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ASTON TO GUN FOR OUTRIGHT GLORY

WEC'S FUTURE REVEALED P2-3



ALONSO AND TOYOTA

RULE LE MANS

Heartbreak at La Sarthe as Brit Conway loses out

By Matt James

Toyota racers Kazuki Nakajima, Sebastien Buemi and Fernando Alonso wrapped up a dramatic win at Le Mans and with it claimed the World Endurance Championship.

The Toyota TS050 HYBRID was able to capitalise on problems for the sister machine of Mike Conway, Kamui Kobayashi and Jose Maria Lopez, which suffered a puncture and got stuck in gear during the final hour of the French classic.

It was Alonso's first world crown since he won the F1 title in 2006. The Spaniard said: "After 18 months, we won Le Mans two times and we are world champions. Sometimes the luck is on your side and you have to take advantage of these moments."

Le Mans future, p2-3 Le Mans report, p4-7



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MOTORSPORT NEWS

JORDAN BACK IN BTCC HUNT

BMW MAN'S BRACE AT CROFT P18



SORDO SPRINGS A SURPRISE

HYUNDAI POUNCES ON FRAIL TOYOTA P22



MOTORSPORT NEWS ISSUE MJ3185 JUNE 19 2019

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DRIVERS HIT THE TARMAC IN BELGIUM



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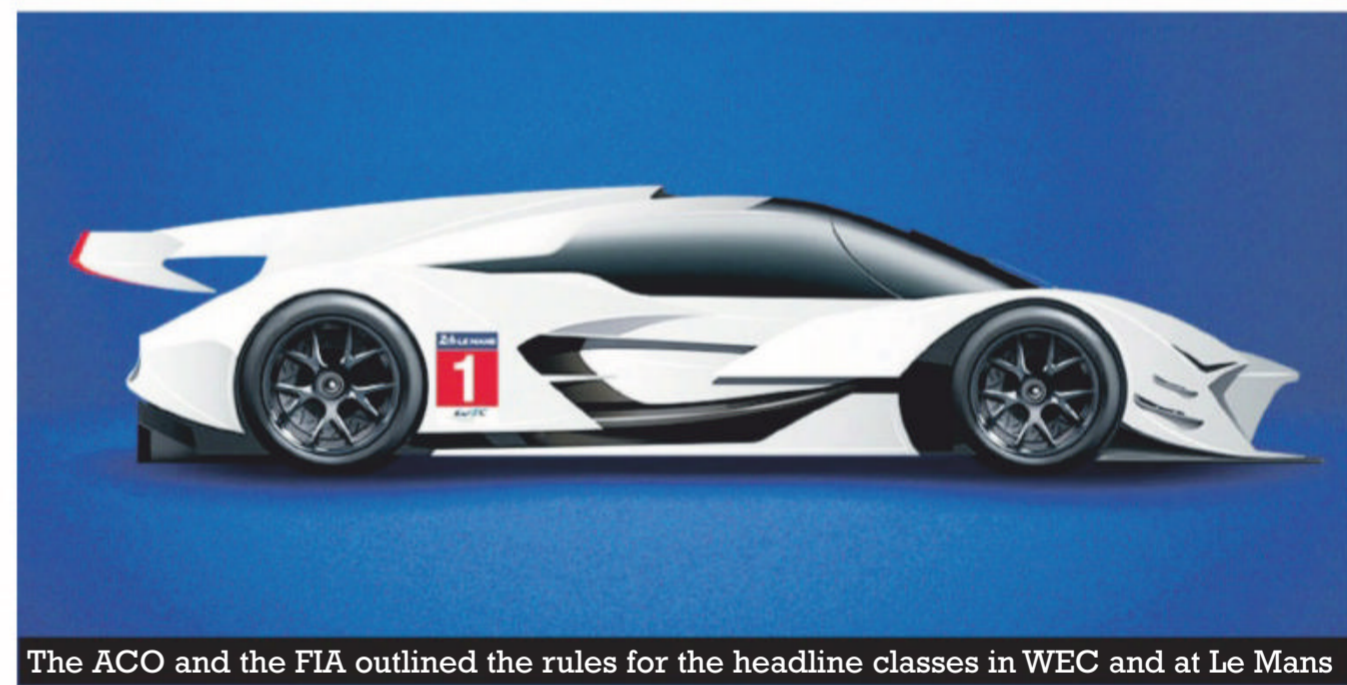


FOR MOTORSPORT NEWS STAFF CONTACT DETAILS PLEASE SEE P35

Two manufacturers sign up as hypercar



Toyota will base its attack on a hybrid-powered prototype, the GR Super Sport road car



The ACO and the FIA outlined the rules for the headline classes in WEC and at Le Mans

ASTON HEADS THE

By Matt James

Aston Martin and Toyota are the first manufacturers to commit to the newly defined hypercar regulations, which are set to revolutionise the World Endurance Championship for the 2020-21 season.

The top class in endurance racing will be opened up to either bespoke prototypes or road-going based hypercars, and they will be able to use either a combustion engine or a hybrid system.

Aston Martin has confirmed that it will field its Valkyrie hypercar, and its design would be done in conjunction with F1 aerodynamics guru Adrian Newey. It will allow the British firm to bid for its first outright victory at La Sarthe since 1959.

Toyota, which has been a mainstay of the WEC since it rejoined the arena in 2012, has remained committed to the category even when other manufacturers such as Audi, Peugeot and Porsche withdrew from the discipline.

Toyota took its first world championship in 2014 and

reclaimed the title this year as Fernando Alonso, Sebastien Buemi and Kazuki Nakajima won at Le Mans last weekend to wrap up the crown.

Aston on the way

Aston Martin, which has been highly successful in the GTE category at Le Mans and in the WEC in recent seasons, will run a minimum of two Valkyries at Le Mans from 2021.

The race car is in the concept stage with full details yet to be finalised.

The announcement was made on the 60th anniversary of Aston Martin's victory in the 1959 event with the DBR1 prototype shared by Roy Salvadori and Carroll Shelby.

Aston Martin president Andy Palmer explained that as well as a "certain appropriateness" to Aston's return to the top tier of the Le Mans grid that there were "commercial reasons" behind the decision.

Palmer said: "In 2021 we will be launching our 003 [the so-called mini-Valkyrie] and the mid-engined Vanquish, so sometimes the stars align.

"The concept of racing real hypercars is a compelling proposition that fits with our current business strategy – that is why we have thrown our hat in the ring."

The entry into the top class of the WEC has been announced as a multi-year programme, which Palmer said would be "at least two or three years".

Aston Martin is yet to reveal details of the team behind the development of the Valkyrie race car, but Palmer said that Red Bull Advanced Technologies and Newey, with which it is collaborating on the road car, would be involved.

"Naturally Adrian will be involved in the aerodynamics as he has been from the start of the programme," he said. "We will have partners and that is part of the way I prefer to go racing – we will pull in the best brains because we don't have the big chequebook."

"This has all been put together relatively quickly, we haven't signed all the contracts yet and we will announce the partners – quite compelling partnerships – shortly."

"We are at the rudimentary stages of concept engineering

endurance regs are firmed up



HYPERCAR CHARGE TO LE MANS

right now, but what I can tell you is that it will have a normally-aspirated 6.5-litre V12 engine that should sound absolutely glorious on the Mulsanne."

Toyota signs up

Toyota has also embraced the new regulations and will remain as a leading player in the category.

The Japanese manufacturer has confirmed it will build a hypercar prototype rather than one based on a road car.

Toyota's challenger will be hybrid-powered and based on the GR Super Sport road car. It is currently in the design phase, but testing of the race car is due to start in 2020 prior to the '20/21 season.

"I am pleased to confirm that Toyota Gazoo Racing will continue its challenge in endurance racing beyond the current regulations," said Gazoo Racing president Shigeki Tomoyama.

"Thank you to the ACO and FIA for their hard work in finalising these regulations, which we hope will bring about a new golden age of endurance racing, with several manufacturers fighting for Le

Mans and the World Endurance Championship.

"For Toyota Gazoo Racing, this new era of competition is a fantastic opportunity to demonstrate our credentials not only as a race team against some of the best in the business, but also as a sportscar manufacturer."

A statement from Toyota said it "enthusiastically welcomes the future challenge of competing against other sportscar manufacturers in the new top category of WEC and the Le Mans 24 Hours and is confident of an exciting, successful period for endurance racing".

Series defined

The WEC organisers, the FIA and ACO, took the wraps off the category at Le Mans in the build up to last weekend's 24 Hours.

The highlights of the technical details include a revised weight, lowered slightly to 1100kg and a changed power output of 750bhp in order for the LMP1 replacement category to reach 3m30s laps in race trim at Le Mans.

The hybrid systems will not be mandatory, but those who choose to head down this route must not

exceed 270bhp, with a GTE-based Balance of Performance system set to be applied in-season to keep the hybrid and non-hybrid machines closely matched.

There are also containment measures on the hybrid power front to help peg back the advantage of a four-wheel-drive system compared to the two-wheel drive entries.

The engine regulations have been designed to be open, with the prototype hypercars allowed to produce a "bespoke" design or a modified derivative from a road-going hypercar.

The road-based hypercars will use a version based on the original car or manufacturer's design.

A "regulated power curve" and a single fuel supplier will also be used to help maintain competitiveness between the variety of cars.

There will be freedom in the design of the hypercars in terms of body and underbody, as long as the styling does not impact on safety criteria.

*Additional reporting:
Tom Errington, Gary Watkins
and Jack Cozens*



Toyota has reaffirmed its commitment even after claiming the title at Le Mans on Sunday

REPORT: LE MANS 24 HOURS

Photos: LAT

Toyota still won – but cruel bad luck meant dominant #7 car was denied. By Tom Errington

LATE DRAMA PUNCTURES LOPEZ'S CHARGE



Alonso, Buemi and Nakajima profited from sister car's woe

The famous cliché is “Le Mans chooses its winner”, but Toyota almost interfered to decide the race.

No, this wasn't some grand orchestration, instead it was a reaction to a moment of utter heartbreak that revived talk of the Toyota curse.

While the manufacturer celebrated back-to-back Le Mans 24 Hours victories and the World Endurance Championship title for Fernando Alonso, Sebastien Buemi and Kazuki Nakajima, it was hard not to remember the late twist in 2016 considering the disaster that afflicted the #5 car that year.

While Alonso can depart as a WEC champion and a two-time Le Mans winner and focus on the elusive

Indianapolis 500 bid, Jose Maria Lopez, Kamui Kobayashi and Mike Conway will look back on a race they somehow lost despite comprehensively outpacing the #8 Toyota.

Lopez, Kobayashi and Conway had conspired to lead 339 laps of the total 385 on offer, with Alonso, Buemi and Lopez never leading for more than 10 laps at a time and usually relying on errors, strategy and well-timed safety car interventions to go ahead.

But, when it mattered, the #7 fell short. With around 62 minutes left on the clock, and having held a two-minute lead for most of Sunday, Lopez slowed between the two Mulsanne chicanes and TV footage suggested his Toyota was stuck in third gear.

Lopez then had to slowly drive the #7 Toyota around the majority of the 8.5-mile circuit before entering the pits.

Toyota confirmed that the #7 car's tyre-pressure sensors had told it that the car had a front-right puncture, with the tyre then changed at the penultimate pitstop. But it transpired the puncture was actually on the left-rear tyre, forcing Lopez to pit again the next time around.

Lopez was then unable to catch up to Nakajima, trailing the #8 car by around 20 seconds as Toyota cryptically informed Nakajima that “the situation is under control”,

while Lopez was told to “please bring the car home”. Lopez admitted he cried on his return lap to the pits, knowing defeat was certain.

“I cannot describe it [the feeling when the problem arrived],” he said. “I cried all the way back to the pits – it's so painful, it's so painful, but it's like this.

“[After] half of the lap, I saw the alarm. It wasn't too bad, because it didn't go too low so I could still go about 200km/h, so that's why I didn't lose much.

“The problem is that when I exited again with a puncture it [the pressure] was too low, and I was risking too much to blow the tyre up and lose everything so I had to go back to the pit at no more than 50km/h.”

Once the final pitstops had shaken out, Lopez trailed Nakajima by around 20s and Toyota team boss Rob Leupen admitted the manufacturer considered intervening, rather than apply its standard strategy of enforcing team orders at the final pitstop.

“We talked it through with the drivers and I think we did the right thing [in not changing the order]. Le Mans chooses its winner again,” Leupen said.

“It's very difficult. We wanted to make it really boring, but that didn't happen. The #7 car was by far the fastest of the two, they all worked very hard.

“We got into a situation where we caught a puncture at the end, and it

hurts a lot that the team didn't respond well to that.”

And Le Mans' choice of winner stings all the more for Kobayashi and Conway in particular, the pair having now finished second at Le Mans in three of the last four around-the-clock races at La Sarthe.

The duo were also crucial in the #7 Toyota's early-race charge that established the order, while Lopez deserves credit for overcoming two mistakes in the night that could have cost it victory sooner than the technical problem that decided the result.

The #7 TS050 HYBRID first drew an advantage when the crew decided to change the set-up it had used so successfully through practice and qualifying – where it sealed pole – and revert to last year's Le Mans set-up during the warm-up.

But come the race, it proved a successful change. Conway's strong starting stint helped build a lead of over a minute clear of the sister car in the opening hours, as the British driver left Buemi in his wake.

The #8 Toyota spent the early hours tweaking and changing the set-up through the early pitstops to find an answer to the leading's car pace – with Alonso also reporting a loose door was impacting the aero.

While it did get on top of the problem, it took an intervention from the safety

car to get the #8 Toyota truly into the lead for the first time during the seventh hour – and only after the #7 had led the first 99 laps.

Nakajima had taken advantage of a slow zone, during which rain was falling lightly, to stop and switch to a new set of slick tyres. Lopez stopped a lap later after the slow zone in anticipation of rainfall that would require the intermediate tyre, but he was then sent back out on the same tyres because the threat did not materialise.

But the safety car influence levelled out when the #3 Rebellion-Gibson R-13 of Thomas Laurent crashed soon after and allowed Lopez to close on Nakajima before making a move for the lead.

The #8 Toyota fought back when Lopez made two errors in quick succession during the eighth hour, with a trip across the Mulsanne corner gravel allowing Nakajima to breeze by for the lead, before a minor off at Indianapolis threatened to become a trend of mistakes.

A similar to-and-fro battle would occur between the impressive Conway and Buemi after the previous two drivers stepped out of the Toyotas but, by the mid-distance mark, the #7 car became increasingly dominant.

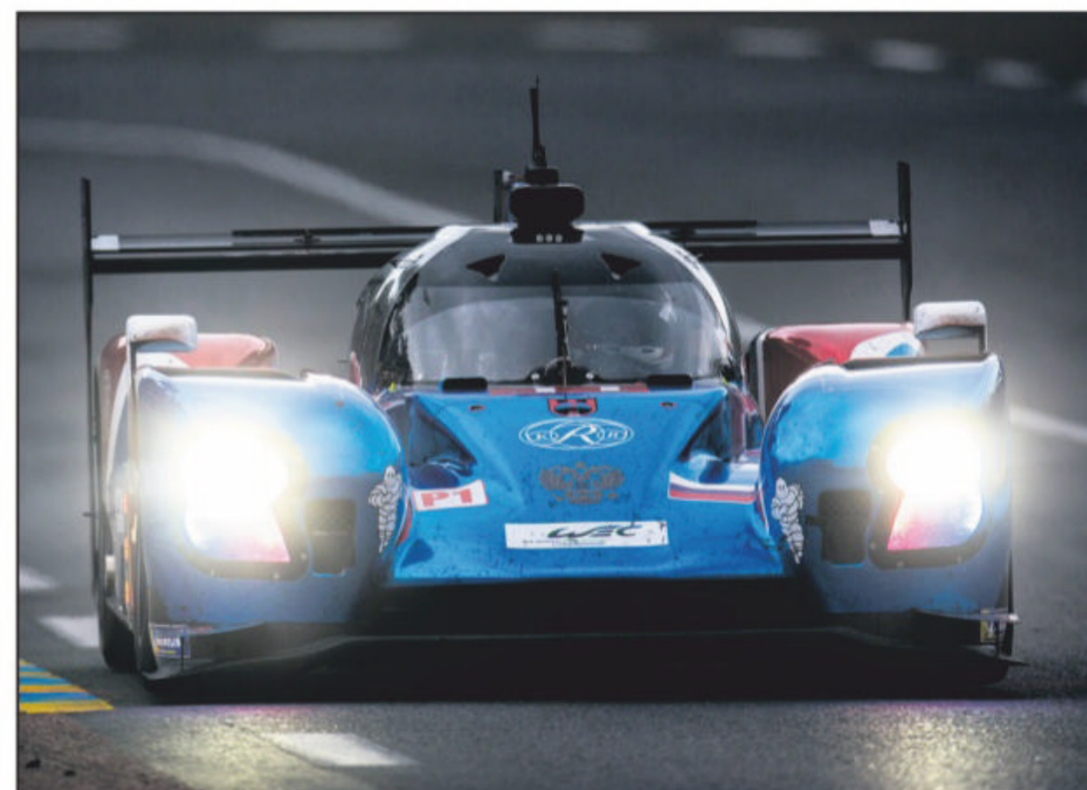
That level of control over the other Toyota only made the heartbreak more painful. But the privateers in the field



Leading #7 car lost race in pits



Alonso (l), Buemi (c) and Nakajima celebrate another Le Mans win, but had luck on their side



SMP machine of Vandoorne, Petrov and Aleshin finished six laps behind Toyotas



This was the closest the privateers got to Toyota

have certainly had similar feelings over the inability to take the fight to the manufacturer over the course of a race distance – as has been the case through the 2018/19 superseason.

In reality, the challenge to Toyota at Le Mans ended on the first lap. Gustavo Menezes's impressive start in the #3 Rebellion allowed him to pass front-row starter Buemi on the first tour before conceding the spot soon afterwards.

But a spate of reliability problems and driver errors ended any chance of a true SMP Racing and Rebellion head-to-head.

Stoffel Vandoorne eventually took the #11 SMP Racing BRE-AER BR1 to the flag in third place, six laps down on the Toyotas, having played a key role in overcoming Rebellion in his first stint by hounding and then passing the #3 car during a slow pitstop.

But it was the #17 SMP car that looked like it had an edge over the privateer field until Egor Orudzhev crashed at the Porsche Curves.

The shunt forced the car Orudzhev shared with Stephane Sarrazin and ex-Formula 1 driver Sergey Sirotkin into retirement during the 11th hour.

Bruno Senna would cross the finishline fourth in the #1 Rebellion, after falling as low as 26th overall following an early puncture.

The #1 Rebellion-Gibson R-13 overcame the sister car after multiple late incidents resigned last-stint driver Menezes to fifth at the flag – six laps down on Senna – and was afflicted by damper problems in the race.

The #3 Rebellion's most costly moment came when Menezes – who impressed in spells – beached the car at the Porsche Curves and required recovering.

Laurent's crash under braking on the Mulsanne in wet conditions also caused a significant delay for the #3 Rebellion before it could continue.

ByKolles and the #10 DragonSpeed BRE-Gibson BR1 were plagued by reliability issues and failed to make the flag, retiring after 163 and 76 laps of the total 385 respectively.

ByKolles now switches its attention to the incoming Hypercar rules after struggling with a shifter problem that curtailed its race in the early hours of the morning after an earlier water leak had dropped it to near the rear of the field.

It may well return for the 2020 Le Mans race and present a Hypercar project. If the WEC is to be believed over the manufacturer interest in the new rules and the promise at parity, a repeat Toyota curse is likely to be far more damaging

than the slower car winning.

For DragonSpeed, the continual gearbox problems led to an unhappy farewell from LMP1 as it opts to focus on IndyCar.

DragonSpeed isn't the only one leaving the top tier of LMP1 to focus on Stateside ambitions. Alonso now leaves the WEC a two-time Le Mans winner and as a series champion with all eyes on completing the elusive final leg of the triple crown: the Indy 500.

"These kinds of races are like a rollercoaster of emotions, sometimes you are two minutes behind, sometimes you are leading," said Alonso. "It was a shocking race, we didn't have the pace to win the race."

"The #7 car was quicker than us for 24 hours and maybe we didn't deserve the victory, but we were lucky and it helped us to get the victory."

How he could have used some of that luck in his latest Indy 500 attempt, failing to qualify with McLaren earlier this year. But now that focus turns squarely to completing the triple crown.

These are the long-term questions that arose from the Le Mans week, and the deja vu of a late Toyota failure will rightly steal the immediate headlines as the Japanese manufacturer's dominant era continues.

Lapierre makes it four from four **LMP2**

Signatech-Alpine sealed the World Endurance Championship LMP2 title in fine style as Nicolas Lapierre, Andre Negrao and Pierre Thiriet repeated their 2018 Le Mans success.

The #36 Alpine crew finished 2m22s ahead of its chief title rival, the #38 Jackie Chan DC Racing ORECA driven by Ho-Pin Tung, Gabriel Aubry and Stephane Richelmi.

It was the third victory at the race for Philippe Sinaut's team in four years, and continued Lapierre's 100% win record in four LMP2 starts at Le Mans.

"We had two targets this weekend and it was hard to decide which one we should focus on," said Lapierre. "In the end, winning this race brought us the title as well."

Although Alpine appeared to have the edge over the #38 crew, particularly after Aubry's charge was halted by a puncture just after 0800hrs, the class victory had looked an unlikely outcome with five hours remaining.

The #26 G-Drive Racing ORECA of Jean-Eric Vergne, Roman Rusinov and Job van Uitert – which is not registered for WEC points – held a 90-second lead until, as Vergne described, "a little piece

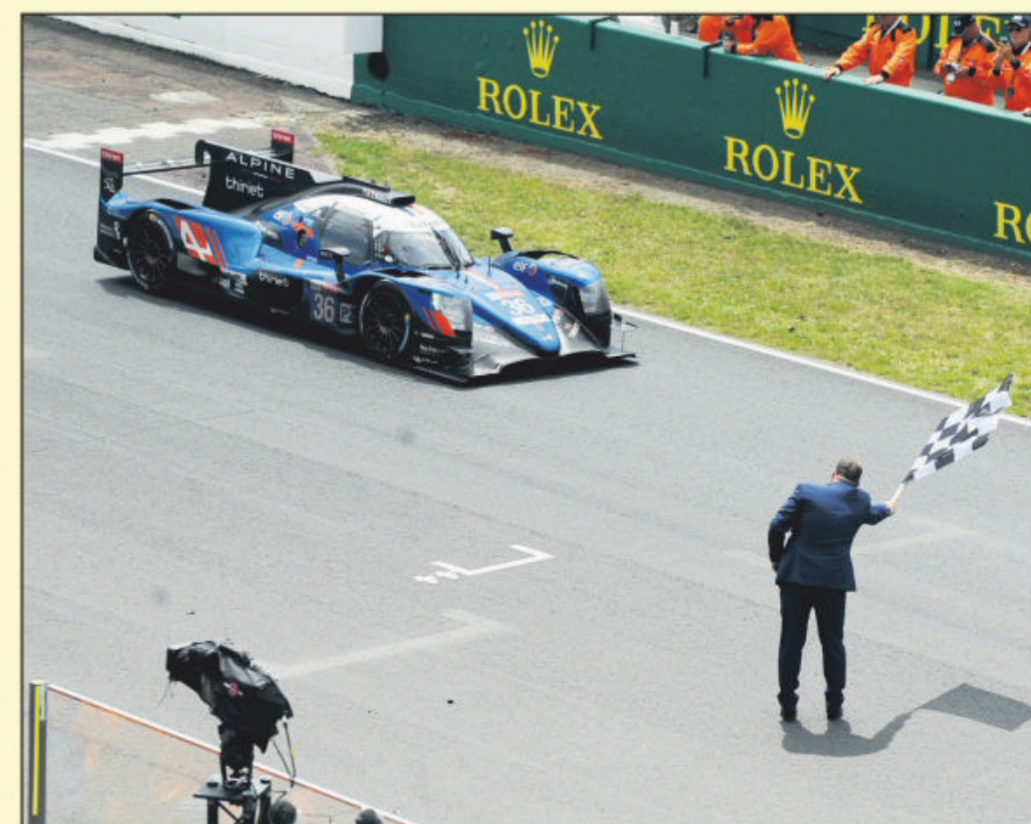
that costs basically 10 cents" failed during a routine pitstop and meant Rusinov could not get the car to start. After 20 minutes of repairs, G-Drive returned four laps down and could only finish sixth.

"It's cruel, but it's the magic of Le Mans," Vergne said. "Anything can happen, even in the last laps. There is nothing that we can do anyway."

The #31 DragonSpeed ORECA Anthony Davidson shared with Pastor Maldonado and sometime Champ Car racer Roberto Gonzalez should have been well-placed to take advantage, but Maldonado's 17th hour shunt at Tertre Rouge – which he blamed on the low sun – meant it was the #28 TDS Racing ORECA that completed the podium, with Bronze driver Francois Perrodo joined by Loic Duval and Matthieu Vaxiviere.

Poleman Duval and Vaxiviere completed back-to-back stints during the night to beat the best Ligier entry, the #22 United Autosports Ligier of Paul di Resta, Filipe Albuquerque and Phil Hanson, which lost around three minutes on Sunday morning due to a problem with its door.

James Newbold



Signatech continued its excellent Le Mans record with another class win

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LE MANS RESULTS

Photos: LAT

RESULTS

87th Le Mans 24 Hours, June 15-16 2019

Laps: 385 Winner's distance: 3259.719 Weather: Overcast

POS	NO	DRIVERS	TEAM	CLASS	TIME/LAPS/RETIREMENT
1	8	Sebastien Buemi (CHE) Kazuki Nakajima (JPN) Fernando Alonso (ESP)	Toyota Gazoo Racing / Toyota TS050 HYBRID	LMP1	24h00m10.574s
2	7	Mike Conway (GBR) Kamui Kobayashi (JPN) Jose Maria Lopez (ARG)	Toyota Gazoo Racing / Toyota TS050 HYBRID	LMP1	+16.972s
3	11	Vitaly Petrov (RUS) Mikhail Aleshin (RUS) Stoffel Vandoorne (BEL)	SMP Racing / BRE-AERBR1	LMP1	-6 laps
4	1	Bruno Senna (BRA) Neel Jani (CHE) Andre Lotterer (DEU)	Rebellion Racing / Rebellion-Gibson R-13	LMP1	-9 laps
5	3	Gustavo Menezes (USA) Thomas Laurent (FRA) Nathanael Berthon (FRA)	Rebellion Racing / Rebellion-Gibson R-13	LMP1	-15 laps
6	36	Nicolas Lapierre (FRA) Andre Negrao (BRA) Pierre Thiriet (FRA)	Signatech Alpine Matmut / Alpine-Gibson A470	LMP2	-17 laps
7	38	Ho-Pin Tung (CHN) Stephane Richelmi (MCO) Gabriel Aubry (FRA)	Jackie Chan DC Racing / ORECA-Gibson 07	LMP2	-18 laps
8	28	Matthieu Vaxiviere (FRA) Francois Perrodo (FRA) Loic Duval (FRA)	TDS Racing / ORECA-Gibson 07	LMP2	-19 laps
9	22	Filipe Albuquerque (PRT) Phil Hanson (GBR) Paul di Resta (GBR)	United Autosports / Ligier-Gibson JSP217	LMP2	-20 laps
10	48	Paul-Loup Chatin (FRA) Paul Lafargue (FRA) Memo Rojas (MEX)	Idec Sport Racing / ORECA-Gibson 07	LMP2	-21 laps
11	26	Jean-Eric Vergne (FRA) Roman Rusinov (RUS) Job van Uitert (NLD)	G-Drive Racing / ORECA-Gibson 07	LMP2	-21 laps
12	30	Nicolas Jamin (FRA) Pierre Ragues (FRA) Romain Dumas (FRA)	Duqueine Engineering / ORECA-Gibson 07	LMP2	-22 laps
13	23	Will Stevens (GBR) Rene Binder (AUT) Julien Canal (FRA)	Panis Barthez Competition / Ligier-Gibson JSP217	LMP2	-23 laps
14	39	Jonathan Hirschi (CHE) Tristan Gommendy (FRA) Vincent Capillaire (FRA)	Graff / ORECA-Gibson 07	LMP2	-23 laps
15	25	Andrea Pizzitola (FRA) David Zollinger (FRA) John Falb (USA)	Algarve Pro Racing / ORECA-Gibson 07	LMP2	-28 laps
16	20	Anders Fjordbach (DNK) Dennis Andersen (DNK) Mathias Beche (CHE)	High Class Racing / Ligier-Gibson JSP217	LMP2	-29 laps
17	50	Nick Boule (USA) Erwin Creed (FRA) Romano Ricci (FRA)	Larbre Competition / Ligier-Gibson JSP217	LMP2	-30 laps
18	47	Giorgio Sernagiotto (ITA) Roberto Lacorte (ITA) Andrea Belicchi (ITA)	Cetilar Villorba Corse / Dallara-Gibson P217	LMP2	-33 laps
19	32	Alex Brundle (GBR) Ryan Cullen (IRL) Will Owen (USA)	United Autosports / Ligier-Gibson JSP217	LMP2	-37 laps
20	51	Alessandro Pier Guidi (ITA) James Calado (GBR) Daniel Serra (BRA)	AF Corse / Ferrari 488 GTE 'evo'	GTE Pro	-43 laps
21	91	Gianmaria Bruni (ITA) Richard Lietz (AUT) Frederic Makowiecki (FRA)	Porsche GT Team / Porsche 911 RSR	GTE Pro	-43 laps
22	93	Nick Tandy (GBR) Patrick Pilet (FRA) Earl Bamber (NZL)	Porsche GT Team / Porsche 911 RSR	GTE Pro	-43 laps
23	68	Dirk Muller (DEU) Joey Hand (USA) Sebastien Bourdais (FRA)	Ford Chip Ganassi Team USA / Ford GT	GTE Pro	-43 laps
24	67	Harry Tincknell (GBR) Andy Priaulx (GBR) Jonathan Bomarito (USA)	Ford Chip Ganassi Team UK / Ford GT	GTE Pro	-43 laps
25	69	Richard Westbrook (GBR) Ryan Briscoe (AUS) Scott Dixon (NZL)	Ford Chip Ganassi Team USA / Ford GT	GTE Pro	-44 laps
26	66	Olivier Pla (FRA) Stefan Mucke (DEU) Billy Johnson (USA)	Ford Chip Ganassi Team UK / Ford GT	GTE Pro	-45 laps
27	29	Giedo van der Garde (NLD) Frits van Eerd (NLD) Nyck de Vries (NLD)	Racing Team Nederland / Dallara-Gibson P217	LMP2	-45 laps
28	94	Mathieu Jaminet (FRA) Sven Muller (DEU) Dennis Olsen (NOR)	Porsche GT Team / Porsche 911 RSR	GTE Pro	-46 laps
29	63	Antonio Garcia (ESP) Jan Magnussen (DNK) Mike Rockenfeller (DEU)	Corvette Racing / Chevrolet Corvette C7.R	GTE Pro	-48 laps
30	92	Kevin Estre (FRA) Michael Christensen (DNK) Laurens Vanthoor (BEL)	Porsche GT Team / Porsche 911 RSR	GTE Pro	-48 laps
31	82	Antonio Felix da Costa (PRT) Augusto Farfus (BRA) Jesse Krohn (FIN)	BMW Team MTEK / BMW M8 GTE	GTE Pro	-50 laps
32	85	Jeroen Bleekemolen (NLD) Ben Keating (USA) Felipe Fraga (BRA)	Keating Motorsports / Ford GT	GTE Am	-51 laps
33	56	Jorg Bergmeister (DEU) Patrick Lindsey (USA) Egidio Perfetti (NOR)	Team Project 1 / Porsche 911 RSR	GTE Am	-51 laps
34	84	Jeff Segal (USA) Rodrigo Baptista (BRA) Wei Lu (CAN)	JMW Motorsport / Ferrari 488 GTE	GTE Am	-51 laps
35	62	Toni Vilander (FIN) Cooper MacNeil (USA) Rob Smith (GBR)	WeatherTech Racing / Ferrari 488 GTE	GTE Am	-52 laps
36	77	Matt Campbell (AUS) Christian Ried (DEU) Julien Andlauer (FRA)	Dempsey-Proton Racing / Porsche 911 RSR	GTE Am	-53 laps
37	57	Kei Cozzolino (ITA) Takeshi Kimura (JPN) Come Ledogar (FRA)	CarGuy Racing / Ferrari 488 GTE	GTE Am	-53 laps
38	78	Vincent Abril (FRA) Louis Prette Jr (MCO) Philippe Prette (MCO)	Proton Competition / Porsche 911 RSR	GTE Am	-53 laps
39	61	Luis Perez-Companc (ARG) Matt Griffin (IRL) Matteo Cressoni (ITA)	Clearwater Racing / Ferrari 488 GTE	GTE Am	-54 laps
40	86	Ben Barker (GBR) Mike Wainwright (GBR) Thomas Preining (AUT)	Gulf Racing / Porsche 911 RSR	GTE Am	-54 laps
41	83	Rahel Frey (CHE) Manuela Gostner (ITA) Michelle Gattling (DNK)	Kessel Racing / Ferrari 488 GTE	GTE Am	-55 laps
42	89	Oliver Jarvis (GBR) Pipo Derani (BRA) Jules Gounon (FRA)	Risi Competizione / Ferrari 488 GTE 'evo'	GTE Pro	-56 laps
43	70	Motoaki Ishikawa (JPN) Olivier Beretta (MCO) Eddie Cheever (ITA)	MR Racing / Ferrari 488 GTE	GTE Am	-57 laps
44	90	Charlie Eastwood (GBR) Salih Yoluc (TUR) Euan Hankey (GBR)	TF Sport / Aston Martin Vantage GTE	GTE Am	-58 laps
45	54	Giancarlo Fisichella (ITA) Thomas Flohr (CHE) Francesco Castellacci (ITA)	Spirit of Race / Ferrari 488 GTE	GTE Am	-58 laps
46	97	Maxime Martin (BEL) Alex Lynn (GBR) Jonny Adam (GBR)	Aston Martin Racing / Aston Martin Vantage GTE	GTE Pro	-60 laps
47	34	Jakub Smiechowski (POL) James Winslow (GBR) Nigel Moore (GBR)	Inter Europol Competition / Ligier-Gibson JSP217	LMP2	-60 laps
48	60	Andrea Piccini (ITA) Claudio Schiavoni (ITA) Sergio Pianezzola (ITA)	Kessel Racing / Ferrari 488 GTE	GTE Am	-61 laps
49	81	Martin Tomczyk (DEU) Nicky Catsburg (NLD) Philipp Eng (AUT)	BMW Team MTEK / BMW M8 GTE	GTE Pro	-76 laps
NC	43	Norman Nato (FRA) John Farano (CAN) Arjun Maini (IND)	RLRM Sport/Tower Events / ORECA-Gibson 07	LMP2	295 laps
R	31	Anthony Davidson (GBR) Roberto Gonzalez (MEX) Pastor Maldonado (VEN)	DragonSpeed / ORECA-Gibson 07	LMP2	245 laps/accident damage
R	37	Ricky Taylor (USA) David Heinemeier Hansson (DNK) Jordan King (GBR)	Jackie Chan DC Racing / ORECA-Gibson 07	LMP2	199 laps/gearbox
R	17	Stephane Sarrazin (FRA) Egor Orudzhov (RUS) Sergey Sirotkin (RUS)	SMP Racing / BRE-AERBR1	LMP1	163 laps/accident
R	4	Tom Dillmann (FRA) Oliver Webb (GBR) Paolo Ruberti (ITA)	ByKOLLES Racing Team / ENSO CLM-Nissan P1/01	LMP1	163 laps/gearbox
R	49	Miro Konopka (SVK) Henning Enqvist (SWE) Konstantin Tereschenko (RUS)	ARC Bratislava / Ligier-Gibson JSP217	LMP2	160 laps/accident damage
R	71	Davide Rigon (ITA) Sam Bird (GBR) Miguel Molina (ESP)	AF Corse / Ferrari 488 GTE 'evo'	GTE Pro	140 laps/engine
R	95	Nicki Thiim (DNK) Marco Sorensen (DNK) Darren Turner (GBR)	Aston Martin Racing / Aston Martin Vantage GTE	GTE Pro	132 laps/accident
R	98	Pedro Lamy (PRT) Paul Dalla Lana (CAN) Mathias Lauda (AUT)	Aston Martin Racing / Aston Martin Vantage GTE	GTE Am	87 laps/accident
R	64	Oliver Gavin (GBR) Tommy Milner (USA) Marcel Fassler (CHE)	Corvette Racing / Chevrolet Corvette C7.R	GTE Pro	82 laps/accident
R	88	Matteo Cairoli (ITA) Satoshi Hoshino (JPN) Giorgio Roda (ITA)	Dempsey-Proton Racing / Porsche 911 RSR	GTE Am	79 laps/accident
R	10	Ben Hanley (GBR) Henrik Hedman (SWE) Renger van der Zande (NLD)	DragonSpeed / BRE-Gibson BR1	LMP1	76 laps/gearbox
W	99	Patrick Long (USA) Tracy Krohn (USA) Nic Jonsson (SWE)	Dempsey-Proton Racing / Porsche 911 RSR	GTE Am	0 laps/practice crash

Winner's average speed 135.805mph. Fastest lap Conway 3m17.297s (154.490mph). LMP2 Vaxiviere 3m27.611s (146.815mph). GTE Pro Makowiecki 3m49.831s (132.621mph). GTE Am Cairoli 3m52.567s (131.061mph).

GTE AM



Keating crew unstoppable

Ford has one reason to cheer

While Ford didn't get the Le Mans send-off in the GTE Pro class it had been hankering for, the Blue Oval could take solace in the first-ever private customer of a GT, Keating Motorsports, winning on the first time of asking in a tense GTE Am battle.

Owner-driver Ben Keating and his co-drivers in the #85 machine, Jeroen Bleekemolen and Felipe Fraga, were the class of the field virtually the entire race, helped by a 10kg weight break handed to the American car after qualifying – which had been dominated by Porsche.

Rapid early stints from Bleekemolen and Fraga helped the Ford to build a lap's lead by sunrise, but the tables started to turn when Keating himself took over for the majority of the second half of the race in order to fulfil his minimum drive time.

This is when the Project 1 Porsche 911 RSR of Jorg Bergmeister, Egidio Perfetti and Patrick Lindsey edged back into the fray, boosted by a spin for Keating at the Dunlop chicane in the morning hours. That was followed by a stop-and-go penalty for the Texan driver as a result of spinning up his wheels during his penultimate pitstop.

That reduced the gap between the lead two cars to a scant five seconds, but Keating was able to hand back to Bleekemolen for the run to the flag – and the Dutch driver had his opposite number at Project 1, Bergmeister, under control even before the Porsche had to pit with nine minutes left on the clock for a splash of fuel.

The final gap between the two lead cars was 44s, with a virtually identical margin splitting the Project 1 crew (who sealed WEC title honours) from the third-placed car, the JMW Motorsport Ferrari 488 GTE of Jeff Segal, Wei Lu and Rodrigo Baptista.

Jamie Klein

Ferrari ends long Le Mans win drought

Ferrari scored its first GTE Pro class victory since 2014 after James Calado, Alessandro Pier Guidi and Daniel Serra came out on top after a fierce battle with the leading cars from Porsche and Corvette.

The vagaries of the safety car periods essentially turned the battle for honours into a two-horse race between the #51 Ferrari 488 GTE and the #63 Corvette C7.R of Antonio Garcia, Jan Magnussen and Mike Rockenfeller heading into the morning hours.

However, Nyck de Vries' high-speed off in the Racing Team Nederland Dallara LMP2 at Indianapolis prompted a safety car that

led to the Corvette getting held at the end of pitlane, handing the Ferrari a one-minute lead it was able to nurse to the flag.

Any chance of Corvette salvaging a podium finish was lost when Magnussen spun and hit the barriers at the Porsche Curves, with the Dane clipping a kerb on cold tyres and simply losing control.

Corvette had already lost one car when Marcel Fassler crashed at the same part of the track towards the end of the sixth hour, the result of contact with the #88 Dempsey-Proton Porsche of Satoshi Hoshino for which the stewards judged Fassler to blame.

Behind the winning Ferrari, Porsche filled out the



Ferrari of Calado, Pier Guidi and Serra had close battle with leading Porsche and Corvette

remaining spots on the podium, with the #91 World Endurance Championship-entered Manthey-run car of Gianmaria Bruni, Frederic Makowiecki and Richard Lietz beating the best of the IMSA entries, the #93 of Nick Tandy, Earl Bamber and Patrick Pilet.

Tandy, Bamber and Pilet could have finished as high as second without a late 10s penalty for crossing the white line on pit entry, but there was nothing either Porsche could do about Ferrari after the pivotal safety car.

Ford's quartet of retro-liveried GTs filled out places

four through seven, while problems in the night cost the #92 Porsche crew any chance of defending their 2018 victory. But 10th was still enough to ensure Kevin Estre and Michael Christensen came away with WEC title honours.

Jamie Klein

RACING NEWS

F1 ROUND-UP

Max speaks out

Red Bull's Max Verstappen says there is too much self-interest from teams in Formula 1 and there needs to be "one person in charge" to sort the rules out properly. "Everyone's talking for themselves – Mercedes is of course very happy with these regulations," said Verstappen. "Teams who are not doing so well at the moment of course want different regulations. If you have a Ferrari engine as a customer team, you are with Ferrari, and if you are a customer team at Mercedes, then you are with Mercedes. There is so much politics behind this. There should be just one person at the FOM or the FIA who says: 'OK guys, this is it!'"

Rules delay

Formula 1 teams and series chiefs have unanimously agreed to delay the presentation of the 2021 regulations until October, following a summit meeting on Thursday joined by world champion Lewis Hamilton and Renault driver Nico Hulkenberg. The FIA invited teams to a gathering at its headquarters to try to break the deadlock over the signing off of plans for the 2021 rules overhaul, with the meeting also attended by technical chiefs, Pirelli, and ex-F1 racer turned Grand Prix Drivers' Association chairman Alexander Wurz.

Bottas awoken

Valtteri Bottas says that his Canadian Grand Prix weekend was "a bit of a wake-up call" in the Formula 1 title battle. Bottas has fallen to 29 points adrift of team-mate Lewis Hamilton, who took his fifth win from the first seven races of the season in controversial circumstances in Montreal. "I can't really afford many of these type of weekends if I want to fight for the title," said Bottas. "I have to move on. Maybe it was a bit of a wake-up call again. I'm sure I can always learn from that."

Harder racing

Mercedes team boss Toto Wolff wants a discussion with Formula 1 stakeholders to establish new rules for 2021 that allow drivers to engage in "harder racing". After the Canadian Grand Prix in which Mercedes driver Lewis Hamilton took victory following a controversial penalty for Ferrari's Sebastian Vettel, Wolff defended the Canadian GP stewards on the basis they were only following the current rulebook, but he believes this should be amended. "The penalty was what the rules say and the stewards acted I think according to the rules," said Wolff. "If we're not happy with the rules because we like harder racing, count me in. Then the stewards will take another decision because the rules will be different. Let's look at the rules and see how we can get it right for 2021 so we can encourage hard racing."

FERRARI WON'T APPEAL BUT REQUESTS OFFICIAL REVIEW

Vettel/Hamilton Canada controversy rumbles on



Vettel (r) rejoins in Hamilton's path

By Jonathan Noble

The Ferrari Formula 1 team has withdrawn its intention to appeal Sebastian Vettel's Canadian Grand Prix penalty and has now requested for an official review of the incident.

Ferrari had until last Thursday evening (June 13) to confirm whether it intended to go through with its appeal against the five-second penalty that Vettel was handed for rejoining the track in an unsafe manner and forcing Lewis Hamilton off the circuit during their Montreal lead battle. The penalty handed victory to Hamilton.

With Ferrari well aware that such in-race sanctions cannot be appealed, any effort to take the matter to the International Court of Appeal was always likely to be unsuccessful.

Shortly before the deadline expired, a Ferrari spokesperson confirmed the team has informed the governing body it will not be taking the appeal any further.

But Ferrari since assessed whether to request an official FIA review of the incident based on new evidence it is gathering and has decided to do so.

The FIA's own International Sporting Code gives competitors an option for a post-event review of

decisions, providing that a "significant and new element" is discovered that was not available at the time the ruling was made.

The code states that the period during which a petition for review can happen is 14 days after the final classification was made, which meant Ferrari had until race day of the French Grand Prix to go down this route.

Ferrari will now be required to lodge what new evidence it has, which will then be evaluated either by the four stewards who were on duty at the Canadian GP or replacements nominated by the governing body.



Vettel was furious after his penalty



Merc man is on top

Hamilton believes Ferrari has superior engine power mode that Mercedes cannot match

Ferrari's Formula 1 engine has a power mode that Mercedes cannot match, reckons championship leader Lewis Hamilton.

Mercedes has won all seven grands prix so far this season and Hamilton has taken five of those victories, with the most recent a controversial win in Canada earlier this month.

Sebastian Vettel's lost victory in Montreal left the lead Ferrari driver 62 points adrift of Hamilton,

who is adamant Mercedes has a clear engine deficit to overcome.

"They were so quick on the straights," said Hamilton. "They definitely have another power mode that we currently don't have. So, all of a sudden they turn up the power and he pulls away massively on the straight, even if I have DRS open."

Hamilton said his statement is "not an assumption" because the evidence was there in qualifying

in Canada, where Mercedes felt it was losing as much as six tenths of a second on the straights.

"In the race I know all of a sudden they pick up a lot of pace on the straights [as well] but that's the name of the game," added Hamilton. "They've clearly done a great job with their power unit."

"There used to be a point where Mercedes was ahead in that area by a good chunk. We've got work to do there. They are ahead of us

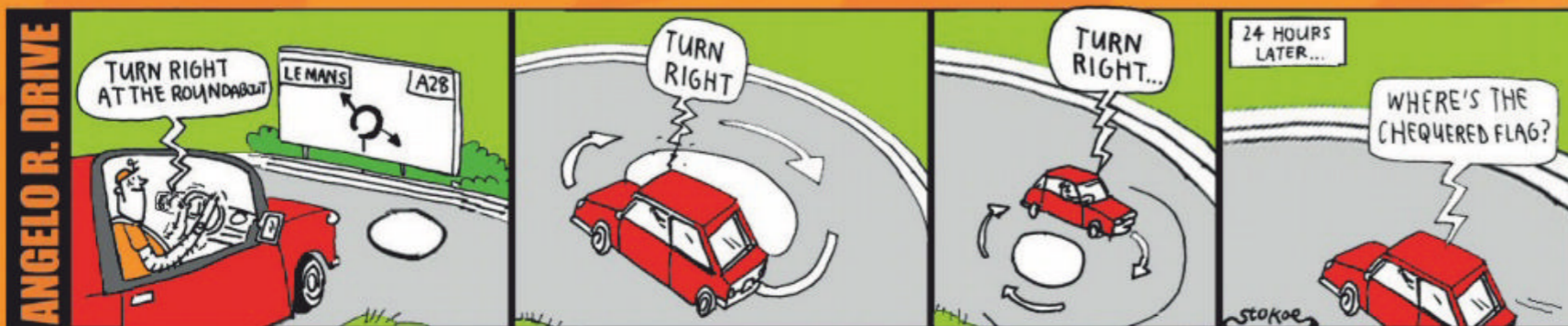
at the moment there."

Ferrari's straightline advantage is also boosted by its aerodynamic concept, having chased more efficient performance compared to Mercedes' greater peak downforce.

Canada had been Ferrari's best chance of defeating Mercedes since the Bahrain GP at the end of March, prompting Hamilton to suggest that "we've got work to do" but adding "at least we've got a good fight".

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Photos: LAT



Sanya not yet confirmed on 2019/20 FE schedule

EXPANDED FE CALENDAR AND RULE CHANGES ANNOUNCED

The 2019/20 Formula E season will be run over 14 rounds in 12 cities.

Two rounds were announced without assigned cities following last week's FIA World Motor Sport Council meeting in Paris, with existing races in Marrakech and at Sanya, as well as a Swiss race, missing from the current form of the calendar.

FE's sixth season will begin with the AdDiriyah E-Prix in Saudi Arabia, with two rounds set to take place on November 22-23, 2019. This is a month earlier than expected following negative feedback from the teams regarding holding the race on the penultimate weekend in December.

The third round of the 2019/20 season

was expected to be Santiago, with Marrakech missing out altogether, but the Chilean capital has now been given the round four slot. The third race is currently listed as TBC, with Marrakech understood to still be in contention for holding the event, although negotiations with several cities are still on-going.

After Santiago, FE will return to Mexico City and Hong Kong. The following race is also listed as TBC but it is understood that this will be announced as the second Sanya E-Prix following further negotiations.

European races in Rome, Paris and Berlin follow in their traditional slots, but the inaugural race in Seoul will take place before the race at Tempelhof.

New York returns in a June single-header slot, with London's new ExCeL Centre race completing the calendar. The tracks at Santiago, Mexico City and Hong Kong will be lengthened following the addition of a 12th team for 2019/20.

The FIA has also tweaked FE's sporting and technical rules. From next season, a set amount of energy will be deducted from each car after each safety car or full course yellow interruption. The exact amount will be determined by the length of the race suspension and will be equal to 1kWh per minute for the duration of the caution period.

The move follows significant criticism of the race format rules in the first season of the Gen2 era, as

the current arrangement means any race suspension removes the need for drivers to significantly save energy.

The attack mode power level will rise by 10kW to 235kW for next season, and drivers will also no longer be allowed to activate the system during FCY or safety car periods. An additional point will also be awarded to the driver topping the group running phase of qualifying.

The FIA has also banned the use of twin motor powertrains for next season, which is expected to impact the Nissan e.dams team. Although it has never publicly confirmed its 2018/19 powertrain arrangement, the team is widely understood to be the only FE squad with such a system.

New Rome Motorsport Games contest to be held

A new Olympics-style event called the FIA Motorsport Games will be launched later this year.

The multidisciplinary competition was announced as a four-day event in Rome from October 31 to November 3, and is expected to take place at the Vallelunga circuit north of the Italian city.

Drivers will represent their countries across six different categories: GT racing, touring cars, Formula 4, drifting, a karting slalom and "digital motorsport". Gold, silver and bronze medals will be awarded and contribute towards an overall medal table.

No details have been shared about the level the event will be pitched at, and whether factory-backed or professional drivers from GT racing and touring cars will be allowed to enter.

Motorsport has a limited history of nation-based events, which had not been held in an official FIA-recognised capacity until the GT Nations Cup last year in Bahrain for bronze/silver-rated drivers.

"Different sports will be represented and the first series we will have in Italy, at Vallelunga," said FIA president Jean Todt.

"The idea of allowing access to many countries, to many teams, to participate in as many categories as possible is something that looks very promising."

Similar-style concepts have existed in the past, with the A1GP series billed as the 'World Cup of motorsport'.



A1GP featured similar concept

QUICK LAPS THE FASTEST NEWS ROUND-UP

Prema boss Rene Rosin says Ferrari Formula 1 junior Mick Schumacher is not "far away" from strong results in Formula 2, and needs to turn "bad luck into results". Schumacher, son of seven-time F1 champion Michael, lies 15th in the F2 standings scoring points in three of eight races so far this season. "If we look on the points side, it's quite negative, we haven't achieved what we have expected to achieve," Rosin told MN. "If I look at the performance side we are there, we just need to turn bad luck into results. I don't see that being very far away." The series visits Paul Ricard this weekend alongside F1 and FIA Formula 3... NASCAR Truck

Series title contender Johnny Sauter could be suspended for ramming rival Austin Hill under yellows in a retaliatory move at Iowa Speedway last weekend. Sauter, the 2016 champion, had been put into the wall by Hill in what was already payback for an earlier clash. Under the subsequent caution, Sauter drove back on track in his wrecked truck and hit Hill again. NASCAR parked Sauter and is now considering punishments... **Adam Carroll took a much-awaited victory in the Ferrari Challenge Europe support race at Le Mans last weekend. Carroll had lined up third on the grid, but made a feisty start and took second place almost straight-away from Bjorn Grossman, before beginning his pursuit of**



Schumacher not "far away" from strong F2 results

polesitter Louis Prette. Carroll, the 2009 A1GP champion managed to overtake Prette on the run into Indianapolis, but lost it again when Prette executed a perfect pass on the exit of

the Porsche Curves and into the Ford chicane. Carroll nevertheless continued his chase and made a move on Prette stick in the closing stages of the race, handing him the win.

IndyCar champion Dixon approves of aeroscreen

IndyCar's new aeroscreen, developed by Red Bull Advanced Technologies, "ticks a lot more boxes" than the halo, according to series champion Scott Dixon, who has been involved in the screen's development.

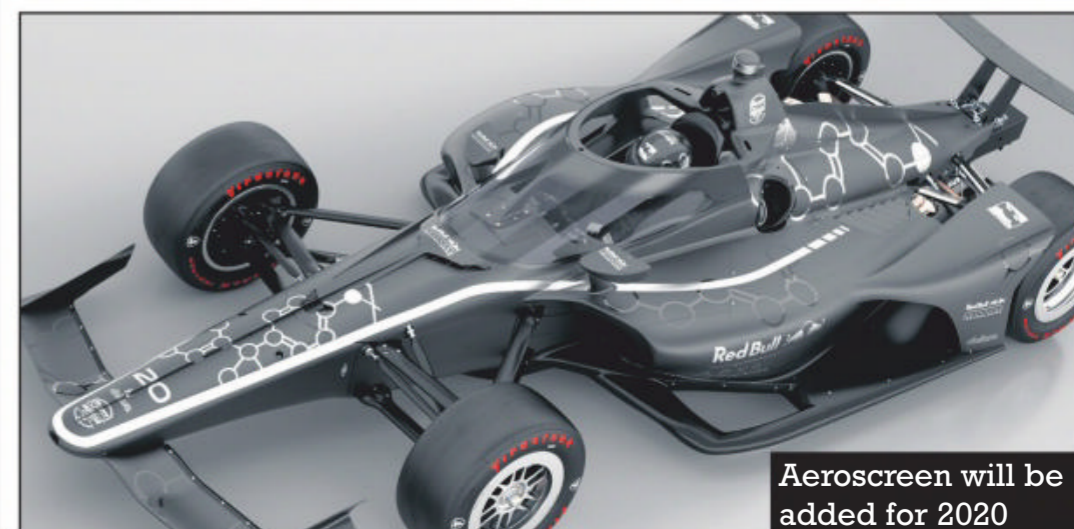
The aeroscreen, which will be introduced for the 2020 IndyCar season, utilises a titanium frame similar in shape to the halo, which is being introduced across FIA single-seater categories.

But the IndyCar screen's halo structure holds a polycarbonate laminated screen.

Dixon has been involved in the test and development programme of the IndyCar version.

"It covers a much bigger window, I think it's good. It's maybe where the halo needs to go," he said.

"Aesthetically everyone is going to have their opinions, but safety-wise it's a big step forward."



Aeroscreen will be added for 2020

RACING NEWS

Photos: Jakob Ebrey, Mike Hills Speed Images

Croft will feature
in August 2020

TOURING CARS FOR NEW SILVERSTONE LAYOUT

First International track visit for tin-top series amid '20 shake-up

By Matt James

The British Touring Car Championship will feature a radically-revised calendar for the 2020 season, with a new layout added to the roster for the first time in 18 years.

The 10-meeting 2020 schedule contains a round on the Silverstone International layout, which comprises configuration on the south end of the circuit. It is the first time that the championship has used that layout since the creation of the Wing pits complex.

The previous incarnation of Silverstone International,

which was based in the northern part of the site, was last used by the BTCC in 2004.

Other changes include the opening round of the series being held at Donington Park rather than the Brands Hatch Indy circuit, which has been the starting point for the competition since 2011.

Brands Hatch Indy will be the second round before the visit to Silverstone International.

The Oulton Park and Croft rounds, which usually form the backbone of the season in June and have traditionally been rear-wheel-drive friendly circuits, have been split.

Oulton Park remains in June

before the mid-season break, while Croft moves to August after a trip to Snetterton. This has been reworked to fit in with the demands of ITV4, which also has commitments to show the Euro 2020 football competition and the Tour de France.

The schedule will conclude again on the Brands Hatch Grand Prix circuit on October 10-11.

"It is an interesting line-up, and it has been well received," said BTCC chief executive, Alan Gow.

"As always, we take pride in confirming our schedule this early to allow the rest of British motorsport to plan theirs accordingly.

"We had a 'spare' round after

Rockingham dropped out of the calendar after 2018, and we said we would move that event around the country. There are two visits to Thruxton in 2019, but we always had it in mind to look at other venues.

"Silverstone was keen for another round and it ticks the boxes because it has different layouts we can use. We will give the International circuit a try, and it will be great to be based out of the Wing pitlane."

The 1.85-mile Silverstone International circuit includes the Hangar Straight, Stowe, Vale and Club Corner, before heading into Abbey, Farm and Village before linking in to Chapel Curve.

CALENDAR

2020 British Touring Car Championship

RDS	DATE	VENUE/CIRCUIT
1-3	March 28-29	Donington Park (National)
4-6	April 11-12	Brands Hatch (Indy)
7-9	April 25-26	Silverstone (National)
10-12	May 16-17	Thruxton
13-15	June 13-14	Oulton Park (Island)
16-18	July 25-26	Snetterton (300)
19-21	August 15-16	Croft
22-24	August 29-30	Knockhill
25-27	Sept 26-27	Silverstone (International)
28-30	October 10-11	Brands Hatch (Grand Prix)

REACTION

The revised roster has been greeted with a thumbs up by competitors who are looking forward to a new challenge.

Ash Sutton
BMR Racing Subaru driver
and 2017 champion

"I think it is a really exciting change. It is something different and it will mix things up for the BTCC fans. It will take the teams and drivers out of their comfort zone too, and that will be a good thing."



Matt Neal
Team Dynamics Honda driver
and three-time title winner

"It is going to be a great new challenge to go to the revamped Silverstone International layout – it is going to be something the drivers and engineers really need to think about. It's good: we don't want the series to get stale."



Rob Collard
Independents Trophy winner
and 15-time race winner

"It will also give the spectators who might not go to the grand prix the chance to see the cars tackling different types of corners – which will be exciting for us to sample too. It is great for Silverstone too. I am all in favour of it, and mixing up the middle of the calendar means it will have a different feel."



Turkington and his WSR team-mates have less turbo

BMW power pegged by series officials

British Touring Car Championship technical bosses pegged back the WSR BMW 330i M Sport cars in the series during an in-season turbo boost review.

The BMWs, which were new for this year, have won seven of the 12 BTCC races held so far. Champion Colin Turkington is top of the standings heading into the fifth meeting at Oulton Park at the end of June, while five-time race winner

Andrew Jordan is fourth in the standings. Jordan won twice at Croft last weekend despite the reduction.

The BMW has 0.02 bar of boost less. WSR boss Dick Bennetts said: "There were rumours that people wanted our engines turned down at the end of last year, so it could be a legacy of that, but it is just something that is going to make our lives a little bit more difficult. It is the way the series works, I guess."

Title-winning team manager back in the tin-top pitlane with BMR Racing role

Legendary British Touring Car Championship team manager Ian Harrison has rejoined BMR Racing for the majority of the rounds remaining on this year's calendar.

He will head up operations for the Subaru Levorg GT machines of 2017 champion Ash Sutton, who is third in the standings, and Senna Proctor, who is 19th in the standings.

Former Triple Eight team boss

Harrison guided Vauxhall to six drivers titles' from 2001 to 2008 with four different drivers. He ran the factory-backed MG programme up until the end of 2016, when the team was absorbed into the BMR Racing set-up. Harrison parted ways with the team midway through 2017.

Former Williams F1 team manager Harrison, who is now the Deputy Launch Authority at Portaferry

lifeboat station in Northern Ireland, said he was pleased to be back in the paddock. "It has been enjoyable," said Harrison. "There are some faces who I am pleased to see, and some who I am not so keen to see and, equally, those who are not keen to see me. I like working with the drivers and the team, and it is nice to come in and simply get the job done and not have to worry about anything else."



Harrison in BTCC return

BTCC MG man Smith forced to sit out free practice session after breaking the testing regulations

British Touring Car Championship newcomer Rob Smith was barred from taking part in the opening free practice session at Croft as the MG6 racer was found to have broken testing rules.

The 27-year-old Excelr8 driver, who has stepped up to the BTCC from the

Mini Challenge this year, took part in a 750 Motor Club Club Enduro race at the North Yorkshire track on June 1-2 in a SEAT Leon Supercopa car.

This is against BTCC regulations, which preclude entrants from running on circuits which have yet to feature on the schedule.

"I had read the BTCC regulations, but this rule was in the testing paragraphs," said Smith. "I knew we weren't going to do much testing in the touring car, so I hadn't paid too much attention to it. I hold my hands up, it was a mistake."

BTCC chief executive Alan Gow

said: "We decided to stop Smith from taking part in free practice one. Instead, we gave him the option of watching everyone else learn the track with its new surface as he had already had that opportunity."

Smith took two 22nd places in races and a 24th.





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Plato punished for Gamble clash

Motorbase Performance driver Lewis Plato was deducted two championship points for his part in the contact with George Gamble during the opening Porsche Carrera Cup GB race at Croft last weekend.

Plato and Gamble, who arrived at the Yorkshire circuit second and third in the standings respectively, came to grief while disputing second place through the Complex at the end of the first lap of the opening race.

The pair made contact with each other, which sent Gamble spinning into Jack McCarthy, the subsequent damage ruling Gamble out of race two.

"The initial contact is what caused the pile-up with Jack and put me out of race two, which is a shame," Gamble said.

"He [Plato] got some points on his licence so the stewards obviously thought he was in the wrong as well, but it doesn't change our result."

Plato saw things differently and believed Gamble was not as close as he actually was heading into the corner.

"I was aware George was there behind me but when I looked in my mirrors I couldn't see him, so I just turned in," Plato said.

"It wasn't intentional obviously, but from there the car was too badly damaged to get a good result. The steering was out by about 90 degrees to the right, so it was pretty bad."

Gamble has dropped to fourth in the standings as a result of his tough weekend.

Smith makes racing debut in Anglia

Peter Smith, father of 2003 Le Mans 24 Hours winner Guy, made his circuit racing debut in the Historic Touring Cars series at Cadwell Park last weekend.

Smith Sr has many years of rallying experience behind him and is a regular frontrunner on the historic rallying scene. He took a pair of sixth-placed finishes driving a Ford Lotus Cortina.

"I bought a Lotus Cortina for rallying initially, but after I had been to Goodwood to see Guy race, I said to him how nice it would be to do it together," he said. "So now the rally Cortina has been converted to a race car and here we are."

"It's so different to rallying though, when I saw a slip road we have used here for rallying, I kept wanting to turn up it. There is no rest in racing either, you have to be on it all the time, great fun though, but tiring."



Fans to get discounts under new scheme

MOTORSPORT UK LAUNCHES BENEFIT SCHEME FOR FANS AND COMPETITORS

Motorsport UK has launched its new Trackside membership programme that offers fans and competitors a wide range of discounts and benefits.

When David Richards became chairman at the start of last year, one of his key initial aims was for the governing body to become more promotional and offer more incentives to encourage people to take part in motorsport.

A number of discounts have already

become available to licence holders but this latest benefits scheme is open to both fans and competitors – allowing enthusiasts to take advantage of a variety of discounts as well as opportunities to get closer to the action.

For a £24.99 annual fee, Trackside members can take advantage of savings including 10% off at Halfords, 15% off Adrian Flux car insurance, and a 10% discount on Hilton hotels and Avis car

rental. There will be further discounts on trackday and experience day tickets.

Members will also be able to help shape the future of the governing body through forums and membership surveys.

Motorsport UK CEO Hugh Chambers said: "Trackside membership is a significant new programme designed to get fans closer than ever to the sport. UK motorsport fans are among the most passionate in the world; now, with

Trackside Membership, they have an opportunity to join a motorsport community not just attend their choice of individual events and get closer than ever to the sport they love.

"As the governing body, we are committed to growing the sport and better meeting the needs of our customers and stakeholders. That includes fans, as well as competitors, officials and volunteer marshals."



Atrocious conditions forced cancellations

Organisers to try to rerun lost Ginetta and F4 races

Ginetta Junior and British Formula 4 series organisers are both looking to rearrange races at future British Touring Car Championship meetings, after persistent rain caused two of last Saturday's support races at Croft to be called off.

The second British F4 race was stopped after one lap as showers intensified in the afternoon, while the first Ginetta Junior contest was curtailed after one lap behind the safety car.

Subject to approval by BTCC organisers, TOCA, the two races may be able to run at a later meeting.

Ginetta championship manager Ash Gallagher said: "There might still be an option to run it again at another meeting, but it'll be all about what TOCA say as to whether we can."

"It's not a nice position to be in. Ideally, we would want to run it on a weekend where we only have two [Junior] races [rather than three]."

Gallagher stated that this would not take place at the next meeting at Oulton Park due to its timetable – with no racing allowed to take place on Sunday morning.

Prior to the cancellations, the opening Ginetta GT4 Supercup race was completed – despite an initial stoppage – in similar conditions, although the majority of drivers believed it was the correct decision to race.

"At the first start, it was maybe close to being too wet," said third place finisher Carlito Miracco, "but after that it was OK. I think it was the right decision [to race]."

British F4 also stated an intention to re-run its cancelled race, subject to approval also with a venue to be confirmed.

Last year, the series ran a fourth race at the Knockhill event following the cancellation of race three at Oulton Park earlier in the season.

Green makes GT4 Supercup comeback in new car after Donington Park smash

Fin Green returned to Ginetta GT4 Supercup action in a new car at Croft last weekend after his hefty crash at the previous event at Donington Park.

Green's Total Control Racing car was declared a write-off after the accident in April, in which he was collected by

oncoming competitors after spinning at the final chicane.

With the series not making the first of two visits to Thruxton last month, Green arrived at Croft with a new G55, but no recollection of the incident.

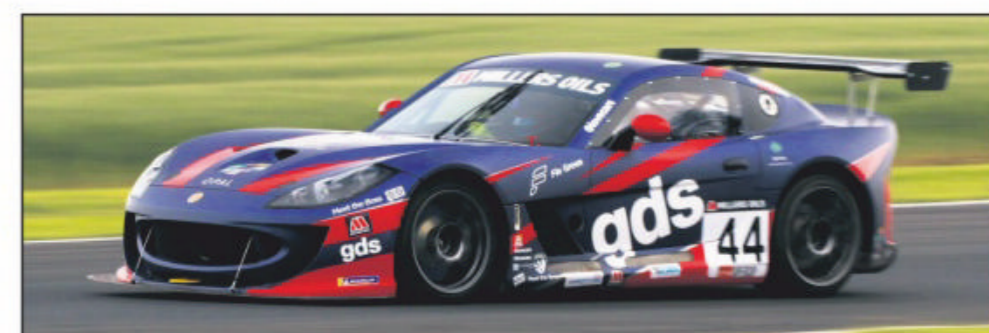
"The accident – I can't even

remember what happened," said Green, who took a best result of ninth. "Everything's OK though, thankfully."

"It's a completely new car. After testing, everything feels back to normal and we were straight back on the pace. We had the pace to be

on the podium at Donington."

TCR boss Lee Brookes added: "It was unfortunate – there's nothing you can do in those situations. It's been about trying to get the new car back on the pace of the old car. We're finding things all the time and Fin is still on the pace."



Ninth was Green's best result as he got used to brand new Ginetta G55

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HISTORICS

'Orr heads for Red Kite challenge'
Escort man's win aim, below



Photos: Paul Lawrence

DOWN THE PUB WITH

STUART KESTENBAUM

Age: 70 Lives: Chingford
Formula Ford veteran

Don Hardman runs his cars

"I've been in the kitchen business for 40 years. I can't afford to retire any time soon as I've got a wife and Don Hardman to support! My wife Jane is extremely tolerant and she's put up with me for 49 years. I've now been racing for 36 years and she hates it!"

He tried Sports 2000

"I did two years of Sports 2000 but Formula Ford has always been my thing and I've absolutely loved it. I've never been interested in saloon cars. I wouldn't mind driving a GT car if someone else was paying."

He's always raced

"I've raced every season. I had a big shunt at Brands but I was back racing the following year. I don't really want to trundle round dropping down the grid and already I know I'm not as quick as I used to be but I'm still able to run reasonably near the front. I've been racing Classic Formula Ford every year since 2007."

Peter Dempsey was a rival

"I normally do two championships a year and I've been doing that forever so I've done hundreds of races and Don reckons I've won over 100. One of my best seasons was 2005 when I finished second to Peter Dempsey in every race. But he's a class act and a lot younger than me and on occasions we were trading fastest laps. In my early years I was racing against Mark Blundell, Johnny Herbert - he was the fastest and most naturally talented person I've ever seen - Damon Hill, Eddie Irvine and Bertrand Gachot."

Alain Menu was a team-mate

"Chris Smith ran me for the first five years or so that I was racing and he ran the works Reynards, so Alain Menu was my team-mate in 1987 and in 1988 it was Jose Cordova. I did Sports 2000 in 1989 and 1990, when Bernard Dolan and Gil de Ferran were in the Formula Fords. Even then, it felt like a privilege to be among those kinds of people."



Kestenbaum: Ford fanatic



Watts will handle the rare French machine



Chassis was frontrunner in European F2 in 1976

EX-PATRICK TAMBAY MARTINI TO RETURN

Restored Formula 2 chassis to race again at Magny-Cours

By Paul Lawrence

The ex-Patrick Tambay Formula 2 Martini from the 1976 season will return to racing in 10 days' time in the hands of Historic F2 racer and restorer Matthew Watts.

Watts and his team at Retro Track and Air have rebuilt the Martini MK19/22 and he plans to race it on home ground at

Magny-Cours in the Historic F2 races on June 29-30.

Tambay raced to third in the 1976 European Formula 2 Championship with a V6 Renault engine. The chassis was then used as a test mule for the development of the MK22 before being converted to a BMW engine and ran as a 19/22 in 1977 for Xavier Lapeyre.

"At the moment we're

running a BMW engine but we might reunite it with a V6 engine in future," said Watts. "I've made some contacts for a V6 Renault but it would be a challenge. We've restored it back to 1977 specification with a BMW M12 engine as a 19/22 with period livery.

"I acquired it at the end of last year from France. It's not been used in about 10 years. It was all complete and it ran

but we've gone right through it. It is an exceptionally original car and we wanted to retain that. We don't believe there are any others running or even in private ownership."

There were around five MK19 chassis in period and this is the only one that is likely to be racing. Several went to Japan for museums and there is one in the museum in Magny-Cours.



Pryce was a Welsh hero

Fund officially launched to create permanent tribute to Tom Pryce

A £50,000 fund has been officially launched to create a permanent memorial to Formula 1 driver Tom Pryce in his hometown of Denbigh.

Launched last week on what would have been Pryce's 70th birthday, the money will be

used to erect a statue as a memorial to the rising star who died in a tragic accident in the 1977 South African Grand Prix.

Pryce was raised in the village of Nantglyn just outside Denbigh and was a pupil of the

former Frongoch School in the town. He made a meteoric rise to fame as a racing driver and remains the only Welshman to have won a Formula 1 race.

Donations can be made via gofundme.com/tom-pryce-appeal.

Canon-backed Van Diemen in track return

The Canon-backed Van Diemen RF88 raced by Koza Orita in British Formula Ford is back in the UK and will return to competition this weekend.

Father and son Richard and Andrew Ames have the 1988 car and Richard will contest the Formula Ford class at Prescott. Andrew may do some Heritage FF races. The car came back from

the USA and they bought it last year. When they researched its history they found it was the ex-Orita Amity Racing car.

They have now put it back to Canon livery and have been in touch with Orita in Japan.

"He's really excited about it and has been sending us photos of the car in 1988," said Andrew.



Nearly 40 rally cars from the Ralli22 movement thrilled the fans at Shelsley Walsh over the weekend. A gaggle of ex-works Subaru Impreza WRCs, a Metro 6R4 and Lancia Delta Integrale were in action. The biggest crowd-pleaser was the V8 Firenza Can-Am of Mick Strafford.

IN BRIEF

GpB at Silverstone
Group B rally cars will be in action at the Silverstone Classic on July 26-28 when they will take part in demonstration runs on the section of the former track between Abbey and Bridge. The entry will also include Colin McRae's winning Subaru Impreza from the 1997 Network Q RAC Rally, among other cars from the Slowly Sideways organisation.

Orr's Welsh run

Irishman Stanley Orr will bid to take the lead in the British Historic Rally Championship on Sunday's Red Kite Stages. Another strong historic field will tackle classic forest stages in South Wales and Orr is well placed to overhaul the absent Matthew Robison in the standings.

Porsche on the hill

Porsches will take centre stage at Prescott on Saturday with a bumper entry for a round of the Porsche Club Hillclimb Championship and several notable cars on display. In the paddock will be the Group C 956 raced by Derek Bell and Stefan Bellof in 1983, along with an ex-Le Mans 911 RSR from 1973.

Walker thwarted

Former rising single-seater star Mike Walker was denied his first one-litre Formula 3 race in 51 years by a qualifying shunt at Cadwell Park on Saturday. The late 1960s and early 1970s racer returned in Formula Junior about five years ago and planned to debut his Brabham BT21 until an off at the Mountain sidelined the car for the weekend.

Rare Escort

One of the surviving Ford Escort RS1700Ts, Ford's abandoned Group B rally car from 1982, ran at Shelsley Walsh over the weekend in the hands of Ian Gwynne. Only five of the 18 cars built are thought to survive and Gwynne ran in the Ralli22 event in the car he tends for owner Steve Rimmer. It was possibly the UK competition debut for an RS1700T.

March tribute

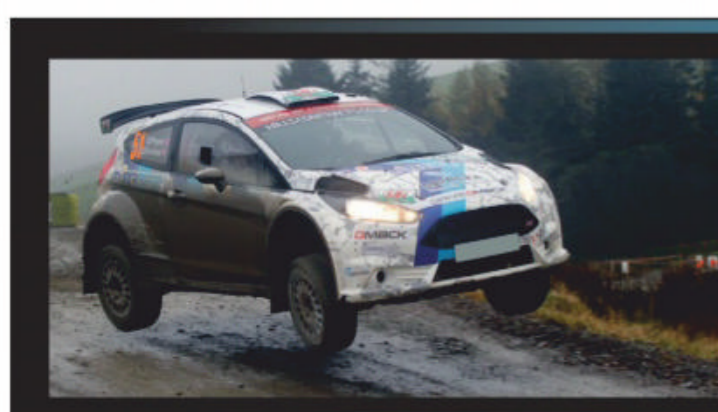
The March story was marked at Cadwell Park when the one-litre F3 703s of Simon Armer and Neil Armstrong headed the Historic F3 pack out for qualifying. The occasion honoured the death of March founder Robin Herd and the 1969 Cadwell Park debut for the first March, the 693.



March goes marching on...

ANDREW JORDAN DOMINATES THE BTCC AT CROFT

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RALLY NEWS

Photos: mcklein-imagedatabase.com

WRC'S HYBRID FUTURE COULD INCLUDE 'POWER BOOSTS'

FIA clarity on a number of key issues for 2022 and beyond



WRC is heading in a positive direction

By David Evans

Last week's meeting of the World Motor Sport Council delivered more detail on the long-term future of the World Rally Championship.

The move to hybrid technology was confirmed for 2022 along with plans to widen the series' appeal to more manufacturers, a control tyre and continuity of the Junior WRC.

The detail missing from the meeting was the 2020 WRC calendar; the schedule of events for next season will instead be the subject of an electronic vote between WMSC members in time for the end of June.

WRC Promoter also confirmed a long-term agreement with the FIA for promotion of the series.

Hybrids are coming

Fundamentally, the internal combustion element of the current World Rally Car will not change from what exists today: turbocharged, 1600cc, four-cylinder engines.

The FIA will then supply the necessary motors, batteries, converters and software to

introduce hybrid technology in 2022.

Firm regulations will be delivered to the teams by the end of this season.

While the primary objective of hybrid will be for fuel saving on road sections, MN understands there will be the potential for power boost in the stages as well. Through the first year of hybrid, the regeneration and deployment strategies will be defined by the FIA and the teams will not be able to modify that.

This is being done in an effort to maintain the current parity of competition enjoyed in the series, while at the same time aiming to deliver reliability. From 2023, the hope is to offer the teams the opportunity to manage the delivery on their own.

Size and shape for 2022

In an effort to broaden the WRC's appeal to manufacturers – and to offer a wider option to current teams – the FIA has decided tubular chassis can be used in the next generation.

The WMSC communication reads: "Manufacturers will be allowed to use a production bodyshell or a prototype tubular structure to current WRC size guidelines, while the FIA is set to define

carry-over elements from production vehicles for key visual elements. There will also be an option for 'scaling' of the body within prescribed limits, to allow larger cars to comply with dimension targets."

This means a potential return to C segment cars – Ford's Focus or Hyundai's i30 – but the key is that the decision sits with the manufacturers. They can run a B or C segment car or they can take a crossover or mini SUV-type car and, via a scaled tubular structure, bring that to the 2022 WRC.

This is partly driven by the fact that current manufacturers can't agree on B or C segment cars and partly driven to give firms like, for example, Subaru – which doesn't have a car conforming to current technical regulations – a chance to enter the series.

While there were immediate comparisons drawn to the spaceframe, silhouette chassis which competed in Group B, the modern day equivalent would be far more regulated.

One of the primary concerns with this two-pronged approach to 2022 WRC homologation is how to achieve parity from cars developed in a very different way.

Tyre tender

The WRC is poised for a return to a single-tyre supplier for the first time since 2010, when Pirelli completed a three-year term with the WRC's first ever control tyre.

The Junior WRC has always remained a control tyre category, but the WMSC communication confirmed: "A tyre tender covering all championship classes with 4WD cars will be issued for the period 2021-2024, helping to reduce costs by preventing an escalation in tyre development."

Junior boost

M-Sport Poland will continue to run the JWRC series in its current format for the next two seasons. From next year onwards, the Junior champion will be offered a further opportunity to move along the path to the sport's highest level.

The JWRC winner will continue to be awarded a Ford Fiesta R5 and support and, if they use this car to then win the following season's WRC2 title, they will be offered two WRC events in a Ford Fiesta WRC. M-Sport has already established – in association with Pirelli – domestic feeder series in Britain (the M-Sport/Pirelli Junior Driver class within the BRC Junior), Finland, Estonia and Italy.

Sardinia to remain on WRC schedule

In the face of mounting uncertainty regarding the future for European rounds of the World Rally Championship, Italy looks to have secured a three-year deal with WRC Promoter to keep its round on the island of Sardinia.

Rally Italy has been based in Alghero for the last five years and that could be about to change with a mooted move back to the other side of the island in Olbia.

President of the Italian governing body Angelo Sticchi Damiani confirmed the agreement to MN. He said: "It is a three-year deal we have done. Italy's WRC round stays here in Sardinia for three more years – what we don't know is where. [There are] two choices: Alghero and Olbia. We will see."

A NEW STAR EMERGES IN THE JUNIOR WRC RANKS

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'Brits take on the European runners'
Rally van Wervik report, p29



Japanese cars were blighted

TOYOTA APOLOGISES TO DRIVERS OVER WOE

Toyota has launched an investigation into – and Toyota Motor Corporation president Akio Toyoda has apologised for – steering issues which affected all four Yaris WRCs and cost Ott Tanaka a Rally Italy victory.

Toyoda took the unprecedented step of commenting on an event which didn't end with victory for his company.

Having watched Tanak and co-driver Martin Jarveoja return to service after a final-stage steering problem dropped them from first to fifth, Toyoda said: "It was a heartbreaking ending to Rally Italia Sardegna. As I felt Ott and Martin's strong

ambition to bring me to the podium again, I was lost for words when I saw their car slowing down in the final stage.

"I think the disappointment is bigger for the driver and the co-driver than for anyone else. I'm very sorry we couldn't let the drivers drive through to the finish. I'm very sorry for all the fans who were watching the fight. I will never forget the regretful expression in his [Tanak's] face when he got out of the car. He hugged with the mechanics one-by-one, facing the sadness with all of the team.

"I was touched by this scene. "I thought Ott and all the [team] must be the champion by

any means from my heart. What I can do is to make the Yaris the even better car and much more reliable car to continue driving. I will carry out this goal together with Tommi [Makinen] by any means."

Without that problem, Tanak would have gone into the WRC's summer break at least 19 points clear of Sebastien Ogier. Instead, he ended round eight just four points up on the champion.

Toyota Gazoo Racing chief engineer Tom Fowler told MN he suspected the issue had arisen from pre-assembled steering parts brought into the team. Jari-Matti Latvala was sent off the road on Friday

afternoon with the first problem, while Tanak and Juho Hanninen both endured the same complaint on the final day.

Kris Meeke reported similar steering issues earlier in the event and the system on his car was changed as a precaution.

Tanak lost a 26-second lead and slipped to fifth overall on the final stage.

Fowler told Motorsport News: "All we know is that the components that came to this rally were all from the same group and all sealed here together. So we've had something happen in that batch that doesn't seem to be correct."

Solberg Jr thrilled with Sweet Lamb run

Oliver Solberg realised another lifetime ambition when he drove a rally car in Wales for the first time in his career.

The 17-year-old son of three-time FIA world champion Petter Solberg drove his Volkswagen Polo GTI R5 for three days in Sweet Lamb.

Solberg told MN: "I have been in Sweet Lamb before and watched my father driving and, of course, I drove these stages on the [WRC] game a lot

of times. But to be here and actually drive is like a dream. Sweet Lamb is really a big name in the sport – it's right there with stages like Ouninpohja – real history."

Solberg was filming for sponsors in Wales, rather than development or event testing, but he still saw the full range of roads and conditions.

"When I came in the first day, it was dry and really sunny," he said. "When we didn't have



Solberg was delighted when the wet weather came in Wales

the mud on the car, I must say it didn't feel so much like Wales. But then the rain came and I was happy – the character of the roads was normal again

and it looked the same as when my father was here."

Solberg's father Petter won Wales Rally GB back-to-back for four years from 2002-2005.

David Higgins eager to ramp up his push for his 10th American Rally crown in Idaho

Manxman David Higgins will look to keep his bid for a 10th American rally title on track at this week's Idaho Rally International.

Higgins won the last round

of the American Rally Association series, the Oregon Trails Rally, but sits third in the standings after missing the opening event of the season and

then losing a 100 Acre Wood victory with an electrical fault aboard his Subaru.

Higgins and his Subaru Motorsports USA team-mate Oliver Solberg start

the Idaho event as joint favourites in their WRX STIs. Solberg scored his maiden Stateside success at the Olympus Rally in April.

Star entrants Loeb and Huttunen bring more joy for the Hyundai squad on national events

Sebastien Loeb took a rally car back to his home region of Alsace and won for the first time since 2012 last weekend.

The nine-time world champion was competing in the Vosges Rally – the event which was formerly the basis for France's mainland round of the World Rally Championship – driving a Hyundai i20 Coupe WRC.

Loeb crashed out of the final Rally of France Alsace in 2013, but repeated his 2010/12 wins

with a dominant display last weekend.

The Frenchman won all 10 stages to bring the Hyundai home with a 3m44.1s advantage over Yohan Rossel's Citroen C3 R5 after 120 miles of competition.

Loeb wasn't the only driver winning at the weekend. Aside from Dani Sordo's Rally Italy success, Finn Jari Huttunen took his maiden success at the wheel of an i20 Coupe WRC.

The 25-year-old won every

stage on the 70-mile Pohjanmaa Ralli to deliver a 1m21.9s victory over Teemu Asunmaa's Skoda Fabia R5.

Despite Huttunen's win, Hyundai Motorsport director Andrea Adamo has confirmed he won't be driving the Korean manufacturer's third car at Rally Finland in August.

Talking about three wins in one weekend, Adamo told MN: "To organise three rallies in three different places, I'm asking

a lot – this is why I hug my people.

"Of course, I am happy for the [WRC] win in Italy – nothing gets a team together like a win. I know I'm asking a lot of people [in the team], I know a lot of people have had to sacrifice their holidays this summer and I feel guilty, but very grateful for this."

Adamo added that Loeb's outing was an effort to give him greater comfort aboard an asphalt-trim i20.

GROUP RALLYING EDITOR

DAVID EVANS

"From Colin McRae to the America's Cup"



The World Rally Championship calendar's coming... er, no it's not.

Instead of a list of 14 countries, Friday's Paris meeting of the World Motor Sport Council delivered the line: "Approval of the 2020 FIA World Rally Championship calendar was deferred to the end of June 2019. In the intervening period it will consider the potential rotation of competitions."

Rotation. A word that strikes fear into the heart of rally organisers around the world because it replaces progress, investment and advancement with confusion.

Like last week, let's turn away from the politics and the posturing and talk about something more interesting instead.

Sailing.

Ever since my first visit to Rally New Zealand and stories of legendary America's Cup Kiwi captain Sir Peter Blake, his victories aboard Black Magic and his lucky red socks, I've been captivated by the competition and the sport.

The 2013 America's Cup changed everything in sailing. New regulations introduced the AC72 class catamarans to the competition, delivering Formula 1 to the seas. Pictures of those boats hydrofoiling above the waves were quite extraordinary. The speeds even more so. And the America's Cup of that year delivered a story worthy of the technology as Oracle Team USA won eight straight races to overturn Team New Zealand's 8-1 lead to win 9-8.

Brit Ben Ainslie was in the middle of that win, but it was masterminded by an Aussie by the name of Jimmy Spithill.

There was a fairly surreal point in Alghero last week when I found myself chatting to Spithill about Colin McRae.

Spithill, it seems, is a huge rally fan. He has, quite literally, jumped ship to the Luna Rosa team for the 2021 America's Cup and the base for the Italian flagged boat is Cagliari, at the south of Sardinia.

Asked if he fancied a ride with Italian WRC2 star Fabio Andolfi, Spithill was there at the drop of a hat. Or he was there once the tides were taken into consideration and it was clear he wouldn't be sailing on Thursday morning.

"I thought I could drive fast," Spithill told MN once he was out of the car, "but that was on another level – especially on the dirt. It was amazing. The g-forces you get in the rally car are similar to what we're feeling now when the boat's up and foiling – we're getting a lot of gs and a lot of speed on the boat, but we have to brace ourselves against something on the boat, whereas you really feel part of the car strapped in for the rally.

"Even though it was really loud in the rally car, communication was good – that's something we really struggle with when you're trying to make yourself heard over an 80mph wind!"

Asked if he would like to drive in the future, Spithill said: "Just give me the keys, mate. I grew up watching Colin McRae and these kind of guys in a sport that really interested me from a very early age."

And with that, Spithill was heading south again having traded plans and ideas of what makes Luna Rosa race through the waves for some intel on what makes the World Rally Championship tick.



AGREE/DISAGREE?
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RALLY NEWS



M-Sport's newest car, the R1

New Ford Fiesta R1 unveiled by M-Sport

M-Sport has introduced its third new rally car in six months with the Ford Fiesta R1 revealed last week.

The British firm delivered a new R2 car at the start of the season, while the all-new Fiesta R5 will make its first public appearance at next week's Ypres Rally.

The Fiesta R1 is designed and built at M-Sport's Krakow factory. M-Sport Poland director Maciej Woda said the FIA's decision to change regulations for the class made the car possible.

"When the FIA allowed things like the sequential gearbox, then it became more interesting for us," said Woda.

"I don't think anybody really wants to drive a rally car with an H-pattern gearbox anymore.

"What we have done is deliver an R2 car with a standard engine and the lowest maintenance car possible. Give the Fiesta R1 oil, tyres and fuel and that's all it needs – it will run and run and run without any work. The engine is standard – we didn't even open it to work on it."

The Fiesta R1 is available in kit form (excluding the donor car) for £24,000 or built and ready to rally for £40,000.

Vey and Fletcher win Smeatharpe Stages

Andy Vey and co-driver Richard Fletcher survived a fourth-stage broken oil cooler pipe and a collision with a bale on SS9 on their way to their second consecutive Wildlife Smeatharpe Stages win.

In slippery conditions which caused numerous spins, the Mitsubishi Lancer E4 pairing used their four-wheel-drive machine's grip to set nine out of 10 fastest stage times.

But victory did not come easily as they fought off a hard-charging trio of Ford Escort Mk2s in the hands of Josh Payton/Jamie Vaughan, Kev Carr/Bryan Padfield and Steve Harkness/Paul Sanders.

Vey set a strong early pace to take the lead on SS1 and he was never headed thereafter. Runners-up Payton/Vaughan continued their recent good form by chasing Vey hard all day.

They lost time with a spin and later collided with a chicane but, despite the mishaps, they set fastest time on the final test. Carr and first-time co-driver Padfield set a consistent series of top-five times to take third place, ahead of Harkness and Sanders.

DONEGAL WIN WOULD BE 'A DREAM COME TRUE'

Kelly aiming to finally take victory on home event

TOP SEEDS

Donegal International Rally, June 21-23, Irish Tarmac Championship, round 5/7

NO	CREW	CAR
1	Manus Kelly/Donall Barrett	Hyundai i20 R5
2	Craig Breen/Paul Nagle	Ford Fiesta WRC
3	Donagh Kelly/Conor Foley	Ford Focus WRC08
4	Declan Boyle/Brian Boyle	Ford Fiesta WRC
5	Garry Jennings/Rory Kennedy	Subaru Impreza WRC
6	Sam Moffett/James Fulton	Ford Fiesta WRC
7	Alastair Fisher/Gordon Noble	Ford Fiesta R5
8	Josh Moffett/Keith Moriarty	Ford Fiesta R5
9	Desi Henry/Paddy Robinson	Ford Fiesta WRC
10	Callum Devine/Brian Hoy	Ford Fiesta R5

Kelly will use his Ford Focus WRC08

By Jason Craig

Ford Focus WRC08 driver Donagh Kelly insists that he has the pace to match the top seeds on the Donegal International Rally despite being limited to just three appearances in 2019.

Two of those have been in the 2008-spec car he will use to try and claim a maiden victory on his home round of the Irish Tarmac Championship. The Focus WRC08 carried him to glory on the Monaghan Stages before a broken throttle spring forced his retirement on last month's Circuit of Munster Rally.

However, Kelly – who led Donegal last year after two stages before sliding off the road on the next test – said: "Compared to other seasons, I have only put 10% of the effort into this season because work is so busy. But then you look at someone like Manus Kelly; he did far less rallying than me when we arrived at Donegal last year and he went on to win it.

"Any events we have done we have been close to the front and on the pace of the podium places. I might not have done the same mileage as some drivers, but it doesn't handicap me."

An incorrect tyre call on the 2017 Tarmac classic proved the undoing of Kelly, who crashed out on the penultimate stage as he tried to cut a 12-second deficit.

"I know I've got a couple of years left at this level; I'm not long off 50," said Kelly. "We have been close to winning Donegal in the past, so to go the whole way would be a dream come true.

"It is the one win that has eluded me. You need the stars to align for you over three long days of rallying.

"You have people like Sam Moffett, Declan Boyle and Garry Jennings who, on their day, can beat anyone in a World Rally Car. The battle is going to be fierce."

Kelly will run third on the road behind defending champion, Manus Kelly, and pre-rally favourite, Craig Breen, when the event gets underway on Friday.

Modified section a 'totally different ball game'

Damian Toner has made cementing his lead in the Modified Irish Tarmac Championship his priority on the National section of this week's Donegal International Rally.

Despite nominating the last round in Killarney as one of his two dropped scores, Toner's cushion over second-placed David Condell stands at a healthy 15.5 points.

Toner is seeded behind current Modified champion Kevin Eves (Toyota Corolla), last year's rally winner Ian Barrett (Ford Escort Mk2) and the returning Declan Gallagher (Toyota Starlet).

"A non-finish would really hurt, so we have to be smart going to Donegal," said the Escort Mk2 driver. "I don't want to go and throw my championship away by doing anything stupid.

"It's a balancing act because we

want to be competitive and have a race with the boys. Any one of 20 cars could win the rally, Donegal is going to be a totally different ball game.

"At the same time, we know how important it is to score well. If we can come up with the points in Donegal and the Ulster Rally then we would look at skipping the Cork '20' Rally."

Toner has only started Donegal twice before and says some inclement weather could play into his hands.

"The dry is nicer for everyone, the crews, the spectators, the service crews, but I tend to fare well in the wet. I wouldn't mind if the weather broke," he added.

Joining the Modified section will be five-time Scottish champion David Bogie, who has built himself a one-of-a-kind Ford Escort Mk2, and the Darran T90 pair of Kevin Gallagher and James Stafford.



World Touring Car Cup champion Gabriele Tarquini is in no hurry to switch to rallying after his first test of an i20 Coupe WRC on gravel in Sardinia on Monday. The 57-year-old Italian swapped his Hyundai i30 NTCR for an i20 Coupe WRC, but admitted he'd been a racing driver too long to switch codes now. "I was very slow," he told MN. "I don't feel comfortable on this surface, it was so slippery, I take care. I had some feeling on the acceleration and the braking, but it was far away from the potential of the car. I can not imagine to have this acceleration on the gravel. In the corners I was approaching in asphalt style: I was late and the car was not very sideways, I was understeering in the middle of the corner. I'm not sure I would like to do a gravel rally, it takes a lot of time to learn this [discipline] and maybe I don't have so much time!"

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RALLY NEWS

Photos: Jakob Ebrey

SWITCH TO FIESTARS WRC FOR PRESTON



Preston will do BTRDA



Preston's new car

Skoda Fabia R5 driver and 2017 Wales Rally GB National Rally winner Tom Preston has upgraded to a Ford Fiesta RS WRC with an eye to competing in the BTRDA Rally Series and Irish competition.

The Lancashire-based driver narrowly missed out on a Rally Barbados podium earlier this month, but took victory on his last event in the UK, Rally Tendring and Clacton.

The car leasing firm boss is planning to contest a full BTRDA campaign in the car next season. He finished seventh in the

championship in 2017, but was also focusing on select British championship rounds that year.

"The main thing I go rallying for is the buzz of competing and clearly I want to win," said Preston, who has purchased 2016 BTRDA champion Charlie Payne's Fiesta WRC.

"So when doing the national championships like the BTRDA and also some international events such as Barbados, I am not going to be in with a chance of winning without loads more seat time, or taking more risks or a similar car to them which is

the main reason for the move.

"I spoke to Charlie Payne a few times who clearly has had some fantastic results in this car and others over the years and we managed to do a deal over a pint which is always nice!

"I've not even driven the car yet but with the likes of Charlie and also Valentino Rossi driving and winning in this very car I am sure we can have some good results once I get used to it.

"The first event will be Brawdy Stages in early July which I will use as a test for the Down Rally in Ireland if

I get an entry. I have never rallied in Ireland before but, from the stages I've seen and what David Bogie tells me, the competition and pace is unreal. I will need to get used to the car quickly!

"From there it will be a mixture of events this year and the plan at this stage is then to have a good go at the BTRDA championship next year."

Preston has not ruled out a return to R5 machinery in the future. He is set to test the new M-Sport Fiesta R5 in the coming weeks.

Elusive Rally Barbados victory means Swann might 'bring something newer' to 2020 edition

Rob Swann could change cars for next year's Rally Barbados as he still chases an elusive victory for what will be his 12th visit to the event.

Swann's Subaru Impreza S12B WRC suffered a crankshaft issue on King of the Hill last month, an event which decides the running order for Rally Barbados

the following weekend.

However, a new engine was late flying in from the UK, and with just three miles to complete with the cracked crankshaft while leading Rally Barbados on its first day, it gave way and he had to retire.

"We'll be back next year, I have so much support, especially from the local

fans here," said Swann.

"I don't want it to sound cliché and we say it every year, but I really want to win Rally Barbados and we have to keep trying.

"After King of the Hill I really thought it was going to be our year, but sometimes things just don't work out.

"The Subaru has been a

great car over the years. We just need to evaluate if it's a good idea to bring something newer to the island next year."

The event changed rules this year meaning only pre-2009 World Rally Cars are allowed, but Swann confirmed to MN he would like to see "a rule change to allow up to [and including] 2016 WRC cars".

Panton released from hospital but due for surgery after 116mph Rally Barbados crash

Five-time Rally Barbados winner Jeffrey Panton has been released from hospital after a 116mph crash into a tree on last month's event.

Driving his Ford Focus WRC06, Panton clipped a bank in a quick left-right section while chasing eventual winner

Dane Skeete and hit a tree on the outside of the road.

He suffered damaged shoulders and 14 fractures, but was expected to return to his native Jamaica earlier this week where he will undergo collarbone surgery tomorrow (Thursday).

"To say the past two weeks have been emotional is an understatement," wrote Panton on social media.

"Regaining consciousness to the rescue crew cutting you out of the car and realising the severity of the accident...the 14 fractures and lung

contusions sustained from the recorded impact at 116mph puts a lot into perspective and just how lucky Mike [Fennell Jr, co-driver] and I were.

"The outpouring of love, well wishes and concern from everyone has been overwhelming."

SPECIAL CORRESPONDENT

JACK BENYON

"It really is a bucket-list event"



How do you explain this to someone who hasn't been here before," co-driver Emma Morrison asks me. "Like how UK rallying must have been in the 1970s-80s, but with nice weather and sandy beaches", is the only way I can sum it up.

Rally Barbados is an incredible experience. OK, the stages aren't of World Rally Championship quality and never will be. But given you can drive the length of the island in under an hour, the organisers do an amazing job of varying things year on year. And you only need to look at the number of repeat visitors – Brit Martin Stockdale made his 19th consecutive visit in 2019 – to see it's an event which gets under the skin, in a good way.

To say that the stages are mickey mouse undersells them massively. I was lucky enough to drive all but four of the stages over the weekend and there are some challenging moments, for sure. This year's rally demanded ultimate commitment, and five-time event winner Jeffrey Panton's crash (see opposite) in which he hit a tree at 116mph shows just how much respect these roads demand.

But, as good as the rally is, it's as much about the atmosphere. Let's face it, very few rally professionally these days. Not even all of the drivers at the top of the WRC are professional by its purest definition. So, if you're going to do an expensive hobby, why not make it a fun one?

The island is basically shut down for the rally, and unlike the UK, a proper car culture still exists. Thousands of fans head out on to the stages with a cooler box of rum and sandwiches each year, and it's more carnival than rally in its vibe.

The competitors in the rally are also welcoming to allcomers, and international crews are always made to feel at home despite the fact that ultimately they are competition.

A varied set of regulations and a Japanese-dominated car market on the island ensure some eclectic machinery, too, from Daihatsu Charmants and Toyota Starlets through to Ford Escort Mk2s and Vauxhall Astras brought from the UK to combine with R5 and WRC machinery at the front. Doing a donut in front of spectators at some point over the weekend is mandatory, too.

The island's major companies back the event with huge resources and, in turn, the rally organisers are always looking to promote the event.

At a time where rallying in the UK for a few events is incredibly expensive, I can understand why some people are doing fewer events back home and doing one big rally at the end of the year. And why not make that a carnival like Barbados, where there are spectators, welcoming people, a challenging rally, rum, beaches, and a mighty party only those who have been will know about? It really is a bucket-list event; a life-changing holiday and a rally all in one.

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CROFT BTCC REPORT

BY MATT JAMES

Andrew Jordan showed everyone the bootlid of his BMW for most of the weekend



Tom Chilton held his nerve in the damp final race of the weekend



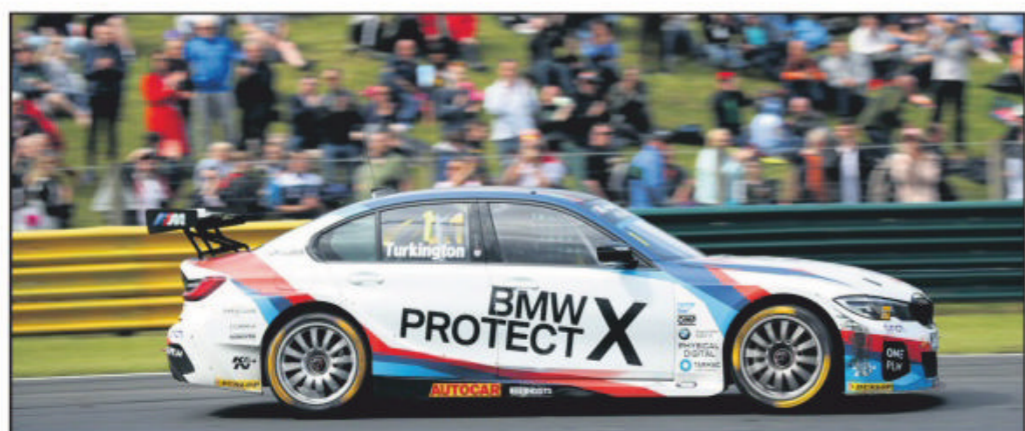
Chris Smiley had a dramatic exit from the second showdown at Croft



A first podium of the season came for Jason Plato in the final encounter

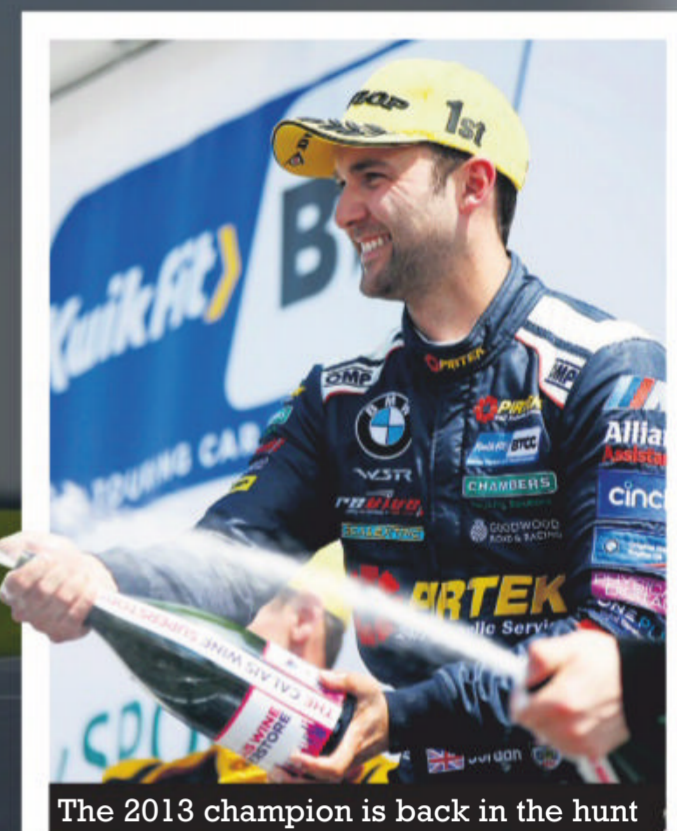


A slick-tyre risk narrowly failed to work for Tom Ingram in race three



It was a solid if unspectacular meeting for table-topper Colin Turkington

AT THE DOUBLE FOR JORDAN



The 2013 champion is back in the hunt

Croft has been rear-wheel-drive heaven over the five years preceding last weekend's British Touring Car Championship rounds. All but three of the victories at England's most northerly venue had been claimed by rear-motivated cars, but a new track surface had the front-wheel-drive brigade optimistic of a shift in the powerbase. They were wrong.

WSR BMW 330i M Sport driver Andrew Jordan's classy double in the opening two events – the second one with a full load of 54kg of success ballast – rocketed him back into title contention. It was his second double win in as many meetings and it showed that Croft has not given up all its nuances that play out in favour of the BMWs.

Front-wheel-drive glory was snatched by Tom Chilton's Motorbase Performance Ford Focus in a damp-but-drying race three after a tense fight.

But the big impact had been made by 2013 champ Jordan. His blank score sheet from a damaging Donington Park in April seems a lot less painful now.

Race one

The qualifying session was one of the most bizarre in the championship's recent history. Five red flags, three of them prompted by cars collecting the track-marking Recticel barriers, meant many drivers had their programmes thwarted. Late rain also caused further concerns.

Jordan, although he caused the final stoppage with a puncture, collected pole position in his WSR BMW 330i M Sport. He was stripped of his fastest time because he had been the cause of the red flag, but his second best was enough to annex pole, his first of the season.

He lined up ahead of the BTC Racing Honda Civic Type R of Chris Smiley, with the Focus of Chilton and joint points leader Colin Turkington (WSR BMW 330i M Sport) sharing row two.

One of the biggest losers was Rory Butcher, who caused the fourth red flag with a sizeable accident coming out of the chicane. He connected with the outside wall and damaged his AmDTuning.com Honda Civic Type R significantly. He would be consigned to start in 29th position and, significantly, was one of the few on the harder option tyres in the first race.

A rain shower just before the start of the opener caused further consternation, particularly for Jordan.

"There were some nervous moments, but I worked out that only the front part of the track was slippery and there was more grip around the back," said Jordan, who was about to motor to his fourth win of the season and slam himself firmly back in the title hunt.

The rear-wheel-drive car launched well to fend off Smiley and Chilton, and was more than a second clear after the opening lap. From then on, he was content to control the pace in the opening stages – and even survived a safety car intervention to pick up the battered Power Maxed Racing Vauxhall Astra of Rob Collard, which went off at Sunny Out on lap six.

"On the lap before the safety car, they came on the radio to tell me Smiley had taken half a second out of me," explained Jordan. "After the caution period, I got my head down again to get a gap just to put the threat to bed."

That he did. Smiley, for his part, was simply pleased with maintaining second place as he had his mirrors full of Chilton for the entire race. As the front tyres wore on both of their cars, they were forced into defensive mode.

Smiley said: "For the first few laps it was really, really slippery and I struggled to get heat into the rear tyres. But to be able to follow as closely as I could to the BMW was a real boost for us."

Chilton was the one under the sternest test, as he had the racy WSR BMWs of Turkington and Tom Oliphant behind him. Oliphant had tried a failed clunky move at the Complex to get ahead of his team rival as the pair raced to the end of the lap before the safety car.

The green flag flew again to give the field a six-lap dash to the chequer and Turkington tried his best to usurp the Ford.

The Motorbase car stood firm. Chilton said: "It was tough with two of them [the WSR cars] on my bumper. I had to drive defensively, which meant I had to go tight into the hairpin at the end of the lap and that is not the ideal line."

"It is not the fastest, which meant I couldn't really do anything about Smiley in front."

Turkington was full of praise for Chilton's drive: "He knew where I was quicker and where he was faster than me. He is a wily driver given his experience and we were running at just about the same lap times."

There was nothing I could do."

Behind Oliphant, Dan Cammish brought the Team Dynamics Honda Civic Type R home in sixth place after leaping ahead of Ash Sutton's BMR Racing Subaru at the start and then overhauling Ollie Jackson's Motorbase Ford Focus, which was later destined for retirement after he collected a tyre stack.

Jason Plato (Power Maxed Racing Vauxhall Astra) and Josh Cook (BTC Racing Honda Civic) were following the queue at a respectable distance for eighth and ninth, while Matt Neal brought his Team Dynamics Honda Civic home in 10th after prevailing in a battle including Tom Ingram's Speedworks Motorsport Toyota Corolla and Jake Hill's Trade Price Cars Racing Audi S3.

Joint championship leader coming into the event, Butcher, recovered from the back row to finish in 18th position. Crucially he, and Ingram in front, had used the harder tyres and got them out of the way for the weekend.

Race two

As he stepped from the winning BMW after race two, Jordan was frank in his reflection. "I expected two wins this weekend," said the beaming driver after taking his 25th career victory with consummate ease.

Despite the apparently smooth passage to victory, the Pirtek-backed man said that he had to use all of his guile to land the commanding win.

He had started from pole position but had a pesky full load of 54kg of success ballast aboard the rear-wheel-drive machine. The threat would come from fourth place on the grid.

"I knew that Colin Turkington would be on the move," said Jordan afterwards. "I needed to make a break early on before he had got to the front of the pack that was chasing me. So I got my head down from the off and I pushed as hard as I could."

It was a good job he did, too. Turkington finally managed to unseat Smiley from second place on lap five after teeing up his rival going into Tower and accelerating through on the approach to the super-fast Jim Clark Esses.

By that stage, Jordan's push had put him five seconds ahead. But the Northern Irishman chipped away, perhaps helped by the leader's early eagerness.

"My rears had started to go away because I had been pushing so hard,"

'Heroes and villains: MN's star and wooden spoon'

The weekend's stand-outs, p20



ROUNDS



Photos: Jakob Ebrej Photography



Jordan was a double winner

said Jordan. "I had a moment too, and I had to have a word with myself and calm down. I had to drive a clever race to get to the end."

Turkington, in the end, finished 1.1s behind, but he had been very circumspect in overtaking Smiley. "You can risk everything, but you have to weigh it all up," said the runner-up. "I had to make sure it was a clean move and it was in the end."

Smiley had been the cork in the bottle, but drove a very good defensive race against the onslaught from behind.

Cammish managed to unseat the Carrickfergus man on lap eight and Neal leapt ahead to race to fourth position on lap 11.

Still, fifth was a decent return for the BTC man, but it went south on the penultimate lap on the approach to the Complex. Sutton had been nibbling at the bootlid of the Honda and had a run going into the left-handed opening element of the switchback. Smiley had the inside for the right-hander, but the pair made contact on the approach and the Civic spun into the wall, leaving Sutton with fifth.

Smiley was raging, and the officials agreed after reviewing the incident. Although Sutton was allowed to keep his fifth position finish, he would have to start with a five-place grid penalty in race three.

Plato underlined his most consistent weekend to race to a solid sixth ahead of Ingram, who was pleased enough with the pace from the Corolla but knew that he had no answer to the pace of the swashbuckling BMWs.

Cook took his BTC Racing Honda to an Independents Trophy win (after the woe of his team-mate Smiley) in eighth, from Chilton.

Chilton had a right to be frustrated. The third placed starter had a physical battle with Oliphant's BMW into Clervaux on the opening lap that ultimately resulted in the rear-wheel-drive car rotating on the exit of the chicane.

Chilton continued in fifth, but his car didn't have the grip of the others and he was under attack. It came to a head at Clervaux on lap 11 when first Neal, and then Sutton, Plato and Cook managed to usurp him.

Chilton had simply been hung out to dry out of the queue of race traffic, but there was a silver lining: he was drawn on reversed grid pole for race three.

Aiden Moffat (Laser Tools Racing Mercedes-Benz A-Class) rescued something on a dire weekend for all

the Merc drivers with 10th place, albeit some way adrift.

Hill had been on course for a top 10 finish in the race before his engine blew and sidelined him for the rest of the weekend, while Butcher's comeback dragged him to 14th. He missed out on the reversed grid draw, but was within sniffing distance of the big points.

Race three

The weather had played its part on Saturday, but the clouds had a big shout in the final event of the weekend too.

The heavens had opened just prior to the cars taking to the grid, but they were quickly replaced by warm sunshine. The track seemed as if it would dry significantly, but the only gambler among the top runners was Ingram. He was starting third on the grid, and chose to zig while everyone else zagged.

It proved to be the wrong choice but there were, perhaps, other elements at play. Dunlop has introduced a more robust wet tyre for this season and it was the first time the covers had been tested in such an environment.

Six other drivers opted for the dry tyres (and there was another when Stephen Jelley pitted mid-race) but it was to no avail. Ingram set the fastest lap of the race on the very last tour, but it was too late.

He was left in the wake of the wet-tyred runners, who had been led home all the way by the majestic Chilton. He was peerless as he soaked up the pressure from Cook and Plato, who never let him escape. There was a mid-race safety car to cope with when the marshals needed to clear away the race's only retirement, the battered Team Hard VW CC of Jack Goff (to cap an horrendous weekend for the former Renault UK Clio Cup champ), but the leader was unfazed.

"When you start from pole, you can control the pace to a degree," explained the now 14-time BTCC race winner. "But I was mindful of the tyres. During the safety car, I was trying to be less aggressive on the tyres to make them last. After that, I was the most progressive on the throttle that I have ever been in a race, just keeping it smooth and trying to limit the wheelspin. I knew tyre management was the key."

Managing second-placed Cook was also a key aspect, but the Honda Civic man had issues of his own. Every time he got close enough to Chilton to have a

look, Plato behind fancied his chances of muscling in on their party.

"That was really hard work," said Cook who, after two tough battles in the opening races, reigned his title charge. "I knew once it had rained before the start that it would level the playing field for us a bit as we have had a few car issues to work through today. Tom drove very well and I just couldn't get to him."

Plato's third place was his first podium of the year in a pliable car which he said suits the wetter weather, although he is still working on fully unlocking the dry-weather magic bullet to give the Astra the race-winning pace it demonstrated in 2018.

One of the stars of the finale had been Sutton, clearly stung by his censure from the second event. He was mighty on the brakes into the hairpin and dispatched car after car following his 10th place start. After claiming two places on the start, he completed four moves at the hairpin to clamber his way up the order and rescue some solid marks from the event.

His final victim, with three laps to go, had been Neal. The Honda man capped a solid-if-unspectacular weekend with a decent haul of points. Team-mate Cammish slipped back from Neal's bootlid with a wobble at Sunny In halfway through, which dropped him to 10th.

The beneficiaries were Turkington and Jordan, who swapped positions on the last lap as the charging Butcher, another on a rescue job after a torrid weekend, clambered onto their bootlids. The Honda man made a bold move into the Jim Clark Esses which delayed Jordan and allowed Turkington into sixth and the Civic into seventh.

Behind Jordan, Adam Morgan (Ciceley Motorsport Mercedes-Benz A-Class) capped a frustrating weekend with ninth ahead of Cammish.

Morgan was among a raft of those with frustrations on what had been a torrid weekend.

Despite the last-gasp demotion in race three, Jordan's was the broadest smile leaving North Yorkshire. And now the circus moves on to Oulton Park in two weeks' time. Twelve months ago, WSR took two wins with Turkington sharing the spoils with former team-mate Collard. A repeat of that kind of showing could mean Jordan has performed an amazing save in terms of his ambitions for a second title.

RACE FACTS



CROFT

Where: Darlington
First BTCC round: 1968
Lap length: 2.125 miles
Qualifying lap record: Andrew Jordan 1m 21.734s (2019)
Race lap record: Colin Turkington 1m 22.063s (2019)

RESULTS

Round: 1 Laps: 18

Weather: cloudy and dry

POS	Q	DRIVER	CAR	TIME
1	1	Andrew Jordan	WSR BMW 330i M Sport ⁹	29m13.613s
2	2	Chris Smiley	BTC Racing Honda Civic Type R	+1.835s
3	3	Tom Chilton	Motorbase Performance Ford Focus RS ⁷	+2.685s
4	4	Colin Turkington	WSR BMW 330i M Sport ²	+3.259s
5	5	Tom Oliphant	WSR BMW 330i M Sport	+3.472s
6	7	Dan Cammish	Team Dynamics Honda Civic Type R ⁸	+4.405s
7	6	Ash Sutton	BMR Racing Subaru Levorg ⁴	+4.736s
8	10	Jason Plato	Power Maxed Racing Vauxhall Astra ⁹	+6.150s
9	12	Josh Cook	BTC Racing Honda Civic Type R ³	+10.751s
10	13	Matt Neal	Team Dynamics Honda Civic Type R ⁵	+12.561s

11 (15) Tom Ingram (Speedworks Motorsport Toyota Corolla GT) (H) (24kg) +15.460s; 12 (9) Jake Hill (Trade Price Cars Racing Audi S3 Saloon) (H) +16.361s; 13 (17) Aiden Moffat (Laser Tools Racing Mercedes A-Class) +17.593s; 14 (18) Stephen Jelley (Team Parker Racing BMW 125i M Sport) +17.604s; 15 (11) Senna Proctor (BMR Racing Subaru Levorg) +18.161s; 16 (28) Adam Morgan (Ciceley Motorsport Mercedes A-Class) +18.814s; 17 (20) Jack Goff (Team Hard Volkswagen CC) +19.449s; 18 (29) Rory Butcher (AmD Tuning Honda Civic Type R) (H) (48kg) +19.841s; 19 (21) Carl Boardley (Team Hard Volkswagen CC) +20.581s; 20 (14) Daniel Rowbottom (Ciceley Motorsport Mercedes A-Class) +22.955s; 21 (27) Mark Blundell (Trade Price Cars Racing Audi S3 Saloon) (H) +29.810s; 22 (25) Rob Smith (Excel8 Motorsport MGB) (H) +31.263s; 23 (26) Sam Tordoff (AmD Tuning Honda Civic Type R) +1m27.812s; 24 (30) Nicolas Hamilton (Motorbase Performance Ford Focus RS) -2 laps; R (22) Michael Crees (Team Hard Volkswagen CC) 16 laps/accident; R (19) Matt Simpson (Simpson Racing Honda Civic Type R) 15 laps/damage; R (23) Sam Osborne (Excel8 Motorsport MGB) (H) 10 laps/damage; R (8) Ollie Jackson (Motorbase Performance Ford Focus RS) 8 laps/damage-off; R (24) Bobby Thompson (Team Hard Volkswagen CC) (H) 7 laps/brakes; R (16) Rob Collard (Power Maxed Racing Vauxhall Astra) 6 laps/crash.

Pole position: Jordan 1m21.734s (93.60mph). **Winner's average speed:** 78.52mph. **Fastest lap:** Jordan 1m22.194s (93.07mph). **Lap leaders:** Jordan 1-18. (H) = hard tyre.

Round: 2 Laps: 15

Weather: cloudy and dry

POS	Q	DRIVER	TIME
1	1	Jordan ¹	20m47.475s
2	4	Turkington ⁴	+1.100s
3	6	Cammish ⁶	+11.543s
4	10	Neal ¹⁰	+12.731s
5	7	Sutton ⁷	+20.209s
6	8	Plato ⁸	+20.753s
7	11	Ingram	+21.723s
8	9	Cook ⁹	+22.119s
9	3	Chilton ³	+22.401s
10	13	Moffat	+25.643s

11 (16) Morgan +26.297s; 12 (14) Jelley +26.506s; 13 (15) Proctor +26.965s; 14 (18) Butcher +27.307s; 15 (23) Tordoff (H) +31.083s; 16 (17) Goff +34.475s; 17 (26) Simpson +35.987s; 18 (5) Oliphant (30kg) +36.292s; 19 (30) Collard +36.473s; 20 (28) Jackson +37.505s; 21 (20) Rowbottom +38.335s; 22 (19) Boardley +38.876s; 23 (29) Thompson +40.586s; 24 (22) Smith +44.381s; 25 (25) Crees +53.676s; 26 (21) Blundell +1m15.815s; 27 (2) Smiley (48kg) +1m19.807s; 28 (24) Hamilton (H) -1 lap; R (12) Hill 2 laps/engine; NS (27) Osborne 0 laps.

Winner's average speed: 91.98mph. **Fastest lap:** Turkington 1m22.063s (93.22mph). **Lap leaders:** Jordan 1-15. (H) = hard tyre.

RACE SUCCESS BALLAST

54kg ¹	48kg ²	42kg ³	36kg ⁴	30kg ⁵
24kg ⁶	18kg ⁷	12kg ⁸	6kg ⁹	6kg ¹⁰

CHAMPIONSHIP POINTS

DRIVERS

POS	DRIVER	PTS
1	Colin Turkington	143
2	Josh Cook	132
3	Ash Sutton	130
4	Andrew Jordan	117
5	Matt Neal	115
6	Rory Butcher	113
7	Tom Chilton	111
8	Dan Cammish	97
9	Tom Ingram	96
10	Jason Plato	93

11 Jake Hill 61; 12 Adam Morgan 58; 13 Tom Oliphant 51; 14 Rob Collard 50; 15 Chris Smiley 48; 16 Stephen Jelley 48; 17 Sam Tordoff 39; 18 Aiden Moffat 39; 19 Senna Proctor 19; 20 Bobby Thompson 17; 21 Ollie Jackson 10; 22 Jack Goff 10; 23 Michael Crees 4; 24 Mark Blundell 2; 25 Carl Boardley 2; 26 Matt Simpson 1.

JACK SEARSTROPHY

POS	DRIVER	PTS
1	Butcher	231
2	Oliphant	185
3	Thompson	127
4	Smith	127
5	Rowbottom	120
6	Crees	108
7	Boardley	98
8	Blundell	88
9	Hamilton	87
10	Osborne	71

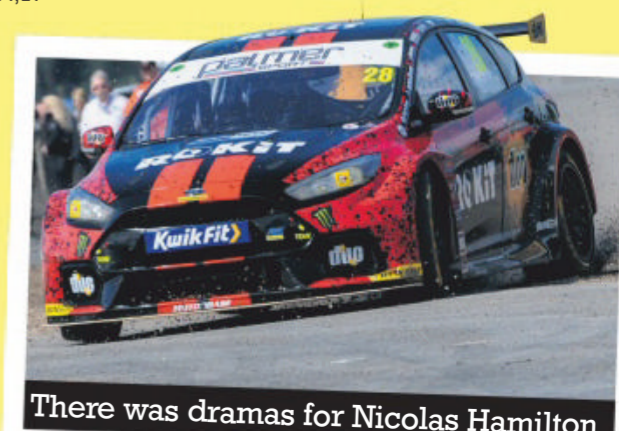
Round: 3 Laps: 17

Weather: wet but drying

POS	Q	DRIVER	TIME
1	1	Chilton ⁹	26m56.832s
2	2	Cook ⁴	+0.764s
3	4	Plato ⁶	+1.117s
4	10	Sutton ⁵	+5.337s
5	5	Neal ⁴	+7.012s
6	7	Turkington ²	+9.615s
7	14	Butcher	+10.541s
8	8	Jordan ¹	+11.168s
9	11	Morgan	+12.475s
10	6	Cammish ³	+12.856s

11 (20) Jackson +13.209s; 12 (13) Proctor +14.840s; 13 (15) Tordoff +15.354s; 14 (23) Thompson +15.889s; 15 (22) Boardley +20.657s; 16 (3) Ingram (18kg) +22.420s; 17 (21) Rowbottom +24.492s; 18 (9) Moffat (6kg) +32.648s; 19 (26) Blundell +32.804s; 20 (28) Hamilton +39.108s; 21 (30) Osborne +39.963s; 22 (24) Smith +40.576s; 23 (18) Oliphant +50.830s; 24 (27) Smiley +54.238s; 25 (17) Simpson +1m12.192s; 26 (19) Collard +1m13.562s; 27 (25) Crees +1m17.189s; 28 (12) Jelley -1 lap; R (16) Goff 1 lap/accident; NS (29) Hill 0 laps.

Winner's average speed: 80.44mph. **Fastest lap:** Ingram 1m27.817s (87.11mph). **Lap leaders:** Chilton 1-17



There was drama for Nicolas Hamilton

BTCC: CROFT



Photo: Mike Hills Speed Images

EXCLUSIVE ANALYSIS BY ROB AUSTIN

MOTORSPORT NEWS WOODEN SPOON



ROB AUSTIN

I'm awarding the wooden spoon to myself. I was the plonker who marched down a wet circuit to tell Christian Dick (boss of Speedworks) with confidence that slicks were the right decision for race three! Whether my advice swayed the team's decision or not, I can't help but worry that my confidence in the tyre choice swayed his choice a little and left Tom Ingram to deal with the hellish drama that is a race car on cold slicks in the wet. In hindsight I may have been optimistic....

MOTORSPORT NEWS STAR DRIVER



TOM CHILTON

Chilton was properly on form this weekend, he aced qualifying in very difficult circumstances and then followed that up with a great defensive drive in race one and a win in race three. All this in a front-wheel-drive car at a rear-wheel-drive favourable circuit. His experience showed through and it was just an all-round, weekend-long impressive performance from one of the BTCC's older hands.

DRIVER ANALYSIS

MATT NEAL

7/10

Team Dynamics Honda

A slightly under the radar performance from Neal yet he recovered from a tough qualifying session (where he was one of those to clip the Recticel barriers) with a steady progression during race day to score three top 10 results to keep himself very much in contention for this year's title.



DAN CAMMISH

7/10

Team Dynamics Honda

Cammish would have wanted better than seventh from qualifying given his pace during free practice but a strong showing in the opening two races meant he progressed to a well deserved podium in the second. A mistake in the final encounter cost him valuable positions and points.



ANDREW JORDAN

9/10

WSR BMW 330i M Sport

A WSR BMW 3 series that's lighter than your team-mate's car is ideal at Croft. The problem is, if you have that, expectations are high and the pressure is really on. That didn't bother Jordan though and he didn't put a wheel wrong all weekend to bring himself properly back in to the championship hunt.



COLIN TURKINGTON

8/10

WSR BMW 330i M Sport

It was all lost in qualifying when he didn't quite get his lap in during a difficult session. It left him a few places behind Jordan. It took him until midway through the second race to clear rivals. By then, Jordan had won race one and was long gone in race two. A solid scoring weekend but might have expected more.



JASON PLATO

7/10

Power Maxed Vauxhall

Plato made solid progress each time out this weekend and the pace is getting there. He won't be happy until he's back on the top step but it's very clear that he and the works supported Vauxhall Astra are taking strides in the right direction and his podium in race three was well deserved.



ASH SUTTON

6/10

Team BMR Subaru Levorg

He seemed to struggle in the opening laps of the first race but then started to progress through again. He was very racy in the final encounter and the podium could have been even more had he started from his original grid slot. A grid penalty for a tangle in race two meant it was a recovery effort rather than a bid for victory.



TOM INGRAM

6/10

Speedworks Toyota

Drove a blinder but not getting a lap in qualifying meant he was starting well out of position. He got the hard tyres out of the way in race one which looked like it was going to be a stroke of genius, then it rained. Bolting on slicks in the final race looked like another stroke of genius, until it got to the midpoint and it was still wet...



TOM CHILTON

9/10

Motorbase Ford Focus

Chilton drew on all his experience this weekend and, for want of a better phrase, he absolutely nailed it. The Motorbase Performance Ford was quick through the speed traps but looked like a bit of a handful on the turns, still Chilton absolutely maxed out this weekend in an impressive fashion.



JOSH COOK

8/10

BTC Racing Honda

A frustrating start to the weekend for Cook as he felt he was out of position after qualifying and clearly wasn't happy in the car. Despite this, Cook still managed three top 10 results including a podium in race three and leaves Croft having consolidated second place in the championship.



MARK BLUNDELL

4/10

Trade Price Cars Audi

We all want to see Blundell make progress and this weekend I think we started to see that. OK, qualifying wasn't great but he can't be blamed for that and then there was evidence of progression in his pace and position throughout Sunday. Let's hope he maintains this momentum heading to Oulton Park.



ROB COLLARD

3/10

Power Maxed Vauxhall

Rough weekend for Collard, he was angry about the driving standards through a qualifying session that left him 16th and Sunday didn't get any better. A retirement following a crash in race one and the wrong tyre choice in race three meant that Collard leaves Croft with no points at all.



RORY BUTCHER

5/10

AmDTuning.com Honda

It was an uncharacteristic start for Butcher as the frustration at all the red flags in qualifying got to him and he ended the session in the wall. He made solid but not stunning progress through the first two races but it wasn't until the final outing of the weekend that he properly got on form.



SAM TORDOFF

4/10

AmDTuning.com Honda

Seemed to suffer more than most with the broken qualifying session and failed to register a representative lap time in a car that had suffered some fuelling problems. This made Sunday hard work and, coupled with a couple of off-track moments, meant this was a weekend to forget for Tordoff.



CHRIS SMILEY

7/10

BTC Racing Honda

I'm not sure that the BTC Honda was the car to have during the difficult qualifying session at Croft but Smiley was the star of qualifying to start Sunday on the front row. He was fortunate in race one to have Chilton as a blocker but fully deserved his first podium of the year.



ALAN GOW

1/10

Porsche Panamera

While initially I was grateful for the chance to experience the new track surface via the leather-clad auto massaging luxury passenger seat of Gow's Porsche, I quickly came to regret my decision, much like I did when I let him drive my race car last year. I no longer wonder why Gow doesn't do more racing himself.



SUPPORTS

'Coates took a double win at home circuit'
Renault UK Clio Cup, below



Maloney unbeaten and grabs title lead

British Formula 4

By Stephen Brunson

Heavy rain on Saturday meant that there were just two British Formula 4 races at Croft last weekend, but that didn't stop Zane Maloney claiming another pair of victories to take the championship lead.

The Carlin driver was dominant all weekend, having topped both of Friday's test sessions and claimed both poles by handy margins.

Perfect starts in each encounter gave the Barbadian the platform to go largely untroubled throughout both races.

Having made an array of set-up changes that "didn't work", Louis Foster finished a frustrated third after being jumped by Bart Horsten at the start of race one.

Maloney's main threat should have been Sebastian Alvarez, but the Mexican received a 10-second penalty for being out of position on the grid, leaving him fifth. Alvarez, who arrived at Croft second in the standings, started race three from the front-row but slid into retirement at Clervaux on the second lap.

Race two was cancelled after the rain intensified towards the end of Saturday's action, preventing local driver Josh Skelton starting from reversed-grid pole.

Maloney made sure there was only one driver to beat with a routine lights-to-flag victory in race 'three', leading Foster and Horsten.

Coates takes a double victory on home turf

Renault UK Clio Cup

By Stephen Brunson

Hometown hero Max Coates claimed a pair of hard-earned Renault UK Clio Cup wins at Croft to reduce the deficit to points leader Jack Young to just 12.

Coates, who recorded a win and a second 12 months ago, proved the driver to beat all weekend after topping qualifying for both encounters.

Young got closest and missed out on pole by just 0.027s and continued to pressurise Coates at the start of the wet opening race on Saturday, before dropping back following an excursion at the Chicane.

This allowed Coates a comfortable 22-second margin at the flag, with Jamie Bond recording his maiden podium finish in third, some distance behind Young.

Title challenger Brett Lidsey's race never really got going unfortunately as the MRM driver spun at the Jim Clark Esses on the first lap while fighting Young for second, eventually finishing seventh.

Coates was beaten at the start of the second race by Young, but the latter was deemed to have jumped the start and copped a 10-second time penalty. Young was the first to cross the line at the finish, having driven a defensive race – much to the chagrin of Coates – but was classified fourth behind Bond and Lidsey on corrected time.

"I knew [Young] got the penalty and it was quite frustrating being clearly backed up into Brett," Coates said post-race. "It was a bit too much for my liking but to come away with pole, fastest lap and two wins is great."

HARPER SPINS THEN WINS IN DRAMATIC CROFT RACES

Points leader and Pro-Am driver Leonard share wins



Leonard took a remarkable victory in wet



Porsche Junior got carried away out of final corner

Porsche Carrera Cup GB

By Stephen Brunson

Five laps into the second Porsche Carrera Cup GB race at Croft last weekend, JTR's Dan Harper was plumb last and staring down the barrel of a non-score after gambling with slicks on a soaking wet track. By the finish though, he'd recovered to sixth and had done just enough to leave Yorkshire with an extended championship lead over Lewis Plato.

Things began well for Harper on Saturday afternoon, surging to pole position by 1.254 seconds over title rival Plato. Come the race itself, Harper made quick his getaway off the line and headed the Motorbase driver into Clervaux.

Plato defended from George Gamble under braking for Tower and the pair were inseparable as they rounded the

Complex at the end of the opening tour. Gamble then made a late lunge to the inside of Plato, who shut the door and caused Gamble to spin into the path of Jack McCarthy. Both cars retired on the spot, bringing out the safety car.

Upon resumption, Harper built a three-second lead over 2014 champion Josh Webster but nearly threw it all away exiting the Hairpin for the final time, when he spun on acceleration out of the corner. Despite lightly tapping the Armco barrier, Harper quickly regained momentum to record his third win of the season from Webster by just under half a second.

"I just came out of the Hairpin, like I did every lap until that point, planted the throttle and it just came round on me," Harper said.

"It was a heart-stopping moment but thankfully I was able to get the clutch in, get it in first gear and make it to the line

as fast as possible."

Believing he had the pace to profit from Harper's error, Plato – who finished ninth after picking up significant front-right corner damage following the contact with Gamble – was eventually rewarded with a first Pro class victory of the year in a bizarre rain-affected second race.

Just three cars – polesitter Seb Perez, Webster and Harper – took the start from the grid as the rest of the field changed onto wet tyres as the heavens opened.

The leading trio lasted just five laps before being forced into the pits, giving McCarthy – the first to head out on wets – the lead.

McCarthy lost out to fellow Pro/Am driver Karl Leonard after running wide at the exit of the Chicane. Irishman Leonard remained unchallenged en route to his first overall victory, with McCarthy finishing second ahead of Plato.

Only a false start dethrones Ginetta King at Croft

Ginetta GT4 Supercup

By Dan Mason

"Only 20cm" separated Harry King from a hat-trick of Ginetta GT4 Supercup victories at Croft.

Triumphant in sodden Saturday conditions, the small measurement meant a false start and subsequent 10-second time penalty put paid to an otherwise lights-to-flag repeat the following day.

Elite Motorsport's King was locked in combat with Tom Hibbert for much of the weekend, Hibbert inheriting race two honours before King fought back from third on the grid to win the final contest and move into the championship lead with a brace.

"It was unfortunate, because I made no mistakes and the car felt great," said King after dropping to fourth with his

penalty applied, having overpowered Hibbert in "treacherous" conditions the previous day to win by 13s.

Hibbert trailed King on the road in the opening two races after sealing a first ever Supercup pole, but had to settle for fifth behind King, Michael Epps and the returning Simon Rudd and Carlito Miracco in the final contest.

"I didn't even know [Harry] had the penalty," said Triple M Motorsport's Hibbert. "I was just trying to keep the pace and looking at my pit board, but I would have saved the tyres otherwise."

Privateer Miracco shone in poor conditions to grab a race one podium, a race briefly stopped after Epps and Lee Frost were both involved in early incidents in the spray.

Epps joined Hibbert and a recovering Will Burns – who was stymied by



King just missed out on hat-trick

alternator issues throughout Friday testing – on the race two podium but Burns suffered further misfortune in race three thanks to a puncture.

Reece Somerfield came into Croft as series leader, but left disappointed when a spin into the Clervaux gravel trap in race two scuppered his weekend. Mechanical problems later added fuel to the fire, Somerfield retiring from race three.

British Rallycross champion Nathan Heathcote shared Am class spoils with double winner Colin White, finishing fifth overall in the wet opener.

Martin wins the sole Ginetta Junior race as Hedley extends points advantage

Ginetta Junior

By Dan Mason

Ginetta Juniors only had one chance to shine at Croft, Will Martin grabbing the sole win to continue his strong form.

The Thruxton winner doubled his victory tally for the season, largely thanks to a bold move around the outside of polesitter James Hedley at Clervaux on the opening lap.

Richardson Racing briefly held a 1-2-3 when Hedley slipped back following a safety car interruption, but the latter played catch-up well.

Passing James Taylor and Casper Stevenson at Sunny, Hedley admitted he "left it too late" to challenge Martin into the Complex for the final time, the leader defending his line to hold on.

Stevenson completed the podium from Taylor, while title contender Zak

O'Sullivan took to the grass chasing Douglas Motorsport team-mate Gus Burton for fifth. O'Sullivan fell to eighth, while Burton avoided a first-lap tangle that pitched Roman Bilinski and Joel Pearson into the barriers before Tower in a four-wide exchange for space.

With the 1830hrs curfew rapidly closing in the previous day, persistent downpours ultimately curtailed Saturday's race after one lap behind the safety car.

RESULTS

Porsche Carrera Cup GB (15 laps) 1 Daniel Harper (JTR); 2 Josh Webster (Parker) +0.449s; 3 Jamie Orton (JTR); 4 Seb Perez (Redline); 5 Dan Vaughan (Motorbase); 6 Karl Leonard (Parker). FL Harper 1m19.749s (95.92mph). P Harper. S 14. **Race 2 (15 laps)** 1 Leonard; 2 Jack McCarthy (Redline) +0.598s; 3 Lewis Plato (Motorbase); 4 Vaughan; 5 Webster; 6 Harper. FL Webster 1m25.014s (89.98mph). P Perez. S 13. **Points (after 6/16 rounds)** 1 Harper 60; 2 Plato 45; 3 Webster 36; 4 George Gamble 31 (Redline); 5 Perez 27; 6 Vaughan 26.

British Formula 4 (15 laps) 1 Zane Maloney (Carlin); 2 Bart Horsten (Arden) +6.520s; 3 Louis Foster (Double R); 4 Tommy Foster (Arden); 5 Sebastian Alvarez (Double R); 6 Josh Skelton (JHR Developments). FL Maloney 1m19.849s (95.81mph). P Maloney. S 13. **Race 3 (12 laps)** 1 Maloney; 2 L Foster +2.365s; 3 Horsten; 4 Joe Turney (Carlin); 5 T Foster; 6 Alex Connor (Arden). FL Maloney 1m19.914s (95.73mph). P Maloney. S 13. **Points (after 11/30 rounds)** 1 Maloney 177; 2 L Foster 172; 3 Alvarez 144; 4 Horsten 128; 5 Luke Browning 96 (Richardson Racing); 6 Skelton 83.

Renault UK Clio Cup (8 laps) 1 Max Coates (Team Hard); 2 Jack Young (MRM) +21.864s; 3 Jamie Bond (Team Hard); 4 Nathan Edwards (MRM); 5 James Colburn (Westbourne Motorsport); 6 Jade Edwards (Team Hard). FL Coates 1m37.635s (78.35mph). P Coates. S 11. **Race 2 (12 laps)** 1 Coates; 2 Brett Lidsey (MRM) +2.977s; 3 Bond; 4 Young; 5 Ben Colburn (Westbourne Motorsport); 6 J Edwards. FL Young 1m30.200s (84.81mph). P Coates. S 11. **Points (after 6/18 rounds)** 1 Young 142; 2 Coates 130; 3 Lidsey 116; 4 J Edwards 81; 5 Bond 70; 6 Colburn 69.

Ginetta GT4 Supercup (5 laps) 1 Harry King (Elite Motorsport); 2 Tom Hibbert (Triple M Motorsport) +13.669s; 3 Carlito Miracco (Privateer); 4 Will Burns (Rob Boston Racing); 5 Nathan Heathcote (Century Motorsport); 6 Darron Lewis (Team Hard). FL King 1m28.884s (86.07mph). P Hibbert. S 19. **Race 2 (15 laps)** 1 Hibbert; 2 Burns +3.452s; 3 Michael Epps (Team Hard); 4 King; 5 Miracco; 6 Simon Rudd (Rob Boston Racing). FL King 1m21.820s (93.50mph). P King. S 19. **Race 3 (15 laps)** 1 King; 2 Epps +10.508s; 3 Rudd; 4 Miracco; 5 Hibbert; 6 Colin White (CWS Motorsport). FL Hibbert 1m22.152s (93.12mph). P Rudd. S 19. **Points (after 9/21 rounds)** 1 King 249; 2 Hibbert 216; 3 Burns 210; 4 Epps 200; 5 Reece Somerfield 192; 6 Rudd 110.

Ginetta Junior (10 laps) 1 Will Martin (Richardson Racing); 2 James Hedley (Elite) +0.428s; 3 Casper Stevenson (Richardson); 4 James Taylor (Richardson); 5 Gus Burton (Douglas); 6 Theo Edgerton (TCR). FL Hedley 1m39.845s (76.61mph). P Hedley. S 25. **Points (after 8/26 rounds)** 1 Hedley 252; 2 Zak O'Sullivan (Douglas) 191; 3 Taylor 156; 4 Burton 140; 5 Martin 126; 6 Lorcan Hanafin (Douglas) 123.

Photos: Jakob Ebrey

RALLY ITALY



BY DAVID EVANS

Hyundai bosses were looking at a runners up finish, until...

Dani Sordo was happy with second. Sunday morning hadn't been a bad one and the runners-up spot for a 26th time from 164 starts was good. He was happy.

But what about a second first? Another win.

It was six years since the last one, so it was probably overdue. Overdue but unlikely given the speed Ott Tanak showed through a perfect, unbeatable Saturday that moved him into a secure-looking lead. The odds on a Sordo success were as long as the odds on a third straight win and fourth of the season for Tanak were short. Then the Toyota man's bad luck struck again.

Sordo surprises himself

It was the Hyundai man who led at the end of the opening day. From the first stage of Friday afternoon, Sordo looked controlled and capable as he brought the i20 back to Alghero 10.8 seconds ahead of Teemu Suninen's Ford Fiesta WRC.

Tanak was third, four tenths off the Finn, but annoyed only the first four crews tackled SS7, which was cancelled when a spectator suffered a heart attack and needed the ambulance sending into the test.

Tanak had no idea of the circumstances, but was angry that his rivals had fresher rubber for the final two tests. "Sometimes," he growled, at the end of Castelsardo, "rallying is bullsh*t."

Sordo put his better boots to good use and went fastest on the very next stage.

Standing in the Friday evening sunshine waiting to go into service, Sordo's mood was upbeat.

On any hot, gravel rally, Friday afternoons are important, but this one was even more so. Miss out here and you're likely to be confined to a weekend of road sweeping, once the classification is reversed on Saturday morning.

"This afternoon was very important," confirmed Sordo. "You need to be in the pack and in the fight and you can't do this from first on the road."

Then Sordo did what Sordo does. He talked himself down. "I'm in the fight, but the fast drivers will also be in the pack tomorrow," his voice quietened towards the end of the sentence.

Motorsport News pointed out that Sordo, too, can be a fast driver. "Today, yes," he said. "I was a fast driver. Maybe I can win this rally..."

"Maybe I can win this rally if it finishes now. Actually, I don't want to think about that. When I was in that last stage, I was coming along and thinking, 'Ooo, I'm first!' I was a little bit distracted. Let's take it step-by-step and see what we can do. I will try my best."

But where had this turn around in form come from? Sordo had been in the top three six times on seven of the day's eight gravel stages. He'd competed in Sardinia 10 times before (though not

last year), but hadn't managed anything more than a couple of visits to the podium's bottom step previously.

"Honestly," he grinned, "I don't know. I was surprised. The road cleaned, but I don't know. I have no explanation – I was happy I was there in every stage. Normally for me it's one stage and then I'm slow!"

Hyundai director Andrea Adamo was growing increasingly exasperated with this. "I told him, 'Stop with all this Ott, blah, blah, blah... He goes for a piss just like you!'"

Tanak's charge

Come Saturday, the expected storm from Tanak duly arrived. Sordo did well to stave him off for the first two of the weekend's tests, but from then on the Toyota man was up and away.

From then on, two things were supposed to happen: Tanak would move clear of the pack, dominate the weekend, win the rally, snatch five powerstage bonus points and move 20-odd clear at the top of the table. A third perfect rally of the season – to match 30-pointers in Sweden and Chile – was Tanak's for the taking.

The second thing that was going to happen was Sordo's slide down the leaderboard. Suninen remained in close attendance, with his M-Sport Ford team-mate Elfyn Evans not far behind. Both Fiestas would surely usurp the Spanish Hyundai sooner rather than later.

Nope. Not this time. Sordo was up for this one and remained right at the sharp end of the leaderboard – the only significant time loss coming second time through Monte Lerno, where he was concerned by the risk of punctures.

Granted, Tanak was away and down the road, but Sordo was right in the mix and second on merit. And on Saturday night, he was in even more expansive mood. Too often at the day's final control ahead of service, Sordo is left alone to the Spanish media. The rest of the WRC's hack pack feeling there's little copy to be gained from the bloke in eighth, sixth or seventh.

With full international attendance, Sordo was on superb form at his self-deprecating and absolutely amusing best. "It was good without Ott," he said. "Ott's the fastest. I would love to win a gravel rally. We need a little bit more to get past Tanak, he is a little bit on another level this year, but yes, I would love to win on gravel. But, actually, I would just love another win, if it's here or anywhere!"

Would anywhere include Finland?

"That's August, no?" was the reply.

"Ah, August, I'm on holiday."

Where?

"My home. Whenever I'm in my home I'm on holiday and these dates are already fixed! Actually, I come to Finland. I go to support the team. I wear the T-shirt and stay with the team and give advice for the other drivers: 'Come on! Push, push, push. Vamos! Go to the stages now. You have the speed, you have the car... push!'"

"This job, I think it's nice. I take the T-shirt, go to the truck and sit in front of the computer and watch. It's more easy this way. When you have been around the sport, you see things a little bit differently. I joke, but you know I would love to win, but we need to find a way around Ott."

Once again, Tanak had done what nobody expected.

He was leading a rally he had no business leading. His lead defied accepted thinking. And common sense. Gravel roads don't come any hotter,

SORDO TAKES ONE FROM TANAK



Sordo took only his second career win

drier or looser than they did on the hard-baked Italian island that was Sardinia last week.

A fortnight earlier Tanak had been canny enough to throttle back at the end of Portugal's Fafe powerstage; he knew he'd drop a point (he actually dropped two after Thierry Neuville went quicker than him as well), but he was willing to gift those to his rivals in exchange for an improved position on the road in Italy.

Those actions forced world championship leader Sebastien Ogier to run first on the road and sweep the stages clean of gravel. While the Citroen star languished at the bottom end of the top 10 after the first loop, Tanak rose.

Even when Ogier broke his suspension, retired from the opening afternoon and left Tanak first on the Friday afternoon stages, it wasn't a problem. Still he rose.

Twenty-four months ago Tanak celebrated a maiden World Rally Championship win in Alghero, but last year the same event delivered disappointment when a heavy landing

damaged the sumpguard and everything that sat north of that shield on the Yaris WRC. The team had learned a valuable lesson from Sardinia – and a similar issue in Sweet Lamb at last October's Rally GB – and the sumpguard has evolved. And so it seemed for the second time in three years, Tanak would be the one jumping in the sea on Sunday afternoon.

Final-stage drama

With just the 4.28 miles of Sassari to Argentiera, the leader could afford to ship more than six seconds per mile to Sordo and still win.

Sordo completed the powerstage with, ironically, his worst time of the weekend. Determined to maintain second position, he was 16s slower than his team-mate Andreas Mikkelsen. Sordo slowed the car and flicked it from 'stage' to 'road' mode.

As soon as he did, a message pinged into the car's telephone.

"Tanak stopped".

Then nothing. No more news.

He sought detail from the massed media, but nobody could tell him more.

Yes, Tanak's tracker had gone yellow to indicate the Yaris was stationary, but it was green.

He was moving again.

Nobody could tell him if Tanak had dropped 27 seconds.

The wait was pure agony. Sordo drove the car towards the powerstage podium area and wondered, would this be win number two?

A mile or so over the hill, Tanak could confirm it would be. The steering had jammed on his Yaris – in the same way it had with Jari-Matti Latvala's car on Friday afternoon – and he'd been pitched into a half-spin. Eventually he coaxed the car back into a straight line and manhandled it to the end.

Finally, the split time arrived on the screens in Hyundai's service park base.

The leader was +1m18.3s to Sordo.

Twelve months ago, Hyundai rocked Alghero with a seven-tenths of a second win for Neuville over Ogier.

The boys and girls in light blue were in similarly good voice this time around when one of the sport's most popular guys around won.

Sordo looked slightly bewildered, but



Rough surface was Ogier's undoing

RALLY ITALY



BY DAVID
EVANS

RALLY ESSENTIALS

Day one: 78.42 miles; 9 stages

Weather: sunny 21-40°C

End of day one: 1 Sordo/del Barrio 1h36m01.5s; 2 Suninen/Lehtinen +10.8s; 3 Tanak/Jarveoja +11.2s; 4 Mikkelsen/Jaeger +20.2s; 5 Evans/Martin +20.3s; 6 Meeke/Marshall +29.5s

Day two: 88.49 miles; 6 stages

Weather: sunny 19-31°C

End of day two: 1 Tanak/Jarveoja 3h04m10.3s; 2 Sordo/del Barrio +25.9s; 3 Suninen/Lehtinen +42.9s; 4 Evans/Martin +1m25.4s; 5 Mikkelsen/Jaeger +1m33.3s; 6 Neuville/Gilsoul +2m32.4s

Day three: 26.03 miles; 4 stages

Weather: sunny 17-28°C

A mid-season change of co-driver's never ideal. Unless you're Jarmo Lehtinen joining **Teemu Suninen**, clearly. Ahead of the start Suninen joked that the 50-year-old is more senior than his father. But with age has come experience. And Suninen was the chief beneficiary of that experience last week. The M-Sport driver looked cool and calm as he collected a career-best second place (which was just 13.7s off the win) – his only mistake being a quick spin early in the event. Suninen's runners-up spot allied to a fourth for **Elfyn Evans** ensured the Cumbrians further closed the gap on French rival Citroen in the makes' race.

Evans missed out on a possible podium by just nine-tenths of a second after he was unable to contain **Andreas Mikkelsen's** pace. The Norwegian made a decent enough start to the event, but got quicker as the second half of the rally progressed. By Sunday morning, Evans was in his sights and Mikkelsen was on a mission.

Fastest on all four of the day's stages, he passed the Welshman and quite possibly saved his career. "It's been a good day today," he said. "But I'm not sure how much further we could have gone driving at that speed – it was getting a little bit silly at times. But, you know, we had to go for it. We had to push. We knew we had nothing to lose because **Thierry [Neuville]** was right behind us, so if it went wrong, he could pick up the manufacturers' points. I'm happy. The car worked, everything worked."

Adamo's words of wisdom had worked as well. "I told him," said Italian. "I said: 'F**king hell, you are Andreas Mikkelsen! When you hear people outside cheering 'Andreas' it's you they want. Not me! If you need to, put the sticker on the steering wheel: 'I. Am. Andreas. Mikkelsen.' And then I told him to push. Push. Push!"

Evans was gutted to have lost out by such a small margin, admitting he'd been uncomfortable putting the Fiesta on the doorhandles in such a rough final stage. Mikkelsen, plainly, had put such concerns out of his mind and simply sent it.

It's been some amount of time since Neuville ran no higher than sixth on a round of the WRC. The Belgian managed to get just about every tyre choice wrong in the first half of the rally and was then further hampered by a rare pacenote mistake from Nicolas Gilsoul. Things went even further awry when, left with zero grip on the slicks beneath him, he spent Saturday afternoon bouncing his i20 Coupe WRC off just about everything from the hills to Alghero.

Citroen's event was pretty miserable with **Sebastien Ogier** making his stay beyond that Friday mistake worthwhile with four points in the powerstage, but **Esapekka Lappi** struggled to muster much enthusiasm for anything in seventh. **Kris Meeke** was quick to point to a lack of recent experience of the Sardinian roads and was determined to steer his Yaris down the middle of the road to a solid finish. Running sixth and playing himself firmly into the Evans/Mikkelsen fight, the Northern Irishman found something solid in the middle of the road which damaged the inside of a rim and left him changing a puncture on Saturday's final stage and classifying his Toyota eighth a day later.



Meeke was restricted to eighth place

Continued from page 23

"It is a little bit difficult to accept this one. In some ways you could say, we didn't win, but we came to the finish first.

"What did I say to Tommi? What could I say? I said nothing, anything I said would be stupid."

But somebody somewhere would be saying something. Tanak could and probably should have won six of this year's eight rounds (Monte and Mexico are the odd ones out) and he should have been heading for his family holiday with a sizeable gap between himself and his nearest challenger. But he's not.

He is going on holiday. But he's going with a four-point lead over Ogier and seven in hand over Neuville.

Initial thoughts at Toyota are of a bad batch of steering parts, given the timing and the similar feedback from Latvala's Friday issue. But on Sunday night, Tanak would care little for the detail. He'd been robbed. Again.

It's inevitable that a result like this can and always does detract from what the beneficiary. This time it really shouldn't. Sordo drove an exceptional rally for the duration and richly deserves his victory.

But he led a podium few would have predicted on Friday morning; following Sordo home were Suninen and Mikkelsen.

A fortnight ago the post-event press conference was full of intrigue and accusation as Ogier told us to tell you that he'd heard that Adamo had told Sordo to help Neuville.

No such secrets were let out this time around. Instead, there was the united front of a double Hyundai podium and the sort of strong



Andreas Mikkelsen finally restored some pride with a battling performance for a return to the podium

leadership the WRC has already come to expect of Adamo.

Portugal is past. It's done. It's of no interest what was or wasn't said. The present is about first, third and a bigger lead in the manufacturers' championship.

And the future is about Finland. So could Sordo find himself doing

more than just wearing a T-shirt and cheering the team on next month?

Adamo: "You know, I am really like that bird [Ostrich] which is burying its head in the sand."

Having confirmed Neuville and Mikkelsen, Adamo has until entries close on 1 July to extract his head

from the sand and decide who will fly the third car in Jyväskylä at the beginning of August.

Whoever it is had better be ready. There's going to be one mighty miffed and doubly determined Estonian out for revenge at the start of August.

SECRET WIN FOR SOLANS AS HE COPIES HIS BROTHER

Spain's Rally Italy winner Dani Sordo looked across the media centre and smiled at his countryman Jan Solans. He was about to impart some bad news for the Junior WRC winner.

"Sorry Jan," he said. "But with [Fernando] Alonso and [Marc] Marquez winning in Le Mans and MotoGP, we're unlucky, we don't have a chance in the Spanish media tomorrow!"

Solans deserved his moment in the spotlight. The younger brother of 2017 Junior World Rally champion Nil Solans scored his first win with a breathtaking run across the final stage to edge Swedish rival Dennis Radstrom for victory.

Having rarely been split by more than a couple of seconds, Solans beat Radstrom by 14.9s to leapfrog Tom Kristensson at the top of the Junior standings.

Britain's Tom Williams suffered myriad issues including punctures, gearbox problems and, ultimately, a rally-ending hole in the sump.

With a troubled start to the season well and truly behind him, Kalle Rovanpera took charge of WRC 2 Pro with a third consecutive victory in the class.

Rovanpera's rally wasn't all plain sailing, however. He lost the

lead to team-mate Jan Kopecky briefly while he struggled with the set-up of his Skoda Fabia R5 Evo. Softening the car off brought more grip and the opportunity to move back to the front of the field. Once he was back there. He stayed there.

"This has been one of the most difficult rallies," he said of his first visit to Sardinia. "The roads are so different to Portugal, there is so little grip in places. It's been tough, but the good thing is that now we know this for the future.

"When you come to these rallies for the first time it is difficult because you are finding the tricky places for the first time when other people know about them."

Kopecky delivered a second successive WRC 2 Pro 1-2 for the Czech marque with Mads Ostberg third. Stopping to change a broken castor arm on the first stage proper (SS2) ruled him out of the running, but the speed the Norwegian showed across the rest of the event demonstrated the potential of the C3 R5 and the continued performance he offers.

Briton Gus Greensmith signed off his time in a current specification Ford Fiesta R5 with a largely forgettable fourth. He went off the road on the opening



Jan Solans had a battle with Dennis Radstrom to claim Junior WRC

day and suffered a broken hub on Saturday before bringing the car home for points on Sunday afternoon.

Pierre-Louis Loubet won WRC 2 despite suffering a brace of broken rear differentials aboard his Skoda Fabia R5. The Frenchman's first transmission fault came on Friday and then he started to lose drive to the rear on Saturday afternoon his worst fears were confirmed of a double failure.

"We could not change for a

second time," he said. "You can only make two new rear differentials. Honestly, I thought it was finished – and we had a puncture, but we still made it."

Takamoto Katsuta looked to have the class sorted on Sunday morning, before his rally was halted by a fire aboard his Ford Fiesta R5. Kajetan Kajetanowicz made the most of his switch from a Volkswagen Polo GTI R5 to a Fabia to clinch second with Simone Tempestini third in his Hyundai.

Photos: mcklein-imagedatabase.com

SUPPORTS

ROUND 08

DRIVER ANALYSIS BY DAVID EVANS



SEBASTIEN OGIER CITROEN C3 WRC 3/10

Rookie error from a man who – even in his rookie season – never looked like making a rookie error. Overcame the desire to go home early, stayed on, hung in and collected four powerstage points. Worth it then.



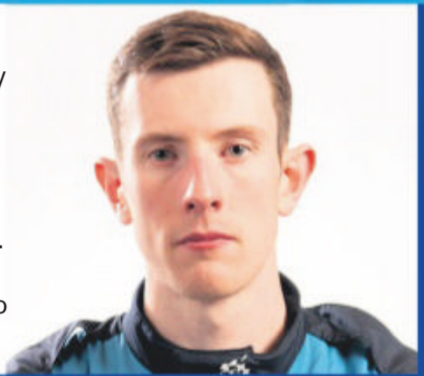
ESAPEKKA LAPPI CITROEN C3 WRC 3/10

Another tough event for the Finn who struggled to find grip from the C3 WRC and then suffered a power-sapping sensory issue on Saturday. Still a long way from what Lappi's capable of. Finland next...



ELFYN EVANS FORD FIESTA WRC 5/10

Faded from a fight at the front through Friday and into the weekend, then found himself embroiled in a battle with Neuville which he really should have won. Frustrating event to take the Welshman into the summer break.



TEEMU SUNINEN FORD FIESTA WRC 10/10

For Suninen, those home roads on the next round can't come soon enough. Coped with co-driver change brilliantly and benefitted immediately from the experience Jarmo Lehtinen brings to the car.



DANI SORDO HYUNDAI i20 WRC 9/10

Sublime effort from the Spaniard to lead at the end of day one and then stay there, right at the sharp end, for the balance of the event. If Tanak couldn't take this one, the service park would collectively have wanted it to go to Sordo.



THIERRY NEUVILLE HYUNDAI i20 WRC 2/10

Messy event for Hyundai's principal title protagonist. Running order and taking the wrong tyres made for a tough start and the rally went away from him from there. Can't afford too many of those...



ANDREAS MIKKELSEN HYUNDAI i20 WRC 8/10

Solid enough through the first half of the event, but really came good as he chased Evans down on Sunday. His performance to win all four final-day stages was as good as anything we've seen from him since his VW days.



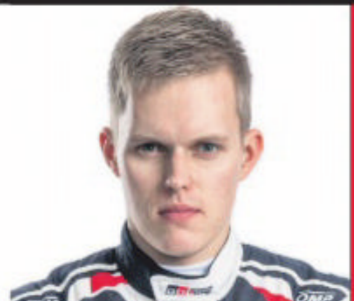
JARI-MATTI LATVALA TOYOTA YARIS WRC 3/10

Oh, Jari-Matti... "In 200 rallies, I have never made such a stupid mistake." It's very hard to argue with that. What's worse is that Latvala's error came when he was out front and leading the rally. Argh!



OTT TANAK TOYOTA YARIS WRC 9/10

Showed his peers up from the front on Friday. Looked well set for a maximum pointer when the steering aboard the Yaris decided otherwise. Heart-breaker for the super-fast Estonian.



KRIS MEEKE TOYOTA YARIS WRC 5/10

Was never going to set the world alight courtesy of his lack of recent experience, but he drove sensibly and would have bagged a respectable fifth. Unfortunately a broken rim turned that into eighth.



JUHO HANNINEN TOYOTA YARIS WRC 10/10

Takes a 10 for being such a thoroughly decent bloke and for bringing the car home in one piece to help a certain Estonian take the test Yaris WRC to a certain Estonian rally next month.



Rally Italy by any other name – oh yes, Sardegna...



MOTORSPORT NEWS STAR DRIVER

JAN SOLANS

Any Junior driver who emerged from Rally Italy in one piece did well, but nobody did better than Jan Solans. Admittedly, he does have the advice of big brother and former JWRC champion Nil to lean on, but still Jan's maiden win at this level was special.



MOTORSPORT NEWS WOODEN SPOON

COLIN CLARK

Grateful as we were for the Scot guiding the MN Ford Fiesta down the road to Cagliari on Sunday night, it would have been handy if he'd done so without bouncing out of every pothole as I tried to write these words! And if he'd gone a bit quicker and beaten Dan Barritt.

RESULTS

Round 8/14, Rally Italia Sardegna 2019, June 13-16

POS	DRIVER/ CO-DRIVER	CAR	TIME
1	Dani Sordo (ESP)/Carlos del Barrio (ESP)	Hyundai i20 Coupe WRC	3h32m27.2s
2	Teemu Suninen (FIN)/Jarmo Lehtinen (FIN)	Ford Fiesta WRC	+13.7s
3	Andreas Mikkelsen (NOR)/Anders Jager (NOR)	Hyundai i20 Coupe WRC	+32.6s
4	Elfyn Evans (GBR)/Scott Martin (GBR)	Ford Fiesta WRC	+33.5s
5	Ott Tanak (EST)/Martin Jarveoja (EST)	Toyota Yaris WRC	+1m30.1s
6	Thierry Neuville (BEL)/Nicolas Gilsoul (BEL)	Hyundai i20 Coupe WRC	+2m06.7s
7	Esapekka Lappi (FIN)/Janne Ferm (FIN)	Citroen C3 WRC	+2m59.6s
8	Kris Meeke (GBR)/Sebastian Marshall (GBR)	Toyota Yaris WRC	+4m40.1s
9	Kalle Rovanpera (FIN)/Jonne Halttunen (FIN)	Skoda Fabia R5 Evo	+8m24.6s
10	Jan Kopecky (CZE)/Pavel Dresler (CZE)	Skoda Fabia R5 Evo	+8m49.2s
19	Jari-Matti Latvala (FIN)/Miikka Anttila (FIN)	Toyota Yaris WRC	+20m36.0s
42	Sebastien Ogier (FRA)/Julien Ingrassia (FRA)	Citroen C3 WRC	+1h22m58.5s
R	Juho Hanninen (FIN)/Tommi Tuominen (FIN)	Toyota Yaris WRC	SS18/withdrawn

CHAMPIONSHIP POINTS

DRIVERS			MANUFACTURERS		
POS	DRIVERS	PTS	POS	TEAMS	PTS
1	Ott Tanak	150	1	Hyundai Shell Mobis WRT	242
2	Sebastien Ogier	146	2	Toyota Gazoo Racing WRT	198
3	Thierry Neuville	143	3	Citroen Total WRT	170
4	Elfyn Evans	78	4	M-Sport Ford WRT	152
5	Teemu Suninen	62			
6	Kris Meeke	60			
7	Andreas Mikkelsen	56			
8	Dani Sordo	52			
9	Esapekka Lappi	40			
10	Jari-Matti Latvala	40			

RALLY FINLAND AUGUST 1-4

NEXT RALLY Will Tanak bounce back from his heartache?

RACING REPORTS

CADWELL PARK: HSCC BY MARCUS PYE
JUNE 15-16

Photos: Mick Walker

MILICEVIC MAN TO BEAT IN HISTORIC F3 THRASHES



Timms kept Milicevic in sight in opener

Historic Formula 3 champion Jon Milicevic extended his unbeaten Justin Haler Trophy run in his Brabham BT21B to four years and eight races as the 1000cc screamers returned to sensational Cadwell Park, a popular period International hunting ground. The Anglo-Croatian ace was pressed throughout Saturday's gripper by HF3 newcomer Jeremy Timms in the ex-Reine Wisell Chevron B15, fifth here in '69.

Timms was menacing Milicevic, slipstreaming past the pits, when he snicked second gear instead of fourth. Miraculously, both car and Ford MAE engine (with 11,800rpm on the tacho!) survived the scary lock-up and Timms kept second. Frenchman Francois Derossi finished third in his Chevron B17, ahead of Jason Timms (BT21), Paul Waime's beautiful de Sanctis and Mike Scott's ex-Erkki Salminen Brabham BT28.

Fifty years after Ronnie Peterson debuted the prototype March 693 here, finishing third in the '69 final, this landmark and the recent passing of the marque's co-founder and designer Robin Herd were remembered. Simon Armer and F1000 convert Neil Armstrong drove 703s to seventh and eighth on day one, Armer repeating on Sunday despite a spin.

Milicevic was freed then by Jeremy Timms' early spin, from which he hurtled back to fourth, eclipsing Jon's Saturday best lap time. Cousin Jason eventually breached Derossi's defences for second. Swiss returnee Christoph Widmer and Waime completed the top six.

Elsewhere, race results were as unpredictable as the weather – glorious sunshine one minute, leaden clouds and torrential rain the next – as mechanical maladies and dramatic exits precluded doubles all round in the Historic Sports Car Club's annual Wolds Trophy event.

Charles Barter's Datsun 240Z outran Jeremy Clark's Lotus Elan in a very strong 70s Road Sports opener, with Kevin Kivlochan (Morgan +8), Will Leverett (Lotus Europa) and Adam Bagnall (Jaguar E-type) tightly bunched behind. Having recovered from a poor getaway to lead race two, Barter slowed towards the end and Clark surged past. "I thought I had a puncture, but the fan belt had broken and I was sliding on my own water," rued Barter. Mark Charteris pared his Classic

Clubmans lap record to 1m27.737s (89.73mph) in a dominant first race, but retired on Sunday when a front wheel bearing collapsed, benefiting initial leader Clive Wood in Mallock's works hire car and team-mate Alan Cook. Trevor Welsh was ecstatic with third in John Bowles' Sports 2000 Lola T492. Tom Dunstan won Saturday's B-Sport (FF1600-engined) gold from the back on the return of Steve Clamp's Penfold. Barry Webb lost out with "a crowd-pleasing spin" onto the Mountain when he was tripped-up lapping Chris Tolchard, but beat Dunstan on Sunday.

Saturday's Historic Formula Ford 2000 salvo was restarted after rain brought red flags with the field on slicks. Former champion Benn Simms placed his Reynard perfectly to prevent reigning triple-crown wearer Andy Park from passing, while Jason Redding completed a Reynard podium lockout. Fraser Collins (Lola T580) bagged early class honours by usurping Peter Belsey (Palliser P742).

Sunday's race was an unruly affair. Simms, after a poor start, ambitiously divebombed Park downhill into Mansfield and clattered over him. Park was out on the spot with a broken upright and tattered bodywork, but Simms continued, now behind Redding. With Belsey embedded in the Hall Bends and Paul Allen and Jeremy Main off at the Mountain it was halted with a sense of déjà vu. Following another rain lashing, nobody wanted a sprint so Redding was deservedly declared winner.

Intrepid 'KeKi' Kivlochan snarled his magnificent AC Cobra FoMoCo works demonstrator to wet and dry Historic Road Sports victories, but Roger Lee (Lotus 7) kept him honest on Sunday. A misunderstanding at Park ended Saturday's encounter when a tap from duellist Jonathan Rose (Elan) spun Mark Godfrey's Ginetta G4 into the path of Jonathan Stringer's 7.

Cameron Jackson stretched his Historic FF1600 winning streak to seven this term, but Callum Grant led briefly on Saturday. Two seconds allowed Grant to close on SpeedSport Merlyn twins Pierre Livingston and Ben Tusting, now joint second in the table. Livingston's frantic early scrabble past Grant into Mansfield enabled Jackson to break the tow on Sunday.

Feeble support for Guards Trophy and Classic Racing Cars experiments should not detract from fine displays by Benn Tilley and Dan Pyett.



Barter won first 70s Road Sports race but lost out in second contest

WINNERS

Historic Formula 3
Races 1 & 2: Jon Milicevic (Brabham BT21B)

70s Road Sports
Races 1: Charles Barter (Datsun 240Z)
Race 2: Jeremy Clark (Lotus Elan S4)

Classic Clubmans
Race 1: Mark Charteris (Mallock MK20/21)
Race 2: Clive Wood (Mallock MK20B)

Historic Formula Ford 2000
Race 1: Benn Simms (Reynard SF77)
Race 2: Jason Redding (Reynard SF79)

Historic Road Sports
Races 1 & 2: Kevin Kivlochan (AC Cobra)

Historic Formula Ford
Races 1 & 2: Cameron Jackson (Winkelmann WDF2)

Guards Trophy
Races 1 & 2: Benn Tilley (Lotus 23B)

Classic Racing Cars/Formula Junior
Dan Pyett (Tecno-BDA 68)

Historic Touring Cars
Race 1: Shaun Balfe (Ford Lotus Cortina)
Race 2: Bob Bullen (Ford Anglia 105E)

The most remarkable victor of the weekend was perennial Historic Touring Car battler Bob Bullen. The Warrington wizard bounced back from a hefty impact with a tyre wall in Sunday's opener to win its sequel less than four hours later in a comprehensively bandaged Ford Anglia 105E. "I had no idea where I'd finished, so couldn't believe it when I was told I'd won! I thought they were kidding me," he said.

Local McLaren GT racer Shaun Balfe had scored a relatively straightforward win from pole in the foreshortened morning stanza in his Lotus Cortina, leaving Rick Belcher in his two-litre version to be harassed by Bullen and Roger Stanford (Cortina). When spots of rain became a heavy shower, Bullen was inches behind Belcher when he touched the exit kerb at Charlies. Instantly the yellow Anglia shot back across the track to the inside then fishtailed on the wet grass as Bullen wrestled to regain control. "It went one way, then the other, but as I thought I'd got it straight, it spun round and hit the tyres backwards," he said.

The long-serving 105E's right rear corner was bent across almost to the alloy safety fuel tank in the boot compartment, the lid of which detached. Remarkably, Bullen drove his wounded steed back to the paddock with rubber smoke pouring off the tyre snagged by the restyled wheel arch. Most would have given up but not Bullen and his pal Mark Phelps. They jacked the wing out straight with a porta power, had the battered warhorse

re-scrutineered, minus its bootlid, and regredded for race two!

As the previous FF2000 race was red-flagged following a series of incidents, Bullen had hedged his bets on tyres. With an eye to dark clouds gathering over Park Corner he'd put deeper grooved 'wets' on the front but as the race was called early had just sufficient time to fit matching rears. Former champion Roger Godfrey didn't have that opportunity thus his Mini Cooper S started with almost bald rubber on the rear.

Balfe opted to start from the pits with rally man Peter Smith while Stanford in another Cortina chose to go from the back, joining Bullen. Bob was fourth by the end of lap one and took the lead from Godfrey's floundering Mini inside four. Thereafter he powered clear, leaving Godfrey to stave off impressive local man Michael Sheraton (Anglia), then acknowledged rainmeister Adrian Oliver (Hillman Imp).

Oliver reeled Godfrey in, but went off trying to round him onto the Mountain. "All my own doing," said the quadruple champion who salvaged fourth behind Sheraton. Oliver was not far ahead of 1970s Mini rallycrosser Nick Jesty who broke a 42-year sabbatical at Snetterton this month in his self-built Cooper S.

"I expected to see Adrian in the wall next time round," grinned Godfrey. Bullen was more surprised. "I thought Balfe was going to suddenly be in my mirrors then power past." Unbeknown to him, Balfe had retired after two slow laps.

BULLEN BOUNCES BACK FROM SHUNT WITH VICTORY



Hefty crash didn't end Bullen's event

ANGLESEY: 750MC BY ANNA DUXBURY

JUNE 15-16

Photos: Steve Jones

CHIPPY COOKS UP A DOUBLE VICTORY



Wesemael won twice although did have to watch out for Morris late on in both races



Polley dives ahead of De Graaff at Peel to claim his second Clio 182 win of the weekend

Christopher 'Chippy' Wesemael made it two from two in the RGB Sports 1000 Championship during the 750 Motor Club's trip to Anglesey, although Richard Morris kept him honest.

In the first race Morris had climbed back up the field after a bad start in his Spire to chase down Wesemael's Mittell MC-53 in the final laps, benefiting from the leader getting stuck in traffic. The final lap board was not shown, potentially denying Morris an opportunity to make a move for the lead, the former Formula Ford 1600 racer finishing less than half a second behind Wesemael. Morris hunted him down again in the closing stages of the second race but couldn't prevent Wesemael continuing his clean sweep of 2019.

Ryan Polley pulled out an advantage over championship rivals Don De Graaff and James Bark, winning two of the three Clio 182 races. Bark took victory in the first race of the weekend and Bark and Polley enjoyed a tight battle for the win in the second race while De Graaff finished in 12th after contact. While Bark crossed the line first, he received a 15-second penalty for abusing track limits, promoting Polley to the top step. After inheriting one win, Polley chased down De Graaff in the third race, making his move through Peel to achieve two in a row.

Graham Gant (WEV) took the

opening Formula Vee race, although Ben Miloudi (Storm) remained close on his tail for the entirety of the race. Miloudi had a poor getaway in race two, resulting in contact with the Sheane Jordan of Ian Jordan but survived to take the lead from Adam Macaulay by the mid-point of the race. Gant got past for second on the next lap but couldn't take the lead from Miloudi, crossing the line three seconds behind.

Irish Formula Vee competitors also joined the 750 Motor Club meeting at Anglesey and Jimmy Furlong had a strong start in the first race before Dan Polley took the lead and held it until the final lap. But championship leader Anthony Cross was the man to beat, snatching first place to take his fourth victory of the season.

Former champion Polley would get his chance on the top step of the podium before his trip to the UK was over, however, slipping past leader Furlong in race two when he braked too late and went wide into Rocket.

A one-off return for Ben Powney to the Locost Championship proved very successful as he romped to victory in the first and third of the weekend's races. Powney had competition but a mechanical failure for Thomas Gadd, who was the championship leader coming into the weekend, in the final race took the pressure off Powney in the latter stages.

Gadd prevented Powney from taking a clean sweep, battling back to take race two honours after a bad start from the front row.

It was a similar story in the MX-5 Cup where Paul Bateman took two victories out of three. In the second of the three races Bateman spun on the damp track as he battled for the lead, leaving him crossing the line in sixth, with the win instead going to Steve Foden.

Mark Inman dominated the two Armed Forces Race Challenge rounds in his Vauxhall VX220, crossing the line 25 seconds ahead of Ed Fuller and Andy Holborn battling for second in the latter race. In the additional handicap race it was Douglas Inglis who took victory in the 25-minute dash in his MX-5, with Inman having to settle for third place after making his way up through the field.

Andy Hiley (Chronos HR1S) had mixed fortunes in the Sports Specials championship, being passed for the lead at the hairpin by Paul Boyd (Eclipse SM1) and dropping to second, a position that seemed in danger when Hiley spun while attempting to pass a backmarker as he chased down his rival. While he kept second, Hiley would make no such mistake again in the next race, leading right from the first corner. Martin Gambling had an impressive drive to second in his Eclipse after starting at the back of the grid for ignoring the black and orange flag.



Anglesey marked the first appearance of the Racing Pride initiative logo on the 750 Motor Club cars. "It's quite surreal," co-founder Richard Morris said. "A couple of months ago the Racing Pride logo was just on a couple of people's laptops. It's a visible show of support that makes people think that motorsport can be a place for everyone. There's a big difference between knowing you'd be alright with someone coming out in your team and them knowing you'd be fine with it." Morris competed in the RGB Sports 1000 races, taking two second places.

WINNERS

RGB Sports 1000 Championship

Race 1 & 2: Christopher Wesemael (Mittell MC-53)

Clio 182 Championship

Race 1: James Bark
Race 2 & 3: Ryan Polley

Formula Vee Championship

Race 1: Graham Gant (WEV FV01)

Race 2: Ben Miloudi (Storm GKBM 2015)

Formula Vee Ireland

Race 1: Anthony Cross (Irish Formula Vee)
Race 2: Dan Polley (LOH Sheane)

Locost Championship

Race 1 & 3: Ben Powney
Race 2: Thomas Gadd

MX-5 Cup

Race 1 & 3: Paul Bateman
Race 2: Steve Foden

Armed Forces Race Challenge

Race 1 & 2: Mark Inman (Vauxhall VX220)
Handicap Race: Douglas Inglis (Mazda MX-5)

Sports Specials Championship

Race 1: Paul Boyd (Eclipse SM1)
Race 2: Andy Hiley (Chronos HR1S)

Bikesports Championship

Race 1, 2 & 3: Josh Smith (Radical PR6)



There was a healthy grid of 16 for Formula Vee Ireland's first visit to Anglesey since 2010, repaying the UK field's visit to Mondello Park in 2018. The event continues a long tradition of trips across the Irish Sea for Formula Vee, before the journeys became unviable. "We used to come over every year but the recession put paid to that," explained two-time champion Adam Macaulay, who raced in the UK series for the Anglesey meeting. "The Irish cars are a bit slower than the UK ones but the nature of this track pretty much puts them on a par."

Dave Watson debuted one of two new Spire RB-7s in the RGB Sports 1000 Championship races at Anglesey as an invitational entry with the intention of eventually running the car in the Classic Sports Car Club's Magnificent 7s Series. The car managed two top five finishes over the weekend. Designer Paul Nightingale said: "We're just using this weekend as a test weekend really. It's the first time out of the box so we'll see if it's behaving itself. Dave's been getting to grips with it, because he's only been driving aero cars for a while so it's a new driving style."





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RACING REPORTS

OULTON PARK: MSVR BY KYRAN GIBBONS

JUNE 15

Photos: Rachel Bourne

MINI CRASH FORCES TRACK LAYOUT CHANGE



Butcher-Lord won both Mini races



Ball (47) took a double victory in Elise Trophy on Oulton Park's National layout

WINNERS

Mini Challenge Race 1 & 2: Daniel Butcher-Lord (Mini Cooper S)	Elise Trophy Race 1 & 2: Alex Ball (Lotus Elise S2)
F3 Cup Race 1 & 2: Stefano Leaney (Dallara F313)	Monoposto F3/2000/1400 Race 1: Alex Fores (Dallara F301) Race 2: Tony Bishop (Dallara F304)
Heritage Formula Ford 1600 Race 1: Tom Brown (Van Diemen RF91) Race 2: Oliver White (Van Diemen RF89)	Monoposto Moto 1000/1800/1600/Classic Race 1 & 2: Dominic Shepherd (JKS)

Daniel Butcher-Lord seized a double victory in a Mini Challenge round that influenced the course of the entire Oulton Park meeting.

Halfway through the opening Mini race, seven barrier posts were damaged on the approach to the Shell Hairpin when AM-class polesitter Josh Porter suffered an excursion.

The race was red flagged and a 90-minute delay followed as barrier repairs were attempted, but officials eventually made the decision to switch to the shorter Island layout for the remainder of the meeting, thus avoiding the damaged barriers.

For the first race of each category that followed, three sighting laps behind the safety car were required in order for the drivers to familiarise themselves with the new layout.

After clinching victory from pole in the truncated race one, Butcher-Lord started fourth for the second outing of the day on a partially reversed grid while chief rival Rob Austin started third.

Polesitter Sami Bowler initially absorbed significant pressure from both Austin and Butcher-Lord after the two had scythed passed Alan Lee at Old Hall early in the race.

Butcher-Lord dived to the inside of Bowler at Old Hall and while she valiantly grappled on the outside line it was to no avail. Austin then swiftly demoted her to third place at Island hairpin two corners later and clinched another second-place finish to match his race one result.

A wet opening **F3 Cup** race was effectively contested over three laps. The initial safety car period for track acclimatisation was extended when George Line stopped on track and once his car was recovered, just five minutes remained on the clock.

That was all third-placed Stefano Leaney needed, though, as he brilliantly passed Cian Carey on the outside wet line at Old Hall, before jumping polesitter Chris Dittmann on the outside at Lodge just one lap later en route to victory.

Strategic gambles would define the second race. With the whole field having left the paddock on wet tyres, front-row starters Dittmann and Carey sacrificed their track position to pit for dry rubber at the start.

Leaney inherited the lead and, despite the drying surface, proceeded to comfortably control the race from the front. Dittmann finished a distant fourth after losing 50 seconds during his pitstop gamble, while Carey ended up in the barriers after a spin.

In **Heritage Formula Ford**, Tom Brown and Oliver White proved to be the class of the field by each scooping a victory.

Brown sealed the win in the opening race of the day before White struck back. The two were centimetres from contact running side-by-side down the pit-straight before White's momentum allowed him to seize the lead on the outside entering Old Hall.

Alex Ball swept the **Elise Trophy** races, first converting pole into race one victory in damp conditions despite having never driven the car in the wet.

He swiftly climbed from 10th on the grid in race two, his ascent headlined by a double overtake at Lodge, demoting Paul Baker on the brakes before beating Chris Marks on corner exit to seize the lead.

Alex Fores sealed victory in the first **Monoposto F3** race, before spinning out of the lead at Cascades in race two. Initially dropping to fourth, he recovered to second but the win belonged to Tony Bishop.

RALLY REPORTS

FINAL-STAGE VERSCHUEREN ERROR HANDS VICTORY TO BEDORET

Rally van Wervik

By Simon Gronow

Organiser: Auto club Scuderica Vervica When: June 15
Where: Wervik, Belgium Championships: Motorsport UK Asphalt Rally Championship; Flanders International Rally Challenge Stages: 12 Starters: 147.

A day of testing for the upcoming Ypres Rally proved worthwhile for Sebastian Bedoret/Thomas Walbrecq, who overcame changing weather conditions throughout the day to win Rally van Wervik in their Skoda Fabia R5.

After completing the opening slippery stage, some suspension changes worked well and the pair were able to capitalise on a late mistake by Vincent Verschueren to win by 4.5 seconds.

Going into the last stage, Verschueren and Stephane Prevot had a lead of almost 12 seconds in their similar car after setting fastest times on five of the stages. Over the early stages, they lost their Fabia's rear bumper and then found their tyres too soft for the eighth and ninth tests. Things went further wrong on the final stage when a spin dropped them to second place.

Following a three year lay-off, Freddy Loix made a welcome return before he too attempts Ypres, as he and Pieter Tsjoen had

a successful day acclimatising to their new Fabia, finding a good set up as they set two fastest times before finishing third.

PJM Cracco/Jasper Vermeulen found suspension changes improved the handling of their Skoda as they took fourth, and the afternoon went well for Kevin Demaerschalk/Lara Vanneste who moved up to fifth in their Citroen C3 R5. Marty McCormack/Barney Mitchell dropped from fourth to sixth place following a road penalty.

On the first stage, Hugh Hunter/Rob Fagg had been quickest of the Motorsport UK Asphalt Championship crews, setting fourth fastest time, before spinning out of the event on a wet left-hander on SS2. Jason Pritchard/Phil Clarke (Ford Fiesta S2000) and Damian Cole/Dale Bowen (Ford Fiesta RS WRC) then fought for the honour of leading Asphalt crew, with Pritchard holding the early advantage before Cole overtook him on stage six. Pritchard had no time to respond, as brake issues on his Fiesta S2000 curtailed his day, while Cole, who said stage three was probably the slippiest he had ever driven on, took eighth overall and maximum championship points. Challenging Cole hard over the

later stages were Belgian debutants John Stone/Jack Morton who were having a great run in their Fiesta RS WRC, finishing less than 16 seconds behind in ninth place. Despite tyre problems, Darren Atkinson/Phil Sandham were the third Asphalt and first two-wheel-drive crew in their Ford Escort Mk2, while Rhidian Daniels/Tomos Whittle fought back to third in class after a coil lead came off on their Citroen C1 Max.

Results

1 Sebastian Bedoret/Thomas Walbrecq (Skoda Fabia R5) 49m46.5s; 2 Vincent Verschueren/Stephane Prevot (Fabia R5) +4.5s; 3 Freddy Loix/Pieter Tsjoen (Fabia R5); 4 PJM Cracco/Jasper Vermeulen (Fabia R5); 5 Kevin Demaerschalk/Lara Vanneste (Citroen C3 R5); 6 Marty McCormack/Barney Mitchell (Fabia R5); 7 Jim van den Heuvel/Jouri Dockx (Ford Fiesta RS WRC); 8 Damian Cole/Dale Bowen (Ford Fiesta RS WRC); 9 John Stone/Jack Morton (Fiesta RS WRC); 10 Tuur Vanden Abeele/Stijn Stragier (Fiesta R5).

Class winners: Christophe Mulliez/Michiel Tyrtgat (Toyota Yaris); Stijn Degrande/Frederic Legrand (Citroen Saxo); Lieven Brulez/Benny Aeck (SEAT Ibiza); Stefaan Tjoens/Greet Passchyn (Mitsubishi Lancer E10); Steven Dolfen/Thijs Ozeel (Opel Adam); Simon Thomas/Robbie Vermeersch (Peugeot 306 Kit Car); Pieter-Jan Maeyaert/Yves Dewulf (Ford Escort Mk 2); Bedoret/Walbrecq; Karel Verschueren/Ruben Boudrez (Simca 1000 Rallye 2); Vince Bristow/Tim Sayer (Escort Mk1); Rik Vannieuwenhuijse/Kenny Deroo (Escort Mk2); Paul Liettaer/Geert Wallays (Opel Manta); Bram Fonteyne/Johan Willaert (Volvo 240 Turbo); Dick Lambrecht/Peggy Brock (Opel Corsa); Koen Beyne/Frank Gillebert (Peugeot 205 Gti); Didier Vanwijnsberghe/Paul Snoeck (Toyota Celica); John Reddington/Darragh Mullen (Escort Mk2); Iain/Andrew Gitson (Honda Civic Type-R); John/Richard Wood (Ford

Photo: rallygallery.com



Bedoret/Walbrecq overcame tricky conditions in Belgium to win aboard Fabia R5

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RALLY REPORTS

Photo: John Fife



Ford Fiesta R5 crew took win

RINTOUL AND HYND BACK ON TOP AT LAST

Crail Summer Stages

By John Fife

Organiser: Glenrothes Motor Sport Club **When:** June 15 **Where:** Crail Airfield, Fife **Championships:** Scottish Tarmac Rally Championship, North East England Tarmac Rally Championship, Junior 1000 Ecoose Challenge **Stages:** 5 **Starters:** 66.

It's been four years since John Rintoul and Ross Hynd last stood on the top step at the finish of a rally, but they were back up there last weekend at the Crail Summer Stages.

After spending those four fruitless years with a variety of 'hybrid' cars, first time out in his new Ford Fiesta R5 there was no stopping Rintoul.

Winner of the previous Scottish

Tarmac Championship round, Alistair Inglis didn't make it beyond the first stage. The Lotus Exige spun backwards into a tyre route marker which damaged the rear-mounted exhaust and manifold. The expected threat from Andrew Kirkaldy also failed to materialise when his Ford Escort Mk2 suffered a recurrence of its fuel pressure problems from last month's Granite Rally and was withdrawn after three stages.

That left Colin Gemmell and Pete McCallum holding second place overall in their Escort Mk2, although John Marshall had started to close them down in his Subaru Impreza

until he struck a route marker and broke a wheel.

Equalling his best result and finishing on the podium for the second time was Greg Inglis, alongside Colin Harkness in his Exige. They might well have put Gemmell under more of a threat had it not been for brake fade over the first two stages which was later cured by changing the fluid and fitting harder disc pads.

Alan Gardiner scored a fine fourth in his Escort Mk1, just 10 seconds ahead of Richard Sutherland's Opel Manta while Andy Horne rounded off the top half dozen second time out in his Darrian T90. Brian Watson was

setting top six times until he encountered the World Rally Championship-inspired donut test in SS3, and missed it! The Impreza S11 WRC05 stalled as he tried to get back on course and simply refused to fire up again.

The 1600cc class honours went to Kyle Adam in his Escort Mk2, who finished an impressive seventh overall despite the frenetic attentions of Des Campbell's Peugeot 206 and Stephen Hay in his Vauxhall Corsa. Stephen Bethwaite took the 1400 class in his Nova Sport when all his rivals wilted along the way.

Having finished third overall three

events ago and second last time out, Cameron Davidson scored his first Junior 1000 victory at the weekend in his VW Up! alongside Ian McRae. Ollie Hunter was only six seconds slower over the first test, but his Peugeot 106 broke a driveshaft on SS2.

Results

1 John Rintoul/Ross Hynd (Ford Fiesta R5) 1h01m59s; 2 Colin Gemmell/Pete McCallum (Ford Escort Mk2) +01m07s; 3 Greg Inglis/Colin Harkness (Lotus Exige); 4 Alan Gardiner/David Robson (Escort Mk1); 5 Richard/Jack Sutherland (Opel Manta); 6 Andy/Alison Horne (Darrian T90); 7 Kyle Adam/Fiona Moir (Escort Mk2); 8 Alan Wallace/Darren Robertson (Mitsubishi Lancer E6); 9 Des Campbell/Craig Forsyth (Peugeot 206); 10 Michael Robertson/Murray Milne (Honda Civic Type R).

Class winners: Stephen Bethwaite/Ann Forster (Vauxhall Nova Sport); Adam/Moir; Inglis/Harkness; Gemmell/McCallum; Rintoul/Hynd; Cameron Davidson/Ian McRae (VWUp)

Photo: Kevin Money

Dominant display by Longfellow and Ward leaves them flying high

Flying Fortress Stages

By Peter Scherer

Organiser: Dukeries MC **When:** June 16 **Where:** Grafton Underwood, Northants **Championships:** EMAMC Stage Rally Championship, ANEMMC Stage Rally Championship **Stages:** 8 **Starters:** 58.

Having set the fastest time on the opening five stages, David Longfellow and Daniel Ward (Subaru Impreza) built up a decisive lead which secured their second successive victory on the Flying Fortress Stages.

Initially, it was David McMullan/Marc Melhuish's Mitsubishi Lancer E6 that was

Longfellow's main challenger until a gearbox problem put them out after three stages.

Both Martin Farrar/Andy Ward's Impreza and Dave Hornbrook/Matthew Sample's Lancer E6 started well. They were in third and fourth respectively after the first stage but, after dropping to eighth on stage two, Hornbrook was out with a broken boost pipe. Farrar followed a stage later after hitting a chicane.

With their rivals' various problems, Martin Pavier/Peter Kettle's Impreza had climbed

from an early sixth into second by the end of stage four and continued to consolidate their position, aided by the fastest stage times on the final three stages.

Jason Sharpe/Benjamin Hume held off a mid-rally challenge from Gary Wayne/Sam Bailey's similar Impreza as they retained third and fourth from stage three onwards.

Scott Renshaw/Chris Bullock's Impreza held fifth from half distance but, having been sixth for a while, Stuart Cadman/Dennis Suttentwood's Lancer E4 retired with a broken driveshaft. Sean and Max Bailey's Impreza had recovered to sixth pace after an earlier problem until they collected a log pile. That left Ian Tiffany/Graham White's Impreza to complete the top six.

Results

1 David Longfellow/Daniel Ward (Subaru Impreza) 1h09m41s; 2 Martin Pavier/Peter Kettle (Impreza) +1m03s; 3 Jason Sharpe/Benjamin Hume (Impreza); 4 Gary Wayne/Sam Bailey (Impreza); 5 Scott Renshaw/Chris Bullock (Impreza); 6 Ian Tiffany/Graham White (Impreza); 7 John Stevens/Stephen Moyses (Ford Escort Mk2); 8 Rob Smithson/Martin Corbett (Escort Mk2); 9 Hugh Peat/Steve McNulty (Impreza); 10 Andy Smith/Bob Draper (Impreza). **Class winners:** Joseph/Rene Van Vlisteren (Nissan Micra); Mick Pickles/Beverley Warren (Micra); Andy Graham/Cass Graham (Escort Mk2); Stevens/Moyses; Smithson/Corbett; Longfellow/Ward.



Victory for Subaru Impreza crew was by more than a minute

Photo: EDP Photo



Maiden rally win for Self

Correct strategy call proves the key difference for Self and Davis

Mid Summer Caerwent

By Simon Cronow

Organiser: Forrester's Car Club **When:** June 16 **Where:** Caerwent MOD Training Area, Wales **Championships:** WAMC Welsh National Tarmacadam Championship; WAMC Welsh Junior Rally Challenge; F1000 Senior Rally Championship; F1000 Junior Championship **Stages:** 6 **Starters:** 74.

An inspired tyre choice on a wet stage three paved the way for James Self to take his maiden rally win as he and Ian Davis won the Mid Summer Caerwent Stages in their Ford Fiesta R5.

They had to withstand an initial strong challenge from Dave Willett/John Davies, who had traded fastest times with them before retiring their Ford Escort Mk2 with electrical problems. From then on Self was never

headed as second-placed Marcus Pagett/Rhys Stoneman overcame some interesting moments during the day in their Nissan Micra Kit Car. Reigning Welsh champions Richard Merriman/Kath Curzon had to be content with third in their Darrian T90.

Rob Hughes/Sion Cunniff had a good run to fourth in their Fiesta R5, as did Eric Roberts/Merfyn Williams, who won their class and came fifth overall on their first Caerwent run aboard an Escort Mk2 despite the driver not feeling well all day.

Llyr Jones dropped down the order after getting his Escort RS beached on a kerb. Phil Turner's Mitsubishi Lancer E9 suffered body damage and Thomas Cooper

lost time when he suffered a puncture on his Lancer E8.

In the Junior section, Elliot Payne/Carl Williamson and Rob Wilson/Martin Hagggett tied on times with victory going to Payne on the furthest clearance rule.

Results

1 James Self/Ian Davis (Ford Fiesta R5) 1h11m02s; 2 Marcus Pagett/Rhys Stoneman (Nissan Micra Kit Car) +1m55s; 3 Richard Merriman/Kath Curzon (Darrian T90); 4 Rob Hughes/Sion Cunniff (Fiesta R5); 5 Eric Roberts/Merfyn Williams (Ford Escort); 6 Ian Sutton/Karen Phelps (T90); 7 Paul Walker/Geraint Thomas (Escort Mk2); 8 David Morgan/Richard Suter (T90 GTR); 9 Lee Halfpenny/Christopher Ridge (Escort Mk2); 10 Malcolm/Rhys Jones (Peugeot 206 GTI 180). **Class winners:** Will Mains/Claire Williams (Vauxhall Nova); Tony/Lisa Rendell (Escort Mk1); Pagett/Stoneman; Mick/Ben Jowers (Escort); Roberts/Williams; Hughes/Cunniff; Jones/Jones; Rod/Kevin Haven (Escort RS); Elliot Payne/Carl Williamson (Citroen C1).

WORLD RALLYCROSS: NORWAY

Photos: World RX

In the qualifying stages at least, timing is critical in rallycross. The race against the clock in chasing the fastest times, and the timing of each individual race as the track evolves session by session, race by race. But it was a specific time of day that had the biggest effect on the Norwegian round of the World Rallycross Championship at Hell.

Approaching 1500hrs on Sunday, the headlines were already being prepared in some quarters about a dream return for Niclas Gronholm, who has been sidelined for the two preceding rounds by complications surrounding an appendicitis operation.

Gronholm had returned with a bang in Norway, the Finn was fastest in Q1 and Q2 on Saturday to take the overnight lead then, despite points-leader Timmy Hansen taking the fastest time in Q3 on Sunday morning, he was again quickest in Q4 to secure top spot in the Intermediate Classification.

But, as the cars rolled into pre-grid 20 minutes before the semi-finals at the Lankebanen circuit, dark clouds that had brought a chill to the air in a weekend of baking sunshine turned to spits of precipitation. Moments later, at 1447hrs, a deluge hit the Norwegian venue.

Hell was a wash-out and Gronholm faced the biggest challenge of his weekend so far by starting on pole, on the same row that the five-abreast qualifying starts had been laying rubber on all weekend.

While the drivers on rows two and three would be graced by a less polished surface, there was little Gronholm and GRX team-mate Timur Timerzyanov could do about being on row one. Well-planned tyre strategies had gone out of the window: those that had saved new rubber for later losing out most and, in heavy rain, it was all about equal opportunity and the potential for action.

Starting from row three in the first semi, Guerlain Chicherit made an exceptional launch, passed the entire field and entered the braking area for Turn 1 into totally unknown grip levels. The move didn't work and, desperately trying to get his Renault Megane RS RX stopped, Chicherit was touched in the rear by Timerzyanov. Then he spun completely when collected by Timo Scheider's SEAT Ibiza. With cars heading in all directions into the joker, Gronholm took the lead on the standard lap and tip-toed his way around the sodden circuit and secured a race win. Behind, series newcomer Kevin Abbring battled with Timerzyanov, twice passing the Russian to make it into the final on his debut.

While Chicherit had made the best launch in semi-final one, the opportunity for the newest of his five stable-mates to do the same in

GRONHOLM GAINS FROM MARKLUND'S PAIN

Hal Ridge watched the WRC ace's son take his maiden World RX win



Gronholm mastered a tricky track surface



The returning Hyundai man took a first win

RESULTS

FIA World Rallycross

When: June 15-16 Where: Hell, Norway Starters: 50

POS	DRIVER	CAR	TIME
1	Niclas Gronholm	Hyundai i20	4m35.753s
2	Kevin Hansen	Peugeot 208	+0.344s
3	Janis Baumanis	Ford Fiesta	+0.817s
4	Kevin Abbring	Skoda Fabia	+2.412s
5	Liam Doran	Audi S1	+20.763s
DQ	Anton Marklund	Renault Megane	N/A

Euro RX Supercar (6 laps)
1 Robin Larsson (Audi S1) 4m29.584s;
2 Jean-Baptiste Dubourg (Peugeot 208) +0.590s; 3 Thomas Bryntesson (Volkswagen Polo); 4 Mikko Ikonen (Ford Fiesta); 5 Andrea Dubourg (Peugeot 208); 6 Sondre Eujen (Volkswagen Polo).
RX2 (6 laps) (All Supercar Lites)
1 Oliver Eriksson 4m14.437s;
2 Ben-Philip Gundersen +2.168s;
3 Jesse Kallio; 4 Marcus Hoglund;
5 Steven Volders; 6 Fraser McConnell.

semi-final two had been denied when Rokas Baciуска was disqualified from Q3 for illegal use of the launch control button after the start, handing a semi-final qualifying position to British driver Liam Doran.

From sixth on the grid, Doran launched his Audi S1 into the lead on the run to Turn 1 as poleman Timmy Hansen dropped to the back of the pack. With a first-lap joker, Doran, hounded by Anton Marklund and Timmy Hansen, hunted down the leading trio of Kevin Hansen, Andreas Bakkerud and Cyril Raymond.

By the end of the second tour, Doran was right with the top three, guaranteeing himself a place in the final when Raymond jockeyed on lap three and dropped to sixth. Kevin Hansen and Bakkerud jockeyed on the final tour, and while Bakkerud dropped out of contention, the Hansen brothers ran side-by-side into Turn 2, Kevin claiming the final qualifying position.

While Gronholm's launch from the slippery pole hadn't been terrible in the semi-final, it wasn't good in the final.

The Hyundai driver lost track position to Abbring and Hansen at the first corner, as a fast-starting Doran headed straight into the joker, followed by Marklund and Janis Baumanis. With impressive conviction on his debut for the ES Motorsport team, Abbring started to gap Hansen and Gronholm on the third lap, with Gronholm trying everything he knew to find a way past Hansen, knowing that the trio behind, led by Doran, were closing in.

Abbring jockeyed on lap five and dropped out of contention while, on the standard lap at the same time, Gronholm and Hansen both got out of shape in the run to Turn 2. Doran lifted, not getting involved, knowing the pair still had to jockey.

Out of the corner and down the hill,

Doran's Audi got stuck in gear. Marklund dived down the inside to take the place, which became the lead on the next lap when Hansen and Gronholm jockeyed. Doran's issues had held up Baumanis and Abbring, which meant when the leaders returned to the main circuit, it was in second and third – behind Marklund – as the double European champion took a maiden victory for himself and the GCK team.

However, post-race, Hansen was given a one-second penalty for pushing the rear of Gronholm's i20 in Turn 2 of the final, the positions getting swapped, but more drama was to follow from the stewards' room.

In post-race technical scrutineering, Marklund's Megane was found to have front bumper mountings 0.46mm too thick (1.98mm instead of 1.5mm) and as a result, he was excluded from the entire event.

Having lost out on a maiden win in the opening round of the season after he won on track but was later penalised for contact with Kevin Hansen and classified second, Gronholm was promoted to winner of the Norwegian round, the first victory for his father Marcus' GRX team.

Hansen returned to second, while Baumanis and Abbring were promoted to career-best third and fourth place results.

Larsson and Eriksson double up to support the early-season promise

Just as they had two weeks earlier at Silverstone, Swedes Robin Larsson and Oliver Eriksson claimed the spoils in the single-make RX2 series and the European Championship Supercar categories respectively.

Eriksson had the luxury of dry conditions for the RX2 final, which he led from the front. He had once again

been on top all weekend apart from getting bettered to the fastest time in Q1 by Ben-Philip Gundersen.

It was the Norwegian that finished second in the final, sandwiched between Eriksson and OlsbergsMSE team-mate Jesse Kallio in third. Marcus Hoglund finished fourth on his return to the series.

In Euro RX Supercar, 2014 champion Larsson took a second maximum points score in succession. But he had to defend from an early-joking four-time Andros Trophy champion Jean-Baptiste Dubourg in the rain-hit final when grip was at a premium. Thomas Bryntesson completed the podium.

MOTORSPORT NEWS STAR DRIVER

NICLAS GRONHOLM

A brief shakedown in Finland proved Gronholm hadn't lost any pace while away from the driving seat with appendicitis complications, but even his greatest supporters didn't expect him to dominate the opening day in Norway and remain at the head of the field until the first lap of the final. Gronholm truly deserved the victory he was later promoted into, it's just a shame that came as an anti-climax via the stewards' room.

MOTORSPORT NEWS WOODEN SPOON

KRISZTIAN SZABO

It might be double European Super 1600 champion Krisztian Szabo's first full-time season in World RX, but the argument for having never raced at a specific circuit before is floored when drivers like Kevin Abbring arrive and deliver such accomplished performances. With an EKS Audi at his disposal, Szabo had a messy weekend that included a number of unsuccessful and clumsy overtaking attempts and didn't make the semi-finals for the first time in his Supercar career.



Marklund's cheer was short-lived

SPORTING SCENE

FIA PUSHES AGAIN FOR ELECTRIC WORLD RX FUTURE

Bosses map out a future for the top flight



World RX is charging ahead into 2021

By Hal Ridge

The FIA has relaunched plans to introduce electric cars into the World Rallycross Championship in 2021.

The World Motor Sport Council approved plans for a "revised road map for the Electrification of the FIA World Rallycross Championship in 2021" in Paris last week, after initial talks to switch the series to electric cars failed in March this year.

The new concept is based on

converting existing steel-bodied Supercars rather than using the single-make carbon monocoque chassis' machines proposed for the previous plans. It will introduce electric cars into rallycross's top category from 2021 and is aimed at existing private teams retro-fitting current four-wheel-drive Supercars with an electric kit in place of conventional running gear.

"A gradual introduction will see a mix of EVs and current ICES

for a minimum of one year," said a WMSC statement. "An identical specification powertrain and battery kit is to be introduced for a four-year cycle, comprising two motors developing 400-500kW."

A single-make FIA Junior eRX series will also be introduced for 2021, for four-wheel-drive cars producing around 250kW.

Invitations to tender for the supply of the electric kits for existing Supercars, a Junior eRX car, operation and a charging infrastructure for both series has

been launched. Each of the tenders is for a four-year term, with potential applicants being able to bid for one or more of the tenders released.

Manfred Stohl's STARD firm has already announced that it is developing a four-wheel-drive electric kit, initially aimed at World RX's proposed Projekt E initiative. It is an evolution of STARD's electric rallycross Supercar prototype HIPER and is with new technical outline for electric World RX Supercars.

Photos: World RX, mkpics.net



Photo: Colin Casserley

Tom Harris was in the right place at the right time at Hednesford on Sunday to claim the BriSCA F1 British Championship. When race leader Mat Newson and second place man Lee Fairhurst tangled on the final turn, Harris snuck around them both to claim the title. Harris, who has previously lifted the European crown, said: "I've not won this one before so I really wanted it. We made some changes to the car before the final. It took a while for them to work and I had slipped back several places at the start, but in the second half of the race the car came good."

Results:

1 Tom Harris; 2 Frankie Wainman Jr; 3 Mat Newson; 4 Lee Fairhurst; 5 Ryan Harrison; 6 Nigel Green; 7 Luke Davidson; 8 Danny Wainman; 9 Paul Harrison; 10 Courtney Witts.

Sterkens alters car to tackle Retro series

Jos Sterkens will focus on competing in the Retro Rallycross series with his Ford Escort Mk1 but only expects to race in one event this season.

The former European champion will compete in the August Bank Holiday Monday event before returning for the 2020 season full-time.

The 64-year-old driver has

changed the engine in his Escort to be eligible to compete.

"I have wanted to join for some time but the engine in my car was a Duratec which is not allowed, so I changed this to a Zetec which fits into the right period," said Sterkens.

"This is the last car I'll build for rallycross. I have other commitments now too."

How the Newmarket man got back on top of Hot Rods. By Matt James

HAIRD IT ALL BEFORE



Haird battled with Wood at Birmingham in March

For a driver with three wins in the last nine World Finals, it seems odd that Chris Haird's win in the 2018-2019 English National Hot Rod points chase 10 days ago was his first in five years.

The Vauxhall Tigra driver, who won five straight points crowns from 2009-2013, has missed a couple of last-round showdowns over the past few seasons – most recently with illness at the end of the 2016-2017 campaign.

The points chase determines the 17 automatic qualifiers for the all-important World Final.

But now he is back, and he has a warning for his rivals heading into the most profitable time of the season. The standalone Angie Rowe Thunder 500 at Ipswich that takes place on June 22 comes first. That is a thinly veiled dress rehearsal for the big one, the World Final, also at the Foxhall Heath venue, on July 7.

"My car hasn't felt right for a while now," says Haird. "I was able to get the results I was

getting without it being perfect. We have sent the engine away for a rebuild because we have found some broken valve springs and things like that. I think there is a lot more to come from it."

Haird feels that he wasn't able to get his Vauxhall Tigra B just where he needed this year through some on-track incidents, including a heavy shunt at Hednesford with two rounds left on the schedule.

"That was one of the frustrations," says the Newmarket man. "I was having to spend all my time putting the thing straight again and not being able to work on perfecting what we had underneath us. It is just annoying when you can't concentrate on what you need to concentrate on."

Despite that, three wins took him to a sixth points title and it is one that he will cherish. Haird says: "I took five straight wins when there were so many big names like Carl Boardley and Matt Simpson, but I have struggled since then. It's great to win again. We've got the World Final now, and of course I will be trying my best. If the car is right, I want to make it four World titles."



CHRIS HAIRD'S TRACK RECORD

World Final winner: 2010, 2014, 2017
European champion: 2013
National championship: 2011, 2018
English points champion: 2009, 2010, 2011, 2012, 2013, 2019
Best in Britain: 2011, 2012, 2013, 2015, 2018
Thunder 500 winner: 2011, 2012, 2013, 2018
Irish Grand Prix champion: 2006
Scottish Open champion: 2013
Davy Evans Memorial winner: 2006

HOW CHRIS HAIRD WON

Round 1

Aldershot, July 21, 2018

WINNER: Shane Bland
 Colin Smith was too eager at the start and was reprimanded for creeping. When he did get going, he dropped behind eventual winner Shane Bland who was untroubled on his way to victory. Chris Haird placed fourth.

Round 2

Ipswich, August 28, 2018

WINNER: Kym Weaver
 Kym Weaver was the first to overhaul front-row starter Smith, but it took until much later in the event for Haird to drag himself up to second place ahead of Smith. Those were a tense five laps, but Weaver held firm.

Round 3

Aldershot, September 2, 2018

WINNER: Jason Kew
 Jason Kew was the man on form at Aldershot with a trio of wins, but he was forced to hold off a freight train of seven cars. Haird was sixth.

Round 4

Northampton, September 30, 2018

WINNER: Dick Hillard
 Only eight drivers showed up. Dick Hillard proved to be the class of the field with a heat and a final win to lead home Gavin Murray and Chris Lehec.

Round 5

Hednesford Hills, October 15, 2018

WINNER: Chris Haird
 A 10th and a ninth place finish in the heats didn't point to much happening for Haird but the final was one of the races of the year. Billy Wood, Bland, Rob McDonald and Haird fought hard. Bland won from Haird, but the winner was kicked out for a tyre infringement.

Round 6

Ipswich, October 20, 2018

WINNER: Chris Haird
 Haird and Aaron Dew went toe-to-toe



Haird won three finals

from the front row in the final and it was the three-time world champion who prevailed as Dew's car went off in the showdown and he dropped back. McDonald eventually finished second.

Round 7

Hednesford Hills, November 5, 2018

WINNER: Jason Kew
 Kew had to use guile to lift the inaugural Angie Rowe Trophy on a tricky surface to finally overhaul Jack Blood for victory and even survived a late-race caution. Haird finished in a subdued sixth spot.

Round 8

Birmingham Wheels, March 2, 2019

WINNER: Chris Haird
 In tricky conditions with a dry line appearing in time for the final, Haird used all his skills to get to the front and, although he was under severe pressure from world champion Wood, he managed to keep his cool and win.

Round 9

Hednesford Hills, March 24, 2019

WINNER: Rob McDonald
 No-one could match the pace of McDonald, who scythed clear of the pack in the final while those battling for the rostrum places were slipping and sliding on dropped oil. Haird was at the back of a four-car train fighting behind Bland, Wood and Murray.

Round 10

Skegness, April 19, 2019

WINNER: Carl Waller-Barrett
 Carl Waller-Barrett started on row two of the final and soon hit the front in another race affected by oil strewn on the track. Teenager Perry Cooke held off some experienced heads for fourth,

besting Bland, Wood and Haird.

Round 11

Ipswich, April 22, 2019

WINNER: Billy Wood
 Waller-Barrett thought he had doubled up at Ipswich after his Skegness triumph, but was kicked out for defending too heavily against eventual winner Wood. Haird had followed the pair closely across the line and was therefore promoted to second spot.

Round 12

Hednesford Hills, May 6, 2019

WINNER: Jack Blood
 Blood played his tyre joker to perfection to dominate in the hills, but there was a disaster for Haird. While battling at the front of the pack, Haird was caught in a bottleneck on the opening lap and his Vauxhall was fired into the inside wall.

Round 13

Ipswich, May 27, 2019

WINNER: Kym Weaver
 Despite a collapsed suspension in heat two, Haird fought back to fourth in the final. But, it was a nightmare for his title rival Wood who was penalised for incorrect tyre logging and kicked out. Weaver controlled the pace to win.

Round 14

Aldershot, June 9, 2019

WINNER: Rob McDonald
 The main championship protagonists started at the front and that put Haird up against McDonald, and it would have taken something serious for Haird to throw it away. He didn't, but had to give best to McDonald on the day.

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MN does not always agree with opinions expressed in letters

MN SAYS...

The right way forward for Le Mans

Hypercars are revealed, and it has already piqued the interest from sportscar fans

I was sat at a soggy Croft watching the opening exchanges of the Le Mans 24 Hours in the company of former winner and now British Touring Car Championship racer Mark Blundell. We were both wishing that we could be there in France (no reflection on the truly excellent North Yorkshire venue, naturally).

The opening hour was probably 90% taken up by the excellent battle at the head of the GTE Pro field. The leading LMP1 machines barely registered a few seconds of screen time, just a begrudging check in to make sure they were still there before the shot cut back to Astons, Corvettes, Porsches, Fords and Ferraris. And it was thrilling. "I guess they are just getting ready for the future," reckoned Blundell with a smile, but he was right.

The hypercar regulations outlined last week, although not outlawing prototypes, will put the spotlight more firmly back on the manufacturer battles in some mouth-watering cars. Le Mans, of course, goes through several cycles, but given the initial reaction to the hypercar plan, it looks like it is certainly the right one.

Matt James, Editor (Twitter: @MattJMNews)



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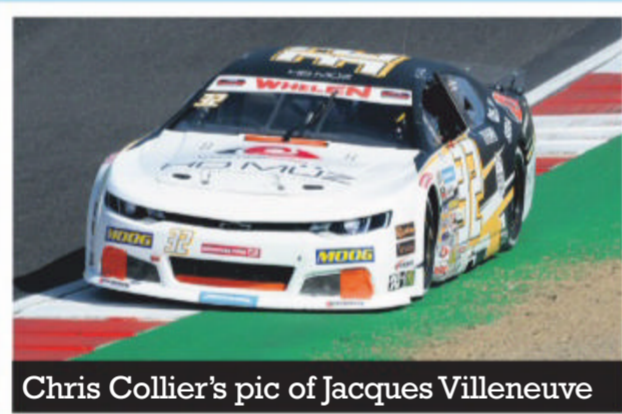


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David Harbey caught this hillclimb spill



Chris Collier's pic of Jacques Villeneuve



Peter Atkins snapped Mallory Park drama



Mike Bouts enjoyed the CAR-nival event

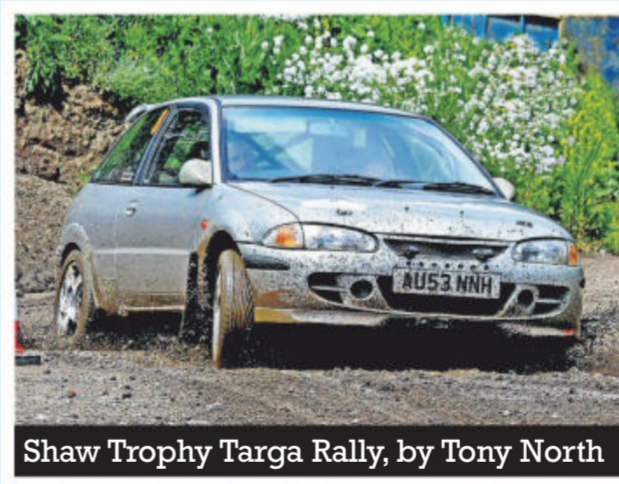


Rich Cranston's Donington shot



ART EDITOR MIKE STOKOE'S FAVOURITE OF THE WEEK!

David Harbey knows how to keep Mike Stokoe happy with this shot from Thruxton



Shaw Trophy Targa Rally, by Tony North



Neil Ormston's pic from Castle Combe



Marshals and World RX stars ahead of the Silverstone event, sent in by Trev Coulson

GOT AN OPINION?

LET US KNOW: LETTERS@MOTORSPORT-NEWS.CO.UK

TV GUIDE



Senna took a stunning second at the 1984 Monaco Grand Prix

Ayrton Senna came to prominence in Formula 1 following his impressive display at the 1984 Monaco Grand Prix, and you can watch highlights of that very race with **F1 Classic Races** (Wednesday, 2100-2145hrs, Sky Sports F1).

In appalling conditions Senna, in just his fifth F1 race, chased down Alain Prost and finished second to mark himself out as a future champion.

Catch the latest action from the **World Rally Championship** and Rally Italy as Sebastien

Ogier held a slender lead at the top of the standings heading into the event (Thursday, 2230-2330hrs, BT Sport ESPN).

Enjoy the latest edition of the **Le Mans 24 Hours** as Toyota and Fernando Alonso tried to take back-to-back victories at the famous endurance race (Friday, 1145-1245hrs, BT Sport 1).

And finally, witness the thrills and spills from the **British Touring Car Championship** as the category visited Croft for the fourth round of the season (Sunday, 1000-1130hrs, ITV4).

LIVE TV

WTCR: Nurburgring

- **Race 1:** Friday, 1615-1715hrs, Eurosport 1
- **Race 2:** Saturday, 1000-1100hrs, Eurosport 1
- **Race 3:** Saturday, 1530-1630hrs, Eurosport 1 (delayed)

Formula 3: Paul Ricard

- **Race 1:** Saturday, 0930-1015hrs, Sky Sports F1
- **Race 2:** Sunday, 0855-0940hrs, Sky Sports F1

Formula 2: Paul Ricard

- **Race 1:** Saturday, 1535-1645hrs, Sky Sports F1
- **Race 2:** Sunday, 1015-1115hrs, Sky Sports F1

Formula E: Bern

- **Race:** Saturday, 1630-



Latifi leads F2 points

1830hrs, BT Sport ESPN/Eurosport 1/Quest/BBC connected TV and online

IndyCar: Road America

- **Race:** Sunday, 1730-2000hrs, Sky Sports F1

NASCAR: Sonoma

- **Race:** Sunday, 1930-2330hrs, Freesports

LIVE F1

French Grand Prix

- **Sky Sports F1 HD**
- **Drivers' press conference:** Thursday, 1400-1430hrs
- **Welcome to the weekend:** Thursday, 1700-1800hrs
- **FP1:** Friday, 0945-1150hrs
- **FP2:** Friday, 1345-1550hrs
- **FP3:** Saturday, 1045-1210hrs
- **Qualifying:** Saturday, 1300-1535hrs
- **Race:** Sunday, 1230-1700hrs
- **Highlights:** Sunday, 2000-2100hrs

Channel 4 HD highlights

- **Qualifying:** Saturday, 1830-2000hrs
- **Race:** Sunday, 1900-2100hrs



Vettel aiming to beat Hamilton

LISTINGS

RACING SATURDAY

- **Oulton Park, Cheshire**
BARC meeting: Britcar Endurance, Sports Prototypes, MGOC, Sports/Saloons **Starts** racing from 1135hrs (qualifying from 0845hrs) **Admission** adult £16, under 13 free **Web** msv.com **Contact** 0843 453 9000
- **Kirkistown, N Ireland**
500MRCI meeting: Road Sports, Ford Fiesta Zetec/Mazda MX-5, FF1600, Saloon/GT, Historic Racing Cars, karts **Starts** racing from 1300hrs (qualifying from 0900hrs) **Admission** adult £15, child free **Web** kirkistown.com

SATURDAY/SUNDAY

- **Donington Park, Leics**
British GT meeting: British GT,

British F3, Ginetta GT5, Touring Car Trophy/TCR UK, VW, Open Sports, Ginetta Racing Drivers Club **Starts** Saturday, racing from 1435hrs (qualifying from 0910hrs) Sunday, racing from 1005hrs (qualifying from 0910hrs) **Admission** adult £25, under 13 free **Web** msv.com **Contact** 0843 453 9000

■ **Brands Hatch, Kent**
BARC meeting: Jaguar Series Elite, Caterham Graduates, 2CV, Max5, Classic VW, BARC Saloon/Honda VTEC, Tin Tops **Starts** Saturday, racing from 1350hrs (qualifying from 0900hrs) Sunday, racing from 1100hrs (qualifying from 1000hrs) **Admission** adult £16, under 13 free **Web** msv.com **Contact** 0843 453 9000

■ **Snetterton, Norfolk**
BRSCC meeting: Ferrari Challenge, Ferrari Classic **Starts** Saturday, racing from 1520hrs (qualifying from 0955hrs) Sunday, racing from 1135hrs (qualifying from 1045hrs) **Admission** adult £16, under 13 free **Web** msv.com **Contact** 0843 453 9000

SUNDAY

■ **Knockhill, Fife**
SMRC meeting: Northern Saloons/Sports, Fiesta and Hot Hatch, FF1600, Classic Sports and Saloons, Legends Cars, Sports and Saloons, C1 Cup, Mini Cooper Cup **Starts** racing from 1100hrs (qualifying from 0830hrs) **Admission** adult £15, under 12 free **Web** knockhill.co.uk **Contact** 01383 723337

RALLY FRIDAY-SUNDAY

■ **Donegal, Ireland**
Joule Donegal International Rally **Starts** 1100hrs **Admission** free **Web** donegalrally.ie

SATURDAY

■ **Argyll and Bute, Scotland**
Dunoon Presents Argyll Rally **Starts** 0849hrs **Admission** free **Web** argyllrally.co.uk

SUNDAY

■ **Neath Valley, SWales**
Red Kite Stages **Starts** 0900hrs **Admission** free **Web** redkitestages.co.uk

SPORTING SCENE SATURDAY

■ **Ipswich, Suffolk**
National Hot Rod Angie Rowe Thunder 500 **Starts** 1830hrs **Admission** adults £18, children aged 5-14 £7 **Web** nationalhotrod.com

SATURDAY/SUNDAY

■ **Pembrey, Wales**
British Rallycross **Starts** 0900hrs **Admission** adult £15, under 14 free **Web** rallycrossbrx.com

Listings correct at time of press, please check before travelling

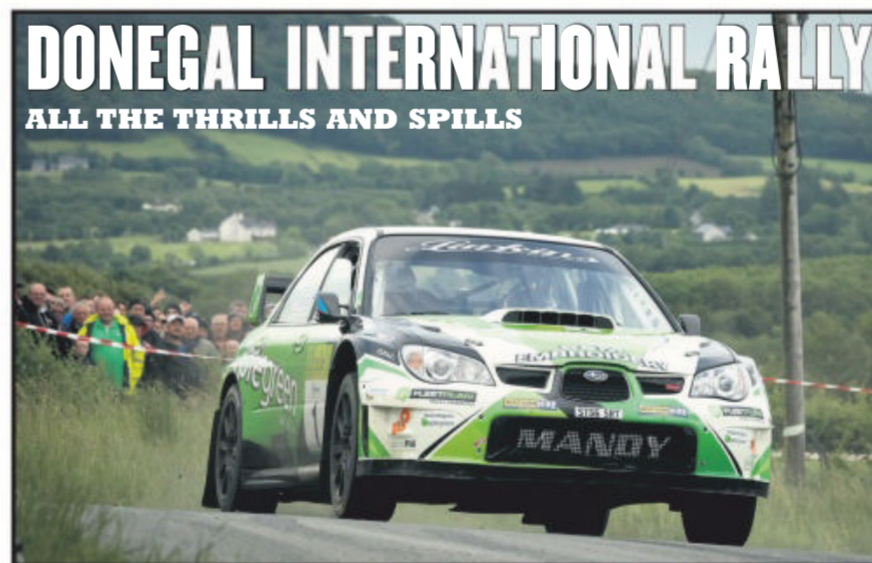
NEXT WEEK



FRENCH GRAND PRIX REPORT

WILL ANYONE BE ABLE TO TOPPLE MERCEDES?

OUT WEDNESDAY, JUNE 26



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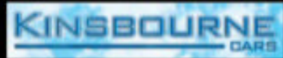
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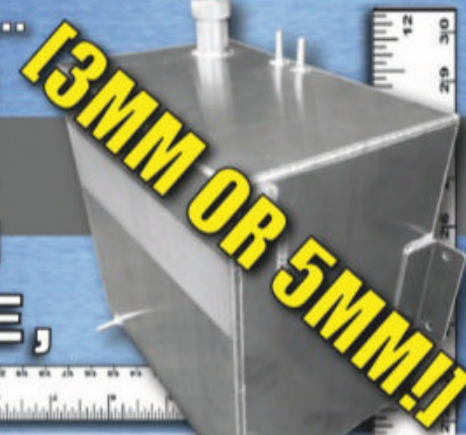
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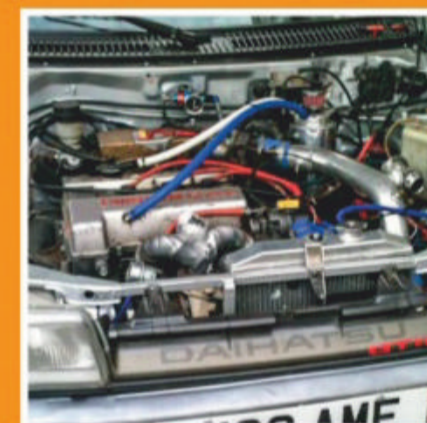
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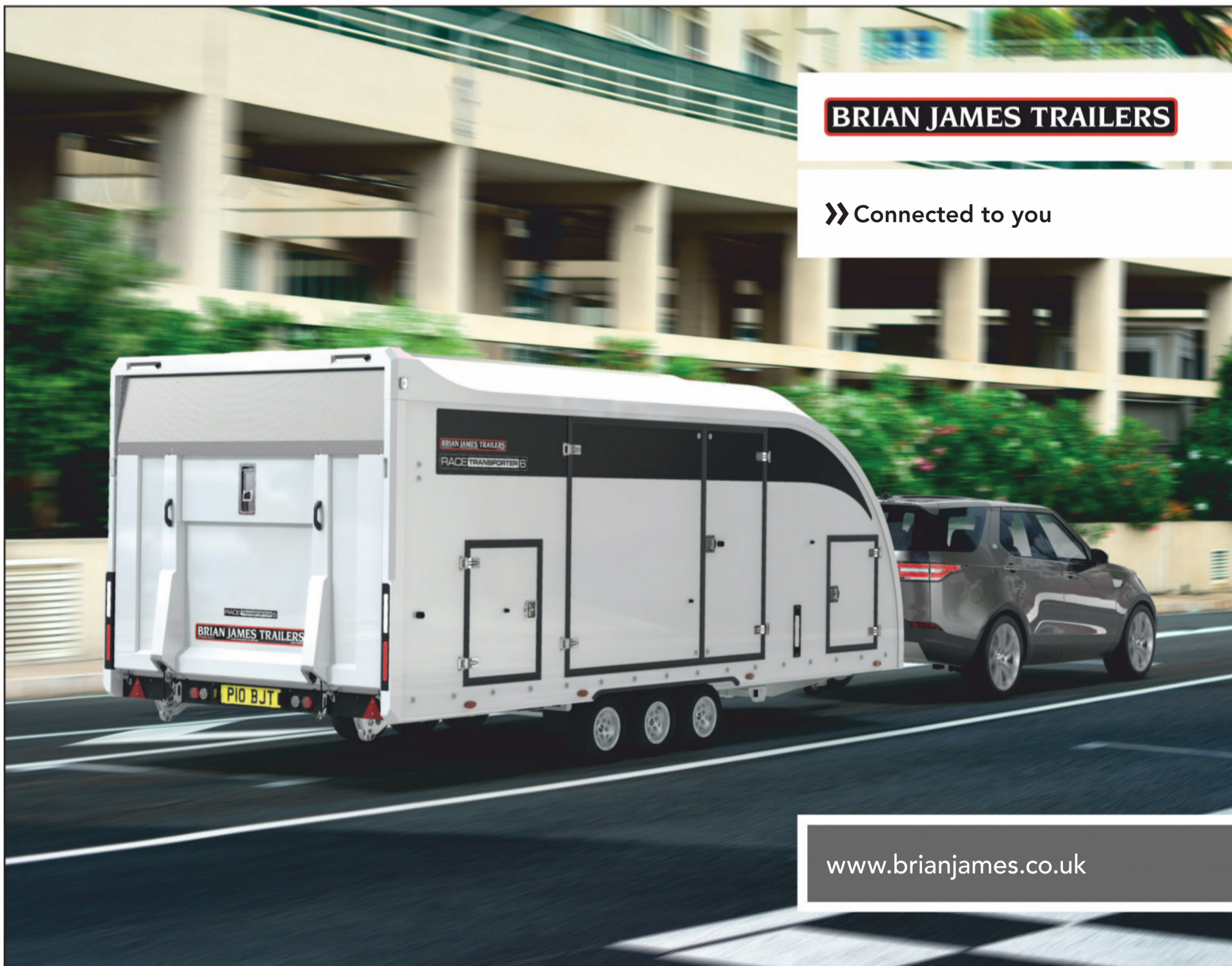
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