pre-'66 Touring Cars race

Holme/Jeremy Welch that swept through for an unexpected win. "We didn't expect to get that far," said a philosophical Adams.

Dave Coyne, racing at Thruxton for the first time since British Formula 3000 in 1991, scored a tremendous Pre '66 Touring Car win in the Ford Mustang of Jon Miles despite a lunchtime gearbox change. The Lotus Cortina battle between mates Neil Brown and Richard Dutton was a real highlight but tardy pit stops cost them a chance of toppling the Mustang. Coyne then started Sunday's HRDC Allstars race from pole but could not counter the pace of the Cobra Daytona Coupe of David Smithies.

Ric Wood was another driver denied a weekend double with his Nissan Skyline in the Historic Touring Car Challenge. Wood

won well on Saturday and was easily on target for another win on Sunday when the four-wheel-drive Nissan suffered a front wheel problem on the exit of the chicane. "On the lap before I felt a bit of a brake issue and then it suddenly pulled to the left," said Wood. That allowed the Rover of Patrick Blakeney-Edwards and Gregor Fiskien to take over victory.

Blakeney-Edwards added success in the Pre-War Sports race when he shared his Frazer Nash with Michael Grant-Peterkin. Increasing rain mid-race played to the strengths of the Nash as they over-powered the Alvis Firefly of Rudiger Friedrichs. Jon Minshaw and Rory Butcher took a classy Pre '63 GT win in Minshaw's E-type, while Richard Merrell topped the Classic Alfa Challenge. Wood

RACE WINNERS

Pre '63 GT

Jon Minshaw/Rory Butcher (Jaguar E-type)

Pre '66 Touring Cars

Dave Coyne (Ford Mustang)

Woodcote Trophy/Stirling Moss Trophy

Ben Adams (Lola Mk1)

Historic Touring Car Challenge

Race 1: Ric Wood (Nissan)

Race 2: Patrick Blakeney-Edwards/Gregor Fiskien (Rover)

GT and Sports Car Cup

Mark Holme/Jeremy Welch (Austin Healey 3000)

HRDC Allstars

David Smithies (Cobra Daytona Coupe)

Pre-War Sports

Patrick Blakeney-Edwards/Michael Grant-Peterkin (Frazer Nash Super Sports)

Classic Alfa Challenge

Richard Merrell (Alfa Romeo Giulia GT Junior)

SILVERSTONE: MSVR BY PETER SCHERER

AUGUST 15-16

FERRARI AND LAMBORGHINI SHARE THE GT CUP SPOTLIGHT AT SILVERSTONE

With Grahame Tilley's Nissan GTR breaking its gearbox in the first GT Cup race, the Ferraris of Lucky Khera and John Dhillon overcame John Seale's Lamborghini.

Khera won on the road, but a track limit penalty was applied so the win went to Dhillon. Dhillon and Khera duelled for race two lead but Marcus Clutton, after he took over from

Seale, went clear to win with Ross Wylie/Khera finishing second and Aaron Scott/Dhillon third.

Seale charged ahead of Khera in race three, heading onto the Wellington Straight on lap two for a clear win. Khera then won a shortened and wet race four.

Marcus Clutton was never headed in the first Radical Challenge race, with Jerome de

Sadeleer second throughout and Mark Richards pipping Jason Rishover for third at Brooklands late on.

Having lost out to Clutton at Aintree on the first lap of race two, de Sadeleer fought back at Brooklands but lost out at the same place a later.

Jac Constable survived a clash with Mark Richards at the Vale on the way to third.

Clutton gradually reeled in de Sadeleer in race three and led from Brooklands on lap eight. But after the stops Shane Stoney took charge, leaving Clutton and de Sadeleer to complete the podium.

John Byrne made an early escape to win the first Toyo Tires 7 race, with Phil Jenkins heading a great scrap for second from Jon Mitchell.

After numerous lead changes it was Jenkins who claimed the race two spoils from Byrne and Alex Koeberle.

Tony Bishop's Dallara won both Monoposto races and there was a lights-to-flag win for Michael Gibbins' MCR in the Sports 2000s.

Steve Gales also came out on top in the MSVT Trackday Super Cup in his Seat Leon.

RACE WINNERS

Radical Challenge

Races 1 & 2: Marcus Clutton
Race 3: Shane Stoney

GT Cup

Race 1: John Dhillon (Ferrari 388 Challenge)
Race 2: John Seale/Marcus Clutton (Lamborghini)

Huracan GT3

Race 3: Seale
Race 4: Lucky Khera (Ferrari 488 Challenge)

Focus Cup

Race 1: Scott Parkin
Race 2: Andy Godfrey

Sports 2000

Michael Gibbins (MCR S2000)

Monoposto

Races 1 & 2: Tony Bishop (Dallara F304)
Race 1: John Byrne
Race 2: Phil Jenkins

MSVT Super Cup

Steve Gales (Seat Leon Cup)

SNETTERTON: CSCC BY RACHEL HARRIS-GARDINER

AUGUST 15-16

DAVE GRIFFIN PROVES HIS BMW M3 IS A MODERN CLASSIC

Dave Griffin showed the Classic and Sports Car Club what his BMW M3 can do before rain washed out proceedings on Sunday.

Griffin, in his distinctive Coke-backed M3, won Sunday's Modern Classics & Turbo Tin Tops race convincingly, having been disappointed in the last race

at Thruxton when he started from pole but had to retire four laps in. This time, he had no such trouble, quickly overtaking polesitters Tony and Aston Blake in their Porsche 911 RSR, who had out-qualified Griffin. They finished second, ahead of Karl Cattliff in another BMW. The race came to an

end five minutes early, with the arrival of a thunderstorm and cars sliding off all over the circuit.

Making up for lost time was also the name of the game for Mark Chilton, winner of the Future Classics race in a fire-spitting Nissan Skyline.

Chilton has posted some blindingly quick laps in this car previously, but in his words, "something always goes wrong with it". This did not happen on Saturday and he finished over a minute ahead of his nearest rivals, who were the Blakes in their Porsche. This was even more impressive when you

consider that there was less than a tenth between the two cars' fastest laps. The third-fastest car on the grid had been the Mazda RX-7 of Alex and Trevor Taylor, already carrying a success penalty, but an oil cooler problem put it out of the race. Geoff Beale was third in a Talbot Sunbeam Lotus.

RACE WINNERS

Swinging Sixties (Group 1 and 2)

Mark Campbell (Triumph TR5)

Future Classics

Mark Chilton (Nissan Skyline GTR)

Modern Classics and Turbo Tin Tops

Dave Griffin (BMW M3 E36)

Tin Tops

Nigel Ainge/Danny Cassar (Honda Integra Type-R)

Classic K

Alan Tice/Chris Conoley (Marcos 1800 GT)

Special Saloons and Modsports

Races 1 & 2: Andy Southcott (MG Midget)

Photo: Gary Hawkins

BRANDS HATCH: 750MC BY BRIAN PHILLIPS

AUGUST 15

CROWHURST AND WHITTAKER SCOOP BMW GLORY

An overflowing entry for the start of this year's BMW Car Club championship produced lots of action, wet and drying conditions for a contrasting pair of races bringing wins for Graham Crowhurst and Garrie Whittaker.

Crowhurst's M2 class car suited the earlier slippery track, and another M2 car in Paul Cook's hands was second. M1 class winner Whittaker was third and Lee Piercey fourth. Whittaker

dominated an incident-heavy race two, in which Crowhurst (off at McLaren) and Piercey (beached at Paddock) dropped out. Kevin Denwood triggered a caution period by putting his Compact on its side at Paddock.

Clio championship leaders Ryan Polley and Scott Edgar took a win and a second place each in two close encounters. After working hard for his victory, Polley fought back from some slow-ish race two

laps and almost caught Edgar.

Dan Thackeray's Civic, easily fastest in qualifying, never looked in danger of finishing anywhere but first in the Type-R Trophy.

Locost driver Craig Land finished second to Murray Shepherd in their first race and grabbed the lead on the last corner in race two, beating Daniel Garrett and Andrew Tait in a blanket finish.

Both Classic Stock Hatch races were spoiled by caution periods

and one ended behind the safety car. Jeff Humphries (Peugeot 205) claimed two well-earned wins.

Already the driver to beat in Formula Vee, James Harridge (Maverick) at Brands made it four wins out of four. The single-seaters squandered their chance to race in the day's best conditions as the programme ended, as a first lap red flag was followed by two caution periods and another red flag bringing an early conclusion.



Jeff Humphries prevailed twice in Classic Stock Hatch

RACE WINNERS

BMW CCR Championship

Race 1: Graham Crowhurst (BMW E46 M3)
Race 2: Garrie Whittaker (BMW E36)

Clio 182 Championship

Race 1: Ryan Polley
Race 2: Scott Edgar

Type-R Trophy

Races 1 & 2: Dan Thackeray (Honda Civic Type-R)

Locost Championship

Race 1: Murray Shepherd (Locost)
Race 2: Craig Land (Locost)

Classic Stock Hatch

Championship Races 1 & 2: Jeff Humphries (Peugeot 205 GTI)

Formula Vee Championship

Races 1 & 2: James Harridge (Maverick)



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COLUMNIST

ZAK O'SULLIVAN



The 15-year-old British F4 championship leader dissects his surprising start to the season

Photos: Jakob Ebrey



O'Sullivan debut
Donington win



Youngster has
had flying start

It is fair to say that I did not expect to win three of the first six British Formula 4 races this season. It's my first season in single-seaters and last year, in Ginetta Juniors, was my first in car racing.

Going into Donington Park's F4 season-opener earlier this month there was no real expectation. Due to the nature of winter testing and Covid, we never really got out with other cars. Within the Carlin team we looked quite good, but more widely we didn't know where we'd be until FP1 at Donington. My aim was to have my first weekend in single-seaters, learn how all the racing works and try to be as consistent as possible. So you could say it was a nice surprise to be up there.

I won Donington's reversed-grid race and scored consistently in the other two races, so left the meeting on top of the table. Then at Brands Hatch for round two I won twice more. That started well as I qualified on pole position for races 1 and 3, and overtaking is tough there. Both races were similar: I felt in control in first. In both, Luke Browning was quite close behind for the latter stages but by the time he got to me I think he'd used up his tyres.

I'd identified maximising qualifying in F4 as an area to focus on, but my Brands double pole wasn't down to anything in particular. The car felt really good and I gelled with the track nicely for FP2 going into qualifying.

Brands wasn't the perfect weekend though, as we had a race two DNF. It was a part failure, completely out of our control. It's cost us quite dearly, but I slightly extended my points lead over the weekend.

My dad always watched F1 while I was growing up, so I used to therefore watch it. Then when I was around eight years old we

went to the Autosport Show and I saw go-karts advertised and after a year of begging and pleading eventually my dad gave in and bought me one. He didn't realise how much of a deep hole he'd dug himself into! To begin with karting was a bit of fun then by the time I got to 11 or 12 it started getting more serious.

I moved from karting to Ginetta Juniors last year as it was the only real form of car racing I could do at the age of 14, and it was good preparation for F4. I got to learn all the tracks in the TOCA weekend and get a feel for car racing. I finished runner-up in the championship.

There's a big learning curve from making the switch from Ginettas to F4 but the team

has been great in helping me adapt. In F4 you run on slicks, so that's a big change from Ginetta where the tyres were best when they were cold. And F4 racing's a lot more disciplined: Ginettas are a bit like British Touring Cars in that you can get away with trading paint. But I've adapted quite well.

I'm still learning a lot, and am still settling in. I can get more out of the car in my set-up and as mentioned I can extract more out of qualifying, which is important as dirty air is a big factor in F4. If there's anything I can work on then I will be trying my best to eradicate any issues I've got. I view this as a learning year as well as a good introduction to the FIA ladder.

Usually this championship comes down to the last round of the season and often the last race. This year you have people such as Browning, James Hedley, Alex Connor and Roberto Faria; there are at least six or seven drivers who could win a race. I'm also sure the experience of drivers in their second F4 year will pay off at some stage. I'm not thinking about the championship as right now that's just a distraction. I believe you cannot look at it until the late rounds or even until going into the final round.

I'm also taking each race as it comes. The mentality is that if we turn up to a round and we're fast in FP1 and FP2, that's good. If not, then we'll work hard overnight and hopefully we'll be better the next day. I'm just focusing on myself and if I do everything right then the results should come. Consistency is my main goal.

I'm also taking each year as it comes in my career progression. It's such a lottery as there are so many people competing to get to Formula 1 and there are only 20 seats. I'm just going to do the best I can and see where we end up.



At Brands, O'Sullivan made it three wins in 2020



O'Sullivan felt comfortable leading Browning

"I'm just focusing on myself and if I do everything right then the results should come"

WHAT'S ON

WHAT'S ON YOUTUBE

Rally legend David Llewellyn in this edition of Motorsport News is the latest to submit himself to readers' questions. The double British champion's forays into international events were sadly rare. Yet YouTube offers a fascinating 24-minute behind-the-scenes documentary delving into one such foray. And a notable one: Llewellyn's first, and as it transpired only, Safari Rally attempt. It was in 1991 and Llewellyn is part of a new Nissan effort in a fleet of Sunny GTI-Rs.

clear, they are well beyond what was expected generally in world rallying at the time as well. Carlos Sainz notes in the film that it shouldn't be called a rally; Stig Blomqvist adds "it's more like an endurance ride but you have to go bloody quick". There were no special stages; servicing came out of your rally time.

The film is both a document of Llewellyn's rally and of the unique event more broadly. There's in-car and out-of-car footage, interviews with Llewellyn, his team-mates and his rivals, and other insights. You can find it at youtube.com/watch?v=XU0yB9dIKJw or by searching for 'Safari Rally 1991'.

Graham Keilloh



Llewellyn's Safari was a ... challenge

TV GUIDE

There are plenty of highlights on TV to get your teeth into this week, starting with various global racing series.

European Le Mans Series highlights (Thursday, 1600hrs-1700hrs, BT Sport 3) and **World Endurance Championship** action (0500hrs-0600hrs, Saturday, BT Sport 1) at Spa is on, as is the latest from Aussie **Supercars** at Darwin (0400hrs-0600hrs, Sunday, BT Sport 3).

To get in the mood for the third BTCC meeting of the year, tune into ITV4 and catch up with the

action from the support series at **Donington Park** (0945hrs-1050hrs, Sunday) swiftly followed by **BRDC F3** highlights too (1050hrs-1150hrs). Also, check the **European Rally Championship** highlights from Latvia on Friday (1030hrs-1100hrs, Eurosport 2). In the lead up to the Belgian GP, check the latest bout of **F1 Classic Races** with a Belgian twist. The 1982 race is on Monday and the 1985 edition on Tuesday, both on Sky Sports F1, 2100hrs-2145hrs.

LIVE TV

INDYCAR

INDY 500

■ **Race:** Sunday, 1800hrs-2300hrs, Sky Sports F1

BTCC

OULTON PARK

■ **Races 1, 2 & 3:** Sunday, 1150hrs-1835hrs, ITV4

WORLD RX

HOLJES

■ **Semi Finals & Final:** Sunday, 1200hrs-1400hrs, FreeSports / 1300hrs-1500hrs, BT Sport 3

DTM

LAUSITZRING

■ **Qualifying 1:** Saturday, 0945hrs-

1015hrs,

BT Sport 1

■ **Race 1:** Saturday, 1215hrs-1400hrs, BT Sport 1

■ **Qualifying 2:** Sunday, 0945hrs-

1015hrs, BT Sport ESPN

■ **Race 2:** Sunday, 1215hrs-

1400hrs, BT Sport ESPN

LISTINGS

SATURDAY

■ **Silverstone (National), Northants**
BDC meeting: Morgans, Bentleys, Pre-War Sports, Alicomers, Intermarque, AMOC Jack Fairman and Innes Ireland Cup Starts racing from 1310hrs (qualifying from 0900hrs) No public admission

SATURDAY

Cadwell Park, Lincs
MSVR meeting: Elise Trophy, Formula Ford, Track Attack Racing Club Starts racing from tba (qualifying from 0900hrs) Admission adult £12, under 13 free Web msv.com Contact 0843 453 9000 Advance tickets only

SATURDAY/SUNDAY

Oulton Park, Cheshire
BTCC meeting: BTCC, Formula 4, Carrera Cup, Ginetta GT4, Ginetta GT5, Starts Saturday, racing from 1415hrs (qualifying from 0905hrs) Sunday, racing from 1220hrs No public admission

SATURDAY/SUNDAY

Brands Hatch, Kent
Masters Historic Festival: Historic F1, Historic Sports, Equipe Classic, Gentleman Drivers, Pre '66 Touring Cars, Pre '66 Minis, HGPCA, Equipe Classic Starts Saturday, racing from 1405hrs (qualifying from 0900hrs) Sunday, racing from 1035hrs (qualifying from 1000hrs) Admission adult £24, under 13 free Web msv.com Contact 0843 453 9000 Advance tickets only

SATURDAY/SUNDAY

Thruxton, Hants
BRSCC meeting: Caterham 420R, Caterham 310R, Caterham 270R,

Caterham Roadsport, Caterham Academy, BMW Compact, Civic Cup, Fun Cup Starts Saturday, racing from 1145hrs (qualifying from 0900hrs) Sunday, racing from 1225hrs (qualifying from 0855hrs) Admission adult £12, under 15 free Web barc.net Contact 01264 882200

SATURDAY/SUNDAY

Donington Park, Leics
BARC meeting: Trucks, Citroen C1, Max5, Mazda MX-5, Sports/Saloons, Pickups, Legends, Super Silhouettes Starts Saturday, racing from 1115hrs (qualifying from 0900hrs) Sunday, racing from 0950hrs (qualifying from 0900hrs) Admission adult £20, under 13 free Web msv.com Contact 0843 453 9000 Advance tickets only

SATURDAY/SUNDAY

Silverstone (International), Northants
750MC meeting: Club Enduro, 750 Formula, F1000, 5Club MX-5 Cup, Toyota MR2, Sports 1000, Hot Hatch, Ma7da, Sport Specials, Roadsports, Bikesports Starts Saturday, racing from tba (qualifying from 0900hrs) Sunday, racing from tba (qualifying from 0900hrs) No public admission

SUNDAY

Mallory Park, Leics
VSCC meeting: Pre '61 Racing Cars, Austin 7/MG Challenge, Pre-War Sports, Frazer Nashes, Alicomers Starts, racing from 1300hrs (qualifying from 0930hrs) Admission adult £15, under 14 free Web malloryparkcircuit.com Contact 01455 502214 Advance tickets only

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ART EDITOR MIKE STOKOE'S
FAVOURITE OF THE WEEK!



Alex Gisbourne's photo of a Ferrari taming the wet weather at Brands Hatch recently



Michael Lyons, captured by Chris Collier



Robert Taylor's pic of Scott Rayner's Escort



James Kell's woe, photo by David Harbey



Mike Griffin's excellent snap from Oulton



Jason Hughes's Vectra, by David Harbey

NEXT WEEK

OUT THURSDAY, AUGUST 27

*Details correct at time of going to press

IN THE SPOTLIGHT:
TIM HARVEY

BTCC legend answers MN readers' questions



CONQUERING THE DEMONS OF THE DARK

We investigate the skills of rallying at night



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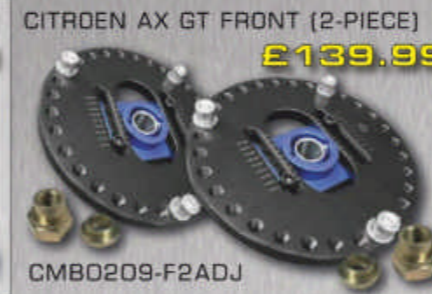
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Each

Genuine Cooper S Works 5.5 Gallon Steel Fuel Tank



Only **£324**
Each

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



FOR OVER 50 YEARS, Mini Sport have been at the forefront of the Mini scene, shaping the industry through design & manufacture of top quality British made products at our headquarters in Padiham, Lancashire

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Performance & Tuning

1st Class: Quality Mini Products

Performance Cylinder Heads



50 years in development, with British craftsmanship, Mini Sport Modified Cylinder Heads are World Class!
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(all prices are exchange, we need your old cylinder head)

Mini Road (Stage 2) Improved gas flow, increasing power and economy. Perfect for town, traffic & open roads.
850cc, 998cc, 1098cc - (29mm/25mm) **£1002**
1275cc incl injection - (35mm/29mm) **£938**



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Grand Tourer (Stage 4)
Greater gas flow & competition valves, designed for mid range power & torque for better economy.
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Cooper Conversion Kits



Get your Mini Cooper conversion Kit expertly fitted at Mini Sport. Contact us for details.

COOPER CONVERSIONS
COOPER S, "SI" AND "S WORKS"

1275 Twin carb 80 bhp S plus pack '90 - '92	£3490
1275 Injection 82 bhp S kit '92 - '97	£2010
1275 Injection 85 bhp S works conversion '97on	£2310
998 Twin carb 64 bhp conversion	£3340

Stage 1 Tuning Kits



over **20%**
Power Increase

Increased power, top speed & acceleration, with better fuel consumption & maintaining engine reliability.
Carburettor - Full kit **From £231**
Carburettor - Half kit no exhaust **From £155**
Injection - Pipercross filter **£325**
Injection - K&N filter **From £363**

Injection Tuning Kit



from **35%**
Power Increase

85bhp SPI Mini tuning kit, exchange **£1569**
90bhp MPI Mini tuning kit, exchange **£1732**

Performance Engines



Dynamic 1293cc (from 90 bhp) & 1380cc (from 104 bhp) engines. Developed & perfected over the last 50 years, originally in our competition Mini's way back in the 1960's.
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Engine Kits	Stage 2	Stage 3
1293cc Half engine kit	£1133	-
1293cc Short engine kit	£1571	£1703
1293cc Full kit (Carb model)	£2476	£2816
1380cc Half engine kit	£1333	-
1380cc Short engine kit	£1771	£1925
1380cc Road kit (Carb model)	£2676	£2939

Built (Ready to Fit)	Stage 2	Stage 3
1293cc Carb engine	£3055	£3407
1293cc Injection engine	£3130	-
1380cc Carburettor engine	£3255	£3531
1380cc Injection engine	£3420	-

Full engine & gearbox units also available

Roller Rockers



Gives valves higher lift without changing the camshaft, also increases efficiency and reduces wear.
1.3 Ratio - Standard **£213**
1.5 Ratio - Uprated fast road **£213**
1.7 Ratio - Competition **£213**

Crankshafts

Precision reground by the experts at Mini Sport.
Reground **From £299**
Wedged, reground 998cc or 1275cc **From £486**
(all prices are EXCHANGE, we need your old crankshaft)

Pistons

Set of 4. All sizes available.
998cc Dished - Circlip fit **£305**
1380cc Powermax 73.5mm **£336**
1275cc Slipper high compression **£243**
Omega 1275 cast pistons **From £441**

Engine Stabilisers

The 'ULTIMATE' engine steady kit.
850/998/1098/1275cc & injection **From £30**

Gearbox Steady

Prevents excessive engine movement, perfect for fast road use or competition.
Gearbox steady kits RH or LH side **Each £19**

Flywheels

1-Piece billet flywheels in 4.154Kgs, 4.432Kgs or 4.028Kgs.
Pre-engaged type **£147**
Inertia type **£144**
Light steel pressure plate **£94**

Clutch Plates

Competition type **£117**
Sintered metallic full race **£235**

Straight Cut Gearbox

Reconditioned in our workshops, & fully rebuilt with new Shafts, bearings & baulk rings.
Rod change gearbox, exchange **£1820**
Remote change gearbox, exchange **£1782**
Straight cut gear kit (4 synchro) **From £497**
Straight cut drop gear kit **£233**

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The strongest power delivery to the road without using an L.S.D.
Pot joint type **£274**
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Equal length driveshaft kit (Hardy spicer) **£603**

Quickshift Gearlever

Improved feel & faster, slicker gear changes.
Rod or remote gear change type **From £34**

Essential Gearbox Parts

Magnetic Oil Trap Removes any metal particles from the oil. Magnetic oil trap kit **£24**
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CV Joints

Outer CV joint - disc **£41**
Inner pot joint **£37**



Competition Drive Shafts

Steel pot joint type **Pair £174**
Hardy Spicer type **Pair £195**



Swivel Hubs

Front alloy hub kit c/w hubs, steering arms, ball joints & fittings **Pair £548**
Alloy rear hub ('84on) **£168**
Fully built standard hubs c/w hubs, ball joints & bearings **Each £122**



Drive Flanges

EN24 Hardened
7.5" 'S'/GT type **Each £30**
8.4" Disc type **Each £39**
Alloy Lightweight
7.5" 'S'/GT type **Each £83**
8.4" Disc type **Each £83**



Steering

Steering rack, RHD/LHD **£67**
Quickrack, 2.2 turns, RH/LH **£119**
Cooper S steering arm **Each £19**
Track rod end - longer (for neg camber arms) **£16**



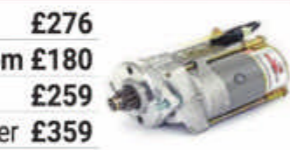
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Aldon distributor **From £162**
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Flame thrower coil - epoxy race **£87**
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Lucas sport coil **£34**
Viper high power coil **£32**



Powerlite Electrical

Lightweight alternator **£276**
Hi torque starter 1Kw **From £180**
Slimline inertia starter 1.6Kw **£259**
MicroStart pre engaged Starter **£359**



LCB Manifolds

Mini Sport LCB **£60**
Maniflow superior LCB **£86**
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Maniflow stage 2 LCB **£117**
Maniflow large bore 3 into 1 **£290**



MANIFLOW The World's greatest exhausts for your Mini.

LCB Single box system side exit **From £102**
LCB Twin box system centre exit **From £111**
CAT Twin box system side exit **From £149**
CAT Twin box system centre exit **£150**
CAT Twin box twin DTM system centre exit **£205**

Superflow Exhausts

Side exit, LCB **£83**
Centre exit, LCB **£83**
Side exit, Van, Estate **£91**
Side exit, catalytic **£91**
Centre exit, catalytic **£91**



FLETCHER

Twin DTM CAT system **£221**
Twin DTM LCB system **£245**
2.5" Side CAT system **£179**
2.5" Side LCB system **£204**
De-cat pipe **£37**
Cat link pipe **£37**



Suspension

Front set **£48**
Rear set **£66**
Full Mini kit **£98**

ADJUSTA RIDE
Quick & Easy height adjustment. Replaces original trumpet & knuckle joint, without modification.

SPORTS Ride Premium Suspension tuning
Adjusta Rides, sports shockers, negative camber bottom arms & rear brackets, adjustable tie rods & poly bushes.

Bilstein B4 shockers kit **£260**
Gmax shockers kit **£280**
GAZ shockers kit **£379**
KYB gas shockers **£292**

Shock Absorbers

Spax std. or lowered **Each From £79**
Paddy Hopkirk Spax **Set of 4 £294**
Spax coil overs kit **Kit £672**
GAZ std. or lowered **Each £49**
GAZ Monotube coil overs **Each £81**
Bilstein B4 Gas **Each £22**
Bilstein B6 sport gas **Each £71**

Suspension Parts

Front comp bump stops **Pair £25**
Rear comp bump stops **Pair £24**
Rose joints 1/2" (male) **£19**
Rose joints 1/2" (female) **£22**
Top shock mounting (RH/LH) **Each £26**
Lower shocker mounts pin **Each £6**
Alloy h/brake quadrants **Pair £31**
Competition track rod end **£16**

Poly Bushes

We manufacture the full range of bushes, standard to competition.

Carburettors

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All jets & service kits available!

40-45 DCOE carb **£456**
40-45 DCOE kit **£762**
7 Port linkage **£133**

Single SU Carbs
HS2, HS4, HIF44 **From £355**

Twin SU Carbs Kits
1 1/4" HS2 **£1048**
1 1/2" HS4 **£1051**

Throttle Body

MPI Mini, quick & low cost upgrade **£227**
Mpi 52mm **£227**

Inlet Manifolds
Alloy water heated **£46**
40/45 DCOE **From £160**
Twin HS2 or HS4 **£107**

FACET Electric Fuel Pumps

Fast road solid state pump kit **£59**
Comp. Solid state pump kit **£61**
Silver top comp. Interrupter kit **£103**
Red top comp. Interrupter kit **£106**
Fuel Filter King **From £53**
Petrol King pressure regulator **£54**

Air Filters

Airfilter **Mini Sport PiperX K&N**

1 1/4" HS2 **- £37 £37 £106**
1 1/2" HS4 cone **£37 £37 £92**
HIF 44 cone **£37 £45 £96**
SPI Induction kit **- £77 £102**
MPI Induction kit **- £77 £127**

'R' Division



'R' Range brake kit - Fast Road **£1399**
'R' Range brake kit - Competition **£1499**
Competition driveshafts - Hardy Spicer **Pair £255**
Competition driveshafts - Pot Joint **Pair £255**

Bottom Arms

Bottom arm - LH or RH **Each £41**
Bottom arm shaft **Each £16**
1.5" negative arms **Pair £43**
2.0" negative arms **Pair £59**
Adjustable, heavy duty **Pair £69**
Adjustable rose jointed **Pair £84**
Adj. heavy duty rose jointed **Pair £123**
Uprated bush set, nylon **£16**

Negative Camber Rear Brackets

Perfectly tune the rear wheel alignment, for perfect handling!

Rear bracket kit **£57**

Tie Rods

Standard tie rod **Each £14**
Adjustable heavy duty **Pair £35**
Group 'A' adjustable **Pair £61**
Group 'A' rose jointed **Pair £153**
Tie rod bush set, uprated **£6**

Negative Camber Kit

1.5" negative camber bottom arms, Group A adjustable tie rods & rear brackets **From £119**

Roll Cages

Front roll cage **£207**
Rear race with diagonal **£288**
Multi point weld in cage **£933**
Multi point bolt in cage **£1264**
Door bars **Pair £129**
Custom cages **£1205**
Six point bolt-in Mini roll cage - black **£1205**

Sump Guards

Steel **£66**
Extension **£52**
RAC dura **£109**
Monte Carlo **£94**

Harnesses

Sabelt 3 or 4 Point **From £94**
3 Point **From £94**
4 Point **From £92**

Mini Sport Ultimate Brakes

Mini Sport 4 Pot Alloy Calipers, the best brakes for your Mini. Ultimate stopping power.



7.5" Alloy Calipers, Brakes & Kits
7.5" 4 pot alloy calipers **Pair £299**
7.5" Brake discs - cross drilled **Pair £77**
7.5" 4 pot alloy caliper brake kits **£377**
7.5" Brake disc assembly - drilled discs **£944**

7.9" Vented Alloy Calipers, Brakes & Kits
7.9" 4 pot alloy calipers **Pair £299**
7.9" Brake discs - grooved **Pair £87**
7.9" 4 pot alloy caliper brake kit **£388**
7.9" Brake disc assembly - grooved discs **£968**

8.4" Alloy Calipers, Brakes & Kits
8.4" 4 Pot alloy calipers **Pair £330**
8.4" Brake discs (Mini '84 on) **Pair £47**
8.4" 4 Pot alloy caliper brake kit **£371**
8.4" Brake disc assembly **£950**

8.4" Vented Alloy Calipers, Brakes & Kits
8.4" 4 Pot alloy calipers **Pair £330**
8.4" Brake discs - grooved **Pair £87**
8.4" 4 pot alloy caliper brake kit **£418**
8.4" Brake disc assembly - grooved disc **£1003**

Sure Stop Kits

Developed with performance in mind, these brake upgrade kits with EBC Green Stuff brake pads, great value performance.

Cooper 'S' (10" wheels, X/drilled discs) **£110**
Mini '84 on (12" wheels, X/drilled & grooved discs) **£74**

Alloy Superfins

25% extra fins for better cooling! Lightweight alloy drum with 1" built in spacer, born from our competition pedigree.

Alloy superfins **Pair £123**

Drum Brake Assemblies

Sold as pairs, assembled & ready to fit.

Rear Brake Assembly + Mintex shoes **Pair £135**

Std. Disc Brake Assemblies

7.5" Cooper S Disc brake assembly **£713**
8.4" '84on Disc brake assembly **£684**
12" to 10" Disc brake conversion kit **£189**

Brake Disc & Drum

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

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- 25mm 1/4" Hex drive bits: ⊖ ⊕ ⊕ ⊕ ⊕ ⊕ ⊕
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- 25mm Bits: ⊖ ⊕ ⊕ ⊕ ⊕
- Hex Keys: 1.5, 2, 2.5mm
- Flip reverse ratchet, 2" & 4" extension bars
- Universal Joint, coupler adaptor, T-bar adaptor

RRP: £83.88

£41.90
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Item ID: T3839 **39** Pieces

- Regular sockets: ○ 8–22mm
- Deep sockets: ○ 8–19mm
- 25mm Bits: ⊖ ⊕ ⊕ ⊕ ⊕
- Spark plug sockets: ○ 16 & 21mm
- Flip reverse ratchet, 3" wobble & 6" extension bars
- Universal Joint, coupler adaptor, T-bar adaptor

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1/2" DRIVE SOCKET SET

Item ID: T1221 **21** Pieces

- Regular sockets: ○ 10–32mm
- Flip reverse ratchet, 2 1/2" & 6" extension bars
- Universal Joint, T-bar adaptor

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Item ID: TM095 **95** Pieces

- 1/4" Regular sockets: ○ 4–13mm
- 1/4" Deep sockets: ○ 4–13mm
- 1/4" Flip reverse ratchet, 2" & 4" extension bars, Universal joint, Sliding T-bar, Magnetic bits holder, Coupler adaptor, spinner handle

- 1/2" Regular sockets: ○ 10–32mm
- 1/2" Spark plug socket: ○ 21mm
- 1/2" Flip reverse ratchet, 5" & 10" extension bars, Universal joint, T-bar adaptor, Hex coupler adaptor

- Combination spanners: 8–17mm
- Screwdrivers: ⊖ ⊕ ⊕ ⊕ ⊕
- 25mm Bits: ⊖ ⊕ ⊕ ⊕ ⊕
- 30mm Bits: ⊕

RRP: £366.00

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