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MOTORSPORT NEWS

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SILVERSTONE CLASSIC PREVIEW

Talks start over four-time champion's future

WHAT NEXT FOR SEBASTIEN OGIER?





By David Evans

M-Sport team boss Malcolm Wilson has told *Motorsport News* he won't be giving Sebastien Ogier up without a fight next season.

The Frenchman signed a single-season deal to drive a Ford Fiesta WRC this season, but without Ford involvement or a major team backer, Wilson knows he could lose the four-time champion. But he's not giving up yet.

Wilson told *MN*: "We'll do whatever we can for as long as we can to keep him. I won't give up the fight for Seb."

Full story, p2-3

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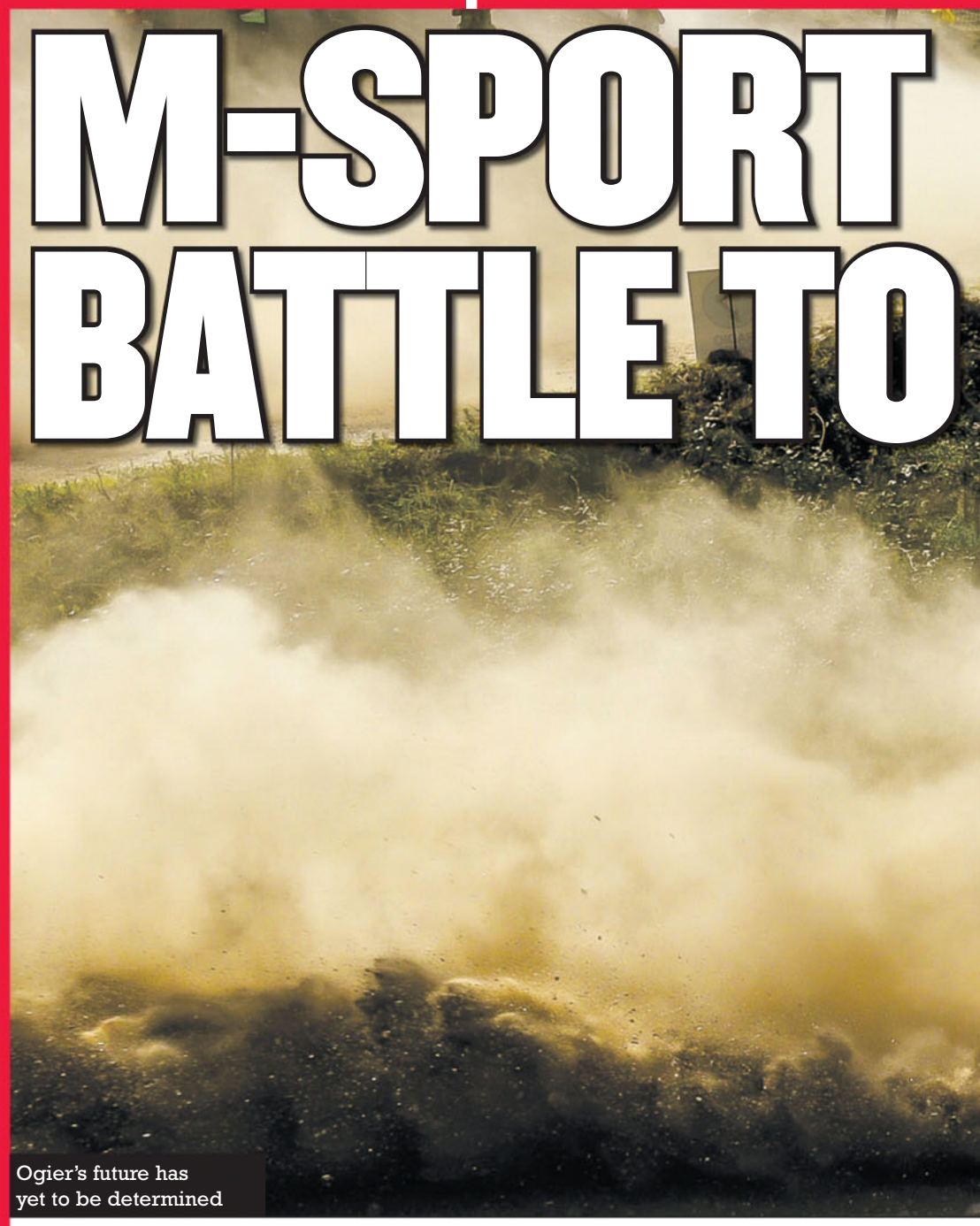
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British team is desperate to retain the

M-SPORT BATTLE TO



Ogier's future has yet to be determined

By David Evans

Despite being a four-time World Rally champion and leading this year's title race, Sebastien Ogier's options for next season appear limited if he wants to retain his current salary and the potential for more titles.

Ogier will decide where his future lies in the near future, having already told *Motorsport News* that he doesn't want those decisions to drag on in the way they did last season – Ogier didn't agree terms with the M-Sport team until December last year.

The Frenchman has already made it clear his first priority would be to remain with a Ford-backed or title-sponsored M-Sport World Rally Team and managing director of the British squad, Malcolm Wilson, says his aim is to make that happen.

Talking to Wilson about his plans for next year, the Cumbrian is adamant he remains in with a fighting chance of keeping the four-time world champion on his books for a second year.

"I will explore every avenue to keep him with us," he said. "Basically, we'll do whatever we can for as long as we can to keep him. Seb knows that, I've been very open with him and I've shown him all the plans and all the work we're doing towards 2018. There's no doubting the commitment we've made to him this year, and him to us, and I'm doing all I can to keep that going. I appreciate he wants to get things sorted as early as possible and I'll keep working for as long as I can."

A well-financed Ford return to the WRC would be enough to keep Ogier in place, but given the championship leader's desire to do a 2018 deal early this year, a backer for the team would be the more likely option to maintain the relationship.

Ogier told *MN* last month: "I cannot wait for October or November like last year. I am thinking about next year now and it's no secret that I want to continue in good conditions."



Ogier with Citroen in 2011

Ogier's options

If 'good conditions' don't prevail in Cockermouth, Ogier's options aren't wide-ranging.

Toyota and Citroen are his only other alternatives. Asked if he would be in the market for the four-time champion's signature next season, Hyundai Motorsport team principal Michel Nandan told *MN*: "I can't, because there's no space [in the team]. My drivers are all contracted until the end of 2018, so unfortunately it's a no for Sebastien Ogier here."

Common sense would dictate that Ogier would be welcomed back at Citroen with open arms. The French manufacturer is a very different place to the one he walked out on at the end of 2011 – Sebastien Loeb is no longer there for a start. *MN* understands, however, there would be a significant gap to be bridged in terms of Ogier's salary demands and the budget in Versailles. There was the desire to sign Ogier to drive a C3 WRC this season, but such was the obvious financial disparity the two parties didn't even get to the negotiating table.

MN's sources feel it unlikely that the necessary millions will have found their way into Yves Matton's budget in time for a deal to be done.

Photos: mcklein-imagedatabase.com

French superstar

READY TO KEEP OGIER



Ogier says he wants a quick decision on 2018

Asked about the potential, Matton said it remained too soon to talk about a driver line-up for next season, beyond pointing out that the current three drivers Kris Meeke, Craig Breen and Stephane Lefebvre are all under contract until the end of 2018.

Then there is Toyota and Tommi Makinen. In public, the Finn talks the talk about Ogier, but there are reports that behind closed doors he's not so sure.

One source within the team said: "Everybody would want Ogier, buy him and you are buying a lot of points and some big, big performances, but the team is settled right now. Would Jari-Matti [Latvala] relish the chance to work with Ogier again? Who knows, but I doubt it. Tommi has a team around him that he's very happy with and much as Sebastien would be great, there's a feeling that it could also upset the balance a little."

Another issue for Ogier and his negotiating team will be the presence of Andreas Mikkelsen on the market. The Norwegian will command a smaller fee and, at six years Ogier's junior, could be seen as a potentially preferable long-term investment.

Like Ogier, Mikkelsen's management team is deep into discussions with Citroen and Toyota.

Other alternatives for Ogier are retirement or a switch to racing. Ogier's always laughed off suggestions that he could be around long enough to rival Loeb's record of nine straight titles, but at 33 he's still got plenty of good and workable WRC years left in him.

Racing has always found favour with Ogier, as his recent Formula 1 test with Red Bull demonstrated and there would be plenty of doors open to him should he decide to switch to circuits.

"I will explore every avenue"

Malcolm Wilson



M-Sport minus Ogier

If Ogier does find an agreement elsewhere, where does that leave M-Sport? Undoubtedly, the departure of a man who, at the time of writing, has won 40 of his 118 world championship starts would leave a big hole.

An M-Sport World Rally Team fronted by Ott Tanak and Elfyn Evans would, however, provide a very different proposition to 2015, the last time the Estonian and Welshman led the squad.

On that subject, Wilson added: "There's no question that if we don't retain Seb then Ott and Elfyn will be two of the drivers definitely in our team."

Tanak is currently being pursued by Toyota – adding further weight to the theory that Makinen is not minded to sign Ogier – and Wilson admitted discussions between the Rally Italy winner and Toyota were a possibility.

"He's free to talk to them," said Wilson. "But I want to keep him next season. I've been investing in Ott since 2012 – I can't think of another driver that I've put so much into or given so many chances. I'm not going to give that up easily."

Photo: Red Bull



Sebastien Ogier realised a lifetime ambition when he tested a Formula 1 car for the first time last month. The Frenchman drove a 2011 Red Bull RB7 for around 60 miles at the Red Bull Ring in Austria

FAST FINLAND PROMPTS WORRIES PAGE 12

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RACING NEWS

F1 ROUND-UP

Nasr's plan

Sauber outcast Felipe Nasr says that he's still working on securing a Formula 1 return next season. The Brazilian lost his seat at the start of this year to Mercedes-backed Pascal Wehrlein. "I'm still looking at options, I still feel capable of being back here [in F1]," said Nasr. "Of course F1 is Plan A, but there are plenty of Plans Bs also." Nasr did concede that IndyCar would be a most likely 'Plan B': "IndyCar, Formula E or the World Endurance Championship – they're all series that have caught my attention. I've always had an eye on Indy…"

Renault's issue

Renault team head Cyril Abiteboul says there's "no reason" for the brand's poor reliability so far this season. Renault had a difficult British GP, with Jolyon Palmer's car failing before the start and Nico Hulkenberg losing power with a holed exhaust that dropped him from fifth to sixth. "We're still unhappy with reliability," said Abiteboul. "We know this is our weakness. Frankly there is absolutely no reason to have to suffer to that extent, given where we are now with our programme."

Palmer's new floor

Palmer will at least benefit from a new floor on his Renault for the forthcoming Hungarian GP, as the team increases the pressure on the Briton to get regularly into the points. Hulkenberg ran the update at Silverstone and had his strongest outing of the year. Palmer will get the same update at the Hungaroring. "We have shown that we are continuing to improve," said Abiteboul. "It's critical to back this up with both cars finishing in the top 10 in Hungary. Our targets remain unchanged: we want to be sixth by the end of play on July 30 and fifth by the end of the season. Now a double-points finish is within our reach."

Go, Go, Gio

Antonio Giovinazzi is adamant that he can rely on Ferrari to help him find a full-time slot in Formula 1. The Italian made his F1 debut earlier this year by handling the Sauber of injured Pascal Wehrlein for two grands prix. He has since driven for Haas in free practice. "The target is of course to be in a race drive next year," said Giovinazzi, who is Ferrari's third driver this year. "There are only 20 seats, so it's hard to get into one. This is my first season with Ferrari and they are really good and I trust them. They know what they can do for me."

Photos: LAT



Kubica will get to sample current R.S.17 racer

OFFICIAL RENAULT F1 TEST FOR KUBICA

Polish ace to handle the 2017 car at Hungary test for French marque

By Rob Ladbrook

Robert Kubica will make the next step in his Formula 1 comeback when he takes over this year's Renault for the upcoming test at the Hungaroring.

The Polish star has made a series of appearances in different specs of Renault F1 machinery in recent months as he weighs up his ability to return to racing a grand prix car after his lengthy recovery from life-threatening injuries. He contested 76 races before his rally accident in early 2011.

Kubica tested a 2012-spec Lotus E20 car in Spain and also demonstrated the chassis at the Goodwood Festival of Speed recently.

He has now been confirmed as Renault's test driver for the current R.S.17 for the second day of testing in Hungary, which follows this weekend's grand prix at the Hungaroring.

Renault has been evaluating Kubica over recent weeks, in an effort to determine whether or not he would be capable of a full-time return to the sport in 2018.

"The first two days of testing [in Spain] allowed both Robert and ourselves to gather a great amount of information," said Renault Sport F1 head Cyril Abiteboul. "The upcoming session with the R.S.17 at the Hungaroring will allow us all to obtain detailed and precise data in a current car and representative conditions.

"After this test, we will carefully analyse the collected information to determine in what conditions it would be possible for Robert to return to competition in the upcoming years."



Kubica: back in F1 test action

Renault faced difficulty in arranging the test for Kubica due to the fact that he is not considered as a rookie driver, meaning he had to test in place of either Nico Hulkenberg or Jolyon Palmer.

FIA rules mandate that each team dedicates two of the four in-season test days to rookie drivers, so Formula 2 racer Nicholas Latifi will drive for the first day of the Hungaroring test.

While any chance of an actual race outing this year has been largely quashed by Renault, Kubica's increasing presence around Renault's operation this year will only intensify the pressure on British racer Palmer.

Palmer has yet to score a point this year and has struggled with numerous mechanical issues outside of his control on his side of the garage.

Before the British GP – which Palmer failed to start after a hydraulic failure on the warm-up lap – Abiteboul said his future with the team was safe.

"He knows he has our support, and our commitment," said Abiteboul. "The potential of the car, the potential of the team, is there. And this is the easiest way to rebuild confidence and motivation. Even though it has been two tough back-to-back races, our first priority is to get our act together on reliability, particularly on his [Palmer's] side."

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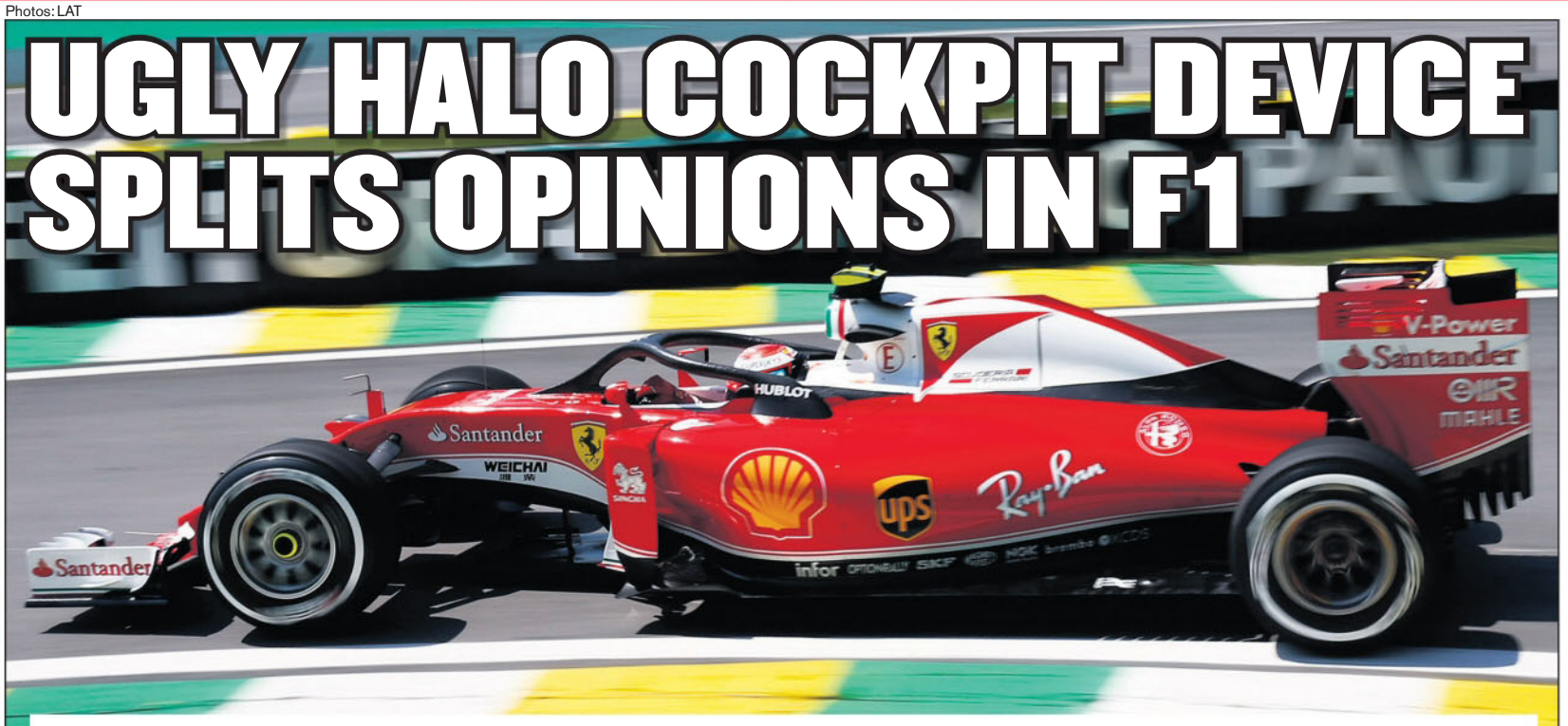
'Priaulx's Thruxton results reinstated'

Ginetta Junior appeal, p8



Photos: LAT

UGLY HALO COCKPIT DEVICE SPLITS OPINIONS IN F1



Formula 1 is set for a battle of opinions after the FIA forced through the introduction of the controversial Halo device next season, despite most teams being against the design.

During the F1 Strategy Group meeting last week, the FIA confirmed that the Halo will be made mandatory from next season and used its safety ground veto to pass the ruling. It is understood that only one of the 10 teams was in favour of its introduction.



Fernando Alonso has also tried the new Halo device in practice

The news has already brought a split in opinion from key figures. Mercedes originally developed the Halo design, which was tested on track last year. The FIA had narrowed it down to the Halo, Red Bull's wrap-around aeroscreen or the shield concept which was tested by Ferrari during British GP practice. The latter system got the thumbs down from driver Sebastian Vettel, who asked for it to be removed soon into his run as he claimed the curvature of it made him dizzy.

Despite originally designing the Halo, not everybody at Mercedes agrees with its introduction. Niki Lauda said: "We tested Halo, the aeroscreen and the shield and none convinced 100 per cent. You have to make the right decision in such a situation, and Halo is the wrong one.

"We are trying hard with faster cars and getting closer to spectators and attracting new fans, and that is now destroyed by an overreaction. The Halo destroys the DNA of an F1 car. There is 100 per cent a better solution than Halo. Otherwise we wouldn't have tried three ideas."

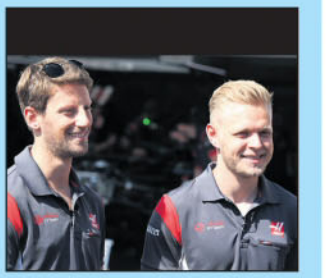
Alex Wurz, the chairman of the Grand Prix Drivers' Association, countered: "The GPDA respect the FIA's stand on safety. F1 is a role model for ever increasing safety without jeopardising performance.

"Whilst the Halo solution might not be the most aesthetically pleasing for everyone, us drivers will nevertheless race and push as hard as we can on track, which is the key for F1 to continue its growth and popularity."

An FIA statement said the Halo was the stand-out design, and added that the governing body would work with teams to improve the aesthetics of the system.

"Tests revealed that in car-to-car incidents the Halo was able to withstand 15 times the static load of the full mass of the car and significantly reduce the potential for injuries.

"In car-to-environment tests it was established that Halo was able to prevent helmet contact with a wall or a barrier in many cases."



The Haas pair to stay put

Haas sticks with F1 line-up for 2018

Haas F1 has opted to re-sign both Romain Grosjean and Kevin Magnussen for next season.

Grosjean joined the American team for its debut last season, with it being widely recognised as a stepping stone toward Ferrari, which supplies Haas's engines. Despite the possibility that Ferrari may have a vacancy at the end of the season should the *Scuderia* not offer Kimi Raikkonen another contract, Grosjean will be staying put at Haas.

Former McLaren protege Magnussen joined Haas from Renault for this year, replacing Esteban Gutierrez who failed to score a point in 2016.

"We will run the same drivers that we have this year again next season – that is a given," said team owner Gene Haas. "And given the other continuity aspects, we should be better racers next season.

"Esteban was a good driver. He was as fast as Romain [Grosjean] in practice, but I think that Kevin has the edge in terms of race experience. He can score points and that was key to bringing him on board. Both drivers are easily capable of scoring regular points."

Honda says dynamometer problems are at the root of engine issues

Honda has blamed dyno correlation problems for its Formula 1 setbacks this season, which have rendered its third attempt at a hybrid power unit lacking both power and reliability.

Honda has again struggled to keep pace with all rival engine suppliers, leading to its relationship with partner team McLaren becoming increasingly strained.

In an interview published on Honda's F1 website, engine chief Yusuke Hasegawa shed some light on some of the firm's issues, including why it struggled so badly at the start of the year with vibration and its oil tank design.

"Many items we could not test on the dyno, so it is normal that we need to check some functions in the car," said Hasegawa. "The oil tank is one of the biggest items – we have a rig for the oil tank, but we cannot replicate the same types of *g*-forces and conditions as in the car.

"By design we have to consider the actual car situation, but sometimes it is not always the same situation, so that is why we had issues. The second issue was down to vibrations. On the dyno the model is stiffer and heavier, so it doesn't create any synchronised vibrations. But on the car there is a much lower level of inertia. Of course, we were aware some level of vibration would come in the car, but it was much bigger than we expected."

Honda has also already begun work on both a 'spec 4' power unit for later this year and its new 2018 unit.

"We don't stop developing, we need to keep updating," added Hasegawa. "Compared to last year we needed to modify the engine concept. Next year we will keep the same concept and this year's development will be directly connected to next year."



Honda has admitted its engine problems



Third in the DTM points, Lucas Auer will get his hands on a Force India in Hungary

Three newcomers land testing roles in F1 for Hungaroring sessions

Honda young driver Nobuharu Matsushita and Mercedes' DTM title challenger Lucas Auer will both get their F1 test debuts at the Hungaroring next week.

Japanese racer Matsushita, 23, will handle the Sauber C36-Ferrari, taking over for the second day while F2 rival Gustav Malja will test on day one. Matsushita is seventh in the F2 standings.

"It's a fantastic opportunity and I hope I can learn as much as possible and help make it a productive day for both myself and the team," said Matsushita.

Auer will drive for Mercedes-powered Force India in the test. The 22-year-old Austrian is third in the DTM points, 16 points behind Audi's Mattias Ekstrom.

Mercedes has form of bringing drivers through DTM and into F1, having done so with Paul di Resta, Pascal Wehrlein and Esteban Ocon in recent years. "To be honest, it is incredible – you go from hero to loser in three months, then from loser to hero in another three," said Auer.

"It is just crazy how quickly everything changes in motorsport. In my first year of DTM I had to learn then last year was a breakthrough, winning my first race. It is no secret that if you impress in those F1 tests, it is a plus point for you and your career."

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RACING NEWS

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COSWORTH TARGETS 2021 F1 COMEBACK

Cosworth is preparing for a Formula 1 return as it commits to helping frame the new engine rules for 2021.

While the firm is yet to sign off on the project officially, F1's prospective move to cheaper turbo hybrid V6 engines has the firm interested in a return.

Cosworth has agreed to play a significant role in new F1 working groups being set up to finalise the 2021 rules.

Cosworth boss Hal Reisiger said optimism over future rules plus positive talks with teams had convinced him to start committing resources to an F1 project.

"I think that we've got sufficient support from the existing teams, and we've had discussions with some, that enable us to make the commitment to proceed," said Reisiger.

"More teams committed for a longer term is always better. "But we have some verbal agreements to partner with some existing and future teams that would enable us to be a sustainable engine partner."

Asked if he felt Cosworth had the infrastructure to produce an engine that could take on manufacturers of Mercedes and Ferrari's size, Reisiger said: "Yes. It is important not only for the teams that we would serve, but for our own brand that we should not get involved in it if we cannot be competitive."

With Cosworth providing the engine for Aston Martin's Adrian Newey-designed Valkyrie road car, there is already speculation that Red Bull would make an obvious partner.

Reisiger said no decision needed to be made until next year, but if a 2021 comeback was going to happen then it would need to start designing the engine in 12 months' time.

Aston Martin 2021 F1 engine programme

Aston Martin chief executive Andy Palmer says that the company could be interested in supporting a future F1 engine programme.

Aston Martin is a sponsor of Red Bull Racing, and is working with Adrian Newey on its Valkyrie road car project – which is scheduled to use a Cosworth-developed motor.

"There's always that question, would you want to enter as a team? Our major competitor is Ferrari, so there's a rationale in being involved in some way," said Palmer.

"If – and it really is the big if – there is a cap put on the number of people or the amount of money that you can spend on developing a new engine, and it's at a reasonable level, we have a good reason to study it."

Palmer doesn't want Aston Martin to simply badge someone else's engine. "I've never been a fan of just simple sponsorship," he added. "All you're doing is transferring the sticker to the side of the car to the side of the engine. It becomes interesting when you have a greater degree of involvement and you have our engineers working on it and it has a link back to the road car."



Aston Martin already sponsors Red Bull in Formula 1



Buemi (r) and di Grassi (l) in fresh title battle

Buemi still has 2016 in mind ahead of FE title clash

Sebastien Buemi says his relationship with Formula E title rival Lucas di Grassi is still tarnished by last year's collision as they prepare for another championship decider this weekend.

Reigning FE champion Buemi goes into the Montreal finale with a 10-point advantage over di Grassi after having to sit out the New York double-header to race for Toyota in the clashing Nurburgring World Endurance Championship round.

The 2015/16 FE title battle ended when di Grassi and Buemi collided in Battersea Park, an incident that remains on Buemi's mind.

"I respect him as a driver but I don't respect what happened last year," said Buemi.

"Last year instead of him saying: 'I tried everything and lost it and the situation happened as it did, sorry', he then said that the fault is on me and I braked early," said Buemi.

"This I didn't think was correct at all. You can push things so far, but there is a limit and he went well over it that day.

"I prefer to lose with dignity than to try to win in a way where I could not look at myself in the mirror. It is done now and it is over."

Porsche's Lotterer returns to Audi for Spa 24 Hours one-off with WRT

Porsche LMP1 driver Andre Lotterer will return to the wheel of an Audi in this weekend's Spa 24 Hours in place of former F1 driver and Brit Will Stevens.

The 35-year-old, who claimed his three Le Mans 24 Hours victories with the German manufacturer, has accepted a last-minute invitation to race for the Belgian WRT squad in the Endurance Cup round of the Blancpain GT Series.

Lotterer will share a customer Audi R8 LMS GT3 car together with former LMP1 team-mate Marcel Fassler and Dries Vanthoor.

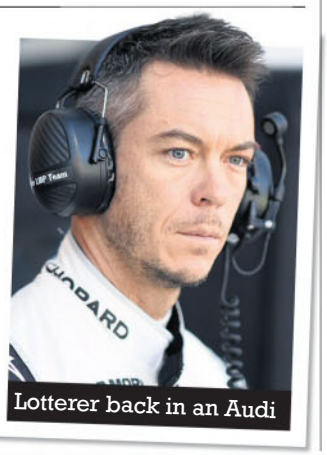
"When Vincent [Vosse, WRT's team boss] called me to check if the challenge could interest me, the answer has been immediate!" said Lotterer.

It will be Lotterer's first race in a GT3 car since the Spa enduro in 2015.

He competed in the event every year from 2012-15, scoring a best result of third with WRT alongside Christopher Mies and Frank Stippler in 2013.

WRT has four customer entries for Spa this weekend alongside its two factory cars.

● Belfast native and Japanese Super GT regular Richard Lyons will be part of one of the other Audi WRT teams for the Spa 24 Hours, joining Josh Caygill, Jon Venter and Niki Mayr-Melnhof. Lyons has competed with one of the drivers before, Venter, in the GT Asia series. He finished third in the GT300 category standings in Super GT last year, sharing with Tomonobu Fujii also in an Audi R8 LMS.



Lotterer back in an Audi

THE FASTEST NEWS ROUND-UP



New WEC BMW M8 GTE has begun testing in Germany

Rene Rast won the first DTM race of the weekend in Moscow, but still trails fellow Audi driver Mattias Ekstrom in the standings by a single point. Maro Engel took his first win in the series in race two, while British title hopeful Jamie Green could only manage fifth and ninth in the races respectively leaving him 26 points off Ekstrom…Kasey Kahne earned his first NASCAR Cup Series win since Atlanta in 2014 after a delayed race. Multiple crashes and weather delays stymied progress. Brad Keselowski and Ryan Newman rounded out the top three. Championship leader Martin Truex Jr crashed into long-time leader Kyle Busch putting both out of the race…**Mazda has employed the Joest team to run its prototypes in the IMSA Sportscar Series in 2018. The team will pull out of the rest of the season. Joest has 15 Le Mans wins and 10 Sebring 12 Hour wins from its time running Audi and Porsche programmes**…The car BMW will use in next year's World Endurance Championship began testing last week in the hands of DTM drivers Martin Tomczyk and Maxime Martin. The BMW M8 GTE will also race in IMSA, and is based on the upcoming 8-Series model. The car completed a three-day test at the Lausitzring...



Stoneman has parted ways with the Blancpain Strakka team

Stoneman steps back from Strakka McLaren Blancpain seat a week before Spa 24 Hours

Dean Stoneman has stepped down from his Blancpain GT Series drive with the Strakka McLaren squad ahead of this weekend's Spa 24 Hours.

The 27-year-old Briton had made the switch to GT racing at the start of this season, having contested GP3, Formula Renault 3.5 and Indy Lights since recovering from testicular cancer.

Stoneman raced alongside Jazeman Jaafar and Andrew Watson in Strakka's #59 McLaren 650S GT3 in the first three rounds of the Blancpain GT Series Endurance Cup at Monza, Silverstone, and Paul Ricard.

But it was announced on Friday that Stoneman won't be participating in the remainder of the season following a string of disappointing results.

"It's a regrettable decision, but the season just hasn't gone as I had hoped," said Stoneman.

"I will now regroup and examine all opportunities."

Strakka Racing team principal Jay Davenport added: "We enjoyed working with Dean this season. We'd like to thank him and wish him the best for the future."

Stoneman's place in Strakka's #59 line-up will be taken by 2016 Renault Sport Trophy champion Pieter Schothorst for next weekend's Spa 24 Hours.

Another yet-to-be-named driver will then fill the vacant seat alongside Watson and Jaafar for October's final round of the Endurance Cup in Barcelona.

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RACING NEWS

IN BRIEF

Scholarship filling up

The Ginetta Junior scholarship is half full for 2017 with 30 drivers so far applying to be rewarded with a fully-funded drive in the series next season. Those who apply will take part in assessment days at Blyton Park to decide the winner. As well as drivers' on-track ability being tested, their media credentials will also be assessed by a panel including ITV series commentator Richard John Neil.

Roberts' Monger tribute

A former team-mate of Billy Monger has created a special version of Sky Sports F1's 'Just Drive' theme tune to raise money to support the injured British Formula 4 driver. Music student Cameron Roberts drove for JHR Developments in Ginetta Junior in 2016 while Monger was at the team in F4. The song will be available to download from July 31.

Barwell to GT Open

British GT regular Barwell Motorsport is planning to enter two of the remaining GT Open races ahead of a possible full campaign in the series next season. The team will enter its Lamborghini Huracans in the Silverstone (September 2/3) and Barcelona (October 28/29) GT Open rounds to evaluate the category for 2018.

GRDC places opened

Aspiring drivers can now apply to race as part of the Ginetta Racing Drivers Club next season. The 2018 GRDC package includes four race weekends on the British GT support bill and drivers will get to own their Ginetta G40 at the end of the year. There is also a pre-season sprint contest at Blyton Park that follows two training days at the Ginetta-owned venue. It costs £35,000 plus VAT to register for the year.

Witt back to GT Cup

Reigning GTO and overall GT Cup champion Jordan Witt will return to the championship for the next round at Oulton Park this weekend. Witt will drive the same Bentley Continental GT3 he steered to last year's title. "Graham [Davidson] has done rather well so I'll have to see if we can beat him," he said. "We want to challenge at the front and we'll see what happens. I'm really looking forward to racing on my home circuit."

Absent Fox

The Fox Motorsport team will not compete in this weekend's Ginetta Junior races at Snetterton. Finley Green has switched to the JHR Developments squad for the remainder of the season, while the team's other driver Keaton Samra has never previously raced at the Norfolk venue or Knockhill. The team will therefore skip the next two rounds and return with Samra at Rockingham at the end of August.

Oliver reinstated

Stuart Oliver's victory in the third British Trucks race at Pembrey has been reinstated after the Motor Sports Association National Court overturned his exclusion. Oliver had been deemed to have driven in an unsafe manner and made contact with Terry Gibbon at Hatchett's, though after a review of video footage the court said it could not be satisfied this had been the case.

Photos: Jakob Ebrey

APPEAL SUCCESS FOR PRIAULX

JHR driver retakes Ginetta Junior points lead



Priaulx was originally excluded from Thruxton

By Stephen Lickorish

Seb Priaulx has reclaimed the Ginetta Junior points lead after a successful appeal against his Thruxton exclusion.

Priaulx was one of three JHR Developments drivers to be excluded after the Thruxton meeting in May for engine irregularities. As well as losing points from the Hampshire weekend, Priaulx, Harry Dyson and Matt Luff were also deducted points equivalent to two race wins.

But the team successfully appealed the decision, with the MSA National Court ruling that JHR had not broken the rules. All drivers will receive their points and appeal fee back.

The Ginetta technical report alleged that "material had been removed from the cylinder heads of all three engines" and that a seal on the cam covers "was not as it should be".

But the court ruled the evidence presented by the technical eligibility scrutineer was "woefully inadequate and late". No log details from any of the three engines were given from 2017, and mentions of previous seal changes did not specify which seals these were.



Priaulx now has 16-point lead

Ginetta bulletins confirmed Priaulx's engine had been examined during the course of the season – which would involve the seals being removed.

Chair of the MSA panel Guy Spollon said in his report: "The National Court has no hesitation in allowing each one of these three appeals, not least because of the totally inadequate documentation in these matters."

Spollon recommended "appropriate steps are taken to ensure the relevant logs and records as to work undertaken and seals applied and removed on these engines are conscientiously recorded and maintained".

The decision promotes Priaulx from sixth in the standings to the top – 16 points clear of team-mate Tom Gamble.

"It's like a dream come true," said Priaulx. "It was a great feeling when the team said we had won the appeal."

Despite the uncertainty, Priaulx won four of the five races after the exclusion. He admits that without the penalty he may not have won so many races, as he still wanted to claim the title.

"You have got to keep believing and it really helped me – it made me more determined," Priaulx said. "It was hard, I found you have got to really focus on what's ahead of you and put the past behind you. You can't let it linger around or you would be at the back of the grid."

Priaulx's father, three-time World Touring Car champion Andy, added: "It seemed very strange from the beginning. I'm happy for Seb, at the end of the day what really impressed me was the way he handled the pressure. He went to another level."

JHR team boss Steve Hunter admitted the situation leaves "a bit of a bad taste in everyone's mouth".

"It's a relief it's dealt with and we can now continue with racing cars and not spend my time writing letters," he added.

Clio Junior drivers Burns and Fulk to step up to senior series from Rockingham

Two drivers who initially signed up to the inaugural season of Renault UK Clio Cup Junior will now instead compete in the final three meetings of the senior series.

Fiesta Junior runner-up Bradley Burns and one-time Ginetta Junior racer Zak Fulk will join the British Touring Car support series from Rockingham onwards.



Burns will drive for Jamsport

Both drivers had planned to race in Clio Junior but when this was postponed and then reduced from six to four meetings with a September start date they decided to switch to the senior category instead.

Burns – who will drive for the Jamsport team – said: "We were planning on doing the Juniors. We got the car and then they cancelled it.

"I wanted to do Clios anyway, so I thought we might as well just go and do it. It's just about getting experience on track and then more about next season."

Jamsport boss Jamie Going added: "He's been doing a lot of testing, about 10 days in the car. He is quick and really good to work with as his feedback's brilliant considering he's 15."

With Fulk making his debut with the Pyro squad at the same August 26/27 round, Going added: "It should be quite interesting between them".

● A number of drivers took part in a Clio Junior sampler day at Blyton Park last week. Among those driving were Ginetta Jr racer Jordan Collard, British Formula 4 driver Jamie Sharp and Junior Saloon Car points leader Ethan Hammerton.

Fewtrell claims maiden Eurocup win

Reigning British F4 champion and Renault young driver Max Fewtrell claimed his first win in the Formula Renault Eurocup at the Red Bull Ring last weekend.

The Tech 1 Racing driver jumped polesitter Max Defourny (R-ace GP) at the start of the first race and managed his gap, before holding off a late charge from Defourny and Sacha Fenestraz.

"Despite some difficult weekends like in Hungary and Monaco, we've never given up and this win is a very nice reward," said Fewtrell. "I knew I had to get a good start before controlling the race and defending my position when I saw Max and Sacha get bigger in my rear view mirrors."

Fewtrell took fourth in the second race, as Fenestraz came out on top to extend his title lead for Josef Kaufmann Racing.

Will Palmer, the highest Brit in the standings in third, 29 points behind Fenestraz, took a 12th and a second place finish for R-ace GP.

● Defourny will test with Van Amersfoort Racing in the upcoming European F3 pre-Spa test. The team recently lost its driver David Beckmann to the Motopark outfit, and a possible outing for Defourny with the team could depend on his performance in the test.



Cammish will miss Snetterton

Cammish: Carrera Cup title battle will be reset

Porsche Carrera Cup GB points leader Dan Cammish believes the championship battle will be reset after this weekend's races at Snetterton.

Cammish holds a 23-point lead over Charlie Eastwood and is 36 points ahead of third-placed Dino Zamparelli, but will miss the Norfolk races because of the clashing Hungarian round of the Porsche Supercup. There is 40 points available at Snetterton.

"It will practically be like resetting the championship," he said. "There's no expectation this year, it's the other guys who have got the pressure. They have got a great opportunity to beat me."

Zamparelli said that despite knowing this would be an important weekend in the title battle, he won't approach it any differently. "Dan is missing it which gives me a chance to come back because we had an issue at Donington Park with a disqualification [for running incorrect camber]," added Zamparelli. "It's a chance to recover that disqualification back and try to catch up as many points as possible."

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'How F1 engines got to Le Mans'
DFV memories, p18



Photos: LAT

FORMULA VEE 50TH FESTIVAL TO BE HELD AT CADWELL PARK



Forty cars will take part in the Festival

Names past and present from the world of Formula Vee will compete at Cadwell Park this weekend to celebrate 50 years since the series was founded.

Drivers who will take part in the Formula Vee 50th Festival include former champion Daniel Hands, as well as current championship leader, Ben Miloudi.

Also racing are Andy Storer, a historic racer who ran Scarab cars, and Kevin Sheane, one of the largest producers of Vees.

"We have 40 entries for it and many current and recent drivers taking part," said Giles Groombridge, competitions manager at the 750 Motor Club.

"It's more than we would normally get at Cadwell Park, but this year with it being 50 years interest is quite high.

"We had 32 at Anglesey and 32 at the Brands Hatch GP circuit, so we've been quite fortunate."

For this weekend's action, the field will be split into two qualifying sessions before three heats are held, with competitors taking part in two of them.

A repechage will be held on Sunday morning, where a selected number from the front of the race will make it through to the grand final.

"Fundamentally the cars are simple, easy to maintain and take on for an amateur," added Groombridge.

"But as racing cars evolved and switched away from space frames they became more difficult to maintain.

"They are rugged and easy to repair when damaged, as well as cheap overall.

"They are pretty quick, with very close racing and I think that keeps people involved. You don't get many people come in for just one season."

The 750MC had tried to attract other drivers who had raced in the series, including Ian Flux and Tiff Needell, but both are unable to attend the event.

Lines targets VW Cup as TCR feeder series

Stewart Lines, the boss of the Volkswagen Racing Cup, wants to align his series with the new TCR UK Championship when it begins next season.

Maximum Motorsport boss Lines said he thought the VW Cup was perfectly positioned as a feeder category to TCR and he had already been in touch with the prime movers of the UK version. He said his British Touring Car Championship team, which fields a Ford Focus, would remain unaffected.

Maximum Motorsport has fielded a SEAT Leon TCR car in Britcar this season, and Lines says he is keen to add another to his stable to step into the new-for-2018 contest.

"The cars are great, and TCR has a lot of appeal," said Lines. "And, with the projected budget for TCR, it seems like it will be the perfect stepping stone for drivers who want to graduate from the VW Cup. We will keep our BTCC arm too, so there could be a natural progression through to that as well.

"We will look to buy another TCR car and run a two-car team there. It seems like a very accessible series and a combination of VW Cup on the TCR race day bill is just a natural fit."

● Lines will return to the British Touring Car Championship at the wheel of the Maximum Motorsport Ford Focus for the remainder of the British Touring Car Championship, starting at Snetterton this weekend. He will be the third driver for the team, which has previously run Josh Cook and Dennis Strandberg, in 2017. "We tried to get a young up-and-coming driver, but it just didn't work. I will be in the car to make sure we can fulfil our commitments," said Lines.



"TCR has a lot of appeal," claims Lines

Series join together for F5000 project

The bitter feud over the creation of a modern Formula 5000 category in Australia is over, with two competing series joining forces.

Supercars announced its Super5000 concept in June, sparking controversy given its likeness to the privately-run Formula Thunder 5000 concept that was already in the works.

After a war of words amid claims that Supercars had copied the idea, the two sides have now joined forces, working to have a single V8-powered category up and running in the country for next season. It has not been confirmed what engine and chassis package will be used, with the Super 5000 utilising a custom chassis paired with a Supercars-spec engine, and the FT5000 car built around a Swift chassis and a cheaper crate V8 engine.

A statement said the idea is to "incorporate beneficial technical elements from the FT5000 and S5000 to create a single '5000-style' car, ensuring rapid progress towards the V8 open-wheeler category that both set out to achieve".

Stalwart returns to racing after 10 years

Multiple 2CV champion Richard Dalton won on his return to racing after more than a decade away during an appearance in the Citroen C1 Challenge last weekend.

Dalton, who hung up his helmet after his seventh 24 Hours 2CV win in 2007 at Snetterton, returned at Pembrey where he, Louis Tyson and Peter Rundle claimed victory in the two-hour race.

The former champion has spent the last few years helping his son, Jake, rise through the motorsport ladder, including his best result in 2008 when he finished as runner-up in the BRDC Stars of Tomorrow MiniMax championship.

"It's a great joy to see my son doing well," said Dalton Sr.

"He's won a lot of races, but no championships. He usually ends up as the bridesmaid."

● Former multiple Mighty Mini and Locost champion Declan McDonnell joined the Citroen C1 Cup grid at Pembrey. "I am building my own car for the Spa 24 Hours later in the year, so thought it would be a good idea to have a go in one," he said.

JUNIOR REPORTER

STEPHEN LICKORISH

"We may finally get the exciting title battle"



There have been some tremendously close-fought title battles in the British Touring Car Championship support series in the last two years.

Think of the Ginetta Junior showdown in 2015 when Jamie Caroline and Senna Proctor ended up tied on points. Or the storming drive by Max Fewtrell to steal the British Formula 4 crown from Sennan Fielding last year. And who can forget the dramatic crowning of Ash Sutton and Ant Whorton-Eales as the last two Renault UK Clio Cup champions?

But the one series to miss out on the drama has been the Porsche Carrera Cup GB. However, this year could be different.

Very different.

Dan Cammish has swept all before him over the past two seasons on his way to wrapping up the overall title at the penultimate meeting at Silverstone both times.

But the combination of a qualifying crash at Donington Park and him missing this weekend's Snetterton contests because of a clashing Porsche Supercup race in Hungary means it is a different scenario this year.

In fact it's a complete turnaround. All of the other four championships have leaders who are at risk of running away with it. Mike Bushell has a healthy 69-point Clio advantage. Jamie Caroline leads British F4 by 68.5 points. Callum Pointon is 48 points clear in the Ginetta GT4 Supercup. And in Ginetta Junior JHR team-mates Seb Priaulx and Tom Gamble are dominating with Priaulx currently on a great run of results. With the exception of Priaulx, all of the current leaders have at least a win's worth of points in their back pocket.

However in the Carrera Cup, Cammish's lead is just 23 over Charlie Eastwood. And with the double champion absent from Snetterton this weekend we really do have an intriguing title fight in prospect.

Dino Zamparelli is also still in contention in third – 36 points back from Cammish – and is starting to find the sweet spot with his new JTR team after a difficult start to the year. He went wheel-to-wheel with Cammish in the most recent race at Le Mans and came very close to winning.

Cammish has described the Snetterton weekend as "resetting the championship". Even though he can use one of the two races as his dropped score for this year, things should close up massively this weekend. That is provided Eastwood and Zamparelli are able to deliver the goods and not get caught up in unnecessary incidents on this pivotal weekend.

Unless Eastwood has an absolute shocker, he is likely to be leading the points into the final three meetings of the year. And that should set up a thrilling fight at Knockhill, Silverstone and Brands Hatch to decide who is champion. So we may finally get the exciting title battle that the Carrera Cup has missed out on these last few years, with it far from certain that Cammish will seal a record-breaking hat-trick of crowns.

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HISTORICS

SILVERSTONE CLASSIC PREVIEW

Photos: Paul Lawrence and LAT

BELLOF TYRRELL TO RETURN FOR SILVERSTONE OUTING



Japanese racer to blood his rebuilt 1984 racer

Kubota will drive reworked Tyrrell



Bellof was a star at a wet Monaco in 1984

By Paul Lawrence

Tyrrell 012 chassis number 2, made famous by Stefan Bellof at Monaco in 1984, will race for the first time since Martin Brundle crashed at Detroit in 1985.

New owner Katsu Kubota will contest the FIA Masters Historic Formula One Championship races at this weekend's Silverstone Classic in the car that claimed one of the last major Grand Prix finishes for the Cosworth DFV engine.

The chassis was mainly raced by Bellof, who finished third on the road in the rain of Monaco in 1984.

As the only non-turbo car on the Monaco grid, Bellof drove an epic race to climb from last on the grid to third behind Ayrton Senna's Toleman, only to be excluded over the car's weight and ballast in the water tank.

The car has not raced since being crashed at Detroit the following season but has now been superbly rebuilt by Liaz Jakhara at Zul Racing in Derby.

"I had quite a few of the bits and the chassis had been converted to look like a Ferrari Formula 1 car and it was on display in a restaurant in Spain," said Jakhara. "I found it and brought it back and I had the gearbox case as well."

Jakhara has restored the car to Bellof's 1984 Monaco specification and livery. "On and off, I've been working on it for about two years and full on since Christmas," he said. "We had a first test at Silverstone in May and Katsu flew in from Japan to drive the car."

MOTORSPORT NEWS TOP 5 CARS OF THE WEEKEND



Martyn Corfield will race the ex-John Gott Austin Healey

In Group C terms, it does not get much better than the Jaguar XJR14. The 1991 Ross Brawn design further moved the category's goalposts and that was ultimately a reason for the demise of Group C. This weekend Gerard Lopez from Spain will race one of the stunning high downforce Jaguars.

The ex-John Gott Austin Healey 3000 registered SMO 746 was one of the most successful big Healeys in the 1960s in the hands of the chief constable of Northamptonshire. After four decades away, it is now immaculate once more and racing in the hands of Martyn Corfield.



Pre-War Sports Car Talbot



McLaren M6B will be a star

The ex-Jo Bonnier McLaren M6B will race this weekend, after nearly 50 years in North America. The former Ecurie Suisse McLaren is now in the UK in the hands of brothers Max and Andrew Banks from Alfa Romeo competition specialists Alfaholics and will run in the FIA Masters Historic Sports race on Sunday afternoon.

McLaren executive director Zak Brown will take time out of his F1 commitments to race a stunning Ford Cologne Capri RS3100 in the Super Touring Trophy races. The ex-works 1974 car has a glorious history with drivers like Niki Lauda, Jochen Mass and Rolf Stommelen and is one of only three such cars built by the Cologne factory.

If you want a versatile car, look no further than the wonderful 1931 Talbot 105 registered GO 52. The ex-Le Mans car will be raced by seasoned campaigner Gareth Burnett in the Pre-War Sports Car race but two weeks ago he was pedalling it around the lanes of Britain on the 1000-Mile Trial.

Lola racer to get special award

The life of Lola founder Eric Broadley will be marked with the award of a special Eric Broadley Tribute to the fastest Lola in this weekend's Stirling Moss Trophy race.

The founder of one the most successful race car manufacturers died in May aged 88 and the trophy will be presented by the Chairman of Lola Group Holdings Ltd, Martin Birrane, who took over the running of the Lola Group in 1997.

The Motor Racing Legends Stirling Moss Trophy for pre-61 sports-racing cars features an unprecedented entry of five Lola Mk1s including Keith Ahlers' Mk1 prototype, one of the first models to emerge from Broadley's workshop in Bromley in the late 1950s.

Karl Jones to drive iconic cars at Classic showpiece

Former BTCC ace Karl Jones says he is incredibly fortunate to be racing three different cars at Silverstone.

Jones has been keen to build a reputation in historic racing after two decades away from the sport and now faces one of the busiest racing weekends of his career with drives in a Ford Sierra Cosworth RS500, a Jaguar D-type and a Lotus Cortina.

"My 60th birthday was back in April and I didn't celebrate the occasion, but who needs to when you have a weekend like this? I'm so lucky to be racing again after a 20-year absence and having the opportunity to drive some truly wonderful, special and iconic race cars."

Jones will drive Paul Linfoot's Lui DTM-specification RS 500 in the Super Touring races and Ben Eastick's D-type in the Jaguar Classic Challenge and will share Chris Sanders' Cortina in the U2TC race with Chris Ward.



Karl Jones: Busy weekend



Formula Ford 1600 celebrates 50 years

The 50th anniversary celebrations for Formula Ford feature at the Classic with two races for Historic Formula Fords.

Though not a round of the HSCC championship, all of the leading contenders will be there to put on what is sure to be a Silverstone slip-streaming thriller. The 54-car grid was instantly over-subscribed and regular championship supporters were given priority. There are currently 12 reserve entries. At the head of the race will be 2017 title contenders Callum Grant, Michael O'Brien, Benn Simms, Sam Mitchell and Benn Tilley as well as former F1 racer Tiff Needell. The championship trail resumes a week later at Croft.

Donald aims to rule the world in an Austin

Howard Donald from pop band Take That has joined the entry for this weekend's Celebrity Challenge Trophy.

Although he has done track days, the Silverstone Classic will mark his race debut on the grid of Austin A30s and A35s.

With Gary Barlow and Mark Owen, Donald is one of the three enduring members of the Manchester pop group, which has produced 12 UK number one singles and seven best-selling albums.

Donald, 49, is a classic car fan and has several cars that he uses on track days. "I'm both nervous and excited – it's my first race and it's going to be great," he said.

"I have done a lot of track days in some of my cars and I have always asked myself the question 'why am I not racing?' And now I am! It's going to be exciting, especially in a car I have never driven before."



Donald will graduate from his track day fun

THE CLASSIC AT A GLANCE

The Silverstone Classic is a huge event by every measure and the racing programme is an absolute epic. There is almost non-stop on-track action for 10 hours on Friday, 12 hours on Saturday and nine hours on Sunday.

Friday is exclusively qualifying with 15 sessions from 0900hrs, while Saturday's 12 races start with Formula Junior at 0900hrs and finish in the dusk with the half-hour Group C race that starts at 2030hrs. Sunday again starts at 0900hrs for another 10 races.

Both Silverstone paddocks will be used, with the national paddock generally hosting the morning action before the focus switches to the Wing complex for the afternoon races. Full details of the event are at Silverstoneclassic.com

'Newall drove the unusual Buckler'

Sports-racer's return, below



Photos: Paul Lawrence

DOWN THE WORKSHOP

MERLYN Mk9

1964 one-litre F3
Current owner: Andrew Tart

He's had it some time

Tart: "I bought it about 15 years ago with the intention of getting on with it. But at the same time I was in the process of setting up my race preparation business in Kidderminster and, of course, customers came first. Like a twit, I dismantled it. I should have just used it as it was because it was sort of up and running when I first got it."

It's raced in historics

"It came from a chap called Martyn Lane in Southampton and he raced it in the late 1990s as an Historic F3 in the Classic Racing Cars category. Ray Harper had it before that and it had front and rear wings on it at some stage and it raced in Formula 4 at one time. In effect, I put it in the loft for years and it's only been in the workshop for the last two years. It has to come after customer cars."

There's a good history

"Purely by luck it has got a lovely history. It was John Fenning's car from new. It was built in 1964 but first raced in 1965. There weren't many Mk9s as they went on to the Mk9A. He had overheating problems with it and there's a picture of it on pole position at Silverstone with about four inches of bodywork chopped off to try and get some more air in to the radiator."

It had some success

"John didn't get on with it but he had some success and won at Montlhery and was in the top six at Goodwood. It possibly went on to Chris Irwin for the Monaco F3 race. But it was sold later in 1965 and went hillclimbing."

He has restored it

"I've tried to put it back to how it was and it is as original as I can make it. It's a great bit of kit with some nice history. I'm a bit tight in it because I'm tall but I'm having fun with it and we'll take it to Croft in early August for the next Historic F3 races."



Tart's rare Merlyn Mk9



Sunday time in an Atlantic car

Harris ran his Chevron up the hill on Saturday

HARRIS HEADS THE HILL WITH TWO CARS

Hillclimber stuns Shelsley with two top times in two machines

By Paul Lawrence

Keith Harris was the star of the Classic Nostalgia weekend at Shelsley Walsh when he took two fastest times of the day in two different cars.

The local ace, who lives three miles from the Worcestershire hill, set the overall pace on Saturday with a 31.43s best in his Chevron B19 sports-racer. He then switched to his Formula Atlantic Chevron B25 single-seater for Sunday's competition when he was the only driver to break the 30-second mark with an opening run in 29.53s. "That's not a bad way to celebrate being 60 a couple of weeks ago," said Harris.

An over-subscribed entry for two days of action at the famous hillclimb was capped by a celebration of Group A and early World Rally Cars and on Saturday former WRC driver Kristian Sohlberg wowed the fans by getting back behind the wheel of a Mitsubishi WRC 04, 13 years after being a works driver.

In his first hillclimb and his first experience of Shelsley Walsh, Sohlberg set a mighty pace and his best run of 31.55s was only topped by Harris. "I was nervous and excited to get back into the car," said Sohlberg. "But it was the first time I have really enjoyed driving it," he said of the Tristan Bailey-owned car. "The car is perfect," added Sohlberg.

Dave Wright, in his ex-Carlos Sainz Ford Focus WRC, was another star with his spectacular approach to the hill while other weekend highlights were capped by Rob Newall at the wheel of the ex-Whitney Straight Maserati 8CM, the outright hill record holding car in 1934.



Sohlberg was WRC stunner



Harrison went up the hill

Ex-Warwick Toleman TG280 returns at Shelsley after full rebuild

Mark Harrison ran his ex-Derek Warwick Toleman TG280 Formula 2 car for the first time at Shelsley Walsh over the weekend.

Monoposto and F3 Cup racer Harrison has owned the car for around seven years and finally completed a rebuild in time for a shakedown run last week at Blyton Park.

"I used two cars that had been hillclimbing to make one complete car and we used the ex-Warwick car as the base," said Harrison.

"The car is now in correct period specification and livery. It's a 1980 ground-effect car, so it is too new for Historic Formula 2 but we could do things like the Allcomers single-seater race at the Walter Hayes Trophy meeting."

Formula 2 to headline Oulton Park Gold Cup

Fifty years of the 1600cc Formula 2 category will be marked during the Oulton Park Gold Cup on August 26-28.

The 1600cc and later two-litre Formula 2 cars from 1967 to 1978 will return to Cheshire for the first time in a decade. The F2 cars will be housed in the pit garages for the weekend with races for the HSCC Historic Formula 2 Series on both Sunday and Monday.

A special award will be presented for the best performance by a 1600cc car while the overall aggregate winner across the two races will be presented with a trophy in the style of the famous Gold Cup.

The final period race for F2 at Oulton Park was in September 1972 when Ronnie Peterson beat Niki Lauda and James Hunt (all in Marches) to make a podium of future F1 superstars.

Historic Festival planned for Mondello Park

Mondello Park will have its own Historic Festival in a new event planned for the County Kildare track on Sunday August 27.

In the first year, the event will focus on the period Irish racing classes of Historic Racing Cars, the Pre-'55 class and Future Classics. On two wheels will be classic and historic motorbike races. Ken McAvoy of the Historic Racing Car Association, promoters of two of the car classes, said: "The HRCA has been interested in seeing such a festival develop in Ireland for many years, and hope that 2017 will be the start of something that will grow to become an international attraction."

Pritchard desperate to put one over on rival Elliott in rally title chase

Nick Elliott and Jason Pritchard will continue their battle for the Mintex MSA British Historic Rally Championship on Sunday's Harry Flatters Rally.

The asphalt charge over the military roads of the Epynt Ranges is round six of nine and comes at a point when defending champion Pritchard needs to take maximum points.

Elliott won the opening four gravel rallies and neither driver finished round five in Ireland a month ago.

Pritchard has greater venue knowledge than Elliott, who has never been particularly keen on asphalt. However, Elliott now has a fresh asphalt-spec Ford Escort Mk2 in his bid for a first BHRC crown.



Nick Elliott will be out to defend his Historic title advantage

IN BRIEF

Stig at Combe

Stig Blomqvist will be the star guest at the Castle Combe Rallyday on Saturday September 23. The 1984 World Rally champion is likely to drive on the venue's rally stage, while other attractions will include a gathering of ex-Colin McRae cars to mark 10 years since his death, and 30 years since the last major victory for the Opel Manta 400.

Welch is busy

Denis Welch Motorsport will be fielding a total of eight cars at the Silverstone Classic with a particular focus on Austin Healey 3000s and Jaguar E-types. Julian Thomas and Calum Lockie will spearhead the E-types in the Jaguar Classic Challenge alongside the freshly built car that Jean-Marc Rivet-Fusil will share with team boss Jeremy Welch. Three Austin Healeys will contest the Pre '63 GT race.

Durling's debut

Simon Durling, who lives at the top of the Shelsley Walsh hillclimb, chose the venue's Classic Nostalgia weekend to debut a recently acquired Lotus 7 from 1961. The 7 will complement Durling's Lotus 18 Formula Junior which he races regularly after making the switch to racing from full time hillclimbing.

Flock of XJ220

The celebration of the Jaguar XJ220 at the Silverstone Classic has grown to four Le Mans cars following confirmation that Allen Lloyd is bringing his 1993 Le Mans to the event. It is thought that this will be the first time that four Jaguar Sport/TWR Le Mans XJ220s have been together, including the spare car that was taken to France as a source of spare parts.

Scotsman's 80

The Endurance Rally Association has already taken over 80 entries for the 10th running of the Flying Scotsman, even though the challenging rally for pre-war cars does not take place until late April 2018. The event will run from Brooklands to Edinburgh with four days of competition on the open roads of Britain, including routes through Lincolnshire and Northumberland.

Newell: two cars

As well as driving the Maserati 8CM Grand Prix car at Shelsley Walsh over the weekend, Rob Newall also drove the recently acquired Buckler DD1 of Chris Jaques. The sports-racing car was built for Le Mans in 1956 with a 1500cc Coventry Climax engine but never made the race and spent most of its life in New Zealand until Jaques brought it back to the UK four or five years ago. Its debut event earlier this season was the Isle of Man Classic in April.

CLASSIC SPORTS CAR CLUB ACTION FROM CROFT PAGE 24

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RALLY NEWS

Photos: mcklein-imagedatabase.com


Rally Finland has big, wide, fast roads

LATVALA BACKS FINLAND ORGANISERS FOR SLOWING DOWN 2017 ROUTE

Chicanes to interrupt the drivers' flow this week

By David Evans

Jari-Matti Latvala has spoken out in favour of the decision to slow the cars down at this week's Rally Finland.

When *MN* revealed that chicanes would be used on one of the most famous rally routes in the world, the organisers of the Jyvasklya-based event came in for criticism from drivers who felt the route would be compromised. After testing his Toyota Yaris WRC for two days on roads similar to those that will be used next week, Latvala is pleased to see the modifications.

Clerk of the course Kai Tarkiainen confirmed he and his team had worked hard to slow the new generation of rally cars down on certain sections of the route. The speed of the 2017 World Rally Cars has raised concerns in some quarters, but Tarkiainen said he wasn't putting in obstacles to try to restrict average speeds.

"Putting a chicane in a stage to lower the average speed won't make a stage safer," he told *MN*. "We've put the chicanes in just to wake the drivers up in certain places. If the cars have been flat out for a long time then we might have put a chicane in just to get them on the brakes a little bit earlier – it's easy to become speed blind and this is what we want to avoid."

Asked if there were more chicanes than on previous Rally Finland routes, Tarkiainen answered: "I would have to say yes – because we've never really used them in previous years. If we hadn't put the chicanes in then we could have been looking at average speeds of 130kph [80mph] or 140kph [87mph], but now I'm not sure what the speeds will be like.

"If you look at the averages Thierry Neuville managed on the AutoGlym Rally a couple of weeks ago, they were around 118kph [73mph] and 126kph [79mph], which isn't so bad. That said, the roads on that event are a bit twistier and probably not quite as wide and fast as some of ours. I'm completely relaxed about the speed for Rally Finland – [FIA safety delegate] Michele Mouton has been around and looked at the route. She's happy and we've done everything we agreed to do."

Latvala admitted his time testing the Yaris had certainly woken him up to what could be coming this week. The Finn is certain without the chicanes the World Rally Championship would be registering its fastest ever round by some margin. That record was taken by Kris Meeke, when the Citroen star took victory in Jyvaskyla 12 months ago.

Meeke's winning average was 78.61mph, and 126.62kph.

Latvala said: "We built the chicane on our test road and we could see just how much it affects the speed and I have to say, with some of the big roads we are using next week, the chicanes are needed. Without the chicanes, the average speeds would have been *so* high. I think Kai is right: we would have maybe 140 [kph].

"The problem is, as we saw when Seb [Ogier] went off in testing, we are at such a [high] level now and with speed like that… well, put it this way: normally you won't be coming back with Rally 2 [superally] the next day. The good thing that we saw from [Ogier's] crash was that the cars are having good safety (*see story, right*) now.

"We saw a lot of speed from the cars in Poland on the last round, but the difference with Poland is that we are going through the field; maybe only 10 per cent of that route is in the forest. Here in Finland, it's different. We have the ditch at the side of the road and then we have the trees."

Latvala and Tarkiainen admitted the weather could also have a big impact on this year's route. Most of the teams have tested in heavy rain and those conditions are expected to continue into the event itself.

"The rain will slow the cars down a little bit," said Tarkiainen. "That's inevitable. I hope we have the good weather we've enjoyed in recent years – that's the best for the drivers and the spectators."

Latvala added that the absence of a genuinely soft-compound tyre would make a wet Finland a difficult prospect.

"If it rains, it's going to be tough, that's for sure," said Latvala.

"I have a good feeling for the rally and all the testing for it has gone well – our car is really working in these fast roads and I think the chances are good for a win in Finland. But if it rains it will be very, very difficult."


Latvala has backed use of Finland chicanes


Meeke set fastest-yet win last year, at 78.61mph

IS IT TIME FOR RALLY GB TO LEAVE THE WELSH FORESTS? PAGE 22


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'Two gravel events will change running order'

Push for two-wheel drives, p17



HYUNDAI TO START YOUNG DRIVER ARM



Penasse (right) wants to help rising stars in rallying

Hyundai Motorsport is planning a young driver scheme to help develop the next generation of talent in the World Rally Championship.

The Korean manufacturer has identified between 15 and 20 drivers to bring to an initial assessment at Hyundai Motorsport's Alzenau factory. A number of those drivers will then be taken forward to a gravel test in the i20 R5 car.

MN understands British drivers are involved in the scheme, but Hyundai has not revealed their identity – neither has the team decided precisely what it might do with the successful driver in terms of a competition programme.

Hyundai team manager Alain Penasse told *MN* that the scheme remained in its planning stage and had not yet received a green light.

"For the moment, it's a bit too early to talk about this," said Penasse, "but we have some information. We want to do something with the R5 car and why not do it with a young driver? This kind of scheme is good for the [i20 R5] car and it's good for us to find somebody, a new driver for the future."

The drivers are reportedly coming from various levels of the sport and Penasse made it clear he wasn't concerned about the car the drivers were currently using.

"If you are a fast driver, you are a fast driver," he said. "If you can drive an R2 car quickly, you will be able to do the same in an R5 car and if you're fast in R5, it's going to be no problem for you to be in a World Rally Car. [Esapekka] Lappi and [Teemu] Suninen have shown us that recently. I'm not worried if the drivers are in R2, we will be able to see what they are capable of."

Penasse also underlined his own misgivings at drivers arriving at the top of the WRC too soon.

"In my opinion, rallying is so much about experience," he said. "Of course it's about speed, we all know that, but it's about experience as well. We have seen lots of times young drivers come and set some fastest stage times, but they can't do it for the whole event. We need consistent speed and that comes from experience. When you have some of these guys that are younger, younger than 20, they don't have the experience from the sport or life to come to the big game."

Hyundai runs a development programme in Korea, with Chewon Lim the current driver. The former F3 racer is tackling a series of events in an R5 car.

"He had a big crash in Romania and he was out for a month, but he has been really unlucky as well," said Penasse. "In Ypres he broke a window and some of the glass got wedged under the brake pedal stopping him from slowing. In Korea, there are no rallies, so for him to go from racing into a rally car, with pacenotes and everything is so alien."



Drivers like Suninen have shown they are capable in WRC

World championship leader Ogier "understands" his heavy Finland testing accident

M-Sport team principal Malcolm Wilson says Sebastien Ogier will suffer no lingering effects of the high-speed crash which ended the British squad's Rally Finland test two days early.

The Frenchman went off the road on his final run of his two-day test last Thursday. Unbeknown to him, he'd pulled a rock onto the line and when he came back down the stage at full speed in the opposite direction, the rock was unavoidable. The impact broke the steering and sent the Ford Fiesta WRC into a tree in sixth gear.

Wilson said: "It's certainly been a big one, but he's fine. The good thing is that he knows exactly what happened, so it's not going to affect his confidence going into the event. And he was very complimentary about the car – I don't think we have anything to worry about [after the crash]."

Ogier's team-mate Ott Tanak had already completed his preparation, but Elfyn Evans and Teemu Suninen were scheduled to take over the M-Sport test car for a day each.

Ogier said: "Although the test was cut short and I'm sorry for my team-mates who were unable to continue, the car felt fantastic. I'm really looking forward to the rally now, where we hope to secure a good result for our championship defence."

Group B monsters head for Cholmondeley

Some of the world's finest Group B, Group A and World Rally Car machinery will return to Cholmondeley Castle's RallyFest during this year's Wales Rally GB.

Cars like the Lancia Stratos and Lancia Delta HF Integrale thrilled fans at the only English stage on Britain's WRC round last October, and they will do the same again at what will be one of the season's most spectator-friendly stages.

"Almost 10,000 people joined us at Cholmondeley Castle for what was a fantastic, fun-fuelled family day out last October and the presence of so many great rally cars from yesteryear added to the sense of occasion," said a Rally GB spokesperson. "This time they will be joined in the spotlight by other star cars from equally nostalgic eras."

The organisers will run a full day of action at the Cheshire test on Saturday, October 25, with advanced tickets available for £23 (under-16s are free). The Rally Xtra ticket, a popular addition at Sweet Lamb last season, offers a breakfast, lunch, dedicated parking, private viewing and premium facilities for £160, or it can be added to a World Rally Pass for £204. World Rally Pass Xtra @ Sweet Lamb is £164 and World Rally Pass Ultra (including Sweet Lamb, Cholmondeley and the WRP) is £319.



Lancia Stratos will be a big hit with the fans at Cholmondeley

GROUP RALLYING EDITOR

DAVID EVANS

"Rally Finland can decide careers"



It's the one we've been waiting for. Finland. Ever since the 2017 regulations for World Rally Cars were issued, the drivers, the designers and the fans have pointed to one week and one rally: this week, this rally.

We've all spent hours on YouTube, pouring over videos of cars flying through the air, but now it's for real. This week will deliver the fastest action in the history of the WRC. But, for reasons detailed to the left of this column, it might not deliver the fastest rally ever. Does that matter?

Not in the slightest. Rally Finland clerk of the course Kai Tarkiainen's level-headed approach to the whole speed issue is ultimately refreshing. He knows the world will be watching his roads this week, so he's put some common sense in place, but he also knows the drivers of these 2017 cars are all big boys and it's up to them if they want to slow down; only they can answer the risk and reward question.

We all know what's coming in terms of speed this week, but what's going to be fascinating is seeing the effect the aerodynamics have on stage times. Talking to the drivers after testing, the feeling is that the jumps won't be quite so long or spectacular – not surprising with tonnes of downforce shoving the cars back down to planet earth – but corner speed really will be something special.

And that reminds me of a conversation with Hannu Mikkola about the merits of downforce on his home round of the championship.

Rewind to 1985 and the Finn's fastest time in Ouninpohja, then a record at 11m35s for a 25.10km (15.59 miles). He was driving the brutishly beautiful bewinged Audi quattro E2.

"It was such a strange feeling," said Mikkola. "The harder you pushed the more grip you got – the car encouraged you to push more and more. In that stage, in Ouninpohja that year, I got the feeling that I was outside of myself and watching somebody else drive through the stage."

Not since the days of Group B have we seen such downforce available to drivers on such toweringly fast roads and fearsome jumps. Be in no doubt, this week will be one for the brave.

Ten years ago, it was that same stage – Ouninpohja – which cemented Marcus Gronholm's decision to retire. He'd driven the time of his life and scared himself silly second time through. "I can't do more," he said at the finish, face contorted with emotion and fear at what he'd been forced to go through.

A couple of minutes later, his team-mate Mikko Hirvonen arrived. His Ford Focus RS WRC was three seconds down on his senior countryman. The difference? The younger Finn was bouncing, loving it and wanting to go back for another go. I know I've told that story before, but it's worth remembering again… Ouninpohja, Rally Finland – these are the kind of places that decide careers.

But let's just hope it doesn't rain. In more ways than one, wet conditions could put a serious dampener on proceedings this week.

Fingers crossed for some Finnish fun in the sun.

AGREE/DISAGREE?
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RALLY NEWS SAFETY SPECIAL

Photos: Associated Press, David Evans, mcklein-imagedatabase.com

BRINGING RALLYING SAFETY TO THE FOREFRONT

Former WRC co-driving champion Robert Reid says spectator 'culture' must change



Reid has a sport overview

The Fatal Accident Investigation into the Snowman and Jim Clark Rallies in 2013 and 2014 began in Edinburgh last week – and it began at a time when all aspects of safety are under the spotlight in the sport.

Robert Reid has a unique insight into the sport; since winning the World Rally Championship with Richard Burns in 2001, he has been chairman of the stewards on WRC rounds and, in the wake of those two crashes, the Scottish Government asked Reid to join its Motorsport Event Safety Review (MESR).

Here Reid throws light on the dilemma our sport faces in what will be a crucial few weeks in the Scottish capital.

Jim Clark accident prompted inquiry



Meeke: fans must use sense



Fans on Rally Poland ignored the advice of stage marshals

It's sobering to think that just a few hundred meters from where I live in Edinburgh a Fatal Accident Inquiry is currently picking our sport to bits and challenging all the commonly held beliefs of what is and isn't acceptable practice.

Whatever our views on how and why the tragic accidents on the Snowman and Jim Clark Rallies happened, the cold, hard facts are that members of the public went out to enjoy a day's rallying and never returned home. While spectator safety on rallies is not an issue unique to Scotland or the UK, eyes from all around the world will be on Edinburgh for the next few weeks.

Over the years, I've been involved in motorsport in many different roles and each has had its own perspective on spectator safety.

As a competitor – both amateur and professional – I've rallied in many different countries and many different cultures. I've experienced first-hand the days of 'passionate' spectators lining the stages and the road opening up as they step back in front of you. As a paid professional you were expected to just get on with it and often any protestation fell on deaf ears. That didn't mean we just accepted everything and I well remember being hauled in front of the stewards on one occasion for refusing to start a stage without another course car after a lengthy delay while hundreds of frustrated spectators were walking out through the stage start. Thankfully now there is a regulation stating a maximum delay before the need for another course car.

As chairman of the WRC Stewards the thought of having to deal with a spectator tragedy was never far from my mind. Watching live stages from the Stewards' Room was particularly nerve-wracking and your heart always sank when the stage was stopped for a spectator incident. Almost every night [then safety delegate Jacek] Bartos would come back to HQ with a concerning picture of what he'd seen: a guy perched on top of a fencepost on the apex of a sixth-gear corner and an FIA accredited photographer moving from a jump only to have the next competitor land right where they'd been standing moments earlier. It was always a great relief when an event finished without incident.

As a spectator, I always seem to want to stand further back than 99 per cent of the other folk there and my escape route from that place is always well planned. I've witnessed a photographer being hit on the inside of a corner and seen far too many near-misses in my time. Perhaps it's the fact I know first-hand what can happen to a rally car when it all goes wrong. That, and a good imagination, ensures my instinct for self-preservation remains high.

When I accepted the invitation to the Motorsport Event Safety Review (MESR), I joined other representatives from the sport, members from Scottish and local government, Police Scotland and the Health and Safety Executive. It really makes you think when people from outside our sport ask questions like: "So, you are telling us there is no compulsory training programme for marshals?" or: "How can anyone think it's safe to allow spectators onto a live stage to push a car back onto the road?" We took so much for granted, but since the MESR the MSA has implemented 29 objectives set by the commission as part of its Rally Future spectator safety campaign.

One of those recommendations was to have a safety delegate on each event and I performed that role on the Scottish Rally. It was pretty daunting to take the responsibility of giving the clerk of the course the green light to run a stage from a spectator safety perspective. What became obvious to me very quickly was that events need support to come up to the standard and not just someone to mark their efforts on the day and give them a yes or no.

Thankfully spectator safety has got much better in many cases, although the expectation has also been raised. At one point it was difficult to imagine ever managing to control the spectators and rally again in Fafe, but just look how good Rally Portugal is now after a lot of hard work. What is clear to me is that spectator safety is a mission, not a job title.

After seeing how close the battle was at last month's Rally Poland, I was shocked when I sat down to watch the coverage. In fact, I couldn't watch it – it was an accident waiting to happen. The World Rally Championship needs to ensure its events are safe not only because a serious incident involving spectators would be unthinkable, but also because of the example it sets to the rest of the sport. How can spectators be persuaded to stand in safe zones on national and regional events when they see others on TV at a WRC event standing right by the side of the road just after a jump?

Every year the FIA descends on 13 countries and each and every one of those rally weeks is an opportunity for the governing body to not only demonstrate best practice, but also impart knowledge and teach those 13 ASNs how to do what they do. It's the old adage, isn't it… give a man a fish and you feed him for a day, teach a man to fish and you feed him for life. We need the FIA to use these opportunities, not just parachute in, direct operations and leave. One of the primary benefits of having a WRC round *should* be the drip-down effect in not just safety, but in every aspect of running a rally.

From a spectator's perspective, what's needed is a change of culture, and that culture change isn't going to come overnight. It's really important this is led not imposed, to be bottom-up as well as top-down. Spectators need to learn that if they don't help the organisers and marshals by policing themselves and their peers then stages will be cancelled and events axed.

For me, Kris Meeke summed up the drivers' view best when he said: "The best way for spectators to see action and help the drivers is to stand in safe places so we don't get distracted or have to alter our line or lift off."

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'Kiernan wins Mk2 battle in Cork'
Imokilly report, p27



Photos: Writtle Photographic, Steve McKenna – SMJ Media



Meirion Evans crashed last year

EVANS TO RETURN TO RALLY ISLE OF MAN FOR REVENGE

Meirion Evans will return to rallying in the UK for the first time since crashing out of the Rally Isle of Man in 2016 – on the same event.

The Welsh driver – not to be confused with the Peugeot 208 R2 driver of the same name in the British Rally Championship – won the prestigious Silver Fern Rally in New Zealand in November 2016, but this year's Manx will be his first event this year and his first on asphalt since the crash. He and co-driver Iestyn Williams crashed out on the 16th stage, having been ninth overall on the event.

"We did the Manx last year and had a massive crash, at that point we were running in the top 10 and with the BRC boys which was nice," said Evans. "I want to go back and put it right.

"The car is all back together. We're so busy with work it's tough to do stuff for myself. We've got it back together over the last few months. It needed a bit of front end and the rear corner, but all the rest was OK really."

Evans owns two cars: a gravel-spec and an asphalt-spec Escort. The Tarmac car has a 2.5-litre Millington engine and a flatshift gearbox. Evans will do Rally Isle of Man before returning to New Zealand to defend his Silver Fern crown.

● Organisers of the Rally Isle of Man are looking for marshals to run the event, with a shortage on the island last year. This year organisers are offering travel packages, with accommodation starting from as little as £35 per night. It is also offering discounts for groups wanting to travel over with a car via ferry. Register interest to marshal, or be a radio officer or timekeeper, via the event's website rally.im.

Fatal Accident Inquiry underway

The Fatal Accident Inquiry into the deaths of spectators on the 2013 Snowman Rally and 2014 Jim Clark Rally got underway in Edinburgh last week with driver Graeme Schoneville among those giving evidence.

Schoneville's Honda Civic crashed out of control on the 2013 Snowman Rally, in an incident where Joy Robson lost her life.

"It just went black inside, the car just somersaulted in the air," Schoneville told the FAI. "I can remember it rolling; sky, then dark, sky.

"Immediately after the crash, [we were] aware of a lot of people round about the car and we could obviously see a commotion and we knew that somebody was potentially under the car. That's why we exited the car as quickly as possible."

The number of people giving evidence is expected to reach double figures at the Edinburgh Sheriff Court.

There is no set time period for the FAI, but it is expected to last two weeks or more.

Down Rally axed for 2017 season

The Down Rally, a round of the Irish Forest and Northern Ireland Rally Championships, has been cancelled after organisers lost a key forest complex.

The Tollymore and Castlewellan Forests are unavailable for use for motorsport events this year, leading to a frantic search for more forestry.

Unfortunately the Rathfriland Motor Club has been unable to find an alternative route.

"It is with regret that Rathfriland Motor Club Ltd announce that the Down Rally, which was due to take place on October 14 in forests in the Down area, has had to be cancelled," read a club statement.

"In mid-May 2017 the club were suddenly advised that Tollymore and Castlewellan Forests, which formed the backbone of the rally in terms of stage mileage, were no longer available for motorsport, even though these forests have been used in previous Down Rallies.

"Despite best efforts, the club has been unable to identify suitable alternative forests in the area to allow it to run a stage event to championship requirements."

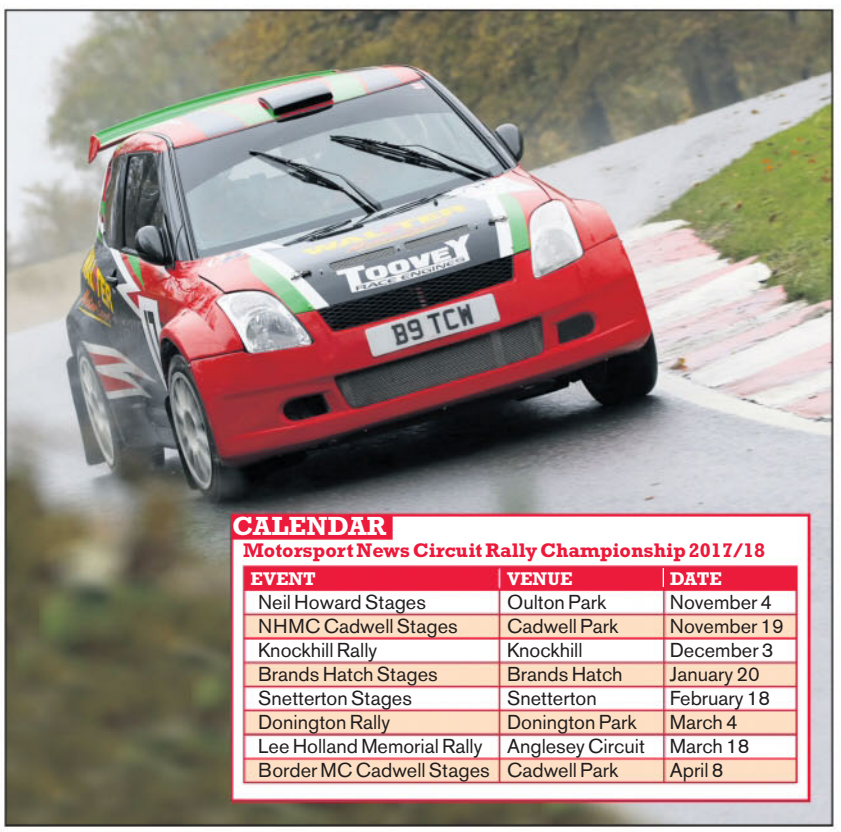
Live TV on social media for MN series

The Motorsport News Circuit Rally Championship will broadcast all events live on social media site Facebook this year.

The championship has previously had one-hour programmes on Motorsport. TV, and they will continue at a shortened 30-minute format. But each round will feature extended live coverage courtesy of rally specialist Special Stage TV on the championship's social media page.

The championship has also confirmed its calendar, which once again opens with the Neil Howard Stages. Knockhill replaces Rockingham for this season.

MN Circuit Rally co-ordinator Darren Spann said: "We've retained the events that have truly made this championship a great spectacle for spectators and competitors alike, and expanded it into Scotland, making it a truly national championship."



Motorsport News Circuit Rally Championship gets live TV on social media

CALENDAR
Motorsport News Circuit Rally Championship 2017/18

EVENT	VENUE	DATE
Neil Howard Stages	Oulton Park	November 4
NHMC Cadwell Stages	Cadwell Park	November 19
Knockhill Rally	Knockhill	December 3
Brands Hatch Stages	Brands Hatch	January 20
Snetterton Stages	Snetterton	February 18
Donington Rally	Donington Park	March 4
Lee Holland Memorial Rally	Anglesey Circuit	March 18
Border MC Cadwell Stages	Cadwell Park	April 8

ROAD RALLY ROUND-UP

Round Eight of the HRCR Clubman Championship, the **Ross Traders Historic Rally**, was won by the title holders Matt Warren/Andy Pullan.

A 10-second cone penalty on the opening test put the winners on the back foot initially and it was Simon Mellings/Ryan Pickering who led for the first half of the rally.

However, they lost the win when they missed a route check at the beginning of the afternoon; the 10-minute penalty dropped them well down the order.

White Rose Classic winner Paul Crosby, who had Nick Bloxham on the maps for the Ross, took second spot.

A tie for third place was decided in favour of Howard Warren/Iain Tullie.

Tullie then drove north and, navigating for Carl Hawkins, claimed first place on the **Beaver Road Rally**, the pair finished over a minute ahead of Tim Rodgers/Sasha Heriot.

Ian Mills

Results

Ross Traders Historic Rally
Organiser: Ross & District MSC **When:** July 22 **Where:** Herefordshire **Championships:** HRCR Clubman **Route:** 145 miles and nine tests **Starters:** 55.
1 Matt Warren/Andy Pullan (Ford Escort) 12m57s; 2 Paul Crosby/Nick Bloxham (Porsche 911) +41s; 3 Howard Warren/Iain Tullie (Porsche 911 Coupe); 4 John Abel/Cath Woodman (Ford Escort RS2000); 5 John Ruddock/Nick Cooper (Ford Escort Mexico); 6 Thomas Bricknell/Roger Bricknell (VW Golf GTi). **Class winners:** Bricknell/Bricknell; Sheldon Furby/Peter Littlefield (Mini); Alan Wakeman/Tony Brooks (Rover 214Si).

Beaver Road Rally
Organiser: Beverley & District MC **When:** July 22/23 **Where:** Humberside **Championships:** ANCC, EMAMC & ANEMMC **Route:** 150 miles **Starters:** 23.
1 Carl Hawkins/Iain Tullie (Mitsubishi Colt) 20m56s; 2 Tim Rodgers/Sasha Heriot (Proton Satria GTi) +1m03s; 3 Stan Featherstone/Sam Spencer (Peugeot 205 GTi); 4 Richard Hemingway/Sam Collis (Satria); 5 Myles Gleave/James Chaplin (Peugeot 205); 6 Matt Flynn/Rob Bryn Jones (Satria). **Class winners:** Taylor/Graham; Alan Jackson/Matt Wood (Rover 25).

Rally Isle of Man
September 14-16 2017

Marshals, Timekeepers, and Radio Operators Required:
Are you up to taking on the challenge this year?

Rally Isle of Man are looking for registered marshals, timekeepers and radio operators to join us on this year's event.

We are looking for groups or clubs who are MSA-registered marshals to help us this year. We can offer travel and accommodation from only £35 per person for four days. This will cover travel as a foot passenger, accommodation and transport to and from the stages. In addition, a free programme, packed lunch and an officials goodie bag will be included.

Should you wish to bring your own vehicle and stay at a Hotel then we can also offer a substantial discount on the cost of the ferry.

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SRCC Sports 2000 Racing Championship





2017 CALENDAR

April 8/9th	Silverstone International
May 6/7th	Cadwell Park
May 27th	Oulton Park International
June 23/25th	Spa
July 15/16th	Castle Combe
Aug 26/27th	Snetterton 300
Sep 9/10th	Brands Hatch GP
Oct 21/22nd	Brands Formula Ford Festival

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For all enquiries regarding any of the three Championships please contact: Tom Stoten 07810 418884 or sports2000info@gmail.com

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Century Motorsport GT test for Sports 2000 Duratec Champion 2017.

MCR Duratec test for Sports2000 Pinto Champion 2017

"Sports 2000 represents the essence of club racing"

DEREK BELL MBE Club President

RALLY NEWS

Photos: Writtle Photographic

NEW TWO-WHEEL-DRIVE FORMAT FOR TWO EVENTS

Historics and two-wheel drives run at the front under event format change



Events are targeting low-powered cars

Two gravel rally events in the UK will take on a new format next year to try and save front-wheel-drive and historic rallying in the UK.

An initiative has been launched called Rally 2WD which is intent on bringing out the two-wheel-drive and historic cars it says have dwindled because of the regulations on seeding on gravel rallies in the UK.

Currently, the events are responsible for implementing performance seeding, which has meant two-wheel-drive and historic cars have been pushed further down the order, giving them poorer quality roads which can damage the cars.

The new format plans to run Rally2WD and four-wheel-drive cars in two separate events on the same day, running the same or similar mileage for a similar entry fee, depending on the event.

It will allow the Rally2WD machines to get cleaner roads at the front, without removing four-wheel drives from the competition and it should galvanise rally entries.

Simon Wallis of Rally2WD believes that this is a crucial time for getting competitors affected by the seeding order back in the forests.

"If we don't get some of the disaffected crews back into the forests next year, they could be lost from the sport forever," said Wallis. "Some rallies are on the brink of collapse and once events are lost, they are unlikely to return."

The Red Kite Stages and Rally North Wales intend to use the format next year, while the Pirelli International Rally already runs a similar format where historics only start on the Friday in a separate event.

MN understands that multiple events are evaluating the format ahead of a switch to Rally2WD in 2018.

Gareth Thomas, clerk of the course of the Red Kite Stages, believes the change is necessary to bring young competitors back to the sport.

"A lot of rallying is on its back, you've got the boys in the quick world rally cars where money is no object, but there's no room for youngsters to come in," said Thomas. "If it carries on the way it is, gravel rallying will die.

"We're trying to attract as many two-wheel-drive cars back in, from bargain-basement 1400 cars to proper high-quality historic Ford Escort Mk2s, on a level playing field on roads not ruined by four-wheel-drive cars."

Wallis also believes events need to change in order to remain viable and that Rally2WD could help with that.

"It has become very clear that gravel rallying is in a perilous state and a significant number of 2017 events have lost money," added Wallis. "That is an unsustainable situation and the organising clubs cannot be expected to keep on losing money. At the very least they should be running at break even and preferably making a modest profit for the huge amount of work put in by the organising teams."

Rallies executive Ian Davis said that the format meets the criteria and has the support of the MSA. Thomas credited Davis for his work in helping to establish the format and make it work for his event.

"We're [the MSA] happy with it; we're not closed-minded to things," said Davis. "We've been obliged to set out revised rules for rally organisers and they haven't had a positive effect on entries, we all know that. This is a potential way of addressing those concerns from a competitor's point of view without compromising safety, which is paramount."

More details about the initiative will be launched in the next few weeks, and a Facebook page is expected to bring more information to interested crews, marshals and spectators.



The Pirelli Carlisle Rally has run a similar format in 2016-17



The Red Kite Rally will use the new format next year

Whether it works or not, Rally 2WD proves there's hope for common sense

MOTORSPORT NEWS says...

The natural instinct of most people in rallying – and sorry to tarnish many unfairly with the proverbial brush here – is to complain about everything that is wrong with the discipline and not actually do anything about it.

So it is relieving that instead of complaining about the seeding regs over and over again, this Shropshire trio of rally fans have acted. Yes, they acknowledge the situation isn't perfect, but they've done *something* about it.

If rallying could unite in such a way over other topics, more solutions could be found to problems.

Whether this idea works or not, and there will be difficulties in implementing this format and running it to schedule, we can at least learn something from this. If you knuckle down with some like-minded enthusiasts, you can engineer your way around problems and find possible solutions.

I hope all crews – four-wheel-drive, two-wheel-drive or historic-powered, support the events that have taken this plunge, and whether it works or not, bravo for the forward thinkers involved and may they reap the benefits from it.

It could well be too late to save 1400cc rallying, which has been in decline for some time and with entry fees for most events on gravel touching, or over, £500, a £2000 Nissan Micra isn't going to be viable. Hopefully I will stand corrected and a host of the cars return to the stages under this format. As for historics, I believe there is still time to save them, as although the loss of numbers has been steep, there's still enough historic cars left competing to benefit from this change.

Only time will tell as to the change this format will make. But for now, I remain jubilant that someone, or in this case some people, have taken rallying by the horns and shown it a red rag. Well done.

Jack Benyon

REVELLING IN HISTORIC RALLYING

PAUL LAWRENCE

"Rally2WD is a project worthy of support"



Today's announcement of the Rally 2WD initiative is an important one for gravel rallying. I hope it will be a significant catalyst in helping reverse the alarming decline in the health of a branch of the sport I have loved for half a century.

I must declare an interest here, as I've been involved in this project for more than 12 months now, working with Simon Wallis and Alan Walker. Simply, we are three Shropshire-based enthusiasts who want to see a long and healthy future for gravel rallying and we believe Rally 2WD can be part of that story.

We've all chewed over the changes to running order that have helped get us to the point where most gravel rallies in 2017 to date have lost money. That is unsustainable and there are a number of events that are at risk right now. Most of us have grumbled about going to one field seeded in performance order as dictated by the MSA in the aftermath of the Jim Clark Rally accident. But moan as much as we like, and I've been as critical in print as any, it's not going to change in the foreseeable future.

So, we started deliberating from the point of accepting that the running order was here to stay and whatever we proposed for the future had to work within the constraints of the MSA's directives and the role of the on-event safety delegates.

Learning from the success of the Pirelli Rally in running two fields, albeit with a major time gap on this two-day event, we worked out that it was possible to run split fields on one-day rallies. It's not going to work on every event, but it is possible on those rallies with limited road mileage between stages and a service area close to the forest block. The concept is in full accordance with the requirement of the safety delegate being able to check each stage shortly ahead of the first car in both halves of the rally.

After months of work and a raft of meetings, we have a plan, as announced on this page. The two-wheel drives do their entire rally and then the four-wheel drives do the same. We know it's not going to gain a rapturous reception from the four-wheel-drive crews but that is where the vital work of Rally4Wales will play a key part. For sure, the roads in Wales are now being superbly regraded and are, finally, fully fit for purpose. The two-wheel drives will do less damage and we fervently hope that the four-wheel drives will find entirely acceptable stage conditions when they arrive.

Will it work? We believe that it is a project worthy of support from the many two-wheel-drive crews who have fallen out of love with the forests. Please come and give it a try on one or more of the two intended rallies in 2018. Gravel rallying needs support if the decline is to be halted.

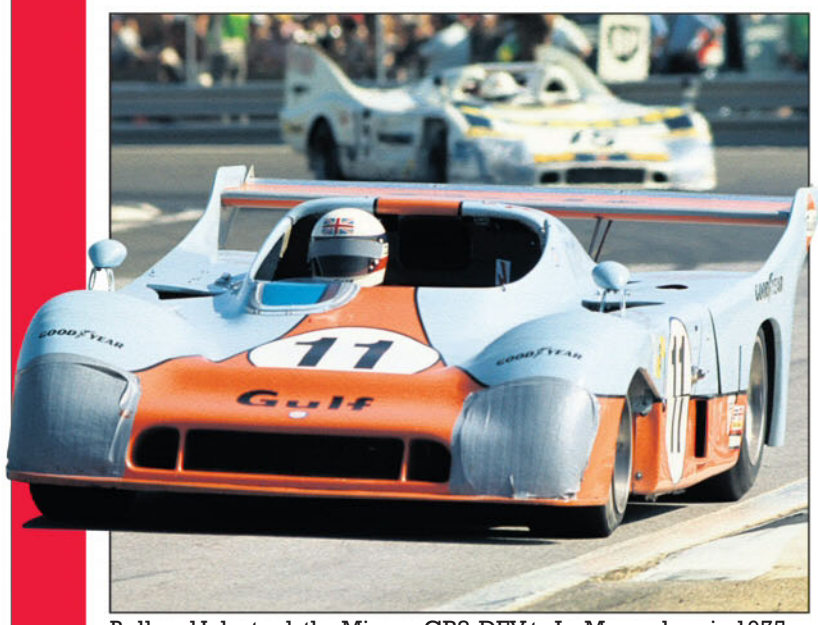
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INSIGHT: DFV IN SPORTSCARS

The DFV added sportscar success to its impressive CV, but the road to glory was a rocky one. By Gary Watkins

HOW THE DFV WAS ABLE TO GO THE FULL DISTANCE



Bell and Ickx took the Mirage GR8-DFV to Le Mans glory in 1975



Ligier was the first to use DFV at Le Mans in 1972

Keith Duckworth wasn't a fan of the Ford DFV racing at the Le Mans 24 Hours. When legendary sportscar team boss John Wyer told him of his plan to put the Formula 1 engine into a new prototype bearing the Mirage name for 1972, the straight-talking Cosworth man told him not to bother.

The story is recounted by five-time Le Mans winner Derek Bell, who would remain on Wyer's books after team sponsor Gulf stepped up to the plate to fund a new car in the wake of Porsche's enforced withdrawal from the top flight of world championship sportscar racing at the end of 1971.

"John said, 'I say Keith, I'm thinking of taking the Cosworth to Le Mans'," recalls Bell. "Duckworth's reply was, 'I wouldn't go, lad'."

John Horsman, Wyer's able subaltern since 1960 and now managing director of the newly created Gulf Research Racing operation, doesn't remember Duckworth's damning indictment of his own engine. But he does recall his doubts about the endurance prospects of an engine that would become known as the 'Ford Vibrator'.

"He might have suggested more than once that we shouldn't waste our time," says Horsman. "He certainly knew the shortcomings of the engine. I wouldn't say he was against the DFV being used in sportscars, but he wasn't very keen on it."

But Wyer and Horsman reckoned they didn't have much of a choice. Gulf's name had replaced JW Automotive above the door at their Slough workshops and the oil company was funding a new Group 5 prototype to be known as the M6.

"Grady Davis, vice-president of Gulf Oil, wanted it, and what he wanted, he got!" says Horsman. "Gulf had actually had a cheap couple of years with Porsche, but he was ready to pay whatever it took."

Len Bailey was commissioned to design a new chassis, but what engine to put in the thing? Using the Cosworth, says Horsman, was "needs must – there was no other choice".

Wyer and Horsman knew all about the DFV. They had run one at the back end of 1969 in the Mirage M3. JWA had been the second team to get its hands on a Cossie in sportscar racing after Alan Mann Racing, which had used in the engine in the back of its unsuccessful (though occasionally rapid) Ford F3L in 1968 and '69. But JWA had been the first to win with it in sportscars.

Jacky Ickx triumphed in the rain in a non-points 500km race at Imola in September '69. It had also been on course to win the championship race at the Osterreichring the previous month with the Belgian star and Jackie Oliver. A failed steering column bracket – a part borrowed from the Ford GT40 with which JWA had twice won at Le Mans – deprived the new car of a clear shot at victory.

"We should have won in Austria but for the steering column problem – we were well in the lead when it broke," recalls Horsman. "It was actually a GT40 part that had done tens of thousands of miles, but of course, the Cosworth vibration did it in. That engine would break everything if you ran it long enough."

The vibration issue with the Cossie was all too apparent when the engine went into the M6 for '72. There's a story of the car shaking the spindles off its gauges on its shakedown at Silverstone early that year.

Bell remembers the foam being shaken from the insert of his seat at the Osterreichring world championship round later in '72. He had to brace himself against the side of the monocoque and eventually threw up.

By then, Gulf had already skipped Le Mans, deciding that the Mirage-Ford DFV wasn't ready for the challenge. "The car was too new for the 24 Hours," says Horsman. "It would have been a waste of time and money."

There were Cosworths on the grid at Le Mans that year, just as there had been one the previous season. The 'honour' of blooding the DFV at the 24 Hours fell to fledgling constructor Guy Ligier and his hastily built JS3 prototype.

Gulf and Horsman did have a plan B of sorts for an engine to go in the back of the M6. Yet it had even bigger doubts about it than the DFV.

Ford had commissioned a new V12 sportscar engine from British builder Weslake in the summer of 1970 and Gulf would have first call on it for 1973. Yet the engine would never race in the back of a Mirage, nor anything else. That was, at least, not until morphing into a 3.5-litre Group C powerplant bearing the badges of the reborn BRM marque nearly 20 years later.

"Dan Gurney had, of course, won the 1967 Belgian Grand Prix, in his Eagle with an earlier Weslake engine, but he told me they couldn't build two engines the same," recalls Horsman. "We gave the Weslake a fair shot and did a lot of testing with it."

That included taking a car to the Daytona 24 Hours, then a world championship round, at the start of the season. It didn't race and when the Weslake-powered car, now with coupe bodywork, failed to run cleanly at the Le Mans test in April, the decision about what car to run in the race was made easy.

"Coming back on the plane I sat next to Walter [Hayes, the Ford man who'd signed off both the DFV and the Weslake V12] and he asked what I was going to do for Le Mans," recalls Horsman. "My reply was, 'two open cars with DFV engines'. I didn't have much choice."

It looked like a good one, too, after Bell and Mike Hailwood won the Spa 1000km in May 1973, the first world championship sportscar win for the DFV. It turned out to be a false dawn. Bell and Howden Ganley only got 29 laps into the 24 Hours before the transmission failed, though they would return to the track after four hours' worth of repairs. The second entry, shared by Hailwood, John Watson and Vern Schuppan, crashed out.

Gulf had swapped from a Hewland transmission to the ZF for Le Mans in the name of reliability, but it turned out to be another victim of the vibrating Cosworth.

"We never had any problems with the ZF 'box before, but put it behind a Cosworth and it broke input shafts," explains Horsman. "John and I went to ZF to talk to them about it. They asked to be given a moment, went into a huddle and then came back and said they would make the shaft smaller. They told us it would allow it to twist and flex, and they were exactly right."

A revised version of the M6, now dubbed the Gulf GR7, did make it to the finish at Le Mans '74, and in fourth place. But the car driven by Bell and Hailwood was 20 laps behind the winning Matra. One year on, and the French manufacturer was gone. Alfa Romeo, which dominated the world championship with its T33TT/12, opted to stay away again, too, frightened off by a new rule that dictated that every car must complete 20 laps between fuel stops.

"There was definitely a window of opportunity for us," reckons Horsman. "Alfa could easily have taken the win, but they said they couldn't get down to the fuel restriction."

The Gulf team's response to the rules was the 'new' GR8 built around the existing chassis, but with new bodywork that slashed the drag co-efficient from 0.53 to 0.35. Power from the Cossie was reduced too, with the engine pushing out well under 400bhp with a rev cut in the region of 2000rpm.

The British team dominated Le Mans in '75. Bell and Ickx, who'd written to old team boss Wyer asking to drive alongside a driver with whom his name is forever linked, took a lead they would never relinquish after the first round of fuel stops. At half distance, they were a whopping six laps up.

The 'Ford Vibrator' still had a part to play, however. A broken exhaust late in the race meant its lead over the chasing DFV-engined Ligier JS2 was slashed. Bell was also disconcerted to be told after the race that "an engine mount had failed".

The Cosworth ran in the GR8 as a stressed member, but Bailey had also designed in a rear subframe around the engine. "It didn't carry any stress until the chassis broke," explains Horsman, "but it ended up holding the car together."

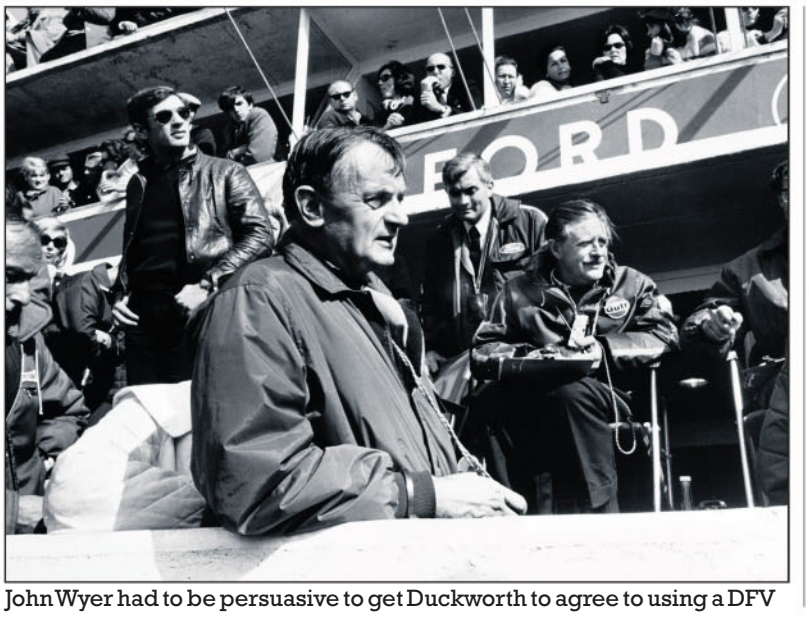
Gulf axed its sportscar programme at the end of '75. The cars were sold to US entrant Harley Cluxton and would return to Le Mans in '76 and take the runner-up spot to Porsche. A year later, the cars had Renault V6 twin-turbo power, but the Cosworth remained a staple of sportscar racing.

Rondeau, another privateer fighting against the factories, would give the Cosworth another victory in 1980 and the engine would race in 3.3-litre and 3.9-litre and later 3.5-litre form into the 1990s. Not bad for an engine that its creator reckoned had no business competing in long-distance racing.

Photos: LAT Archive

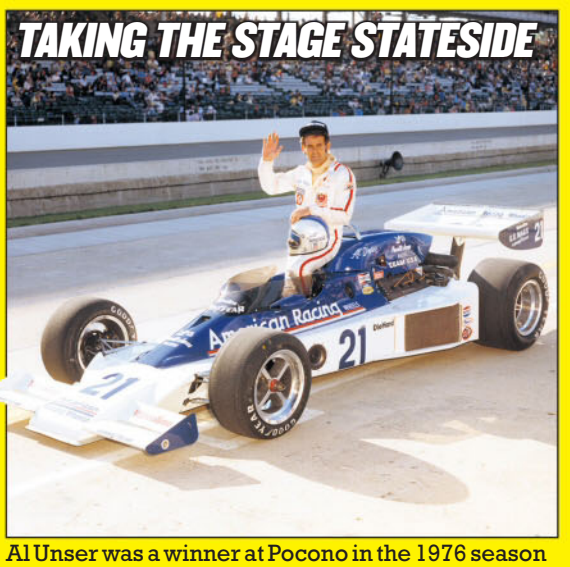


Rondeau took the DFV's last Le Mans win in 1980


John Wyer had to be persuasive to get Duckworth to agree to using a DFV


DFV-powered Alan Mann Ford F3L in '69

TAKING THE STAGE STATESIDE


Al Unser was a winner at Pocono in the 1976 season

The all-dominating Cosworth engine that would become known as the DFX was born of frustration. But its conception was made possible by an Indycar rule change in the mid-1970s.

Vel's Parnelli Jones Racing had grown tired of blowing up the Offenhauser in-line fours and wondered if there might be a turbocharged future for the Cosworth DFV sitting in the back of its new Formula 1 car that had debuted in late 1974. That was, coincidently, the year the United States Automobile Club introduced a turbo boost limit for the first time.

"We were blowing up engines left and right – we weren't getting any satisfaction with the Offy," recalls US racing legend Parnelli Jones, who'd established VPJ with Vel Miletich in 1969. "But if USAC hadn't cut the boost, it still would have been the engine to have. The reduction in the turbo pressure put everything in place to use the Cosworth."

Everything bar a positive working relationship with the builder of the engine over in the UK, whose founder Keith Duckworth told VPJ their idea wouldn't work. Not only that, but he informed VPJ that if they wanted a supply of parts, they'd have to buy ready-to-go F1 engines.

"Duckworth wasn't helpful at all," continues Jones. "The only thing we used were the head and the block, so we had to buy complete engines and throw the rest away."

That fits with the memories of British designer John Barnard, who had joined VPJ ostensibly to design a new Indycar around the base of its VPJ4 F1 car, but got pulled into the engine programme.

"I remember drawing pistons, conrods, inlet manifolds, oil pumps and things like that," says Barnard, who does recall using pistons forged at Cosworth to his design.

What isn't clear is if VPJ had call on a crankshaft, necessary to reduce the capacity to 2.65 litres, that had been designed at Cosworth for an earlier but still-born project undertaken at Penske in late 1973.

The first VPJ Cosworth turbo – still, at this stage, being called a DFV – ran briefly at Indy during May 1975. Drivers Al Unser Sr and Mario Andretti were complimentary about an engine-chassis package that Jones was billing as "our 1976 car", though they raced Eagle-Offys.

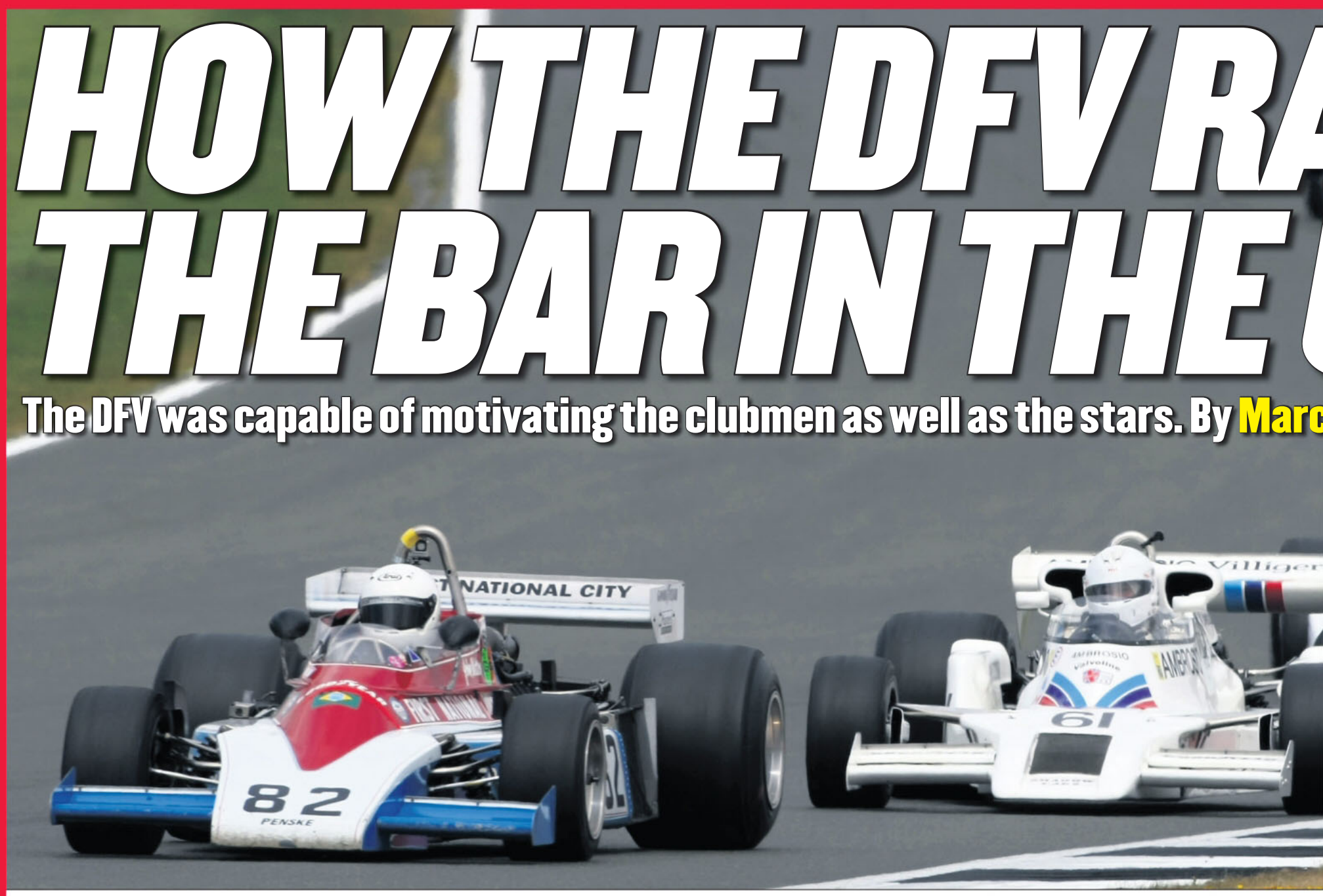
Barnard's car, the VPJ6B, raced at Phoenix before the end of the year and then scored its first USAC victory with Unser at Pocono in June 1976. The team had flown Duckworth over to try to forge a business relationship. The win certainly convinced Duckworth of the potential for business in the Indycar market and he promptly set about developing his own unit. He even poached the two VPJ employees who'd led development of the turbo.

"We paid to bring that sonofabitch over and he stole our employees and started his own programme," says Jones. "I had no use for him, you can probably tell that."

But Jones had started something big. The DFX would dominate Indycar racing for the next decade.

HOW THE DFV RA THE BAR IN THE U

The DFV was capable of motivating the clubmen as well as the stars. By Marc



If the immortal Cosworth DFV engine's dominance on the Formula 1 World Championship stage was fuelled by availability, the longevity of Keith Duckworth's V8 was down to continuous development. As 400bhp and 9000rpm in 1967 grew to around 530bhp and 11000rpm form short-stroke derivatives in the early 1980s, each new series of engines rendered its predecessor obsolete. As they filtered down the food chain, early DFVs thus found new homes in other arenas of motorsport.

One-armed dairy executive David Good recognised the light and compact DFV's potential for speed hillclimbing, where his 'hobby career' had started in the 1950s and he'd won the RAC British championship title in '61, at the wheel of an 1100cc Cooper-JAP vee-twin. Having pioneered the use of Formula 5000 Chevrolet stock-block power (in his case stretched to 5.5-litres to obviate gearchanges), the ever-competitive Good was ready for one final push in '73.

Good thus acquired two Cosworth DFVs, commissioning Martin Slater of Lyncar Engineering to build him a bespoke hillclimb chassis, the MS4. It was based on the Formula Atlantic cars in which Kiwi John Nicholson would win circuit titles in '73 and '74. Slater shoehorned the second engine into the March 712 in which Good's baronet chum Sir Nicholas Williamson had won his second crown in '72 with a two-litre Hart BDA engine. It reemerged as the 'Marlyn,' the combo winning on its RAC debut at Loton Park, at Barbon's blast in Cumbria and Doune's finale in Scotland. Second in the title race was a promising result.

Good's best finish, meanwhile was second to the record-shattering Chris Cramer (two-litre March-BDA 723) at Great Auclum, his local venue. I recall the day well. Good finished seventh in the table, just behind Tony Griffiths in the other DFV-powered challenger, the ex-Rolf Stommelen/Tim Schenken/Graham Hill Brabham BT33/3 raced by Wilson Fittipaldi at Monaco the previous year. For '74, the trio was joined by Geoff Rollason in the ex-Carlos Reutemann Brabham BT37/2, but Sir Nick was the sole winner, at Prescott. He finished fourth in the standings, Good sixth in his swansong season.

Rising star Alister Douglas-Osborn moved the game to a new level. Driving the Pilbeam-DFV R22 [MP22] evolved from an F2 Brabham BT38 by former BRM F1 designer Mike Pilbeam, for Manny Cussins' very professional Waring & Gillow furniture team, the swashbuckling midlander won six rounds en route to P2 in '76 and the Cosworth V8's first British hillclimb championship with another six in '77.

While Douglas-Osborn won 37 rounds in crowd-pleasing balls-out style – scoring prolifically in Pilbeam chassis powered by DFVs that were progressively stretched to 3.6 and ultimately 4.2 litres' capacity until 1984 – further titles eluded him. Indeed, despite bold efforts by Roy Lane who succeeded his double title-winning F5000 McRae-Chevrolet GM1 in a trio of Marches – the ex-Williamson 741, the briefly six-wheeled 771 2-4-0 and a one-off 782-based 79S project – Alister was the only national hillclimb champion powered by a Double Four Valve.

Cosworth's influence on the hills was far from over though. Three times a British champion in four-cylinder Pilbeam-Harts, Martyn Griffiths added more in 1990 and '91, saddling Max Harvey's nimble MP58, motivated by a fabulous 3.5-litre DFR previously used by the Benetton F1 team. Veteran Lane, who won his first rounds in 1969 with his own Tech-Craft Buick, went to a torquier four-litre long-stroke DFL sportscar engine and returned to the top of the tree in '92. David Grace (in Harvey's DFR car) took the next two, before Andy Priaulx bagged the '95 title with 10 wins – a maximum score – in an MP58-DFL.

Thereafter, Judd V8 engines enjoyed their moment, but David Grace, piloting a Gould Ralt GR37, took Cosworth V8 power back to the top in '98-'99 and 2000. Gould drivers have won the title every year bar one subsequently, the majority with later Cosworth units developed by Nicholson-McLaren Engines which started building DFVs in '72 and powered Emerson Fittipaldi and James Hunt to F1 world Championships in '74 and '76. On the flat, British Sprint titles fell to a number of discipline stalwarts with DFV/DFL power.

Circuits were, of course, a more natural habitat for the DFV family of engines, and again the pace of chassis development among the top teams meant that rolling chassis, especially for the less well funded equipes, were usually sold at the end of the season, often to aid cash flow and fund the next design. This provided a ready supply of kit to relatively well-heeled individuals for Formule Libre [literally free formula or run-what-ya-brung] races or speed events fought against the clock. Some went through quite a number of chassis...

Following the demise of Formula 5000, after a decent run, the Motor Circuit Developments [Brands Hatch Group] promoted SpellSport Group 8 series of 1978 paved the way to the British F1/F2 championship. The vastly-experienced Tony Trimmer won the ShellSport title, driving a McLaren M23 provided by Kent businessmen under the Melchester Racing banner. A brilliant third place in the extraordinary BRDC's Daily Express International Trophy race at Silverstone, behind Keke Rosberg (Theodore) and Emerson Fittipaldi (Fittipaldi F5A) rewarded TT's mentors' faith, although the F1 regulars scooped most of the prize pot!

For two drama-laced years the Aurora championship provided a playground for a host of drivers either aspiring to F1 or struggling to qualify for World Championship rounds, and a decent income for teams who could operate the DFV cars. Irishman David Kennedy (Wolf ER4 and WR6), Spaniard Emilio de Villota (Lotus 78/1) and Briton Rupert Keegan (Arrows A1)



Jeremy Lord's Lola T280-Cosworth

Photos:LAT Archive

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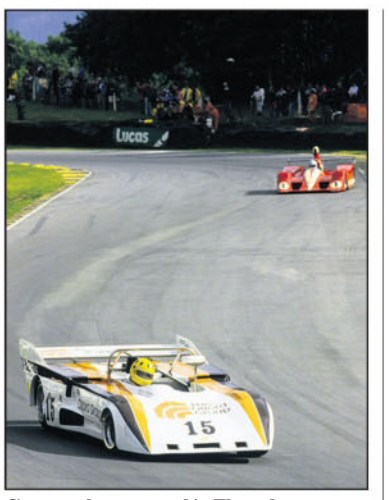
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Historic F1 thrives on the DFV powerplant



Gordon Smiley won in Aurora F1 in 1979



Cosworth was used in Thundersports



Roy Lane used a March 2-4-0 in hillclimbing, but reverted the car to a four-wheel format



Colin Hawker's DFVW (far right) was able to mix it with the very best Super Saloons

ugged it out for the inaugural crown. heir fight went down to the finale t Silverstone, where ill-fated merican Gordon Smiley won the attle in the works-run Surtees TS20+ nd Keegan the war in controversial rcumstances.

The following season's championship as not as strong at the sharp end, here, re-armed with a Williams W07, de Villota – the Madrid banker ho two years previously had won hellSport rounds in the unique yncar he now owns again – claimed e title from Chilean team-mate liseo Salazar in a sister car with five ictories to three in a RAM Racing out. Sponsorship guru Guy Edwards Arrows A1) and Jim Crawford, who rung a two-litre F2-spec Chevron 45's neck at Oulton Park to beat a slim FV pack, were the other winners.

Withering support, against the ackdrop of an oil crisis-triggered ecession saw the colourful series iscontinued for 1981, but the concept eappeared – albeit as a shadow of its rmer self – in '82 when Scotsman rawford, a mechanic who had kick-tarted his career driving team owner teve Choularton's Formula Atlantic larch indecently quickly in '73, had no fficulty in thrashing slim opposition a year-old Ensign which doubled as a entre-seat Can-Am contender on the pposite side of the Atlantic.

The 'Super Libre' school of racing thrived for a while in Thundersports, a later MCD initiative which from 1983-'89 embraced pretty much any two-seat prototype, from humble Ford Pinto-powered Sport 2000 cars with longer-range fuel tanks to Group C/C2 bolides and full-blown late-model Can-Am monsters, via production-based GT cars.

At its height Thundersports delighted spectators, even supporting F1 Grands Prix at Brands Hatch. While many races fell to circuit owner John Foulston and John Brindley in the former's mighty Lola-Chevrolet T530 a number of Cosworth DFV and DFL-engined cars appeared, including the Lola T280 run by Marsh Plant for Ray Mallock (which caught fire spectacularly), the Giuseppe Risi/Ian Dawson-inspired GRID, the ex-Edwards/Villota Lola T610 and Martin Birrane's Ford C100 which crashed through mechanical failure at Brands. While pickings were slim outside the main protagonists, Tim Lee Davey and Australian Neil Crang won the '85 Oulton Park Gold Cup in the TLD's Tiga-DFL C284.

Cosworth DFV-engined cars also appeared in BARC Special GT championship events (when Jeremy Lord graduated from a Lola T212 to a T280), the Super Saloon era of the mid-'70s (Colin Hawker's magnificently prepared Ford Capri and DFVW) and the BRSCC Open Series in which indefatigable Irishman Alo Lawler often exercised his McLaren M30 following its inauspicious F1 career.

These days, of course, fans look to historic racing for a DFV fix. Originated [as Thoroughbred Grand Prix] in 1995 the FIA Masters Historic Formula 1 championship – and its younger North American offshoot – for three-litre cars of 1966-'84 has fulfilled the aspirations of resourceful competitors all over the world, placing them on F1 World Championship support bills. It has also sustained a cottage industry of car preparers and engine builders, such as Geoff Richardson and Nicholson McLaren, who have huge experience with the V8s, restricted to 10000rpm by the regulations.

Half a century after that victorious debut at Zandvoort, DFVs can still be heard wailing through the streets of Monaco in alternate years and appear in the FIA Masters Historic Sportscar championship, which features an Ecurie Evergreen McLaren M8, and the Classic Endurance Racing arena promoted by Peter Auto in Paris. These retrospectives celebrate period world championship and Interserie action, the latter seeing howling Chevron, Lola and TOJ chassis from the mid-1970s running at the head of each charismatic field. Long may the music ring out. ■

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INSIGHT: RALLY GB'S FUTURE

Is it time to think about relocating Britain's WRC counter? By David Evans

IS IT TIME FOR RALLY GB



England last held WRC stages when Colin McRae won back in 1995



Cardiff tried hard with the event, and even held a Super Special inside the Millennium Stadium in 2006

Go west, young man. Young lady. Old man. Old lady. A great many of us have been doing it for far too long now. This year will mark the 20th anniversary of the Welsh woods' monopoly of World Rally Championship rallying in British forests.

The last time a full British world championship round departed a forest stage anywhere other than Wales was when Colin McRae exited Grizedale East on Monday, November 20, 1995. He was fastest. And heading south. Guess where? That's right, Wales.

The following year we only qualified for the two-litre cup, but that 1996 route still had the good grace to spend time in Kielder and Hamsterley. Since then, there's not been a sniff of mud on a World Rally Championship-challenging exhaust anywhere other than on the west side of Offa's Dyke.

The great irony here is that the quote "Go west, young man…" refers to the expansion of North America and a desire to see settlers moving across the land, learn more and experience everything the continent had to offer.

For us, going west has meant one thing: going to Wales.

Don't get me wrong, while Wales locked down the forest stages from 1997 onwards, there was still plenty to see on an RAC Rally Sunday (make that a Rally GB Sunday from 1998) with the likes of Silverstone, Cornbury, Blenheim, Donington and Millbrook – you know, those real classics upon which the foundation of our greatest rally was built…

But, if you wanted to watch from between the trees, then you would be winding down your window and handing a civil servant a fiver at the far side of the Severn Bridge. And you've been doing so ever since – metaphorically speaking, of course: it's more M56 than M4 since Deeside replaced Cardiff.

Whatever. We've been in those woods too long. The WRC Promoter told us as much last year when Oliver Ciesla made a pointed comment about wanting to see Britain's round of the championship closer to a major centre of population. That could, of course, be interpreted in a variety of ways. The 1997 event was based in Cheltenham with millions of folk just beyond the doorstep, but as we've already read – the only forests available from there were in Wales.

With a differently structured agreement with the Welsh Government, it could be possible to base Rally GB out of Manchester or Liverpool. That would answer the population question and it might – just – be possible to make it up to the Lakes for a dash around Grizedale and a patchwork route stitching together the miles on offer in places like Comb or Whinlatter. But the bulk of the mileage would have to come from Wales.

And it would have to come from the northern side of the country. Any hope of venturing south of Hafren was lost when the teams bitched and moaned about 2011's Builth Wells-based event. That Builth base offered the delights of Halfway and Route 60 one day and Dyfi and Dyfnant the next. But the lack of suitable accommodation meant a drag down to Cardiff's Hiltons and Marriots at the end of every day and guess what? The crews didn't like the long road section.

This will be the fifth year the event has been based out of Deeside and next year will be the last in the present three-year agreement with Wales.

The relationship with Wales and with Conwy Council remains strong and healthy. From the outside, it would be easy to look at event managing director Ben Taylor and question what he's done that his predecessor Andrew Coe didn't. Both signed off on a new deal with Wales, a deal which underwrote the millions needed to stage Britain's round of the WRC.

On one hand, Taylor arrived in the big job at just the right time: the move north was here and all was well with Wales Rally GB – long gone were the days of being lost in Cardiff with 30-odd entries.

Taylor hasn't sat back and rested on the laurels of those who lifted the event up and out of the doldrums. Instead, he's ingrained himself in the very fabric of the rally, delving deeper than his predecessor into the wheres and the whys of the route while taking up the cause of the spectator more passionately than before. Taylor has never shied away from getting his boots dirty walking the woods with route co-ordinator Andrew Kellitt and safety officer Sue Sanders in search of a better place for the spectators to stay.

But now, surely, comes Taylor's biggest challenge. It's time for Rally GB to depart what has increasingly become the mothership. It's time to leave Wales.

Why? Why should we leave Wales? Look at Finland. Finland's never left Jyvaskyla and isn't that the world's most successful rally? Yes, it is. But Finland has no need to leave Jyvaskyla. It's got more roads and more woods than it could ever need just beyond the city limits. It would be a stretch, but I'll bet Finland clerk of the course Kai Tarkainen could find different roads every year for three years. They wouldn't be ideal, because they don't have the spectating infrastructure of car parks and sensible viewing areas, but the roads themselves would be there.

Deeside simply doesn't have that. Kellitt is being stretched, quite literally, in every direction to flesh the bones of a 180-mile competitive route. The onset of windfarms in Clocaenog and possibly more of the current forests will only serve to make that task more onerous.

Back to Cardiff?

Thought not. And that's no reflection on the excellent roads in the south of Wales. But I think we've established we've been there, done that.

So, where?

And where soon: this time next year we'll need firm plans for the 2019 event.

Taylor's focus remains on the next two Wales Rally GBs and he's not keen on further discussion on his event's future beyond 2018.

That's fine. We can speculate.

Turning north appears the only option. A London-based Rally GB would, doubtless light up the eyes of every commercially-minded promoter type from here to kingdom come, but there's no chance of our round being centred in the capital.

The biggest problem any round of the World Rally Championship faces these days is the age-old question of funding. It costs a good couple of million to run a WRC round and the most common source of that level of backing is from regional government. Since it started backing Rally GB in 2000, Wales has poured tens of millions into Rally GB. In turn, it's secured hundreds of millions in terms of exposure and direct investment in local economies. Don't believe me? Then try and book a room at Village Hotel on Deeside for the last week in October. You'll find the last few rooms available at £620 for four nights. Come back a month later and the same dates in November will cost you £261. Have no doubt, Wales has

Photos: mcklein-imagedatabase.com

TO SPREAD ITS WINGS?



Deeside service has proven a big boom for economy

Wales has provided a spectacular backdrop

made good money out of Rally GB.

Regional investment is fantastic. Not only is council or government-level funding usually kosher, it brings with it the key to opening doors to closing roads and the use of local facilities. Being backed by Wales and Conwy brought the event onto the inside and that made certain aspects of the bureaucratic process easier to navigate.

The flip side of that is that it anchors the event in one place and that was never what Britain's WRC counter was about. The RAC Rally was beautifully nomadic, roaming Britain with a two-year stay in Harrogate here, a three-year agreement with Bath there or a suck-it-and-see single-season in Birmingham. The benefit of that process was that it spread the WRC word all around the country, with Scotland, Yorkshire, the Lakes, all these places, never more than a year or two away from the return of rallying's biggest names and fastest cars. The other benefit was that it always ensured that marshals nationwide were never more than a couple of years away from current WRC process and thinking.

There's a generation of marshals in Britain who have never had the opportunity to volunteer on their round of the WRC because of the geography involved and, for many, the cost of a trip to Deeside. Not only do we have this disaffected bunch who want to come and help but can't, but we also have a growing knowledge gap between British national rallying and the WRC.

Why wasn't it like this before? Simple. Network Q, Lombard. The Daily Mirror… These were all sponsors of Britain's round of the championship and it was in their multi-national interest to spread their word and their name as far and wide as possible.

That's what we need now. Can you imagine, for example, if there was a company which relied on Britain's road, air and rail network? Wouldn't that be the dream ticket. Team co-ordinators look away now… we could start the rally in central London. Load the cars onto transporters and go wherever we want in Britain overnight. Next morning, we could do a linear route north through Wales. Then shove the cars onto a train, the crews onto a plane and meet them in Glasgow the next morning for a dash through the Trossachs.

And the finish? Up to you. Where do you fancy?

I know, if only there was a company with that kind of infrastructure and influence. I'll bet if there was they'd probably paint their lorries green and come with a Christian name rhyming with Freddie…

One thing which is perfectly clear with the WRC Promoter is that they are willing and interested to look at anything and everything. The days of rallies having to fit in a box are gone. Yes, we need to be sensible and fit in around broadcast schedules – a Sunday lunchtime powerstage is clearly sacrosanct – but plenty can be built around that. The cloverleaf David Richards brought to route planning two decades ago is gone. Not long gone, but gone. Such is the mobility of television production and immediacy of media consumption, a central hub is no longer required: wall-to-wall coverage of the Tour de France makes this much abundantly clear.

If Eddie Stobart's not up for the job and we can't find a Lombard replacement, then the answer will have to remain regional funding and that, for the reasons we've detailed, will limit the route. Yorkshire was keen, but Dalby and its eye-wateringly fast roads won't be enough to house Britain's WRC round. A north-west or north-east consortium might, but joint-funding can be a nightmare of box-ticking and back-slapping. What we need is a Wales replacement. So, England? Hardly. It wouldn't work and there's no precedent.

Scotland? Ireland? Much more workable. Ireland has enjoyed a round of the World Rally Championship in recent years and, more recently, both countries have enjoyed second-tier international rallying with the Intercontinental Rally Challenge for Rally Scotland and the European Rally Championship for the Circuit of Ireland.

Rally of Scotland ran for three years and was immediately – and universally – lauded as one of the best events in the world. Stages like Loch Ard and Craigvinean are as good as any other roads on planet earth and Glasgow and Edinburgh both provide the sort of population centre the promoter clamours for.

As for Ireland, one man could make it happen: Bobby Willis. Willis put his life and his bank balance on hold to return the Circuit of Ireland to its former glories (OK, almost its former glories – a full five-day tour was beyond even Bobby) and he's sufficiently well connected to put together an Emerald Isle WRC counter. Could the Circuit of Ireland really be Britain's round of the World Rally Championship.

Really?

What about the woods, the RAC and all that? I know, it's a stretch and, as much as anybody, I love to look back and reminisce on what the RAC and Rally GB means to this nation and our sport.

But, Wales, the time is fast approaching to love you and leave you. And, if it's only convention and history that keep us out of Belfast and The Glens, then it's time to look and think outside of the box. ■



Rally Ireland winner Sebastien Loeb in '06



Rally of Scotland was a big hit

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Chris Southcott's Midget won opening race

SOUTHCOTTS IN SPECIAL FORM AS DUO TAKE MODSPORTS SPOILS

Andy Southcott's stunning new Mike Johnston-built MG Midget silhouette challenger ran for the first time at Croft on Friday, yet the combo qualified quickest and emerged triumphant in an extraordinary Special Saloon and Modsports finale which topped the CSCC's inaugural Northern Classic event.

Having encountered problems in Saturday's races, Southcott and son Chris – who won the opener in his 2004 Midget clone, powered by a larger 2.4-litre Vauxhall engine – missed Sunday's race call. Despite starting late from pit lane, they were soon carving through the spectacular pack, minus race two victor Ian Hall's mighty Darrian-Wildcat, which was trailered with engine problems.

Wayne Crabtree's flame-belching spaceframe Ford Escort-BDT (a faller at mid-way), Tom Carey's Honda CRX-BDG and Ian Stapleton's burly Alfa Romeo Alfetta GTV all led, with Ricky Parker-Morris's long-serving Peugeot 309 turbocar enhancing the squabbling quartet before Southcott Sr charged ahead into Tower on lap eight.

Having demoted Paker-Morris there a lap previously to annex fourth, Chris Southcott homed in on the scrapping Carey and Stapleton – who grabbed second on the lunge to the line – as his father punched his own lap record into the 1m27s.

Neil Claxton's zippy Suzuki-Ford (which tripped Southcott Jr up in a race two bottleneck, delaying Danny Morris in the Peugeot), Dave Brewis' smart Vauxhall-engined Darrian, Craig Percy's wondrous Morris Minor-Chevrolet and novice Lee Barnard's MGB GTV8 impressed. Regular winner Paul Sibley's fabulous Lotus Elan was out in race one, alas. "Driver error," he rued after a gravelly excursion caused its BDG's cam belt to jump teeth with expensive consequences.

Dunboyne's Connaire Finn took **New Millennium** enduro gold in the remnants of a Ginetta G50. He had just regained the lead from Lee Frost (BMW M3) after the stops when he swiped its nose off diving ambitiously inside a queue of BMWs at the hairpin. Delayed, but unfazed, Finn re-caught and passed Frost. Lucky Khera's later M3 howled home third but novice Alistair Scott's similar E46 wiped out Dave Coyne after an off at Sunny, earning exclusion. Jon Attard won the concurrent **Puma Cup** contest ahead of Luke Johnson and Hamish Brandon/Rob Ladbrook – the two cars split by just 0.056s for second.

When Sunday's forecast rains came, perfect tyre choice and four-wheel-drive enabled Richard Thurbin to win the **Future Classics** race at his Lancia Delta Integrale's second meeting. Sadly, poleman Tony Blake's glorious Porsche 911 RSR biffed the tyre wall exiting the chicane in the chase, but son Aston claimed second on his 944 S2 debut, after a duel with Paul Dingle. Sam Smith revelled in grim conditions, shooting his humble Mazda MX-5 from 15th to third.

Mugged into Clervaux at Saturday's start, reigning **Jaguar** champion Tom Butterfield couldn't stop Colin Philpott from landing his fifth win of the year in a more powerful XJS. Having seen Patrick Doyle rotate wildly in his mirrors at Turn 1, Philpott spun to the back at Tower on Sunday's opening lap, but plundered records in recovering to second behind Butterfield and left with the points lead. Tom Robinson bagged third in his supercharged XJR, having outfoxed Adam Powderham on day two.



Hall's Darrian prevented a Southcott clean-sweep with race two victory

Super-quick Caterhams dominated the **Open and Magnificent Sevens** contests. Simon Smith and his 330bhp CSR (dubbed 'Amazing Dancing Bear' after fabled local crooner Alan Price's song!) topped Saturday's Open feature, beating Tim Davis and lad-and-dad Martin and Bill Addison. Smith was hounding top 'Mag 7' qualifier Gary Bate – who started on P5, rather than the pitlane, per revised series regs – when he ran onto the grass in the Complex avoiding a lapped car and spun, whereupon his battery died. Bate thus screamed his CSR to victory, clear of Colin Watson and Ross Murray.

Heavy rain before Sunday's Open finale prompted Smith to pit on the green flag laps and Bate joined him having fizzled down the order. Using local knowledge to find grip, Addison Sr caught sometime TVR Tuscan wrestler Davis and the duo duly aquaplaned to the chequer in unison. "Flat-shifting through the puddles was more fun than anything else I've done," said Davis.

Mark Campbell (Triumph TR5) aced the **Swinging Sixties** race which finished under yellows after pursuer John Pringle's Lotus 7 S4 careered off, fortunately without serious injury. Period Special Saloon racers Martin Sledmore (Ford Mustang) and Rick Belcher (Lotus Cortina) were second and fourth, split by Scot Bruce Weir (Datsun 240Z).

Without third gear, Paul Mensley patiently jostled his Ford Fiesta to second in the fraught **Tin Tops** pack, but was elevated to an improbable victory when a jump-start penalty bumped William Hardy (Vauxhall Corsa) to fourth.



Davis splashed his way to second Open Series win in Caterham C400



Campbell's TR5 (right) triumphed over large 37-car Swinging Sixties field

RESULTS

Special Saloons & Modsports (10 laps) 1 Chris Southcott (MG Midget-Vauxhall); 2 Ian Hall (Darrian-Wildcat T98 GTR) +12.394s; 3 Tom Carey (Honda CRX-BDG); 4 Ian Stapleton (Alfa Romeo Alfetta GTV); 5 Wayne Crabtree (Ford Escort-BDT); 6 Ricky Parker-Morris (Peugeot 309-Cosworth YBT). Class Winners Carey; Crabtree; Neil Claxton (Suzuki-Ford SC100); Lee Barnard (MGB GTV8). Fastest Lap C Southcott 1m28.981s (85.97mph). Pole Andy Southcott (MG Midget-Vauxhall). Starters 20. **Race 2 (10 laps)** 1 Hall; 2 Crabtree +8.737s; 3 Carey; 4 Danny Morris (Peugeot 309-Cosworth YBT); 5 Stapleton; 6 C Southcott. CW Crabtree; Carey; Tim Cairns (MG Hexagon Midget); Barnard. FL A Southcott 1m28.625s (85.35mph). P Hall. S 19. **Race 3 (10 laps)** 1 A Southcott; 2 Stapleton +5.461s; 3 Carey; 4 C Southcott; 5 Parker-Morris; 6 David Beatty (Honda Prelude). CW Stapleton; Parker-Morris; Barnard. FL A Southcott 1m27.893s (87.03mph). P Crabtree. S 18.

New Millennium/Modern Classics/Puma Cup (25 laps) 1 Connaire Finn (Ginetta G50 Cup); 2 Lee Frost (BMW M3 E36) +4.437s; 3 Lucky Khera (BMW M3 E46); 4 Nick Olson (Lotus Esprit S3); 5 Dave Griffin (BMW M3 E36); 6 Paul Livesey (Porsche 968CS). CW Frost; Olson; Griffin; Richard Thurbin (Lancia Delta HF Integrale); Ashley Woodman/Keith Hemsworth (Lotus Elise S1); Jon Attard (Ford Puma); Charanjiv Singh Khera (Mini Cooper S). FL Finn 1m32.512s (82.69mph). P Finn. S 34.

Future Classics (20 laps) 1 Richard Thurbin (Lancia Delta HF Integrale); 2 Aston Blake (Porsche 944 S2) +43.329s; 3 Sam Smith (Mazda MX-5); 4 Mark Lucock (Ford Escort RS2000 Mk1); 5 Paul Dingle (Porsche 944 S2); 6 Martyn Adams (Triumph TR7 V8). CW Blake; Smith; Lucock; Geoff Beale (Talbot Sunbeam Lotus). FL Thurbin 1m40.140s (76.39mph). P Tony Blake (Porsche 911 RSR). S 18.

Jaguar Saloon & GT (12 laps) 1 Colin Philpott (XJS); 2 Tom Butterfield (XJS) +3.684s; 3 Patrick Doyle (XJS); 4 Adam Powderham (XJR); 5 Tom Robinson (XJR); 6 Chris Boon (XJS). CW Butterfield; Doyle; Michael Holt (XJ40). FL Philpott 1m40.035s (76.47mph). P Butterfield. S 13. **Race 2 (12 laps)** 1 Butterfield; 2 Philpott +4.150s; 3 Robinson; 4 Powderham; 5 Boon; 6 Holt. CW Philpott; Robinson; Holt. FL Philpott 1m38.836s (77.40mph). P Philpott. S 13.

Open Series (26 laps) 1 Simon Smith (Caterham CSR); 2 Tim Davis (Caterham C400) +9.088s; 3 Martin/Bill Addison (Caterham R400); 4 Robert Singleton/Graham Charman (Caterham C400); 5 Ashley/Steve Boyles (Caterham R300); 6 Lewis/Gary Tootell (Caterham R300). CW Davis; Lucky Khera (BMW M3 E46); Tony Blake (Porsche 911 RSR); Stephen Riley (MK Indy R); Keith Hemsworth/Ross Woodman (Lotus Elise S1); James Alford/Blair Roebuck (Honda Civic). FL Smith 1m28.679s (86.26mph). P Smith. S 29. **Race 2 (9 laps)** 1 Davis; 2 B Addison +0.874s; 3 Singleton; 4 Charman (Caterham Superlight); 5 Colin Watson (Caterham C400); 6 Ross Murray (Caterham C400). CW Addison. FL Davis 1m43.546s (73.88mph). P Smith. S 11.

Magnificent Sevens (24 laps) 1 Gary Bate (Caterham CSR); 2 Colin Watson (Caterham C400) +21.882s; 3 Ross Murray (C400); 4 Rich Webb (Caterham Blackbird); 5 Tim Davis (C400); 6 Aaron Head (Caterham R300). CW Murray; Webb; Davis; Stephen/Ashley Boyles (R300); Stephen Storey/Andy Tidy (Caterham Blackbird). FL Bate 1m26.938s (87.99mph). P Bate. S 23.

Swinging Sixties (17 laps) 1 Mark Campbell (Triumph TR5); 2 Martin Sledmore (Ford Mustang) +11.699s; 3 Bruce Weir (Datsun 240Z); 4 Richard Belcher (Ford Lotus Cortina); 5 Mel Taylor (Lotus Elan); 6 Wil Arif/Dean Halsey (Datsun 240Z). CW Belcher; Taylor; Charles Marriott (Turner-BMC Mk2); Chris Pearson (Austin Cooper S). FL Campbell 1m37.428s (78.52mph). P Campbell. S 37.

Tin Tops & Ford Enduro Series (24 laps) 1 Paul Mensley (Ford Fiesta ST); 2 Kenny Coleman/Rhys Jones (Honda Civic Type R) +2.484s; 3 Carl Chambers (Peugeot 306 Rallye); 4 William Hardy (Vauxhall Corsa SRi); 5 Andrew Windmill (Honda Civic Type R); 6 Steve Papworth (Ford Fiesta ST). CW Coleman/Jones; Glen Copeland/Paul Clothier (Renault Clio 197/172 Cup); Lisa Selby/Toby Harris (Ford Puma). FL Hardy 1m37.083s (78.81mph). P Hardy. S 19.



Finn won New Millennium

CADWELL PARK: MGCC AND VSCC BY FERGUS REED AND DAN MASON — JULY 22/23

Photos: Mick Walker

TITLE BATTLE NARROWS AS CONNELL WINS IN METRO CUP

Three drivers split by just five points at the top of the Metro Cup standings highlighted a competitive first MG Car Club visit to Cadwell Park since 2013.

Mike Williams started well from the front but soon lost out to a charging Lee Connell, who had missed pole by just 0.051s. The pair remained close throughout and such was their pace, they finished more than 30 seconds clear of recovering brothers Jack and Andrew Ashton, who had collided at Coppice earlier in the race. Former championship leader Andrew now sits just two points behind Williams in the title battle, with Jack third.

Andy Spencer's MG ZR dominated the **MG Cup** in both dry and wet conditions. Despite a late safety car in the dry first race, Spencer still had seven seconds in hand over the MG ZR 170s of Richard Buckley and Ian Boulton, who had both demoted Ashley Woodward after the restart. Woodward (MG ZS 170) went better in the second race, finishing second as Spencer won again, Alan Brooke's Metro charging from ninth to third.

It was a tense affair in the first **BCV8 Championship** race, with polesitter Neil Fowler just holding off the similar MGB GT V8 machine of Ian Prior. It had been a three-way battle with Russell McCarthy involved (MGB GT V8) before his engine let go, ending his day prematurely. Jonnie Wheeler (MGB GT V8) rounded out the podium, before a shortened wet second race was won by Prior.

The **Midget/Sprite Challenge** was dominated by Stephen Collier's Midget ahead of Martin Morris and Carl Chadwick. The first non-Midget was sixth – the Austin Healey Sprite MkII of Richard Bridge.

Philip Standish (TF LE500) made a good start from fourth on the **Cockshoot Cup** grid and was leading by the second lap, passing a penalised Ashley Woodward (ZS 180), who jumped the start. Mike Peters' Midget and Brian Butler's MGF VVC took second and third as Standish claimed his first win of the season to end his run of rotten luck.

The **Morgan Challenge** race was all about father and son Russell (Morgan +8) and Elliot Paterson. Polesitter Russell lost out to Elliot's ARV6 on lap one but the positions soon swapped in the former's favour and remained that way to the finish. "Aquaplaning" was all Dominic House (Roadster) could utter after a flamboyant run to second place in a sodden sprint, Elliot Paterson dominating the race from the front.

A three-way battle in an exciting **Triple M** encounter was decided on the final lap, as David Seber (Wolseley Hornet Special) ran wide at Mansfield to gift Tom Hardman's MG Bellevue Special the win.

There were only six cars in the **Iconic 50s** race, but it was close at the front as Bruce Riches just held off Peter Edney's MG TB to win by 0.6s. The MGA Roadster of Peter Hiscocks was third.

The Vintage Sports Car Club took over for Sunday's racing.

Christian Pedersen, who took part in four outings over the whole weekend, took the **Spero & Voiturette** win in race two aboard his Austin 7. Pedersen was out of luck in one of two **handicap races**, won by Ian Fyfe and David Spence while monsoon conditions aided second-placed Tony Seber's wet weather-friendly Wolseley that also won the **Pre-War Scratch**.

There was a memorable hat-trick for Justin Maeers in his 1926 GN Parker. **John Holland Trophy** leader Tom Walker's retirement aided his first win over Dougal Cawley's Piglet before a hard-fought victory against Julian Grimwade's Frazer Nash opposition in the **FN/GN** race.

Maeers perfected a switch back exiting the Mountain, before securing his third win of the day in the **Melville Trophy** ahead of Eddie Williams, who started the meeting by adding to his **Geoghegan Trophy** of last year.

Sue Darbyshire's updated Morgan three-wheeler turned heads by narrowly missing out on second place, having carved through from fifth.

Oliver Nuthall piloted father Ian's Alta to the **Shuttleworth Trophy** honours in the absence of rival Mark Gillies, his Dick Skipworth R3A falling victim to gearbox woes in practice.

Vintage Formula 3 cars only completed three laps in a race that was red-flagged twice. Stuart Wright was victorious when things did get going, while gearbox problems left Andrew Turner spinning, Richard De La Roche was then classified third despite watching his right-front wheel overtake him.



Connell #16 and Williams #28 battle it out in the Metro Cup



Andy Spencer took two wins aboard his MG ZR 160 at Cadwell

RESULTS

MG Metro Cup (12 laps) 1 Lee Connell (Rover Metro); 2 Mike Williams (Rover Metro) +1.746s; 3 Jack Ashton (GTi); 4 Andrew Ashton (GTi); 5 Richard Garrard (Turbo); 6 Dick Trevett (Turbo). Fastest lap Connell 1m47.041s (73.55mph). Pole Williams. Starters 19.

MG Cup (10 laps) 1 Andy Spencer (ZR 160); 2 Richard Buckley (ZR 170) +7.157s; 3 Ian Boulton (ZR 170); 4 Ashley Woodward (ZS 180); 5 Lewis Anderson (ZR 170); 6 Peter Burchill (ZS 180). Class winners Buckley; Woodward; Henry Sharpe (MG Montego). FL Spencer 1m44.474s (75.36mph). P Spencer. S 20. **Race 2 (8 laps)** 1 Spencer; 2 Woodward +9.410s; 3 Alan Brooke (Rover Metro GTi); 4 Buckley; 5 Burchill; 6 Dave Nixon (Rover 220 Tomcat Turbo). CW Buckley; Darren Harris (ZR 160). FL Spencer 1m58.767s (66.29mph). P Spencer. S 16.

BCV8 Championship (10 laps) 1 Neil Fowler (MGB GT V8); 2 Ian Prior (GT V8) +0.368s; 3 Jonnie Wheeler (GT V8); 4 Ollie Neaves (GT V8); 5 Ben Barker (MGB Roadster); 6 Babak Farsian (Roadster). CW Neaves; Barker; Simon Tinkler (MGB GT). FL Russell McCarthy 1m39.752s (78.92mph). P Fowler. S 14. **Race 2 (8 laps)** 1 Prior; 2 Neaves +0.492s; 3 Barker; 4 Wheeler; 5 Fowler; 6 Farsian. CW Neaves; Barker; Tinkler. FL Neaves 1m58.499s (66.44mph). P Fowler. S 11.

MG Midget & Sprite Challenge (12 laps) 1 Stephen Collier (Midget); 2 Martin Morris (Midget) +22.634s; 3 Carl Chadwick (Midget); 4 Edward Reeve (Midget); 5 David Morrison (Midget); 6 Richard Bridge (Austin Healey Sprite MkII). CW Chadwick; Morrison; Dean Stanton (Sprite Mk I). FL Collier 1m38.696s (79.77mph). P Chadwick. S 17.

Cockshoot Cup (11 laps) 1 Philip Standish (MG TF LE500); 2 Mike Peters (Midget) +6.796s; 3 Brian Butler (MGF VVC); 4 Mark Bellamy (ZR 170); 5 Philip Bowden (ZS 180); 6 Peter Burchill (ZS 180). CW Peters; Butler; Ian Wright (Midget). FL Standish 1m45.093s (74.91mph). P Ashley Woodward (ZS 180). S 18.

Morgan Challenge (17 laps) 1 Russell Paterson (+8); 2 Elliot Paterson (ARV6) +0.944s; 3 Tony Lees (+ 8 Sports); 4 Andrew Thompson (ARV6); 5 Dominic House (Roadster); 6 Tony Hirst (ARV6). CW E Paterson; Tim Parsons (4/4 SuperSport); Philip St. Clair Tisdall (+8); Paul Bryan (4/4); Tom Dailey (+8); Richard Thorne (4/4). FL R Paterson 1m37.983s (80.35mph). P R Paterson. S 25. **Race 2 (10 laps)** 1 E Paterson; 2 House +44.61s; 3 Thompson; 4 Parsons; 5 James Sumner (4/4); 6 Alex Laidlaw (Roadster). CW Parsons; Sumner; Kevin Laidlaw (+8); St Clair Tisdall; Thorne; R Paterson. FL E Paterson 1m54.92s (68.52mph). P E Paterson. S 23.

Triple M (10 laps) 1 Tom Hardman (MG Bellevue Special); 2 David Seber (Wolseley Hornet Special) +2.354s; 3 Harry Painter (MG PA); 4 Mike Painter (MG Kayne Special); 5 Charles Jones (MG L); 6 Rod Seber (MG PB Lund Special). CW Painter; Jones; Fred Boothby (MG J2); Hamish McNinch (MG PA). FL Seber 1m57.379s (67.07mph). P H Painter. S 24. **Race 2 (3 laps)** 1 Christian Pedersen (Austin 7 Special); 2 Hardman +2.56s; 3 H Painter; 4 M Painter; 5 Jones; 6 Mark Elder (Austin Sports Special). FL Pedersen 2m00.37s (65.42mph). P Pedersen. S 20.

Iconic 50s (10 laps) 1 Bruce Riches (Elva Mk 5 Sports); 2 Peter Edney (MG TB) +0.629s; 3 Peter Hiscocks (MGA Roadster); 4 Graham Coles (MGA Coupe); 5 Bob Lines (MGA Twin Cam); No other finishers. CW Edney; Hiscocks. FL Riches 1m55.649s (68.07mph). P Lines. S 6.

VSCC, Sunday, July 23

Spero & Voiturette (6 laps) 1 Christian Pedersen (Austin 7 Special); 2 Nick Hayward-Cook (Riley 9Monoposto) +18.14s; 3 Mark Elder (Austin Sports Special); 4 Rodney Seber (MG PB); 5 John Skeavington (Austin Ulster Replica); 6 Nicholas Powell (Austin/MG LA Special). CW Elder; Seber. FL Pedersen 2m02.44s (64.31mph). P Pederson. S 12.

Handicap Race (3 laps) 1 Ian Fyfe (Alvis 12/70 Special); 2 Tony Seber (Wolseley Hornet Special) +22.71s; 3 David Morley (Riley Special); 4 John Gillet (MG K3); 5 Colin Wolstenholme (Riley Racing Mph); 6 John Seber (MG PB). FL Christian Pedersen (Austin 7 Special) 1m57.41s (67.07mph). P Philip Parkinson (Austin AD Tourer). S 22. **Race 2 (6 laps)** 1 David Spence (Austin 7 Special); 2 Robert Moore (Austin 7) +12.92s; 3 Charles Gillett (Austin AD Tourer); 4 Dennis Bingham (Riley Falcon Special); 5 Rodney Seber (MG PB); 6 David Seber (Wolseley Hornet Special). FL Justin Maeers (GN Parker) 2m00.68s (65.25mph). P Spence. S 10.

VSCC Scratch Race (6 laps) 1 Tony Seber (Wolseley Hornet Special); 2 Julian Grimwade (Frazer Nash Single Seat) +5.52s; 3 Robert Cobden (Riley Falcon Special); 4 Christian Pederson (Austin 7 Special); 5 Richard Iliffe (Riley TT Sprite); 6 Terry Crabb (ERA R12C). CW Grimwade; Cobden; Pedersen. FL Seber 2m13.85s (58.83mph). P Grimwade. S 8.

John Holland Trophy (7 laps) 1 Justin Maeers (GN Parker); 2 Dougal Cawley (GN/Ford Piglet) +1.01s; 3 Chris Hudson (Bugatti T35B); 4 Mark Walker (GN Thunderbug); 5 Nick Hayward-Cook (Riley 9 Monoposto); 6 Bruce Stops (Bugatti T35/44). FL Cawley 2m04.27s (63.36mph). P Maeers. S 10.

FN/GN (7 laps) 1 Justin Maeers (GN Parker); 2 Charles Gillett (Frazer Nash Super Sports) +9.69s; 3 Julian Grimwade (Frazer Nash Single Seat); 4 Dougal Cawley (GN/Ford Piglet); 5 Mark Walker (GN Thunderbug); 6 Jo Blakeney-Edwards (Frazer Nash Supersports). FL Grimwade 1m52.57s. P Maeers. S 19.

Melville Trophy (7 laps) 1 Justin Maeers (GN Parker); 2 Edward Williams (Frazer Nash Super Sports) +18.55s; 3 David Seber (Wolseley Hornet Special); 4 Richard Iliffe (Riley Elf); 5 Mark Gillies (Aston Martin Speed Model); 6 Mark Brett (Ballamy-Ford). CW Williams; Seber. FL Maeers 1m54.92s (68.52mph). P Maeers. S 19.

Geoghegan Trophy (8 laps) 1 Edward Williams (Frazer Nash Super Sports); 2 Andrew Mitchell (HRG 1 ½ Litre) +36.28s; 3 Sue Darbyshire (Morgan Super Aero); 4 Mark Brett (Ballamy-Ford); 5 Jonathan Sharp (Riley 12/4 TT Sprite); 6 Jo Blakeney-Edwards (Frazer Nash Super Sports). CW Brett; Richard Lake (Aston Martin 15/98 Speed); John Gillett (MG K3); Simon Edwards (Morgan Aero Supersport); John Polson (Talbot AV 105). FL Williams 1m58.83s (66.27mph). P Williams. S 23.

Shuttleworth/Nuffield/Len Thompson (8 laps) 1 Oliver Nuthall (Alta F2); 2 Duncan Ricketts (ERA E-Type) +44.74s; 3 Robert Cobden (Riley Falcon Special); 4 Julian Wilton (Cooper Bristol); 5 Terry Crabb (ERA R12C); No other finishers. FL Nuthall 1m49.83s (71.70mph). P Nuthall. S 8.

Formula 3 (3 laps) 1 Stuart Wright (Cooper Mk11); 2 Mike Fowler (Cooper Mk5) +1.89s; 3 Richard De La Roche (Cooper Mk5); 4 George Shackleton (Cooper Mk11); 5 Darrell Woods (Cooper Mk12); 6 Roy Hunt (Martin). CW De La Roche. FL De La Roche 1m57.86s (66.81mph). P Andrew Turner (Cooper Mk6). S 10.

PEMBREY: BARC BY JAKE NICHOL — JULY 22/23

Richard Dalton returned to racing for the first time in 10 years at last weekend's Pembrey BARC meeting, taking victory in the **Citroen C1 Challenge** two-hour endurance event.

Along with Louis Tyson and Peter Rundle, the trio stormed from last on the 15-car grid in the second race, taking advantage of a mid-race safety car.

Emerging from the pits, Rundle, in fourth place was 33.5 seconds behind leader Chris Davison, but after quickly dispatching Frank Claydon for third and Caryl Wills for second at the Esses, he began to reel in Davison at a rate of nearly two seconds per lap.

By the time Davison dived for the pits the gap was less than 10 seconds.

This allowed Rundle to comfortably take the flag some 54 seconds ahead of Davison, who in turn was 28-seconds clear of Wills.

In the four-hour event, Philip Myatt, Wills's team-mate produced a mammoth two-hour opening stint, but was given a drivethrough penalty for exceeding the maximum driving time by 30 seconds.

While Myatt was leading, he was held up by Michael Hart.

Fresh out of the pits, Hart refused to let Myatt past, the leader becoming increasingly frustrated.

Hart eventually brought the #127 home in third place, behind Myatt and Wills, who won by 29.8-seconds from Grant Hatfield, Andrew Stacey and Paul Roddison.

Will Dyrdal dominated both races in the **Junior Saloon Car Championship**, twice making superb starts from the second row in each of the races.

In the first, which was held in damp conditions, he was into the lead at Spitfires and held a comfortable gap to Gordon Mutch, who ran wide at the Esses on lap four. This allowed Sam Kirkpatrick and Ross Connolly through, with Dyrdal enjoying a 4.5-second buffer to the tightly-bunched pack behind.

Championship leader Ethan Hammerton, who Dyrdal said he "needed to beat" this weekend, passed Connolly late on to secure third place.

Race two featured a safety car caused by Lydia Walmsley and Thorburn Astin coming together at the Hatchets Hairpin, which undid all of Dyrdal's good work at the start.

However, the 17-year-old then judged the restart perfectly and went on to win again.

The **Welsh Sports and Saloon Car Championship** spoils were shared between Jason Davies, who was dominant in his Ford Sierra Cosworth in the red-flagged first race, and Chris Everill in his Ginetta G50 in race two.

Davies had built a 9.7-second lead over Bradley John (Mitsubishi Evo), before Nick Rocke (Ford Fiesta) tried a move up the inside of Mike Williams (VW Polo) into the Hairpin that failed and stopped the race.

Davies was on course to make it a double in the second outing, but some rear bodywork came loose, forcing him into the pits and handing Everill the win and the shocked pair of Fabio Luffarelli (Peugeot 106 GTi) and Ken James (Loco Hornet) a podium spot each.

Paul Roddison (Mk4) had decided to withdraw from the two-hour Citroen race to focus on the **Mazda MaX5 Championship**, and was relatively untroubled in both races, taking a brace of wins.

Jonathan Halliwell was forced to limp home in third place in the opener after his gearbox went. The damage incurred meant he also missed out on the second race.

RESULTS

Citroen C1 Challenge (160 laps) 1 Caryl Wills/Philip Myatt; 2 Grant Hatfield/Andrew Stacey/Paul Roddison +29.825s; 3 Jacques Jensen/Chris Davison/Michael Hart; 4 Neil Garner/Peter Fisk/Will Rayson; 5 Jonathan Cool/James MacIntyre-Ure/Paul Dickinson; 6 John Moon/Adam Cunnington/Gary Prebble/Adam Norris. Fastest lap Cool/MacIntyre-Ure/Dickinson 1m25.685s (62.65mph). Pole Wills/Myatt. Starters 16. **Race 2 (80 laps)** 1 Richard Dalton/Louis Tyson/Peter Rundle; 2 Jensen/Davison/Hart +54.002s; 3 Wills/Myatt; 4 James Matthews/Frank Claydon; 5 Chris Dear/John Faux; 6 Moon/Prebble/Norris. FL Dalton/Tyson/Rundle 1m25.762s (62.59mph). P Wills/Myatt. S 15.

Junior Saloon Car Championship (12 laps) 1 Will Dyrdal (Citroen Saxo VTR 1600); 2 Sam Kirkpatrick +2.653s; 3 Ethan Hammerton; 4 Ross Connolly; 5 Gordon Mutch; 6 Lucas Nannetti. FL Hammerton 1m20.554s (66.64mph). P Kirkpatrick. S 14. **Race 2 (10 laps)** 1 Dyrdal; 2 Kirkpatrick +3.323s; 3 Hammerton; 4 Mutch; 5 Connolly; 6 Alicia Goundry. FL Dyrdal 1m17.987s (68.64mph). P Hammerton. S 14.

Welsh Sports and Saloons (9 laps) 1 Jason Davies (Ford Sierra Cosworth); 2 Chris Everill (Ginetta G50) +24.088s; 3 Damian Longotano (Westfield SE 2000); 4 Fabio Luffarelli (VW Corrado 998); 5 Ken James (Loco Hornet 1998); 6 Dave Scaramanga (VW Scirocco 2000). Class winners Everill; F Luffarelli; Scaramanga; Tyrone Luffarelli (Peugeot 106 GTi); Richard Francis (Citroen Saxo VTR); Darren Orsborn (BMW 3 Series). FL John 1m06.157s (81.15mph). P Davies. S 18. **Race 2 (14 laps)** 1 Everill; 2 F Luffarelli +26.142s; 3 James; 4 Daryl Radford (Honda Civic 1998); 5 T Luffarelli; 6 Scaramanga. CW F Luffarelli; James; Radford; T Luffarelli; Scaramanga; Francis. FL Davies 1m07.042s (80.07mph). P Davies. S 17

Mazda MaX5 Championship (16 laps) 1 Paul Roddison (Mk4); 2 Ian Loversidge (Mk4) +4.449s; 3 Jon Halliwell (Mk4); 4 Matthew Tidmarsh (Mk3); 5 Andrew Pretorius (Mk3); 6 Lee Hollin (Mk3). CW Tidmarsh, Josh Malin (Mk1). FL Halliwell 1m14.173s (72.38mph). P Roddison S 9. **Race 2 (17 laps)** 1 Roddison; 2 Loversidge +8.471s; 3 Tidmarsh; 4 Pretorius; 5 Hollin; 6 Malin. CW Tidmarsh, Malin. FL Roddison 1m13.094s (73.44mph). P Roddison. S 7.

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RACING REPORTS

DONINGTON PARK: BARC BY DAMIAN MEADEN/BETHONIE WARING — JULY 22/23

Photos: Oliver Read

MICKEL ROLLS AS POWER TAKES OVER

Erstwhile points leader John Mickel's UK Legends Championship hopes took a dent – as did his car – as a roll at Redgate corner coupled with four victories for title rival Ben Power decimated his advantage and left Power on top of the standings once again.



Ben Power (55) had a dominant weekend as Mickel suffered

Will Gibson and Jack Parker were the only men to challenge Power's supremacy, while some swift repairs helped Mickel take the start – and a podium – in the final race, the momentum between the pair has shifted heading to the next round at Snetterton.

Ben Palmer took the spoils in a wet opening **Clio Cup Series** race after polesitter and title rival Anton Spires suffered a broken driveshaft off the line. Westbourne driver Spires struck back in controlled fashion to win from the front the following day in drier conditions, breaking Palmer's five-race winning streak in the process. Shanel Drewe took her first victory in the Road Series on Saturday, though seasoned campaigner Nic Harrison redressed the balance of their season-defining skirmish with a visit to the top step of the podium the following day.

Ryan Smith seems all but clear in the **British Truck Racing Championship** fight after another triumphant performance to stretch his advantage to 31 points, including a double victory.

Guest competitor and European truck racer Anthony Janiec matched Smith on two wins along with pole position, before being wiped out in the final by Mat Summerfield after an off-track excursion for the latter. Dave Jenkins marked his home event, and a clean sweep for MAN, by fending off a late surge from Smith en route to the winner's circle. Michael Oliver's marked improvement continued with his first two career podiums – the second a result of fending off a combined 15 championship titles in the chasing pack.

Another two class successes for Mika Makinen in his Sisu SL250 moved the Finn closer to the **Division Two** truck title, while Simon Cole made it three class victors in his Mercedes along with Luke Garrett's MAN.

Adrian Tuckley took his first triumph of the **Super Mighty Minis** season in race one, with championship leader Scott Kendall emerging victorious in race two in a pair of races combined with the **Mighty Minis**.

Alice Hughes took advantage of Damien Harrington's absence from the meeting to similarly take the lead of the Mighty class. She took a second and a third, while Lee Poolman and Stuart Coombs both claimed their first wins of the season.

Paul Rose dominated both **Sports/Saloons** races in his Saker RAPX S1-400 to take a pair of wins and fastest laps, while Rockingham winner David Mellor took both **MGOC** victories in his MG ZR.

Lea Wood scored a double pole position and victory in the opening **Pickups** race to rejuvenate his championship aspirations, with Michael Smith the other winner, denying Wood a clean sweep by 0.2 seconds at the flag.

Adriano Medeiros extended his championship lead with a win and a second in the **Classic Formula Ford 1600 Championship** in his Van Diemen RF80. He chased Simon Hadfield across the line in a wet opening race, finishing just two and a half seconds behind Hadfield's Royale RP24.

The pair spent Sunday's race swapping places at the front of the field, with Ben Tinkler joining them in the fight for first until a mistake dropped him out of contention. Medeiros finished less than a tenth of a second ahead of Hadfield.

RESULTS

UK Legends (10 laps) 1 Ben Power; 2 Will Gibson +0.178s; 3 John Mickel; 4 Sean Smith; 5 Jean-Michel Poncelet; 6 Rickie Leggatt. Fastest lap Gibson 1m22.785s (86.06mph). Pole Smith. Starters 28. **Race 2 (10 laps)** 1 Power; 2 Mickel +4.258s; 3 Parker; 4 Gary Whitelegg; 5 Nathan Anthony; 6 Stephen Whitelegg. FL Power 1m22.553s (86.30mph). P Mickel. S 28. **Race 3 (10 laps)** 1 Parker; 2 Power +0.817s; 3 Guy Fastres; 4 Thomas Grainger; 5 Marcus Pett; 6 Gibson. FL Power 1m39.988s (71.25mph). P Zac Hughes. S 29. **Race 4 (10 laps)** 1 Power; 2 Grainger +4.000s; 3 S Whitelegg; 4 Mickel; 5 Parker; 6 Fastres. FL Grainger 1m22.605s (86.24mph). P Power. S 27. **Race 5 (12 laps)** 1 Power; 2 S Whitelegg +0.305s; 3 Gibson; 4 Grainger; 5 Smith; 6 Anthony. FL Grainger 1m22.477s (86.38mph). P Smith. S 26. **Race 6 (14 laps)** 1 Gibson; 2 Parker +3.513s; 3 Mickel; 4 S Whitelegg; 5 Daniel Budd; 6 Robert King. FL Gibson 1m37.365s (73.17mph). P King. S 21.

Clio Cup Series (10 laps) 1 Ben Palmer; 2 Simon Freeman +5.981s; 3 Ben Colburn; 4 Tyler Lidsey; 5 Sarah Franklin; 6 Shanel Drewe. Class winners Drewe. FL Palmer 1m30.239s (78.95mph). P Anton Spires. S 12. **Race 2 (12 laps)** 1 Spires; 2 Palmer +0.415s; 3 Freeman; 4 Lidsey; 5 Colburn; 6 Franklin. CW Harrison. FL Spires 1m18.632s (90.60mph). P Spires. S 12.

British Truck Racing – Division 1 (11 laps) 1 Anthony Janiec (MAN TGS); 2 David Jenkins (MAN TGX) +0.529s; 3 Shane Brereton (MAN TGX); 4 Ryan Smith (MAN TGA); 5 Stuart Oliver (Volvo VN13); 6 Mat Summerfield (MAN TGS). FL Smith 1m26.730s (82.14mph). P Janiec. S 12. **Race 2 (4 laps)** 1 Smith; 2 Janiec +4.407s; 3 Michael Oliver (Scania); 4 Brereton; 5 S Oliver; 6 Jenkins. FL Smith 1m31.498s (77.86mph). P M Oliver. S 12. **Race 3 (11 laps)** 1 Jenkins; 2 Smith +0.279s; 3 Simon Reid (IVECO); 4 Brereton; 5 Terry Gibbon (MAN); 6 Summerfield. FL Brereton 1m27.252s (81.65mph). P Reid. S 12. **Race 4 (11 laps)** 1 Janiec; 2 Smith +1.573s; 3 M Oliver; 4 Summerfield; 5 Jenkins; 6 S Oliver. FL Brereton 1m27.054s (81.84mph). P M Oliver. S 12. **Race 5 (8 laps)** 1 Smith; 2 S Oliver +5.359s; 3 Oly Janes (Buggyra); 4 Jenkins; 5 Brereton; 6 M Oliver. CW Makinen. FL Smith 1m33.017s (76.59mph). P Smith. S 22.

British Truck Racing Championship – Division 2 (10 laps) 1 Mika Makinen (Sisu SL250); 2 Simon Cole (Mercedes) +15.881s; 3 Steve Powell (ERF EC1); 4 Joanne Eason (Foden Alpha); 5 Adam Bint (Volvo); 6 John Bowler (Foden). FL Makinen 1m32.215s (77.26mph). P Makinen. S 15. **Race 2 (5 laps)** 1 Tony Smith (Sisu SL250); 2 Powell +2.236s; 3 Luke Garrett (MAN); 4 Makinen; 5 Bint; 6 Cole. FL Powell 1m50.935s (64.22mph). P Trevor Martin (Scania). S 14. **Race 3 (10 laps)** 1 Cole; 2 Makinen +1.273s; 3 Smith; 4 Powell; 5 Eason; 6 Brad Smith (DAF CF). FL Makinen 1m32.272s (77.21mph). P Andrew Fulcher (MAN). S 16. **Race 4 (8 laps)** 1 Garrett; 2 Makinen +0.011s; 3 Paul McCumisky (Volvo FM12); 4 T Smith; 5 Powell; 6 Bowler. FL Makinen 1m48.987s (65.37mph). P Fulcher. S 16.

Super and Mighty Minis (7 laps) 1 Adrian Tuckley (Super); 2 Scott Kendall (Super) +0.710s; 3 Alex Comis (Super); 4 Joshua Young (Super); 5 Dave Rees (Super); 6 Steven Rideout (Super). CW Lee Poolman (Mighty). FL Kendall 1m43.077s (69.11 mph). P Tuckley. S 24. **Race 2 (14 laps)** 1 Kendall; 2 Tuckley +0.158s; 3 Rees; 4 Young; 5 Comis; 6 Rideout. CW Stuart Coombs (Mighty). FL Tuckley 1m30.026s (79.13 mph). P Connor O'Brien (Super). S 24.

Sports/Saloons (13 laps) 1 Paul Rose (Saker RAPX S1-400); 2 Paul Woolfitt (Lotus Exige) +8.414s; 3 Steve Harris (Saker RAPX S1-400); 4 Luke Armiger (Vauxhall Tigra); 5 Garry Watson (Westfield SEW); 6 David Harvey (Stuart Taylor Locosaki). CW Woolfitt; Harvey; Garry Wardle (Porsche 997); Graeme Laslett (Lotus Elise); Iain Gorrie (Raw Striker). FL Rose 1m08.869s (103.45mph). P Watson. S 40. **Race 2 (18 laps)** 1 Rose; 2 Watson +23.137s; 3 Joe Spencer (Stuart Taylor Locosaki); 4 Danny Bird (Spire GTR); 5 Harris; 6 Harvey. CW Watson; Spencer; Wardle; Piers Grange (Ford Escort RSR); Gorrie. FL Rose 1m09.641s (102.30mph). P Watson. S 38.

MG Owners' Club (12 laps) 1 David Mellor (MG ZR); 2 Alan Forster (MG ZR 160) +5.565s; 3 Simon Kendrick (MG F VVC); 4 Phil Walker (MG XR); 5 Mark Baker (MG F); 6 Steve Williams (MG ZR). CW Kendrick; William Van Vuuren (MG B Roadster). FL Mellor 1m38.786s (72.12 mph). P Williams. S 17. **Race 2 (14 laps)** 1 Mellor; 2 Williams +2.255s; 3 Forster; 4 Stuart Philps (MG ZR); 5 Nick Golhar (MG ZR); 6 Kendrick. CW Kendrick; Kim Baynam (MG B). FL Williams 1m25.765s (83.07mph). P Forster. S 18.

Pickup Truck Racing (15 laps) 1 Lea Wood; 2 Michael Smith +1.313s; 3 Lee Rodgers; 4 Mark Willis; 5 Paul Tompkins; 6 Paul Jones. FL Wood 1m17.382s (92.07mph). P Paul Tompkins. S 15. **Race 2 (15 laps)** 1 Smith; 2 Wood +0.210s; 3 Willis; 4 Scott Bourne; 5 Tompkins; 6 Mel Collins. FL Wood 1m31.722s (77.67mph). P Rodgers. S 15.

Classic Formula Ford 1600 (13 laps) 1 Simon Hadfield (Royale RP24); 2 Adriano Medeiros (Van Diemen RF80) +2.613s; 3 Gislain Genecand (Crossle 25F); 4 Alexander Fores (Royale RP21); 5 Tom Brown (Van Diemen RF79); 6 Mark Armstrong (Van Diemen RF80). CW Genecand; James Hadfield (Hawke DL2B). FL Medeiros 1m22.136s (86.74mph). P S Hadfield. S 30. **Race 2 (15 laps)** 1 Medeiros; 2 S Hadfield +0.079s; 3 Armstrong; 4 Fores; 5 Rick Morris (Royale RP26); 6 Nigel Lingwood (Van Diemen RF80). CW Fores; Stuart Kestenbaum (Crossle 16F). FL S Hadfield 1m17.092s (92.41mph). P S Hadfield. S 30.

RALLYING REPORTS

Gould bounces back with Ceri cross country win

British Cross Country Championship: Ceri

By Gary Simpson

Organiser: Marches 4x4 **When:** July 23/24 **Where:** Ceri Forest, Wales **Championships:** British Cross Country Championship/ Freelander Challenge/ BCC Trophy **Runs:** 11 **Starters** 37.

Martin Gould returned to winning ways at round four of the British Cross Country Championship despite only finishing repairing his car the day before the event.

Gould's Rivet suffered major engine damage at the last round and it was touch and go whether the car would be ready for Ceri. But fastest time on the first run proved that it was in good health and Gould was set to remain at the top of the leaderboard for the full event.

"We couldn't have made a better start," said Gould. "After the first run it was a case of keeping the momentum up and building a lead. The course was great, the best in the championship I think. The result means our championship challenge is right back on track after our setback at round three."

Adrian Marfell equaled his best ever BCCC finish in second:. "We're starting to gel with the car now, I'm very happy with the result," he said.

Justin Birchall steered his Lofthouse Freelander to the final spot on the podium, ahead of Ben Duckworth.

Results

1 Martin Gould/Simon Kerfoot (Buxton 4x4 Rivet) 1h 11m 13s; 2 Adrian Marfell/Paul Bartleman (Fouquet Nissan) +1m 12s; 3 Justin Birchall/Jonny Koonja (Lofthouse Freelander); 4 Ben Duckworth/Matt Cook (Milner LRM-1); 5 Andy Degiulio/Paul Jones (Milner R5); 6 Steve Smith/John Griffith (JRG Clio V8).

Photo: Martin Walsh

KIERNAN TAKES IMOKILLY HONOURS



Kiernan beat late entry Duggan

Imokilly Stage Rally

By Maurice Malone

Organiser: Imokilly MC **When:** July 23 **Where:** Midleton, County Cork **Championships:** Southern 4 Rally Championship **Stages:** 6 **Starters** 102.

Gary Kiernan and Keith Moriarty triumphed in what was a close-fought battle between some of the best Ford Escort Mk2 drivers in Ireland.

Many were surprised to see Rob Duggan running third on the road, as he'd originally been due to co-drive in Denis Nagle's rapid Micra. A late deal was struck with sponsor Colin Byrne to drive the Midleton man's Ford Escort Mk2, and Rob was awed by his first taste of Millington power.

Jonathan Pringle and James Fulton (Escort Mk2) flew over the first four tests to hold a healthy lead, but retired after an off on SS5. Kiernan then prevailed ahead of Duggan and Barry Meade, with Enda O'Brien and Ed O'Callaghan rounding off an all-Escort top five.

Vincent McSweeney (Honda Civic) was next up, with Jason Ryan's rapid 1600cc Civic close behind. John Lynch (Darrian T90), tyre guru Kevin Kelleher (Escort Mk2) and Pat O'Connell (Mitsubishi Lancer E9) filled the rest of the top 10 spots, while Eric Calnan and Aileen Kelly (Peugeot 106) took the Junior spoils for the second year in succession.

It was a fantastic day out for most involved, and Imokilly Motor Club has shown that a simple, clubman-friendly format can work wonders in these trying times for Irish rallying. The Southern 4 Rally Championship will visit Ireland's largest county again for the next round, September's Cork '20' Rally.

Results

1 Gary Kiernan/Keith Moriarty (Ford Escort Mk2) 43m59.1s; 2 Rob Duggan/Stephen Quin (Escort Mk2) +7.1s; 3 Barry Meade/Eamon Hayes (Escort Mk2); 4 Enda O'Brien/John Butler (Escort Mk2); 5 Ed O'Callaghan/Keith McCarthy (Escort Mk2); 6 Vincent McSweeney/Michael Kearney (Honda Civic); 7 Jason Ryan/Finbarr Quirke (Civic); 8 John Lynch/Thomas Lynch (Darrian T90); 9 Kevin Kelleher/Liam Moynihan (Escort Mk2); 10 Pat O'Connell/Derek Gibbs (Mitsubishi Lancer E9).
Class winners Pa O'Mahony/Shauna O'Mahony (Civic); Calvin Beattie/Jack Morton (Opel Adam); Larry Brady/Paddy Brady (Civic); Francis Kelly/Charlotte Egan (Vauxhall Nova); Michael Kelleher/Iarla McCarthy (Escort); Ryan/Quirke; Colin Roche/Derry Long (Toyota Starlet); Sean Moynihan/Liam Brennan (Escort); O'Callaghan/McCarthy; Kiernan/Fulton; Calnan/Kelly; George Swanton/Labhaoise Hyland (Escort); Ian Davies/James Ryland (BMW M3); O'Connell/Gibbs.

Cannell adds another Manx win to CV

Summer Stages

By Chris Boyde

Organiser: Druidale MC **When:** July 22 **Where:** Isle of Man **Championships:** Manx Rally Championship **Stages:** 10 **Starters** 19.

Father and daughter crew Nigel and Kayleigh Cannell (Mitsubishi Lancer E9) overcame a strong challenge from Scott Bradshaw/Howard Allison (Lancer E3) to win the Summer Stages on 16 year-old Kayleigh's first event.

The Cannells led initially at Conrhenny plantation but an overshoot on SS2 handed Bradshaw a lead he held until brake failure cost 10s on SS5. Bradshaw was then further delayed by broken gear linkage on SS6 Chibbanagh.

George Collister/Adam Yates (BMW E30) were third after the early tests but Timmy and Cliona Collins (Lancer E6) overhauled them in wet but drying conditions, and went on to finish second as Bradshaw was sidelined on SS8 with broken steering.

Craig/Alan Lemaire (Lancer E3) had a trouble-free run to their best ever result in fourth place, ahead of Kex Walker/Dannii Matthews (BMW E30).

Another stage rally debutant, Andrew Rothwell, took an excellent sixth place in a Vauxhall Corsa, despite an excursion into a ditch on the second stage.

Results

1 Nigel Cannell/Kayleigh Cannell (Mitsubishi Lancer E9) 24m27s; 2 Timmy Collins/Cliona Collins (Lancer E6) +1m47s; 3 George Collister/Adam Yates (BMW E30); 4 Craig Lemaire/Alan Lemaire (Lancer E3); 5 Kex Walker/Dannii Matthews (BMW E30); 6 Andrew Rothwell/Nick Kaighin (Vauxhall Corsa).

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SPORTING SCENE

Photos: Hal Ridge, mkpics.net

BRITISH RALLYCROSS CHAMPIONSHIP

THREE AND EASY FOR GODFREY

Former champion is back in his stride with a Mondello Park double



Godfrey has regained his winning habits

RESULTS

Round 4
British Rallycross (6 laps): 1 Julian Godfrey (Ford Fiesta) 3m52.125s; 2 Ollie O'Donovan (Ford Fiesta) +1.649s; 3 Derek Tohill (Ford Fiesta); 4 Oliver Bennett (Ford Fiesta); 5 Kevin Procter (Ford Fiesta) +5.824s; 6 Steve Hill (Mitsubishi Evo).
Supernational (6 laps): 1 Tony Lynch (Ford Ka) 4m19.685s; 2 Tristan Ovenden (Renault Clio) +1.230s; 3 Willie Coyne (Opel Corsa); 4 Peter McGarry (Vauxhall VX220); 5 Lloyd Spendlove (Lotus Exige); 6 Paige Bellerby (Lotus Exige).
Junior Rallycross (6 laps): 1 Ole Henry Steinsholt 4m50.846s; 2 Tom Llewellin +1.809s; 3 Tom Constantine; 4 Tom Middleton; 5 Morgan Wroot; 6 James Constantine.
Suzuki Swift (6 laps): 1 Rob Shield 4m32.948s; 2 Simon Ovenden +3.150s; 3 Christian Hainsworth; 4 Mark Donnelly; 5 Matt Maxted; 6 Morgan Bailey.
RX150 (6 laps): 1 Marc Scott 4m07.780s; 2 Stephen Jones +8.565s; 3 Brett Harris; 4 Kirk Langley; 5 Chrissy Palmer; 6 Jake Taylor.
Super1600/Hot Hatch/ BMW Mini (6 laps): 1 Paul Coney (Vauxhall Corsa) 4m19.022s; 2 Michael Boak (Citroen C2) +0.542s; 3 Craig Lomax (Citroen C2); 4 Darren Scott (Citroen C2); 5 Phil Chicken (Citroen C2); 6 Drew Bellerby (BMW Mini).

Round 5
British Rallycross (6 laps): 1 Godfrey 3m48.474s; 2 Bennett +0.603s; 3 Tohill; 4 Nathan Heathcote (Citroen DS3); 5 Procter; 6 Hill. **Point (after 5/9 rounds):** 1 Godfrey 130pts; 2 Bennett 127; 3 O'Donovan 114; 4 Procter 110; 5 Heathcote 97; 6 Mark Watson 84.
Supernational (6 laps): 1 Ovenden 4m03.684s; 2 Lynch +5.385s; 3 Pearse Browne (BMW Compact); 4 Spendlove; 5 Coyne; 6 Bellerby.
Junior Rallycross (6 laps): 1 Llewellin 4m51.440s; 2 T Constantine +4.346s; 3 Wroot; 4 Middleton; 5 Steinsholt; 6 J Constantine.
Suzuki Swift: 1 Shield 4m26.995s; 2 Ovenden +1.212s; 3 Maxted; 4 Chris Woollett; 5 Dominic Flitney; 6 Hainsworth.
RX150 (6 laps): 1 Palmer 4m17.930s; 2 Langley +1.248s; 3 Jones; 4 Georgia Sheils; 5 Harris; 6 Taylor.
Super1600/Hot Hatch/ BMW Mini (6 laps): 1 Coney 4m12.338s; 2 Boak +1.204s; 3 Scott; 4 David Bell (BMW Mini); 5 Andrew Hawkes (BMW Mini), 6 Martin Hawkes (BMW Mini).

British Rallycross Championship
By Hal Ridge

Organiser: BARC/Mondello Park **When:** July 22/23 **Where:** Mondello Park, Ireland **Starters:** 112/116

Five-time British Rallycross champion Julian Godfrey's year didn't get off to the kind of start that the renowned engine builder had intended in a season where he hoped to reclaim the title after Dan Rooke ended his unbeaten run to the crown last term.

Mechanical problems in round one were followed by crashing out of the final in round two. Come round three, Godfrey ended a winning drought of 12 months at Pembrey to get his year back on track and he has now followed that up by dominating the series' Irish double-header at Mondello Park last weekend.

Prior to graduating to the top-level Supercar category himself in 2011, Godfrey had previously run six-time title-holder Dermot Carnegie's cars and it was a pair of Carnegie-style victories that Godfrey scored in Mondello.

Over the course of the two events, which were run in both anti-clockwise and clockwise directions of the circuit, not once did Godfrey set a fastest time in the qualifying races. But come the knock-out semi-finals, he won both to start on the front row for the final.

On Saturday, Godfrey had to climb through the order after getting squeezed between fellow front-row starters Ollie O'Donovan and Derek Tohill in the run to turn one. Godfrey opted to take his joker lap immediately and then he progressed though the field when those ahead took their compulsory extra-routes and took the lead from Tohill after the joker section on lap five and won.

Come Sunday, Godfrey slotted into third at the first corner of the final after getting squeezed into turn one by Kevin Procter. Procter then made a mistake at the start of lap two and ran wide, allowing Godfrey to climb to second. Leader Oliver Bennett took his joker on lap four, releasing Godfrey into the lead. It was an advantage he maintained when he too took his joker tour on the final lap.

Carnegie was the master of just doing enough in the qualifying stages of events to start near the front of the final, and Godfrey was again no different on Carnegie's home soil.

Godfrey admitted: "Dermot and I have a very similar driving style, and it's obviously worked very well this weekend. I'm pleased to have won three events in a row."

Godfrey's victories move him into the series lead, ahead of Bennett, who had led the standings heading into the event but was caught up in drama in the qualifying stages on Saturday. Making it into the final, he executed a confident overtaking move on Procter to finish fourth, but was third of the British RX points scorers (Derek Tohill was not registered for British RX points).

Bennett then produced his most impressive performance to date on Sunday by starting on pole for the final and leading for much of the race until he took his joker.

Former European champion Tohill completed the podium on each of the two days. The 2007 British champion O'Donovan qualified top in the Intermediate Classification in both rounds. On Saturday he lost ground while battling with Tohill which meant he finished second. On Sunday, he fell behind team-mate Tony Bardy and Tohill at the start of the first semi-final, so immediately took his joker lap. However, broken steering caused contact with an Armco barrier and then a bank which tipped the Ford Fiesta into a roll and out of the event.

Tony Lynch ended Paige Bellerby's winning streak in the Supernational category with victory on Sunday, beating a dominant Tristan Ovenden on a freshly watered circuit for the final. Ovenden then set a pair of fastest times on Sunday on his way to a maiden Supernational win.

Norwegian Ole Henry Steinsholt and Tom Llewellin won in the Junior category. Rob Shield, son of 1989 British RX champion Michael, claimed his maiden win in the single-make Suzuki Swift class on Saturday and repeated the feat on Sunday.

NATIONAL HOT RODS

Wood draws first blood

National Hot Rods
By Graham Brown

Organiser: Spedeworth **When:** July 23 **Where:** Aldershot, Hampshire **Starters:** 20.

Billy Wood took the honours at the first round of the 2017/18 English World Series, the 'back to work' meeting featuring a different winner to every race with former two-litre Hot Rod ace Chris Crane and one-time two-litre world champion Lee Pepper also topping the podium.

Wood was chased home in the main event by Crane and Aaron Dew.

A new season usually brings some rule revisions and this year is no exception, with the adoption in England of the successful Northern Irish system of having the starting line-up drawn within grades and the order reversed for the second heat.

A welcome addition to the grids for this year is Billy Bonnar, the Scot rejoining the English series after some years away, while Rob McDonald has gone in the other direction to bolster the Scottish series.

A very dodgy weather forecast looked to be coming true as the rain began spitting as the cars lined up for heat one and it was raining properly by the time they got underway for keeps following a false start when Paul Gomm failed to move the first time. Fortunately the rain never came to much, and it was Paul Frost's Ginetta which set the early pace before Pepper, Crane and Wood all latched onto him.

A somewhat hasty rejoining manoeuvre by Shaun Taylor following a spin totally wrong-footed the leader, Frost getting out-fumbled by all those immediately behind him as they swarmed around the two cars. It was Crane who emerged with the lead although Wood and Pepper were still right there too, the trio squabbling all the way to the finish.

The sun was out for the second heat, Pepper making the most of having the front row all to himself as he led them away with Crane in pursuit. Frost ran third before retiring to hand the spot to Taylor, who promptly lost it to Colin Smith.

Even past the half-distance lap, the lead pair were still locked in combat but Smith, Stuart McLaird and Wood were about to join them for a fight to the finish. McLaird dropped back while Crane almost found a chink in the leader's defence, and a last-minute lunge up the outside by Wood failed to unseat any of those ahead.

Chris Haird had been steadily hunting down the lead pack and got home fifth in the end, although he was probably lucky to finish, the world champ having had an altercation with a big marker tyre almost in sight of the flag.

With Haird at the head of the second group on the final grid, his chances of taking the win looked to be pretty good. In fact, the race was won and lost inside the first 50 feet, with row-two starter Wood making a demon getaway which took him underneath polesitter Crane as they charged turn one, Wood's yellow Vauxhall Tigra blasting into a lead he wasn't to lose as they headed down the back straight.

Crane clung onto the back of Wood's car like a limpet for a long time but, with the rain spitting again, the leader's car appeared to just get better and better and the rest simply dropped back a few more feet with each passing lap.

In the end it became all about the battle for the places, with Crane at the head of a quintet comprising Dew, Jason Kew, Haird and Carl Waller-Barrett. Haird was probably expected to break free from this to go after Wood but it looked as though the World Final winner was still suffering some after effects of its encounter with the earth mover tyre and he eventually stepped aside to let Waller-Barrett have a go at breaking the stalemate instead, which he couldn't.

Wood duly took the flag almost a quarter of a lap to the good with Crane still second and, after a solid afternoon's work, about to leave Rushmoor as the new season's points leader.



Wood (inset) scampered clear as the cars powered away for the final

Results
Heat one: 1 Chris Crane (Vauxhall Tigra); 2 Billy Wood (Vauxhall Tigra); 3 Lee Pepper (Peugeot 206cc); 4 Aaron Dew (Ginetta G40R); 5 Paul Frost (Ginetta G40R); 6 Jason Kew (Vauxhall Tigra); 7 Carl Waller-Barrett (Vauxhall Tigra); 8 Layton Milsom (Vauxhall Tigra).
Heat two: 1 Pepper; 2 Crane; 3 Colin Smith (Vauxhall Tigra); 4 Wood; 5 Chris Haird (Vauxhall Tigra); 6 Alistair Lowe (Vauxhall Tigra); 7 Dew; 8 Kym Weaver (Vauxhall Tigra). **Final:** 1 Wood; 2 Crane; 3 Dew; 4 Kew; 5 Waller-Barrett; 6 Haird; 7 Milsom; 8 Weaver; 9 Lowe; 10 Smith.
Points (provisional) after 1/14 rounds: 1 Crane 66; 2 Wood 62; 3 Pepper 50; 4 Dew 49; 5 Kew 40; 6 Smith 39.

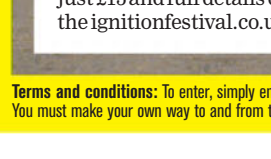
SPORTING SCENE ROUND-UP

Shawn Franklin travelled to the **Cymru Car Trial** for the first time and won overall, ending Henry Kitching's two-year dominance of the new-car class by two points on the day.

A stunning climb during the last round gave Franklin the win and it has opened up the title chase. Rupert North took his usual class win in his Mini to finish third. In the rear-wheel-drive class, Steve Courts beat Barrie Parker by just two points.

The Cymru Trial also held the inter-association team trial with teams of three representing four different MSA associations. The ANWCC team of Kitching, North and John Wadsworth won by three per cent from the South West team of Mark Hoppe, Shawn Franklin and Barrie Parker. It is the first time ANWCC has won the coveted trophy.

Rupert North's Wales form continued with another overall win at the **HCC Wales** event in dry conditions. He won his class by 20 points. Dave Oliver returned home to the Midlands overnight, fixed his Hillman Imp and dominated the rear-wheel-drive class during the morning but, shortly after lunch, more engine troubles were traced to a loose inlet manifold. He still finished second.



Franklin was the top dog

The battle of the day was in the new-car class with Franklin tying with Trevor Moffatt who had a stunning first round, with Kitching just a point behind.

Irish champion Derek Tohill dominated rounds four and five of this year's **Irish Rallycross** series at Mondello Park to keep his unbeaten record in SuperFinals intact. In Saturday's anti-clockwise race, Tohill's Ford Fiesta was 19s clear of the Mitsubishi Mirage of Noel Greene, with Willie Coyne's Vauxhall Corsa and the Buggy of Martin McAteer close behind.

The same pair again headed Sunday's result, run on the more normal clockwise layout, with Greene just 6s down this time. Lloyd Spendlove's Lotus Exige got the better of Coyne for third position.

Results

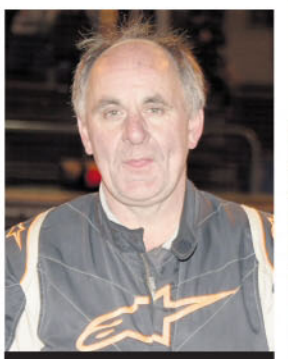
Gerry P Evans Cymru Car Trial
Organiser: North Wales Car Club **When:** July 22 **Where:** Talhaiarn, Snowdonia **Starters:** 25. 1 Shawn Franklin (Citroen Saxo) 78.7 per cent; 2 Henry Kitching (Vauxhall Corsa) 80.3 per cent; 3 Rupert North (Rover Mini); 4 Steve Courts (Hillman Imp); 5 Barrie Parker (Westfield SEi); 6 Trevor Moffatt (Vauxhall Corsa); 7 Mark Hoppe (Rover Mini); 8 John Wadsworth (Ford Ka); 9 Chris Judge (Citroen Saxo); 10 David Allman (Citroen Saxo).

HCC Wales Car Trial
Organiser: Clywdd Vale Motor Club **When:** July 23 **Where:** Prestatyn **Starters:** 26. 1 Rupert North (Rover Mini) 84.8 per cent; 2 Dave Oliver (Hillman Imp) 86.8 per cent; 3 Franklin; 4 Moffatt; 5 Kitching; 6 Hoppe; 7 Wadsworth; 8 Courts; 9 Nick Pollitt (Suzuki Swift); 10 Judge.

Photos: mkpics.net, Henry Kitching



Hillard has been racing since 1988



Hillard will head south

HILLARD SWITCHES HOT ROD FOCUS TO SOUTH AFRICA

British racer shuns English points series to chase glory in warmer climates

By Graham Brown

National Hot Rod stalwart Dick Hillard has decided to skip the 2017/18 English World Series in favour of racing in South Africa.

The former World Final runner-up missed the opening round of this year's series at Aldershot and will now concentrate on readying himself for the next SA national series which begins in January next year.

"I just feel that I've been racing in the UK series so long now, that it's starting to get stale," he said. "I've been around a long time – I've been in it since 1988 – and the constant commitment and work has started to take a bit away from the enjoyment of what should primarily be a hobby."

Hillard has well-established links to the South African racing scene, having been a frequent visitor down the years. Although he plans to ship his own car over to South Africa, where many local cars use Mazda rotary power plants, Hillard has no plans to go that route.

"I'll be using my regular car but I'll stick with a conventional piston engine," he explained. "It's part of the challenge to see if we can still be competitive with a non-rotary. Under their rules I could do a full-house all steel GM engine with big valves, a modified cylinder head and a less restrictive management system than we use in the UK, but it would be quite costly."

The SA series takes in Vereeniging, Richards Bay, Mahem Pretoria, Brakpan, Polokwane and Klerksdorp, with possible extra rounds for 2018 in The Cape, at Bredasdorp and Killarney.

WIN WIN WIN!

MEET THE LEGENDARY 'RALLY GODS' AT THE SENSATIONAL IGNITION FESTIVAL

Five of the sport's biggest names will be starring as 'Rally Gods' at next month's IGNITION Festival of Motoring staged on the streets of Glasgow (August 4-6).

Markku Alen, Miki Biasion, Stig Blomqvist, Timo Salonen and Ari Vatanen are all past champions – and all will be reunited with some of their greatest cars for the unmissable three-day blockbuster in Scotland.

To celebrate the special occasion, we have five pairs of IGNITION tickets to give away. Our lucky winners not only will see these legends returning to spectacular action but also will be treated to a memorable 'meet and greet' with the five heroic 'Rally Gods' on the day of their choice.

Other eye-catching IGNITION highlights include the biggest collection of F1 cars ever seen north of the border plus a host of other high-octane entertainment, activities and displays. Tickets start at just £15 and full details can be found on the ignitionfestival.co.uk website.

QUESTION:
On the streets of which city will IGNITION be held?
A Glasgow
B London
C Cardiff

SEND YOUR ANSWERS TO
competition@motorsport-news.co.uk

Terms and conditions: To enter, simply email the correct answer to competition@motorsport-news.co.uk by 1200hrs Wednesday, August 2, 2017. The Prize is as stated in the competition. You must be available on the August 4-6, 2017. Open to UK residents aged 18 and over, no cash alternative, prizes are non-transferable. You must make your own way to and from the event. Winners will be selected at random. For full terms and conditions see Autosport.com. The Promotor: Autosport Media UK Ltd. 1 Eton Street, Richmond, TW9 1EF

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MN SAYS...

All eyes will be on Edinburgh

There is a nervous wait while national rallying is examined



With the opening of the Fatal Accident Inquiry in Edinburgh after two accidents in Scotland, fans of rallying across the country will be holding their breath to see what the officials deem is necessary to make the sport safer for spectators. There could be a long wait for answers, but there will be a ruling.

Don't think that this is merely a parochial judgement that will only affect the situation north of the border, either. Whatever the inquiry rules will be felt throughout the land. There might be fresh restrictions put on rally organisers – and some that could make the operation of certain events not financially viable any more – or there might be a recommendation to run a number of rallies behind closed doors, shut away from spectators. Whatever the outcome, there could be some serious knock-on effects throughout the land.

In the meantime, all spectators and fans can do is be sensible, spectate safely and make sure that they follow the instructions of all officials and marshals. Doing this is one of the only ways of protecting the sport's future.

Matt James, Editor (Twitter: @MattJMNews)

YOUR PICS

LETTERS@MOTORSPORT-NEWS.CO.UK

Photographs must be of a good quality and please send no more than three images

ART EDITOR MIKE STOKOE'S FAVOURITE OF THE WEEK!



Peter Atkins manage to capture one of the iconic moments of the British Grand Prix



Richard Salisbury was on the Nicky Grist Stages



Nick Padmore testing a Williams at Donington Park, photographed by Rich Cranston



Neil Ormston enjoyed the British Grand Prix



Adrian Durnell was at Shelsley Walsh



A sideways Porsche, by Frank Bayes



Snetterton Mazda fun, taken by Justin Ward

LETTERS



MN, July 19

Give Palmer a break

If Renault want Jolyon Palmer to finish in the points they need to provide him with a car that's capable of running for all four hours of free practice, giving him a shout at a decent qualifying slot.

It seems the Renaults spend more time in the garage than most, losing time to get the laps in before qually. On more than one occasion this season, Palmer's car has failed in practice, failed in the race, or failed on the formation lap.

How is he supposed to improve and get results if the car keeps letting him down?

At the moment Renault don't seem capable of fielding more than one reliable competitive car, reminding me of another manufacturer team whose scarlet cars had neither of those attributes in the 1980s and most of the 1990s.

In your British Grand Prix report, you heaped praise on Nico Hulkenberg and comment that Palmer wasn't quite up there with him while, sadly, omitting to mention that Palmer's car was without the new floor that Hulkenberg had on his car.

In the circumstances, qualifying 11th didn't look too shabby. Renault need to stop ramping up the pressure on Palmer with all the talk about Robert Kubica, together with speculation in the media about Sergey Sirotkin, Sergio Perez, Carlos Sainz, etc, and fulfil their side of the deal, then perhaps we will all be able to judge whether the 2014 GP2 champion is worthy of another year.

John Russell
Via email

Radio control is crucial

Having watched the coverage of both the British Grand Prix and the Nurburgring 6 Hours, I was struck by the different way the delayed starts in both races were presented.

The World Endurance Championship coverage included radio instructions from the race director Eduardo Freitas on what the problem was and how it was to be dealt with. The F1 coverage featured David Croft babbling again about what might happen, and there were some pictures of some movie stars standing behind Charlie Whiting on the start gantry.

If Liberty Media really want to make a value adding change to F1 I would suggest that broadcasting the race director's radio transmissions is an easy no brainer.

On a different note, I'd like to wish Martin Brundle a swift recovery and advise him to give up drinking from wet racing boots.

Hugh Davies
Via email

Supporting cast

Am I alone in thinking the entire British Grand Prix programme from Silverstone was weak, stale and in need of a complete revamp?

Combined with the poor entries throughout (F1: 20 cars, F2: 20 cars, GP3: 19 cars, Porsche Supercup: 32 cars), the extended timetable left huge voids each day with nothing happening trackside.

If this is really the best the British Racing Drivers' Club can do in arranging an attractive Grand Prix weekend timetable, then perhaps they are best served by being rid of responsibility for the race.

Martin Jackson
Via email

Editor's note: *The track time restraints placed on the timetable by F1 and its bosses – such as the length of time the track needs to be clear before any F1 session can start – make it very hard to slot in any extra support races. It is not the responsibility of the BRDC.*

VISIT THE NEW MN WEBSITE WWW.MOTORSPORT-NEWS.CO.UK

TV GUIDE



There's sure to be something for everyone on TV this week with highlights from a range of series and championships across the globe, as well as one-off programmes.

For those wanting to enjoy some classic slipstreaming and crashes, **NASCAR** from the famous Indianapolis Speedway will be shown on Wednesday morning (0600-1000hrs, Premier Sports).

Relive Fernando Alonso's maiden win in Formula 1 at the 2003 Hungarian Grand Prix on **F1 Classic Races** (Wednesday, 2100-2300hrs, Sky Sports F1).

The latest action in the **Eurocup Formula Renault 2.0** series comes from the Red Bull Ring in Austria (Thursday, 0900-1000hrs, BT Sport 2) as Britain's Will Palmer battles for the title.

Teams and drivers in the **European Le Mans Series** will also have to master the Red Bull Ring, with highlights on Friday (0910-1110hrs, Motorsport.tv).

And for some **DTM** action, there are highlights from Moscow (Saturday, 1300-1400hrs, BT Sport 1) with Mattias Ekstrom and Lucas Auer in the title hunt.

LIVE F1



Hungary up next

Hungarian Grand Prix Sky Sports F1 HD

- **Drivers' press conference:** Thursday, 1400-1500hrs
- **FP1:** Friday, 0845-1100hrs
- **FP2:** Friday, 1245-1500hrs
- **Team principals' press conference:** Friday, 1530-1610hrs
- **The F1 Show:** Friday, 1610-1640hrs
- **FP3:** Saturday, 0945-1110hrs
- **Qualifying:** Saturday, 1200-1430hrs
- **Race:** Sunday, 1230-1530hrs
- **Highlights:** Sunday, 1800-1900hrs

Hungarian Grand Prix Channel 4 HD highlights

- **Qualifying:** Saturday, 1800-1930hrs
- **Race:** Sunday, 1715-1930hrs

LIVE WRC

Rally Finland, BT Sport

Friday
- **SS13:** 1830-1930hrs, BT Sport 2
- **End of day 1 review:** 2230-2300hrs, BT Sport 1

Saturday
- **SS19:** 1400-1500hrs, BT Sport ESPN
- **End of day 2 review:** 2230-2300hrs, BT Sport 3

Sunday
- **SS23:** 0800-0900hrs, BT Sport1
- **SS25:** 1100-1230hrs, BT Sport 1
- **End of day 3 review:** 2200-2230hrs, BT Sport 3

Red Bull TV

Friday
- **End of day review:** 2000-2030hrs

Saturday
- **SS19:** 1350hrs
- **End of day review:** 2000-2030hrs

Sunday
- **End of day review:** 2000-2030hrs

Motorsport.tv End of day reviews
- **Day 1:** Friday, 2235-2305hrs
- **Day 2:** Saturday, 2130-2200hrs
- **Day 3:** Sunday, 2235-2305hrs

Channel 5
- **Highlights:** Tuesday, 1900-2000hrs



LIVE TV

F2: Hungary
- **Race 1:** Saturday, 1455-1625hrs, Sky Sports F1
- **Race 2:** Sunday, 0915-1030hrs, Sky Sports F1

GP3: Hungary
- **Race 1:** Saturday, 1630-1730hrs, Sky Sports F1
- **Race 2:** Sunday, 0805-0900hrs, Sky Sports F1

BTCC: Snetterton
- **All the day's action:** Sunday, 1045-1800hrs, ITV4

Formula E: Montreal
- **Race 1:** Saturday, 2030-2210hrs, Channel 5
- **Race 2 highlights:** Monday, 0035-0115hrs, Channel 5

Spa 24 Hours
- **Race:** Saturday, 1500-2130hrs, Saturday/Sunday, 2200-1600hrs, Motorsport.tv

IndyCar: Mid-Ohio
- **Race:** Sunday, 2000-2300hrs, BT Sport ESPN

NASCAR: Pocono
- **Race:** Sunday, 2000hrs-0000hrs, Premier Sports

LISTINGS

RACING

FRIDAY-SUNDAY

Silverstone, Northants
Silverstone Classic: FIA Historic F1, FIA Historic Sports, U2TC, Pre '63 GT, Pre '66 Grand Prix Cars, Group C, Classic GT, Super Touring, Jaguars, Woodcote Trophy, Moss Trophy, Historic FF1600, Formula Junior, Pre-War Sports, HRDC Academy **Starts** Friday, qualifying from 0900hrs Saturday, racing from 0900hrs Sunday, racing from 0900hrs **Admission** from £43 (advance only) **Web** silverstone.co.uk **Contact** 08704 588260

SATURDAY

Oulton Park, Cheshire
MSVR meeting: GT Cup, Lotus Elise/Lotus Cup, Monoposto, Ssang Yong **Starts** racing from 1135hrs (qualifying from 0830hrs) **Admission** adult £15, under 13 free **Web** msv.com **Contact** 0843 453 9000

Kirkistown, N Ireland
500MRCI meeting: Road Sports, Fiesta Zetec, FF1600, Ginetta Junior, Stryker Sportscars **Starts** racing from 1300hrs (qualifying from 0900hrs) **Admission** adult £15 child free **Web** kirkistown.com

SATURDAY/SUNDAY

Snetterton, Norfolk
BTCC meeting: BTCC, F4, Carrera Cup, Renault Clio, Ginetta GT4, Ginetta Junior **Starts** Saturday, racing from 1330hrs (qualifying from 0905hrs) Sunday, racing from 0920hrs **Admission** adult £34, under 13 free **Web** msv.com **Contact** 0843 453 9000

SATURDAY/SUNDAY

Brands Hatch, Kent
BARC meeting: Britcar, 2CV, Pre '66 Touring Cars, Group 1 Touring Cars, Pre-1993 Touring Cars, Pre-2003 Touring Cars, Pre 2005-Production Touring Cars, Blue Oval Saloons, Thunder Saloons, Pre-2003 Classic VWs, Honda VTec, Smart Cars 4Two, Modified Saloons, Tin Top Saloons, Intermarque **Starts** Saturday, racing from 1125hrs (qualifying from 0900hrs) Sunday, racing from 1030hrs (qualifying from 1000hrs) **Admission** adult £15, under 13 free **Web** msv.com **Contact** 0843 453 9000

Cadwell Park, Lincs
Formula Vee 50th Festival: Clio 182, Formula Vee, Toyota MR2, Roadsports, 750 Formula, Historic 750 Formula, Classic Stock Hatch, Hot Hatch, 5Club MX-5, M3 Cup, Armed Forces Race **Starts** Saturday, racing from 1150hrs (qualifying from 0900hrs) Sunday, racing from 1055hrs (qualifying from 0900hrs) **Admission** adult £15, under 13 free **Web** msv.com **Contact** 0843 453 9000

SATURDAY/SUNDAY

Wiscombe Park, Devon
British Hillclimb **Start** 0800hrs Saturday, 0800hrs Sunday **Admission** Adults £10, under 14s free **Web** britishhillclimb.co.uk

Details correct at time of press

RALLYING

SATURDAY

Cookstown, County Tyrone
McNulty Motors Tyrone Stages Rally **Starts** 1030hrs **Admission** free **Web** cookstownmotorclub.com

SUNDAY

Builth Wells, Powys
Harry Flatters Rally **Starts** 0830hrs **Admission** free **Web** breconmotorclub.co.uk

Mallow, County Cork
Jim Walsh Cork Forest Rally **Starts** 0930hrs **Admission** free **Web** corkmotorclub.com

SPORTING SCENE

SATURDAY

Skegness, Lincs
BriSCA F1 **Start** 1830hrs **Admission** Adults £22, junior £8, child free **Web** brisca.com **Contact** 0843 453 9000

NEXT WEEK — OUT WEDNESDAY, AUGUST 2

CAN HAMILTON WIN AGAIN IN HUNGARY?



BRITON SET TO CONTINUE VETTEL DUEL



WRC FLYING HIGH IN FINLAND

RALLYING BEST TAKE ON HIGH-SPEED TEST



BTCC RETURNS AFTER SUMMER BREAK

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Autosport Media UK Limited,
1 Eton Street, Richmond, TW9 1EF, UK

EDITORIAL

Tel: +44 (0) 20 3 405 8149
Like us on Facebook: search 'Motorsport News'
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Web: www.motorsport-news.co.uk

Editor Matt James
matt.james@motorsport-news.co.uk
Managing Editor Robert Ladbrook
robert.ladbrook@motorsport-news.co.uk
Group National Editor Jack Benyon
jack.benyon@motorsport.com
Junior Journalist Stephen Lickorish
stephen.lickorish@motorsport-news.co.uk
Junior Journalist Stefan Mackley
stefan.mackley@motorsport-news.co.uk
Group Rallying Editor David Evans
david.evans@autosport.com
Art Editor Mike Stokoe
mike.stokoe@motorsport-news.co.uk
Office Manager Joanne Grove
joanne.grove@motorsport.com

CONTRIBUTING EDITORS

Historics editor Paul Lawrence
Grand Prix columnists Anthony Rowlinson, James Roberts, Stuart Codling, Damien Smith
Origination/Repro Dave Sternberg

Photography LAT Images: Steven Tee, Glenn Dunbar, Sam Bloxham, Zack Mauger

SUBSCRIPTIONS/BACK ISSUES

Motorsport News, FREEPOST, 3 Queensbridge, Northampton NN4 7BF
UK 0344 848 8834
Overseas +44 (0)1604 251 457
Email help@asm.secureorder.co.uk

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Sales Director Matthew Witham
Sales Manager James Robinson
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Classified Sales Ben Kavanagh, Fran Hall

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Production Katrina Renwick

PUBLISHING

Group Publishing Manager Sunita Davies

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Managing Director Tim Bulley
Publishing Director Stuart Williams
European Editor in Chief Damien Smith

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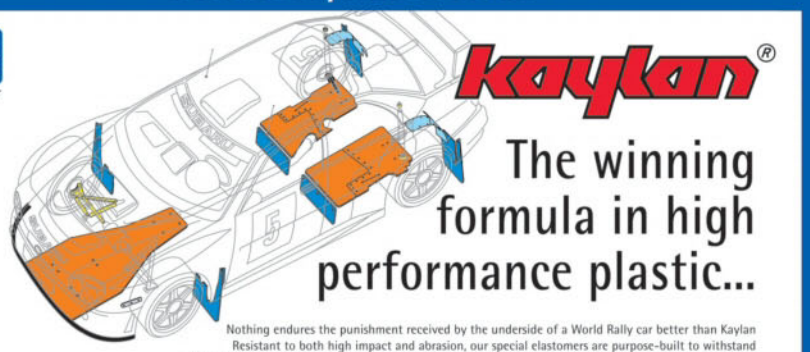
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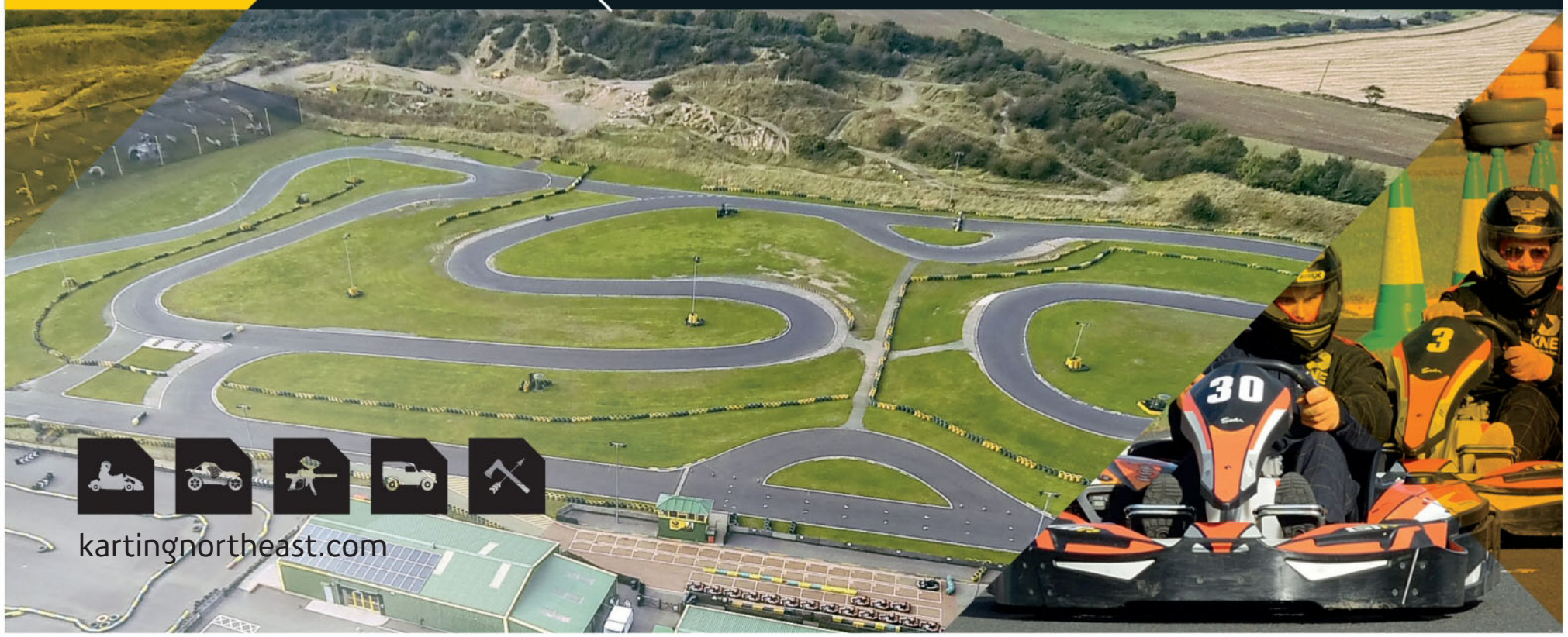
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T: +44 (0) 203 405 8108
E: francesca.hall@motorsport.com

Ben Kavanagh
Classified Advertising
T: +44 (0) 203 405 8109
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Katrina Renwick
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