

# VW GOES OUT ON A HIGH

MIKKELSEN LEADS OGIER HOME IN AUSTRALIA P20

## MOTORSPORT NEWS



NOVEMBER 23 2016 ■ EVERY WEDNESDAY £3.50

# VAUXHALL

RETURNS TO BRITISH TOURING CARS



By Matt James

**British Touring Car Championship team Power Maxed Racing has secured a deal to run a pair of factory-supported Astra hatchbacks.**

The team has firmed up a three-year contract to run the two-litre turbocharged cars, and development work on the first machine has already begun.

Power Maxed Racing boss Adam Weaver said: "Carrying the Vauxhall name back in to the British Touring Car Championship is a real privilege, and we are aware of the prestige and success it has had in the past. This will be a great challenge."

No drivers have yet been signed for the programme. The car is due to be ready to begin testing in mid-February.

Full story, p2-3

**Factory assault confirmed for 2017**

# TRIBUTES FLOOD IN FOR HOT ROD LEGEND MICK 'DUFFY' COLLARD P28





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**IN THIS ISSUE**

**Hamilton heads into F1 showdown**

**P4**

**TOLMAN GETS GT4 McLAREN**



**P8**

**OGIER SET FOR M-SPORT TEST RUN**



**P12**

**MIKKELSEN ENSURES VW GOES OUT IN GLORY IN AUSTRALIA**



**P20**

**PAYNE SCORES BIG IN BTRDA**



**P18**

Historic race and rally news	11	<b>SUBSCRIBE TO MOTORSPORT NEWS</b>	29
BTRDA season review	18	Letters/Comment/What's On	30
Rally reports	19	Classifieds	32
WRC Report: Rally Australia	20	Wanted: Audi Sport to enter the World	
Racing reports	24	Rally Championship with a 2017 VW	
Macau F3 Grand Prix report	25	Polo R WRC. Just a thought...?	
Spotlight on Historic Trials	27		
Sporting Scene	28		
Best in Britain Hot Rod report	29		



**FOR MOTORSPORT NEWS STAFF CONTACT DETAILS PLEASE SEE P31**

**Power Maxed Racing lands works deal**

**VAAU REJOINS BRITISH TOURING CARS**

**By Matt James**

**Vauxhall will return to the British Touring Car Championship next season as a factory team.**

Power Maxed Racing has signed a three-year deal to run new Astras in the series, and initial work has begun on the cars at the team's base in Bidford, Warwickshire.

The team will be entered into the BTCC's manufacturer/constructor championship.

Vauxhall was one of the mainstays of the BTCC over the last three decades, including taking four straight championships for the Astra Coupe model between 2001 and 2004. It withdrew as a factory operation at the end of 2009.



PMR's 2016 Chevrolet cars

Power Maxed Racing team boss Adam Weaver said he was delighted to tie-up. "When we came in to the BTCC in 2015 with two Chevrolets, we set ourselves an ambition to win the title within five years. That might seem quite ambitious, but there is no point being here unless you are out to win," he said. "I started talking to manufacturers at the end of our first season, and things progressed. By securing this deal with Vauxhall, I think we are going to surprise a lot of people."

The team ran Chevrolet Cruzes in 2015 and this season.

Josh Cook and Dave Newsham drove for the outfit initially, with Cook scoring a podium finish at Rockingham. In 2016, Hunter Abbott handled one of the cars with the second shared between *Emmerdale* actor Kelvin Fletcher and Newsham.

Weaver said no racers have been signed up for 2017 yet, but he was in negotiations.

"I would say we have about six drivers on the list," said Weaver. "We are talking to a lot of people and it is important that we get the decision right."

Power Maxed will create the cars in house, rather than sub-contracting the build of the hatchbacks to another firm. The team is aiming to have the first example of the two-litre turbocharged car running by mid-February next year, with a second example to follow two weeks later.

They will be fitted with the new version of the Swindon Engines-derived BTCC TOCA powerplant. The Power Maxed Racing team was entrusted with running the development version of the motor in the 2016 campaign.

Weaver says that the decision to build the cars at its own base serves to underline the strength of the team.

"We have some very experienced people here, including the likes of Martin Broadhurst, who was in charge of the build of the MG6 cars at Triple Eight," he said. "We have a crew that has knowledge of what is required to build a winning machine, and I have every confidence that we can create a very strong race car."

"Carrying the Vauxhall name back into the British Touring Car Championship is a privilege, and



# HEADLINE NEWS

Photos: LAT and Jakob Ebrey

## with British firm

# Vauxhall



An artist's impression of the new BTCC Vauxhall

### PMR climbs the sporting rungs

Power Maxed Racing has become a big player in a short space of time.

The squad is headed by Power Maxed car products boss and enthusiast Adam Weaver, who is no stranger to competition, having spent time behind the wheel of a rallycross Suzuki Swift.

Heading the PMR motorsport activities is its BTCC team, run by Martin Broadhurst, but the squad also has a successful involvement in the VW Racing Cup with a brace of Polos as well as a history in the Mini Challenge, including title sponsorship of the series.



VW Cup: PMR Polo

Power Maxed also supports competitors in a huge array of classes on two wheels and four. Through providing free products, Power Maxed supports competitors in motocross, karting, drifting, speedway and oval racing with many BriSCA F1 stock cars sporting Power Maxed decals. The company was the sponsor of this year's F1 World Final at Coventry.

Its rallycross team was wound up mid-season after Dave Newsham became frustrated with myriad technical dramas suffered by his Ford Fiesta but expect to see the team back in the discipline in the future in one guise or another.

David Addison

we are aware of the prestige it carries and the success it has had in the past. That is going to work in our favour and people will be looking at us closely to carry that tradition on. That will be a great challenge for us."

BTCC series director Alan Gow said he was delighted to be adding another manufacturer to the entry list. It will join Honda, BMW, Subaru and MG as factory-supported teams in 2017.

"It is fantastic to be welcoming the Vauxhall Astra back to the BTCC," said Gow. "Its history and pedigree is there for all to see, and I have no doubt that the highly professional and experienced team at Power Maxed Racing are capable of being great partners to represent this iconic model."

Power Maxed Racing's deal with Vauxhall is part of a business partnership. Power Maxed is part of the Automotive Brands company, which will help Vauxhall to access further business opportunities.

"This is great for both parties," added Weaver. "If we can do a good job, then hopefully this will become a long-term partnership."



Weaver hopes the deal will be long-term

### Rewriting the modern day record books with a catalogue of success

In the modern era of the British Touring Car Championship, Vauxhall has been one of the giants.

Since the advent of the two-litre era in 1991, the Luton firm was a constant presence until it withdrew in 2009.

Even after that, privateer versions of the Vectra and Insignia model took part in the category through until the end of 2014, making it the most enduring marque on the grid.

Initially, the Vauxhall Cavalier cars were run by DC Cook Racing Services, which also supplied privateer cars to Ecurie Ecosse for 1992 and 1993.

Cook then lost the contract to Ray Mallock Limited, which had run the Ecurie Ecosse cars (notably for David Leslie) for 1994.

The campaign flourished in 1995 and provided Vauxhall with its greatest moment in the Super Touring era, when John Cleland lifted the drivers' crown in 1995 in a field that included eight other manufacturer teams.

For 1997, Vauxhall Motorsport



Cleland was champion in 1995

boss Mike Nicholson took the brave decision to switch to the newly formed Triple Eight Race Engineering team headed up by Roland Dane, ex-F1 driver Derek Warwick and former Williams Grand Prix Engineering guru Ian Harrison.

Although the campaign was again tough to begin with, as the Vectra had poor aero because it was copied from the German racing version of the saloon, the relationship between Triple Eight and Vauxhall went on to become one of the most successful in the category.

When cut-price BTC-spec regulations were introduced to



Giovanardi won the 2008 title

the BTCC in 2001, Triple Eight built the Vauxhall Astra Coupe.

It would go on to raise the bar. It won four straight drivers' titles in the hands of Jason Plato, James Thompson and Yvan Muller, and Vauxhall claimed manufacturers' spoils in each of those seasons.

The Astra Sport Hatch, though unloved by its drivers, took the makes' trophy in 2005. The following season, Fabrizio Giovanardi arrived and Triple Eight set about building a new Vectra to S2000 specifications to suit the Italian. He claimed two straight crowns. Then, without warning, Vauxhall withdrew at the end of 2009.



# RACING NEWS

## Button: future lies in RallyX or sportscars

Jenson Button says Japanese Super GT and American rallycross are in his plans for the first season of his F1 sabbatical.

Button will step back from driving with McLaren-Honda to make way for Belgian Stoffel Vandoorne. The 36-year-old Briton will remain as part of the McLaren set-up, but will not travel to every race, and has an option to rejoin the grid in 2018.

Button has suggested that he wants to race in other formulae during the break, and said both endurance racing and rallycross – a sport his late father John was prolific in – were top of his list.

However, Button is wary that his relationship with Honda may limit his options, but also ease him into other arenas with the Japanese firm.

Button said when asked if another race programme had to be in a Honda: "I don't think it has to be, but obviously those programmes [that Honda already does] are the easiest for me to do.

"I'm sure they wouldn't want me racing for a main competitor. I won't be racing at Le Mans next year, for example. The right opportunity isn't there. But hopefully it will be in the future.

"I might do the Suzuka 1000km in Super GT, but it's logistics really. Apart from that I might do some rallycross in America and do some testing in something else in rallycross."

Button added that he saw his future in rallycross. When asked if he could do a full season in the mixed-surface sport in 2017, Button said: "That won't happen next year. But in the future, definitely. It [RX] is massively growing, especially with Audi pulling out of Le Mans and VW pulling out of rallying. I know their main aim is not rallycross, but it will definitely help their rallycross programmes [with Mattias Ekström's EKS Motorsport team for Audi and the VWRX Sweden team]."



## Force India and Manor request advanced funds

Both Force India and Manor have requested advanced payments from Formula One Management in order to ease the stress of development of their all-new 2017 cars.

Both teams submitted similar requests to F1 head Bernie Ecclestone last season also as the current payments – which are calculated on constructors' championship position and historical status – only run from February through to November.

With teams gearing up development for the new high-downforce, wider and more powerful cars set for 2017, costs for this winter are expected to be higher.

Force India's request is understood to be to alleviate cashflow issues during the winter break.

# HAMILTON SET FOR SHOWDOWN

## Brit set to keep the pressure on Nico Rosberg



By Rob Ladbrook

**Lewis Hamilton has conceded that his chances of claiming a fourth world championship in Abu Dhabi this weekend are outside of his control, but has pledged to make life tough for team-mate Nico Rosberg.**

Hamilton claimed his ninth grand prix victory of the season with a dominant display in the wet in Brazil. His third consecutive win has closed the gap to championship leader Rosberg to just 12 points ahead of the season finale at Yas Marina.

Regardless, with that cushion Rosberg simply needs to finish on the podium to claim his first world title (see sidebar).

Hamilton knows he will need some luck on his side, and some misfortune on the other side of the garage to swing

the championship in his favour.

Hamilton said: "I'm happy that I beat everyone in Brazil. And I'm happy that with the same car I beat Nico, and Nico is driving at his best right now and on Sunday he had nothing on me.

"I'm happy that as a team we are continuing to make history. I'm happy at how great the new mechanics that were given to me at the beginning of the year have gelled so well with me and now they're doing such a fantastic job.

"But Nico is doing all he has to do, he has finished every race and not had any problems, whereas I have, so I'm in an awkward position going into the last race.

"It doesn't make a big difference if I go and drive like I did on Sunday [in Brazil], because I've already lost so much this year. But I can't give up because I don't know what will happen. It's unlikely [the title chance], but you

never know what can happen in F1."

Hamilton lost crucial ground in the title race when his engine failed and stripped him of a near-certain victory in Malaysia back in October.

In contrast Rosberg, who also has nine wins this year, has suffered only one retirement – at the Spanish GP when the two Mercedes drivers crashed into each other.

This weekend marks the first time Rosberg has had the pressure of leading the chase for the title into the deciding round.

The German said: "I will give it everything to end the season with a win and the title.

"I have to treat this like any other race. Doing a good job on a grand prix weekend is always a challenge. Nothing in this sport is easy, so this won't be any different. I still have to go all-out to try and get a good result."

### TITLE PERMUTATIONS

#### Hamilton will be champion if:

- He must finish on the podium at least to stand a chance, and if he's third Rosberg must be ninth or lower
- He finishes second and Rosberg is seventh or lower
- He wins and Rosberg is fourth or lower

#### Rosberg will be champion if:

- He finishes on the podium, regardless of where Hamilton is
- He finishes 4th-6th and Hamilton does not win
- He finishes 7th-8th and Hamilton isn't in the top two
- He finishes 9th or lower and Hamilton isn't on the podium

#### What about a tie?:

- If Hamilton finished fourth in Abu Dhabi and Rosberg failed to score the pair would tie on 367 points, but Rosberg would still take the title on count back thanks to his greater number of second places (four to Hamilton's three).
- If Hamilton was second and Rosberg seventh the two would tie on 373pts, but that would hand Hamilton the title on countback due to his greater number of third places (four to Rosberg's two)

#### Title chances:

- Hamilton 14%
- Rosberg 86%

#### Top odds:

- Hamilton 7/2
- Rosberg 1/4



Rosche was key to '83 title win

## F1 paddock mourns BMW legend Paul Rosche and McLaren doctor Aki Hints

Two unsung heroes of the Formula 1 paddock were lost last week, with pioneering BMW engineer Paul Rosche and long-serving McLaren doctor Aki Hints both passing away.

Rosche, who was 82, worked for the German manufacturer from 1957-'99, specialising in developing engines that led BMW to success in Formula 1, touring cars and sportscar racing.

He was central to the firm's F1 success with its turbocharged engine in the 1980s, helping Brabham's Nelson Piquet to the world championship in 1983.

Finnish F1 coach Hints joined McLaren in 1998, becoming physician and chief medical officer during an 11-year spell at the team.

McLaren said in a statement: "It was with deep sorrow that we heard

the news that Dr Aki Hints had died.

"Aki had been fighting cancer with extraordinary courage in recent months, his indomitable spirit an inspiration to all who crossed his path. He was taken from us far too soon, aged just 58, but he packed more into his all-too-brief life than did many who lived almost twice as long. He illuminated the lives of everyone he met."

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*'Audi bowed out with a one-two in Bahrain'*  
Emotional WEC finale, p8



Photos: LAT

# BROWN SET TO TAKE OVER AT McLAREN



Brown has agreed deal

Formula 1 commercial expert Zak Brown has accepted an offer to join McLaren as its executive director.

McLaren last week placed current CEO Dennis on gardening leave following weeks of boardroom turmoil between the firm's major stakeholders. Dennis's contract runs out in January, at which point he will leave the organisation, but will still retain a shareholding.

Dennis owns 25 per cent of McLaren, with long-term business partner Mansour Ojeh owning an equal measure and the Bahraini investment fund Mumtalakat owning the other 50 per cent.

Reports suggest the relationship between the Bahrainis and Dennis broke down following a failed takeover bid from Dennis and a consortium of Chinese investors.

McLaren appears to have found a successor in the form of American businessman Brown, who is of particular interest because of his sponsorship successes in F1 through

his former role at JMI (Just Marketing International).

McLaren has lacked any form of title sponsor since Vodafone ended its contract at the end of 2013.

Brown, a former professional racing driver himself, also had an offer on the table to join new Formula 1 owner Liberty Media, but has opted for McLaren. He will work alongside McLaren chief operating officer Jonathan Neale.

Brown said: "I'm immensely proud to be joining McLaren Technology Group. I have the utmost respect and admiration for what the business has achieved to date, and I look forward to contributing to the next important phase in its development."

"Having worked closely with McLaren for many years, I've been struck by the talent and ambition of the entire workforce, and I very much look forward to complementing the business's many existing strengths, and building on them to drive future success in everything we do."

## Porsche goes mid-engine for Le Mans 911

Porsche will tackle next year's Le Mans 24 Hours with a mid-engined 911 design for the first time in almost 20 years with its new 911 RSR GTE.

The Stuttgart firm revealed what it labelled as "the biggest evolution ever of our top GT model" during last week's Los Angeles Motor Show.

The new car is Porsche's first to be developed for the new FIA World Endurance Championship and Le Mans rules that allow far greater aerodynamic freedom.

Porsche has pushed its traditional rear-mounted 510bhp four-litre flat-six engine forward to better accommodate its weight against the stronger rear downforce. The car is based on the current Type 991 chassis.

Porsche motorsport boss Frank-Steffen Walliser said: "While it retains the typical 911 design, the latest 911 RSR is a completely new development. The suspension, body structure, aerodynamic concept, engine and transmission have all been designed from scratch."

"The engine concept [moving it forward] has enabled the designers to install a large rear diffuser. Combined with a top-mounted rear wing adopted from the LMP1 race car [919 Hybrid] the level of downforce and the aerodynamic efficiency are significantly improved."

The last time Porsche developed a mid-engined 911 concept for Le Mans was the 911 GT-One, which won in 1998.



New 911 RSR is now mid-engined

## Mazda launches new breed of prototype

Mazda has become the first brand to show off a challenger for the new Daytona Prototype International category, and it could form the basis of a Le Mans 24 Hours entry in the future.

Mazda took the wraps off its RT24-P – named after Mazda's 'Road to the 24' driver initiative – at the Los Angeles motor show.

The car is the first of its kind to be constructed for the new 2017 DPi rules, which allow brands to design their own bodywork and engine specifications to upgrade one of the four 2017 homologated LMP2 chassis.

Mazda has developed the RT24-P onto a Riley/Multimatic LMP2 chassis and fitted an AER-developed two-litre turbocharged engine capable of producing around 600bhp.

Two cars will compete in the full IMSA championship next season with the US SpeedSource team.

The four drivers confirmed are Jonathan Bomarito, Tristan Nunez, Joel Miller and Tom Long.

Mazda's North American motorsport boss Jon Doonan said: "To have a car that features Mazda design language at the top level of our motorsports programme is meaningful for us as a brand."

"We believe we have the right team, the right drivers and the right chassis to win races and the championship."

The DPi regulations have also caused a stir in Europe. Earlier this summer, president of Le Mans organiser the Automobile Club de l'Ouest, Pierre Fillon, suggested that DPi cars could form part of the 24 Hours in the future.

Fillon said: "The question is where is the best place for DPi cars – is it with LMP1 [privates] or LMP2? Nothing is decided; we have to find a solution."



The new Mazda RT24-P is the first car built to new DPi rules



LMP2 chassis is upgraded with custom bodywork, engine

DEPUTY EDITOR

# ROB LADBROOK

**"The Daytona DPi rules could replace LMP1"**



**J**ust to the left of this column you can read about the potential future of the Le Mans 24 Hours and the FIA World Endurance Championship. Well, at least to those of us blessed with common sense it very well could be.

The news of Mazda unveiling what is essentially a budget, turn-key manufacturer project for the American IMSA sports car championship may not have made huge waves over here just yet. But it could do very soon.

As much as I adore the FIA World Endurance Championship, it has a problem. And that problem is LMP1.

Ever since the championship – rather sensibly at the time – branded itself as a playground for modern technologies and put an emphasis on hybrid powertrains, costs have started to escalate.

The WEC enjoyed arguably its golden era when Porsche announced it would be rejoining the top ranks of world motorsport to compete alongside Audi and Toyota. Three of the world's biggest brands, in one arena, each running cutting edge new technology and pushing engineering limitations – it was magic.

But that environment has become a dangerously expensive playground, which has raised questions over its sustainability.

Audi has gone. Leaving just Porsche and Toyota. How long until one of those programmes falls over and what will the FIA and ACO do then when just one brand stands alone at the top with nobody to race with?

This is why the DPi rules make sense. They allow a manufacturer to buy an off-the-shelf LMP2 chassis and simply redesign its bodywork in their own image and have tuning input into an engine range.

The result? A custom-designed prototype with more power and aerodynamics than an LMP2 car and, perhaps more importantly, its own identity made in any manufacturer's set image.

Perfect.

LMP1 was attracting interest from some other major players during its golden era too, with BMW and Renault both hotly tipped to bring projects. But both appear to have seen the rather expensive iceberg and have refocused on Formula E – a series where a manufacturer can buy an off-the-shelf chassis and develop and fit its own engine technology...

Sound familiar yet?

Allowing certain spec parts, such as the chassis and engine block, makes a full factory programme far more appealing by drastically reducing the costs involved. Sure, aero work is still expensive, but thanks to systems like CFD, design work is nowhere near as expensive as the process of chassis construction, crash testing and such.

If it's affordable and exciting, then it can work. Mazda's prototype looks stunning, and there's more to come with strong interest from Honda (HPD), Cadillac, Nissan and perhaps even Bentley. Imagine all of those brands lined up at La Sarthe? Not only that, imagine pitting them on a level playing field where being at the front doesn't demand an F1 budget!

Should LMP1 die out in its current guise, the covers have just been pulled off what would appear a ready-made replacement that could bring manufacturers flooding back.



**AGREE/DISAGREE?**  
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# RACING NEWS

## IN BRIEF

### Trophy finalists

The first three finalists for the Sean Edwards Trophy have been announced. The award has been created in memory of the driver who died while instructing at Queensland Raceway in 2013 and is designed to help give a boost to the careers of aspiring racers aged under 21. The trophy is run in partnership with SRO and the first finalists are Blancpain GT Series drivers Dries Vanthoor, Jules Szymkowiak and Luca Stolz.

### Canadian's move

British F4 race winner Devlin DeFrancesco will switch to the Euroformula Open series for 2017. The 16-year-old will remain with the Carlin squad that powered him to fifth in the F4 standings this season as he makes the step up to F3 machinery. "It's going to be a big step forward but we're ready for it," he said.

### Newey v Schuey

Harrison Newey claimed the opening win of the 2016/17 MRF Challenge season at Bahrain last weekend in dominant style but it proved to be the high point of his weekend. Michael Schumacher's son Mick took two wins in the other races, while European F3 racer Ralf Aron also triumphed.

### Roe to UAE F4

Formula Ford 1600 racer James Roe took part in the opening round of the United Arab Emirates F4 series at Yas Marina last weekend with Rasgaira Motorsports. The 18-year-old Irishman took a best result of third in the final race.

### Super shootout

Four drivers from James Beckett's Formula Ford 1600 SuperSeries were due to take part in a contest at Silverstone yesterday (Tuesday) for a place in the Mazda Road to Indy shootout. James Raven, Jake Byrne, Oliver White and Chase Owen were fighting for the chance to join National champion Niall Murray and Scottish title-winner Neil MacLennan in the shootout to win a \$200,000 scholarship towards USF2000.

### MN's owner buys Motors TV channel

MN's owner Motorsport Network has closed a deal to acquire the Motors TV channel. Motors TV reaches more than 30 million homes and has 700 live events. It will form the backbone of motorsport.tv, a broadcast network covering motorsport and performance motoring. The revised channel will graduate to full HD in March, with content also available for streaming and via systems such as Apple TV, Amazon Fire and Roku. "The investment will enable us to create the very first dedicated broadcast 'home' in our expert areas of performance motoring and motorsport," said Motorsport Network chairman Zak Brown. The motorsport.tv platform will also feature a video on demand service. "We have a simple three-point mission to deliver new content in better quality available everywhere at any time," said Motors TV founder Jean-Luc Roy.

Photos: LAT

# AUDI BOWS OUT OF WEC WITH VICTORY

## Final win for German manufacturer as Porsche's Jani, Lieb and Dumas seal title



Champions Lieb, Dumas and Jani (L-R)



Audi ended on a high with a one-two

### By Rob Ladbrook

**Audi bowed out of the FIA World Endurance Championship with a dominant one-two finish in last weekend's Six Hours of Bahrain, as the Porsche crew of Neel Jani, Marc Lieb and Romain Dumas sealed the drivers' title.**

Loic Duval, Lucas di Grassi and Briton Oliver Jarvis took their second WEC victory to claim second in the title race. Both Audi R18 e-tron quattros spent the majority of the weekend on top, with Duval leading the early stages of the race from pole ahead of the sister car.

Andre Lotterer took control after passing Jarvis following the first round of stops, but a slow pit stop later would set the number seven Audi back to second. A mid-race full course yellow allowed Audi to split its strategies, with Benoit Treluyer putting the number seven ahead

again. But Duval opted to double-stint his tyres to the flag and caught and passed the sister car.

"There's no sweeter way to end such a project than with a 1-2 victory," said Audi Sport boss Dr Wolfgang Ullrich. "It was a very emotional race and the entire WEC made it very difficult for us to quit.

"Today, you could tell that we've grown into a big family over many years. What happened in the WEC will not repeat itself. These 18 years of the sportscar project have been a very important part of my professional life and I have been very fortunate to work alongside such fantastic people."

Jarvis added: "We had a fantastic year and the weekend was very emotional and it's the perfect conclusion to Audi's sportscar programme. Now we're leaving the WEC in the hands of two very strong teams - Toyota and Porsche. Audi will be missed by many, but the championship

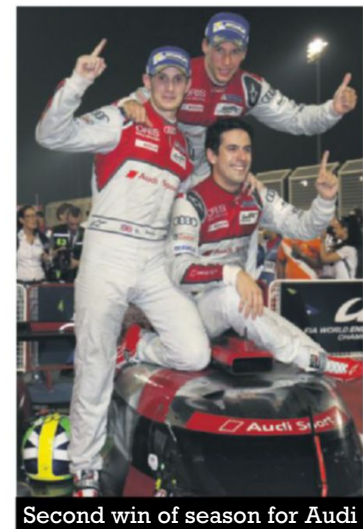
is incredibly strong nonetheless."

Timo Bernhard, Brendon Hartley and Mark Webber took third place in what was Webber's final professional race before his retirement from the sport. Dumas, Jani and Lieb secured the title in sixth place, finishing three laps down after a collision with a GT car.

The two Toyotas took fourth and fifth to split the Porsches.

The Jota Sport-run G-Drive ORECA fought from the back of the grid to win the LMP2 division. Alex Brundle, Rene Rast and Roman Rusinov lost their pole position to a technical infringement but recovered to win their third-straight WEC event.

Aston Martin's Nicki Thiim and Marco Sorensen wrapped up the GT drivers' title with victory in the GTE Pro class. The Proton Racing Porsche of Khaled Al Qubaisi, David Heinemeier-Hansson and Patrick Long won GTE AM.



Second win of season for Audi

## OBITUARY

### Peter Foubister 1953-2016

Peter Foubister, who passed away last week, was an integral part of the motorsport media within Haymarket, and was key to not only the growth of *Autosport* magazine and *Motorsport News*, but also in the introduction of the annual Autosport International exhibition and the Autosport Awards. He was also part of the brains behind the McLaren Autosport Young Driver of the Year, which included winners David Coulthard, Jenson Button, Dario Franchitti and many others.

Best known as 'Foubie', the Scotsman's career began as rally editor at *Autosport*, when it was

*MN's* rival, in 1980, and rallying was his first passion. He even had his own annual covering the World Rally Championship, Rallyworld, in the late 1980s.

Foubie became *Autosport* editor in 1988 and subsequently its publisher in 1992. When Haymarket bought *MN* in the mid-1990s, it fell under his wing. Promotions within Haymarket eventually led to Foubie moving to California as CEO of Haymarket Media Inc and the RACER group.

On his return to the UK and leaving Haymarket, he had roles with the Bahrain GP, Goodwood's famed Breakfast Club and was most recently

the Motoring Secretary at the RAC Club.

The tributes that flowed following his loss recognised a man that will be much missed. His ability to encourage young talent was immense.

As former *Motorsport News* rallies editor John McLlroy says, "You never felt like you were working for Foubie. You were working with him."

Appropriately, the flags at the RAC Club on Pall Mall and at Woodcote Park were flown at half-mast last Saturday in his honour.

We join many in the motorsport world in sending our sincere condolences to his wife Marion, and children Gemma and Rory.

Andy Hallbery

## THE FASTEST NEWS ROUND-UP



**The current LMP1 technical regulations in the FIA World Endurance Championship will be frozen until at least the end of 2019. The series had planned to bring in new chassis and hybrid system rules for 2018, but that has been scrapped in light of Audi's exit and a drive to cut costs...**

LMP2 champion Gustavo Menezes was fastest in the WEC rookie test after the Bahrain race in a Porsche 919 Hybrid. Daytona and Sebring winner Pipo Derani ran with Toyota, while Brits Alex Lynn, Ross Gunn and Jordan King all tested with Aston Martin...

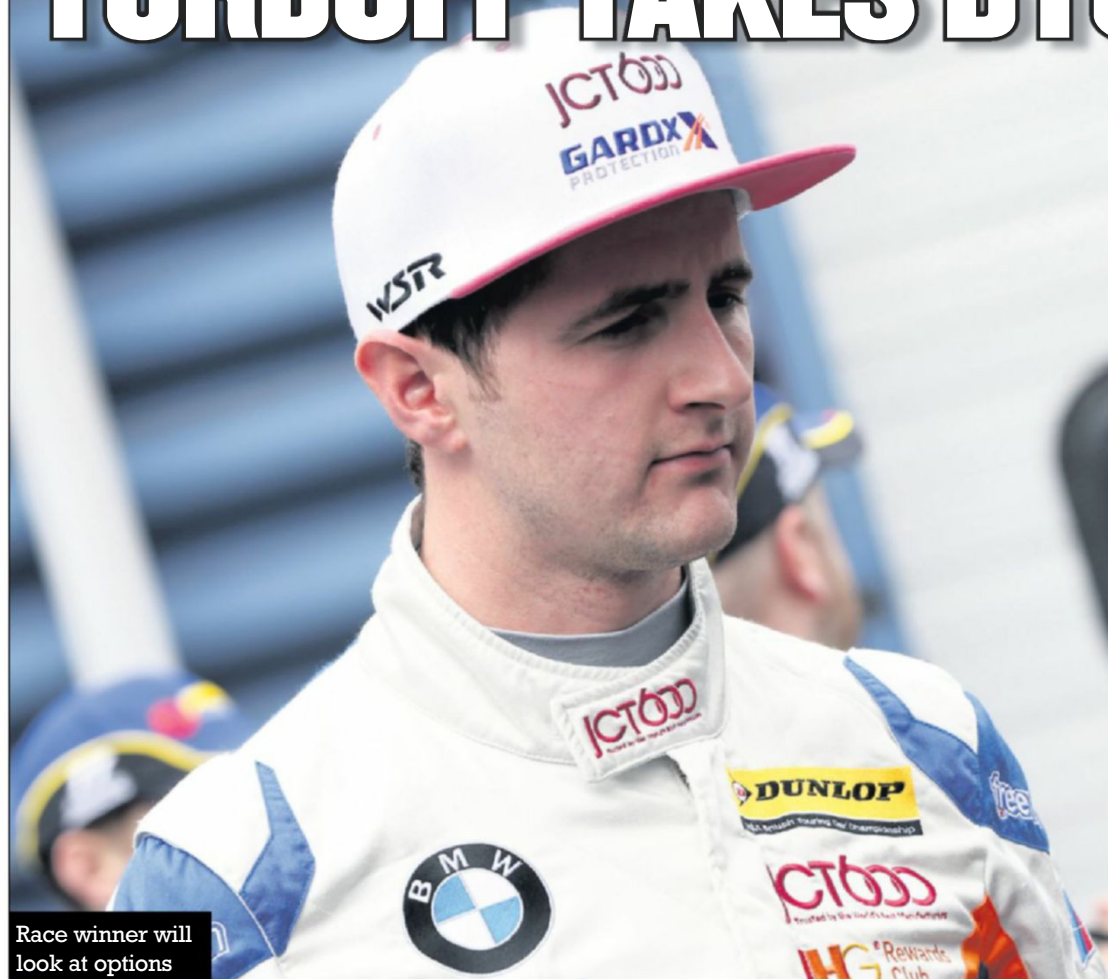
**Ex-F1 driver Robert Kubica was perhaps the highest-profile driver at the test, running with the Kolles team. Kubica, who has only raced sporadically since suffering life-changing injuries in a rally crash in 2011, lapped faster in the CLM-AER LMP1 car than the regular drivers during the WEC event...**

Jimmie Johnson claimed a record-equalling seventh NASCAR title with victory in the race at Homestead. Johnson had to start at the back as officials deemed his Hendrick Motorsports team adjusted his Chevrolet after pre-race inspections. But Johnson steamed into the top five in the first 50 laps, before taking advantage of two caution periods to make his way into the lead off the final restart. Carl Edwards had looked favourite for the title, but was eliminated in a clash with fellow rival for the championship Joey Logano. Johnson's seventh crown ties him with Richard Petty and Dale Earnhardt...



Photos: Jakob Ebre

# TORDOFF TAKES BTCC SABBATICAL



Race winner will look at options

Tordoff was second in 2016



British Touring Car Championship runner up Sam Tordoff has confirmed that he will step away from the series to pursue new opportunities in racing.

The 27-year-old missed out on the 2016 crown by just two points after his fourth full season in the BTCC. After graduating through the Renault UK Clio Cup and Porsche Carrera Cup GB, he won six touring cars races in his career and took 26 BTCC podiums, but will now focus on other areas.

"I have had a fabulous time racing on the TOCA package for the last eight years. I've won races in all the championships I've raced in and have driven for some great teams such as Total Control Racing, Team Parker Racing and latterly with West Surrey Racing and BMW who are, without

doubt, the best team in the BTCC paddock and I leave with great memories and a heavy heart.

"However, my success on the track this year has presented me with new opportunities that are too good to miss. I am now really looking forward to the new challenges that lie ahead with some exciting plans in place and I should be able to reveal the first of these in the coming weeks."

Tordoff has previously raced in sportscars and that is one avenue he could explore. However, the Yorkshireman has not turned his back on tin-tops completely.

"I will continue to love and watch the BTCC and let me be the first to say, I will always leave the door ajar for a return in the future," he added.

## Simpson lands third Team Dynamics-run Honda Civic

British Touring Car Championship racer Matt Simpson will join the Team Dynamics operation for the 2017 campaign.

The former short oval man raced for Speedworks Motorsport this term at the wheel of an ex-Gordon Shedden Team Dynamics Honda Civic Type R but will now switch across to the title-winning team.

Simpson was 15th in this season's Independents Trophy division. He will line up alongside champion Shedden and Matt Neal for the Pershore-based squad.

"This really is a dream come true," said Simpson. "Ever since I bought the Honda Civic Type R from Dynamics at the end of 2015, everyone has been so

helpful. Matt and Gordon have always been there for me to ask advice from, and they have helped me come on a lot. Joining the team just completes the circle."

Simpson, whose car will run in his Simpson Race Exhausts livery, will benefit from a new-specification Honda engine. It is the same powerplant that was used by the factory car in 2016.

"There will be no excuses now, but I thrive under pressure," he explained. "I want to break in to the top 10 on a regular basis, and I will be looking for podiums towards the end of the season. That will represent a real step forward, but I am certainly in the best place to learn."



Simpson will aim for the podium next year



Moffat will stick with the A-Class

## Moffat returns with Laser Tools Mercedes

Aiden Moffat has confirmed that he will return to the British Touring Car Championship in 2017 at the wheel of the Laser Tools Racing Mercedes-Benz A-Class.

The 20-year-old Scotsman took a career best second place in the final meeting of the 2016 campaign at Brands Hatch as he finished 14th in the standings, and he placed fifth in the battle for the Independents Trophy.

"Touring cars is where we're going to stay," said Moffat, who has recently tested some GT4 and GT3 sportscars. "It's a fantastic championship and as a team we're constantly improving."

"We've also improved our Mercedes a lot over the 2016 season and we've got a lot of development planned before the 2017 season starts. I've had a full year now with race engineer Federico Turrata and we have a definite bond — we know how each thinks — and this has shown in race results."

The Laser Tools Racing car is operated by Ciceley Racing and is a sister machine to the A-Class of Adam Morgan.

Moffat hasn't ruled out dovetailing his BTCC campaign with some outings in British GT in 2017, although he has yet to firm up details.

## Jackson commits to AmD for second Audi season

Ollie Jackson will run an upgraded AmD Tuning.com Audi S3 saloon in the British Touring Car Championship next season.

The 32-year-old, who was 26th in the standings this season, will remain with the team as it bolts the revamped RML-spec parts on the two-litre turbocharged machine.

Jackson said that the new parts, allied to a strong pre-season test programme, have given him optimism about next year's campaign. "With the upgrades

that will be carried out, I'm hopeful that we can be in a strong position when the season starts and be able to challenge for points from round one."

Team boss Shaun Hollamby said that Jackson could be joined in the team by a second entry, should current talks be successful. "There is still the possibility that we may be able to run a second car alongside Ollie if certain things fall into place but it is out of our hands at the moment and very much a case of wait and see," he said.

Jackson will stick with S3

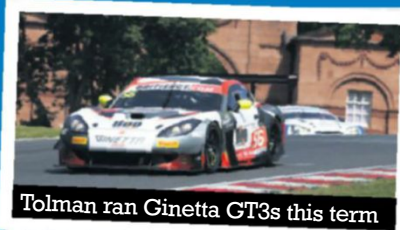


Renault UK Clio Cup champion Ant Whorton-Eales drove the Motorbase Performance Ford Focus British Touring Car at Snetterton last week as part of his prize for winning the title. The 22-year-old is working towards a deal to step up to the BTCC full time in 2017. The Lichfield racer said: "It was a really great car and the support from the team was amazing. It helped me to really learn about the way to drive it. I learned a lot from the day." Single-seater racer Harrison Scott and Mini Challenge champion David Grady also sampled the car.



# RACING NEWS

Photos: McLaren, Jakob Ebrey



Tolman ran Ginetta GT3s this term



The 570S GT4 has proven quick in 2015

## TOLMAN MOVES TO GT4 WITH McLAREN

Joe Osborne and David Pattison set to share customer 570S GT4 in British GT

By Rob Ladbrook

**The Tolman Motorsport team will become the first UK squad to field a customer McLaren 570S GT4 in next year's British GT Championship, and has signed pro driver Joe Osborne and David Pattison to race it.**

Tolman has opted to end its factory association with Ginetta in favour of pursuing a relationship with McLaren in the GT4 ranks. Tolman ran Ginetta's factory GT3 programme in British GT this year, but will take delivery of its new 570S later this year.

Osborne will return to GT4 for the first time since 2010 to head the driving force, alongside Tolman regular Pattison, who formed part of the GT3 programme this year alongside Luke Davenport.

Osborne, who won the European GT4 title in 2009, said: "This is a really exciting deal for me and it's actually pretty personal as I know every element. I have coached David since his first test day and worked with Tolman in recent seasons too, plus I also do a lot of test work for McLaren too."

"It's great that everything has come full circle. David has shown with his GT3 performances that he's become a really handy driver, and Tolman are a great team that I respect a lot."

"It will be strange heading back to GT4. I did the first British GT4 race in the UK in 2008, so it will be interesting to see how far the class has come on in the years since."

The programme marks the first firm customer entry of a GT4 McLaren, which only made its debut in British GT this

year running with the factory Ecurie Ecosse team.

"The McLaren is the most advanced GT4 car around, with its carbon chassis," added Osborne. "The performance gap between GT3 and GT4 has narrowed. The biggest difference in dropping back into GT4 is the loss of power, you're about 100bhp down, but also the loss in aero. You have far less aerodynamic grip so you're much busier on the limit in a GT4 car. It's going to be a great challenge."

Osborne has shared a BMW Z4 GT3 with Lee Mowle in British GT in recent years, but the pair have parted company for 2017 with Mowle set to share a new Mercedes AMG with Phil Keen in the Michelin GT3 Cup (MN, Nov 16). Osborne will announce his own European programme in the coming weeks.



Osborne is leading the team

### Keen and Minshaw sign up for British GT return in Lamborghini

British GT challengers Jon Minshaw and Phil Keen have re-signed with the Barwell Motorsport team for another shot at the title next year.

Minshaw and Keen played a key part in the race for this year's title, guiding their Lamborghini Huracan GT3 to three victories from the final five races. They missed the title when Minshaw crashed out of the season finale at Donington

Park, instead finishing second.

Minshaw, who will enter his sixth British GT season and fifth alongside Keen, said: "I'm very happy to stay with Barwell and I'm sure that in our second year with the Huracan we will be even stronger."

"It's great to have Keen back with me, he did a great job this season and keeps getting better. Hopefully we can go one better next year and win the title."

Barwell head Mark Lemmer

added: "This will be Jon and Phil's third season with Barwell, and their fantastic results in 2016 show how valuable continuity within the team is. We have all of the ingredients in place once again to challenge for the title."

Barwell is expected to field two Huracans again next year, and is in talks with other parties over the second car.



Keen and Minshaw narrowly missed the title this year, but are back

### Fiesta Junior aces sample Clio racers

Former Fiesta Junior rivals Nathan Edwards and Carlito Miracco tested a Renault UK Clio Cup car for the first time with WDE Motorsport last week.

The duo raced against each other in the series in 2015 before Edwards finished fourth in the Quaife Fiesta points this season. Miracco switched to the Cooper S class of the Mini Challenge.

They both tested Paul Rivett's race-winning car at Donington Park as they assess their options for 2017.

"They were both very, very impressive," said team boss Wayne Eason. "The times they were doing would've been mid Clio pack. They are both looking at it for 2017."

"They've been in the MSA Academy together and they just encouraged each other all day long. Carlito has tested the new F56 Mini Challenge car and said the Clio is such a better car, and Nathan has surpassed any expectation I had of him."

### Pointon in as HHC sorts GT4 lineup

HHC Motorsport is close to agreeing drivers for its planned second British GT4 entry after signing Callum Pointon.

The former BRDC F4 champion team is planning to run two Ginetta G55 GT4s in the British championship next year, and is awaiting confirmation of its entry.

HHC has already signed Ginetta Junior stars Will Tregurtha and Stuart Middleton for the first car, and has now enlisted Pointon for the second.

Pointon has worked his way up Ginetta's ladder, finishing third in the GT5 Challenge in 2015 before taking sixth in the GT4 Supercup this season.

"Our GT4 programme is taking shape nicely and with somebody of Callum's ability, we are confident of a good 2017 campaign," said HHC boss Charlie Kemp.

"It would be a dream come true to have a two-car entry accepted into British GT. It is a testament to how hard the team has worked that we can fill a two-car team having only announced the programme two weeks ago."

HHC is still in talks for its fourth driver, but one name linked to the programme is Ginetta Jr graduate Charlie Fagg. The 17-year-old raced a SEAT Leon at Anglesey last weekend as he gains signatures aiming for his International Licence that is required for British GT.



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## CSCC to race into the dark in 2017

The Classic Sports Car Club has unveiled its 2017 season calendar, which includes a night race meeting at Brands Hatch.

The club will end its schedule at the Kent circuit for the second time in three seasons next year, having also run a day-night meeting in 2015 before thick fog forced the cancellation of much of the second day. The CSCC is yet to firm up which series will contest the night races on November 11/12.

It will kick its season off with a visit to Snetterton – taking place on the April 1/2 weekend – before returning for a second year to Thruxton, the club having visited the Hampshire circuit for the first time in its history in 2016.

The CSCC will also use the International Circuit configuration at Silverstone for the first time, and makes its return to Croft after a 10-year absence.

Club director Hugo Holder said: “The night races at Brands are a chance for people to have a go at unfinished business. We ran a night race event over two days in 2015 but the second day was fogged off, it came rolling in and we couldn’t use the circuit.

“I think it’s arguably one of our best calendars yet.”

## Cook to make 24H debut in Dubai

British Touring Car Championship racer Josh Cook will take part in his first 24-hour race in Dubai in January as part of his Cooksport team’s entry.

The Renault UK Clio Cup squad will race a Clio in the January 12-14 Creventic 24H Series event, with Cook being joined in the line-up by his cousin Ollie and Clio drivers Shayne Deegan, Jon Maybin and Alex Sedgwick.

“It should be a good experience for the drivers and the team,” said Cook, who is currently unsure of his plans for 2017 after racing for MG in the BTCC this year. “It’s a big task but we’re pretty confident it should go well.

“We wanted to do some endurance racing and know the car and the drivers know the car inside out so it’s a good fit for us. We will be racing alongside a factory-backed car and will be sharing data and resources. We are only in the A2 Class but we will have a good stab at it.”

The team has had to modify the car so it can cope with the hotter conditions and racing at night. Additional lights and a different intercooler are among the changes that were checked in a shakedown test at Donington Park last week.



Cook: heading to Dubai

Photos: LAT, Mick Walker, Stephen Colbran

# RUSSELL SET FOR MERCEDES F1 ROLE



MABA winner Russell is tipped for Merc F1 role

**Macau F3 Grand Prix pole position qualifier George Russell will switch to the GP3 Series next year, and is expected to get a role within the Mercedes Formula 1 team.**

Sources suggest that the 18-year-old Briton – the winner of the 2014 McLaren Autosport BRDC Young Driver Award – has already begun a programme as a development driver with the German manufacturer:

Russell, who finished third in the FIA Formula 3 European Championship this season, is tipped to join top GP3 Series squad ART Grand Prix.

“I’m going to Abu Dhabi on Thursday for the Grand Prix [supported by GP3], and I’ve got some meetings with people over the weekend,” said Russell.

“It’s looking 100 per cent that I’ll be racing GP3 next year – it seems like the right move for my career and what people around me think is best for me.

“We haven’t decided on the team yet, but we’ll see a bit more over the Abu Dhabi weekend.”

Russell finished seventh in the Macau Grand Prix after struggling for pace in the race, but took two wins in his second season of F3 this year, driving for Hitech GP alongside Ben Barnicoat and Nikita Mazepin.

He was sixth in the standings in 2015 with Carlin, having won the BRDC F4 title in 2014.

Russell’s fellow F3 European Championship race winner Anthoine Hubert is also expected to join ART as his team-mate in GP3 next season.

## Clio race winner Streather tests with WDE as part of 2017 campaign evaluation

Renault UK Clio Cup race winner Paul Streather has been testing with WDE Motorsport as he considers his options for next season.

The 27-year-old finished seventh in the standings in his first full year in the category this year, driving for the Finesse Motorsport squad.

But he is now looking to move on and has completed two tests with the WDE outfit that powered Paul Rivett to fourth in the table this year.

“The car and the team seem really good and I got on really well,” said Streather.

“This year has been really challenging being the only driver in the team [for most races] with no data but I’ve got to look at moving forward and working with another quick driver.”

WDE boss Wayne Eason added he would like to work with Streather next year.

“Paul is such a good driver,” he said. “He’s brilliant and just so professional.”

Streather has tested on the new

Michelin tyres that will be used in the category next year, replacing the old Dunlop rubber, and was full of praise for them.

“The Michelins are a lot better, I knew that from the outset,” he said.

“I had raced in the Michelin Clio Cup and since I joined the UK Clio Cup I had been pressing the championship manager Will [Fewkes] to get them. The Clio was developed on Michelin tyres and they suit it down to the ground.”



Streather tested Clio at Donington



Libres will be allowed in 2017

## Mini 7 Racing Club to allow modified Minis with Libre class

The Mini Seven Racing Club will introduce a new Libre class next season after expanding its technical regulations.

The club has traditionally only run the lesser-powered Se7en and 1.3-litre Miglia fields, but will add a third category for modified cars to run on the same grid at the Miglias. The new class will cater for any steel-bodied Mini running an A-Series engine block and 10-inch wheels. Aside from those criteria the formula is free.

Mini Seven Racing Club

commercial manager Colin Peacock said he hoped the new class would swell grid numbers and eventually bring more drivers into the traditional Miglia category.

“There are around 50 racing Minis that have been modified beyond our championship regulations, but have been shut away in garages and we want to give them a place to run,” said Peacock.

“The Libre class will run at the back of the Miglias, possibly with a delayed start, so the single grid will form two events. We will also award the

prestigious ST Trophy – the original Miglia championship trophy – to the end of season Libre champion. We want to give more cars the chance to experience racing with the club, and hopefully some will convert to racing in the Miglias one day.”

The M7RC has also firmed up its calendar for next season and will retain its European round at Zandvoort. The round, which headlines the British Racing Festival event, has moved from being the finale this year to being round two in 2017.



Photo: Jakob Ebrey

**Tom Oliphant scored a podium in the opening round of the Porsche GT3 Cup Challenge Middle East at the Bahrain International Circuit last weekend. Porsche Carrera Cup GB driver Oliphant, who is competing in the event for the first time, finished third in the first race of the season behind Irishman Ryan Cullen and Dylan Pereira, and followed that up with a fifth-place finish in race two. Oliphant now has a two-week break before the second round at the Dubai Autodrome.**



# JOHN MARSHALL & SCOTT CRAWFORD

2015/16 SCOTTISH TARMACK RALLY CHAMPIONS



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# HISTORICS

*'Woodhouse led from stage two'*  
Cadwell Park rally, p19



Photos: Paul Lawrence

## DOWN THE PUB WITH

**TIM SAWYER**  
ROTT award winner  
Age: 32 Lives: Bicester

**He's a rally fan**  
"For many years I'd been spectating and marshalling and I started working with Hagerty Insurance last year. When we were approached by the HRCR to sponsor the Clubmans Championship I was asked if I'd like to go rallying. The Escort Mk1 is owned by a client and they asked if we'd like the car for the year."

**He did six events this year**  
"We recommissioned the car and it has done 12 rallies this year. The car has done 11 of the 13 rounds and I did five of the rounds plus the Rally of the Tests. That was the icing on the cake for me as two years ago I was in Chepstow spectating and I didn't expect to be doing the event two years later."

**ROTT was the big challenge**  
"The Rally of the Tests was something else. It was so tiring. I've done five single-day HRCR events and you think you've done a day, but then you've got another evening section to do and another day tomorrow. I had Andrew Duerden with me and he is a very competent navigator. We didn't miss a control and we did every test."

**He was top novice**  
"My goal was to see the finish in Chester and to wake up Sunday morning leading the class by 12 seconds was amazing. We dropped to second in class by the finish but to finish top novice was fantastic. It was quite emotional driving into Chester with the history of the rally."

**The car did give them a scare though**  
"On Saturday evening we wrong-slotted and the back of the car dropped into a ditch and bent the exhaust. That cost us a minute at a control. On Sunday morning the car wouldn't start as the starter motor had failed. We bump-started it and only turned the engine off at lunchtime. The head-gasket was on the way out by the finish."

**It was a tough rally**  
"You need to do some single-day events before doing the Rally of the Tests to know what to expect. You need to keep your head and get around and a navigator who has got some experience. The information just keeps coming through the window. It wasn't until Monday that I realised how exhausted I was."



Sawyer: Rallying novice

# UK CREWS FLOCK TO THE SILVER FERN

New Zealand marathon gets host of entries from home-grown teams



Bristow is back for demanding event

By Paul Lawrence

**Vince Bristow and Tim Sayer head 10 UK-based crews in the Silver Fern Rally in New Zealand, which starts from Christchurch on Monday, November 28.**

Hastings-based Bristow won the last edition in 2014 in a locally prepared Ford Escort Mk2 and will be joined by his regular co-driver Sayer, who is making his debut on the

marathon gravel rally. "It's a fantastic event," said Bristow. "The stages are so good and it is a lovely country with lovely people. There aren't many places in the world where you can be on the limiter in top for several miles on gravel."

Simon Tysoe, who finished second to Bristow in 2014, returns with his Ford Escort Mk2 and has Welshman Paul Morris alongside after a strong season in the BHRC, while

Matthew Robinson and Sam Collis will make their New Zealand debut in a fresh Fiat 131 from Yorkshire-based Rally Sport Developments.

Other UK entries include Meirion Evans (Ford Escort Mk2) on his first event since a major accident on the Isle of Man, Phil Squires/Nigel Hutchinson (Ford Escort Mk2) and Craig Salter/Preston Ayres (Ford Escort Mk1). UK-based expat Kiwi Warren Briggs, a

regular historic race winner in a Ford Mustang, will field his Mustang while Laurence Tysoe, Jake Scannell and Scotsman Tommy Mackay complete the list of UK runners.

The route, all based in South Island, covers 650 stage miles and 1100 road miles in seven days and includes three overnight halts in Dunedin before the finish, back in Christchurch, on Sunday December 4.



Silverstone will feature

## HSCC firms up its calendar with top tracks

Race meetings on the Brands Hatch and Silverstone Grand Prix circuits and a return to Donington Park are the main features of the Historic Sports Car Club's 2017 race programme.

"Donington Park is a great way to

start the season and we're delighted to be going back there," said HSCC chief executive officer Grahame White.

The season starts in April and concludes with the Finals Meeting at Silverstone in October.

### CALENDAR

DATE	TRACK
April 8	Donington Park
May 20/21	Silverstone GP
Jun 17/18	Cadwell Park
Jul 1/2	Brands Hatch GP
Aug 5/6	Croft
Aug 26-28	Oulton Park Intl
Sep 23	Brands Hatch Indy
Oct 14/15	Silverstone Nat

## Underbody rule change for rallying

Changes have been made to MSA regulations for underbody protection on historic rally cars following representation from organisers of the MSA British Historic Rally Championship.

From 2017, the limitation on permitted material used to protect the underside of historic cars on special stage rallies has been eased to allow the use of any material of period specification, which opens up the option to use composite material. To date, fibreglass was the most common option.

The proposal came from discussions within the BHRC management team and is a move to help keep increasingly valuable historic cars competing on gravel rallies.



McLaren F1 will run in the event

## GT1 machines to feature on Members' Meeting

Cars from the GT1 category of the 1990s will make their Goodwood debut next March to take part in demonstration sessions at the 75th Members' Meeting (March 18/19).

Cars expected to take to the Sussex track include the Porsche 911 GT1, Mercedes CLK GTR, Lister Storm and the McLaren F1 GTR from the FIA GT Championship.

Meanwhile, stunning three-litre sports prototypes of the early 1970s will feature in their own demo

session, capped by the sensational V12-engined Ferrari 312PB and Matra MS670. Cosworth DFV-powered cars due on parade include examples from Lola and Mirage.

Group A touring cars from the 1980s will be the third demo group across the weekend, topped by classics like the Ford Sierra Cosworth RS500 and BMW M3. Joining them will be examples of the Rover SD1, BMW 635CSi and Volvo 240 Turbo.

## Classic Saab entry for 2017 R.A.C. Rally

The first entries for the 2017 Roger Albert Clark Rally have come from the Saab Historic Rally Team.

The team has already entered three Saabs, and organiser Jim Valentine is hoping for more.

Valentine will enter his 99. Nick Pinkett will campaign his earlier two-stroke 96 and the V4-engined 96 of Colin Hope is also confirmed.

"Event support will be available through the team as in past years," said Valentine. "I hope we can welcome back all previous team members and find some new blood for this event of events."



Classic Saabs will compete

## IN BRIEF

### TV Elite sold

The 1958 Lotus Elite restored in the *For the Love of Cars* TV programme recently sold at auction for £121,500. The first production Elite, featured in the programme screened on Sunday, was raced by presenter Ant Anstead in the RAC Tourist Trophy race at the Silverstone Classic last July but retired after seven laps. In period the car was raced by Chris Barber.

### Nurburg milestone

Ninety years of the Nurburgring will be celebrated next June with a weekend of historic racing organised by the ADAC. A range of historic categories will be in action over the weekend of June 18/19. In 1927, the first car race was held on the famous German track on June 19 and was won by Rudolf Caracciola in a five-litre Mercedes.

### Stokes charity event

A recent charity dinner in memory of David Stokes raised over £7000 for Cancer Research UK. Held near Bristol, the evening was attended by more than 120 people connected to the Gloucestershire driver, who lost his battle with cancer in February. Guests included former British Rally Champion Dai Llewellyn and historic front-runner Stanley Orr from Northern Ireland.

### HSCC book

A book titled *50 Years of the Historic Sports Car Club* has just been published. The hard-back book written by M/N contributor Paul Lawrence tells the story of the HSCC through to the end of the 2016 season. It runs to 256 pages and has 580 photographs and can be ordered from the HSCC office on 0231 7 858400.

### Pricey Ferrari

A price tag believed to be in excess of £40 million has been placed on a famous Ferrari 250GTO, chassis 3387. The second GTO to be built and the first to race was taken to second place in the 1962 Sebring 12 Hours driven by Phil Hill and Olivier Gendebien. It finished sixth at Le Mans in the same year and has more recently spent 19 years in the ownership of American Bernie Carl.

### David Franklin

M/N is sad to report the death of former VSCC club secretary David Franklin, who died on Remembrance Sunday at the age of 84. Franklin held the VSCC role from 1989 to 1997 and was highly regarded by club members for his efficiency and fairness in the job.

### Classic Nostalgia

The date for the Classic Nostalgia event at Shelsley Walsh has been confirmed for July 16/17. One of the biggest events of the season at the famous Worcestershire hillclimb venue concentrates on classes for pre-1980 cars and is likely to feature a return of the Group B rally cars that proved a hit this year.



Grp B at Shelsley Walsh



# RALLY NEWS

Photos: mcklein-imagedatabase.com

# WILSON DESPERATE TO LAND OGIER FOR 2017

## M-Sport boss tries to tempt champion with test run this week



Ogier wants to see all his options



VW is out, so Ogier is in need of a fresh start

By David Evans

**M-Sport's Malcolm Wilson says he will do whatever it takes to bring Sebastien Ogier to his team for next season, with the Frenchman set to test a Ford Fiesta RS WRC for the first time in Wales this week.**

Ogier told *MN* he intends to test all the cars available to him for next season, with Toyota's Tommi Makinen reportedly given a green light to offer around £8.5m for the four-time champion's signature.

Sources close to Ogier feel money won't be the driving force in a move brought about by Volkswagen's decision to quit the World Rally Championship. What he wants is the most competitive car to pursue a fifth straight title.

Ogier said: "I plan to test all the cars, to have as many cards in my hand to judge the best for my future. That's the target for now. There's a lot of rumours around, but all I can

say is that I talk to a lot of people and at least I have this chance that a lot of people call me because they want me in their team. I have made no decision."

Wilson didn't travel to last week's WRC season finale in Australia, preferring instead to remain in Britain to work on financing a possible Ogier deal.

"I'm willing to go to lengths I've not been to before to bring him here," said Wilson. "I stand by what I've said before: this remains one of the best opportunities this company has ever had and I can't let it slip by. Sebastien knows what he wants and I absolutely respect that."

Wilson has every confidence in his car's ability to stand toe-to-toe with any of the other 2017 machinery on offer to Ogier.

"Even if we don't get Sebastien for next season, I have to say that I am very excited about what's to come from this car," said Wilson. "And I'm confident in what it will be capable

of with the strong driver line-up that we have planned for next year."

Hopes of Ogier returning to Citroen appear to be fading, with the French manufacturer struggling to find a solution to bring the Gap man back to Paris. And sources insist Ogier won't be allowed to drive a C3 WRC without a signed contract to compete with them. It's the same deal with Hyundai, with three drivers under contract, there's no car and no seat for Ogier.

There is, however, one more option for the reigning world champion: sitting out the next season.

On that suggestion, he told *MN*: "I don't put this option on top of the list, but it's not impossible. At least I would not see this as the end of the world. Maybe my wife would be more happy for this!"

Ogier is still working closely with Volkswagen to confirm the status of his contract. His current team principal Sven Smeets said he was doing all he could to help.

"It needs to be done as soon as possible," said Ogier. "We are already late to be in the optimal condition for Monte Carlo. I hope to make my decision soon. There are a couple of teams willing to work with me, but I cannot say the situation is comfortable."

Rally Australia winner Andreas Mikkelsen and Jari-Matti Latvala are forced to wait on Ogier's next move before they can try to sort themselves out.

Mikkelsen said: "That's it; we are just waiting on what Sebastien wants to do - he is the first choice for the manufacturers, so we have to wait and take what he doesn't want. When he knows, then me and Jari-Matti will know where we end up. I'm sure there are lots of opportunities, I'm very confident I will be in a World Rally Car."

Latvala is rumoured to have been offered a contract with Toyota already and that's looking like his best option.

## Where's Ogier headed this week?

Are we any clearer? Depends who you ask. In the course of the last week in



Australia, Sebastien Ogier has been a confirmed M-Sport driver, back at Citroen and taking a year out to do some endurance racing and family stuff.

The one thing which has been curious by its absence is much talk of Ogier at Toyota - the one place where he could actually bag himself a wage rise next season, if that was what motivated him. Which it's not.

Communication from Puuppola, according to those close to Ogier,

hasn't been lightning quick. "Maybe," one insider said, "one four-time world champion is

enough in that team..."

Citroen's the interesting one. Some still find it impossible to believe the Parisians won't find a way to bring a French world champion home. Conversely, Malcolm Wilson couldn't be plainer in how much he wants Ogier.

If Ogier likes the Ford Fiesta RS WRC, we could have a deal done by the end of the week.

As much as Ogier needs a deal, he also needs time in his new car before the start of the Monte.



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MIKKELSEN ENSURES VW GOES OUT ON A HIGH IN AUSTRALIA

PAGE 20



**'John Cooper Works  
Rally car ready for Dakar'**  
New off-roader is readied, p15

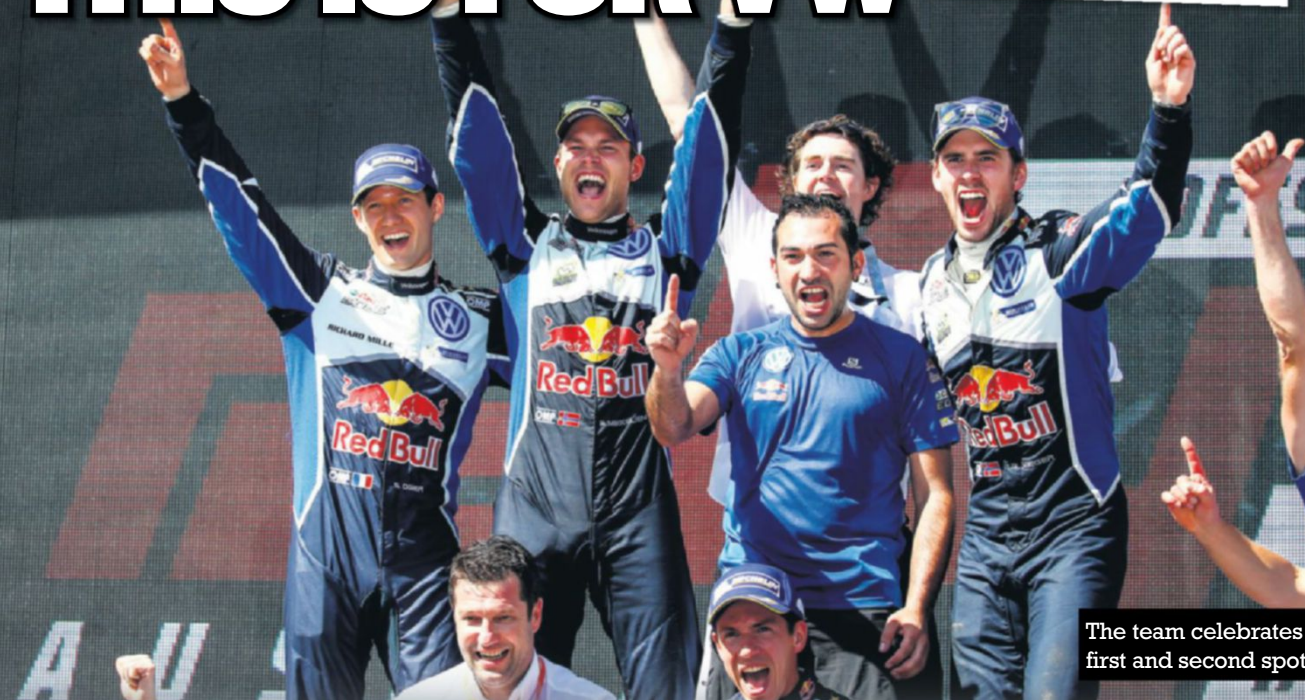


Photos: mcklein-imagedatabase.com

# MIKKELSEN: THIS IS FOR VW



Mikkelsen won in Australia



The team celebrates first and second spot

Rally Australia winner Andreas Mikkelsen dedicated his victory in Coffs Harbour to the Volkswagen Motorsport team, which ended its five-year spell in the World Rally Championship on Sunday.

Amid emotional scenes, the Norwegian admitted his victory – which came after a straight fight with world champion Sebastien Ogier – was the highlight of his career and his time with the Hannover-based squad.

"I'm so happy and so proud of the team," said Mikkelsen.

"This last victory is for them. They gave me the chance to come into the WRC right from the very beginning of their time in the championship – and there were many drivers to choose from back then. I hope I have given back some of what they have given me."

While the three works crews will all depart, certain members of the Hannover team are expected to return to the WRC next season with private drivers using the 2016-specification Polo R WRC. Team principal Sven Smeets

confirmed to *Motorsport News* that this year's world championship-winning car will be available for next season, a move which is seen as the first step in Volkswagen's shift from a pure factory rally team to a commercial operation. Work on the firm's Polo R5 car will begin imminently.

Smeets said: "We are open to every set-up for drivers renting the cars next year. There will always have to be a level of technical engineering support from us – this Polo is not like an

R5 car – but we are open to anybody who is interested."

He added that he was impressed with the level of interest in running a 2016 car. "I'm also not so surprised: for the last four years we have had people asking us if they can rent the car and we have always been saying no, but now we can say yes," said Smeets. "It's possible we could be in Monte Carlo, but we would have to make an agreement soon."

It is understood Volkswagen has up to 12 cars to rent out for next season.

## Skoda to stick with WRC2 programme, ending hopes for a Polo R WRC revival

The last hope of seeing Volkswagen's Polo R WRC in action next season has been extinguished by Skoda boss Bernhard Maier.

There had been speculation that Volkswagen's 2017 car could be taken on by group stable-mate Skoda, badged and run as a Fabia R5 WRC. Such a move would ensure

some value would have been realised for the group following the millions spent on developing the Polo.

Maier poured cold water on such talk, saying the Czech firm's rallying aspirations remain within its customer-based Fabia R5 programme – ironically where

it will face competition from Volkswagen's own Polo R5 in 2018.

Maier told *Autocar*: "It will not happen. We have enjoyed success in rallying and we are enjoying success in rallying, in the WRC2 category. We have a successful customer programme that doesn't cost us money and

could earn us the championship, so why would I change that?"

"Doing more is not always better – what would we bring ourselves in addition to what we are already achieving in rallying? A WRC2 championship is fine for Skoda, certainly it provides the best return on money invested, because it does not really cost us."

## VW solves its Wales Rally GB mysteries

Volkswagen has traced its recent Wales Rally GB transmission problems to the use of 2017 development parts.

All three Polo R WRCs suffered driveshaft failures on the opening day of the penultimate round of the world championship and technical director Francois-Xavier Demaison has now confirmed the issue.

He told *MN*: "We had tested a new sealing system for the [driveshaft] boot and the breather on the CV joint for the 2017 car. It was working well on the new car, so we decided to

take this to Wales. Last year on Rally GB, we had a problem with water ingress and we thought this new system would solve that.

"Instead, there was some water and dust ingress. When we were doing the testing with the 2017 car, we didn't do the long road section driving – I think this is what caused it. There was a build up on the seals in the boot and that sucked in some of the dust. At the end of the opening day, we changed back to the 2016 part at the Friday night service. Small things can have consequences."

## Gronholm to sign off Volkswagen's running

Marcus Gronholm will be the last man to drive Volkswagen's Polo R WRC in an official capacity, when he tests the 2017 car early next month.

The two-time world champion will run the Polo for two days after Volkswagen's own test driver Dieter Depping.

"Dieter will do some small calibration work on the car for the first day," said team principal Sven Smeets, "but after that, it's Marcus. The car is running in Sweden. The car is running in Sweden, it's a snow test north of Ostersund. This gives us the chance to complete the job and sign everything off."

Ultimately, the 2017 Polo will not be homologated by the FIA,

that rubberstamp is only possible once the manufacturer commits to competing in the championship, but Volkswagen will take the car as far as possible through the procedure.

After the test in the first week of December, there are no further plans for the Polo. The test car will be returned to Hannover. The Monte Carlo cars which were in build will be completed, but the agreed Red Bull livery will never be stickered onto the Polo.

Plans for the December 7 date set aside for the car's launch in Berlin have been altered, with some of the team using the venue for their Christmas party instead.

## GROUP RALLYING EDITOR

# DAVID EVANS

**"I was surprised I was even on Foub's radar"**



**T**alk of tragedy was in full flow in Coffs Harbour last week.

Volkswagen's departure from the sport sent some into histrionic overdrive as sentences were sought to encapsulate the kind of unprecedented heartbreak which had enveloped the German corner of the service park.

Until sunrise on Saturday, I was right up there with them.

Calling Cumbria for an update on M-Sport's efforts to deliver Sebastien Ogier to Dovenby, Malcolm Wilson sounded strange.

Something was wrong.

"Haven't you heard about Foubie?" he said.

Something was very wrong.

Peter Foubister was gone. How could that be? Ogier, Volkswagen, everything else went out of the window while Malcolm and I tried to take the news in.

I couldn't come close to the kind of memories MW had with *Autosport's* former rallies editor and editor. Since the horrible news broke, there have been constant reminders of just what a huge figure Foubie was in motorsport – with tributes coming in from all around the world.

"He was an inspiration to so many people," Malcolm said.

He certainly was. When I was starting out, Foub was a figure of high reverence for me. High reverence, that is, and fear.

I remember an early professional conversation with Colin McRae. Lanark's finest made it quite clear that following in Foubie's footsteps was the only way forward for anybody hoping to make it in the world of rally writing. He paused only briefly before launching into the first of many stories involving a bar. And a hat.

None of that really helped me, early doors. It helped even less that I was given my marching orders in his office – sitting beneath that glorious painting of McRae in a Subaru Impreza. A few months after landing at *MN*, I was still struggling to come to terms with actually working in my dream job.

Foub helped. He put an arm around me and helped. So low was I down the food chain, I was surprised I even figured on his radar. Not long after, asked what he thought of *MN's* rallies department, he said: "It's not a department in crisis."

Six words that saved my career. I have an awful lot to thank him for.

From opposite ends of the company pay scale, our friendship developed, and continued to do so after he departed *Autosport*.

While our paths crossed less and less in later years, there was always time – usually in the bar – at the Autosport Awards. He remained full of encouragement for my work and his interest in our sport as deep-set and perfectly informed as ever. Humbling wouldn't come close.

Earlier this month, I'd been supposed to join him at the RAC club for an evening of Metro 6R4 recollections. The date clashed with a test I had to attend in Wales, meaning it was Aberystwyth rather than Pall Mall.

Foub understood. How I regret that decision now.

How I would like the chance to thank him one more time and remind him again of how right Colin McRae was all those years ago.

Goodbye Foub. And thank you.



**AGREE/DISAGREE?**  
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# RALLY NEWS

## Taylor claims the Australian title

Molly Taylor took a dramatic Australian Rally Championship title following victory in the final round at Rally Australia last week.

Taylor became the first ever female winner of the championship, while her win also marked a victorious return for the Subaru marque.

The Japanese manufacturer scored 10 straight Australian titles between 1996 and 2005, when it withdrew from domestic rallying.

Taylor, Harry Bates and Simon Evans were all in with a shot at the Australian title, but victory went Taylor's way after Bates dropped time with a late puncture.

"Today," she said, "I can confirm dreams do come true! This one went right down to the wire and we had to give it everything in the last couple of stages, but we've done it."

The Bates household could at least celebrate a win in the Classic Division for Harry's dad Neal – who was co-driven by Molly's mother, Coral Taylor.



McCormack drove Escort in Oz

## McCormack makes Australia rally bow

Irish driver Martyn McCormack made his debut at Rally Australia last week, guiding his Ford Escort Mk2 to sixth place in the Classic Division.

McCormack would have been fighting for victory on the national status event, which followed the main WRC field, had it not been for a lack of suitable tyres for much of the rally.

"We've been running out of rear tyres a lot of the time," McCormack said. "The roads have been so abrasive, I didn't expect that. Apart from that, I've had a blast. I've got some mates down here and only decided to stick the car on the boat in September. Getting through the long [31-mile Nambucca] stage was fantastic, I really enjoyed that one."

Aussie rally legend and Classic winner Neal Bates will keep the Escort in Australia, with McCormack hoping to return down under in the near future.



Photos: mcklein-imagedatabase.com

New Mini has had BMW tech support

# MINI'S NEW JCW DAKAR CHALLENGER

By David Evans

**X-raid has revealed the Mini it hopes will carry the fight to Peugeot at January's Dakar Rally.**

The new Countryman-based car – to be known as the John Cooper Works Rally rather than the ALL4 Racing – will feature a lower centre of gravity, improved aerodynamics and a performance hike from a change to the engine mapping.

Unlike Peugeot's rear-wheel-drive 3008 DKR, the Mini retains its four-wheel drive transmission set-up.

BMW announced in September it would be

increasing its commitment to the Mini Dakar programme and the new car's time in the BMW Group wind tunnel is testament to that promise.

Significant chassis work has allowed X-raid to include a third spare wheel, while dropping 50kg of the car's overall mass 50cm lower – a feature certain to help on the twistier sections of January's South American marathon event.

X-raid CEO Sven Quandt said: "The new Mini John Cooper Works Rally is just great. One of the advantages achieved in the wind tunnel is a higher top speed combined with better acceleration beyond 87mph."

Mikko Hirvonen and Yazeed Al-Rajhi will spearhead X-raid's attempt to take a fifth Dakar win in six years.

"I'm really looking forward to my second Dakar Rally," said Hirvonen, who scored his first cross-country win on the Hungarian Baja earlier this season. "I learned a lot in my first attempt and we worked hard in cooperation with the team to prepare as good as possible. I know we will have to face another major challenge, but I just can't wait for rolling across the starting ramp. Of course I want to try to make it to the podium in January. It's a difficult race and anything can happen but with a little luck we

will become a factor in the battle for the win."

Quandt told *MN* he was happy the pressure was on Peugeot and its four-strong line up of Stephane Peterhansel, Carlos Sainz, Sebastien Loeb and Cyril Despres rather than his team.

Quandt said: "We go to Dakar as the hunters rather than the hunted and I'm happy with this situation. For four years, we were expected to keep winning and now we are chasing the others."

The 2017 Dakar starts from the Paraguayan capital of Asuncion on January 2 and finishes 13 days later in Buenos Aires.

## ERC calendar is short on top events

Next year's European Rally Championship has been revealed, with three of its most popular rounds missing.

A provisional 10-round 2017 schedule has been announced, with only eight named rallies and three of the 10 have still to complete their agreement with the series promoter.

The Circuit of Ireland, Ypres and Estonia are the events missing from next year. The Rally di Roma Capitale replaces one of the three. *MN* understands the Ypres Rally could yet make it to the calendar, if Eurosport Events can find agreement with the organisers of the Belgian classic.

Ypres manager Alain Penasse told *MN*: "I don't agree with the fee you have to pay to be in the ERC because the value of the ERC has been going down in recent years. We have a proposal from Eurosport which, while it was better than last year, it's still too much. At the moment, we're in the farcical position of them wanting this number and us offering that number. And they have a calendar that has two dates with no rallies."

"We don't say 'no' to ERC, there's still some pride in being part of the European championship, but there's a gap between what they think it's worth and what I think it's worth. We have decided to go our way with the British Rally Championship and the new Tour European Rally. We don't know what the TER will bring, but at least it doesn't cost us anything."

The proposed ERC 2017 schedule is: Azores Rally (March 2-4); TBA (March 31-April 2); Canaries Rally (May 4-6); Acropolis Rally (June 2-4); Cyprus Rally (June 16-18); Rally Rzeszow (August 3-5); Rally Zlin (August 25-27); Rally di Roma Capitale (September 15-17); Rally Liepaja (October 6-8) and TBA (November 3-5).

## New ERC Junior class to offer WRC prize run

The winner of an all-new ERC Junior category next year will be awarded a one-off World Rally Car drive in the 2018 WRC.

The ERC Junior U28 category is open to all R5 drivers aged 28 and under. The winner will be the crew with the best score from four of their compulsory six starting rounds.

This class sits above the ERC Junior U27 series, which also includes the best four scores from six starts in an R2 car. The winner of this title collects £85,000 towards an ERC Junior U28 campaign the following season.

ERC co-ordinator Jean-Baptiste Ley said: "It's clear there is a growing number of ERC Junior graduates and other young drivers looking to take the next step in rallying, but without the financial means to run a full international campaign in an R5 car or lacking the experience required to achieve consistent success. ERC Junior U28 will bridge this gap by providing a step up in performance for ERC Junior U27 graduates, albeit in a managed environment. And, by providing a World Rally Championship prize drive to the ERC Junior U28 champion, we're recognising the ambition of young drivers to reach the sport's top level."



Lappi to leave Skoda and is strongly linked with Toyota

## WRC2 champ Lappi to return... with Toyota?

Recently crowned WRC2 champion Esapekka Lappi has confirmed he will return to the World Rally Championship next season.

Ahead of last week's season finale in Australia, the Finn refused to comment on his future in the sport, beyond confirming he would be leaving the Skoda team. Lappi is understood to have signed to drive a Toyota Yaris WRC next season, but is unable to confirm his new agreement.

Lappi said: "I can't tell you what I will be driving, but I will be back here again next

year. It's exciting to have won the title and now, like I told you before, the time has come to move on from Skoda.

"I'm happy to have this championship – it's good for Skoda, the team deserves this success."

Skoda's motorsport director, Michal Hrabanek, said the Fabia R5's first WRC2 title was a reason for celebration for the team.

"Ten of the 13 rallies were won in the Skoda Fabia R5 this year," said Hrabanek. "That says everything about the quality and speed of our car."



# RALLY NEWS

Photos: mcklein-imagedatabase, ADAC Motorsport, Kevin Glendinning

## M-SPORT TO LAUNCH SINGLE MAKE SERIES WITH FIESTA

Outfit has developed new low cost cup car for series that could be part of BRC

By Jack Benyon

**M-Sport has developed a low-cost Ford Fiesta cup car based on its Fiesta R2T, and could run a one-make championship in the UK next year.**

The series is touted for the British Rally Championship, which is already planning a new class for the cup cars, which are similar to R2-spec but feature cheaper parts and a more stringent ECU that limits output.

M-Sport client liaison manager Rich Millener has confirmed the car exists and that it could run in BRC next year.

"We are looking at it," he said. "We've got a meeting with the BRC organisers to look at the options; maybe we do something fully in the BRC or with a mixture of some BRC and some other events to try and entice people in."

"The car is based on the R2T, but with some more standard parts: less engine modifications, different dampers, more standard electronics, but still with a sequential gearbox. The aim of this is to bring the cost of the car down to around £30,000 for a car built and ready to go. We're looking to bring the cost down to around half that of a full R2 car. The idea is that the parts are there so drivers can start with the cheaper car and then build up to the full R2."

Millener wouldn't confirm whether DMACK was involved. The tyre firm was

the control tyre supplier for Junior BRC this year, and offered a £60,000 subsidy towards the Drive DMACK Fiesta Trophy in 2017 as a prize, which was won by Rob Duggan. *MN* understands that any decision to renew that deal between the BRC and DMACK will wait until the end of November, when the tender winner for the Junior World Rally Championship is announced.

DMACK is believed to be in with a chance of securing JWRC status for its DDFI championship.

Popularity for the cup spec cars is rising. Opel has a version of its Adam and the one-make Opel Adam Cup championship in Germany.

*Motorsport News* reported last month that Simon Mauer of the Vauxhall British Rally Team is attempting to launch a similar Vauxhall Adam Cup in the BRC. As long as there is a class in place to accommodate the specification of the cars, any prospective championships can go ahead.

The BRC's planned class has been labelled the cadet class, and will allow the non-homologated cars like the new Fiesta and the existing Adam Cup machines to compete within the Junior BRC division.

Drivers will be allowed to recce, with the aim of bridging the gap between the ultra-competitive BRC Junior and national championships like the BTRDA and Scottish Rally Championship.



New car is based on the Fiesta R2T

### Thorburn to run Fiesta R5 for first time

Euan Thorburn will compete in a Ford Fiesta R5 Evo for the first time on this weekend's Grizedale Stages.

The 2013 Scottish champion has driven a Peugeot 208 T16 R5 this year on select events, but could switch to an M-Sport machine for 2017.

"It's the car Higgins used on the Isle of Man through Autotek [preparation firm]," said Thorburn.

"We're hiring it with a view to buying it for next year, but nothing is paid for yet."

Thorburn isn't sure if he'll commit to a championship next year, with a number of options in the offing.

"We'll definitely do the first round of the BRC [Mid

Wales Stages]," said Thorburn. "We did Ypres [a BRC round in 2017] a few years ago and really enjoyed that so I'd like to go back there. We're not committing to any championships next year. We'll do the Snowman and the Cambrian as a warm-up and we'll take it from there."

There's already a host of frontrunning entries confirmed for the event. Event sponsor Tom Preston brings his Skoda Fabia R5, while 2015 Irish Tarmac champion Donagh Kelly drives an R5 for the first time in competition on the event.

The event features 40 stage miles and 43 road miles in the Grizedale forests.



Thorburn has been competing in a Peugeot 208 T16 R5



Duggan will drive Escort on Killarney Historic Rally next month

### Junior BRC star Duggan to run in Escort Mk2

Junior British Rally champion Rob Duggan will compete on the Killarney Historic Rally in a Ford Escort Mk2 on December 3.

The Irishman – who won five of seven events in the JBRC this year – will drive a 'modern'-spec Escort owned by regular Irish frontrunner Ryan Lochrane. He'll be partnered by his JBRC co-driver Ger Conway.

"It's a 2.5-litre with a Tractive [sequential gearbox] and 300 plus horsepower," said the 22-year-old.

"If it had 100 horsepower less, I might just be able to drive it!"

"Ger's with me and we're just going to have some fun and hopefully set some good times.

Molls Gap – the first stage – is my favourite in the world. The other stages I know from driving on them but not as stages. I'm looking forward to my local event and it will be great to not need a roadbook for the recce as we'll know where everywhere is."

Duggan is hoping to compete for the victory on his local event.

"I'm still a rally driver and this may be the last chance we have for a while to challenge for a win overall," added the Killarney man. "We'll be pushing for that and seeing what we can do in a good car. We'll make good notes and hang on!"

### SEEDING ENTRY LIST

#### Grizedale Stages seeded entry list

DATE	TRACK	
1	Stephen Petch/Michael Wilkinson	Ford Fiesta R5+
2	David Wright/Steve Pugh	Ford Focus WRC01
3	Euan Thorburn/Paul Beaton	Ford Fiesta R5
4	Hugh Hunter/Rob Fagg	Ford Fiesta R5
5	Donagh Kelly/Conor Foley	Ford Fiesta R5
6	Stephen Simpson/Patrick Walsh	Ford Fiesta S2000
7	Thomas Preston/Carl Williamson	Skoda Fabia R5
8	Adrian Hetherington/Ronan O'Neill	Toyota Corolla WRC
9	Fred Milne/Chris Williams	Mitsubishi Lancer E9
10	David Howells/Jamie Edwards	Subaru Impreza



*'Historic sporting trials is booming'*  
Sporting Scene feature, p29



Photos: Stanislav Kucera, Writtle Photographic, Duncan Littler

**IN THE SERVICE PARK WITH**

**IAN 'DUDE' ROBERTS**

**Road Rally champion**  
Age: 47 Lives: Mid Wales  
Welsh Road Rally champion three years in a row.

**He started in Escorts**

"I started out in Escorts and Sunbeams. I couldn't get them prepared properly and I wasn't making it reliable. I retired for three or four years. Someone offered me a Golf, and I developed it into a rally car; 18 years later she is fantastic. I can see why Ogier won the World Rally Championship! Last year I did 47 rallies in a row and it didn't break down once. The car has made me."

**His co-driver, Gwawr Hughes, is key**

"When she got in with me six years ago she was looking for a seat. I'd been fortunate enough to have some of the best navs in the car. She was a few steps behind when we started, but she was willing to learn and now look at her. I reckon we've made around 100yds worth of wrong slots over the past three years. She's the best I've ever had in the car."

**He could win more titles this year**

"Three years ago we won four or five championships in one year and it looks like we could do the same this year. If I had to pick a single event as my favourite it would be my first win. It was my home event, the Border 100, in 2003. There's a lot of local heroes on that, so to win that was nice."

**He likes a mixed event**

"In a good event, I like a mixture. Not a flat out road race, but a few tracks, tricky navigating. Nice Tarmac. Organisers that know how to plan an event and how to plot. And rallies that local knowledge doesn't play as big a part in. Out of the current events, the Night Owl in Aberystwyth is a good one."

**The Welsh is the one**

"The level in the Welsh championship has been brilliant. If it wasn't hard, it wouldn't be worth winning. To win it is fantastic, it's such a relief. Over three years it's 40-odd rallies so it's a big commitment and to win it is a massive buzz."

**The season isn't over**

"We've got an event left, either the Cilwendeg or the Farrington. They're on the same night. I know I'm good but I can't see a way around that! The Cilwendeg is in the Welsh Championship, which we've won, but Gwawr hasn't won the Farrington yet. Because of that we're looking to do the Farrington."

**Awards stacking up**

"We haven't won the AWMCC (Association of West Midlands Motor Clubs) championship after the Peaks Revs this weekend, we finished fourth. So far this year we've won the Welsh, ANWCC, North Wales Road Rally Challenge and the Welsh Border Car Club Championship."



Hugh Hunter likes new stages

**CAMBRIAN GETS A NEW ROUTE**

The Cambrian Rally will receive its most radical shake up in years as the event features different stages for the BTRDA series opener.

The Llandudno-based event drops Gwydyr, Elsi, Penmachno and the Great Orme stage.

The Aberhiraunt stage, as used on Wales Rally GB, has been added, as has Llangower, joining Clocaenog and Alwen.

Clerk of the course Alyn Edwards believes stage quality is the key to the event's success.

"We think that only running four top quality stages – with

three of them being used in the same format as 2016's Wales Rally GB – will prove attractive to competitors and spectators alike," he said.

"There will be limited double usage helping to ensure that the quality of the stages is held throughout the event."

The event will start and finish in Llandudno as usual, with 45 stage miles and Ruthin service.

Welshman Hugh Hunter – who's in double figures for starts on the Cambrian – believes the change is one that will refresh the event.

"I think it's a good move," said the 2008 BTRDA Gold Star champion. "It's nice to mix it up, rallies can become stale, the same every year. It will be nice to have Aberhiraunt and Llangower to do something different. Those stages are completely different in nature to the Betws-y-Coed stages like Elsi. The new stages are a lot faster. I like Penmachno so I'm a little sad that's not on there but double usage in that stage is always an issue. We'll definitely be doing it, it looks like a good route and a nice change."



Adams won the 2016 1400C championship in BTRDA  
**BTRDA champ Adams to co-drive in Canada**

Welsh co-driver Dom Adams will compete on his first event outside of Europe this weekend, as he heads to compete in the Canadian Rally Championship.

The Rhondda navigator competed on the continent for the first time in June, and will now head to Canada to sit with Subaru Impreza driver Agostino Fortunato on the Rally of the Tall Pines.

"The reaction has been really good," said Adams, who has co-driven in the BTRDA this year. "Back in June I did Ypres with a Belgian driver and to do that I had to get an international licence. That

was my first international event. I really enjoyed the experience and it was quite challenging. Coming away from that I wanted to do more."

The 21-year-old will take part after Fortunato's usual co-driver couldn't make the November 25/26 event.

"I was in conversation with a few American and Canadian drivers, but then I got in touch with Agostino and his co-driver was unable to do the next event," said Adams. "I sent him my in-car and some of my results and he seemed happy to take me on. That was only a few days ago, it's been mad since then."



'Dude' Roberts eyes Manx drive

**Roberts steps back from the Welsh series**

Ian 'Dude' Roberts won't compete in the Welsh Road Rally Championship full-time next year after 12 years of competition.

The 47-year-old feels the time has come for a new challenge after winning the championship for three years in a row with navigator Gwawr Hughes.

"I'm retiring from the Welsh championship, but I'll still be out competing next year," said Roberts. "It just won't be for

points. I've done it for 12 years so it's time for a bit of a change."

Roberts will still compete on events next year, and his next challenge is to compete on the Isle of Man.

"My burning goal now is to go to the Isle of Man and do a road rally out there. To do a road rally in the daytime on closed roads would be brilliant. Some of the older lads tell me that's where to go. I've got to do that at least once."

**OBITUARY**

**Drew Bowler 1963-2016**

Drew Bowler, the managing director of Bowler Motorsport, passed away suddenly on November 14.

Bowler's involvement in off-road competition started in the early 1980s when he successfully trialed a Land Rover which he had built himself. He moved on to competing in off-road race events as well as building and preparing vehicles for other competitors, quickly gaining a reputation as a pioneering engineer.

Bowler Motorsport was formed in 1985 and cars such as the Tomcat and Wildcat proved to be very competitive in various off-road disciplines such as comp safaris and hill rallies.

More recently the company has supported the Bowler Defender Challenge and produced the Bulldog vehicle.

BCCC competitor Ryan Cooke said: "Drew was an ambassador to the sport and it was a privilege to have been involved with him."

**MN'S ROAD RALLYING EXPERT**

**IAN MILLS**

**"It may be time to consider regularity sections again"**



**S**ince the outlawing of Targa Timing in 1988 the process of getting a result at a true 30mph average has always been a struggle for organisers. There are few lanes that lend themselves to be a straightforward test for top crews.

To assist in achieving a result, farmyards and short detours along tracks have become commonplace, however the assistance that these devices provide is likely to be largely lost as the MSA, complying with insurance requirements, take a strict approach to using any private land on sections timed to the second. In future, any section using the smallest part of private property will have to be timed to the minute. Organisers, who have been struggling to find a means of getting the top crews to drop seconds, will have a mountain to climb to get a clear result.

Leading crews have now reached a superb standard of competitiveness. A combination of skilled driving, excellent car preparation, almost faultless navigation plus flawless event management in the left-hand seat makes it difficult for organisers to put together a challenging route for them. On the recent Powys Lanes, the leading crew arrived at the petrol halt clean of any penalties, while their nearest rivals were snapping at their heels, with just a few seconds dropped. In contrast, even those in the lower reaches of the top 10 had dropped significant time at several controls.

Clearly to get a result some sections have to be timed to the second. Even if crews could be separated by minutes, it would be impossible to get a clear result for a 90-car field with only 30 minutes of lateness.

The reintroduction of tests next year may help organisers. Although there are restrictions on how tests can be run; they must precede the road sections of any rally and all competitors must complete any tests before midnight. Also, when tests have been used in the past, they have not always been well received and many crews are unhappy to use them as a method of determining the outcome of a road rally.

It may therefore be time to consider allowing the use of regularity sections on road rallies once again. They were banned from such events a couple of years ago after their misuse up to that point. Basically they were being used as timed to the second standard sections but without the restrictions that those types of sections entailed. If brought back they would obviously have to be closely policed to ensure that the positions of intermediate time controls aren't known beforehand, that crews will be severely penalised for slowing or stopping within sight of a control and, maybe, even having varying average speeds to adhere to.

The Joggler format would seem to meet these requirements; it's a simplified version and wouldn't necessitate the purchase of something like a Brantz timer to maintain the prescribed schedule.

This thought may not be palatable to some but it may be the only alternative to having rallies continually decided on engine capacity.

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



# BTRDA REVIEW

Photos: James Ward - Chicane Media, Writtle Photographic, chasingthecars.com

## PAYNE PREVAILS



Yorkshireman made a splash

Petch ended a torrid year second

Francis fought Payne to the finish

After the title was wrapped up early last year, a fight for the crown was needed in 2016. By Jack Benyon

**W**e had a fight. That's all any of the followers of the BTRDA wanted this season.

The previous year, Dave Weston Jr had walked away with the Gold Star title, and, to be honest, was at a higher level than the competition. He wrapped the series up three rounds early.

This year was the opposite. Hard charger Luke Francis took on seasoned campaigner Charlie Payne. It was Rhuddlan v Yorkshire, England v Wales.

As to be expected between two feisty competitors, there was a bit of two and fro through the year, with both crews discontented at stage times being queried on certain rounds. But it was an amicable fight, and one that showed both drivers step up in pace.

Francis threatened what he'd have to offer at the end of 2015 when he debuted his new Mitsubishi Lancer E9 on the Woodpecker: Two podiums followed, and before you know it, he was winning the Cambrian to open this season. It was won by a second when a time was corrected; the duo had finished the 40-plus mile rally in exactly the same time.

However, Francis would lose ground on the next rally, which would leave him playing catch up for the rest of the year. A rod went through the side of the engine on the Malcolm Wilson Rally, putting him out. Payne took victory on a wet and tricky event that caught many out.

Francis reacted well. After a push to get an engine sorted for the next event, he arrived in Minehead to win the Somerset Stages, ahead of his Harrogate rival. Pairing that with a podium on the Plains, his season appeared to be back on track while Payne's was stuttering. Fifth on the Plains and fourth in Carlisle, was his season ready to come unstuck?

Carlisle proved the turning point. Francis dropped a propshaft and his event was over. With only two dropped scores to take, the Welshman would need to win the next two events to have any chance of overturning the bulletproof Fiesta of Payne, who hadn't finished outside the top five at that point.

Payne duly delivered in the shocking conditions of the Nicky Grist; the Lancer suited to the fast and flowing stages. There was hope yet for the Welshman, as Payne ground to a halt not far into the rally with a mysterious engine issue.

### POINTS

#### BTRDA Rally Series

POS	DRIVER	POINTS
1	Charlie Payne, Ford Fiesta	174
2	Stephen Petch, Ford Fiesta R5	166
3	Russ Thompson, Mitsubishi Lancer E9	145
4	Paul Benn, Ford Focus WRC	140
5	Gavin Edwards, Ford Escort Mk2	125
6	Luke Francis, Mitsubishi Lancer E9	121
7	Andy Davies, Subaru Impreza	120
8	Phill Burton, Ford Escort Mk2	115
9	Karl Simmons, Subaru Impreza WRC	114
10	Sacha Kakad, Mitsubishi Lancer E10	114



Thompson: 3rd

It didn't affect the championship. Francis still had to win.

Two stages into the Woodpecker, Francis had rolled on a tight left hairpin. Payne brought the Fiesta home in third, securing the Gold Star crown. One event later, he won the Trackrod - his home event - in style, gifting his co-driver Carl Williamson the Gold Star co-drivers' crown.

In the end, Francis fell to sixth with his three non-scores. Stephen Petch won the Woodpecker, proving his pace to take second in the championship, despite a Fiesta that had been misfiring and suffered engine woe on most rounds of the series this year.

Also in the top five were Production

Cup champion Russ Thompson, Ford Focus WRC driver Paul Benn and gravel rally debutant and Silver Star champion Gavin Edwards.

It was drama down to the penultimate round in the drivers' title battle. Whether Payne returns next year or not is up in the air as he ponders retirement or a switch in championships, but the Yorkshireman deserves his title through speed, consistency and reliability. There's no doubt that Francis was the fastest man in the championship this year with three wins under his belt, but combining that with consistency and reliability is the next step. Watch out in 2017, Francis will want revenge. ■

### CHAMPIONS

**BTRDA Gold Star:** Charlie Payne/Carl Williamson (Ford Fiesta)

**BTRDA Silver Star:** Gavin Edwards/Caron Tomlinson (Ford Escort Mk2)

**B14:** Payne/Williamson

**B13:** Scott Partridge/Mike Jode (Subaru Impreza)

**B12:** Phill Burton/Mal Capstick (Escort Mk2)

**B11:** Edwards/Tomlinson

**B10:** Bob Vardy/Simon John Rogers (Fiesta R2+)

**Production Cup:** Russ Thompson/Andrew Murphy (Mitsubishi Lancer E9)

**NR4:** Thompson/Murphy

**Fiesta ST Trophy:** Cameron Davies/Lee Taylor (Ford Fiesta ST)

**N3:** Davies/Taylor

**Historic Cup:** Robin Shuttleworth/Ronald Roughead (Escort Mk1)

**H1:** Shuttleworth/Roughead

**H2:** Dave Forrest/Charlie Carter (Escort Mk2)

**H3:** Paul Street/Ian Jones (Escort Mk2)

**BTRDA 1400:** Jordan Hone/Paul Hone (Proton Satria)

**1400S:** Hone/Hone

**1400C:** Neil Andrew/Dominic Adams (Nissan Micra)

**Rally First:** Dominic Hodge/Stefan Arndt (Nissan Micra)

**RF1.6:** Richard Wells/Calvin Hauldsworth (Volkswagen Polo)

**RF1.4:** Hodge/Arndt

**RF1.0 driver:** Phil Spilsted (Nissan Micra)

**RF1.0 co-driver:** Osian Owen (Nissan Micra, MG ZR)

**RF Junior driver:** Tom Williams (Fiesta R1)

**RF Junior co-driver:** Osian Owen (Micra, ZR, Impreza)

**Lady driver:** Emily Retallick (Peugeot 205)

**Lady co-driver:** Emma Morrison (Fiesta R1)

**Junior driver:** Bob Vardy

**Junior co-driver:** Dominic Adams

**Senior driver:** Dominic Hodge

**Senior co-driver:** Mal Capstick (Ford Escort Mk2)

**MG ZR Rally Challenge driver:** Gordon Alexander

**MG ZR Rally Challenge co-driver:** Carrie Rogers

### CLASS ROUND-UP



Hones took dominant 1400 win

**Gavin Edwards was phenomenal in his first full year of gravel rallying, taking the Silver Star title from Boyd Kershaw and fifth in the points. The result was more impressive given the low-powered engine he had until getting a new uprated motor for the Nicky Grist. Caron Tomlinson took co-driver honours alongside him.**

The NR4 and Production Cup went down to the last round with Andy Davies still holding a slight chance of victory. However, a big off meant Russ Thompson/Andy Murphy were crowned



Edwards shone to win Silver Star

champions after a consistent year and only one non-score.

**In its first season as a championship, the ST Trophy provided an excellent place for young drivers to get a step on the ladder. But the competition wasn't all that tight as Cameron Davies won all the rounds he entered on his way to the title with Lee Taylor.**

Perhaps the most beautifully turned out car in the series, Robin Shuttleworth's Escort Mk1, took the Historic Cup title away from Paul Street and Ian Jones. The



Davies won first ever ST Trophy

latter suffered an engine fire on the Somerset Stages curtailing their season. Shuttleworth drove brilliantly for the title with Ronnie Roughead alongside him.

**Father-and-son duo Jordan and Paul Hone came of age in the BTRDA season on their way to 1400 glory. The Northern Irish duo coupled speed with consistency and it paid dividends. They were 19 points ahead of the nearest challenger.**

Dominic Hodge and Stefan Arndt batted off competition from all angles on the way



Hodge took Rally First glory

to Rally First honours in their Nissan Micra. Emily Retallick ran them close, becoming the first female driver to win in the category in the process. In the classes, Richard Wells and Calvin Hauldsworth impressed in their 1.6-litre VW Polo, as did Phil Spilsted in his Nissan Micra in RF1.0. Osian Owen was top co-driver in the class.

**Top junior driver was Bob Vardy, who also took B10 honours with Simon Rogers on the notes. The Chesterfield man progressed well. Dominic Adams was top co-driver.**



# RALLY REPORTS

Photos: Kevin Money

## WOODHOUSE ON PARK PACE



Woodhouse/Rowland took Cadwell honours

### NHMC Cadwell Stages

By Peter Scherer

**Organiser:** North Humberstone Motor Club **When:** November 20  
**Where:** Cadwell Park, Lincolnshire **Championship:** Motorsport News Circuit Rally Championship **Stages:** 8 **Starters:** 85

**Ian Woodhouse and Paul Rowland took their Ford Escort Mk2 to a comfortable victory in the second round of the Motorsport News Circuit Rally Championship, having led from the second stage of the day after early pacesetters John Stone/Carl Williamson crashed heavily in their Ford Fiesta S2500.**

The wet and miserable conditions seemed to benefit the Escorts, as Paul and Jessica Swift moved ahead of Steve Quigley/Paul Littlefield's Renault Clio into second from stage three. Quigley had earlier been lucky to avoid a collision on the opening stage when Mark Kelly crashed out and left debris in the Clio's path.

Bruce Edwards/Jim Smith's Darran T9 GTR had been level with Swift after two stages, but ended the third six seconds adrift in fourth, with Martin Hodgson/Tony Jones' Escort and Mark Jasper/Don Whyatt's Proton Millington completing the early top six.

A lengthy delay after Kelly's off and a shorter one to remove Stone's car caused the cancellation of stage four and dusk was already closing in as

they lined up for the start of stage five.

Swift took two seconds out of Woodhouse's lead and continued to consolidate second over Quigley. But Edwards' hold on fourth had begun to come under threat from Will Owen/Rob Hopewell's Escort. "It's our first time here," said Owen. "We were on the rev limiter and had the wrong tyres on for the first two stages."

They weren't the only crew on the move though, as Arron Newby/Gary Tomlinson's Subaru Impreza moved into sixth at Hodgson's expense. "I had an off on stage one, then the power steering failed and there was a little excursion on stage three before we began to settle," Newby added.

Three stages remained, but after more than half of the remaining field had completed the final run, it was cancelled after Tom Blackwood/Gordon Winning's Escort had partially blocked the stage.

Woodhouse therefore took the win by 21 seconds. "It was a challenging day, but we tried to be smooth and consistent, even though we started the last stage not knowing what our lead was," he said.

Paul Swift, meanwhile, was happy to finish a clear second.

"We nearly went off at the first corner of the last stage, so we decided to back off as we had nothing to gain

and a lot to lose," he explained.

Newby had managed to snatch third on the last stage with the fastest first run, but the stage cancellation handed the place back to Owen, while Quigley and Hodgson completed the top six.

Aaron Rix/Rob Cook won Class A in their Ford Ka, after early leaders Ken Sturdy/Richard Wood's Vauxhall Nova and the MG ZR of David Coatsworth/Thomas Bruce retired with fuel pump failure and a broken gearbox, respectively. Sam Johnson/Joe Morgan's SEAT Arosa was seven seconds adrift in second.

In Class B Paul Sheard/Toby Marshall's Mazda MX-5 led until the final two night stages, with Mark and John Burton's Ford Fiesta XR2 snatching the spoils, as Matt Wood/Pete Kettle's Vauxhall Corsa retained third throughout the day.

Quigley's Clio was never headed in Class C, but having run in the top 10 overall all day, Tom Walster/Peter Shaw's Suzuki Swift retained second in class and ninth overall, despite breaking a driveshaft on the cancelled final stage. Newby was the class 6 victor.

Josh and Tommy McErlean's Peugeot 107 was the junior winner, with Ewan Tindall/Paul Hudson's Citroen C1 and the Nissan Micra of Tommi Meadows and Gareth Hooper holding stage all day in the other podium places.



Quigley's Clio Cup car took the win in Class C, as well as fifth overall

### RESULTS

#### NHMC Cadwell Stages, MN Circuit Rally Championship, round 2/7

POS	DRIVER-CO-DRIVER	CAR	TIME
1	Ian Woodhouse/Paul Rowland	Ford Escort Mk2	34m26s
2	Paul Swift/Jessica Swift	Ford Escort Mk2	+21s
3	Will Owen/Rob Hopewell	Ford Escort Mk2	+54s
4	Arron Newby/Gary Tomlinson	Subaru Impreza	+56s
5	Steve Quigley/Peter Littlefield	Renault Clio Cup 172	+1m01s
6	Martin Hodgson/Tony Jones	Ford Escort Mk2	+1m26s
7	Bruce Edwards/Jim Smith	Darran T9GTR	+1m40s
8	Graeme Bell/Russ Radford	MEM Proton Satria Neo	+1m40s
9	Tom Walster/Peter Shaw	Suzuki Swift	+2m11s
10	Terry Clarke/Dan May	Ford Escort Mk2	+2m17s

11 Mike Taylor/Martin Haggart (Talbot Sunbeam Lotus); 12 Tom Blackwood/Gordon Winning (Escort Mk2); 13 Mark Jasper/Don Whyatt (Proton Satria Neo); 14 Mike English/Andy Robinson (Escort Mk2); 15 John Griffiths/Nigel Wotton (Impreza); 16 David Ashburn/Jonny "Tad" Evans (Mitsubishi E10); 17 Mark Burton/John Burton (Ford Fiesta XR2); 18 Paul Sheard/Toby Marshall (Mazda MX-5); 19 Rob Hughes/Sion Cunniff (Ford Focus Millington); 20 Simon Belcher/Peter Butler (Impreza).  
**Class winners:** Aaron Rix/Rob Cook (Ford Ka); M Burton/J Burton; Quigley/Littlefield; Newby/Tomlinson; Phil Burton/Kate Burton (Proton Satria); Josh McErlean/Tommy McErlean (Peugeot 107).

## Impreza pair Rowledge and Stewart leave it late to claim Challengers victory

### Challenger Stages 2016

By Ian Harden

**Organiser:** Bournemouth and District Motor Club **When:** November 20 **Where:** Bovington Camp, Dorset **Championship:** ASWMC Sealed Surface; ACSMC Tarmac **Stages:** 6 **Starters:** 61

A last-stage charge allowed Kevin Rowledge and co-driver Michael Stewart to overhaul long-time leaders Andy Vey/Richard Fletcher to win the inaugural Challenger Stages by six seconds.

In Rowledge's first rally for more than three years, he and Stewart dominated the rally's second half in a Subaru Impreza S12B – setting three fastest times in a row to hunt down Vey's

Mitsubishi Lancer E4 in the closing miles of the event.

Overnight rain drained steadily from the course but left damp patches, especially on the approaches to chicanes. Vey, a wet weather specialist, set the early pace, leading Ross Daniels/Paul Mankin and Mark Welch/Andy Hollingham (both Imprezas). Eian Pritchard and Steve McPhee gave chase to the leading three cars in their Ford Focus WRC early on, having recovered from a first-stage spin. Slightly further back, the Ford Escort Mk2 of Geoff Bennett and John Billett – sporting a new

paddle gearshift – provided a strong challenge to the 4WD cars in sixth.

But the afternoon stages became a Rowledge benefit as he leaptfrogged his rivals one by one.

The result hinged on the penultimate stage; Rowledge went fastest while Vey spun approaching a chicane and lost 13 seconds. The Impreza driver then went 7s quicker on the final run to clinch victory.

Bennett continued his strong pace, surviving a late-day alternator problem to take third. Pritchard finished fourth despite a time-consuming overshoot at a chicane, while fifth-

placed Daniels lost time after fitting dry weather tyres too early.

Welch fought back from a stage-three spin to finish sixth, 5s ahead of Tim Self/Nick Vigors (Impreza) who struggled with a persistent anti-lag problem.

#### Results

1 Kevin Rowledge/Michael Stewart (Subaru Impreza S12B) 41m21s; 2 Andy Vey/Richard Fletcher (Mitsubishi Lancer E4) +6s; 3 Geoff Bennett/John Billett (Ford Escort Mk2); 4 Eian Pritchard/Steve McPhee (Ford Focus WRC); 5 Ross Daniels/Paul Mankin (Impreza); 6 Mark Welch/Andy Hollingham (Impreza); 7 Tim Self/Nick Vigors (Impreza B13); 8 Ray Read/Stuart Anderson-Peters (Audi Quattro); 9 Jerry Bailey/Graham Lacey (Escort RS); 10 Ben Parker/Alf Chanter (Honda Civic). **Class winners** David Cooper/James Cooper (MG ZR); Bryan Whale/Steve O'Leary (Vauxhall Nova); Bailey/Lacey; Bennett/Billett; Rowledge/Stewart.

### ROAD RALLY ROUND-UP

The Volkswagen Golf GTi of Dale Furniss/Michael Gilbey took a narrow victory over perennial bridesmaids Mark Lennox/Ian Beamond (Ford Escort) on the **Peak Revs Rally** – the two crews separated by just three seconds at the finish. Gary Roberts/Darren Ikin were fastest on two of the three 'droppers' but lost 30 seconds on the third – enough to put them in fifth place at the finish.

Fallen leaves and mud made the lanes treacherous with conditions made worse by torrential rain, which fell throughout the night. Despite this, only four cars failed to make it to the finish.

Similar conditions affected the **Dansport Rally**, where Guy Robinson/Max Freeman (Subaru Impreza) dominated. The Peugeot 306 of Andy Smith/Carl Williamson had challenged at one point – indeed, the pair led for some of the rally – but was more than a minute down by the end.

#### Ian Mills

**Results**  
**Peak Revs Road Rally**  
**Organiser:** Ludlow Castle Motor Club  
**When:** November 19/20 **Where:** Shropshire  
**Championships:** AWMCC **Route:** 120 miles  
**Starters:** 40  
1 Dale Furniss/Michael Gilbey (VW Golf GTi) 3m35s; 2 Mark Lennox/Ian Beamond (Ford Escort) +0m04s; 3 Cadog Davies/Reian Jones (Proton Satria); 4 Ian 'Dude' Roberts/Gwawr Hughes (Golf GTi); 5 Gary Roberts/Darren Ikin (Peugeot 205); 6 Matt Barker/

John Connor (Peugeot 206 GTi); 7 Craig Judd/Martin Phasey (Peugeot 306 GTi-6); 8 Matty Jones/Osian Davies (Vauxhall Astra); 9 Chris Hand/Mark Rodway (Escort); 10 Richard Williams/David Price (Ford Sierra).  
**Class winners** Jamie Crump/James Dowley (Escort); Luke Box/Shane Cairns (Subaru Impreza).

**Dansport Road Rally**  
**Organiser:** Matlock Motor Club  
**When:** November 19/20 **Where:** Derbyshire  
**Championships:** EMAMC, ANEMMC, ANCC & ANWCC **Route:** 140 miles **Starters:** 49  
1 Guy Robinson/Max Freeman (Impreza) 10m11s; 2 Andy Smith/Carl Williamson (306) +1m13s; 3 Owen Turner/Bob Blows (MG ZR); 4 David Leadbetter/Cath Woodman (BMW 318Ti); 5 Jon Bossen/Shawn Hughes (Escort); 6 Allan Storer/Tom Fenton (Satria); 7 Stan Featherstone/Sam Spencer (205 GTi); 8 Rob Yates/Alan Ogden (Peugeot 106 Rallye); 9 Adrian Green/Ian Gibbins (Satria); 10 Bevan Blacker/Nial Frost (106). **Classes** Paul Dyer/Dave Aincham (Nissan Almera GTi); Charles Cordon/Kevin Bardon (Proton Coupe).



# RALLY AUSTRALIA



BY DAVID EVANS

**S**ebastien Ogier's car chief Martin 'Hase' Hassenpflug pressed play, prompting those unmistakable piano chords. Seconds later, Adele delivered the line: *This is the end...* Momentarily, it felt as though the sky would fall.

Three weeks ago in Wales, talk of the end had been roundly dismissed. Rumour. Gossip. Speculation. On the other side of the world, fiction became fact and fact became the beginning of the end. But what a way to end: with a stunning all-Volkswagen fight to write an unbelievably emotional final chapter.

## Day one: 56.65 miles; 11 stages

**Weather: sunny 19-31 celsius**

Forget the dark side. Celebrate good times. Ogier didn't want to dwell on the end of an era ahead of the opening day of Rally Australia.

Andreas Mikkelsen was on a different page.

"You can see it in the eyes of the mechanics," he said, "this rally means something different. It's so sad. I want to stay in this car forever..."

Well, he couldn't. He'd be out of it for the final time come Sunday afternoon, leaving him just three days aboard this World Rally Championship record-breaker.

That was three days to do his bit to wrest a season-long silver from Thierry Neuville. Or three days to shine up his personal shop window before rival team principals start window shopping this week.

"It would be very nice to talk to [those team principals] as winner of the last round of the championship," said Mikkelsen, "but I think I showed the whole year that I have what it takes to fight. In terms of our pace, everything is getting better and better. Our graph is going up."

Earlier this season, when Mikkelsen won in Poland, much of that achievement was overshadowed by the emotion of Ott Tänak missing out on his maiden victory. Arguably, Mikkelsen had driven the better rally in Mikolajki, coping brilliantly with cleaning conditions from third on the road.

It was the same on the beautifully sweeping 'shire' roads south of Coffs Harbour last Friday. Mikkelsen found his mojo, tucked it into the door pocket of his Polo and led for all but one stage through the opening day.

While the Norwegian politely talked down the need for speed to keep him in a seat next season, there was no denying the other two factors driving him harder, further and faster. He wanted second in the championship and he wanted his current employer to go out on a high.

The latter was a sentiment also echoed by Volkswagen team principal Sven Smeets.

"There's only one directive to them this week," said Smeets, "and that's to win. We have to go out on a high."

The seasonal silver was a bit more complicated, with a Thierry Neuville-sized thorn remaining in the side of Mikkelsen's plan. Neuville started Australia 14 points ahead.

"If he doesn't retire, then I have to win," said Andreas. "I got a good feeling from shakedown and I'm sure I can keep that in the rally. I have to take the risk, there's nothing to lose for me."

Fastest on four of the morning's five stages, Mikkelsen's shakedown form had indeed remained and looked like turning into a purple patch when he emerged from Friday with a 15-second lead. The afternoon hadn't been quite so straightforward, but still he was satisfied.

It was a flustered Mikkelsen who landed at the finish of the day's penultimate gravel stage.

"There was a bottle," he said. "It was a water bottle getting underneath the pedal. That was quite intense! We took the water from the end of the stage before and then forgot to give the bottle to the guys at the start of the next one. It was at Anders [Jaeger, co-driver]'s feet, but then it came to my side. I lost the rhythm a bit after that."

Crucially, bottle binned, he found his feet again.

Hyundai stars Dani Sordo and Hayden Paddon had been Mikkelsen's closest pursuers through much of the morning. Sordo's usually cheerful demeanour went south when he got lost on the way to the fifth stage. Two minutes late at the control meant a 20s penalty. Waiting to go into service following the stage, the Spaniard sat in the car, fiddling with his phone. His co-driver Marc Martí had vacated the car, leaving something of an atmosphere aboard the #20 i20.

Asked for an explanation of what happened, Sordo said: "I don't know. We got lost in the dust..."

Silence. He looked up from his Apple only to offer the sort of wry smile and wink which signaled this particular interview was done.

Unfortunately for Sordo, that incident flattened the wave he'd been riding and he slipped back from the fight at the front.

Paddon was the only driver to take a gamble on tyres on Friday morning, shunning his fellow Michelin runners' choice of softs all round in favour of a couple of hard to be bolted onto the front of the car for the day's only forest stage, Newry (which had been shortened from 15 to six miles due to the potential for a dust problem).

"I lost the balance of the car," he said. "The surface in there is softer, I had about four half-spins. That wasn't really acceptable."

There was more self-criticism at the end of the day, when the Kiwi stared at what was left of the Michelins sitting beneath the Hyundai.

"I was too hard on them," he said. "It was my own fault really. I need to drive straighter."

His team-mate Neuville and Ogier got past on Friday's final loose surface stage.

Neuville's effort was impressive from second on the road, but Ogier... well that was vintage Ogier.

The day ended with a couple of meaningless fan-friendly, three-quarter-mile runs up and down the seafront. The Frenchman was fastest on both, breathtaking in his precision and phenomenal in his ability to slow the Polo on tyres battered by an afternoon ripping up the hard-baked,

# MIKKELSEN LEADS THE LONG GO



Mikkelsen beat pedal drama to win VW's last rally

rock-solid New South Wales roads.

"I'm a little surprised to be second," he said, "but we still have a day to go at the front. Let's see what this looks like tomorrow, but still I think the chance for me to win is a long way away. Normally, I would not cheer for another driver, but I am cheering for Andreas today. We want this one. Volkswagen deserves this one."

Ahead of the rally, both Ogier and Mikkelsen had pointed to the Finnish Polo as the one most likely to fulfill that ambition. Latvala, they said, held all the cards. They were absolutely right. Starting sixth on the road, J-ML should have had this one done and dusted on Friday night.

What happened? He crashed.

The left-rear of the Polo got out of line and slapped a bridge early in the Utungun opener. Suspension broken, he and co-driver Miikka Anttila used ratchet straps and everything at their disposal to bring the car through the morning, dropping almost eight minutes in the process.

"This was not what I wanted," said Latvala, rather superfluously. "Now I

must finish the rally with dignity."

**End of day one:**

1 Mikkelsen/Jaeger 57m16.7s; 2 Ogier/Ingrassia +15.4s; 3 Neuville/Gilsoul +22.5s; 4 Paddon/Kennard +23.7s; 5 Ostberg/Floene +33.8s; 6 Camilli/Veillas +46.6s

## Day two: 84.00 miles; 7 stages

**Weather: Sunny 20-34 celsius**

Ogier's demeanour was definitely more bouncy on Saturday morning. He sensed something could be possible. He had a card to play. That card was running softs all around on the first loop.

Despite temperatures on Australia's east coast rapidly rising towards the 30 degree mark, Ogier played his card and set about the 31-mile Nambucca test, ignoring the raised eyebrows around the service park.

But this wasn't a gamble. This was the champion playing to one of his major strengths, notably his ability to drive harder for longer while using his tyres less than anybody. And the theory was simple here: the gravel was so deep, the soft covers would spin through the dirt without clawing at mother earth. And so

it played out. Second in behind Ogier, Neuville lost 9.7s – so much for the theory that each car in would gain 0.2s per kilometre from the cleaning effect.

Mikkelsen took 2.4s, but he knew it wasn't enough.

The scarred front of Ogier's Polo told its own story.

"I was flat-out," said Ogier, with a smile. "I pushed so hard, it was the maximum. I cut every corner and hit every pole."

On hearing Neuville's time, Ogier said: "He's behind me on the road; I killed him."

Paddon had been looking forward to this weekend all season. "This is my day," he said. "I love these stages, they just suit me."

Good as his word, he took 12 seconds out of Ogier and moved back to second place. But that was as good as it would get for the Kiwi. He didn't beat the number one Polo again and was powerless to stop him coming past on the second run through Nambucca.

Paddon remained in third place at the end of the day, rapidly dispensing questions about whether he would be



Mikkelsen's pedals got in a muddle



'Not the best way to sign off his M-Sport career' Ostberg fails to perform, p23



# ROUND 13

Photos: mcklein-imagedatabase.com

# EN ODDBYE



Mikkelsen held his nerve after tense final dash

## STAGE TIMES

- **SS1 Utungun 1 (4.90 miles)**  
Fastest: Mikkelsen 4m55.9s  
Leader Mikkelsen  
Second Tanak +1.3s
- **SS2 Bakers Creek 1 (10.41 miles)**  
Fastest: Paddon 10m05.5s  
Leader Paddon  
Second Mikkelsen +0.6s
- **SS3 Northbank 1 (5.23 miles)**  
Fastest: Mikkelsen 5m49.3s  
Leader Mikkelsen  
Second Paddon +1.1s
- **SS4 Newry16 1 (15.34 miles)**  
Fastest: Mikkelsen 6m22.6s  
Leader Mikkelsen  
Second Paddon +13.7s
- **SS5 Raceway SSS 1 (0.85 miles)**  
Fastest: Mikkelsen 1m17.6s  
Leader Mikkelsen  
Second Paddon +14.2s
- **SS6 Utungun 2 (4.90 miles)**  
Fastest: Mikkelsen 4m50.5s  
Leader Mikkelsen  
Second Paddon +16.4s
- **SS7 Bakers Creek 2 (10.41 miles)**  
Fastest: Neuville 9m48.8s  
Leader Mikkelsen  
Second Paddon +16.8s
- **SS8 Northbank 2 (5.23 miles)**  
Fastest: Ogier 5m37.5s  
Leader Mikkelsen  
Second Paddon +17.4s
- **SS9 Newry16 2 (15.34 miles)**  
Fastest: Ogier 6m13.8s  
Leader Mikkelsen  
Second Ogier +16.8s
- **SS10 Coffs SSS 1 (0.79 miles)**  
Fastest: Ogier 1m02.4s  
Leader Mikkelsen  
Second Ogier +16.3s
- **SS11 Coffs SSS 2 (0.79 miles)**  
Fastest: Ogier 1m02.0s  
Leader Mikkelsen  
Second Ogier +15.4s
- **SS12 Nambucca 1 (31.57 miles)**  
Fastest: Paddon 28m38.6s  
Leader Mikkelsen  
Second Paddon +13.5s
- **SS13 Valla16 1 (9.22 miles)**  
Fastest: Latvala 8m37.1s  
Leader Mikkelsen  
Second Paddon +13.4s
- **SS14 Raceway SSS 2 (0.85 miles)**  
Fastest: Ogier 1m16.8s  
Leader Mikkelsen  
Second Paddon +13.6s
- **SS15 Nambucca 2 (31.57 miles)**  
Fastest: Latvala 28m07.0s  
Leader Mikkelsen  
Second Ogier +12.0s
- **SS16 Valla16 2 (9.22 miles)**  
Fastest: Neuville 8m31.5s  
Leader Mikkelsen  
Second Ogier +2.8s
- **SS17 Coffs SSS 3 (0.79 miles)**  
Fastest: Ogier 1m01.7s  
Leader Mikkelsen  
Second Ogier +1.8s
- **SS18 Coffs SSS 4 (0.79 miles)**  
Fastest: Mikkelsen 1m01.3s  
Leader Mikkelsen  
Second Ogier +2.0s
- **SS19 Settles Reverse 1 (3.79 miles)**  
Fastest: Mikkelsen 3m06.5s  
Leader Mikkelsen  
Second Ogier +2.6s
- **SS20 Bucca16 (19.00 miles)**  
Fastest: Mikkelsen 17m22.5s  
Leader Mikkelsen  
Second Ogier +22.2s
- **SS21 Wedding Bells 16 1 (5.58 miles)**  
Fastest: Mikkelsen 3m40.8s  
Leader Mikkelsen  
Second Ogier +22.7s
- **SS22 Settles Reverse 2 (3.79 miles)**  
Fastest: Ogier 3m05.1s  
Leader Mikkelsen  
Second Ogier +19.9s
- **SS23 Wedding Bells 16 2 [Power Stage] (8.13 miles)**  
Fastest: Ogier 3m36.8s  
Leader Mikkelsen  
Second Ogier +14.9s

# COLIN CLARK

"Mikkelsen's Rally Oz approach had a touch of genius"



**A**ndreas Mikkelsen is a very handsome man indeed. Am I allowed to say that in this testosterone-fuelled publication? I don't care, because it's fact.

But more than that, he's ridiculously talented, clearly extremely bright, and just to rub in how unworthy the rest of us are, he's an instantly likeable and thoroughly decent young man. If someone is lucky enough to be bestowed with the looks of Adonis, it's just unpalatably unfair then to bless him further with brains, talent and personality.

But you have to admit, he wears all these burdensome attributes terribly well. OK, enough of my clearly envious man-love ramblings, let's just concentrate on Andreas the rally driver.

For the first time in his career, he dominated a round of the WRC and fought off a final-day challenge from Ogier and Paddon to, quite rightly, take Volkswagen's last WRC win here in Australia. Yes, it will be reordered as his third WRC win, but in reality, this is the first of real substance. When he claimed his first victory in Spain last year, he was battling for second place all weekend until Ogier made a catastrophic error on the final stage. Likewise, the win in Poland this year was a safe drive to second until the luckless Ott Tanak picked up a puncture just a few stages from home.

In Australia we witnessed a very different Mikkelsen. I'll hold my hands up and admit I was the first to criticise The Handsome One's very odd fixation with championship position this year. When he quite clearly couldn't win the title, he fixed his sights firmly on second place. I didn't get it. Surely no one is interested in being runner-up? We only remember winners right?

Well I still stand by that, but I now believe Mikkelsen's approach had a touch of genius about it. One thing we have to realise is that the boy himself never doubted his ability to win rallies. Learning how to win a championship is, however, a very different thing.

Colin McRae won 25 times in the WRC but was champion only once. You could argue that Colin didn't know how to win titles – only rallies. Richard Burns on the other hand won the championship in 2001 with only one event win along the way.

So maybe there's a touch of the Burns about Mikkelsen's approach. He wants to be champion and he knows that to achieve that he has to learn how to consistently accumulate points. Putting aside that overriding desire to win at all costs is very often the most difficult discipline for any young champion in waiting to master.

Mikkelsen has discipline this year that is astonishing. Considering the pace he showed in Oz you have to conclude that he quite possibly could have won more rallies this year. But then he would have binned it a few more times as well.

Great drivers and champions never have sublime speed in isolation, they combine speed with intelligence, patience and discipline. Mikkelsen has shown all these attributes in abundance.

sacrificing his own podium finish to allow team-mate Neuville to grab the extra points to go for second place in the championship.

"It's the drivers' championship..." came Paddon's rather caustic response. The fastest time through Valla 2 showed Neuville was willing to do his own dirty work; 21.8s separated him from Paddon with one day to run.

Back to second on Saturday afternoon, Ogier locked on to Mikkelsen, but ending the day just two seconds off the lead was more than even he had expected.

"It should not be possible for me to be here," said Ogier. "There are two reasons I'm here, firstly is because of Jari-Matti's problem. He should have been leading by a long way from his place on the road. The second point is that I take the full risk, normally I never allow myself to do this when we are fighting for the championship."

The other reason? Another freak moment in Mikkelsen's footwell. But this time it was far worse than an errant bottle of water.

continued on page 22



Neuville lost in his challenge for second in the points

NOW TURN OVER TO READ MN'S DRIVER RATINGS



# RALLY AUSTRALIA

M-SPORT CLIENT LIAISON MANAGER

## RICHARD MILLENER

“I learned a lot from sitting in the drivers’ seat...”

**T**he contrast between the last two rounds of the World Rally Championship couldn't have been greater for me.

Last week I was acting team principal in Australia – Malcolm [Wilson, team principal] had stayed in the UK working on our plans for 2017 – but three weeks before that I was seeing my home round of the WRC from a very different position.

I was in the co-driver's seat of a Ford Fiesta R2.

My journey to that co-driver's seat and Wales Rally GB started when [former Red Bull TV reporter] Mike Chen came to see me and said: “I've got a plan...”

It was a simple plan, involving me getting Malcolm to loan him a Ford Fiesta R2T, me agreeing to co-drive and Malcolm agreeing to let me do the event while doing my day job at the same time.

Good job October was a quiet month. A quiet month with only the three rounds of the world championship in! Thankfully, Malcolm saw the promotional value of us doing the event and making a programme for Red Bull TV.

In no time, we were on the start line of Myherin. And, as the fog came down, limiting vision to – just about – the end of the bonnet, Mike mentioned he'd never done a rally before! I have worked on every round of the world championship for the last five years, but the reality of getting to the end of Rally GB dawned on both of us pretty quickly.

It was huge. And we were only doing the National event. Getting through the first stage was like winning the whole rally. Our only drama was a puncture in Hafren, which we stopped to change. In case you're wondering, we didn't trouble Sebastien Loeb's championship best of 90 seconds!

It's only now, sitting in the service park in Coffs Harbour that I really appreciate how much I enjoyed and learned from the experience. A modern day WRC round doesn't really take us away from the service park too often, so the chance to get out and drive the entire route in Wales was fantastic. And it reminded me, once again, what a fantastic sport we have here.

Seeing so many supporters in the forest was incredible, but the crowds on the road sections were actually quite humbling.

The WRC really is something very, very special and thanks to Mike's plan, I got the chance to remind myself why.

Much as I would have liked to have been co-driving in Coffs Harbour last week, I was very glad to be back working for the best team in the best sport in the world.

Keep an eye on Red Bull TV for the programme in the new year.



Ogier pushed but came up short

Continued from page 21

Not far from the end of the stage, the Volkswagen hit something under the car: The force twisted the clutch pedal over and onto the brake, partly depressing the middle pedal.

Mid-stage, the leader grabbed the occasional glance at his feet, desperately trying to figure out what was going on. When he reached the finish, he glared at the pedals: effect had overtaken cause and he'd shipped nine seconds to his team-mate.

Back in service, Mikkelsen had cheered up. Slightly.

“It's simple,” he said. “If I want to win, my last day working for Volkswagen has to be the best day of my life.”

There was an entirely unintentional twisted irony about that.

**End of day two**

1 Mikkelsen/Jaeger 2h15m06.2s; 2 Ogier/Ingrassia

+2.0s; 3 Paddon/Kennard +12.0s; 4 Neuville/Gilsoul +33.8s 5 Sordo/Marti + 59.2s; 6 Ostberg/Floene +1m00.6s.

**Day three: 35.53 miles; 5 stages**

**Weather: sunny 18-29 celsius**

Two seconds. *Two seconds.*

“It's nothing,” said Mikkelsen.

But it could be everything. He grinned.

“Then let's give it everything.”

The contrast at morning service was marked. His car perfect, polished and poised, Ogier waited patiently, leaning on the roof and making small talk with his mechanics. The unmistakable thump of lump hammer on metal came from beneath Mikkelsen's car as his boys continued to straighten the underside after his pedal-twisting whack a day earlier.

They were gone, one more day to play in the Polos.

The building emotion was

defused to some extent by the fight that remained.

Two seconds. Five stages. Mikkelsen stole 0.6s on the opener and readied himself for Bucca – the location for 19 of the day's 35 competitive miles.

This one could be decisive. Through the four split times, Mikkelsen trailed Ogier. Just over halfway through, the champ's advantage in the stage peaked at 2.3s. Mikkelsen trimmed it back 0.6s in the penultimate sector.

Just when we looked to be heading for a tenth-for-tenth kind of a day, Ogier dropped it and spun in the closing mile.

Mikkelsen's lead mushroomed to 22.2s. Elation and devastation were just a Polo apart. But what this rally gave Mikkelsen with one hand it took away with another: Paddon knocked a tyre off a rim, gifting Neuville third

overall and second in the championship.

Forget the war. If there was ever a battle to win, this was it. Mikkelsen knew it.

As the end neared, the emotion began to build again. Andreas couldn't help himself.

“I had to tell Anders how much I will miss this car...” he said.

On any other day or any other rally, interrupting your co-driver in the last mile of a powerstage might have been considered a bit bonkers.

Not on Sunday.

A Volkswagen one-two, 43rd win and 87th podium. These were the numbers at the end of the Polo R WRC's 30,276th and final mile as a factory World Rally Car.

But the numbers mean nothing without the people. As the tears flowed, realisation dawned on the people. Their number was up.

This is the end.

## Lappi laps it up as he cruises to WRC2 win

Open goals don't really exist in motorsport. With an engine and mechanical parts comes the potential for anything to happen. If an open goal did exist in motorsport, Esapekka Lappi stood before it in Australia last week.

And he stood before it in the right kit and a pair of world-class boots. Unsurprisingly, he slotted home the simplest of finishes in his career to date.

The Skoda Fabia R5-driving Finn came to Coffs Harbour needing first or second place in WRC2 to take the title. Having won the last three rounds of the series in the heat of some ferocious fighting, a top-two on one of the most depleted fields of the season wouldn't be too much trouble.

“You never know,” said Lappi with a wry smile before the start.

Three days later, he knew. You got the feeling he'd always known.

His factory Fabia was the class of the field. Fastest on every loose surface stage on the first loop, Lappi was 39.8 seconds clear of Nicolas Fuchs' private Skoda by Friday lunchtime.

Lappi and Fuchs halved the second run at Utungun, but from then on, the scratch times were an all-Finnish affair.

Fuchs was engaged in a scrap for second place with Polish Peugeot driver Hubert Ptaszek. The Peruvian lost time when he whacked a wall on the second

run through Northbank on Friday afternoon. The resultant suspension damage dropped him behind the 208 T16.

A mistake from Ptaszek – he went the wrong way on the Coffs Harbour superspecial stage – allowed Fuchs back in front at the end of Friday, but only 6.6s separated the pair.

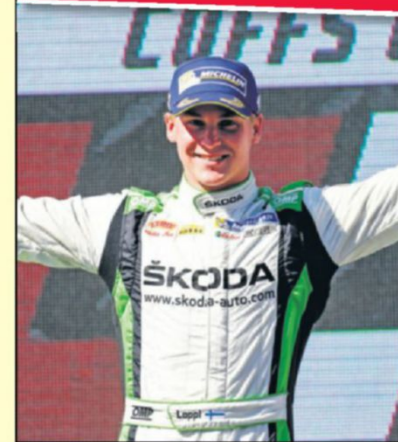
Ptaszek went on the attack in the first shot at the event's longest stage, the 31-mile Nambucca test, but sliding wide and dangling the Peugeot's rear in a ditch reminded him that discretion really was the better part of valour. He backed off and made the finish, but the deal was done back in the same stage later in the day when he dropped a minute and a half after picking up a right-rear puncture.

Fuchs would be second. And a distant second. Lappi was fastest everywhere on Saturday, building a four-minute buffer for the final day.

“I'm very glad to finish this event,” said Lappi. “There wasn't so much competition here, but I was able to use Lorenzo [Bertelli, Ford Fiesta RS WRC] as a benchmark!”

Like Lappi, Frenchman Michel Fabre was making his debut on Australia's WRC round and, like Lappi, he dominated his class. Fabre's domination was born out of the fact that he was the only starter in WRC3, however.

## SUPPORTS



Lappi claimed the title with a victory



Lappi built a solid lead on the first day



# ROUND 13

## DRIVER ANALYSIS BY DAVID EVANS



### SEBASTIEN OGIER VOLKSWAGEN MOTORSPORT

He blotted his copybook with a Sunday spin. Victory would have been a fitting send-off for the WRC's most successful partnership, but second worked almost as well.



9/10

### JARI-MATTI LATVALA VOLKSWAGEN MOTORSPORT

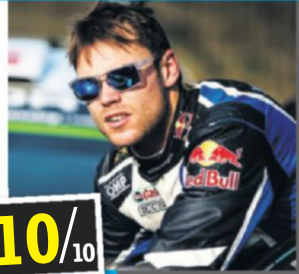
Argh! This win was Latvala's for the taking; this was his moment to stand up and deliver a crushing final win for an eternally patient employer. Instead, he crashed and ruined his chance to depart on a high.



0/10

### ANDREAS MIKKELSEN VOLKSWAGEN MOTORSPORT II

He reckons this was his best ever win and who am I to argue? Sensationally quick, ballsy and confidence-inspiring drive from the Norwegian, who has shown himself more than worthy of a seat at the 2017 table.



10/10

### OTT TANAK DMACK WORLD RALLY TEAM

Second after the opener, Tanak slipped down the order and looked nothing like the driver who had kept Ogier honest in Wales three weeks earlier. Overcooked DMACKs didn't help his cause much either.



4/10

### THIERRY NEUVILLE HYUNDAI MOTORSPORT

Drove well from second on the road, but never looked likely to trouble team-mate Paddon on pace alone. Benefited from the latter's puncture to grab third on the day and second in the season-long reckoning.



7/10

### HAYDEN PADDON HYUNDAI MOTORSPORT N

Still too aggressive with the car on some of the season's most abrasive roads, but gave it absolutely everything – evidence of which was his scorching scratch time through Nambucca on Saturday morning.



7/10

### MADS OSTBERG M-SPORT WORLD RALLY TEAM

Sporadically set some times in line with what we know he's capable of, shortly before slipping back into the miserable grip of mediocrity. Not the best way to sign off on his M-Sport career.



4/10

### ERIC CAMILLI M-SPORT WORLD RALLY TEAM

Talking of signing off on your M-Sport career... Gets five for some solid Friday stages, which belied his lack of experience of this rally, but loses the same number for a pointless final-day shunt while running seventh.



5/10



Strange spot for a job application

### SKODA MOTORSPORT ESAPEKKA LAPPI

7/10

Came to Australia with a job to do and did it to the letter, delivering his first WRC2 title and Skoda's first world championship award for the Fabia R5. Would have got 11/10 if he'd admitted to his Toyota deal...

### LESWALKDEN SUBARU MOLLY TAYLOR

10/10

Drove brilliantly to guide her comparatively heavy WRX to a first Australian Championship title ahead of lighter and pacier opposition. Great to see Molly back at rallying's top flight. Deserves a full-time return next season.

### HYUNDAI MOTORSPORT DANI SORDO

6/10

Ran second for two stages on Friday and looked – briefly – like a genuine threat to the gravel-ruling masses. Lost his motivation and his way at a dusty road section junction, but recovered well to beat Ostberg to fifth.

### TIGER RISK ESCORT MARTY MCCORMACK

10/10

Gets the full 10 for bringing his BDA further south than ever before for the National section of the rally. Suffered tyre wear on the baking stages, but never stopped smiling or going sideways. Big-time favourite with the Aussie fans.

## RESULTS

### ROUND 13/13, 25. KENNARDS HIRE RALLY AUSTRALIA, NOVEMBER 18-20

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Andreas Mikkelsen (NOR)/Anders Jäger (NOR)	Volkswagen Polo R WRC	2h46m05.7s
2	Sebastien Ogier (FRA)/Julien Ingrassia (FRA)	Volkswagen Polo R WRC	+14.9s
3	Thierry Neuville (BEL)/Nicolas Gilsoul (BEL)	Hyundai i20 WRC	+1m12.6s
4	Hayden Paddon (NZL)/John Kennard (NZL)	Hyundai i20 WRC	+1m26.7s
5	Dani Sordo (ESP)/Marc Martí (ESP)	Hyundai i20 WRC	+1m28.3s
6	Mads Ostberg (NOR)/Ola Floene (NOR)	Ford Fiesta RS WRC	+1m41.5s
7	Ott Tanak (EST)/Raigo Molder (EST)	Ford Fiesta RS WRC	+3m04.3s
8	Esapekka Lappi (FIN)/Janne Ferm (FIN)	Skoda Fabia R5	+7m32.3s
9	Jari-Matti Latvala (FIN)/Miikka Anttila (FIN)	Volkswagen Polo R WRC	+7m56.9s
10	Lorenzo Bertelli (ITA)/Simone Scattolin (ITA)	Ford Fiesta RS WRC	+8m00.1s
R	Eric Camilli (FRA)/Benjamin Veillas (FRA)	Ford Fiesta RS WRC	SS21/crash



Some fans jumped for joy

## CHAMPIONSHIP POINTS

DRIVERS		
POS	DRIVERS	PTS
1	Sebastien Ogier	268
2	Thierry Neuville	160
3	Andreas Mikkelsen	154
4	Hayden Paddon	138
5	Dani Sordo	130
6	Jari-Matti Latvala	112
7	Mads Ostberg	102
8	Ott Tanak	88
9	Kris Meeke	64
10	Craig Breen	36



Molly Taylor took Oz title



MANUFACTURERS		
POS	TEAMS	PTS
1	Volkswagen Motorsport	377
2	Hyundai Motorsport	312
3	Volkswagen Motorsport II	163
4	M-Sport WRT	162
5	Hyundai Motorsport N	146
6	DMACK World Rally Team	98

**NEXT RALLY** How will the new WRC era unfold?

**MONTE CARLO** JANUARY 20-22, 2017



# RACING REPORTS

**ANGLESEY: BRSCC BY LEWIS LARKAM**
**NOVEMBER 20**

Photos: Steve Jones, Michael Chester

The battle to be crowned Star of Anglesey went down to the wire as Matthew Cowley narrowly pipped David McArthur to defend his title in the Formula Ford 1600 races.

The 19-year-old, who was the Pre '90 Formula Ford champion in 2015, secured his second consecutive Star of Anglesey trophy after bagging a second-place finish and a victory in his Van Diemen JL13 during a pair of hotly contested races.

Despite only qualifying on the third row at the end-of-season BRSCC Winter Race Day at the Welsh circuit, Cowley made the most of a DNF for polesitter Joshua Smith and a subsequent safety car period to surge into second spot on the rostrum, while McArthur took the race-one win.

Just 1.5s covered the top three by the end of the second race, in which Cowley made a perfect start to storm into the lead at Turn 1. After thwarting a series of advances from McArthur – who needed back-to-back victories to claim the Post '89 accolade – Cowley usurped his rival to win the trophy by five points.

With a number of leading runners absent from the meeting, Ivor Mairs capitalised to snatch the Pre '90 Star of Anglesey honours thanks to a brace of class wins.

A field of just eight cars served up three thrilling encounters in the Winter Global Lights. With winning margins at less than 0.3s in each outing, the Irish series rounded out its annual trip to the UK in style.

The frenetic 15-minute thrashes began in dramatic fashion when early frontrunners Max Drennan, Conor Farrell and James Thompson plummeted to the back after all three came to blows at the fast sweeping

## COWLEY STARS TO WIN ANGLESEY TITLE



Cowley picked up two podiums

right-hander of Church on lap two.

Following a separate spin for erstwhile leader Michael Conway, his father, John Conway, took control of proceedings and held off recovering pair Drennan and Farrell by just 0.13s at the flag.

After multiple lead exchanges during a four-way scrap for the race two win, and having survived late contact with James Thompson, Drennan staked his own claim on the top step by leading home Farrell and Michael Conway.

A perfectly executed final lap – partly aided by an ailing Thompson – allowed Drennan to navigate his

way from third into the race lead in the finale. Drennan denied a third different victor by pulling off a daring overtake around the outside of Farrell at Rocket to seal a last-gasp win.

Doug Carter was untouchable in his Radical PR6 throughout Sunday as he romped to two commanding victories in the Winter Sports Saloons and Caterham Series.

Carter claimed pole position by a whopping 5.8s, before translating his dominance around the coastal circuit by lapping the entire field at least once in both races. Even a 10-second time penalty for a jump

start in the opening race failed to deny Carter from taking a pair of imperious victories.

Out of an eclectic mix of 16 machines varying from Ginetta G40s to an MG Midget, Ginetta Junior graduate Charlie Fagg proved to be Carter's nearest competition as he led home Oliver Thomas and Danny Carroll in his SEAT Leon Supercopa.

Further behind the supreme Carter, Andy Thompson impressively recovered from throttle problems onboard his SEAT Toledo in race-one to record a top-five finish on the back of the grid in the series conclusion.

### RESULTS

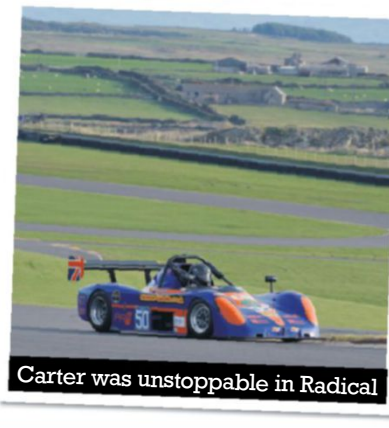
**Winter Formula Ford Series (16 laps)** 1 David McArthur (Van Diemen LA10); 2 Matthew Cowley (Van Diemen JL13) +3.076s; 3 Matt Round-Garrido (Van Diemen JLD16K); 4 Martin Short (Van Diemen JLD12K); 5 Luciano Carvalho (Van Diemen RF05); 6 Ivor Mairs (Mondiale 84S). Class winners Mairs; Colin Williams (PRS RH01); Ian Cowley (Reynard RS88). Fastest lap Joshua Smith (Van Diemen JL13K) 1m11.697s (77.82mph). Pole Smith. Starters 18. **Race two (17 laps)** 1 M. Cowley; 2 McArthur +0.233s; 3 Round-Garrido; 4 Carvalho; 5 Short; 6 Mairs. CW Mairs; Oliver Chapman (PRS RH02); 1 Cowley. FL McArthur 1m11.939s (77.56mph). P McArthur. S 15.

**Winter Global Lights (12 laps)** 1 John Conway; 2 Max Drennan +0.130s; 3 Conor Farrell; 4 Anthony Thompson; 5 Iain Duff; no other finishers. FL Drennan 1m12.517s (76.94mph). P Farrell. S 8. **Race two (12 laps)** 1

Drennan; 2 Farrell +0.207s; 3 Michael Conway; 4 James Thompson; 5 A. Thompson; 6 J Conway. FL M. Conway 1m13.822s (75.58mph). P J Conway. S 8.

**Race three (12 laps)** 1 Drennan; 2 Farrell +0.146s; 3 M. Conway; 4 J. Conway; 5 Conor May; 6 A. Thompson. FL Farrell 1m14.269s (75.13mph). P Drennan. S 8.

**Winter Sports, Saloons and Caterham Series (17 laps)** 1 Doug Carter (Radical PR6); 2 Charlie Fagg (SEAT Leon Supercopa) -1 lap; 3 Oliver Thomas (Subaru Impreza); 4 Danny Carroll (Caterham Roadsport); 5 Bruce Carter (MG Midget); 6 Stuart Middleton (Ginetta G40). FL D Carter 1m08.530s (81.42mph). P Carter. S 16. **Race two (18 laps)** 1 D Carter; 2 Fagg -1 lap; 3 Carroll; 4 Thomas; 5 Andy Thompson (SEAT Toledo); 6 B Carter. FL D. Carter 1m08.144s (81.88mph). P D Carter. S 14.



Carter was unstoppable in Radical

**MONDELLO PARK: FIESTA SIX-HOUR RACE BY LEO NULTY**
**NOVEMBER 20**


Blackchurch squad triumphed in the fog

A dramatic race featuring a red flag and troublesome fog meant the annual Fiesta Six Hours contest was reduced to less than half its scheduled distance with the Blackchurch Ford team eventually being declared the winner.

The delays began with qualifying as sub-zero temperatures and thick fog pushed it back by an hour. When it eventually got underway, it seemed every one of the 32 entries had a stint at the top of the timesheet. When the chequered flag fell, it was Eoin Murray in the Murray Motorsport #32 car who was on pole position. Ulick Burke's Smart Movers team shared the front row, with Kevin O'Hara's LOH Motorsport entry

and Alan Dawson's Mr Gearbox Mr Clutch car on row two ahead of a bulging grid for this popular event.

Murray led away cleanly from the delayed start but immediately came under pressure from Burke with the Keith Dempsey Southside machine right with them in third. Burke displaced Murray for the lead at the final corner on lap 10 with a superb move. Murray subsequently retook the lead but Burke replicated his earlier switchback at Southside corner to snatch the lead again, the pair battling as if it were a 10-lap sprint. On lap 40, Murray again got by Burke – this time around the outside of Mobil corner.

Inside the second hour, FF1600 star Niall Murray, having taken

over from brother Eoin, chased down the Burke car, now with Garret Burke at the wheel, getting close before the safety car was dispatched when a car parked in the gravel at Turn 1.

When racing resumed, Murray had a strong lead as Burke's team remained in the pitlane, having pitted too late under the safety car. Emer Campbell ran in second for Campbell Racing with Murphy Prototypes boss Greg Murphy in third. Murphy sliced by Campbell, subsequently assuming the lead when Murray pitted and handed over to Michael Devaney just before the two hour mark.

Around the same time, Team Barrable retired with a blown engine. John Morris' Team Weight Watchers had climbed



The battered remains of the frontrunning #32 car

to second but received a three-lap penalty (subsequently reduced to a single lap) for breaking the red light at the end of the pitlane, initially dropping them to 17th.

At the two-and-a-half hour point, the Micksgarage.com car suffered a massive engine failure, with the resultant oil slick at Bridgestone Corner sending a number of runners into the gravel. The safety car was deployed again, which bunched the pack up.

When the frontrunning LOH Motorsport machine dumped fluids at turn two, John Denning, having taken over in the Murray Motorsport #32 lost it, triggering a massive shunt as he was collected by team-mates Murray Motorsport #30, among others, with a safety car period being

quickly superseded by a red flag.

After a long delay and two different regrids, the decision was taken not to restart the race as the lingering fog had finally descended over the entire circuit.

Initially, the Murray Motorsport #30 car of Hugh Grennan, Dave Maguire, Rod McGovern and John Farrelly was declared the winner but later in the evening, after a number of protests and appeals, the Blackchurch Motors entry of Kevin Doran/Shane McFadden/Sean Lillis showed at the top of the final result sheet.

The Murphy Prototype/Murray Motorsport entry of Murphy, Colin Lewis, Paul Dagg and Sean Doyle was second and the #30 Murray car back to third.

### RESULTS

**Fiesta Zetec Endurance Race (129 laps)** 1 Blackchurch Ford (Kevin Doran/Shane McFadden/Sean Lillis); 2 Murray Motorsport #18 (Colin Lewis/Sean Doyle/Greg Murphy/Paul Dagg) +53.364s; 3 Murray Motorsport #30 (Hugh Grennan/Dave Maguire/Rod McGovern/John Farrelly); 4 Murray Motorsport #19 (John Lally/Barry English/Michael Cullen/Sean Lally); 5 Mr Gearbox Mr Clutch (Alan Dawson/Keith Dawson/Alastair Kellett); 6 LOH Motorsport (Kevin O'Hara/Dan Polley/Adam MacAulay); 7 Weight Watchers (Darren Lawlor/John Morris/Roy Tobin/Philip O'Rourke); 8 Campbell Racing (Keith Campbell/Emer Campbell/Colm McCloughery); 9 Archer Motorsport (Andy Kavanagh/Fergal Collins/Denis Conheady); 10 Mondello Mafia (Philip Lawless/Roddy Greene/Ken Elliot/Ian Beatty). Fastest lap Murray Motorsport #32 Eoin Murray 1m11.277s (58.06mph). Pole Murray Motorsport #32 (Murray/Niall Murray/Michael Devaney/John Denning). Starters 32.



# RACING REPORTS

## MACAU F3 GRAND PRIX BY MARCUS SIMMONS

## NOVEMBER 19/20

Photos: LAT

# DA COSTA TAKES SECOND MACAU GP VICTORY



Antonio Felix da Costa took win

Da Costa surged ahead to take his second Macau GP

**Antonio Felix da Costa held off a late attack from Felix Rosenqvist as the old guard of the Macau Grand Prix ruled the roost in the 2016 running of Formula 3's blue-riband race.**

Da Costa took the lead off Carlin Dallara-Volkswagen team-mate Sergio Sette Camara after the first of two safety-car periods, getting the slipstream off the Brazilian Red Bull Junior, whose plans to put the hammer down early were foiled by the late switching off of the safety car's lights.

The second caution period ended with a textbook restart from BMW factory-contracted da Costa. Sette Camara managed to draw alongside on the long run down to the Lisboa bend, but the Portuguese had the inside line.

Soon da Costa faced a potential new challenger in Rosenqvist. The Swede had struggled for speed for much of the weekend with the all-conquering Prema Powerteam squad, but radical changes to the set-up of his Dallara-Mercedes paid off in the final. Rosenqvist, winner of the previous two runnings of the event, raced from sixth to third, and then passed Sette Camara for second into Lisboa on the penultimate lap.

It looked as though Rosenqvist might just have enough pace to catch da Costa, and he

set fastest lap to close the gap to one second heading into the final tour. But that wasn't quite close enough to get into the tow, and da Costa was able to bag a second Macau win to add to his 2012 victory, which was also earned with Carlin.

Sette Camara hung on for third, ahead of a battle for fourth, which was taken by Japanese champion Kenta Yamashita over Callum Ilott.

Yamashita was given the blessing of his patrons at Toyota to switch to British team T-Sport for Macau, driving the Brackley squad's ThreeBond-backed, Tomei-engined car. He proved a star all weekend, featuring in the fight for pole and in the leading bunch through both races. His fight with Ilott was an entertaining one, the Brit struggling for balance in this race in his Van Amersfoort Racing car. Ilott had made a stunning getaway from second on the grid to lead into the Reservoir kink, but Sette Camara, da Costa and Yamashita all towed past him on the run down to Lisboa, where he found himself on the outside line and was also passed by Rosenqvist.

George Russell took pole position for the qualification race in his Hitech GP car after a stunning performance in the quicker Friday session. Most of the field went out on

used tyres at the start before heading to the pits for new Pirellis halfway through. But from then on the session was interrupted by numerous red flags, while light rain began to fall near the end. Despite this, Russell pulled out a monster lap to take pole from Ilott, with da Costa lining up third.

As Ilott would find out on Sunday, Russell's cracking start to Saturday's qualification race proved counterproductive as he was slipstreamed by Ilott, da Costa and Sette Camara. He lost a further place to Yamashita before the end of the race, and finished fifth, but was still confident for Sunday. Up front, da Costa made the most of a safety car to tow past Ilott at the restart. Ilott kept da Costa on his toes for the rest of the race, but couldn't quite get close enough to mount an attack.

Russell's optimism proved ill-founded, with both the Brit and 2011 Macau-winning team-mate Daniel Juncadella struggling for straight-line speed in the Grand Prix, despite going ultra-low on downforce. It resulted in Carlin's Jake Hughes, the GP3-regular Brummie having just his second race weekend in F3, making brake-locking passes on Juncadella and then Russell to grab sixth, and the honour of best Macau rookie.

Double R Racing looked in decent shape in the qualification race, with Dan Ticktum producing an eye-opening drive to take ninth place after holding off experienced team-mate Alexander Sims, whose qualifying efforts were hampered by a late red flag on a lap that should have put him fourth on the grid. Ticktum's bid in the Grand Prix ended when he was taken out in a collision with Pedro Piquet, who went on to finish ninth in his Brabham BT52-liveried Dallara, while Sims finished 10th.

Lando Norris briefly held pole position on his Macau debut, but his chances were ruined when he crashed on the first lap of the qualification race. The Formula Renault Eurocup champion charged his Carlin car up from 26th on the grid to 11th at the finish, and will surely be a title contender in F3 next season.

The other Brits didn't get a chance to shine. Sam MacLeod looked on for a top 10 with Fortec Motorsport but bent a trackrod in a brush with the wall in the qualification race, then was forced wide by a multi-car collision (in which he was not involved) in the final and finished 17th.

Jann Mardenborough struggled with his B-Max car's inability over the bumps all weekend and ended up 20th.

## Unlucky Nash loses TCR glory

James Nash lost out on the TCR International Series title at the final hurdle in Macau last weekend after getting taken out of the first race in a clash with Mato Homola.

Nash was running in fourth place in a chaotic race, which was resuming after a red-flag period, when the Slovak B3 Racing SEAT driver tried to pass Nash's Craft Bamboo SEAT into Lisboa. The incident damaged Nash's suspension, and he was unable to finish the race, while Homola crashed into the barriers, triggering a pile-up and blocking the track.

Stefano Comini, the 2015 champion, won the first race in his Leopard Racing Volkswagen, with the half-points awarded putting him just 0.5 adrift of Nash going into the finale, but with the advantage of starting on pole while Nash was buried in the pack.

Comini drove a cautious race, falling to fourth, while Nash fought through to eighth, but it wasn't enough to prevent Comini becoming the TCR king for the second season. "It was a good season but not good enough," said Nash. "It was a difficult and disappointing weekend, but that's how things go sometimes. I don't understand where Homola wanted to pass, there was no space, it was silly..."

A fantastic start from third on the grid gave Tiago Monteiro, guesting in the TCR with the WestCoast Racing team, a race lead he would not lose.

Monteiro fended off a six-car lead pack to take the victory – and the Guia crown – from Comini's team-mate Jean-Karl Vernay and Craft Bamboo SEAT driver Pepe Oriola. Josh Files finished sixth in his Target Honda.



Jake Hughes was top Macau GP rookie in sixth place

## 62ND MACAU GRAND PRIX

Date: November 20 Laps: 15 Weather: Sunny, dry

POS	DRIVER	TEAM/CAR	TIME
1	Antonio Felix da Costa	Carlin Dallara/Volkswagen	37m57.447s
2	Felix Rosenqvist	Theodore by Prema Dallara/Volkswagen	+1.603s
3	Sergio Sette Camara	Carlin Dallara/Volkswagen	+3.194s
4	Kenta Yamashita	ThreeBond with T-Sport Dallara/ThreeBond	+3.862s
5	Callum Ilott	Van Amersfoort Dallara/Mercedes	+4.348s
6	Jake Hughes	Carlin Dallara/Volkswagen	+6.191s
7	George Russell	Hitech GP Dallara/Mercedes	+7.027s
8	Daniel Juncadella	Hitech GP Dallara/Mercedes	+7.840s
9	Pedro Piquet	Van Amersfoort Dallara/Mercedes	+9.361s
10	Alexander Sims	Double R Dallara/Mercedes	+11.294s

Winner's average speed: 90.16mph Fastest lap: Rosenqvist 2m11.080s (104.44mph). Pole: Da Costa. Starters: 28.

Qualification race (10 laps) 1 Da Costa; 2 Ilott +0.850s; 3 Camara; 4 Yamashita; 5 Russell; 6 Rosenqvist; 7 Juncadella; 8 Daniel Ticktum (Hitech GP Dallara/Mercedes); 9 Sims; 10 Hughes. FL Ilott 2m11.445s (104.14mph). P Russell. S 29.



Russell lacked straight-line speed



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# INSIGHT: HISTORIC TRIALS

Photos: Paul Lawrence

# BOOM TIME

## ON THE MUDDY HILLS



The historic sporting trial movement is one of the fastest growing branches of the sport. By Paul Lawrence

**S**porting trials have been around for over 60 years, offering low-speed, high-skill competition in purpose-built two-seaters against steep and often muddy hillsides.

It is a quintessentially British sport where skill and finesse are the key factors and it has a dedicated competitor following. Yet until five years ago, it was purely a modern sport for the remarkably agile cars of the current era.

Sitting in garages and sheds were all sorts of cars dating from the 1950s through to the 1970s and there was little or no use for them. But that all changed after a chance conversation and it was former trials driver Martyn Halliday who took up the idea and ran with it.

At the time, Halliday was racing a Lotus 23 in the Guards Trophy and a conversation with fellow racer Michael Schryver was the catalyst.

"Michael bought a Cannon and I arranged for him and his friends Marcus Pye and Simon Hadfield to visit Ian Wright to see what a trial was all about," said Halliday. A day sampling trials cars at Wright's Kent base led to the suggestion of competition for period cars.

"I thought it was a good idea," said Halliday. "I'd been trialling since the early 1970s, including modern sporting trials and I then went racing with the HSCC. I got talking to Grahame White, boss of the HSCC, and he said he'd still got his original trials car from the early 1960s and it gelled from there."

The journey into the unknown really kicked off in May 2012 when

the newly-formed Historic Sporting Trials Association held its first trial at the excellent Long Compton site in Warwickshire. There 22 starters from 25 entries made the idea an instant hit. "I was amazed at the number of spectators that came along," said Halliday. "It was lovely to see many old trials friends meeting up for the first time in years, which helped generate a very relaxed atmosphere. For our first event we had 13 Ford 1172-engined cars entered."

Halliday and Wright were the driving force behind getting the idea off the ground and continue to work tirelessly to promote and develop historic sporting trials. Wright is particularly skilled at setting out hills that can challenge and reward experienced competitors and newcomers alike.

The regulations mirror those used in the National Trials Formula in period and there are two classes. The historic division is for the cars from 1953 to 1970 and the post-historic division is home to cars from 1971 to 1974. In the historic cars, Ford 1172 and BMC A Series engines are the most common, while the post-historic class features Ford crossflow, Hillman Imp and bigger BMC power units.

That first trial was followed by more over the winter of 2012/2013 as support grew rapidly. Significantly, many of the new converts came from historic racing and close links with the Historic Sports Car Club proved invaluable as a gaggle of racers saw an opportunity to have some low-cost winter motor sport in the company of like-minded mates.

Four years on from the inaugural trial, the HSTA returned to Long



Grahame White gets stuck in



Camaraderie is part of the fun

Compton back in May for the fifth anniversary trial and Halliday was bowled over with an entry of 57 drivers, many of them sharing cars.

"It is amazing and the support is unbelievable," said Halliday. "It has grown faster than anyone expected and it wouldn't have happened without the support of the HSCC and the racers."

Those regularly sampling muddy hills include HSCC Chairman Frank Lyons, board members and racers Peter Hore, Andrew Mansell and Stuart Tizzard, Formula Ford racers Westie Mitchell and his sons Ben and Sam and father-and-daughter Roger and Rachel Arnold, Formula 5000 pilot Chris Atkinson, Tim Kary from Historic Formula 3 and Historic F2 racer Mike Bletsoe-Brown. Others have tested the water by sharing cars and young GT and sports-prototype racer Michael Lyons borrows one of his father's cars on free weekends.



Former TVR Tuscan Challenge racer Grant Tromans takes part

Former TVR Tuscan racer and now prolific historic competitor Grant Tromans reckons it's some of the best fun he's ever had in a car and tempted preparation ace Paul Lanzante to have a go. Even Masters Historic Racing boss Ron Maydon spent a January Sunday getting cold, wet and muddy as passenger in the Cannon of Frank Lyons.

Halliday believes that a calendar of six trials run from the autumn to the spring is just about right and he avoids all historic race dates when planning a calendar. Back on the schedule for the spring of 2017 is a return visit to the Isle of Wight for a two-day event.

"People are still looking for cars and cars still being found," said Halliday. "There are at least another eight cars to come out. The priority is to have fun and we have lots of double drive cars. But we're almost at a point where we are

getting pressure on entry capacity."

These days it is rare for a sporting trial to run with over 50 entries, but that is fast becoming the norm in the historic arena. The HSTA has gone from zero to 57 in less than five years.

In cost terms, few branches of motor sport offer a more affordable day out. A tidy, ready to run Cannon for the historic class can cost around £15,000 while post-historic cars can be bought for between £5000 and £8000. Car depreciation is not a factor right now, with any available cars being snapped up in very short order. A recent Cannon restoration project sold in 24 hours. Running costs are negligible; mainly petrol to and from events and a typical £45 entry fee. One set of tyres will last a season and it all adds up to a day's motor sport for not much more than £100. No wonder it is proving so popular. ■



## SPORTING SCENE

Photos: Frank Love, Hal Ridge

## OBITUARY

Mick 'Duffy' Collard  
1946-2016

Mick 'Duffy' Collard commenced his oval racing career at the age of 16 driving Formula 2 stock cars for Spedeworth at the Reading Tilehurst track when his father bought him an ex-Norman Hicks Y-type Ford.

But it was to be the old Aldershot track which would become almost synonymous with the Collard name, Mick wrecking his last F2 there before moving on to race Saloon Stock cars. When his Mk1 Ford Cortina GT was deemed 'too advanced' for the formula, he cut the car up in disgust, transferred many of the parts to a Ford Anglia, and launched a career as a Hot Rod driver.

In a television interview in 2013, Mick explained from where the nickname had come. "I used to play rugby at school and I used to make a lot of duff passes so I ended up being called Duffy," he explained. "Then, when I raced Hot Rods, I had a reputation for duffing people up so the name just stuck!"

It wasn't long before Mick – or Duffy – was living up to the nickname. He was squaring up to the other aces of the era, notably George Polley and Barry Lee, the trio becoming forever known as The Big Three. Their sometimes less than fully non-contact dices at tracks like Wimbledon, Aldershot, Eastbourne and Ipswich became the stuff of legend and helped fuel the huge following the formula built throughout the 1970s.

It was however, sometimes a Big Three with only two active members with Mick – who often courted controversy – occasionally sidelined through racing bans. Such antics only added to the Collard fan-base though, a following further boosted when a full length feature film entitled 'Hot Rod Breeder & Pig Racer' was released which highlighted Mick's success as both a pig farmer and a race car driver.

Motorsport News sends its condolences to his wife Leslie, son Robert and daughters Karen, Julia and Maria, and his many family and friends.

Graham Brown

TRIBUTES PAID TO  
DUFFY COLLARD

Collard won the World Final in '80



## By Graham Brown

## Tributes have been paid to National Hot Rod legend Mick 'Duffy' Collard, who died on Sunday morning.

While Collard also enjoyed success in both rallycross and rallying at various times during his career, he will be forever remembered as one of the best of the best behind the wheel.

His huge number of race wins are headed by his famous World championship win in 1980, but also included two victories in the Best in Britain, the National championship, the

European, and two British titles.

His son Rob Collard, who is a leading contender in the British Touring Car Championship, said: "It is very emotional. Dad was an inspiration to many, and we are very proud of the way he went about his sport.

"He had a never-give-up attitude and a determination to succeed that was clear in the way he drove. That was one of the things that marked him out to fans and something we will always look back on."

The boss of short oval promotions firm Spedeworth, Deane Wood, said

although Duffy had been in poor health recently, the news still came as a shock.

"Although we all knew Mick had been seriously ill in recent years, he did seem to be doing OK and he was just one of those legends who we all thought would live forever," he said.

Collard was one of the big three that helped make the sport so popular in the 1970s and 1980s, with epic battles between himself, Barry Lee and George Polley.

"He was a huge competitor, a hard competitor and a hard businessman – but I saw another side to him when my

dad died," explained Lee. "He helped me through that period massively. We had some great battles over the years on tracks up and down the country, but we always had respect for each other whatever happened."

Polley added: "Despite all the battles on the track and all that went on, we never really had bad words, never really fell out. I'm glad we met up at the last BTCC round at Brands a few weeks ago – he was still the same old Mick. It's a shame, the end of an era, but he's left a great legacy which Rob and the boys, Ricky and Jordan, will carry on."

## British Super1600 ace Boak set to take on the Irish at Mondello

British Rallycross Super1600 racer Michael Boak will contest the final round of the Irish Rallycross Championship this weekend at Mondello Park alongside MB Motorsport team-mate, Phil Chicken.

The pair will race their Citroen C2s. Boak won the final British RX Super1600 round at Croft last month and finished as top two-wheel-drive car in the Rallycross Grand Prix. He also

won the last round of the BTRDA Clubmans series.

Mondello Park is returning to the British RX calendar for 2017, after a year's absence.

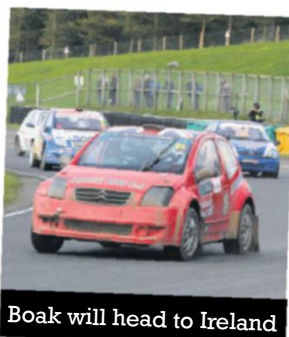
Boak explained: "After a tough year with mechanical gremlins, we have hopefully turned a corner and want to continue the development of the C2 in preparation for 2017.

"I haven't raced at Mondello for a number of years, but

always enjoy racing with our Irish friends."

Willie Coyne, Pat Ryan, Pearse Browne, Lloyd Spendlove and Derek Tohill will fight for the overall Irish Rallycross Championship title.

With two dropped scores, victory for double European Champion Tohill would almost certainly secure him the crown, regardless of other drivers' results.



Boak will head to Ireland

## Junior star Jones gets Swift for Supernational

Recently crowned MSA Junior Rallycross champion Sam Jones will step up to the Supernational Rallycross Championship in a new Suzuki Swift next season.

Jones, who led the Junior title chase for most of the 2016 campaign in one of the toughest fields in recent years, won't compete in a full programme of events in 2017 as the 15-year-old focuses on his GCSE exams.

He hopes to race the new car towards the end of the season in preparation for a full 2018 attack.

"We have recently acquired a Harry Hockly Motorsport Suzuki Swift rolling 'shell', which was an ex-1400 rally car. The modifications have already been made to allow a two-litre Vauxhall engine," said Jones.

Jones had originally intended to graduate to the Super1600 category, but with Supernational grids increasing in size, he and ex-rallycrossing father Mike have decided that Supernational will give the best career progression.



Jones won Junior crown

"We looked at Super1600, the cost effectiveness made Supernational a more attractive option for us," added Jones.

"In my time in Juniors I've made some great friends and for me there was no hesitation to stay in rallycross. I've learnt a lot about racing over the past two years. I've gone from having no experience to winning races and the championship. Juniors was extremely competitive."

Previous winners of the Junior RX series using 1300cc Suzuki Swifts include 2016 European Rallycross champion Kevin Hansen and Swift Sport race winner Aidan Hills.

## New Finnish Rallycross Academy launched for 2017, using Renault Clio Cup racers



Clio makes strong RX car

A new Rallycross Academy has been set up in Finland by former European champion Jussi Pinomaki, aimed at giving aspiring World Rallycross drivers a professional learning environment.

The single-make series, which is set to run at five Finnish Rallycross Championship events in its inaugural season next year, will use latest

specification Renault Clio Cup cars converted for rallycross.

World Rallycross drivers Toomas Heikkinen, Andreas Bakkerud and Reinis Nitiss will be programme mentors.

Drivers of any age can enter the series, but only those between 14 and 24 can claim the top prize, a fully paid drive in the FIA European Rallycross Championship in 2018, or

significant financial assistance to race in RX2, which is the new name for the RX Lites category.

Pinomaki said: "The Clio Cup RX cars use proper technology. Using high-level cars in this sort of programme hasn't been done before. Rallycross drivers need to have a range of skills and we have put everything in place for them to receive mental, physical and PR training too."



## NATIONAL HOT RODS: BEST IN BRITAIN

# MURRAY THE SAINT AFTER BRUISING WIMBLEDON CLASH

### National Hot Rods: Best in Britain

By Graham Brown

Organiser: Spedeworth When: November 20 Starters: 23

**Gavin Murray rose from fifth over the line to eventual winner of a typically controversial Best in Britain event after a raft of penalties were imposed across all the other leading drivers.**

With the event being the last ever Best in Britain likely to be held at the seemingly doomed South London venue, emotions were already running high in any case.

That the race came on the day which had seen the death of Hot Rod legend and first ever Best in Britain winner, Mick Collard (see left), simply piled poignancy on top of sadness.

With the field sensibly split up for three heats, 16 cars took to the track for the opening race.

Shane Bland got away first and seemed set to leave the rest in his wake. That reckoned without Rob McDonald however. The Scot quickly made his way past Stuart McLaird to chase down the leader.

Passing half distance, McDonald appeared poised to launch his attack but that faded away, along with his handling, to allow Bland an unopposed victory. McDonald got disqualified in

any case for a first-lap altercation with Paul Gomm, elevating Murray to second place.

Lee Pepper was first to break in heat two but soon lost out to a charging Billy Wood. Wood extended his lead for the rest of the way with Pepper keeping him in sight but eventually giving best to Layton Milsom for second.

Heat three featured a similar runaway win for Steve Dudman. Once he'd shrugged off Colin Hitch, Dudman was always just increasing the gap between himself and the rest.

'The rest' were putting on an entertaining display though, with Jaimie McCurdy, Jason Kew, Adam Maxwell and Kym Weaver conducting a lively places scrap for most of the race. McCurdy got home second but picked up a contact penalty, handing the position to Kew and elevating the world champion Maxwell to third.

With 21 cars still fit for the final, a hard-fought race was always in prospect and it didn't disappoint.

With Wood on pole and Kew to his outside they looked likely to be vying for the lead into turn one. But that reckoned without a demon start by Maxwell from row two, which almost helped him squirm his way to the front entering the first corner. He didn't quite make it and was forced to drop back to fifth, but this was just the start of the action.

Wood led with Kew and Bland disputing second until Kew got away from Bland and attacked Wood's lead, the two clashing as they exited turn three. This slowed them up and allowed Bland to rush in, the trio running the back straight three-wide before Wood went spinning at the other end of the track.

Bland got through to lead beyond the mid-point with Kew and Maxwell still very much in it.

Kew was mounting another lead challenge just as they were interrupted by yellow flags, thrown after Wood and Terry Hunn clashed, Hunn spinning into the fence and Wood getting black flagged for putting him there.

By this point, seven of the first eight cars had attracted black crosses (which means their conduct would be investigated after the race), so it was already looking like the result might well be decided in the stewards' box after the race.

Leader Bland pressed on with defending champ Kew keeping Maxwell at bay all the way to the flag.

But it was to be fifth-placed man Gavin Murray – the only frontrunner without a black cross – who eventually collected the spoils.

The sixth-placed car home, the Ginetta of Bradley Dynes, inherited second while Bland suffered the displeasure of the stewards, along



Murray claimed the glory after keeping it clean in a turbulent final race

with Kew, Maxwell and McDonald, who were all pushed down the order.

However, after a raft of appeals, the results remain provisional until all cases have been examined.

#### Result

Heat one: 1 Shane Bland (Vauxhall Tigra); 2 Gavin Murray (Vauxhall Tigra); 3 Billy Wood (Vauxhall Tigra); 4 Jason Kew (Vauxhall Tigra); 5 Stuart McLaird (Vauxhall Tigra); 6 Chris

Lehec (Vauxhall Tigra); 7 Jaimie McCurdy (Vauxhall Tigra); 8 Layton Milsom (Vauxhall Tigra). Heat two: 1 Wood; 2 Milsom; 3 Lee Pepper (Peugeot 206cc); 4 Lehec; 5 Adam Maxwell (Vauxhall Tigra); 6 Bradley Dynes (Ginetta G40R); 7 Paul Gomm (Vauxhall Tigra); 8 Dick Hillard (Vauxhall Tigra). Heat three: 1 Steve Dudman (Vauxhall Tigra); 2 Kew; 3 Maxwell; 4 McCurdy; 5 Kym Weaver (Vauxhall Tigra); 6 Bland; 7 Rob McDonald (Vauxhall Tigra); 8 Terry Hunn (Mazda RX-8). Final: 1 Murray; 2 Dynes; 3 Bland; 4 Kew; 5 Maxwell; 6 McDonald; 7 McCurdy; 8 Milsom; 9 Pepper; 10 McLaird.

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MN does not always agree with opinions expressed in letters

## MN SAYS...

# Vauxhall news good for BTCC

Firms are remembering just what a race programme can do

Vauxhall joining the British Touring Car Championship with Power Maxed Racing is a huge boost for the series, and hopefully it can return the brand to the glory days it has enjoyed in the category.

It should be one of five manufacturer-constructor entries on the grid in 2017 alongside WSR-BMW, Dynamics-Honda, Triple Eight-MG and Team BMR-Subaru. That is a pretty healthy roster given the landscape that is emerging elsewhere on planet motorsport. And, from what we hear at *Motorsport News*, this will not be the end of the positive announcements on the horizon concerning the BTCC.

Firms are no longer willing to plough in the millions of pounds that they used to, particularly not for what is only a domestic campaign. Gone are the free spending Super Touring days, but in their place have come a set of regulations which allow a manufacturer to take a close look at the series without giving the bean counters a heart attack.

The legacy of a strong race programme doesn't last for 12 months, it lasts a lot longer, and the BTCC is giving manufacturers the platform to build that history.

**Matt James, Editor (Twitter: @MattJMNews)**



## LETTERS



Motorsport News, November 16

### Ogier for Wilson

Come on Ford management, wake up and smell the bacon. Get your heads together and get Malcolm Wilson the world champion he deserves, and put Ford and M-Sport back on top where they belong. Has a ring to World Rally Champions 2017 don't you think.

**John Buckingham**  
Via email

### Gravel not rash

I totally support Daniel Ricciardo's call for the reintroduction of gravel run-off areas in place of the Tarmac run-off areas currently in situ on most F1 circuits.

As he observes, Tarmac run-off areas do not sufficiently "punish" the driver who ends up on them, this usually being the result of a mistake or over-exuberance on the part of the offending driver.

**Gerard McCosh,**  
Via email

### Nico is Tim Henman

Lewis Hamilton has stated this week that he is a better driver than Nico Rosberg.

I don't know about that. But it seems to me Nico is driving like Tim Henman used to play tennis: always defensively and in second place.

Rosberg is now in the same position as Lewis was in 2008 going in to the last grand prix of that season.

If Rosberg does not win the drivers' championship this season he might not win one at all.

On another note, it is very sad news about Ron Dennis leaving McLaren.

He is a true legend of motorsport and F1. In the 1980s they were the Mercedes of their day.

**Garry Simpson,**  
Via email

### Sad farewell

So it has happened now, and we no longer have Volkswagen in the World Rally Championship.

There was an air of inevitability about this ever since VW's troubles started to surface, but it is a shame that one of the most impressive of all works assaults on the WRC has been the fall guy.

Also, am I alone in feeling slightly sorry for Sebastien Ogier? Yes, his moaning does bore me, but it really should have been him that signed off the campaign with a win.

Instead, it was a driver that can only be described as his understudy, Andreas Mikkelsen...

**Joe Broadhurst,**  
Via email

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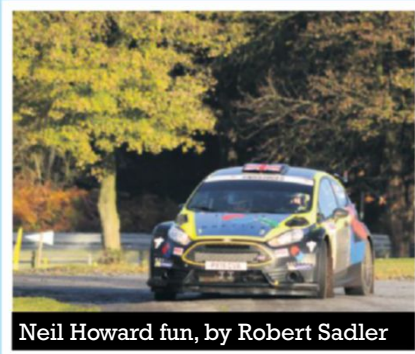
Nic Redhead took this fantastic photograph of Sebastien Ogier on Wales Rally GB 2016



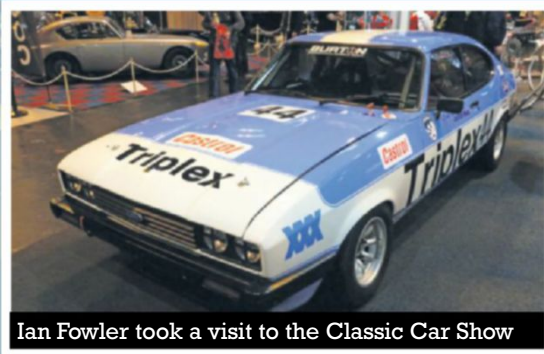
Maurice Carter's picture from Wales Rally GB



John Henderson's Super Touring Trophy photo



Neil Howard fun, by Robert Sadler



Ian Fowler took a visit to the Classic Car Show



Nigel Davies caught a leaping Talbot Subeem



Matthew Spencer enjoyed Spedeweekend



Another from Matthew Spencer



Another classic, a Fairthorpe, by Peter Atkins

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## TV GUIDE

This weekend's Abu Dhabi Formula 1 title showdown is all about Nico Rosberg and Lewis Hamilton. But back in 2010 an incredible four drivers headed to Yas Marina with a chance of taking the crown. That enthralling race is the pick of this week's **Classic F1** offerings on Sky Sports F1 and is sure to whet your appetite ahead of the weekend.

To relive all the action from six years ago, with Hamilton, Mark Webber, Fernando Alonso and Sebastian Vettel all in contention, tune in on Thursday (2100-2330hrs).

Joining Hamilton, Rosberg and co on the F1 grid next year will be Canadian teenager Lance Stroll, who was recently confirmed at Williams alongside Valtteri Bottas. This weekend there will be a full season review of his title-winning season this

year in the **European F3 Best-Of** programme on Motors TV (Saturday, 1210-1620hrs). Over four hours of action from the 30-race season is included and will be a great way to find out about F1's latest new kid on the block.

If you prefer to watch tin-top action, then there are two other Best-Of review programmes on this week. First up is the **VW Racing Cup** (Sunday, 1210-1515hrs, Motors TV), followed immediately after by the **Mini Challenge** (1515-1825hrs, Motors TV).

Finally, rally fans can be kept entertained with highlights from the recent **Pokerstars Rally** that formed part of the Manx Rally Championship (Friday, 2340-0040hrs, Motors TV). Tricky weather meant for plenty of drama in the title-decider.



You can catch the best of FIA Euro F3 on Motors TV

## LIVE TV



The final World Touring Car Championship round is in Qatar

### World Touring Cars: Qatar

■ **Race one:** Friday, 1815-1915hrs, Eurosport 1  
 ■ **Race two:** Friday, 1915-2015hrs, Eurosport 1

### World Rallycross: Rosario, Argentina

■ **Race:** Sunday, 1800-2000hrs, Quest

## LIVE F1 TV



Mercedes men will go to war

### Abu Dhabi Grand Prix Sky Sports F1 HD coverage

■ **Drivers press conference:** Thursday, 1100-1130hrs  
 ■ **FP1:** Friday, 0845-1050hrs  
 ■ **FP2:** Friday, 1245-1450hrs  
 ■ **Team principals' press conference:** Friday, 1600-1630hrs  
 ■ **The F1 Show:** Friday, 1630-1700hrs  
 ■ **FP3:** Saturday, 0945-1115hrs  
 ■ **Qualifying:** Saturday, 1200-1435hrs  
 ■ **Race:** Sunday, 1230-1530hrs  
 ■ **Highlights:** Sunday, 1815-1915hrs

### Abu Dhabi Grand Prix Channel 4 HD coverage

■ **FP1:** Friday, 0855-1035hrs  
 ■ **FP2:** Friday, 1255-1500hrs  
 ■ **FP3:** Saturday, 0955-1125hrs  
 ■ **Qualifying:** Saturday, 1155-1430hrs  
 ■ **Race:** Sunday, 1200-1640hrs  
 ■ **Highlights:** Monday, 0345-0440hrs

### GP2: Yas Marina

■ **Practice:** Friday, 0715-0815hrs, Sky Sports F1 HD  
 ■ **Qualifying:** Friday, 1510-1545hrs, Sky Sports F1 HD  
 ■ **Race one:** Saturday, 1435-1605hrs, Sky Sports F1 HD  
 ■ **Race two:** Sunday, 1015-1130hrs, Sky Sports F1 HD

### GP3: Yas Marina

■ **Qualifying:** Friday, 1110-1145hrs, Sky Sports F1 HD  
 ■ **Race one:** Saturday, 0820-0920hrs, Sky Sports F1 HD  
 ■ **Race two:** Sunday, 0855-0955hrs, Sky Sports F1 HD

## LISTINGS

### RALLYING SATURDAY

■ **Ambleside, Cumbria**  
**Hippo Motor Group Grizedale Stages**  
**Starts** 0930hrs  
**Admission** free  
**Web** grizedalestages.co.uk

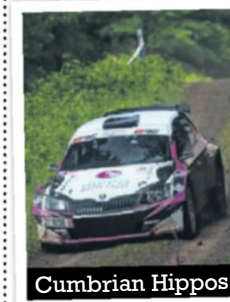
### SATURDAY/SUNDAY

■ **Anglesey Circuit, Ty Croes**  
**Penraeth Group Glyn Memorial Trophy Stages**  
**Starts** 1200hrs  
**Admission** TBA  
**Web** camconline.co.uk

### SUNDAY

■ **Blyton Park, Lincolnshire**  
**Hall Trophy Rally**  
**Starts** 1001hrs  
**Admission** TBA  
**Web** clitheroedmc.co.uk

*Details correct at time of going to press but check with organisers*



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**Editor** Matt James  
 matt.james@haymarket.com  
**Deputy Editor** Robert Ladbrook  
 robert.ladbrook@haymarket.com  
**Group National Editor** Jack Benyon  
 jack.benyon@haymarket.com  
**Junior Journalist** Stephen Lickorish  
 stephen.lickorish@haymarket.com  
**Junior Journalist** Jack Cozens  
 jack.cozens@haymarket.com  
**Group Rallying Editor** David Evans  
 david.evans@haymarket.com  
**Art Editor** Mike Stokoe  
 mike.stokoe@haymarket.com  
**Office Manager** Joanne Grove  
 joanne.grove@haymarket.com

### CONTRIBUTING EDITORS

**Historics editor** Paul Lawrence  
**Grand Prix columnist** Anthony Rowlinson  
**Origination/Repro** Dave Sternberg

**Photography** LAT Images: Steven Tee, Glenn Dunbar, Sam Bloxham, Zack Mauger

### SUBSCRIPTIONS/BACK ISSUES

Motorsport News, FREEPOST RTUC-XCCH-THUS, 3 Queensbridge, Northampton NN4 7BF  
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### PRODUCTION

**Production** Katrina Renwick

### PUBLISHING

**Group Publishing Manager** Sunita Davies  
**Subscriptions Direct Marketing Executive** Maria Fernandez

### MANAGEMENT

**Managing Director** Tim Bulley  
**Publishing Director** Stuart Williams  
**Editorial Director** Anthony Rowlinson

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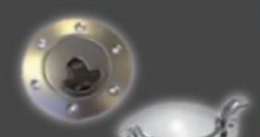
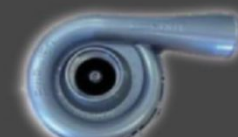


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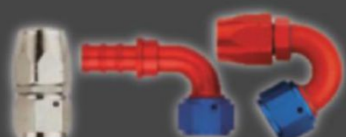
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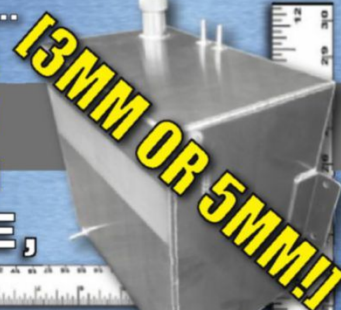
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**Ben Kavanagh**  
 Classified Advertising  
 T: +44 (0) 208 267 5389  
 E: [benjamin.kavanagh@haymarket.com](mailto:benjamin.kavanagh@haymarket.com)

**Katrina Renwick**  
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